



MEETING AGENDA

**6:00 p.m., Regular Meeting
 Wednesday, June 10, 2026
 STA Board Regular Meeting
 STA Board Room
 423 Main Street
 Suisun City, CA 94585**

The STA Board meeting will be conducted in person. This meeting may be accessed by the following technology. If you anticipate wanting to speak during the meeting and want to participate remotely, please join in advance of the public comment period and register which agenda item you would like to address. Since the meeting will be conducted in person, the STA Board will continue and not recess if there are technological issues associated with the remote participation.

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Mission Statement: To improve the quality of life in Solano County by delivering transportation projects to ensure mobility, travel safety, and economic vitality for all.

Public Comment: Pursuant to the Brown Act, the public has an opportunity to speak on any matter on the agenda or, for matters not on the agenda, issues within the subject matter jurisdiction of the agency. Comments are limited to no more than 3 minutes per speaker unless modified by the Board Chair, Gov't Code § 54954.3(a). By law, no action may be taken on any item raised during the public comment period although informational answers to questions may be given and matters may be referred to staff for placement on a future agenda of the agency. **Speaker cards are required in order to provide public comment. Speaker cards are on the table at the entry in the meeting room and should be handed to the STA Clerk of the Board. Public comments are limited to 3 minutes or less.**

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Staff Reports: Staff reports are available for inspection at the STA Offices, 423 Main Street, Suisun City during regular business hours, 8:00 a.m. to 5:00 p.m., Monday-Friday. You may also contact the Clerk of the Board via email at sernst@sta.ca.gov.

Supplemental Reports: Any reports or other materials that are issued after the agenda has been distributed may be reviewed by contacting the STA Clerk of the Board and copies of any such supplemental materials will be available on the table at the entry to the meeting room.

Agenda Times: Times set forth on the agenda are estimates. Items may be heard before or after the times shown.

2026 STA BOARD MEMBERS

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

STA BOARD ALTERNATES

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

BOARD/STAFF PERSON

1. **CALL TO ORDER/PLEDGE OF ALLEGIANCE** (6:00 p.m.) Chair Alma Hernandez

2. **CONFIRM QUORUM/STATEMENT OF CONFLICT**
An official who has a conflict must, prior to consideration of the decision; (1) publicly identify in detail the financial interest that causes the conflict; (2) recuse himself/herself from discussing and voting on the matter; (3) leave the room until after the decision has been made. CA Gov't Code § 87200

3. **APPROVAL OF AGENDA**

4. **OPPORTUNITY FOR PUBLIC COMMENT** (6:05 – 6:10 p.m.)

5. **DIRECTOR'S REPORT** (6:10 – 6:15 p.m.) Robert Guerrero
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6. **PRESENTATIONS** (6:15 – 6:30 p.m.)
 - A. **Solano Express Systems Performance Monthly Report** Beth Kranda, SolTrans

 - B. **STA Director Reports:**
 1. **Programs –** Ron Grassi
 - i. Solano Mobility Programs Fiscal Year (FY) 2025-26 3rd Quarter Report for Older Adults and People with Disabilities, and Veterans Programs
 - ii. Consolidated Transportation Services Agency Advisory Committee (CTSA-AC) Update
 2. **Planning –** Robert Guerrero
 3. **Projects Update –** Nick Burton
 - i. State Route (SR)37 Fairgrounds – Ribbon Cutting on July 7, 2026, at 10:00 a.m.
 - ii. SR 12/SR 113 Updates

7. **CONSENT CALENDAR** (6:30 – 6:35 p.m.)
Recommendation: Approve the following consent items in one motion.
(Note: Items under Consent Calendar may be removed for separate discussion.)
 - A. **Minutes of the STA Board Meeting of May 13, 2026** Sheila Ernst
Recommendation:
Approve the minutes of the STA Board Meeting of May 13, 2026.
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 - B. **Draft Minutes of the STA Technical Advisory Committee (TAC) Meeting of May 27, 2026** Sheila Ernst
Recommendation:
Receive and file.
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 - C. **Approved/Draft Minutes of STA Advisory Committees in the Month of June 2026** Sheila Ernst
Recommendation:
Receive and file. Natalie Quezada
Josue Jimenez
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- D. Fiscal Year (FY) 2026-27 Transportation Development Act (TDA) Matrix – June 2026, which includes TDA Claims for STA, STA on behalf of Solano County, and STA on behalf of Suisun City** Ron Grassi
Recommendation:
 Approve the following:
1. The June 2026 TDA Matrix for FY 2026-27, which includes TDA claims for STA, STA on behalf of Solano County, and STA on behalf of the city of Suisun City, as shown in Attachment B.
 2. Authorize the Executive Director to enter into a funding agreement with the Cities of Vacaville (2) and Dixon (1) for the purchase of (3) 24-passenger StarCraft 32 ft busses at a cost of \$726,392 to support Lifeline Transit service for the Cities of Vacaville, Dixon, UC Davis (Memorial Union), and Sacramento.
- Pg. 45**
- E. Fiscal Year (FY) 2024-25 Reconciliation and review of 2026-27 Taxi Card/ PEX Program Transportation Development Act (TDA) Funding and FY 2024-25 Reconciliation** Ron Grassi
Recommendation:
 Approve the FY 2026-27 Intercity Taxi Card Program TDA funding, as specified in Attachment B.
- Pg. 51**
- F. Release a Request for Proposals (RFP) for Support or Enhanced On-Demand Wheel Chair Accessible Vehicles (WAV) Services** Steven Lowe
Recommendation:
 Authorize the Executive Director to:
1. Release an RFP to support or enhance on-demand WAV services.
 2. Enter into a contract agreement with the selected consultants providing support or enhanced on-demand WAV services for three years for an amount not to exceed \$300,000.
- Pg. 55**
- G. STA’s Overall Work Plan (OWP) for FYs 2026-27 and 2027-28** Robert Guerrero
Nick Burton
Ron Grassi
Recommendation:
 Approve STA’s Overall Work Plan (OWP) for FY 2026-27 and FY 2027-28 as shown in Attachment B.
- Pg. 57**
- H. Arup Contract Amendment #1 for Additional Scope Services – Solano Rail Hub Park and Ride Lot Project Initiation Document** Jasper Alve
Recommendation:
 Approve to authorize the STA Executive Director to:
1. Amend Arup’s contract for the Solano Rail Hub to increase its budget by \$397,200 for the additional work related to the development of the PID thereby bringing its total contract to the amount not-to-exceed \$963,700 and
 2. Enter into a cooperative agreement with Caltrans for the Solano Rail Hub park and ride lot facility relocation PID oversight
- Pg. 99**

I. Contract Amendment for Vehicle Share Program Volunteer Driver Training Steven Lowe

Recommendation:

Authorize the STA Executive Director to:

1. Extend the contract with B811 Medical Transportation for one (1) year; and
2. Amend the contract with B811 to increase the budget by \$10,000 for FY 2026-27, at the budgeted amount of \$500 per person, for a total contract amount not-to-exceed \$30,000.

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J. Kimley Horn Contract Amendment #1 for the Development of the State Routes 12 and 113 Comprehensive Multimodal Corridor Plan Jasper Alve

Recommendation:

Authorize the STA Executive Director to amend Kimley Horn’s consultant agreement to add the additional scope of work to develop the State Routes 12 and 113 Comprehensive Multimodal Corridor Plans for the amount not-to-exceed \$774,930.32.

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K. Dixon Read-Ride Service and Financial Management Contract Brandon Thomson

Recommendation:

Approve the following:

1. Authorize the STA Executive Director to execute a contract with the City of Dixon for STA to provide transit management and financial services for the Dixon Read-Ride for an amount not-to-exceed \$85,900.

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L. Bicycle Advisory Committee (BAC) Member Appointment Dulce Jimenez

Recommendation:

Approve the appointment of Rachel Mixon to represent the STA Member-at-Large position for a three-year term set to expire on December 31, 2028.

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M. Paratransit Coordinating Council (PCC) Membership Update Ron Grassi

Recommendation:

Reappoint Ruben Brunt, Transit User Member, to another 3-year term, expiring in December 2029.

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8. ACTION FINANCIAL ITEMS

A. Regional Transportation Impact Fee – Fiscal Year 2025-26 2nd Quarter Update and Working Group Recommendations Leslie Gould

Recommendation:

Recommend the STA Board to approve the following:

1. Program the loan of \$100,000 of RTIF District 2 funds to District 4 for the North Connector West Project;
2. Authorize the STA Executive Director to enter into funding agreement with the City of Fairfield for \$100,000 loan;
3. Reprogram \$600,000 of RTIF District 2 funds from Railroad Avenue Extension to Solano Rail Hub Project;

4. Authorize the STA Executive Director to enter into funding agreement with Suisun City for programming \$600,000 RTIF fund for Solano Rail Hub Project.
(6:35 – 6:40 p.m.)

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

Ron Grassi

Recommendation:

1. Approve the revised service hours by route, based on the SolTrans Board's action to restore Route 82 and the recommendations of the Solano County Intercity Transit Consortium and STA TAC; and
2. Authorize the STA Executive Director to modify and sign the 1st Amendment to the Solano Express Intercity Transit Funding and Cost Sharing Agreement for FY 2026-27 and the attachments accordingly. (Attachment B, E & F)
 - i. Solano Express Cost Per Revenue Hour (\$246.76)
 - ii. Solano Express Service Hours by Route
 - iii. FY 2026-27 Solano Express Budget
 - iv. FY 2026-27 Funding Plan and 5 Year Financial Forecast

(6:40 – 7:00 p.m.)

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

Ron Grassi

Recommendation:

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

1. Programming of \$9,184,119 in STAF Population-Based funds to support Lifeline Transit Services, Solano Mobility Programs, Capital Projects, and Planning Projects in FY 2026-27, as specified in Attachment B; and
2. Authorize SolTrans to claim \$1,409,232 of new STAF for Solano Express Operations in FY 2026-27 once the 1st amendment of Solano Express Intercity Funding and Cost-Sharing is fully executed between STA, the funding partners, and SolTrans.
3. STA Resolution No. 2026-02 authorizing STA to file a claim with MTC to allocate STAF and TDA funds for FY 2026-27 as shown in Attachment C.

(7:00 – 7:05 p.m.)

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D. Fiscal Year 2026-27 Proposed Budget Revision

Nick Burton
Andrew Obando

Recommendation:

Approve the following:

1. Adopt the FY 2026-27 Proposed Budget Revision as shown in Attachment A; and
2. Approve the FY 2026-27 2.9% COLA for STA staff effective July 1, 2026; and
3. Adopt STA's Proposed Salary Schedule for FY 2026-27 effective July 1, 2026, as shown in Attachment B;
4. Approve the FY 2026-27 Organizational Chart as shown in Attachment C; and,
5. Approve the salary for Interim Executive Director pursuant to the salary range of Executive Director.

(7:05 – 7:10 p.m.)

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- E. Follow-up Plant Establishment Period Contract for the I-80 Express Lanes Project** Nick Burton
- Recommendation:
Approve the following:
1. I-80 Express Lanes Plant Establishment Period Project, Notice to Contractors and Special Provisions, including issued Addenda;
 2. Authorize the Executive Director or his designee to sign the I-80 Express Lanes Plant Establishment Period Contract on behalf of the STA Board subject to the Executive Director or his designee having reviewed and found sufficient all required documents, including the contract signed by the contractor and the required surety bonds and certificates of insurance;
 3. Authorize the Executive Director or his designee to execute required contract change orders for up to 20% of the bid amount and enter in a contract amount not-to-exceed is \$879,444 for the I-80 Express Lanes Plant Establishment Period Project Contract; and
 4. Resolution No. 2026-03 for the I-80 Express Lanes Plant Establishment Period Contract.
- (7:10 – 7:15 p.m.)
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9. ACTION NON-FINANCIAL ITEMS

- A. Legislative Update** Sean Person
- Recommendation:
Approve the following:
1. Authorize the Executive Director to submit a Letter of Support on behalf of the STA for the advancement of the report generated through AB 1421.
- (7:15 – 7:20 p.m.)
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- B. Final Drafts of the Comprehensive Transportation Plan (CTP) – Element Project Lists** Dulce Jimenez
- Recommendations:
Adopt the final drafts of the Comprehensive Transportation Plan (CTP) Element Projects list:
1. Final Draft List of Active Transportation Projects as shown in Attachment A;
 2. Final Draft List of Arterials, Highways, and Freeways Projects as shown in Attachment B; and
 3. Final Draft List of Transit and Rideshare Projects as shown in Attachment C.
- (7:20 – 7:25 p.m.)
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10. INFORMATIONAL – NO DISCUSSION ITEMS

- A. Solano Mobility Programs FY 2025-26 Q3 Report for Older Adults and People with Disabilities** Debbie McQuilkin
- Pg. 293**
- B. Summary of Funding Opportunities** Jasper Alve
- Pg. 295**

11. BOARD MEMBER COMMENTS

(7:25 – 7:30 p.m.)

12. ADJOURNMENT

The next regularly scheduled meeting of the STA Board is at **6:00 p.m., Wednesday, July 8, 2026**, at STA Board Room - 423 Main Street in Suisun City.

STA Board Meeting Schedule for Calendar Year 2026

NO MEETING IN AUGUST – STA Board Recess

6:00 p.m., Wed., September 9th

6:00 p.m., Wed., October 14th

NO MEETING IN NOVEMBER – STA’s 29th Annual Awards

6:00 p.m., Wed., December 9th

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DATE: June 3, 2026
TO: STA Board
FROM: Robert Guerrero, STA Deputy Executive Director/Director of Planning
RE: Executive Director's Report – June 2026

The following is a brief summary on key topics agendized for discussion at the Solano Transportation Authority Board meeting.

Transportation Development Act (TDA) and State Transit Assistance Funding (STAF) for Transit and Mobility Program Claims

This month, STA staff is recommending moving forward with TDA and STAF funding for transit and program claims. This process is necessary for the Metropolitan Transportation Commission (MTC) to program funding for transit operators and STA to continue transit and mobility programs in the next fiscal year.

Overall Work Plan for FY 2026-27 & 2027-28

Every year the STA staff and STA Board update the STA Overall Work Program (OWP). The OWP is a 2-year work program that covers all the plans, projects, and programs authorized by the STA Board. The STA Board released the draft OWP last month for public comment and has since received input from SolTrans. STA staff has addressed SolTrans comments and incorporated changes based on their input where needed. STA staff is recommending the STA Board approve the updated OWP at this time.

Regional Transportation Impact Fee 2nd Quarter Update and Working Group Recommendations

The STA's Regional Transportation Impact Fee (RTIF) is a transportation component of the County's Public Facilities Fee (PFF) Program and has been implemented since 2014. The majority of the funding is committed with approximately \$470k of new revenue generated from development received through the 2nd Quarter of this fiscal year. STA staff will report on the status of the funding and will report on the recommended action from RTIF working groups from District 2 and District 4 involving the City of Fairfield's North Connector West Project and City of Suisun City's Solano Rail Hub Project.

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

STA staff is recommending an amendment to the Solano Express Intercity Transit Funding and Cost-Sharing Agreement for FY 2026-27 to include a reallocation of service hours that will accommodate continuing the Pilot Route 82 Service. SolTrans reported an increase in ridership and found additional resources to continue the service after the Funding and Cost Sharing agreement was approved last month. The SolTrans Board requested that this item be discussed by the funding partners at the STA's Solano County Intercity Transit Consortium and Technical Advisory Committee before final approval. Both committee's recommended approval of this item at their May 26th and May 27th meetings, respectively.

Fiscal Year 2026-27 Proposed Budget Revision

The original FY 2026-27 Budget was approved by the STA Board on September 9, 2025 as part of a two year budget. In preparation for next fiscal year, the STA Department Directors and Finance Staff prepared a proposed budget revision to reflect appropriate changes to the FY 2026-27 revenues and expenditures. In summary, the STA Budget is balanced with new revenue identified and roll over funding from the prior fiscal year matching anticipated expenditures. Staff is also recommending adjustments to meet the current and future demands of the agency and continue to fullfill the STA’s overall work plan.

Solano Comprehensive Transportation Plan (CTP) Element Project Lists

After an extensive public outreach and coordination meetings with public works and planning staff from the County of Solano and the seven cities, STA staff is prepared to present and recommend the Solano CTP Element Project Lists. The projects identified for each of the three elements of the CTP will be eligible for STA discretionary funds. In addition, STA staff will negotiate with MTC to include eligible projects from the CTP Element Project Lists in their upcoming Plan Bay Area plan, otherwise known as Bay Area’s Regional Transportation Plan. This is necessary for any consideration of federal and state future funding.

Attachment:

- A. STA Acronyms List of Transportation Terms



SOLANO TRANSPORTATION AUTHORITY
Board Minutes for Meeting of
May 13, 2026

1. CALL TO ORDER

Chair Hernandez called the meeting to order at 6:06 p.m. She reported out from Closed Session and shared that Daryl Halls is retiring and his last day with the STA is June 30, 2026. She announced that Robert Guerrero will become the Interim Executive Director beginning July 1, 2026. She concluded that an RFP will be issued to recruit for the next Executive Director in the coming months.

MEMBERS PRESENT:

Alma Hernandez	City of Suisun City
Mich Mashburn	County of Solano
Steve Bird	City of Dixon
Steve Young	City of Benicia
Cat Moy	City of Fairfield
Michael Silva for John Carli	City of Vacaville
Andrea Sorce	City of Vallejo
Walt Stanish for Edwin Okamura	City of Rio Vista

MEMBERS ABSENT:

John Carli	City of Vacaville
Edwin Okamura	City of Rio Vista

STA STAFF PRESENT:
(In alphabetical order by Last Name.)

Amy Antunano	SR2S Program Manager
Nick Burton	Director of Projects
Megan Callaway	STA Legal Counsel
Sheila Ernst	Clerk of the Board
Lorene Garrett	Transit Mobility Coordinator I
Leslie Gould	Project Manager
Ron Grassi	Director of Programs
Kathrina Gregana	Associate Planner
Janelle Gregorio	SR2S Program Coordinator
Robert Guerrero	Deputy Executive Director/Director of Planning
Daryl Halls	Executive Director
Dulce Jimenez	Assistant Planner
Josue Jimenez	Administrative Assistant
Johanna Masiclat	Clerk of the Board
Natalie Quezada	Administrative Assistant
Brandon Thomson	Senior Transit Mobility Coordinator

2. CONFIRM QUORUM/STATEMENT OF CONFLICT

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

3. APPROVAL OF AGENDA

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

Daryl Halls announced minor changes to the agenda. He concluded by introducing two new hires: Sheila Ernst, Clerk of the Board/Office Manager and Andrew Obando, Budget & Finance Manager.

4. OPPORTUNITY FOR PUBLIC COMMENT

None presented.

5. EXECUTIVE DIRECTOR'S REPORT

- Departure of the Clerk of the Board Johanna Masiclat
- Staff Update
- Update on I-80 Express Lanes by Bay Area Infrastructure Finance Authority (BAIFA) Presentation
- Draft Overall Work Plan for FY 2026-27 & 2027-28
- Release of Call for Projects for Over \$20M Dollars as Part of OBAG Cycle 4
- Approval of SolanoExpress Intercity Transit Funding and Cost Sharing Agreement
- 3rd Quarter Budget Report for Fiscal Year 2025-26 and Updated Budget Schedule

6. STA PRESENTATIONS

A. Proclamations:

- **Solano County Bike Champion of the Year:**
 - **Braxton Winchester** – Presented by Director Bird.
 - **Alexi Sinclair** – Presented by Director Sorce.
- **Johanna Masiclat's Retirement – STA Clerk of the Board/Office Manager – 23 Years of Service** – Presented by the STA Board of Directors and respective Alternates.

B. Bay Area Infrastructure Financing Authority (BAIFA) – I-80 Express Lanes Update presented by Stephen Wolf, Beth Zelinski and Diana Dorinson.

C. Solano Express Systems Performance Monthly Report presented by Beth Kranda

D. STA Director Reports:

1. Programs

- i. **Solano Mobility Programs – Call Center 2nd Quarter Report for FY 2025-26** – presented by Erika Dohina.

2. Planning

- i. **SR2S Activities Update** – presented by Amy Antunano.
- ii. **Bay Area Air District (BAAD) Opportunity** – presented by Amy Antunano.
- iii. **Priority Production Area** – presented by Kathrina Gregana.
- iv. **STA Transportation Resiliency Plan** – presented by Kathrina Gregana.

3. Projects Update – updates presentations provided by Nick Burton.

- i. **SR 37 Fairgrounds**
- ii. **SR 12 and SR 113 Corridor Updates**
- iii. **Upcoming Notice of Funding Opportunities (NOFO)**

7. CONSENT CALENDAR

On a motion by Director Bird, and a second by Director Silva, the STA Board approved the Consent Calendar Items A-I.

The Consent Calendar Items A- I passed by the following roll call votes:

Ayes: Bird, Silva (for Carli), Hernandez, Moy, Stanish (for Okamura) , Sorce, Mashburn, and Young

Noes: None.

Absent: None.

Abstain: None.

A. Minutes of the STA Board Meeting of April 8, 2026

Recommendation:

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

B. Draft Minutes of the STA Technical Advisory Committee (TAC) Meeting of April 29, 2026

Recommendation:

Receive and file.

C. Approved/Draft Minutes of STA Advisory Committees in the Month of April 2026

Recommendation:

Receive and file.

D. Contract Amendment Preliminary Project Development Funding Plan for Neitzel Road Ramp Connection (Interchange Project Package 5) – Mark Thomas Scope Fee (Revision 2)

Recommendations:

Authorize the Executive Director to:

1. Amend Mark Thomas’ consultant contract to add \$3,461,595.58 for additional scope of work identified in Attachment B provided the necessary funding agreements with the City of Fairfield are executed, thereby bringing the budget of the contract to the amount not-to-exceed \$13,142,497.58;
2. Amend the City of Fairfield’s RTIF funding agreement to add the loan totaling \$100,000 of RTIF funding bringing the total RTIF contribution to \$300,000; and
3. Execute a funding agreement with the City of Fairfield related to the RM3 loan totaling \$200,000.

E. Second Contract Amendment for Suisun City Mobility Hub Construction Management Services

Recommendation:

Authorize the STA Executive Director to amend the consultant contract with WSP for construction management support services for the Suisun City Mobility Hub Project to add \$21,548 thereby raising the total consultant contract to the amount not-to-exceed \$336,463.

F. Solano Community College (SCC) Falcon Flyer Vanpool Pilot Program Extension FY 2026-27

Recommendations:

Authorize the Executive Director to:

1. Enter into a funding agreement with the Solano Community College District for the Solano Community College Intercampus Vanpool Pilot program for an amount not to exceed \$457,184 per year through June 30, 2027;

2. Enter into an agreement with Propark Mobility to operate the Solano Community College Intercampus Vanpool Pilot Program through June 30, 2027, for an amount not to exceed \$457,184 per year.

G. Contract Amendment – Commute with Enterprise for the Traditional Vanpool Program

Recommendation:

Authorize the Executive Director to enter into a contract amendment with Commute with Enterprise to extend the traditional vanpool program for FY 2026-27 and FY 2027-28 at the budgeted amount of \$50,000 per fiscal year.

H. Public Safety Education and Enforcement Grant-Reallocation of Funds

Recommendation:

Authorize the Executive Director to reallocate the remaining Public Safety Education and Enforcement Grant funds, not to exceed \$50,000, to the City of Benicia Police Department to support Safe Routes to School safety education and enforcement activities.

I. Fiscal Year 2025-26 Proposed Third Quarter Budget Revision

Recommendation:

Adopt the STA's FY 2025/26 Proposed Third Quarter Budget Revision as shown in Attachment A.

8. ACTION FINANCIAL ITEMS

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

Recommendation:

Authorize the STA to release the Solano County OBAG 4 Competitive Call for Projects and utilize the screening and evaluation criteria outlined in Attachment B with a funding target of \$16.190 million and with grant applications due on June 30, 2026.

Jasper Alve explained that grant programs will increase the amount of funding that will be available to member agencies for project development and construction activities. He concluded that the deadline for project sponsors to submit the OBAG 4 grant applications is June 30, 2026. He added that subsequently, STA staff will request the STA Board to approve the list of nominated projects and programs at the meeting on September 9, 2026. He concluded that MTC anticipates releasing the notice of award in early 2027.

On a motion by Board Member Moy, and a second by Board Member Bird, the STA Board approved the agenda. (8 Ayes)

B. MTC Community Action Resource and Empowerment (CARE) Program – Call for Projects and Evaluation Criteria

Recommendations:

Approve the following:

1. Approve the Solano CARE Program Evaluation Criteria as specified in Attachment A; and

2. Issue a Call for Projects for \$2.088 million for the Solano CARE Program (\$1,044,000 for CBTP Project Development Technical Assistance and \$1,044,000 for Participatory Budgeting and Implementation) with flexibility of up to 30 percent between the two categories.

Kathrina Gregana explained that the CARE Program includes two funding categories as being project development technical assistance (\$1 million) and construction (\$1.044 million), with up to 30% flexibility between categories. She noted that STA staff's met with each of the Solano cities and the County to discuss the process, criteria, and schedule. She concluded that STA will work with Solano member agencies and transit operators to develop a project nomination list for submission to MTC with applications due by June 30th.

On a motion by Director Moy, and a second by Director Bird, the STA Board approved the recommendations.

C. Transportation Development Act Article 3 (TDA-3) Fiscal Year (FY) 2026-27 Call for Projects

Recommendation:

Authorize the Executive Director to issue a Call for Projects for Transportation Development Article 3 Funds.

Dulce Jimenez announced that \$430,692 remains to be allocated through a call for projects process that will be released on May 13, 2026. She noted that the deadline to submit applications for all four funding sources will be June 30, 2026. She concluded that STA staff is considering a multi-year allocation of TDA funds for up to four years of funding.

On a motion by Director Silva, and a second by Director Bird, the STA Board approved the motion.

D. Bay Area Air District Transportation Funds for Clean Air (TFCA) 40% Fund Program Fiscal Year (FY) 2026-27 Call for Projects

Recommendations:

Authorize the Executive Director to:

1. Program \$273,597 of FY 2026-27 Bay Area Air District TFCA 40% Fund to Solano Mobility Employer Commuter Programs; and
2. Issue a Call for Projects for the FY 2026-27 TFCA 40% Funds for the remaining balance of \$1,000,000.

Dulce Jimenez discussed the upcoming fiscal year funding cycle, and noted that the Bay Area Air District provided a one-time funding augmentation of \$1.0 million to fund active transportation projects, for a total of \$1,273,597 available for programming in FY 2026-27 by the STA. She noted that STA staff recommends allocating \$273,597 to fund Solano Mobility Employer Commuter Programs. Dulce concluded that TFCA funds will assist in matching funds provided by the Yolo-Solano Air Quality Management District and State Transit Assistance Funds.

On a motion by Director Silva, and a second by Director Moy, the STA Board approved the recommendations.

E. Solano Express Route Name Changes and Regional Mapping & Wayfinding in Solano County

Recommendations: Approve the following:

1. Authorize the route naming revisions to the Solano Express Network as shown in Attachment A.
2. Approve up to \$500,000 in funding for Solano transit wayfinding sign replacement, in accordance with the Regional Mapping and Wayfinding Design Guidance, and prioritizing regional signage, with any remaining funds allocated to local transit sign updates.
3. Authorize the Executive Director to enter into funding agreements Soltrans and other transit operators in Solano County to implement the wayfinding sign replacement program not to exceed \$500,000.

Katharina Gregana discussed regional mapping and wayfinding updates, including transitioning Solano Express routes from color names to numerical names and allocating \$500,000 for wayfinding sign replacements, prioritizing regional services first. She concluded that the board also approved this item unanimously, with Mayor Young inquiring about timing to complete the signage changes before August's system changes.

On a motion by Director Young, and a second by Director Bird, the STA Board approved the recommendations.

Ayes: Bird, Silva (for Carli), Hernandez, Moy, Stanish (for Okamura), Sorce, Mashburn, and Young

Noes: None.

Absent: None.

Abstain: None.

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

Recommendations:

1. Approve the 1st Amendment to Solano Express Intercity Transit Funding and Cost Sharing Agreement for FY 2026-27(Attachment C, D & E) with the updated:
 - i. Solano Express Cost Per Revenue Hour
 - ii. Solano Express Service Hours by Route
 - iii. FY 2026-27 Solano Express Budget
 - iv. FY 2026-27 Funding Plan and 5 Year Financial Forecast
2. Authorize the Executive Director to sign the agreement.

Ron Grassi provided an update on the Solano Express Intercity Transit and Funding Cost Sharing Agreement amendment and the overall work plan for FY26-27 and FY27-28. He shared that Director Mashburn's efforts helped secure a \$3 million increase in MTC funding, which will help address a previous fiscal cliff issue and maintain financial stability for the next 4-5 years. The board approved the amendment to the Solano Express agreement with a revised cost per revenue hour of \$246.76 and authorized the Executive Director to sign the agreement.

On a motion by Director Young, and a second by Director Bird, the STA Board approved the Consent Calendar Items A-I.

Ayes: Bird, Silva (for Carli), Hernandez, Moy, Stanish (for Okamura) , Sorce, Mashburn, and Young

Noes: None.

Absent: None.

Abstain: None.

9. ACTION NON-FINANCIAL ITEMS

A. STA's Draft Overall Work Plan for FY 2026-27 and FY 2027-28

Recommendation:

Release the STA's Draft Overall Work Plan (OWP) for FY 2026-27 and 2027-28 for a 30-day comment period as shown in Attachment A.

Robert Guerrero provided an overview on Planning for 2025-26.

Nick Burton provided a brief overview on Projects for 2025-26.

Ron Grassi provided an overview on Programs for 2025-26.

On a motion by Director Sorce, and a second by Director Mashburn, the STA Board approved the recommendation.

B. Safe Streets and Roads for All Federal Grant Application for Fiscal Year 2026

Recommendation:

Authorize STA Staff to submit a Safe Routes to School implementation grant application for the fiscal year 2026 Safe Streets and Roads for All Grant Program.

Janelle Gregorio explained that the Safe Streets and Roads for All (SS4A) provides competitive grant funding to support comprehensive efforts designed to prevent fatal and serious injury roadway collisions. She summarized the school projects and respective locations. She concluded with an overview of the elements of the planning and demonstration portion.

On a motion by Director Sorce, and a second by Director Mashburn, the STA Board approved the recommendation.

10. NO DISCUSSION ITEMS

A. Solano Mobility Programs Second Quarter Report for FY 2025-26 Employer Commuter Student Programs

B. Legislative Update

C. Summary of Funding Opportunities

D. STA Board and Advisory Committees Meeting Calendar for 2026

11. BOARD MEMBER COMMENTS

None.

12. ADJOURNMENT

The meeting adjourned at 8:28 p.m. The next regularly scheduled meeting of the STA Board is at 6:00 p.m., Wednesday, July 8, 2026 STA Board Room - 423 Main Street in Suisun City.

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**TECHNICAL ADVISORY COMMITTEE
Draft Minutes for the Meeting of
May 27, 2026**

1. CALL TO ORDER

The regular meeting of the STA’s Technical Advisory Committee (TAC) was called to order by Nick Burton at approximately 1:30 p.m. in person and via Zoom.

TAC Members Present:

Neil Leary (Zoom)	City of Benicia
Sanjay Mishra	City of Fairfield
Greg Malcolm	City of Rio Vista
Noaue Vue	City of Suisun City
Brian Oxley	City of Vacaville
Matt Tuggle (Zoom)	County of Solano
Jordan Santos for Chris Fong	City of Dixon

TAC Members Absent:

Oscar Alcantara	City of Vallejo
Christopher Fong	City of Dixon

STA Staff and Others Present:

Jasper Alve	STA
Amy Antunano	STA
Ana Lee Bernard	STA Intern
Nick Burton	STA
Sheila Ernst	STA
Leslie Gould	STA
Ron Grassi	STA
Kathrina Gregana	STA
Janelle Gregorio	STA
Robert Guerrero	STA
Brandon Thomson	STA
Dulce Jimenez	STA
Josue Jimenez	STA
Steven Lowe	STA

2. APPROVAL OF THE AGENDA

Ron Grassi requested to move agenda item 7C before agenda item 6C.

On a motion by Sanjay Mishra, and a second by Jordan Santos, the STA TAC unanimously approved the agenda. (8 Ayes; 1 Absent)

3. OPPORTUNITY FOR PUBLIC COMMENT

None.

4. REPORTS FROM MTC, STA, AND OTHER AGENCIES

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

Nick Burton explained that the State Route Diverging Diamond project has been well received with positive feedback. He announced that the Ribbon Cutting is scheduled to be held on July 7, 2026 at 10:00 am. The group further discussed the design and functions of the diamond.

Steven Lowe provided Bike to Work/Wherever Day data to the group.

5. CONSENT CALENDAR

A Minutes of the TAC Meeting of May 27, 2026

Recommendation:

Approve TAC Meeting Minutes of May 27, 2026.

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

Recommendation:

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

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

Recommendation:

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

On a motion by Sanjay Mishra and a second by Matt Tuggle, the STA TAC unanimously approved the consent calendar. (8 Ayes; 1 Absent)

6. ACTION FINANCIAL ITEMS

A. Regional Transportation Impact Fee – Fiscal Year 2025-26 2nd Quarter Update and Working Group Recommendations

Recommendation:

Forward the recommendations to the STA Board to approve the following:
Program the loan of \$100,000 of RTIF District 2 funds to District 4 for the North Connector West Project;

1. Authorize the STA Executive Director to enter into funding agreement with the City of Fairfield for \$100,000 loan;
2. Reprogram \$600,000 of RTIF District 2 funds from Railroad Avenue Extension to Solano Rail Hub Project;
3. Authorize the STA Executive Director to enter into funding agreement with Suisun City for programming \$600,000 RTIF fund for Solano Rail Hub Project.

Leslie Gould provided the group with 2nd quarter revenue details for 2025-26. He and a summary of the RTIF program by district and discussed the work group recommendations.

On a motion by Sanjay Mishra and a second by Noaue Vue, the STA TAC unanimously approved the recommendation. (8 Ayes; 1 Absent)

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

Recommendation:

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

Ron Grassi guided the TAC through the TDA Matrix.

On a motion by Brian Oxley and a second by Sonjay Mishra, the STA TAC unanimously approved the recommendation. (7 Ayes; 2 Absent)

C. STAF Population-Based Funding Plan for FY 2026-27 Programming of FY 2026-27 State Transit Assistance Funds (STAF) Population Based Funds

Recommendations:

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

1. Programming of \$9,184,119 in STAF Population-Based funds to support Lifeline Transit Services, Solano Mobility Programs, Capital Projects, and Planning Projects in FY 2026-27, as specified in Attachment B; and
2. Authorize SolTrans to claim \$1,409,232 of new STAF for Solano Express Operations in FY 2026-27 once the 1st amendment of Solano Express Intercity Funding and Cost-Sharing is fully executed between STA, the funding partners, and SolTrans.

Ron Grassi provided an update on STAF and discussed current allocations, carryover, capital projects, mobility funding, and vanpool service.

On a motion by Greg Malcolm and a second by Noaue Vue, the STA TAC unanimously approved the recommendation. (8 Ayes; 1 Absent)

D. STA’s Overall Work Plan (OWP) for FYs 2026-27 and 2027-28

Recommendation:

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

Robert Guerrero guided the group through the OWP matrix.

On a motion by Sanjay Mishra and a second by Brian Oxley, the STA TAC unanimously approved the recommendation. (7 Ayes; 2 Absent)

7. **ACTION NON-FINANCIAL**

A. **Legislative Update**

Recommendation:

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

1. ~~Support position on Assembly Bill (AB) 1421 and AB 2059; and,~~
2. ~~Authorize the Executive Director to submit a Letter of Support on behalf of the STA for AB 1421 and AB 2059.~~
3. ***TAC support AB 1421 producing a report for further consideration.***
4. ***TAC table supporting AB 2029 and modify the letter of support accordingly.***

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

Nick Burton recommended that the TAC support AB 1421 producing a report for further consideration and to table the letter of support for AB 2056 pending further detail and the TAC concurred.

On a motion by Matt Tuggle and a second by Sanjay Mishra, the STA TAC unanimously approved the recommendations as amended above in ~~striketrough~~ ***bold and italics***. (8 Ayes; 1 Absent)

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

Forward the recommendation to the STA Board to adopt the final drafts of the Comprehensive Transportation Plan (CTP) Element Projects list:

1. Final Draft List of Active Transportation Projects as shown in Attachment A;
2. Final Draft List of Arterials, Highways, Highways Freeways Projects as shown in Attachment B; and
3. Final Draft List of Transit and Rideshare Projects as shown in Attachment C.

Dulce Jimenez provided an overview of the Draft Element Project List Schedule which was released for public comment.

On a motion by Brian Oxley and a second by Jordan Santos, the STA TAC unanimously approved the recommendation. (8 Ayes; 1 Absent)

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

Recommendation:

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

1. Solano Express Cost Per Revenue Hour (\$246.76)
2. Solano Express Service Hours by Route (which includes reinstating the Route 82 service)
3. FY 2026-27 Solano Express Budget
4. FY 2026-27 Funding Plan and 5 Year Financial Forecast ***Forward a recommendation to the STA Board that actions taken with regard to Solano Express service be agendized on the STA's Solano County Intercity Transit Consortium, Technical Advisory Committee, and the STA Board, prior to the Soltrans JPA Board of Directors for final approval.***

Ron Grassi provided the group with clarity regarding the current Solano Express service hours by route. He emphasized Route 82's productivity increase in service. He reported that the Solano County Intercity Transit Consortium supported to continue the Route 82 service. This service will be revisited in January 2027.

Sonjay Mishra recommended any action taken with regard to Soltrans service changes be discussed amongst the STA's Solano County Intercity Transit Consortium, Technical Advisory Committee, and the STA Board, prior to the Soltrans Board of Directors action.

Matt Tuggle requested to include transit related items to the TAC agendas.

Robert Guerero and Nick Burton concurred and will report this recommendation to the STA Board.

On a motion by Sanjay Mishra and a second by Noaue Vue, the STA TAC unanimously approved the recommendations as amended above in ***bold and italics***. (8 Ayes; 1 Absent)

8. INFORMATIONAL ITEMS – DISCUSSION

A. Corridor Plan Updates for State Route (SR) 12 and SR 113

Recommendation: Informational.
(2:35 – 2:40 p.m.)

B. Solano Priority Production Area (PPA) Plan Update

Recommendation: Informational.
(2:40 – 2:45 p.m.)

9. NO DISCUSSION

A. Summary of Funding Opportunities

B. Local Transportation Development Act (TDA) and Members Contributions for Fiscal Year (FY) 2026-27

10. FUTURE TAC AGENDA TOPICS

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

11. ADJOURNMENT

The meeting adjourned at 3:30 p.m. The next regular meeting of the STA Technical Advisory Committee (TAC) is scheduled at **1:30 p.m., Wednesday, June 24, 2026** at STA Office located at 423 Main Street, Suisun City, Twin Sisters Conference Room.



DATE: June 1, 2026
TO: STA Board
FROM: Sheila Ernst, STA Clerk of the Board
Natalie Quezada, Administrative Assistant
Josue Jimenez, Administrative Assistant
RE: Draft Meeting Minutes of STA Advisory Committees in the month of June 2026

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

1. Bicycle Advisory Committee (BAC) Draft Minutes of May 7, 2026
2. Safe Routes to School (SR2S) Draft Minutes of May 20, 2026
3. Paratransit Coordinating Council (PCC) Draft Minutes of May 21, 2026
4. Solano County Intercity Transit Consortium Draft Minutes of May 26, 2026
5. Consolidated Transportation Services Agency Advisory Committee (CTSA-AC) Draft Minutes of May 28, 2026



**Bicycle Advisory Committee (BAC)
Minutes for the Meeting of May 7, 2026**

1. CALL TO ORDER/CONFIRM QUORUM

The meeting of the BAC was called to order by Chair Francisco at approximately 6:00 p.m. A quorum was confirmed.

BAC Members Present

(In Alphabetical Order by Last Name):

David Belef	City of Vallejo
Joshua Blissett – Vice Chair	Member at Large
Jacob Francisco – Chair	City of Fairfield
Jason Gray	Solano County
Neal Iverson	City of Vacaville

Absent BAC Members

Tyler Meirose	City of Suisun City
Brett Nelson	City of Benicia
Terry Stenz	City of Dixon
VANCANT	City of Rio Vista

Others Present:

Annalee Barnard	STA College Intern
Kathrina Gregana	STA
Dulce Jimenez	STA
Josue Jimenez	STA
Drew Ledford	County of Solano
Steven Lowe	STA
Brenda Lundy	Member of the Public
Dale Miller	Member of the Public

2. APPROVAL OF AGENDA

On a motion by Jason Gray and a second by Neal Iverson, the STA BAC unanimously approved the agenda. (5 Ayes)

3. OPPORTUNITY FOR PUBLIC & STAFF COMMENT

Steven Lowe summarized the upcoming 2026 Bike Month events. He shared that the two Bike Champions will be recognized at the STA Board Meeting on May 13, 2026.

Dulce Jimenez shared an update on the One Bay Area Grant Cycle 4 (OBAG 4) call for projects on behalf of Jasper Alve.

Summary of BAC Comments:

- BAC requested that STA staff provide a letter of support template to make it easier for individual members of the public, tribal entities, and community-based organizations to write letters of support for projects.
- BAC recommended that project information be shared with them as soon as it is available. Project information could be utilized when writing their letters of support.

- BAC highly suggested that the STA webpage has clear navigation to access contact information for public works staff, and a template for a letter of support linked on the website.

4. **CONSENT CALENDAR**

Approve the following consent items in one motion

A. **BAC MEETING MINUTES**

Recommendation:

Approve BAC Meeting Minutes of March 5, 2026

On a motion by Joshua Blissett and a second by David Belef, the STA BAC unanimously approved the Consent Calendar. (5 Ayes)

5. **PRESENTATIONS**

A. **None.**

6. **ACTION NON-FINANCIAL**

A. **Election of new 2026 BAC Vice Chair**

Recommendation:

Nominate and elect a new 2026 BAC Vice Chair

On a motion by David Belef and a second by Jason Gray, the BAC unanimously voted for Neal Iverson as the new BAC Vice Chair for the remainder of the 2026 term. (5 Ayes)

7. **INFORMATIONAL ITEMS – DISCUSSION**

A. **Upcoming Transportation Development Act Article 3 (TDA-3) Call for Projects**

Dulce Jimenez presented on the TDA-3 call for projects in coordination with OBAG 4, CARE, and TFCA 40% Fund Program. She provided an overview of the TDA-3 schedule and joint meetings for the September 3, 2026, meeting.

Summary of BAC Committee Comments:

- For the Joint BAC & PAC Meeting in July and September, to keep the agenda focused and potentially extend the meeting time.
- STA staff clarified that they will be working with project sponsors to identify shovel-ready projects, to align them with the TDA- 3

B. **Discussion of the Active Transportation Program**

Dulce Jimenez shared a news article and explained the broader scope of ATP Cycle 8 to address some of the concerns regarding Solano County receiving funding, as historically, ATP has been a highly competitive funding source.

Summary of BAC Committee Comments:

- None were present.

8. **INFORMATIONAL ITEMS – NO DISCUSSION**

A. **None.**

9. **MEMBER UPDATES/ ROUND TABLE**

- Neal Iverson shared his experience with Davis and Winters' bike teams and thanked the County of Solano for constructing a safe infrastructure for riders at Pleasants Valley.

- Chair Francisco noted Supervisor James is interested in expanding bike programming to some of the charter schools in the Crest Neighborhood.
- Jason Gray discussed Dan Mini Elementary’s Bicycle Program success and potential expansion to teach other schools to see what can be done at a grassroots level to drive us into a more walkable city environment.
- David Belef shared that a Vallejo Charter School has contacted him about implementing the same program that Jason Gray led in Dan Mini Elementary. In addition, he thanked Jason for his help with the Dan Mini Bicycle Rodeo, and the principal is committed to having it again for 2027. Mr. Belef reported that the City of Vallejo has marked down for utilities for Bike Boulevard on 5th Street. He concluded that the City of Vallejo is moving forward with the safer drop-off program for the schools located on Lorenzo Drive and gave congratulations to Alexi, from V-Town Bikes, as the 2026 Bike Champion.

- 10.** The STA BAC meeting adjourned at approximately 6:59 p.m.
The next meeting will be held on **July 16, 2026**, from 6:00-7:30 p.m. for the Special Joint BAC & PAC Meeting at the STA building.



**SAFE ROUTES TO SCHOOL ADVISORY COMMITTEE (SR2S-AC)
Minutes for the Meeting of
May 20, 2026**

1. CALL TO ORDER/SELF INTRODUCTIONS/ CONFIRM QUORUM

The meeting of the STA's SR2S-AC was called to order by Chair Tina Machado at approximately 1:30 p.m. at the STA.

(In Alphabetical Order by Last Name):

SR2S-AC Members

Present:

Brant Beavers	City of Vacaville
Teri Booth	Pedestrian Advisory Committee
Benjamin Ernest	Dixon Montessori Principal
Jason Gray	Bicycle Advisory Committee
Brielle Jamros	YSAQMD
Jennifer Leonard	Solano County Office of Education
Tina Machado - Chair	City of Fairfield
Ana Petero - Vice Chair	Member at Large
Giselle Salinas-Zavala	Solano County Public Health

SR2S-AC Members

Absent:

Dan Healy	Suisun City Police Department
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Others Present:

Jasper Alve	STA
Amy Antunano	STA
Annalee Bernard	STA
Lacy Dequattro	North Bay Medical Center
CSO Alexandria Diosdado	Benicia PD
Janelle Gregorio	STA
Robert Guerrero	STA
Pat Hines	Safe Moves
Sgt. Rashad Hollis	Vallejo PD
Josue Jimenez	STA
Steven Lowe	STA
Crystal Peacher	STA
CSO Lauren Teel	Benicia PD
CSO Michael Thomas	Benicia PD
Jayne Ziadeh	STA

2. APPROVAL OF AGENDA

On a motion by Ana Petero and a second from Teri Booth, the SR2S-AC approved the agenda unanimously. (9 Ayes)

3. OPPORTUNITY FOR PUBLIC COMMENT

None.

4. COMMENTS FROM STAFF AND REPRESENTATIVES FROM ADVISORY COMMITTEES

None.

5. PRESENTATION

A. E-Bike Safety Curriculum

Pat Hines presented e-bike safety challenges, sharing data showing significant increases in e-bike crashes and injuries, particularly among young riders. Ms. Hines discussed the importance of proper helmet standards for higher-speed e-bikes and proposed collaboration between schools, law enforcement, and communities to develop and enforce e-bike policies.

Jason Gray requested resources from Ms. Hines for developing the curriculum at Dan Mini Elementary.

6. CONSENT CALENDAR

Recommendation:

Approve the following consent items in one motion.

A. SR2S-AC Meeting Minutes of February 18, 2026

Recommendation:

Approve the SR2S-AC meeting minutes of February 18, 2026

On a motion by Ana Petero and a second from Jennifer Leonard, the SR2S-AC approved the minutes of February 18, 2026. (9 Ayes)

7. ACTION ITEMS- FINANCIAL

A. Authorization to Apply for One Bay Area Grant (OBAG) Cycle 4

Amy Antunano summarized that the Metropolitan Transportation Commission (MTC) released a call for projects for the One Bay Area grant, on its fourth cycle, which helps fund the SR2S program. Ms. Antunano highlighted the various programs and activities these funds support and the participation growth from all schools countywide.

Recommendation:

Forward a recommendation to the STA Board to authorize staff to apply for One Bay Area Grant (OBAG) Cycle 4 funding in an amount not to exceed \$1,000,000 to support the Solano Transportation Authority’s SR2S program.

On a motion by Teri Booth and a second from Ana Petero, the SR2S-AC approved the recommendation (9 Ayes)

8. ACTION ITEMS NON-FINANCIAL ITEMS

A. Solano Public Health Updated Scope of Work

Giselle Salinas-Zavala provided updates to the Solano Public Health scope of work for FY 2026-27.

Recommendation:

Forward a recommendation to the STA Board to approve the updated Solano Public Health Scope of Work described in Attachment A.

On a motion by Teri Booth and a second from Ana Petero, the SR2S-AC approved the recommendation. (9 Ayes)

9. INFORMATIONAL ITEMS

A. Enforcement Status Updates

1. Benicia Police Department – CSOs shared the successful use of a new bridge that has reduced the number of crossing guards needed. They continued to share a new pamphlet about e-bike classifications <https://www.ci.benicia.ca.us/ebikes>

Teri Booth suggested displaying pamphlets on ferries to reach more commuters and parents.

2. Dixon Police Department - Absent
3. Fairfield Police Department - Absent
4. Suisun City Police Department - No update at this time

B. OBAG-Cycle 4

Jasper Alve explained the funding criteria provided by the MTC guidelines and timeline. He highlighted and encouraged, as part of the evaluation criteria, project sponsors to obtain letters of support for grant applications.

C. Community Task Force Updates

1. City of Fairfield
Tina Machado shared that Fairfield's Traffic Engineering and Marketing Department attended STA's bike fair and discussed the West Texas Complete Streets project, including recent median installations and future walk audits.
Ana Petero raised concerns about students riding bikes on Fulton.
2. City of Vacaville
Brant Beavers reported on Vacaville's implementation of Assembly Bill 382 – reduced speed zone signs near schools. He concluded with ongoing HCIP projects for enhanced pedestrian crossings at Vacaville High School and Orchard Elementary.

D. SR2S Program Coordinator Updates

1. Countywide Events
Janelle Gregorio presented on the National Bike and Roll to School Day annual event held on May 6, which saw 33 schools and nearly 3,000 students participate across the county. She noted a rise in helmet usage thanks to staff and partnerships. Additionally, she concluded that Walk to School Day is held in October
2. Benicia/Rio Vista/Travis AFB Unified School Districts (USD)
Ms. Gregorio provided updates on behalf of Leigh Moilanen, who was at a helmet fitting event at Center Elementary School. Ms. Moilanen will be participating in the Benicia Summer Reading Event on June 6th at the Benicia Library.
3. Dixon/ Fairfield-Suisun Unified School Districts
Crystal Peacher highlighted the partnership with Fairview Elementary School, “Read Across America” event. Ms. Peacher added she also read to the whole 1st-grade class at Suisun Elementary. Ms. Peacher noted a turnout of 200 participants at the Community Dixon Bike Fair, where 47 bikes were repaired and 80 helmets distributed, free of cost for the community.

4. Vacaville/Vallejo Unified School Districts
Jayme Ziadeh participated in community events in Vallejo, highlighting Earth Day, Ribbon Cutting at Rise Vallejo, Family Fun Night at Vallejo Charter, and Dan Mini Elementary bike fair. In Vacaville, Will C Wood High School and Markham had a bike fair and rodeos, and Music Notes assemblies across the Vacaville District.

Robert Guerrero highlighted the importance of the upcoming STA Board Workshop on July 8th at 3 pm to support OBAG funds for the program's continuation over the next four years.

E. Bay Area Air District (BAAD) Local Community Benefits Fund Grant

Amy Antunano summarized the Bay Reinvesting Penalties for Air Improvement and Resilience (REPAIR) Program. She indicated STA is partnering with Solano Public Health, the Cities of Benicia and Vallejo, in seeking \$1.6 million over three years, for the BAAD grant.

F. Safe Streets and Roads 4 All (SS4A) Grant

Janelle Gregorio announced that the federal grant application is due May 26th, focusing on reducing greenhouse gas emissions and improving active transportation safety.

10. COMMITTEE ROUNDTABLE AND FUTURE AGENDA TOPICS

ADJOURNMENT

The next meeting of the SR2S-AC is on **Wednesday, August 19, 2026, in person at 423 Main Street, Suisun City, CA 94585, and virtually via Zoom.**

PCC

SOLANO PARATRANSIT COORDINATING COUNCIL (PCC) DRAFT PCC Minutes for In-Person Meeting of May 21, 2026

1. CALL TO ORDER/ CONFIRM QUORUM/INTRODUCTIONS

Vice Chair Chandra Daniels called the virtual PCC Meeting to order at **1:07 p.m.** A quorum was confirmed.

PCC Members Present:

Heather Barlow	Social Service Provider
Chandra Daniels	Vice Chair/Transit User
Dwayne Hankerson	MTC Policy Advisory Council Representative
Kenya Martinez-Alternate	Social Service Provider
Brain McLaughlin	Member-at-Large
Teri Ruggiero	Member at Large

PCC Members Absent:

Ruben Brunt	Chair/Transit User
Cynthia Tanksley	Transit User
Lisa Hooks	Social Service Provider
Jamal Waters	Public Agency - Health & Social Services

Others Present:

Erika Dohina	STA
Ronald Freeman	SolTrans
Ron Grassi	STA
Kathrina Gregana	STA
Tateyana Hendricks	Vacaville City Coach
Jean McDougal	Member of Public
Doug Hollowell	Member of Public
Tiffany Plater	FAST
Natalie Quezada	STA
Laina Tekelidis	STA
Brandon Thomson	STA
Brandi Walker	Partnership Heath

2. APPROVAL OF AGENDA

On a motion by Teri Ruggiero, a second by Brian McLaughlin, the PCC unanimously approved the agenda as amended (6 Ayes)

3. OPPORTUNITY FOR PUBLIC COMMENT

Ms. Ruggiero announced that Dixon Read Ride added two new vehicles to their fleet.
Jean McDougald praised FAST for being able to go on Travis Air Force Base using public transit.

4. PRESENTATIONS

A Partnership Health Plan

Brandi Walker, Manager of Transportation at Partnership Health, presented the transportation benefits offered to members, including emergency and non-emergency medical transportation, non-medical transportation, and travel-related expenses. She explained the requirements and limitations for each service, the need for a Provider Certification Statement (PCS) for non-emergency medical transportation, and the requirement for at least 5 days' notice for certain services. Ms. Walker clarified that members are automatically enrolled if they are state-given Medi-Cal recipients in designated counties, not through individual choice.

B MTC's Mapping and Wayfinding Project

Kathrina Gregana provided an overview of the Regional Mapping and Wayfinding Program initiated by the Metropolitan Transportation Commission (MTC). She highlighted that the program includes two locations in Solano County, at the Solano Rail Hub in Suisun City and the Vallejo Ferry Terminal and Transit Center. She concluded that STA staff are allocating \$500,000 in way-finding funds to install additional bus stop signage in Solano County, prioritizing regional services first, with installation scheduled for next year.

Summary of Discussion:

Ms. Gregana clarified that signage will not be digital in Solano County, and some elements will have ADA elements, such as Braille.

5. CONSENT CALENDAR

A. Minutes of the PCC Meeting of March 19, 2026

Recommendation:

Approve the Minutes for the Meeting of March 19, 2026

On a motion by Teri Ruggiero and a second by Brian McLaughlin, the PCC approved the meeting minutes. (6 Ayes)

6. TRANSIT OPERATOR UPDATES

A. SolTrans (Benicia and Vallejo)

Ronald Freeman highlighted a new connection in Rodeo for WestCat Connection for paratransit users to get to the east bay.

B. Dixon Redit-Ride

Not Present

C. Fairfield FAST

Tiffany Plater indicated FAST has distributed a Transit Rider Survey <https://bit.ly/4nr6mrz>

D. Rio Vista Delta Breeze

Brandon Thompson indicated Rio Vista Delta Breeze has initiated a pilot program for Night Service during the summer until 8:30 pm.

E. Suisun Microtransit

Brandon Thomson will be going to the Suisun City Council to make a recommendation for the new Suisun City Microtransit Operations and Maintenance consultant. Current contract expired in Dec.

F. Vacaville City Coach

Tateyana Hendricks announced City Coach will not be operating for Memorial Day

7. ACTION ITEMS – FINANCIAL

A. None

8. ACTION – NON-FINANCIAL

A. Paratransit Coordinating Council (PCC) Membership Update

Ron Grassi indicated that Ruben Brunt's membership was expiring and indicated interest in serving on the committee for another three-year term.

Recommendation:

Forward a recommendation to the STA Board to reappoint Ruben Brunt, Transit User Member, to another 3-year term, which will expire in December 2029.

On a motion by Teri Ruggiero and a second by Brian McLaughlin, the PCC approved the meeting minutes. (6 Ayes)

9. INFORMATIONAL ITEMS - DISCUSSION

A. Vehicle Share Program

Steven Lowe provided an overview of the Vehicle Share Program, which utilizes wheelchair-accessible vehicles to community-based organizations serving older adults, people with disabilities, and low-income individuals.

B. STA Staff Update

Ron Grassi indicated there will be a special meeting in June to approve the TDA Matrix and discuss the OBAG grant application. He indicated there is a special workshop before the STA Board in July at 3 pm if members would like to attend.

The group agreed to hold a Special PCC meeting on June 11th at 1 PM. The group also agreed to schedule an in-person meeting at the STA office for September 17th.

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

11. FUTURE AGENDA ITEMS PCC COMMENTS

- ✓ LightHouse for the Blind Presentation
- ✓ Veteran Service Office (VSO)
- ✓ Community-Based Transportation Plan (CBTP)
- ✓ New Clipper Day Pass
- ✓ WAYMO

12. ADJOURNMENT

The next meeting for the PCC is at **1:00 p.m., June 11, 2026**, virtually via Zoom, and there is an optional in-person meeting at **423 Main Street, Suisun City, CA 94585**.

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

1. CALL TO ORDER

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

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

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

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

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

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

2. APPROVAL OF AGENDA

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

On a motion by Lori Damassa and a second by Shawn Vigil, the Solano County Intercity Transit Consortium approved the agenda (8~~3~~6 Yes; 1 Absent)

3. OPPORTUNITY FOR PUBLIC COMMENT

None.

4. REPORTS FROM MTC, STA STAFF AND OTHER AGENCIES

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

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

5. CONSENT CALENDAR

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

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

Recommendation:

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

6. ACTION FINANCIAL ITEMS

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

Recommendation:

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

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

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

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

Recommendation:

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

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

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

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

Approve the following:

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

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

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

Recommendation:

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

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

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

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

Recommendation:

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

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

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

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

7. ACTION NON-FINANCIAL

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

Recommendation:

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

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

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

B. Legislative Update

Recommendations:

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

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

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

8. INFORMATIONAL – DISCUSSION

A. Solano Express Quarterly Reports

Recommendation: Informational.

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

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

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

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

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

Recommendation: Informational.

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

NO DISCUSSION

D. Summary of Funding Opportunities

9. FUTURE INTERCITY TRANSIT CONSORTIUM AGENDA ITEMS

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

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

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

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

11. ADJOURNMENT

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

CTSA-AC
CONSOLIDATED TRANSPORTATION SERVICES AGENCY
ADVISORY COMMITTEE
DRAFT Minutes for the Meeting of May 28, 2026

1. CALL TO ORDER

Vice Chair Okumura called the CTSA-AC meeting to order at approximately **9:30 a.m.**

Board Members Present: *In Alphabetical Order by Last Name*

Mayor Alma Hernandez, City of Suisun City
Councilmember J.R. Matulac, City of Vallejo
Mayor Catherine Moy, City of Fairfield
Mayor Edwin Okamura, City of Rio Vista
Vice Mayor Terry Scott, City of Benicia

Board Member Absent: *In Alphabetical Order by Last Name*

Vice Mayor Jim Ernest, City of Dixon
Vice Mayor Micheal Silva, City of Vacaville
Supervisor Wanda Williams, Vice Chair, County of Solano

Other Invited Participants: *In Alphabetical Order by Last Name*

Jasper Alve, STA
Ruben Brunt, PCC Rep.
Nick Burton, STA
David Cates, Member of the Public
Emery Cowan, Solano HSS
Erika Dohina, STA
Cynthia Garcia, Solano County Superior Court
Lorene Garrett, STA
Councilmember Helen-Marie Gordon, City of Vallejo
Ron Grassi, STA
Robert Guerrero, STA
Steven Lowe, STA
Kari Radar, CANB
Laina Tekelidis, STA
Brandon Thomson, Rio Vista Delta Breeze

2. APPROVAL OF AGENDA

On a motion by Mayor Moy, and a second by Vice Mayor Scott, the CTSA-AC approved the CTSA-AC agenda. (4 ayes)

3. OPPORTUNITY FOR PUBLIC COMMENT

None.

Mayor Alma Hernandez joined the meeting

4. CONSENT CALENDAR

A. Minutes of the CTSA-AC Meeting of September 26, 2024

Recommendation:

Approve the CTSA-AC Meeting Minutes of September 26, 2024

On a motion by Mayor Moy, and a second by Vice Mayor Terry Scott, the CTSA-AC Meeting Minutes of September 26, 2024, were approved. (5 ayes)

5. PRESENTATIONS

A. OBAG 4 / CARE Funds

Jasper Alve provided details of the OBAG-4 and CARE grant funding opportunities and process, including eligibility criteria, evaluation processes, and the importance of community support letters from Community-Based Organizations (CBO) and Citizen Advisory Committee members. Mr. Alve highlighted that applications are due June 30th, with a STA Board workshop scheduled for July 8th.

Summarized Discussion

Chair Okamura requested clarification of disadvantaged communities. Mr. Alve provided insight into the Metropolitan Transportation Commission (MTC) description and designation, including any community that's 80% lower than the State's median household income. Mayor Hernandez requested that moving forward letters of support be brought as pending action items for regional projects.

6. ACTION ITEMS

A. None.

7. INFORMATIONAL PRESENTATIONS

A. Vehicle Share Update

Steven Lowe provided an overview of the Vehicle Share Program and operations, which launched in 2019. He indicated eight new organizations are currently participating in the utilization of the program. He indicated more information can be found at solanomobility.org/Vehicle Share Program

B. Solano Mobility Program Second Quarter Report - Call Center for Fiscal Year (FY) 25-26

Erika Dohina highlighted the mid-annual report for the Solano Mobility Program Call Center for FY 25-26.

Mayor Moy requested a breakdown of call data by city for the next fiscal year.

Councilwoman Gordon requested that outreach events be shared with members to further advertise programs within networks

C. Solano Mobility Program Second Quarter Report - Employer/Commuter Program Reports for FY25-26

Lorene Garrett outlined the mid-annual report serving the Employer/Commuter Program Reports for FY25-26. Ms. Garrett introduced a new Pilot Program approved in March by the STA Board, expanding the vanpool program to stop at UC Davis Memorial Union starting in August.

Mayor Hernandez indicated benefiting from seeing the maximum available funding that can be provided, and the costs associated with operating these programs, to increase returns to the community. Nick Burton highlighted that no program has been limited by budget nor have been maxed out.

D. Solano Mobility Program Second Quarter Report - Older Adults & People with Disabilities and Veterans for FY 2025-26

Ron Grassi summarized the mid-year report serving older adults, veterans, and people with disabilities. Mr. Grassi concluded with all the funding sources used to support the Solano Mobility Programs and emphasized the importance of their support letters for the OBAG 4 grant and workshop. Robert Guerrero indicated that staff are pursuing other grant funding sources for Solano Mobility and Safe Routes to School to leave more funds for the county and city jurisdictions.

Summarized Discussion

Emery Cowan inquired about preparation for the potential impacts HR1 may have on these programs, which would reduce the benefits for CalFresh and Medi-Cal clients. Robert Guerrero indicated that further conversations can be had at a future meeting.

8. CTSA-AC MEMBERS' COMMENTS

Councilman Matulac indicated during the League of Cal Cities meeting for the Transportation, Communication, and Public Works, that their priority during the last meeting was about e-bike education and legislation. He concluded with his participation at the Vallejo Dan Mini Elementary School Bike Rodeo and the upcoming Pista Sa Nasyon event at the Vallejo Mare Island Coal Sheds.

Vice Mayor Terry Scott emphasized the importance of the possible financial impacts from federal and state funds that the CTSA-AC investigates further overlaps and operational savings to maximize coverage in transit consolidation for maximum return.

9. FUTURE AGENDA ITEMS

10. ADJOURNMENT

The meeting adjourned at 10:59 a.m. The next meeting is scheduled for **9:30 a.m., Thursday, September 24, 2026**, at the STA Office.

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DATE: May 29, 2026
TO: STA Board
FROM: Ron Grassi, Director of Programs
Mary Pryor, Transit Finance Consultant
RE: Fiscal Year (FY) 2026-27 Transportation Development Act (TDA) Matrix –
June 2026, which includes TDA Claims for STA, STA on behalf of Solano
County, and STA on behalf of Suisun City

Background:

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

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

Discussion:

The TDA apportionment for FY 2026-27 includes revenue estimates and projected carryover. The following claims for STA, STA on behalf of Solano County, and STA on behalf of Suisun City are within the parameters of available TDA funds and are being brought forward for review:

Solano County TDA Summary (Claimed by STA)

STA is claiming \$956,500 in TDA Funds from Solano County in FY 2026-27 for administration, coordination, and Mobility Programs, in accordance with STA’s FY 2026-27 budget and overall work plan. Solano County’s TDA of \$345,500 and partner agency funds of \$74,500 are to be claimed for the Intercity Taxi Card Program, Faith in Action’s program of \$45,000 to provide medical transportation for older adults, \$315,000 to support the Solano Mobility Medical Trip Concierge Program operated by GoGo Grandparents, \$40,000 will be used as match funds for the Equitable Access to Justice Pilot Program in collaboration with Solano County Superior Courts, and \$220,000 will be claimed for the Countywide In-Person ADA Assessment Program. TDA funds from other

agencies include \$85,900 from the City of Dixon to support Dixon Redi-Ride with Financial Management Services. \$46,354 from an LCTOP swap with Suisun City. \$726,392 from the Cities of Vacaville (2) and Dixon (1) for three 24-passenger StarCraft 32 ft buses to support the STA Board-approved Lifeline Transit service for the Cities of Vacaville, Dixon, UC Davis (Memorial Union), and Sacramento. The total TDA funds anticipated for receipt are \$1,812,746. Solano County's TDA claim amounts are included in the June 2026 TDA matrix (Attachment B).

City of Suisun City TDA Summary (Claimed by STA)

Suisun City requests \$1,534,500 of TDA Funds in FY 2026-27. TDA funds of \$986,500 will be used for Fixed Route and Microtransit Service. \$230,000 for the Suisun Lyft Program. \$318,000 for the operations and maintenance of the Suisun Amtrak Station, which includes a maintenance worker and transit administration. TDA funds paid to other agencies include \$13,575 for the Intercity Taxi Card (PEX). TDA funds of \$129,153 fund Suisun City's contribution to Solano Express (claimed by SolTrans). \$120,776 as part of an LCTOP funding swap with Dixon, Solano County, and Rio Vista. For a total funding commitment of \$1,798,004. The Suisun City TDA claim amounts are included in the June 2026 TDA matrix (Attachment B).

The Solano County Intercity Transit Consortium unanimously approved the recommended action at its May 26, 2026, meeting. The STA TAC voted unanimously on May 27, 2026, to recommend to the STA Board approval of the June 2026 TDA Matrix for FY 2026-27, which includes TDA claims for STA, STA on behalf of Solano County, and STA on behalf of the city of Suisun City, as shown in Attachment B.

Fiscal Impact:

The fiscal impact is described above, and the claim amounts are consistent with the STA's proposed FY 2026-27 Budget. The STA Board's approval of the June 2026 TDA matrix provides the guidance MTC needs to process TDA claims submitted by STA, by STA on behalf of Solano County, and by STA on behalf of Suisun City.

Recommendation:

Approve the following:

1. The June 2026 TDA Matrix for FY 2026-27, which includes TDA claims for STA, STA on behalf of Solano County, and STA on behalf of the city of Suisun City, as shown in Attachment B.
2. Authorize the Executive Director to enter into a funding agreement with the Cities of Vacaville (2) and Dixon (1) for the purchase of (3) 24-passenger StarCraft 32 ft busses at a cost of \$726,392 to support Lifeline Transit service for the Cities of Vacaville, Dixon, UC Davis (Memorial Union), and Sacramento.

Attachments:

- A. FY 2026-27 TDA Fund Estimate for Solano County, and the City of Suisun City, dated February 2026
- B. June 2026 TDA Matrix for FY 2026-27 includes TDA Claims for STA, STA on behalf of Solano County, and STA on behalf of Suisun City

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

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

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

TDA APPORTIONMENT BY JURISDICTION

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

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

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

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

FY 2026-27 TDA Matrix - June 2026

Attachment B

Date Prepared May 20, 2026
 STA Board Action

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

USES

Paratransit									
Intercity Taxi Scrip	2	\$ 50	\$ 14,175	\$ 400	\$ 13,575	\$ 18,125	\$ 28,175	\$ 345,500	\$ 420,000
Paratransit	3							\$ 220,000	\$ 220,000
Microtransit	3								\$ -
Local Taxi Scrip, Local 1st/Last Mile, Go-Go	3				\$ 230,000			\$ 315,000	\$ 545,000
Subtotal Paratransit		\$ 50	\$ 14,175	\$ 400	\$ 243,575	\$ 18,125	\$ 28,175	\$ 880,500	\$ 1,185,000

Local Transit Service (Fixed Route) & Administration	3				\$ 986,500				\$ 986,500
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SolanoExpress Intercity Bus									
To SolTrans	4	\$ 39,460	\$ 547,146	\$ -	\$ 129,153	\$ 343,053	\$ 1,604,154	\$ 206,892	\$ 2,869,858
Subtotal SolanoExpress Intercity Bus		\$ 39,460	\$ 547,146	\$ -	\$ 129,153	\$ 343,053	\$ 1,604,154	\$ 206,892	\$ 2,869,858

Transit Capital Claimed by each agency	3								\$ -
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STA Planning Claimed by STA (2.7%)	6								
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Swaps / Other									
LCTOP swap (FY24-25 Pop& Rev funds): Dixon to claim from Suisun City	7				\$ 48,967				\$ 48,967
LCTOP swap (FY24-25 Population funds): STA to claim for Solano County from Suisun City	7				\$ 46,354				
LCTOP swap (FY24-25 Pop& Rev funds): Rio Vista to claim from Suisun City	7				\$ 25,455				
Fairfield-Vacaville Train Station claimed by FAST for FY23-24 costs	11					\$ 75,860			\$ 75,860
Suisun City Train Station O&M, claimed by STA	12				\$ 318,000				\$ 318,000
Suisun City Train Depot Capital Improvements, claimed by STA	13								\$ -
Suisun City Mobility Hub, claimed by STA	14								\$ -
Faith in Action, claimed by STA	15							\$ 45,000	\$ 45,000
Equitable Access to Justice, claimed by STA	16							\$ 40,000	\$ 40,000
Dixon Redi-Ride/Financial Management Services Claimed by STA	17	\$ 85,900							\$ 85,900
Lifeline Transit Service Capital Purchase for Solano Express Route 30 to be claimed by STA	18	\$ 242,131				\$ 484,261			\$ 726,392
Subtotal Swaps / Other		\$ 328,031	\$ -	\$ -	\$ 438,776	\$ 560,121	\$ -	\$ 85,000	\$ 1,340,119

Total To Be Claimed by All Agencies		\$ 367,541	\$ 561,321	\$ 400	\$ 1,798,004	\$ 921,299	\$ 1,632,329	\$ 1,172,392	\$ 6,381,477
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Balance		\$ 4,292,032	\$ 13,688,174	\$ 2,546,595	\$ 1,499,763	\$ 10,388,471	\$ 8,742,622	\$ 1,539,792	\$ 42,769,258
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FY 2026-27 TDA Matrix - June 2026

Date Prepared May 20, 2026

STA Board Action

Notes (continued on next page)

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

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DATE: May 29, 2026
TO: STA Board
FROM: Ron Grassi, Director of Programming
RE: Fiscal Year (FY) 2024-25 Reconciliation and review of 2026-27
Taxi Card/PEX Program Transportation Development Act (TDA) Funding and
FY 2024-25 Reconciliation

Background:

On July 12, 2013, the County of Solano, five local transit agencies, and the Solano Transportation Authority (STA) executed a Memorandum of Understanding (MOU) to fund the Countywide Taxi Intercity Paratransit Program. A separate Memorandum of Understanding (MOU) was established between the transit agencies and taxi operators to govern the program's operations. The service offers intercity trips for both ambulatory and non-ambulatory ADA-eligible riders and is designated as an ADA-Plus service.

The STA had been managing the Solano Intercity Taxi Scrip (ITX) Program under two Memoranda of Understanding (MOUs): one between taxi companies and agencies, and another between transit agencies and the STA. In June 2016, STA legal counsel updated the agreement with the taxi operators to incorporate current terms, regulations, and federal clauses. This replaced the original MOU between taxi companies and agencies. The MOU between STA, the County, and five transit operators was also updated.

Effective October 1, 2018, the Intercity Taxi Program began transitioning from paper taxi scrip to Visa Debit (PEX) cards and implemented countywide zone rates. The conversion allowed rides for both ambulatory and non-ambulatory individuals and was completed by September 2019.

STA annually claims Transportation Development Act (TDA) funds from member agencies to cover program costs. Reconciliation of a given fiscal year takes place one year after its end, aligning with the budgeted amounts for the upcoming fiscal year. In this cycle, the audited amounts for FY 2023-24 are reconciled, and projections for FY 2025-26 are estimated. Any costs below the TDA claims are credited back to the transit operators.

Discussion:

STA staff are presenting the proposed contributions for FY 2026-27, based on the reconciliation from FY 2024-25 (Attachment A). Staff requested that any modifications to this matrix be submitted by June 1, 2026, to allow the revised matrix to be presented to the May Consortium and then forwarded for recommendation to the STA TAC and STA Board in June. No requests for changes from partner agencies have been received.

The Solano County Intercity Transit Consortium unanimously approved the recommended action at its May 26, 2026, meeting. The STA TAC voted unanimously on May 27, 2026, to forward the recommended action to the STA Board for approval.

Fiscal Impact:

The total FY 2024-25 TDA partner contribution for the Intercity Taxi Card program is \$157,029. The total proposed program funding for FY 2026-27 is \$306,058. County TDA will match each transit operator/city's contribution and cover the program's administrative costs.

Recommendation:

Approve the FY 2026-27 Intercity Taxi Card Program TDA funding, as specified in Attachment B.

Attachments:

- A. FY 2024-25 ITX Taxi Card TDA Funding and FY 2026-27 Proposed ITX Taxi Card TDA
- B. FY 2026-27 Proposed Taxi Card TDA Funding

**FY 2024-25 ITX Taxi Card TDA Funding and FY 2026-27 Proposed ITX
Taxi Card TDA**

Agency	FY 2024-25 TDA Funding	Proposed Dollar for Dollar Match County TDA Funds	Proposed Available Funding	FY 2024-2025 Usage	Remaining Funds by Agency	Capacity for Added Service or (Credit) based on Dollar for Dollar Match
Dixon	\$10,000	\$10,000	\$20,000	\$100	\$19,900	(\$9,950)
Fast	\$15,000	\$15,000	\$30,000	\$28,350	\$1,650	(\$825)
Suisun City	\$10,000	\$10,000	\$20,000	\$27,150	(\$7,150)	\$3,575
Delta Breeze	\$5,000	\$5,000	\$10,000	\$800	\$9,200	(\$4,600)
City Coach	\$70,000	\$70,000	\$140,000	\$36,250	\$103,750	(\$51,875)
SolTrans	\$43,029	\$43,029	\$86,058	\$56,350	\$29,708	(\$14,854)
						\$0
County		\$153,029		\$0	\$0	\$0
Total	\$153,029		\$306,058	149,000	\$157,058	-\$78,529

Taxi Card TDA Funding Matrix

FY 2026-27 Proposed Taxi Card TDA Funding					
Agency	Credit from FY 2024-25	Proposed Contribution for FY 2026-27	Funds Available (Adjustment + Proposed Contribution)	STA Funding Match	Total Funding
Dixon	(\$9,950)	\$50	\$10,000	\$10,000	\$ 20,000
Fast	(\$825)	\$14,175	\$15,000	\$15,000	\$ 30,000
Suisun City	\$3,575	\$13,575	\$10,000	\$10,000	\$ 20,000
Delta Breeze	(\$4,600)	\$400	\$5,000	\$5,000	\$ 10,000
City Coach	(\$51,875)	\$18,125	\$70,000	\$70,000	\$ 140,000
SolTrans	(\$14,854)	\$28,175	\$43,029	\$43,029	\$ 86,058
County					
Total	-\$78,529	\$ 74,500	\$ 153,029	\$ 153,029	\$ 306,058



DATE: May 29, 2026
TO: STA Board
FROM: Ron Grassi, Director of Programs
Steven Lowe, Program Coordinator I
RE: Release a Request for Proposals (RFP) for Support or Enhanced On-Demand Wheelchair Accessible Vehicle Services

Background:

In 2023, Solano Transportation Authority (STA) partnered with Rio Vista Delta Breeze and Suisun Microtransit to release a Request for Qualifications (RFQ) to provide enhanced WAV services. The Routing Company was selected and awarded a three-year contract to provide service for the Rio Vista Delta Breeze and the Suisun Microtransit. The Routing Company provided a user-facing smartphone application for requesting rides called “Pingo,” a driver dispatch system, and a website for accessing data used for reporting. Vacaville’s City Coach and Fairfield’s FAST utilize The Routing Company’s services to manage and operate their on-demand wheelchair accessible vehicle (WAV) services. Dixon Read-Ride has expressed interest in utilizing an online application to manage their on-demand WAV services.

Funding is provided by the California Public Utilities Commission (CPUC) through the TNC Access for All program. The purpose of the program is to expand access to on-demand WAV services across the state. STA continues to seek out eligible Access Providers who wish to provide support for on-demand WAV services.

Discussion:

As required by the CPUC, STA staff will need to issue a Request for Proposals (RFP) and select a service provider for support or enhanced on-demand WAV service. Dixon Read-Ride has expressed interest, and STA staff will partner with them to offer this service.

The Solano County Intercity Transit Consortium and STA TAC voted unanimously on May 25 and 26, 2026, respectively, to forward the recommendation to release an RFP to the STA Board for approval.

Fiscal Impact:

The three-year contract would be funded the CPUC's Access for All Program and is identified in STA’s FY 26/27 Budget.

Recommendations:

Authorize the Executive Director to:

1. Release an RFP to support or enhance on-demand WAV services.
2. Enter into a contract agreement with the selected consultants providing support or enhanced on-demand WAV services for three years for an amount not to exceed \$300,000.

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DATE: May 29, 2026
TO: STA Board
FROM: Robert Guerrero, Deputy Executive Director/Director of Planning
Nick Burton, Director of Projects
Ron Grassi, Director of Programs
RE: STA's Overall Work Plan (OWP) for FYs 2026-27 and 2027-28

Background:

Each year, the Solano Transportation Authority (STA) Board and staff identify and update the STA's priority plans, projects, and programs. These tasks provide the foundation for the STA's Overall Work Plan (OWP) for the forthcoming two fiscal years. STA staff annually recommends changes to the OWP to coincide with the adoption of the STA's two-year budget.

Over the past 20 plus years, the STA's OWP has continued to evolve based on changing Board priorities, requests from the eight member agencies that comprise the STA's Joint Powers Authority (JPA), and to address priorities, policies, and requirements emanating from the federal, state, and the region. The focus of the STA during the timeframe of 2000 to 2005 was to complete the first Solano County Comprehensive Transportation Plan, initiate various corridor studies, and identify a handful of priority projects to fund and advance into construction. From 2005 to the present, the STA has taken a more proactive role in advancing projects through a variety of project development activities and has expanded its transit coordination role in partnership with Solano's five local transit operators, the Capitol Corridors, and the San Francisco Bay Ferry.

STA is now managing numerous mobility programs, and through its role as a Consolidated Transit Service Agency (CTSA), designed to improve mobility and access for older adults, people with disabilities, low-income residents traveling to work, shopping, medical appointments, veterans, and school-age children and their parents traveling to and from school. In addition, the STA has lead planning and implementation efforts related to Priority Development Area, Priority Production Area and Priority Conservation Area land use designations as part of funding provided by the Metropolitan Transportation Commission/Association of Bay Area Governments (MTC/ABAG). This includes housing coordination efforts as designated by the County related to the County Collaborative on Housing.

Discussion:

The STA Board approved the release of the FY 2026-27 and 2027-28 OWP for public comment on May 13, 2026. STA staff received comments from SolTrans and have adjusted the OWP to reflect changes as needed based on their input. Attachment A includes their comments and STA staff response. The final draft OWP is included as Attachment B with track changes on to reflect changes from the draft version.

The Solano County Intercity Transit Consortium and STA Technical Advisory Committee reviewed and unanimously recommended this item for STA Board approval at their May 26th and May 27th meeting, respectively.

Recommendation:

Approve STA's Overall Work Plan (OWP) for FY 2026-27 and FY 2027-28 as shown in Attachment B.

Attachments:

- A. Comments and Responses to STA's Draft FY 2026-27 and FY 2027-28 Overall Work Plan (OWP)
- B. STA's OWP for FY 2026-27 and FY 2027-28

SolTrans' Comments on STA's Draft Overall Work Plan for FY 2026-2027 & 2027-2028

SolTrans' Comments	STA Response
Page 63 You might want to rethink the language where you state STA is working on implementation of the COA - just how are you doing that?	As stated in the STA Joint Powers Authority bylaws, the STA is Solano County's countywide transit and transportation planning organization and as such has created the Intercity Transit Fund Working Group (ITFWG) and the Solano Express Transit Consortium to fund and coordinate decisions related to the Solano Express Bus service. The STA will continue to assist Soltrans and the other Solano Express Bus service funding partners in implementing the service by continuing to coordinate planning and funding decisions.
Page 68 7.a. What is Solano Express bus stop ped improvements	This is a general task that includes planning, coordination and funding bike and ped access improvements such as wayfinding signage, intersection improvements and land use policies as they relate to Transit Facilities of Regional Significance, Priority Development Area (PDA) and Transit Oriented Communities (TOC) designated locations.
Page 68 7.b Solano Express Electrification - we are not doing that - this should be out	The STA Board has not taken any action to remove electrification as an option for the Solano Express service. STA staff recommends keeping this option open for future funding for electrification and other alternative fuels as a means for reducing green house gas emmissions.
Page 68 7.c Inductive charging is out for Solano Express and what is the "connected mobility plan"	Agreed, reference to inductive charging will be removed. The Connective Mobility Plan is a comprehensive document linking all countywide and regional transit plans. The Connected Mobility Plan is funded in partnership with STA and MTC and was paused twice to accommodate: 1) the Transit 2030 Subcommittee discussions and 2) SolTrans COA development.
Page 68 7.d TSP - we are not doing this	Comment noted. Transit Signalization Prioritization helps prioritize bus movement through intersections. STA staff recommends including TSP in the event funding becomes available.
Overall, this section is old work, and we are not moving forward with anything, so not sure why it's in here	Comment noted.
Page 70 12.c - Correct the amount of RM3 that is allocated to SolTrans and correct the status section about SolTrans complying with MTC regarding resolution 3866 - that is not an issue and should not be included here	This section will be updated to include the most recent RM3 allocations and implementation status.
Page 80 29. Needs to be updated and I'm not sure how STA is going to assist anyone in installing signage	STA is providing funding to install signs for the Regional Mapping and Wayfinding Pilot Program. In addition to being a major funding partner for the pilot program, the STA convenes the Intercity Transit Fund Working Group and the Solano Express Transit Consortium where planning and coordination discussion are facilitated by STA staff.

Page 89 44. What does "2030" have to do with anything?	The STA Board approved the Transit 2030 Policy Committee recommendations which affirms STA's role and responsibilities in planning, coordinating and funding the Solano regional transit services, including coordination with Ferry, rail and express bus service. The committee included Soltrans Board and STA Board and was adopted unanimously by STA Board.
Page 89 44. RM2 and RM3 get directly allocated to SolTrans - there is no coordination	The STA coordinates directly with MTC on most transportation funding, including RM2, RM3, OBAG, TDA and STAF funding. Funding may be directly allocated to transit operators and cities after consultation with STA, due to the STA's role as the County Transportation Agency (CTA) for Solano county. As a point of reference, the STA and the MTC commissioner directly negotiated RM2 and RM3 funding and project eligibility with other Bay Area CTAs and MTC when both programs were being developed. RM2 and RM3 funding would go to the operator of the service which is currently SolTrans. RM funding also went to FAST and the former Benicia Breeze in the past and would go to the a different service provider in the future if SolTrans is no longer contracted to provide the Solano Express Bus service.
Page 90 44. "Solano connected mobility plan implementation for 26/27 - what it that?	The Connective Mobility Plan is a comprehensive document linking all countywide and regional transit plans. The Connected Mobility Plan is funded in partnership with STA and MTC and was paused twice to accommodate: 1) the Transit 2030 Subcommittee discussions and 2) SolTrans COA development.
Page 92 49. Development of multi-year intercity operations funding plan- SolTrans does that, not STA	This will be updated to indicate STA develops a funding plan and not an operations plan. Soltrans develops their proposed budget which is then reviewed by STA Intercity Transit Funding Working Group (comprised of all the funding partners of the Solano Express). This forms the basis for the Solano Express funding between the STA, Soltrans and funding partners for operating and capital improvements. This requires the approval of all funding partners.
Page 92 49. Develop 5 year operations budget - Again SolTrans does this not STA	See previous response.
Page 99 59. What does work with MTC to implement Clipper 2.0 - just what do you do?	The STA contracts with Suisun City, Rio Vista, and Dixon to support transit services. As part of this, STA is working with MTC to implement clipper 2.0 utilizing hand held card readers and other technologies.
Page 99 59. Develop bus stop signage? Nope - this is MTC	The task includes "Develop bus stop signaged based on MTC's Mapping and Wayfinding Designs" which STA is contracted with Suisun City to implement.
Page 99 60. Not sure the 2030 is even relevant at this point	The roles and responsibilities outlined in the Transit 2030 is much more relevant now, because it clarified the STA's role and was unanimously approve by the STA Board after both the STA Board and Soltrans Board spent almost a year discussing.
Page 99 60. Under Status - action is pending by the SolTrans Board - to do what?	Respectively, the action pending is for SolTrans to adopt the Transit 2030 policy recommendation.
Page 99 60. This whole section should be deleted as it says study is completed and this is your work plan for 26/27	The recommendations approved by the STA Board are still being followed and currently being implemented.
Page 100 63. Cal CPUC Access for all funding only benefits Rio Vista and Suisun and was never discussed at the consortium and should be mentioned	This item was brought to the STA committees and STA Board when it was initiated and was more recently discuss in March 2026. With added capacity, an RFP is being recommended at the May 2026 Consortium followed by the June 2026 STA Board Meeting.

SOLANO TRANSPORTATION AUTHORITY
DRAFT OVERALL WORK PLAN (OWP) FOR FY 2026-27 AND FY 2027-28
PENDING STA Board Approval on June 10, 2026

CATEGORY	No.	PROJECT DESCRIPTIONS	LEAD AGENCY	FUND SOURCE	2026-27	2027-28	EST. PROJECT COST	DEPT. LEAD STAFF
STA Lead - Projects	1.	<p><u>I-80/I-680/SR 12 Interchange</u></p> <p>A. Reporting for Suisun Creek Mitigation Site and resolution of endowment dispute</p> <p>B. Determine Priorities for Future Packages</p> <p>C. Resolution of Local Utility Relocation Procedures Transfer of R/W to Caltrans for Packages 1 and 2</p> <p><u>Milestones:</u> Packages 1 and 2 are open to the public.</p> <p><u>Status:</u></p> <ul style="list-style-type: none"> ○ Wetland Mitigation Site Dispute for Endowment ○ Package 1 and 2 R/W transfer to Caltrans scheduled for Fall 2023 ○ Package 5 is currently in design <p><u>Estimated Completion Date (ECD):</u> Complete design of Package 5 Fall 2027. R/W phase to begin in Summer 2027. Pending full funding, initiate construction in 2028-29.</p>	STA	RM3 SB1 STIP	X	X	By Construction Package: #1 - \$111 M #2A - \$86 M #5 - \$150M #3,4, 6, & 7 - \$603M (2023 FPAU) #3 - \$180M #4 - \$249M #6 - \$70M #7 - \$102M	<u>Projects</u> Nick Burton
STA Lead - Projects	2.	<p><u>I-80 Managed/High Occupancy Vehicle (HOV)Lanes</u></p> <p>A. Convert Existing I-80 HOV Lanes to Managed Lanes (Red Top Rd to Air Base Pkwy) and build new Managed/HOV Lanes Air Base Pkwy to I-505 – Segment 1</p> <p>B. I-80 - Carquinez Bridge to Red Top Road – Segment 2 (I-780 ramp to EB 80)</p> <p>C. I-80 – I-505 to Yolo County Line – Segment 3</p> <p><u>Milestones:</u> Project complete. Plant establishment contract beginning.</p> <p><u>Status:</u></p> <ul style="list-style-type: none"> ○ ○ Tolling operations scheduled to be implemented December 2025 ○ Construction completed January 2026 – Segment 1 ○ Seeking funding for environmental document (\$8 M) – Segment 2 ○ Seeking funding for Project Initiation Document (PID) (\$2M) – Segment 3 ○ MTC lead for Managed Lanes Integrator <p><u>ECD:</u> CON complete January 2026 for segment 1</p>	STA:PA/ED & Design Caltrans: CON	SB1 and Bridge Tolls BAIFA Funds for PS&E RM 3 STIP and SB1 Segment 1	X	X	A. \$263M (CON) B. \$8M (PA/ED) C. \$2M (PID)	<u>Projects</u> Nick Burton
STA Lead Projects	3.	<p><u>I-80 Westbound Cordelia Truck Scales</u></p> <p>Construct new WB Truck Scales ½ mile to the east of existing location. Work includes new ramps, protect in place of North Bay Aqueduct, R/W acquisition.</p> <p><u>Milestones:</u></p> <ul style="list-style-type: none"> ○ SB1 funding awarded for PS&E (\$29M). STA is the lead for the design and right-of-way. RM3 funds will cover the RW cost. ○ SB1 TCEP funding awarded for CON (\$129M) ○ Design package completed April/May 2025 ○ R/W phase completed in April/May 2025 ○ Began CON June 2025 ○ Technology integration in progress 	STA	PS&E STIP TCEP (Design) TCEP (Construction) RM3	X	X	WB Scales (\$243 M): PS&E \$29 M R/W \$25 M CON \$199 M	<u>Projects</u> Nick Burton Jasper Alve

SOLANO TRANSPORTATION AUTHORITY
DRAFT OVERALL WORK PLAN (OWP) FOR FY 2026-27 AND FY 2027-28
PENDING STA Board Approval on June 10, 2026

CATEGORY	No.	PROJECT DESCRIPTIONS	LEAD AGENCY	FUND SOURCE	2026-27	2027-28	EST. PROJECT COST	DEPT. LEAD STAFF
		<u>Status:</u> <ul style="list-style-type: none"> o In CON with an estimated completion in January 2029 <u>ECD:</u> Construction is began June 2025 with completion estimated for January 2029.						
STA Co-Lead Projects	4.	<p><u>SR 37 Corridor</u> Improve SR 37 between I-80 in Solano County and SR 101 in Marin County to address Sea Level Rise and reduce congestion.</p> <ul style="list-style-type: none"> A. Interim Congestion Relief (Packages 1-3) B. Ultimate Project Planning and Environmental Linkages (PEL) C. SR 37/Fairgrounds Dr. Interchange D. Mare Island Interchange Supplemental PID <p><u>Milestones:</u></p> <p><u>Interim Congestion Relief Package 2</u></p> <ul style="list-style-type: none"> o Project Approval/Environmental Document (PA/ED) Interim Congestion Relief Project Draft ED released for public comment Fall 2021. Final Document completed February 2023. o MTC will apply for federal and state grants in 2026 for Interim Project. o 50 acres along Segment B purchased, Solano County holds property until needed by project o 65% PS&E completed in December 2024??? o CTC awarded \$73M June 2025 <p><u>SR 37/Fairgrounds Dr. Interchange</u></p> <ul style="list-style-type: none"> o CON phase fully funded with combination of funding sources: RM3, RTIF, TDA3, TDA 4, and STAF totaling \$30M o Fairgrounds Dr design completed and construction contract was awarded in December 2024 o Project communications plan developed <p><u>Mare Island Interchange Supplemental PID</u></p> <ul style="list-style-type: none"> o STA staff met with developer and city staff to identify the PID as the next step o STA requests Mare Island Interchange as part of the Ultimate Project <p><u>Status:</u></p> <ul style="list-style-type: none"> o Interim Project currently in design and value analysis o Ultimate Project team working on segment between US101 to Atherton o Ultimate Project design and coordination with SMART is ongoing o Mare Island Interchange improvements to be completed as part of ultimate project, will be seeking local match funds for the reconstructed Interchange from City of Vallejo/Developer. <p><u>ECD:</u> SR37/Fairgrounds Drive Interchange estimated completion of construction July 2026. Interim Package 2 estimated completion of construction 2030</p>	Caltrans/MTC/ STA	Bridge Toll RTIP Local Funds	X	X	Interim B \$500M Ultimate\$11B Fairgrounds \$30M (RM3 \$20M, STIP RM3 LONP \$5.268M, STAF \$2.2M, County Funds \$4M, and RTIF \$2.271M) Mare Island Supplemental PID \$500k	<u>Projects</u> Nick Burton Leslie Gould

SOLANO TRANSPORTATION AUTHORITY
DRAFT OVERALL WORK PLAN (OWP) FOR FY 2026-27 AND FY 2027-28
PENDING STA Board Approval on June 10, 2026

CATEGORY	No.	PROJECT DESCRIPTIONS	LEAD AGENCY	FUND SOURCE	2026-27	2027-28	EST. PROJECT COST	DEPT. LEAD STAFF
STA Co – Lead Projects	5.	<p>State Route (SR) 12 East Rio Vista SHOPP projects (Segments 1 through 3, McClosky to Countyline)</p> <ul style="list-style-type: none"> ○ <u>Milestones:</u> Caltrans split project into 3 segments for construction, ○ Segment 1 – Construction completed ○ Segment 2 - Church Rd Area, RTL in Fall 2028 ○ Segment 3 - Downtown improvements, RTL in Fall 2029 ○ STA and City approved funding for enhancements in downtown Rio Vista (\$1.3M) ○ PS&E for segments 2 and 3 are completed ○ STA/Caltrans executed Cooperative Agreement for enhancement funding of elements in downtown Rio Vista. <p><u>Status:</u></p> <ul style="list-style-type: none"> ○ Segments 1 construction completed ○ Segments 2 and 3 R/W underway ○ Reprogram \$1.9M STIP funds <p><u>EDC:</u> Segment 1 Construction– Completion 2024 Segment 2 Construction – Spring 2030 Segment 3 Construction – Spring 2031</p>	Caltrans Caltrans	SHOPP STIP RTIF Local TIF	X	X	\$53M	<u>Projects</u> Nick Burton Leslie Gould, Jasper Alve
STA Co-Lead Projects	6.	<p>SR 29 Corridor Coordination</p> <ul style="list-style-type: none"> ○ Improve SR 29 from Napa County line to Interstate 80 in multiple capacities, including pavement quality, bike and ped access, safety, and transit operations. ○ Coordinate with Caltrans to advance State Highway Operations Protection Program (SHOPP) funding for SR29 rehabilitation. ○ Collaborate with Vallejo, SolTrans and Caltrans to implement Sonoma Blvd Specific Plan elements along SR29 with the goal of transforming it into a “complete street.” <p><u>Milestones:</u></p> <ul style="list-style-type: none"> ○ Project awarded \$3.8M SHOPP set-aside for implementation of Sonoma Blvd Specific Plan with rehabilitation project. This matches Vallejo contribution of \$720k. This added work with be constructed with the larger Caltrans SHOPP project. ○ Project Report approved April 2023 ○ PS&E is completed ○ RTL’d in December 2024 ○ Released bid notice in Spring 2025 <p><u>Status:</u></p> <ul style="list-style-type: none"> ○ Caltrans implementing components of Sonoma Blvd Specific Plan with SHOPP rehab project as much as there is funding available ○ Construction began Fall 2025? <p><u>EDC:</u> Fall 2027??</p>	Caltrans City of Vallejo STA SolTrans	SHOPP & SHOPP ATP SR2S Projects funded through ATP Complete Streets enhancements are locally funded	X	X	\$35.4M	<u>Projects</u> Nick Burton Jasper Alve

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STA Lead – Projects	7.	<p><u>Solano Express and Traffic Demand Management (TDM) Capital Improvements</u> Transportation projects that support facilities such as transit hubs and park and ride lots to attract and support increased ridership on Solano Express Buses and decrease single occupant vehicles.</p> <ul style="list-style-type: none"> A. Solano Express Bus Stops/Ped Improvements B. Solano Express Electrification C. Zero Emission Buses Solano Express Connected Mobility Plan D. Transit Signal Prioritization (TSP) <p><u>Milestones:</u></p> <p><u>2018 TIRCP - \$10M Awarded towards Solano Regional Improvements</u></p> <ul style="list-style-type: none"> o \$2M allocated for SolTrans and FAST for Solano Express electrification infrastructure design at their maintenance yards. o Fairfield FTC Slip-Ramp and Ped Improvement project construction completed in early 2022. o PS&E for O&M yards of SolTrans and FAST completed. o SolTrans completed procurement of one (1) battery electric (zero-emission) bus in 2023. <p><u>2020 TIRCP - \$10.4M</u></p> <ul style="list-style-type: none"> o \$2.7M awarded for five inductive charging pads located at regionally significant facilities. o \$550k awarded for Network Integration Study and Equipment Purchase o \$1.7M in CEC funds towards seven inductive charging pads. o Inductive Charging ENV completed and PS&E currently underway. o Countywide Transit Electrification Transition Plan completed. o Connection Protection Pilot Study was completed in June 2024. o PS&E for inductive charging pads at seven (7) regional sites began February 2021 and submitted PG&E application for all 5 sites. <p><u>Status:</u></p> <ul style="list-style-type: none"> o Due to cost increases, the number of sites where to install inductive chargers will be reduced to 2 locations, STA in coordination with CalSTA. o PS&E previously underway for W. Texas Solano Express Bus Stop and Ped connection was shelved. New project to be identified by STA in coordination with CalSTA. <p><u>ECD:</u> STA coordination with CalSTA regarding the rescoping of funds.</p>	MTC STA	TPI (swapped for STAF) and YSAQMD TIRCP Advanced OBAG 3 RTIF	X	X	\$3,912 STAF \$75k YSQAMD	<u>Projects</u> Jasper Alve Leslie Gould
STA Lead-Projects	8.	<p><u>Highway Performance Monitoring System (HPMS) Data Collection</u> Part of the Federal MAP-21 requirements, MTC required implementation of this federal requirement with OBAG 3. STA coordinates with member agencies to collect local data related to Traffic, Facility Inventory and Pavement Data. Primarily traffic counts.</p> <p><u>Milestones:</u></p> <ul style="list-style-type: none"> o Work with PDWG Members to continue data collection – o Input data – June through September <p><u>Status:</u></p>	STA Member Agencies		X			<u>Projects</u> Jasper Alve

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		Continue to monitor and collect data from member agencies and submit to MTC. ECD: On-Going requirement of OBAG3						
STA Lead – Projects	9.	<p>Jepson Parkway Project</p> <p>A. Vanden to Leisure Town Rds - Fairfield (Segments 2A, 2B, and 2C)</p> <p>B. Leisure Town Rd. from Vanden to Orange Dr. - Vacaville (Segments 1A 1B, and 1C)</p> <p><u>Milestones:</u></p> <ul style="list-style-type: none"> o PA/ED for Jepson Parkway Project- Completed o Construction Segment 1A and 1B -- Completed o Construction Segment 2A – Completed o R/W Segments 1A, 1B, 2A, and 2B – Completed o Funding Agreements Segments 1B/C and 2B – Completed o Fairfield: obtained \$4M of Federal earmark funding in 2023 <p><u>Status:</u></p> <ul style="list-style-type: none"> o <u>Segment 1C</u> Vacaville; Seeking Funding o <u>Segment 2B</u> Fairfield Funding/Construction by Developer for CON 2026-27 o <u>Segment 2C</u> <ul style="list-style-type: none"> ▪ Fairfield Construction estimated 2026-27 ▪ Eligible for Local Partnership Program – Competitive Program Funds ▪ Applied for CFNRA Partnership Grant <p>ECD: Construction completion pending funding</p>	STA Partners: Vacaville Fairfield	STIP 2006 STIP Aug Fed Demo Local RTIF TIF LPP	X	X	\$106 M Remaining Segments	Projects Nick Burton
STA Lead Projects	10.	<p>Vallejo Station (Phase B)</p> <p>Revitalize Vallejo’s 92-acre waterfront with a mix of new housing, retail, office, and light industrial jobs, plus new parks and improved open space. Phase B includes a separate Parking Structure.</p> <p><u>Milestones:</u></p> <ul style="list-style-type: none"> o <u>City of Vallejo to commit balance of project funding prior to RM3 request to WETA/STA</u> o <u>Draft Funding Plan developed (\$10M RM3 WETA, \$10 M RM3 North Bay Transit/STA, and \$12+ M Vallejo)</u> o <u>Allocation of \$1.5M RM2 for EIR and Design</u> o <u>Remaining \$500k of RM2</u> <p><u>Status:</u> Coordinating with City of Vallejo for development of funding agreement prior to RM3 request in order to initiate EIR and design</p>	City of Vallejo	RM 2/3 Local	X	X	\$32M- Construction Cost \$1.5M RM3 \$500K Remaining RM2	Projects Nick Burton

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<p>STA Monitoring – Projects</p>	<p>11.</p>	<p>Monitor Delivery of Local Projects/Allocation of Funds</p> <ul style="list-style-type: none"> A. Monitor and manage local projects. B. Approve and Program OBAG 3 Projects. C. Monitor Implementation of 3 STIP projects (Jepson Parkway Phase 2A, 1B, and SR12/Church Rd) D. Monitor Implementation of ATP Grants E. Support local grants application production for ATP/Cap and Trade/Green Communities, etc. F. Support and monitor implementation of TIRCP funded projects <p><u>Status:</u></p> <ul style="list-style-type: none"> o Monitoring of local projects is an on-going activity; o Project Delivery Working Group (PDWG) meetings held quarterly o Monitor and Manage SR2S projects implementation o Monitor ATP Project Implementation o Monitor HSIP Cycles 10, and 11 projects implementation o Aid Agencies, as needed, in development of Funding Strategies for local projects with shortfalls o Participate in PDT’s for projects to ensure successful delivery o Work with local agencies to develop applications as needed for ATP/Cap and Trade/ Green Communities, LPP, CRISI, RCE etc. o Work with Caltrans, CTC, and MTC to get appropriate allocations and extensions for state funded projects. o Monitor and report on MTC’s various committees including Local Streets and Roads Working Group and Programming and Allocations Committee o Program and monitor the delivery of OBAG 3 and 4 projects in the FTIP and monitor compliance with OBAG program requirements <p><u>ECD:</u> OBAG 3 funding must be obligated by January 2027 or earlier.</p>	<p align="center">STA</p>	<p align="center">STIP-PPM STP</p>	<p align="center">X</p>	<p align="center">X</p>	<p align="center">N/A</p>	<p align="center"><u>Projects</u> Jasper Alve Leslie Gould</p>
<p>STA Co-Lead Projects Program</p>	<p>12.</p>	<p>Bridge Toll Project Priorities (Regional Measure 3)</p> <ul style="list-style-type: none"> A. North Bay Transit Capital \$20M <ul style="list-style-type: none"> ▪ \$1.5M contingent for Vallejo Station Phase B PA&ED ▪ \$ 2M Solano Rail Hub PA&ED ▪ \$6M Solano Rail Hub PS&E and R/W ▪ \$3M State Route 37/Fairgrounds Drive Project ▪ \$1.2M City of Fairfield Transit Yard Electrification ▪ \$6.3M TBD by the STA Board B. San Francisco Bay Trail/Safe Routes to Transit <ul style="list-style-type: none"> ▪ \$3M Vacaville Ulatis Creek Path/I-80 Undercrossing ▪ \$3M West Texas Safe Routes to Transit (Heart of Fairfield) ▪ \$3M Vallejo/Benicia Bluff Trail ▪ \$6M Solano Rail Hub/Pedestrian Crossing for CON ▪ SR 37 Public Access Improvements (amount based on results from SR 37 Active Transportation Master Plan) C. Solano Express Operating – Competitive <ul style="list-style-type: none"> ▪ Annual Operating request \$3M – for existing Solano Express service levels D. SR 37 Corridor - \$100M <ul style="list-style-type: none"> ▪ \$15M for Fairgrounds Dr. E. I-80/I-680/SR 12 Interchange Project - \$150M <ul style="list-style-type: none"> ▪ \$11M Package 5 design F. Ferry Enhancements Program - \$300M <ul style="list-style-type: none"> ▪ \$10M for Vallejo Station Phase B (Potential WETA contribution) 	<p align="center">STA Vallejo Fairfield Suisun City</p>		<p align="center">X</p>	<p align="center">X</p>		<p align="center"><u>Projects</u> Nick Burton Jasper Alve Ron Grassi</p>

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		<p><u>Milestones:</u> RM3 upheld. First round of MTC funding obligations allocated in June/July 2023. Since then the following allocations have been approved by the STA Board.</p> <ul style="list-style-type: none"> ▪ \$ 2M Solano Rail Hub PA&ED ▪ \$6M Solano Rail Hub PS&E and R/W ▪ \$1.2M City of Fairfield Transit Yard Electrification ▪ \$1.5M contingent for Vallejo Station Phase B PA&ED ▪ \$3M State Route 37/Fairgrounds Drive Project <p><u>Status:</u> \$3 Million authorized by MTC for Solano Express for fiscal years 2024-25 and 2025-26. Funding to be claimed by SolTrans consistent with funding agreement with STA.</p>						
STA Lead - Projects	13.	<p><u>Solano County Pothole Report</u> Annual report on countywide rating roadways (mapped by street/by jurisdiction), summary of annual investments in roadway infrastructure and summary of financial shortfall.</p> <p><u>Status</u></p> <ul style="list-style-type: none"> A. The first Solano County Pothole report was completed in December 2014 B. The 2nd Solano County Pothole report was completed April 2019 C. Subsequent updates to the Pothole Report are anticipated every four years similar to MTC's schedule. D. Prepare the third Solano Pothole Report FY 2026-27. <p><u>ECD:</u> June/July 2027</p>	STA Seven Cities And the County	PPM				<u>Projects</u> Jasper Alve
STA Lead – Projects	14.	<p><u>Regional Traffic Impact Fee (RTIF) Program</u></p> <ul style="list-style-type: none"> A. Working Group Coordination B. Strategic Implementation Plan (SIP) C. Annual Reporting D. Fund distribution and management E. Project monitoring <p><u>Milestones:</u></p> <ul style="list-style-type: none"> ○ Completed 12th Annual Report – approved by the STA Board December 2025 ○ Total RTIF collected through Q1 of FY 25/26 \$27.827M since inception of program ○ Collection of the new fee rate (\$2,500) began in October 2019. ○ An update to the RTIF Nexus Study was completed in Spring 2021 and Winter 2023 to add four projects and fifteen projects, respectively. These projects include West Texas Gateway, Suisun-Fairfield Train Station Pedestrian Crossing, Airport Road Complete Streets, and Parkway Blvd. Overcrossing. ○ Updated RTIF revenue forecast estimates completed in Winter 2023. ○ RTIF Funding Agreement with project sponsors completed <p><u>Status:</u></p> <ul style="list-style-type: none"> ● SIPs will be updated annually. ● RTIF Working Groups coordinating to update SIPs on a couple of RTIF funded projects and develop RTIF funding agreements (as necessary) 	STA Seven Cities And the County	PPM/RTIF	X	X		<u>Projects</u> Jasper Alve Leslie Gould

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		<ul style="list-style-type: none"> 90% of RTIF funds are committed to local projects. STA will meet with all working groups in FY 2025-26 to discuss RTIF funding allocation and project status, project delivery schedule, expenditure plan, and programming of uncommitted funds. <p><u>ECD:</u> RTIF Program is a five-year program that is scheduled to be renewed in 2026. Administrative tasks will be ongoing.</p>						
STA Lead-Projects	15.	<p><u>State Route 12 Coordination</u> Update corridor study and identify future projects and funding sources (i.e., SHOPP)</p> <p><u>Milestone:</u> Committee organized – April 2025</p> <p><u>Status:</u></p> <ul style="list-style-type: none"> OBAG 3 to fund SR 12 Corridor Study Conduct corridor study under the guidance of the SR 12 Policy Committee and Caltrans CMCP Guidelines Coordinate with Travis AFB, Caltrans member agencies <p><u>ECD:</u> FY 2026-27</p>		OBAG 3 Grants TBD				<u>Projects</u> Leslie Gould
STA Monitoring-Projects	16.	<p><u>SR 113 Coordination</u> Update corridor study and identify future projects and funding sources.</p> <ul style="list-style-type: none"> Coordinate with Caltrans to advance State Highway Operations Protection Program (SHOPP) funding for SR113 rehabilitation and other improvements identified in accordance with STA’s Board approved priorities. Collaborate with Dixon, Solano County and Caltrans to implement improvements. <p><u>Milestones</u> STA Board approved SHOPP priorities April 2023 with a focus on SR 113 from Creed Road to SR 12.</p> <p><u>Status:</u></p> <ul style="list-style-type: none"> Forwarded priorities to Caltrans staff for inclusion in the 2024 SHOPP future project. Our objective is to advance to a programmed SHOPP project. Conduct corridor study under the guidance of the SR 113 Policy Committee and Caltrans CMCP Guidelines Coordinate with Travis AFB, Caltrans member agencies <p><u>ECD:</u> CMCP scheduled for FY 2026-27. STA working to maintain schedule 2026 SHOPP from future project to a programmed project.</p>	Caltrans STA Dixon Solano County	SHOPP	X	X	TBD	<u>Projects</u> Leslie Gould

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<p>STA Lead-Projects</p>	<p>17.</p>	<p><u>Suisun Mobility Hub</u> Construct Mobility Hub in downtown Suisun City to service Suisun City Microtransit and public parking needs for the train station.</p> <p><u>Milestones:</u></p> <ul style="list-style-type: none"> ○ STA Board approved and programmed STAF funds and TDA funds. ○ STA Board approved the project and authorized the advertisement and award of the construction contract. <p><u>Status:</u> Project is under construction, which includes electric vehicle infrastructure for the STA fleet and Suisun City Microtransit.</p> <p><u>ECD:</u> Construction is anticipated to be completed in Summer 2026.</p>	<p>STA Suisun City</p>	<p>STAF Suisun TDA</p>		<p>\$3.75M</p>	<p><u>Projects</u> Nick Burton</p>
<p>STA Co-Lead-Projects Planning</p>	<p>18.</p>	<p><u>Coordinate with Capitol Corridor Rail Stations/Service & Rail Plan and Service</u> Plan, market and implement rail service in partnership with CCJPA, SMART and STA member agencies.</p> <p><u>Milestones</u></p> <ul style="list-style-type: none"> ○ Fairfield/Vacaville Train Station: ○ First phase Fairfield/Vacaville Station – completed and renamed to the Tom Hannigan Station. Staff working with Fairfield on completing funding plan for additional phases, including seeking Cap and Trade funding. ○ Solano Rail Hub: Complete Solano Rail Hub Project Study Report in June 2023 for ADA station improvements and to accommodate rail service west from Suisun City to Napa, Sonoma and Marin Counties <p><u>Status:</u></p> <ul style="list-style-type: none"> ○ Ongoing participation with CCJPA staff working group. ○ Staff coordinating with Solano EDC and the cities of Fairfield, Suisun City and the County of Solano to update Downtown Suisun City and Fairfield’s PDA plans related to the train station. ○ Coordinate with CCJPA on the current Carquinez High-Level Bridge Crossing Study and the Vallejo alignments being considered to monitor impacts and opportunities to the City of Vallejo ○ Monitor Federal Railroad Administration (FRA) Corridor ID Program, State Rail Plan and Link21 Project for potential opportunities. ○ Ongoing Coordination with CCJPA Board Members and CCJPA Marketing staff <p><u>ECD:</u> Ongoing</p>	<p>CCJPA</p> <p>City of Fairfield</p> <p>City of Suisun City and Fairfield</p>	<p>RM2 ADPE-STIP ITIP Local RTIP ECMAQ YSAQMD Clean Air Funds</p> <p>MTC Regional Measure 3 Funds</p>		<p>TBD FF/VV Station</p> <p>\$2,000,000</p>	<p><u>Planning/Projects/Programs</u> Robert Guerrero Sean Person Nick Burton Kathrina Gregana</p>

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STA Lead-Projects	19.	<p>Solano Rail Hub Project Public access and ADA improvements via overcrossing or undercrossing.</p> <p><u>Milestones:</u></p> <ul style="list-style-type: none"> ○ STA committed \$2 million in RM3 funds for the Environmental Clearance and Initial Design Phase. ○ Coordination with Amtrak on the Solano Rail Hub Station Improvements Project which was placed on hold due to funding. <p><u>Status:</u></p> <ul style="list-style-type: none"> ○ Conduct PSR to define alternatives, obtain public input, coordinate with CCJPA, City of Suisun City, City of Fairfield and Solano County and identify a preferred alternative. ○ Coordination with Cities of Suisun City and Fairfield, and County of Solano, to initiate the Environmental Clearance and Initial Design Phase of the Solano Rail Hub Pedestrian Crossing and Station Area Improvements to begin in 2027. <p><u>ECD:</u> PSR expected to be completed end of 2026.</p>	<p>STA CalSTA CCJPA Suisun City City of Fairfield County</p>	<p>RM 3</p>	<p>X</p>	<p>X</p>	<p>\$2 Million</p>	<p><u>Projects/Planning</u> Nick Burton Jasper Alve</p>
STA Lead-Planning	20.	<p>Solano-Napa North Bay Passenger Rail Feasibility Study Partnering with NVTA and cities of Napa and Vallejo to develop a Feasibility Study to assess a broader, integrated Solano Napa North Bay passenger rail network that would connect Vallejo and Napa to the California passenger rail network at the planned Solano Rail Hub in Suisun City.</p> <p><u>Milestones:</u></p> <ul style="list-style-type: none"> ○ Completed Vallejo Feasibility Study in June 2024 ○ Worked with NVTA and the cities of Napa and Vallejo to develop a scope of work for the follow up study called the Solano-Napa North Bay Passenger Rail Feasibility Study ○ Issued an RFP to procure a consultant for the Solano-Napa North Bay Passenger Rail Feasibility Study. <p><u>Status:</u></p> <ul style="list-style-type: none"> ○ Kicked off study in Summer 2025 ○ Completed the following tasks: Review of Previous Plans and Studies; Existing Conditions Report on Facilities and Land Use; and Market Demand. ○ Developing Conceptual Transit Serve Plans <p><u>ECD:</u> Summer 2026</p>	<p>STA City of Vallejo City of Fairfield City of Suisun City County of Solano NVTA City of Napa City of American Canyon</p>	<p>STAF NVTA</p>	<p>X</p>	<p>X</p>	<p>\$200,000 (\$100,000 NVTA \$100,000 STA)</p>	<p><u>Planning</u> Robert Guerrero Kathrina Gregana</p>
STA Lead-Planning/Projects	21.	<p>Rail Crossing Safety Improvements Projects Update the 2013 Plan to identify the rail crossings most impacted by current rail traffic and identify at-grade crossings that are needed. Provide support to local agencies for the delivery of rail crossing improvements.</p> <p><u>Milestones:</u></p> <ul style="list-style-type: none"> ○ Completed the Plan Update in July 2024 ○ Dixon was successful in obtaining \$25 million in Rail Crossing Elimination Program <p><u>Status:</u></p> <ul style="list-style-type: none"> ○ Support City of Dixon's Park Road Overcrossing Project with project management assistance and consultant oversight. 	<p>STA City of Dixon City of Fairfield</p>	<p>STAF Federal CRISI RTIF Rail Crossing Elimination Program</p>	<p>X</p>	<p>X</p>	<p>\$120,000 \$25 million for Park Road Overcrossing</p>	<p><u>Planning and Project Department</u> Nick Burton Jasper Alve Leslie Gould Robert Guerrero Kathrina Gregana</p>

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STA Lead – Finance	22.	<p><u>Abandoned Vehicle Abatement Program</u> Administer AVA Program on behalf of Solano County and the seven cities.</p> <p><u>Milestones:</u> 7,997 vehicles abated in FY 2023-24. \$412,580 distributed countywide to the seven Cities and County.</p> <p><u>ECD:</u> Ongoing</p>	STA Seven Cities And the County	DMV	X	X	FY 2023-24 \$412,580 countywide distribution	<u>Projects/Finance</u> Brenda McNichols
STA Lead – Planning	23.	<p><u>Comprehensive Transportation Plan Update (CTP) Update and Implementation and</u> The Solano Comprehensive Transportation Plan has three primary elements to guide transportation funding and policies:</p> <ul style="list-style-type: none"> ○ Arterials, Highways and Freeways Element ○ Transit and Rideshare Element ○ Active Transportation Element <p>In anticipation of MTC’s upcoming Regional Transportation Plan (CTP) updated (e.g. Plan Bay Area 2060), in 2023 the STA commenced the Comprehensive Transportation Plan (Update) effort. To support with guiding the development of the three CTP elements, three CTP Policy Committees were formed:</p> <p>Active Transportation Committee convened eight (8) times on the following days:</p> <ul style="list-style-type: none"> • May 10, 2023, October 11, 2023, March 20, 2024, July 17, 2024, February 12, 2025, May 14, 2025, September 20, 2025, January 14, 2026 <p>Arterials, Highways and Freeways Policy Committee convened five (5) times on the following days:</p> <ul style="list-style-type: none"> • June 14, 2023, December 13, 2023, March 12, 2025, June 11, 2025, February 11, 2026 <p>Transit and Rideshare Committee convened six (6) times on the following days:</p> <ul style="list-style-type: none"> • July 12, 2023, September 13, 2023, January 10, 2024, April 9, 2025, July 9, 2025, March 11, 2026 <p>Additionally the STA Transportation Equity Working Group was convened eight (8) times on the following days:</p> <ul style="list-style-type: none"> • May 24, 2023, September 27, 2023, November 29, 2023, February 28, 2024, April 24, 2025, July 23, 2024, March 26, 2025, June 25, 2025. <p><u>Milestones:</u></p>	STA	TDA STAF OBAG 3	X	X	\$500,000	<u>Planning</u> Robert Guerrero Kathrina Gregana Dulce Jimenez Amy Antunano Leslie Gould

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		<ul style="list-style-type: none"> ○ With the support of Solano Equity Framework for the CTP was completed in April 2024, the Solano Equity Framework was developed through the feedback provided by the Transportation Equity Working Group ○ Completed the CTP Project Prioritization Criteria in February 2025 ○ Completion of the CTP Public Outreach process conducted from March 2025 to August 2025. STA staff attended 20 tabling events, with at least one in each jurisdiction in Solano, received over 230 CTP survey responses. ○ Adoption of the Goals and Objectives for all three CTP element – September 2025 ○ Completed the project evaluation for all three CTP element project lists, which informed the development of the draft tiered project lists that were approved by its respective CTP Policy committees. ○ Approval by the STA Board to release the draft project lists for all three CTP elements for a 30-day public comment period, March 2026 <p><u>Status:</u></p> <ul style="list-style-type: none"> ○ Development of Draft CTP Plan <p><u>ECD:</u> Estimated plan completion in September 2026</p>						
STA Lead – Planning	24.	<p>Plan Bay Area (RTP/SCS) – Plan Bay Area 2050+ Update Regional Transportation Plan (RTP) is updated every four years by MTC. STA selects transportation projects and programs to include the RTP through an outreach and coordination with the cities and County of Solano. In addition, STA coordinates with MTC and ABAG to administer RTP policies and subsequent plans in order to be eligible for State and Federal Transportation Funds.</p> <p><u>Milestones:</u></p> <ul style="list-style-type: none"> ○ MTC kicked off PBA+ update in June 2023 ○ STA submitted two projects (Solano Rail Hub and Regional Managed Lanes I-80 Gap Closure-Dixon) for inclusion in PBA+ - September 2023 <p><u>Status:</u> MTC included STA priority projects in the PBA+ update and is coordinating with CTAs and other partners to finalize the plan by December 2025. MTC is currently in the final stage for completion by developing a programmatic EIR for the document.</p> <p><u>ECD:</u> December 2025</p>	MTC/STA	OBAG 3	X	X		<p style="text-align: center;"><u>Planning</u> Robert Guerrero Kathrina Gregana</p>
STA Lead – Planning	25.	<p>Climate Adaptation Coordination and Solano Transportation Resiliency Plan Monitor State Climate Action Plan for Transportation Investments (CAPTI), MTC’s Sea Level Rise Adaptation Funding and Investment Framework, BCDC and Delta Protection Commission policies and requirements regarding climate adaptation. Work with member agencies to meet policies and requirements to address sea level rise and deal more broadly with climate change.</p> <p><u>Milestones:</u></p>	Member Agencies BCDC Delta Protection Commission CalSTA Caltrans ABAG	Caltrans State Planning Grant Funds \$30,000 Member Agency Contributions \$35,000 OBAG 3 Planning	X	X	\$565,000	<p style="text-align: center;"><u>Planning</u> Robert Guerrero Kathrina Gregana</p>

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		<ul style="list-style-type: none"> ○ STA submitted a Caltrans grant application requesting funds for a Solano Countywide Climate Adaptation and Resiliency Plan for Transportation Infrastructure in partnership with the 8 Solano member agencies – February 2023 ○ Obtained \$500,000 Caltrans Grant Award for Solano Countywide Adaptation and Resiliency Plan for Transportation Infrastructure - August 2023 ○ Issued RFP, selected a Consultant and Kicked Off the Study-October 2024 ○ Formed a Project Leadership Team for this work to include Public Works staff from the eight Solano member agencies and representatives from CCJPA, WETA and Cal Office of Emergency Services (OES) ○ Collecting Data and Information for Existing Conditions Task – January 2025 ○ Completed Draft Literature Review – February 2025 ○ Conducted Public Outreach-Phase 1 –July 2025 <p><u>Status:</u></p> <ul style="list-style-type: none"> ○ <u>Develop Transportation Vulnerability Assessment – March 2026</u> ○ <u>Develop Project and Policy Recommendations – May 2026</u> ○ Monitor state and regional efforts related to climate resiliency to identify opportunitiesParticipate in the Solano Bayshore Resiliency Planning Effort as the STA representative <p><u>ECD:</u> August 2026</p>						
STA Lead – Planning	26.	<p><u>Priority Development Area, Priority Production Area and Priority Conservation Area Planning and Implementation</u> STA’s transportation and land use planning and implementation efforts are concentrated in these growth and conservation designated areas. The PDA, PCAs and new PPAs are selected by STA member agencies and approved by ABAG/MTC for special transportation funding consideration.</p> <p><u>Milestones:</u></p> <ul style="list-style-type: none"> ○ STA approved and nominated 10 OBAG 3 Projects and programs- 7 funded by MTC that are located in or benefit PDAS. 8th OBAG 3 Project committed for TDA funding. ○ MTC completed a regional PCA Refresh Plan and is issuing a call for PCA projects in FY 2024-2025. ○ STA, in coordination with Solano EDC, was awarded a \$500,000 grant to develop a Solano PPA Plan – June 2023 ○ STA, in coordination with the cities of Suisun City and Fairfield and Solano EDC, was awarded a grant of \$400,000 total to develop a Solano Rail Hub PDA Plan – June 2023 ○ STA, in coordination with the County of Solano and cities of Suisun City and Fairfield and Solano EDC, issued a RFP, selected a consultant and kicked off the Solano PDA Plan. A Project Leadership Team was formed, including city staff from Suisun City, Fairfield and the County of Solano – December 2024 ○ STA, in coordination with Solano EDC, issued an RFP and selected a consultant for the Solano PPA Plan – February 2025 ○ STA and Solano County submitted Farm to Market Phase 4 as a candidate PCA Project for the MTC PCA Area Grant Program. Solano County received a \$750,000 award for the project – February 2025 	STA, Seven Cities and County	OBAG 3 MTC PPA Grant MTC PDA Grant	X	X	\$500,000 PPA Grant \$400,000 PDA Grants	<u>Planning</u> Robert Guerrero Kathrina Gregana

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		<ul style="list-style-type: none"> o MTC final PCA designation 2025 submittal o STA staff participated in the Technical Advisory Committee of MTCs PCA Refresh Plan Update – Completed in May 2024 o <u>Solano Rail Hub PDA Plan</u>: Project Kick off in January 2026. Formed Project Leadership Team that includes the cities of Fairfield and Suisun City and the County of Solano. Completed Tasks: MTC Transit Oriented Communities (TOC) Policy Compliance Memo; Flooding Impacts Memo; Development Opportunities, Constraints, and Strategies Memo; Ped and Bike Connections Memo and Public Outreach o <u>Solano PPA Plan</u>: Project Kick-off in January 2026; form Project Leadership Team that includes representatives from Benicia, Dixon, Fairfield, Rio Vista, Suisun City, Vacaville, Vallejo, and County of Solano <p><u>Status:</u></p> <ul style="list-style-type: none"> o <u>Solano Rail Hub PDA Plan</u>: Developing Draft Report for Project o <u>Solano PPA Plan</u>: Developing the following Tasks: Microgrid and Green Energy; Infrastructure and Maintenance Memo; and Stakeholder Engagement <p><u>ECD:</u> Solano Rail Hub PDA Plan – Summer 2026 Solano PPA Plan – September 2026</p>						
STA Lead Planning	27.	<p><u>Solano Housing Investment Partnership (SolHIP)</u> The STA created a partnership program with the cities and County of Solano to focus on implementing affordable housing with a focus on developments located in Priority Development Areas and adjacent to regional transit. In addition, STA staff is administering contracts with a planning firm for the Solano County RHNA Sub-delegation Process and is the lead in facilitating meetings with the Housing Element Partnership with the County of Solano and the cities of Benicia, Dixon, Rio Vista, Suisun City and Vallejo.</p> <p><u>Milestones:</u></p> <ul style="list-style-type: none"> o Coordination with the Cities and County of Solano to complete the Solano RHNA subdelegation process – Complete o County of Solano designated the STA’s SolHIP as ABAG’s County Collaborative on housing – Complete o Staff scheduled meetings with the cities and county to plan and advance priority housing projects within each STA member agency- Complete o Housing Element Partnership completed <ul style="list-style-type: none"> ▪ All 7 Cities and the County adopted their Housing Elements; o Monitor Solano Suburban Housing Incentive Pool (SubHIP) Affordable Housing Projects located at the Vacaville Transportation Center PDA and Hannigan Station PDA – Fairfield and Vacaville City Council approved their projects- Fairfield’s project is under construction with Vacaville anticipated to begin FY 2023-24. o Held Solano Planning Commissioner Training – August 2023 o Obtained PDA Grants for the Solano Rail Hub PDA Plan and a PPA Grant for the Solano PPA Plan – June 2023 o ADU Tracking Tool Development and Implementation – December 2024 o Held Solano Developer Forum - March 2024 o Worked with Solano Planning Directors to develop the Solano County Collaborative Scope of Work focused on Housing Element 	<p align="center">STA Member Agencies Solano EDC MTC ABAG HCD</p>	<p align="center">ABAG REAP Fund Member Agency Contributions MTC SubHIP</p>	X	X	<p align="center">SolHIP - \$181,000 Housing Element Partnership- \$543,000 SubHIP- \$4 Million REAP 2.0 - \$490,000</p>	<p align="center"><u>Planning</u> Robert Guerrero Kathrina Gregana</p>

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		<p>Implementation and Obtained \$490,000 in REAP 2.0 Funding for Proposed Activities – November 2024</p> <ul style="list-style-type: none"> ○ SubHIP 2.0 – Identify Eligible Housing Production Projects for REAP 2.0 December 2024 ○ Development of ADU and Density Bonus Marketing Materials – March 2025 ○ Assist Member Agencies with Pro-Housing Designation Applications – Throughout 2025 ○ County Collaborative Developer Forum Follow Up- May 2025 ○ Planning Commissioners Training and Solano Affordable Housing Forum- May 2025 ○ Faith Based Organizations Affordable Housing Outreach – Summer 2025 <p><u>Status:</u></p> <ul style="list-style-type: none"> ○ Coordinating with the County of Solano to develop a Bay Area Housing Finance Authority (BAHFA) Expenditure Plan for Solano County in anticipation of a potential regional bond measure in the future ○ Completed Solano County Collaborative REAP 2.0 activities <p><u>ECD:</u> December 2025</p>						
STA Lead – Planning	28.	<p><u>Congestion Management Program (CMP) Update</u> The Solano CMP is updated bi-annual to reflect existing transportation demand management programs, transit services, expanded active transportation facilities, and congestion relief projects on the CMP network. STA required to complete CMP in 2027.</p> <p><u>Milestones:</u></p> <ul style="list-style-type: none"> ○ MTC 2025 CMP Guidance was released - Spring 2025 ○ The 2025 CMP update was a targeted and limited update on select chapters such as Chapter 4 Transportation Demand Management (TDM), along with Chapter 5 Land Use and Chapter 8 Capital Improvement Program (CIP) to reflect the most current project statuses. ○ Draft CMP Report by January 2026 for STA Board approval by March 2026. ○ Final 2025 CMP adopted by March 2026 ○ Final 2025 CMP Report submitted to MTC- March 2026 <p><u>Status:</u> Next anticipated CMP Report update will occur in 2027</p> <p><u>ECD:</u> March 2026</p>	STA	STP Planning	X		\$150,000	<u>Planning</u> Robert Guerrero Dulce Jimenez

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<p>STA Lead – Planning</p>	<p>29.</p>	<p><u>Regional Mapping and Wayfinding Pilot Program – Solano County</u> Coordinate with participating cities and relevant transit operators to implement MTC’s Regional Mapping and Wayfinding Program at key transit facilities and bus stops in Solano.</p> <p><u>Milestones:</u></p> <ul style="list-style-type: none"> ○ Successfully included two Solano transit facilities, Solano Rail Hub in Suisun City and Vallejo Ferry Terminal and Transportation Center, in MTC’s Regional Mapping and Wayfinding Pilot Program. In 2025, site visits were conducted with partner agencies and draft Pilot Strategy reports have been developed for each station. <p><u>Status:</u></p> <ul style="list-style-type: none"> ○ Coordinate with the cities of Fairfield, Suisun City and Vallejo, relevant transit operators, MTC and other partners to implement the pilot recommendations for the Solano Rail Hub and Vallejo Ferry Terminal and Transportation Center. ○ Assist other Solano member agencies and transit operators in the development and installation of regional mapping and wayfinding signs for their bus stops and transit facilities, as appropriate. <p><u>ECD:</u> Ongoing</p>	<p>STA, MTC, Fairfield, Suisun City, and Vallejo and transit operators</p>	<p>MTC Funding STA Match</p>	<p>X</p>	<p>X</p>		<p><u>Planning</u> Robert Guerrero Kathrina Gregana Brandon Thomson</p>
<p>STA Lead – Planning</p>	<p>30.</p>	<p><u>2020 Active Transportation Plan Implementation</u> Implement 2020 STA Active Transportation Plan to complete Safe Routes to Transit, Countywide Bike and Countywide Pedestrian projects. Continue to coordinate with participating cities to develop and implement community-specific Active Transportation plans. Plan and deliver identified ATP near-term and mid-term projects. Continued staff support for the Bicycle Advisory Committee and Pedestrian Advisory Committees.</p> <p><u>Milestones:</u></p> <ul style="list-style-type: none"> ○ Bi Monthly meetings with STA BAC and PAC in 2026. ○ Work with STA member agencies to obtain grant funding for priority projects identified in STA ATP- Ongoing. ○ Launched the digital version of the Top 10 Solano Bike Rides and Top 10 Solano Walks and Hikes on the Xplore Solano Community through the Outerspatial mobile application in partnership with the Solano Land Trust and 7 other local agencies – April 2022. ○ STA ATP Amendment completed - May 2022 ○ Submitted four letters of recommendation for four Solano Projects that were submitted as part of the Regional Measure 3 (RM3) Safe Routes to Transit and Bay Trail Program Cycle 1 – October 2024. ○ Worked with members of the BAC and PAC to identify an additional 10 walking and biking routes for inclusion in Volume II of the Biking and Walking Brochures – Work occurred throughout calendar year 2024. ○ Completion of the Solano County Top 10 Bike Rides: North Eastern Solano County, with professional brochures printed as part of the May 2026 Bike Month marketing materials <p><u>Status:</u></p> <ul style="list-style-type: none"> ○ Coordinate with cities and County of Solano to adopt the STA ATP- Complete. ○ STA ATP shares nexus with two regionally focused plans that were recently completed, the Regional ATP- January 2023 from MTC and the Bay Area Bike Highway Study- Fall 2022 from Caltrans. The ATP also shares a nexus with another regionally focused plan that is 	<p>STA Member Agencies</p>	<p>TDA Article 3 TFCA YSAQMD</p>	<p>X</p>	<p>X</p>	<p>TBD</p>	<p><u>Planning</u> Robert Guerrero Kathrina Gregana Dulce Jimenez</p>

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		<p>currently underway, Caltrans District 4 Bike Plan Update. Presentations on the Bike Plan Update were provided to the Bicycle Advisory Committee in 2024. STA staff will keep up to date with the developments of this plan and how ATP can act as a resource for their development.</p> <ul style="list-style-type: none"> ○ STA will develop a four-year plan for TDA Article 3 and TFCA funds from FY 2026-27 through FY 2029-30. ○ STA developed maps that highlight active transportation infrastructure in Priority Development Areas and in Priority Production Areas and connectivity to transit facilities. ○ Exploration of effectively tracking bike and pedestrian counts ○ Initiated the development of a Volume II Top Ten walks brochures to highlight an additional 10 walking routes in Solano County. The draft of Volume II is expected to be completed by the end of the 2026 calendar year. ○ Ongoing STA staff participation in the Regional Active Transportation Working Group led by MTC and Caltrans District 4 Pedestrian and Bicycle Advisory Committees ○ Developed a social media posting schedule on the Xplore Solano Community to promote May Bike Month and September Walk Month <p><u>ECD:</u> Fiscal Year 2025-26 and FY 2026-27</p>						
STA Lead – Planning	31.	<p><u>Countywide Active Transportation Wayfinding Sign Program</u> Coordinate and implement a wayfinding sign program focusing on Active Transportation access in three phases based on funding availability.</p> <p><u>Milestones:</u></p> <ul style="list-style-type: none"> ○ Completion of the following projects: ○ City of Benicia was awarded \$9,000 in TDA-3 funds to complete their Wayfinding Sign Project. The project included the design, fabrication and installation of 35 wayfinding signs strategically placed to guide pedestrians, cyclists, and motorists to major destinations such as transit hubs, trails, historic locations, parking areas and other points of interest. ○ The City of Vallejo was awarded \$16,300 in TDA-3 funds to install wayfinding signs across the new Bay/Vine Trail project. The project included the design, fabrication and installation of over 25 wayfinding signs strategically placed across the new Bay/Vine Trail that connects the Vallejo Ferry Terminal up to American Canyon. ○ The Bay Area Ridge Trail was awarded \$34,700.00 in TDA-3 to complete their Carquinez Strait Scenic Loop Trail Wayfinding Signage project in Solano County. The project included installing Wayfinding signs across 6 locations and two replacing and installing two interpretative panels placed on both sides of the Benicia-Martinez Bridge. <p><u>Status:</u> In progress: The City of Rio Vista was awarded \$10,000 in TDA-3 funds for the replacement of the wayfinding signs across the Promenade Park walking trail, also known as the Bridge to Beach path. The project is estimated to be completed by Spring 2026.</p> <p><u>ECD:</u> June 2026</p>	STA & Member Agencies	TDA Article 3	X	X	FY 2021-22- \$25,000 (Year 1) FY 2022-23- \$25,000 (Year 2) FY 2023-24- \$25,000 (Year 3)	<u>Planning</u> Dulce Jimenez

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<p>STA Lead Planning/Projects</p>	<p>32.</p>	<p><u>Solano SR 37 Public Access Plan Implementation</u> Develop a SR 37 Public Access Plan to help inform the SR 37 Highway Improvement Project EIR. The plan included 13 project recommendations. City of Vallejo completed a public survey to prioritize identified public access projects for implementation – Fall 2021</p> <p><u>Milestone:</u></p> <ul style="list-style-type: none"> ○ STA developed the Solano SR 37 Public Access Plan January 2021 ○ Public Access plan for SR 37 in Solano includes phasing of projects. <p><u>Status:</u></p> <ul style="list-style-type: none"> ○ STA is coordinating with the City of Vallejo and the County of Solano, in addition to other stakeholders, to work on funding and delivering the proposed projects from the public access plan. ○ Coordinate with Project Sponsors and SR 37 Corridor Group ○ Coordinate with Education agencies/institutions. ○ Components of the SR 37 Public Access Plan included in Caltrans SR37 Planning and Environmental Linkages Study (PEL) and will be considered in ultimate project. ○ City of Vallejo submitted public access projects based on stakeholder input. <p><u>ECD:</u> Ongoing STA for public access support to be included in the State Route 37 funding plan.</p>	<p>STA City of Vallejo SR 37 Corridor Group Solano Land Trust GVRD Bay Area Water Trail</p>	<p>SR37 Toll Revenues RM3</p>	<p>X</p>	<p>X</p>	<p>TBD</p>	<p><u>Planning/Projects</u> Nick Burton Kathrina Gregana</p>
<p>STA Lead – Planning</p>	<p>33.</p>	<p><u>STA Legislative Program</u> STA Board directed coordination to monitor and analyze state and federal transportation and housing legislation for potential impacts to Solano County. Develop STA’s Annual Legislative Platform to provide policy guidance for legislative advocacy in Sacramento and Washington DC.</p> <p><u>Milestones:</u></p> <ul style="list-style-type: none"> ○ Hosted California Transportation Committee Meeting at STA Office – June 2023 ○ 2024 Legislative Platform adopted by Board – Jan 2024 ○ Swapped \$850,000 in Community Project Funding with the Solano Mobility Hub ○ Adopted Community Project Funding Priority List: <ul style="list-style-type: none"> ▪ Mare Island Interchange Project Initiation Document (PID) ▪ I-80 Express Lanes Gap Closure (Dixon) PID ▪ Heart of Fairfield Downtown Streetscape Phase 2 Project ▪ Jepson Parkway Segment 3A Project <p><u>Status:</u></p> <ul style="list-style-type: none"> ○ Prepare for Staff/Board Federal Legislative Virtual Meetings – Summer 2024 ○ Prepare for Staff/Board State Legislative Virtual Meetings – Spring 2024 ○ Participate in MTC’s Regional Transportation Measure Working Group - Ongoing ○ Monitoring Federal Infrastructure Grant Funding ○ Continue to track housing and transportation legislation. ○ Ongoing letters of support provided to legislators/agencies. <p><u>ECD:</u> Ongoing.</p>		<p>STA Membership Dues and STAF Cities of Vacaville, Vallejo and Fairfield</p>	<p>X</p>	<p>X</p>		<p>Sean Person</p>

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<p>STA Lead – Planning</p>	<p>34.</p>	<p><u>STA Marketing/Public Information Program</u> Develop and design marketing and public information collateral including annual reports, monthly newsletters, fact sheets, and online content. Provides internal and external communications.</p> <p><u>Milestones:</u></p> <ul style="list-style-type: none"> ○ STATUS Newsletter- ongoing ○ 28th Annual 2025 Awards Program in Dixon ○ Promoted National Bike Month. ○ Promoted Solano Community College Intercampus Vanpool Pilot Program (Falcon Flyer). ○ Promoted Solano Express Ridership with 2 for 1 monthly pass campaign. ○ Promoted Solano Express Vanpool Program and traditional vanpool program – ongoing ○ Promoted Capitol Corridor + Lyft Program – ongoing. ○ Promoted Equitable Access to Justice Mobility Program – ongoing ○ Promoted Travel Training Program – Ongoing ○ Developing Social Media Campaigns – ongoing ○ Solano Mobility & Call Center Marketing- ongoing ○ Began advertising in Trilogy Magazine and Discover Rio Vista Magazine – Ongoing. ○ Continue print advertising and editorial articles (e.g. Daily Republic, Your Town, Vacaville Magazine, Dixon Connections Magazine) - ongoing. ○ Continue radio advertising (KUIC 95.3FM) – ongoing. ○ Update STA website and improve accessibility and user experience – ongoing. ○ Released 2024 Annual Report – Spring 2025 <p><u>Status:</u></p> <ul style="list-style-type: none"> ○ Coordinate Public Outreach for Connected Mobility Plan – Summer 2025 ○ Coordinate Public Outreach for Comprehensive Transportation Plan – Spring 2025 ○ 29th Annual Awards Ceremony in Suisun City – November 2026 ○ SR37/Fairgrounds Dr Groundbreaking – Sept 2024 ○ 2026 Annual Report under development <p><u>ECD:</u> Ongoing</p>	<p>STA</p>	<p>STA Membership TDA TFCA</p>				<p>Amy Antunano Sean Person Neil Quintanilla</p>
<p>STA Lead - Projects</p>	<p>35.</p>	<p><u>Countywide Local Road Safety Plan</u> Countywide local road safety plan for each city and the County that identifies transportation safety improvements and critical emergency response corridors while adopting a Vision Zero Policy.</p> <p><u>Milestones:</u></p> <ul style="list-style-type: none"> ○ Approved Local Road Safety Plan by STA Board ○ Awarded \$440,000 from the Safe Streets and Roads for All (SS4A) Program in 2023/24 ○ Executed in February 2025 grant agreement with FHWA for the SS4A grant ○ Since adoption of the 2022 LRSP, local agencies in the County have been awarded Local HSIP funds totaling \$14.545 million – \$9.320M from Cycle 11 and \$5.225 million from Cycle 12 <p><u>Status:</u></p>		<p>Safe Streets for All/State Grant Funds</p>				<p><u>Projects</u> Jasper Alve</p>

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		STA will be looking to update the 2022 Local Road Safety Plan (approved by the STA Board in 2022) in FY 2026-27 <u>ECD:</u> Completion in 2027						
STA Lead – Planning	36.	<p><u>Clean Air Fund Program and Monitoring</u> Bay Area Air District Transportation Fund for Clean Air (TFCA) 40% Fund Program</p> <p><u>Milestones:</u></p> <ul style="list-style-type: none"> o Solano Commute Alternatives Outreach and Incentive Program funds for Year 2024-25 were expended by Fall 2025 o Board approval of 2025-26 TFCA 40% Fund Projects July 9, 2026 o Bay Area Air District provided a one time funding augmentation of \$1.0 million dollars to fund active transportation projects as part of the Fiscal Year Ending (FYE) 2027. <p>Suisun City completed the following projects:</p> <ul style="list-style-type: none"> o Sidewalk Gap Closure Project – Awarded \$95,000 in TFCA funds o Driftwood Drive Path Gap Closure Project – Awarded \$100,000 in TFCA funds <p><u>Status:</u></p> <ul style="list-style-type: none"> o TFCA funds will be leveraged as part of the upcoming One Bay Area Grant Cycle 4 (OBAG 4) funding strategy. o TFCA funding recommendation are scheduled for Board approval at the October 14, 2026 STA Board meeting. Projects in progress: o City of Fairfield East Tabor Tolenas Save Routes to school Project – Programmed \$100,000 o Vallejo Fifth Street Bike and Pedestrian Improvements – Programmed \$50,000 o Benicia West 5th St and West J St Intersection Improvements – Programmed \$65,000 o Benicia Military W and W 10th St Pedestrian Improvements – Programmed \$18,669 o State Route 37/Fairgrounds Drive Interchange Project – Programmed \$100,000 o County of Solano Vallejo Sidewalk Connector Project – Programmed for \$55,525 <p><u>ECD:</u> Ongoing.</p>	STA	TFCA	x	x	TFCA FY 26-27 Fund Estimate \$1,273,597	<u>Planning</u> Dulce Jimenez
STA Lead-Planning	37.	<p><u>YSAQMD Clean Air Fund Program</u> Coordinate with the Yolo Solano Air Quality Management District (YSAQMD) to allocate the Clean Air Fund (CAF).</p> <p><u>Milestones 2025:</u></p> <ul style="list-style-type: none"> o STA successfully received \$50,000 in FY 2025-26 CAF for its Eastern Solano Vanpool Expansion and Increased Alternative Transportation Incentive Program. o STA successfully received \$30,000 in FY 2025-26 CAF for the Safe Routes to School Bicycle and Pedestrian Program o Successfully partnered with YSAQMD to host Solano Clean Air Fund Application Review Committee – May 21, 2025 o The Solano Mobility Express Vanpool Pilot grew from three 7-passenger vans to four 7-passenger vans. YSAQMD CAF funding for FY 2024-25 assisted with growing the Solano Mobility Express 	STA YSAQMD	Clean Air Funds	x	x	CAF FY 26-27 Fund Estimate: \$30,000	<u>Planning</u> Dulce Jimenez

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		<p>Vanpool pilot further. It is currently operating with two 9-passenger and two 14-passenger vans. To date the program has provided 7,628 rides and maintains a 4.98/5 average rating.</p> <ul style="list-style-type: none"> ○ This fiscal year, three Eastern Solano County commuters received a commuter bike reimbursement through the Buck for Bikes (B4B) program. ○ Twenty-three 10-ride passes have been purchased through the Capitol Corridor plus Lyft (CC + L) program this fiscal year. ○ 3,410 first/last mile (FLM) connections to Eastern Solano County transit hubs have been provided for \$47,350. ○ In addition, seven commuters from Eastern Solano County received a Guaranteed (Emergency) Ride Home (GRH) reimbursement. The GRH program ensures commuters who use alternative transportation can get home in an emergency. ○ To date, \$51,631 has been expended on Eastern Solano County Commuter Incentives/Subsidies for the programs mentioned. ○ In addition, four traditional vanpools with an average five passengers travel from Eastern Solano County and receive a \$200/month subsidy/van. <p><u>Status:</u></p> <ul style="list-style-type: none"> ○ STA Staff will coordinate with YSAQMD on the FY 2026-27 Clean Air Fund Projects located in Solano County. CAF call for projects open in February 2026 with the grant application deadline of April 2026 .. <p><u>ECD:</u></p> <ul style="list-style-type: none"> ○ Internal STA staff review of CAF FY 2025-26 submitted projects early May. ○ STA and YSAQMD staff coordination meetings March 2025 in anticipation of the Clean Air Funds Committee anticipated to be held in late May 2025. 						
STA Lead – Planning	38.	<p><u>Solano Napa Activity Based Model (SNABM) Base Year Updated Effort and On-Call Modeling Services</u></p> <p>In coordination with NVTA staff, there was a shared understanding that a comprehensive update of the Solano Napa Activity-Based Model (SNABM) was required. This effort included advancing the model base year from 2015 to 2023 and necessitated the procurement of a Project Manager to support STA and NVTA staff in overseeing and coordinating the technical components of the model update.</p> <p><u>Milestones:</u></p> <ul style="list-style-type: none"> ○ Since project initiation, the SNABM Project Team, has made substantial progress by engaging Metropolitan Transportation Commission (MTC) and Caltrans modeling staff early in the process. Engagement with both regional and state partners has been a critical component of the model update, and multiple coordination meetings were conducted to brief partners on the project scope, solicit feedback, and identify anticipated data needs. ○ Model TAC was established, composed of public works and/or planning staff from Napa and Solano jurisdictions ○ Peer Review Panel, composed of three modeling experts from Contract Costa and Santa Clara Transportation Authorities and San Diego Association of Governments. The establishment of the Peer Review Panel represents a new practice for this effort is expected to serve as a model for Countywide Transportation Authorities undertaking similar model updates. 	STA NVTA	OBAG 3 NVTA	X	X	Traffic Modeling Consultant \$354,702 Project Manager Services \$35,000 STA/NVTA Funding Agreement \$125,000	<u>Planning</u> Robert Guerrero Dulce Jimenez

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		<u>ECD:</u> September 2026						
STA Lead-Planning	39.	<p><u>STA VMT Mitigation Bank</u> Explore the development of a VMT Mitigation Bank to assist member agencies with environmental document project review.</p> <p><u>Milestones:</u></p> <ul style="list-style-type: none"> ○ STA interviewed CTAs across the Bay Area and member agencies to gather information on their policies and approaches in planning for a VMT mitigation bank. ○ Convened Model TAC to report back findings from the informational interview with other CTAs to kick start discussion on our county's approach in developing VMT mitigation bank. <p><u>Status:</u></p> <ul style="list-style-type: none"> ○ Develop a strategy for a Solano countywide approach in developing a VMT mitigation bank. ○ Participate in the Technical Advisory Committee for Caltrans' Bay Area State Highway System VMT Mitigation Bank/Exchange Implementation Plan Study ○ Monitor results from other Bay Area CTAs and Caltrans/State Guidance regarding VMT mitigation banks <p><u>ECD:</u> 2027</p>	STA Member Agencies County GIS	OBAG 3 Member Agency Contribution		x	TBD	<u>Planning</u> Robert Guerrero Kathrina Gregana Dulce Jimenez
STA Co-Lead-Programs Projects Planning	40.	<p><u>Big Data Strategy and Implementation Plan</u> STA contracted with consultants to utilize Big Data/ Replica. Staff is using Big Data on a monthly basis to support STA Planning, Programs, Projects and Marketing efforts.</p> <p><u>Milestones:</u> STA staff has used Replica for: grant applications, evaluation of projects and programs, annual bike and pedestrian access assessments, VMT reduction evaluations, community-based transportation planning, comprehensive transportation planning, updates of geofencing for TNC programs, and evaluation and optimization of commuter programs. STA staff attending training and networking opportunity with other users such as MTC, SACOG, and CalTrans at the Replica facility. Replica provided onsite training for STA staff.</p> <p><u>Status:</u></p> <ul style="list-style-type: none"> ○ Big Data to be utilized in the development of all three elements of the comprehensive transportation planning CTP Update and grant applications, evaluation of projects and programs, annual bike and pedestrian access assessments, VMT reduction evaluations, community-based transportation planning, comprehensive transportation planning, updates of geofencing for TNC programs, and evaluation and optimization of commuter programs. ○ Replica will provide 10 hours of technical assistance at no additional cost. ○ Current Replica contract continues to April 2029 <p><u>ECD:</u> On Going</p>	STA	OBAG3	X	X	\$105,000 \$35,000 for FY 26-27 \$35,000 for FY 27-28 \$35,000 for FY 28-29	Lorene Garrett Jasper Alve Dulce Jimenez

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<p>STA Lead – Planning</p>	<p>41.</p>	<p><u>Geographic Information System and Data Collection</u> Collaborate with partners such as County of Solano’s REGIS Group and Solano EDC to obtain and maintain GIS files and other current data.</p> <p><u>Milestones:</u></p> <ul style="list-style-type: none"> ○ Solano County ReGIS meets once a month, with STA as a participating member. ○ Entered into agreement with Solano County ReGIS members for aerial photography services. ○ STA staff met with County GIS manager to discuss STA data priorities. ○ Transition from ArcGIS Desktop to ArcGIS Pro in 2026. <p><u>Status:</u></p> <ul style="list-style-type: none"> ○ Work with Solano County GIS manager to enter into agreement to have STA staff participate in GIS Training for the purposes of increasing access and capacity to work with spatial data for current and future transportation mapping projects. ○ STA staff participating in GIS training courses hosted by Solano REGIS throughout FY 2025-26 and FY 2026-26. <p><u>ECD:</u> On Going</p>	<p>STA County GIS</p>	<p>OBAG 3</p>	<p>X</p>	<p>X</p>	<p>\$5,000 for aerial imagery services \$1,500 for GIS Training</p>	<p><u>Planning</u> Robert Guerrero Dulce Jimenez Jasper Alve</p>
<p>STA Lead – Planning</p>	<p>42.</p>	<p><u>Supporting Zero-Emission Planning Efforts and Implementation</u> 2018 EV Readiness Plan focuses on EV Charging station locations and sign placement. The plan also focuses on permit streamlining for EV infrastructure. Identifying and procuring funds from grant opportunities for the installation of EV infrastructure.</p> <p><u>Milestones:</u></p> <ul style="list-style-type: none"> ○ Allocated \$30,000 of YSAQMD Clean Air Funds to Rio Vista for 2 EV Chargers – Project was completed by December 2025. ○ Allocated \$90,800 of BAAD TFCA funds for two solar electric vehicle chargers for Solano County Resource and Fleet Management Vehicles –completed in 2024 ○ Programmed \$1 million dollars Electric Vehicle (EV) Earmark from State Budget (Assemblymember Lori Wilson) for EV Chargers in Fairfield, Suisun City, and Vacaville and parts of Solano County within the eligible city limits. Funding agreements for the projects were executed in 2024. ○ City of Fairfield implemented two (2) Solar EV chargers at the Fairfield- Vacaville Hannigan Train Station - Completed ○ City of Vacaville implemented one (1) Solar EV charger by the City Hall Parking Lot and one (1) Solar EV charger by McBride Senior Center - Completed ○ City of Suisun City implemented one (1) Solar EV charger by Suisun City Hall. – Completed ○ Unincorporated County of Solano is planning to install at least two (2) Level II chargers at the parking lot adjacent to the Solano <p><u>Status:</u> STA will continue to work closely with regional and local partners to partner and collaborate on upcoming funding for zero-emission infrastructure, which includes EV chargers, fleet electrification, freight and transit electrification.</p>	<p>STA</p>	<p>BAAD TFCA YSAQMD CAF</p>	<p>X</p>	<p>X</p>	<ul style="list-style-type: none"> ● \$250,000Million Dollars from State EV Earmark FY 25-26 to FY 26-27 	<p><u>Planning</u> Dulce Jimenez</p>

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		<ul style="list-style-type: none"> ○ In-progress - Unincorporated County of Solano is planning to install at least two (2) Level II chargers at the parking lot adjacent to the Solano County Health and Social Services Building anticipated to be completed in FY 2025-26. ○ STA pursues outside grants for zero-emission infrastructure as an ongoing effort. 						
STA Lead – Planning	43.	<p><u>Solano Countywide Safe Routes to Schools (SR2S) Program</u> The Solano SR2S Program currently works with 74 schools countywide to promote walking and bicycling to school and student travel safety. Using a comprehensive approach, the program operates using the 6 “E’s”: education, encouragement, enforcement, engineering, evaluation, and engagement.</p> <p><u>Milestones:</u></p> <ul style="list-style-type: none"> ○ In the 2024/25 school year staff conducted 69 outreach efforts to engage the schools in Solano County. 20 free bike repair events were held and over 1,150 bikes were repaired for students. ○ 47 schools with over 7,000 students participated in International Walk to School Day in October 2025 ○ Granted funding to 2 additional applicants through the SR2S Micro Grant for a total of 16 applicants for Cycle 3 ○ Fitted 350 students for new helmets utilizing funding from Office of Traffic Safety Grant ○ Implemented new Walk or Wheel (WoW) day at Dixon Montessori Charter School with over 650 kids participating. ○ SR2S Cycle 3 Micro Grant Infrastructure Projects completed at DH White Elementary School in Rio Vista and in the City of Vallejo. <p>Adopted the third iteration of the Safe Routes to School Plan update in December 2025 <u>Status:</u></p> <p><i>Education and Encouragement</i></p> <ul style="list-style-type: none"> ○ Continue to work with Solano Public Health to provide program and evaluation support, coordinate youth engagement efforts and countywide physical activity related activities like WoW days and the High School Video Project. Also, support efforts in programming and marketing. ○ Continue implementation of Walking School Buses and monthly and weekly WoW Program. ○ Provide Bike Mobile events at selected schools and community events with Bay Area BikeMobile. ○ Provide 5 Bike Rodeos at champion school sites and Title I schools. ○ Provide schools with crossing guard resources and signage to enhance safety for bicyclists and pedestrians around school sites. ○ Conduct in-class safety education presentations tailored for children ages 5-8 that emphasize the importance of safe walking and biking practices. ○ Pilot a school carpool program for the 26-27 school year <p><i>Enforcement</i></p> <ul style="list-style-type: none"> ○ Work with Suisun City City of Benicia, City of Fairfield, City of Dixon and City of Vallejo Police Departments through each of the City’s Community Task Force meetings to address traffic safety issues and concerns around schools. ○ Partner with local law enforcement agencies to assist with identifying youths in need of helmets. 	STA Seven School Districts and EightCities, Solano Public Health Safe Moves, Music Notes, and Bay Area Bike Mobile	YSAQMD TDA-3 OTS OBAG 3 ATP Cycle 5	X X X X X	 X X X		<u>Planning</u> Amy Antunano

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		<ul style="list-style-type: none"> o Release Cycle 7 of Public Safety Education and Enforcement Grant Collaborate with CHP to host helmet distribution events in the community. o Implemented Handlebar Helmet Check program to ensure children are wearing a helmets while riding bikes or scooters; 5 schools are currently participating. <p><i>Engagement</i></p> <ul style="list-style-type: none"> o Continue to promote programs through SR2S Website, Facebook and Instagram. o Update SR2S website to improve accessibility and user experience. o Produce a new marketing video for the SR2S School Program to be broadcast on local community networks. o Continue to coordinate SR2S Community Task Forces and Advisory Committee. Meeting with each city’s Task Force to update/prioritize projects to be included in the SR2S Plan Update o Work with school districts to promote walking and biking to school. o Attend community outreach events to educate about bike and pedestrian safety, and program activities. o Send Biannual electronic newsletters to SR2S stakeholder distribution lists. <p><i>Engineering</i></p> <ul style="list-style-type: none"> o The City of Benicia, City of Vallejo, City of Suisun and City of Rio Vista received funding from the SR2S Micro Grant Cycle 3 for bicycle and pedestrian improvements. All projects will be completed by December 2026. o Through ATP Cycle 5 funding, the City of Fairfield will continue Safe Routes to School project. Project should be completed by Fall 2026. o Release 4th round of SR2S Micro Grants in FY 202728. <p><i>Evaluation</i></p> <ul style="list-style-type: none"> o Pedestrian and Bicycle post con counts will be conducted at E. Ruth Sheldon Elementary School and Fairview Elementary School in support of the City of Fairfield’s Safe Routes to School infrastructure project. o Conduct Biannual helmet surveys with a focus on high traffic school sites. o Continue to conduct student travel surveys, parent surveys, and other additional evaluation methods to further evaluate the effectiveness of the SR2S program. <p><u>ECD:</u> SR2S Program Ongoing SR2S Plan to be implemented in 2026</p>						
STA Lead – Programs	44.	<p>Countywide Transit Coordination/Consortium STA works with MTC and transit operators to implement countywide and regional transit coordination strategies. This project will incorporate Transit 2030 Policy Committee recommendations applicable to this project. Recommendations were approved by the STA Board December 2024.</p> <p><u>Milestones:</u></p> <ul style="list-style-type: none"> o Manage Intercity Transit Consortium o RM2 Transit Operating Fund Coordination o RM3 Transit Operating Fund Coordination o TDA Matrix - Reconciliation for FY 2024-25 and Cost Sharing for FY 2025-26 	STA/ Dixon/ Fairfield/Rio Vista/ Solano County/ SolTrans (Benicia/ Vallejo)/Suisun City/ Vacaville	STAF TDA MTC OBAG3/Quickstrike				Transit Ron Grassi

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		<ul style="list-style-type: none"> o Formed the Transit 2030 Committee to address the six functional areas, which stemmed from the BRTRTF 27 Recommendations. o Continue developing the Connected Mobility Implementation Plan with funding from MTC. o Developed a TDM transit alternative concept for Hwy 37 per the request from Caltrans and MTC o Adopted benchmarks for mobility programs. o Completed a market assessment for all of Solano County as part of the Connected Mobility Plan. o Reserved \$8 Million of State Transit Assistance Funds (STAF) to backfill ARPA and CRSSA for Solano Express Operating and Capital expenses. o Completed the 2024 Solano Express Ridership Survey <p><u>Status:</u></p> <ul style="list-style-type: none"> o Coordinate Intercity Transit Consortium – ongoing. o TDA Matrix – Solano Express Funding and Cost Sharing for FY 2025-26. o I-80/I-680/I-780/SR12/SR37 Transit Corridor Studies ongoing o 5311 Funding Coordination o Coordinate to address the six functional areas from MTC Blue Ribbon Transit Recovery Task Force (BTRTF) o Allocate LCTOP (population-based) funds for FY 2025-26 <p><u>ECD:</u> Solano Connected Mobility Plan Implementation FY 2026-27</p>		TDA						
				SCC Student Fee						
					X	X				
					X	X				
					X					
					X	X				
					X					
					X	X				
STA Lead Projects	45.	<p><u>Management of Rio Vista Delta Breeze Transit system serving the residents of Rio Vista</u></p> <p><u>Milestones:</u></p> <ul style="list-style-type: none"> o Updated the Rio Vista Delta Breeze Riders Guide o Increased ridership by XX% compared to the previous year o Developed the FY 2025-26 TDA Claim o Received new service vehicle which is anticipated to be received in June 2025 o Updated the Rio Vista Delta Breeze website o Worked with Caltrans to dispose of an FTA 5311 vehicle that was totaled in an accident o Updated the Rio Vista Delta Breeze Drug and Alcohol Policy to incorporate oral fluid testing o o Completed the Delta Breeze Marketing Plan o Completed Delta Breeze revised schedules/map <p><u>Status:</u></p> <ul style="list-style-type: none"> o Monitor the new Microtransit service. o Coordinate Rio Vista Transit Asset Management (TAM) o Implement the Electrification Plan for the Rio Vista Delta Breeze o Monitor 5310 and 5311 compliances. o Annual TDA Claim. o Vehicle procurement o Complete National Transit Database o Seek grant funding to improve transit administrative service and maintenance building. o Implement Clipper 2.0 o Implement evening service pilot for summer 2026 	STA	City of Rio Vista TDA, 5311	X	X	\$998k (FY 2024-25)	Brandon Thomson Nick Burton		

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		<u>ECD:</u> Ongoing.						
STA Lead Program	46.	<p>Vehicle Share Program Developed through a contribution from Solano County and the Yocha Dehe Winton Nation to procure two Wheelchair-Accessible Vans to support the transportation needs of local non-profits.</p> <p>Milestones:</p> <p>FY 2024-25</p> <ul style="list-style-type: none"> ○ Under contract with two non-profit agencies. ○ Created an online interest form to increase the reach of nonprofits. ○ Created an online calendar for booking vehicles. <p>FY 2025-26 midyear</p> <ul style="list-style-type: none"> ○ Fully executed contract with Accessible Driver Trainer. ○ Created a program guide with materials for enrolled agencies. ○ Orientation and training for new drivers and agencies. <p>Status:</p> <ul style="list-style-type: none"> ○ Outreach to non-profit agencies to increase participation. ○ Orientation and training for new drivers and agencies. ○ Monitor insurance from participating non-profit agencies. <p><u>ECD:</u> Ongoing.</p>	STA	Yocha Dehe Wintun Nation Funds STAF				Steven Lowe
STA Lead - Programs	47.	<p>Rural Transit Coordination/5311 In Solano County, STA programs the 5311 funding. These funds are used for transit capital and operating purposes for services in non-urbanized areas.</p> <p>Milestones:</p> <ul style="list-style-type: none"> ○ STA Coordinated 5311 funding between Dixon and Rio Vista and other rural service operations. ○ Established a 5311 subcommittee with Dixon and Rio Vista <p>Status:</p> <ul style="list-style-type: none"> ○ Coordinated 5311 funding between Rio Vista and Dixon ongoing. ○ STA will work with Dixon and Rio Vista to distribute funding once funding is made available in FY 2025-26 <p><u>ECD:</u> Ongoing</p>	STA Rural Transit Dixon Rio Vista	FTA 5311	X	X		Transit Ron Grassi
STA Lead – Programs	48.	<p>Coordination with Older Adults and Seniors and People with Disabilities STA to staff and provide administrative support to advisories committees that advocate and address transportation needs for seniors, people with disabilities and low-income individual, build community awareness and support, and locate funding sources to meet those needs.</p> <p>Milestones:</p> <ul style="list-style-type: none"> ○ PCC Work Plan for 2026 (adopted February 2026) <p>Status:</p> <ul style="list-style-type: none"> ○ Outreach and Marketing Mobility Management Programs are ongoing. 		STAF	X	X		Transit Debbie McQuilkin

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		<ul style="list-style-type: none"> ○ Solano Mobility Study for Older Adults and People with Disabilities reconnect with communities of Rio Vista, Suisun City, Benicia, Dixon, Vallejo, Vacaville, and Fairfield. ○ Operators & STA's TDA Claims Review ○ Provide input for Plan Bay Area 2050 and OBAG 4 ○ Participate in Transit Subcommittee for the CTP ○ Review and develop recommendations with the CTSA to further BRTF accessibility goals. <p><u>ECD:</u></p> <ul style="list-style-type: none"> ○ PCC Work and Outreach plans: 2026 ○ TDA Claim Review: May 2026 – December 2026 ○ PCC Member training/refresher regarding Committee's purpose 						
STA Lead – Programs	49.	<p><u>Solano Express Countywide and Regional Transit Coordination</u> Coordinate to implement recommended strategies for Solano County's Regional Transit Service Solano Express. This project will incorporate Transit 2030 Policy Committee recommendations that were approved by the STA Board on December 11, 2024.</p> <p><u>Milestones:</u></p> <ul style="list-style-type: none"> ○ Monitor performance measures for Blue Line, Yellow Line, Red Line, Route 82, and Green Line. ○ Completed draft Solano Express Intercity operating plan for FY 2025-26 ○ Continuation of the Solano Express 2 for 1 fare promotion via Clipper ○ Continue the Solano Express Guaranteed Ride Program to provide reliability and a safety net for Solano Express riders (6,703 Rides through June 2026) <p><u>Status:</u></p> <ul style="list-style-type: none"> ○ Development of multi-year intercity funding plan underway ○ Draft Integrated Fare Policy per BRTRTF focus area functional area #1. ○ Continue to promote Solano Express along with all mobility options through Solano County. ○ Monitoring of Solano Express through quarterly reports provided by SolTrans. ○ Update Solano Express Performance Benchmarks in coordination with SolTrans and funding partners. ○ Update Solano Express Intercity Funding Agreement FY 2026-27 ○ Monitor and implement 27 recommendations from the BRTRTF with emphasis on 6 focus areas. ○ Monitor Federal and State transit funding. ○ Continue to develop the Connected Mobility Implementation Plan recommendations in coordination with the SolTrans COA and the transit element of the CTP with focus on the BRTRTF six functional areas. ○ Discontinued the Solano Express Guaranteed Ride Program <p><u>ECD:</u> Ongoing</p>	<p>STA MTC/BATA SolTrans (Benicia and Vallejo) City of Dixon, Fairfield, Suisun City, Vacaville and County of Solano</p>	<p>TDA STAF RM2 RM3 Federal ARP/CRSSA Funds SCC Fee</p>				<p><u>Transit</u> Ron Grassi</p>
STA Lead – Programs	50.	<p><u>Solano County Mobility Programs - Older Adults and People with Disabilities</u> Support and Monitor Mobility Management Programs, for Older Adults and People with Disabilities which includes the following programs: Countywide</p>	<p>STA/ Transit Operators</p>	<p>STAF 5310 County TDA Local TDA</p>	X	X		<p><u>Transit</u> Debbie McQuilkin</p>

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		<p>ADA In-Person Eligibility Program, Travel Training Program, Senior Safe Driving, Medical Trip Concierge Services (GoGo Grandparents), Veterans Mobility Program.</p> <p><u>Milestones:</u> For FY 2024-25 <u>Travel Training:</u></p> <ul style="list-style-type: none"> ○ A total of 174 Travel Trainings (Individual, Field Trip and Classroom) were conducted. ○ 36 presentations to 884 audience members were completed. ○ 4,410 individuals received information during 67 Outreach activities. <p><u>Countywide In Person ADA Eligibility Program:</u></p> <ul style="list-style-type: none"> ○ Conducted In-Person interviews with paper application. ○ A total of 454 Evaluations were conducted. ○ STA’s mobility staff presented, attended or tabled at 92 locations throughout Solano County reaching a total of 5,294 individuals. This outreach specifically targets locations and organizations that serve or house Seniors, People with Disabilities and Veterans within our county. ○ GoGo Grandparent provided 27,708 rides through FY 2024-25. ○ 1,895 Wheelchair Accessible Vehicle rides provided through GoGo and B811. ○ The Veterans Mobility Program provided 555 rides to Veterans in FY2024-25 ○ ○ Awarded \$25,000 Grant from Kaiser Permanente which provided additional rides to the GoGo Program users and allowed Veterans’ surviving spouses to participate in the program. <p><u>Status:</u></p> <ul style="list-style-type: none"> ○ Continue to monitor and train New Bi-Lingual Travel Trainer ○ Evaluate and report on Countywide ADA In-Person Eligibility Program. ○ Expand outreach events and presentations to promote all Mobility Programs. ○ Continue to support Travel Training programs by providing online videos to the public through website and social media, and promotion through various presentations and outreach. ○ Continue to engage relevant committees, community groups and stakeholders such as the PCC, the CTSA, the Solano County Senior Coalition, Meals on Wheels and Healthcare providers and others to promote the Mobility Programs to the populations they serve. ○ Update and expand the Senior Safe Driving Information on Solanomobility.org and in partnership with California Highway Patrol’s Age Well Drive Smart Program provide information on transportation alternative and Programs. ○ Monitor and complete 5310 Bi-Annual Reporting for the Travel Training Program and the Solano Mobility Call Center. ○ Continue to seek additional funding opportunities to enhance existing or create new programs. ○ Kaiser grant funding to support the Solano Mobility Programs. ○ Issue Travel Training and ADA RFPs <p><u>ECD:</u> On Going</p>		Kaiser Grant				
STA Lead Programs	51.	<u>Solano Mobility Intercity Taxi Card Program</u>	STA	County TDA Local TDA	X	X		<u>Transit</u> Ron Grassi

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	<p>Intercity Taxi Card Program provides countywide service for ambulatory and non- ambulatory ADA certified residents of Solano County.</p> <p><u>Milestones:</u></p> <ul style="list-style-type: none"> o 2,482 Intercity Taxi trips were taken in FY2024-25 o 122 Wheelchair Accessible Vehicle (WAV) Taxi rides were taken o 1,899 SolTrans Local rides provided through PEX Card in FY 2024-25 <p><u>Status:</u></p> <ul style="list-style-type: none"> o Continue to monitor WAV rides through Veterans Corp.in the PEX program. o Monitoring program - ongoing o Reconciliation of Poynt and PEX system <p><u>ECD:</u> Ongoing</p>		<p>FAST Dixon Rio Vista Vacaville And SolTrans</p>				<p>Debbie McQuilkin</p>
<p>53.</p>	<p><u>Employer Commuter Student Program: Solano Mobility Employer-Commuter Student Program (Solano Commutes)</u> The Solano Mobility Employer Commuter Program provides commuter incentives and subsidies to encourage sustainable mode shift for residents and employees in Solano County. STA staff also connects with businesses, chambers of commerce, homeowner associations, community clubs and organizations to promote these commuter benefits.</p> <p><u>Milestones:</u></p> <p><u>FY 2024-2025</u></p> <ul style="list-style-type: none"> o EDC and STA staff tabled/attended 55 events reaching 3,062 commuters and businesses. o The Commuter Program was the third most viewed website, and there were 91,300 views of social media. o Program staff successfully launched the Solano Community College (SCC) Falcon Flyer Vanpool at the request of and in partnership with the Solano Community College. In addition, staff began managing the student program including the SCC transportation fee. Program staff successfully maintained and grew existing programs. o Program staff continued Mobile Mobility Information Station Outreach to meet and introduce commuters to Solano Mobility commuter programs during their morning commutes. Staff noted an increase in registrations after each of these events. o The Employer Commuter program received a competitive YSAQMD grant for \$50,000 for FY 2025-26 for the hybrid Vanpool program (Solano Mobility Express Vanpool). o The Employer Commuter program received a BAAMD grant for \$175,000 for commuter incentives for FY 2025-26. o Program staff successfully coordinated Solano County participation in the annual Bike to Work Day as part of the 2025 Bike to Wherever Days celebration. o The Solano EDC incorporated Solano Mobility programs in their Business Expansion and Retention Visits, helping to increase program knowledge and outreach. o STA Staff participated in three Sustainable Transportation Fairs in Sacramento to successfully increase Solano Mobility Express Vanpool Ridership. o 6 2-for-1 Solano Express Program monthly pass incentives provided. o 70 passes provided for the Capitol Corridor + Lyft Program. 		<p>Bay Area Air District (BAAD) - TFCA OBAG 3 Yolo Solano Air Quality Management District (YSAQMD) State Transit Assistance Funds (STAF) Solano County TDA Solano County Courts Solano Community College CCJPA Marketing Agreement CMAQ MTC Bike to Wherever Days Stipend</p>	<p>X</p>	<p>X</p>		<p>Lorene Garrett</p>

	<ul style="list-style-type: none"> o 18 commuters participated in Bucks for Bike Program. o 685 active users participated in the Commute Solano program logging 17,000 alternative trips for 397,363 miles, saving 118 tons of CO2. o 2,141 rides provided by the Equitable Access to Justice Program o 199 new First/Last Mile participants with 49,540 rides provided. o 125 traditional vanpool subsidies provided. 65 owner-operated and Enterprise vanpools traveled to and from Solano County. o 24 Guaranteed Ride Home Program reimbursements provided. o 178 Solano Express Riders registered to receive Guaranteed Ride Uber Vouchers, bringing the total number of program registrants to 704. 7,280 rides were provided. o Solano Mobility Express Vanpool Pilot Program provided 4,591rides from Dixon/Vacaville to Sacramento with two missed runs. o The Solano Community College Falcon Flyer Vanpool provided 86 rides for 19 unique riders. o \$1,204,749 in SCC student fees has been disbursed to the transit operators since FY 2017-18 with the City of Fairfield and SolTrans both receiving 42.5%, and the City of Vacaville receiving 15%. In May of 2025, the City of Fairfield and SolTrans both received \$73,805.54, and the City of Vacaville received \$26,049.02. <p><u>FY 2025-26 Midyear</u></p> <ul style="list-style-type: none"> o 21 events reaching 721 businesses and commuters tabled/attended. o 7 Bucks for Bikes reimbursements o 344 active users participated in the Commute Solano program logging 9,300 alternative trips for 215,107 miles, saving 66.8 tons of CO2. o 28 passes provided for Capitol Corridor + Lyft program, with total enrollment at 184 participants since the start of the program in 2019. o 651 rides provided for Equitable Access to Justice pilot program o 55 new commuters registered for First/Last Mile program bringing total participation to 1,929 o 14 commuters received GRH reimbursements o 2,681 Guaranteed Ride program rides provided via Uber Voucher. 46 new registrants increasing participants to 750. o 2,096 Solano Mobility Express Vanpool rides to/from Sacramento provided at mid-year. 0 missed runs. 10,284 rides provided from the beginning of the program to the end of the second quarter. o An average of 16 vanpools received traditional vanpool subsidies.61 vanpools traveled to/from/through Solano County at midyear.2,006 Solano Community College Falcon Flyer vanpool rides provided for up to 68 unique riders. <p><u>Status:</u></p> <ul style="list-style-type: none"> o Continue to promote commuter programs. o Continue partnership with Solano EDC to reach Solano County businesses. o Continue to promote programs via website, social media, and outreach. o Continue pop-up Mobile Mobility Information Stations to inform commuters of programs and provide assistance with sign up as needed at Solano County transit hubs. o Continue to partner with Solano TMA + 50 Corridor to grow ridership for Solano Mobility Express Vanpool Pilot. o Continue Solano Community College Intercampus Vanpool Pilot and transportation fee partnership. 						
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**SOLANO TRANSPORTATION AUTHORITY
DRAFT OVERALL WORK PLAN (OWP) FOR FY 2026-27 AND FY 2027-28
PENDING STA Board Approval on June 10, 2026**

		<ul style="list-style-type: none"> ○ Develop expansion of Solano Mobility Express Vanpool Pilot Program from Vacaville and Dixon to Sacramento to include service to UC Davis’s Memorial Union. <p><u>ECD:</u> Ongoing</p>						
	54.	<p>Benicia Lyft As a result of the 2018 SolTrans COA, the Benicia Dial-a-Ride Service, which cost \$250,000 per year, was eliminated. At SolTrans’ request, STA developed the City of Benicia Lyft Program to enhance transportation options for Benicia Residents.</p> <p><u>Milestones:</u></p> <p><u>FY 2024-25</u> Benicia Lyft and \$5 Benicia Lyft programs provided 9,611 rides.</p> <p><u>FY 2025-26 Midyear</u> Benicia Lyft and \$5 Benicia Lyft programs provided 7,139 rides.</p> <p><u>Status:</u></p> <ul style="list-style-type: none"> ○ Continuing to promote the TNC programs through the Solano Mobility Call Center, website, social media, and events. ○ Work with the City of Benicia to reduce program costs. <p><u>ECD:</u> Ongoing</p>		STAF City of Benicia TDA	X	X	\$80,000 FY 2025-26	<u>Transit</u> Lorene Garrett
	New	<p>Suisun Lyft The Suisun Lyft Program was developed as a result of the 2022 Suisun City Community-Based Transportation Plan. STA partnered with the City of Suisun City to create Lyft Programs that would enhance transportation options for Suisun City Residents</p> <p><u>Milestones:</u></p> <p><u>FY 2024-25</u> Suisun Lyft program provided 20,166 rides</p> <p><u>FY 2025-26 Midyear</u> Suisun Lyft program provided 11,737 rides</p> <p><u>Status</u> Continuing to promote the TNC programs through the Solano Mobility Call Center, website, social media, and events.</p> <p><u>ECD:</u> Ongoing</p>		City of Suisun City TDA	X	X	\$200,000 FY 2025-26	<u>Transit</u> Lorene Garrett

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STA Monitoring Programs	55.	<p><u>San Francisco Bay Ferry Coordination</u> Ferry Service provided in the Bay Area, in Solano County provided between Vallejo and San Francisco</p> <p><u>Milestones:</u></p> <ul style="list-style-type: none"> ○ STA Coordinated marketing efforts with WETA, SolTrans and Napa Valley Transportation Authority ○ STA’s partnership with the Vallejo Ferry continued to promote the First/Last Mile program and was instrumental in increasing program participants by 255%. <p><u>Status:</u></p> <ul style="list-style-type: none"> ○ Received RM3 operating funding which will allow for increased and more frequent service to/from Vallejo and Mare Island to San Francisco ○ STA is participating in the development of WETA Strategic Plan and WETA is participating in STA’s Transit Element of the CTP <p><u>ECD:</u> Ongoing</p>	Vallejo					<u>Transit</u> Robert Guerrero
STA Lead Projects	56.	<p><u>STA Title VI Program</u> Translation of Documents (Vital and Informational) Annual Monitoring and Translator Services</p> <p><u>Milestones:</u></p> <ul style="list-style-type: none"> ○ Translation service available for call center ○ Document translation service provided. ○ Annual Reporting ○ Title VI Plan updated and approved by the STA Board in 2024 ○ Completed the STA Title VI Plan Update ○ Extended the contract for the language assistance line. <p><u>Status:</u></p> <ul style="list-style-type: none"> ○ Translation of Documents (Vital and Informational) - ongoing ○ Annual Monitoring and reporting ongoing. ○ Call Center Translator Services Ongoing <p><u>ECD:</u> Next update 2027</p>		STAF	X			Brandon Thomson Sean Person
STA Lead – Programs	57.	<p><u>Consolidated Transportation Services Agency (CTSA)</u> Established in 2015 to provide countywide coordination to pursue Mobility Management funding and identify and facilitate implementation of various Mobility Management Programs and Services to support Mobility for Solano County Older Adults, People with Disabilities, and Low-Income Residents.</p> <p><u>Milestones</u></p> <ul style="list-style-type: none"> ○ Reviewed and approved the CTSA Work Plans ○ Reviewed expanded membership to appeal to a broader audience and create a more diverse committee. ○ Continued support for Countywide Community Based Transportation Plans (CBTPs) 	STA	STAF Solano County TDA	X	X		Transit Ron Grassi Debbie McQuilkin

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		<p><u>Status</u></p> <ul style="list-style-type: none"> ○ Monitor and Evaluate Mobility Management Programs ○ Vehicle Share Program is a partnership with non-profits to provide medical trips for non- ambulatory older adults and people with disabilities. ○ Travel Training ○ Solano Mobility Call Center ○ Senior Safety Driver Program Information ○ In-Person ADA Eligibility ○ Faith in Action Volunteer Driver Program ○ Intercity Taxi Card Program ○ Veterans Mobility Assessment updates ○ Implement and report progress of the 6 senior and ADA Priority Projects to the CTSA along with additional 12 Countywide Employer/Commuter Programs <p><u>ECD:</u> Ongoing</p>						
STA Lead – Programs	58.	<p><u>Community-Based Transportation Plan (CBTP) Updates</u></p> <p>The objective of the Community-Based Planning Process is to develop a plan through a collaborative process that identifies transportation gaps, proposes and prioritizes strategies to address the gaps, and identifies potential funding sources and project leads for implementation. This process ensured that the low-income population directly affected by the transportation plan guided the process. The STA previously completed CBTPs for Dixon in 2004, Cordelia, Fairfield, and Suisun Cities in 2008 and again in 2022, East Fairfield, Vacaville, and Vallejo in 2012. The cities of Vallejo and Suisun City updated their CBTP Plans, and Rio Vista completed their first CBTP in FY23-24.</p> <p><u>Milestones:</u></p> <ul style="list-style-type: none"> ○ Completed CBTP in Dixon ○ Over 900 Surveys received. ○ Survey results and project recommendations presented to February Dixon City Council <p><u>Status:</u></p> <ul style="list-style-type: none"> ● Develop a scope of work and initiate CBTP Unincorporated Solano County to begin in FY 2026-27 ● City of Benicia requested a CBTP to begin in 2026 ● City of Fairfield expressed interest in a CBTP ● CBTP prioritized projects from Vallejo, Suisun, Rio Vista and Dixon will be reviewed and considered for eligibility under the MTC CARE program funding criteria. ● Seek funding resources from CARB to support/implement projects or programs identified as part of the CARB STEP process. ● <p><u>ECD:</u> Ongoing</p>	STA, Transit Operators and Solano County Cities	CARB, STAF MTC/OBAG 3	X		\$500,000	Debbie McQuilkin
STA Lead – Programs	59.	<p><u>Suisun City Microtransit</u></p> <p>The Suisun City Microtransit program launched on January 3, 2023, and consists of dial-a-ride service available within Suisun City limits, and nine select locations within the City of Fairfield, as well as one fixed route known as the School Tripper</p>		Suisun City TDA			\$825k (FY 2024-25)	Brandon Thomson

**SOLANO TRANSPORTATION AUTHORITY
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	<p><u>Milestones:</u></p> <ul style="list-style-type: none"> ○ Approved Suisun City TDA Budget for fiscal years 2024-25 and 2025-26 ○ Executed the second of two option years of the Operations Contract ○ Increased ridership by XX% compared to the previous mid-year ○ Updated the Suisun City Microtransit Riders Guide ○ Transferred the base of operations to the newly constructed Suisun City Mobility Hub ○ Completed the LCTOP application for an electrical infrastructure ○ Develop Title VI Plan ○ Develop an Advertising Policy <p><u>Status:</u></p> <ul style="list-style-type: none"> ○ Work with MTC to implement Clipper 2.0 ○ Develop bus stop signage based on MTC’s Mapping and Wayfinding designs. ○ Procure an electric vehicle with LCTOP funding ○ Install 4 EV chargers for fleet ○ Develop Suisun City TDA budget for fiscal year 2026-27 ○ Procure the first EV microtransit bus <p><u>ECD:</u> Ongoing</p>						
60.	<p><u>Solano County Transit 2030 Policy Committee</u> The Committee was established to address the six focus areas of MTC’s Blue Ribbon Transit Recovery Task Force.</p> <ul style="list-style-type: none"> ○ Fare Integration ○ Mapping and Wayfinding ○ Connected Network Planning ○ Bus Transit Priority ○ Rail Network Management ○ Accessibility <p><u>Milestone:</u> Committee was formed by the STA Board on January 10, 2024</p> <ul style="list-style-type: none"> ○ Adopted Timeline and Schedule ○ Hired a Facilitator ○ Guest speakers from MTC presented Fare Integration and Clipper 2.0 ○ Transit 2050 ○ STA presented Transit Roles and Responsibilities ○ SolTrans presented their Service Areas and Funding <p>The committee received a presentation on</p> <ul style="list-style-type: none"> ○ Transit Priority Projects ○ Wayfinding Signs ○ Rail and Ferry Studies ○ History of Transit in Solano County (1995-2024) <p><u>Status:</u> On December 11, 2024, the STA Board approved the 10 Transit 2030 Policy Recommendations. The Recommendations were forwarded by the facilitator in December 2024 action is pending by the SolTrans Board</p> <p><u>ECD:</u> Study completed.</p>		MTC/OBAG 3 Quick Strike STAF				Daryl Halls

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61.	<p>Facilities Maintenance STA owns and maintains its vehicle fleet, office building, and Suisun City Mobility Hub.</p> <p><u>Milestone:</u></p> <ul style="list-style-type: none"> • Completed Suisun City Mobility Hub maintenance agreement • Installed ADA door assist for lobby entrance • Installed additional safety cameras in the lobby and board chambers • Repaired sprinkler/drip system for landscape • Replaced failed water pressure valve <p><u>Status:</u></p> <ul style="list-style-type: none"> ○ On-going preventive maintenance ○ Overseeing building improvements (e.g., ADA accessibility) ○ Repair leak in Executive Directors office under warranty <p><u>ECD:</u> On-going</p>		Suisun City TDA Local funds and local TDA				Nick Burton Brandon Thompson Leslie Gould
62.	<p>Water Dredging Coordinate dredging to support marina, harbors, and deep-sea channels</p> <p><u>Milestone:</u></p> <p><u>Status:</u></p> <ul style="list-style-type: none"> ○ Coordinating with County and cities of Benicia, Suisun City, Rio Vista, and Vallejo to identify dredging needs ○ Coordinating with San Francisco Bay Ferry (WETA) ○ Explore funding options to address dredging needs <p><u>ECD:</u> TBD.</p>		TBD				Leslie Gould Nick Burton
NEW WORK PROGRAM ITEMS							
63.	<p>California Public Utilities Commission Local Agency Access for All (LAFA) Funding acquired through a TNC ride fee to be used for improving On-Demand Wheelchair Accessible Vehicle service. The CPUC oversees the program, while STA serves as the Local Access Fund Administrator (LAFA). Funds are administered for On-Demand Mobility Technology for Rio Vista Delta Breeze and Suisun Microtransit.</p> <p><u>Milestones:</u></p> <ul style="list-style-type: none"> • <u>FY 2024-25</u> <ul style="list-style-type: none"> ○ Rio Vista Delta Breeze and Suisun Microtransit provided 5,783 rides to 296 unique riders. ○ On average, vehicles arrived 3 minutes and 58 seconds early for pick up. ○ Attended meetings, wrote reports, and collected data shared with the CPUC. • <u>FY 2025-26 midyear</u> <ul style="list-style-type: none"> ○ Rio Vista Delta Breeze and Suisun Microtransit provided 3,742 rides to 198 unique riders. 						

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		<ul style="list-style-type: none"> ○ On average, vehicles arrived 5 minutes and 10 seconds early for pick up. ○ Attended meetings, wrote reports and collected data shared with the CPUC. <p><u>Status:</u></p> <ul style="list-style-type: none"> ● Continue to serve as LAFA. ● Continue to provide On-Demand Mobility Technology. ● Provide software to new partner agencies. 						
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DATE: May 28, 2026
TO: STA Board
FROM: Jasper Alve, Senior Project Manager
RE: Arup Contract Amendment #1 for Additional Scope Services – Solano Rail Hub Park and Ride Lot Project Initiation Document

Background:

The Solano Transportation Authority (STA) has been working, in partnership with the County of Solano and Cities of Fairfield and Suisun City, Capitol Corridor Joint Powers Authority, and the Caltrans Department of Rail and Mass Transit, towards advancing improvements at the Solano Rail Hub at the Suisun City and Fairfield Train Station, which the STA Board designated as the Solano Rail Hub. These improvements are designed to upgrade and expand the current station, track alignment, and park and ride facility, as well as create seamless and safe connections between the downtown areas of the Cities of Fairfield and Suisun City.

STA staff have identified the pre-construction work needed to advance the improvements. The first phase includes developing a Project Study Report (PSR) to evaluate the station, track alignment, and park and ride facility. Thereafter, STA staff will work to complete the Project Approval and Environmental Documentation (PA&ED) of the pedestrian rail overcrossing connecting the two cities. Once the preferred alternative of the overcrossing has been identified, development of the improvement will progress to completion of Plans, Specifications, and Estimate (PS&E). STA staff anticipates procuring the services of a team of consultants to complete the PSR, PA&ED, and PS&E.

Consistent with the STA Board action taken at its meeting in August 2024, STA staff released a Request for Proposals (RFP) on June 13, 2025, for preparation of PA&ED. This RFP also included optional tasks to complete the Project Study Report (PSR) and PS&E. The RFP consultant selection process was open to the public and competitive, with proposals due to the STA on August 22, 2025. A panel interview with the most qualified consultants was also conducted on the week of September 15, 2025.

Following the panel interview, the most qualified consultant selected to perform the work needed to complete the PSR, PA&ED, and PS&E was Arup. Arup distinguished itself from the other consultants based on its relevant experience, skills set of key personnel, approach envisioned to complete the work, as well as composition of the overall team including the subconsultants.

Discussion:

The STA entered into a contract agreement with Arup to first complete the PSR work on December 15, 2025. This PSR work is related to the Solano Rail Hub track, station area/platform, as well as transit plaza and parking relocation. The contract was for the amount not-to-exceed \$566,500. This contract will need to be amended to take into account additional scope of work.

The City of Suisun City is requesting to add to the scope of work the development of a Project Initiation Document (PID) for the potential relocation of the existing park and ride lot facility. The parcel where the existing park and ride facility is located is currently owned by Caltrans. A

formal PID will need to be developed in accordance with Caltrans guidelines and approved by Caltrans in order to relocate the facility and transfer ownership of the parcel to the City of Suisun City. The scope and fee to formally complete the PID is found in Attachment A.

STA staff are requesting to amend Arup's contract to add an additional \$397,200 in funding. This additional amount will increase Arup's total contract to the amount not-to-exceed \$963,700.

Additionally, Caltrans will provide oversight for the development of the PID. This oversight will be formalized when a cooperative agreement between the STA and Caltrans is executed. The cooperative agreement will include the cost for Caltrans staff to provide oversight.

Fiscal Impact:

The cost to complete the additional scope of work and Caltrans oversight for the development of the PID for the Solano Rail Hub park and ride lot relocation is being funded by Regional Transportation Impact Fee (RTIF) funds from District 2 where Suisun City is a member. The RTIF funding committed to the PID total \$600,000.

Recommendation:

Approve to authorize the STA Executive Director to:

1. Amend Arup's contract for the Solano Rail Hub to increase its budget by \$397,200 for the additional work related to the development of the PID thereby bringing its total contract to the amount not-to-exceed \$963,700 and
2. Enter into a cooperative agreement with Caltrans for the Solano Rail Hub park and ride lot facility relocation PID oversight

Attachment:

- A. Arup's Additional Scope and Fee for Development of the PID

Amendment to Agreement for Professional Services

Amendment No. 1 made as of May 28, 2026.

BETWEEN (“Arup”)

ARUP US, INC.
560 Mission Street, Suite 700
San Francisco, CA 94105

and (“Client”)

SOLANO TRANSPORTATION AUTHORITY
423 Main Street
Suisun City, CA 94585

for the following Project:

**Solano Rail Hub Pedestrian Crossing and Station Area
Improvements Project**

Arup and Client entered into a professional services agreement dated DECEMBER 15, 2025 (“the Agreement”). The parties agree to modify the Agreement only to the extent expressly provided for in this Amendment.

In consideration of the mutual undertakings and covenants hereinafter set forth, the parties agree that the Agreement is hereby revised as noted herein:

Scope is increased to include

- **Activity 10: Parking Lot Relocation PSR/PSD and Caltrans Coordination.**

Increase fee by \$397,200. Total fee is now **\$963,700**.

Tasks Total Fee by Firm		Arup	Circlepoint	JMA Civil	erkins Eastma	HMH	Total
Activity 1	Project Management, Schedule and Budget	\$ 70,000	\$ -	\$ 3,000	\$ -	\$ -	\$ 73,000
Activity 2	Platform/Station Upgrades	\$ 55,500	\$ -	\$ -	\$ 9,500	\$ -	\$ 65,000
Activity 3	Track Upgrades	\$ 53,000	\$ -	\$ 38,000	\$ -	\$ -	\$ 91,000
Activity 4	Transit Plaza and Parking Relocation	\$ 55,000	\$ -	\$ -	\$ 17,500	\$ 20,000	\$ 92,500
Activity 5	Construction Schedule, Cost Estimate & Funding	\$ 63,000	\$ -	\$ 10,000	\$ -	\$ -	\$ 73,000
Activity 6	Environmental Screening & Permitting Path	\$ 29,000	\$ 25,000	\$ -	\$ -	\$ -	\$ 54,000
Activity 7	Project Study Report Equivalent	\$ 39,000	\$ 7,000	\$ 3,000	\$ 4,000	\$ -	\$ 53,000
Activity 8	Public Outreach	\$ 10,000	\$ 25,000	\$ -	\$ -	\$ -	\$ 35,000
Activity 9	Civil Survey	\$ -	\$ -	\$ -	\$ -	\$ 30,000	\$ 30,000
	PSR Total (Activities 1-9)	\$ 374,500	\$ 57,000	\$ 54,000	\$ 31,000	\$ 50,000	\$ 566,500
Activity 10.1	Project Management & QA/QC	\$ 71,268	\$ -	\$ -	\$ -	\$ -	\$ 71,268
Activity 10.2	Existing Conditions & Purpose & Need	\$ 17,832	\$ 6,376	\$ -	\$ -	\$ -	\$ 24,208
Activity 10.3	Alternatives Analysis & 10% Design	\$ 70,481	\$ 6,391	\$ -	\$ -	\$ -	\$ 76,873
Activity 10.4	BIM Execution, IM & Digital Delivery	\$ 20,065	\$ -	\$ -	\$ -	\$ -	\$ 20,065
Activity 10.5	Transportation Assessment (TEPA-lite)	\$ 37,147	\$ -	\$ -	\$ -	\$ -	\$ 37,147
Activity 10.6	Preliminary Environmental Analysis Report (PEAR)	\$ 1,743	\$ 15,808	\$ -	\$ -	\$ -	\$ 17,551
Activity 10.7	Cost / Schedule / Risk	\$ 35,196	\$ -	\$ -	\$ -	\$ -	\$ 35,196
Activity 10.8	Caltrans PSR-PDS Report & Approvals	\$ 107,467	\$ 7,425	\$ -	\$ -	\$ -	\$ 114,892
	Sub-Total (Activity 10, Amd 1)	\$ 361,200	\$ 36,000	\$ -	\$ -	\$ -	\$ 397,200
	GRAND TOTAL (Activities 1-10)	\$ 735,700	\$ 93,000	\$ 54,000	\$ 31,000	\$ 50,000	\$ 963,700

The following corrections/revisions were also made but with no modification to the fee:

- Rename 'Task' to 'Activity'
- Rename 'Optional A/B' to 'Activity 8/9'
- Revise Activity 8: Public Outreach scope of work
- Revise Activity 9: Civil Survey boundary of work

Attachment A: 10H Form - Amendment 1 fee increase

At tachment B: Revised Scope of Work

Except as specifically modified and amended herein, all of the terms, provisions, requirements and specifications contained in the Agreement remain in full force and effect. To the extent there is a conflict between the Agreement and this Amendment, the Amendment shall control and govern.

IN WITNESS WHEREOF, the parties have executed this Amendment. The parties agree that execution via electronic methods shall constitute an acceptable form of delivery.

Agreed and accepted for Arup :

Agreed and accepted for Solano Transportation Authority:

Signature: 

Signature:

Name: John Eddy

Name:

Title: Principal - Project Manager

Title:

Date: 5/28/2026

Date:

Attachment A:

10H Form

Amendment 1 Fee Increase

EXHIBIT 10-H1 COST PROPOSAL Page 1 of 3
ACTUAL COST-PLUS-FIXED FEE OR LUMP SUM (FIRM FIXED PRICE) CONTRACTS
 (DESIGN, ENGINEERING AND ENVIRONMENTAL STUDIES)

Note: Mark-ups are Not Allowed
 Consultant Arup US, Inc. Prime Consultant Subconsultant 2nd Tier Subconsultant
 Project No. 603617-58 Contract No. RFP: 2025-06 Date 5/28/2026

DIRECT LABOR

Classification/Title	Name	Hours	Salary Rate	Total Salary
Project Manager	John Eddy	71	\$185.17	\$ 13,146.89
Design Leader	Jennifer Sudario	250	\$89.30	\$ 22,325.63
Associate - Civil Engineer	Alex Kwok	72	\$76.92	\$ 5,538.24
Associate - Geotech Engineer	Pawan Kumar	38	\$81.02	\$ 3,078.68
Senior Engineer - Transportation	Kate Amissah	10	\$82.29	\$ 822.89
Senior Engineer - Transportation	Carleton Wong	110	\$73.75	\$ 8,112.72
Senior Risk and Resilience Consultant II	Meg Ackerson	6	\$69.28	\$ 415.68
Associate - Cost Analyst	Giuliana Galante	6	\$89.88	\$ 539.28
Administrative Support	Jahson Bowser	35	\$43.97	\$ 1,539.09
Engineer III - Transportation	Winnie Zhuang	436	\$49.52	\$ 21,590.72
Cost Consultant	Kameron Robinson	50	\$45.63	\$ 2,281.50
Cost Consultant I	Scott Gann	70	\$54.57	\$ 3,819.80
Senior Engineer II	Matthew Ables	200	\$65.63	\$ 13,125.00
Senior Project Controls	Berkay Tascioglu	64	\$81.73	\$ 5,230.72
Senior Consultant - BIM	TBD	82	\$77.70	\$ 6,371.40

LABOR COSTS

a) Subtotal Direct Labor Costs	\$107,938.23
b) Anticipated Salary Increases (see page 2 for calculation)	\$0.00
c) TOTAL DIRECT LABOR COSTS [(a) + (b)]	\$107,938.23

INDIRECT COSTS

d) Fringe Benefits (Rate: <u>69.23%</u>)	e) Total Fringe Benefits [(c) x (d)]	\$74,725.64
f) Overhead (Rate: <u>126.06%</u>)	g) Overhead [(c) x (f)]	\$136,066.93
h) General and Administrative (Rate: <u>1.10%</u>)	i) Gen & Admin [(c) x (h)]	\$1,187.32
j) TOTAL INDIRECT COSTS [(e) + (g) + (i)]		\$211,979.89

FIXED FEE	k) TOTAL FIXED FEE [(c) + (j)] x fixed fee <u>12%</u>	\$38,390.17
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l) CONSULTANT'S OTHER DIRECT COSTS (ODC) - ITEMIZE (Add additional pages if necessary)

Description of Item	Quantity	Unit(s)	Unit Cost	Total
Mileage costs (per IRS standard mileage rate)	2880	cents per mile	\$0.73	\$2,088.00
Travel expenses (parking, lodging, meals)	16	per visit	\$50.00	\$803.70
Printing				\$0.00
Supplies, Equipment & Field Operation				\$0.00
Permits & Fees				\$0.00
l) TOTAL OTHER DIRECT COSTS				\$2,891.70

m) SUBCONSULTANT'S COSTS (Add additional pages if necessary)

Subconsultant 1:	Circlepoint	\$36,000.00
Subconsultant 2:	JMA Civil	\$0.00
Subconsultant 3:	Perkins Eastman	\$0.00
Subconsultant 4:	HMH	\$0.00
Subconsultant 5:		\$0.00
Subconsultant 6:		\$0.00
Subconsultant 7:		\$0.00
m) TOTAL SUBCONSULTANT'S COSTS		\$36,000

n) TOTAL OTHER DIRECT COSTS INCLUDING SUBCONSULTANTS [(l) + (m)]	\$38,892
TOTAL COST [(c) + (j) + (k) + (n)]	\$397,200.00

NOTES:

- Key personnel must be marked with an asterisk (*) and employees that are subject to prevailing wage requirements must be marked with two asterisks (**). All costs must comply with the Federal cost principles. Subconsultants will provide their own cost proposals.
- The cost proposal format shall not be amended. Indirect cost rates shall be updated on an annual basis in accordance with the consultant's annual accounting period and established by a cognizant agency or accepted by Caltrans.
- Anticipated salary increases calculation (page 2) must accompany.

EXHIBIT 10-H1 COST PROPOSAL Page 2 of 3
ACTUAL COST-PLUS-FIXED FEE OR LUMP SUM (FIRM FIXED PRICE) CONTRACTS
 (CALCULATIONS FOR ANTICIPATED SALARY INCREASES)

1. Calculate Average Hourly Rate for 1st year of the contract (Direct Labor Subtotal divided by total hours)

Direct Labor <u>Subtotal</u> per Cost Proposal \$107,938.23	Total Hours per Cost Proposal 563	=	Avg Hourly Rate \$191.72	5 Year Contract Duration Year 1 Avg Hourly Rate
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2. Calculate hourly rate for all years (Increase the Average Hourly Rate for a year by proposed escalation %)

	Avg Hourly Rate		Proposed Escalation		
Year 1	\$191.72	+	5.0%	=	\$201.31
Year 2	\$201.31	+	5.0%	=	\$211.37
Year 3	\$211.37	+	5.0%	=	\$221.94
Year 4	\$221.94	+	5.0%	=	\$233.04
					Year 2 Avg Hourly Rate Year 3 Avg Hourly Rate Year 4 Avg Hourly Rate Year 5 Avg Hourly Rate

3. Calculate estimated hours per year (Multiply estimate % each year by total hours)

	Estimated % Completed Each Year		Total Hours per Cost Proposal		Total Hours per Year	
Year 1	0.00%	*	563.0	=	0.0	Estimated Hours Year 1
Year 2	100.00%	*	563.0	=	563.0	Estimated Hours Year 2
Year 3	0.00%	*	563.0	=	0.0	Estimated Hours Year 3
Year 4	0.00%	*	563.0	=	0.0	Estimated Hours Year 4
Year 5	0.00%	*	563.0	=	0.0	Estimated Hours Year 5
Total	100%		Total	=	563.0	

4. Calculate Total Costs including Escalation (Multiply Average Hourly Rate by the number of hours)

	Avg Hourly Rate (calculated above)		Estimated hours (calculated above)		Cost per Year	
Year 1	\$191.72	*	0	=	\$0.00	Estimated Hours Year 1
Year 2	\$201.31	*	563	=	\$113,335.14	Estimated Hours Year 2
Year 3	\$211.37	*	0	=	\$0.00	Estimated Hours Year 3
Year 4	\$221.94	*	0	=	\$0.00	Estimated Hours Year 4
Year 5	\$233.04	*	0	=	\$0.00	Estimated Hours Year 5
	Total Direct Labor Cost with Escalation			=	\$113,335.14	
	Direct Labor Subtotal before Escalation			=	\$107,938.23	
	Estimated total of Direct Labor Salary Increase			=	\$5,396.91	Transfer to Page 1

- NOTES:
1. This is not the only way to estimate salary increases. Other methods will be accepted if they clearly indicate the % increase, the # of years of the contract, and a breakdown of the labor to be performed each year.
 2. An estimation that is based on direct labor multiplied by salary increase % multiplied by the # of years is not acceptable. (i.e. \$250,000 x 2% x 5 yrs = \$25,000 is not an acceptable methodology)
 3. This assumes that one year will be worked at the rate on the cost proposal before salary increases are granted.
 4. Calculations for anticipated salary escalation must be provided.

Certification of Direct Costs

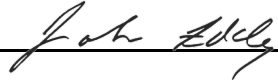
I, the undersigned, certify to the best of my knowledge and belief that all direct costs identified on the cost proposal(s) in this contract are actual, reasonable, allowable, and allocable to the contract in accordance with the contract terms and the following requirements:

1. Generally Accepted Accounting Principles (GAAP)
2. Terms and conditions of the contract
3. Title 23 United States Code Section 112 - Letting of Contracts
4. 48 Code of Federal Regulations Part 31 - Contract Cost Principles and Procedures
5. 23 Code of Federal Regulations Part 172 - Procurement, Management, and Administration of Engineering and Design Related Service
6. 48 Code of Federal Regulations Part 9904 - Cost Accounting Standards Board (when applicable)

All costs must be applied consistently and fairly to all contracts. All documentation of compliance must be retained in the project files and be in compliance with applicable federal and state requirements. Costs that are noncompliant with the federal and state requirements are not eligible for reimbursement. Local governments are responsible for applying only cognizant agency approved or Caltrans accepted Indirect Cost Rate(s).

Prime Consultant or Subconsultant Certifying:

Name: John Eddy Title : Principal - Project Manager

Signature :  Date of Certification (mm/dd/yyyy): 8/28/2025

Email: John.Eddy@arup.com Phone Number: 415 946 0212

Address: 560 Mission Street, Suite 700, San Francisco, CA 94105 USA

Attachment B:

Revised Scope of Work

including Amendment 1 changes

Transmittal

Project title Solano Rail Hub: Project Approval and Environmental Documentation; Plans, Specifications, and Estimates
STA Reference RFP: 2025-06
Arup Reference 603617-58

Date May 05, 2025
Subject **Cost and Fee Proposal – Optional Task 4 (Amendment 1) – Revision #3, Amendment 1**

560 Mission Street, 7th Floor, San Francisco CA 94105 USA

arup.com

To: **Jasper Alve, Project Manager, Solano Transportation Authority**

Summary: As directed by the STA on 2025-10-02 and with clarifications on 2025-11-13, Arup US, Inc (Consultant) transmits the following scope, schedule, and fee to deliver the Solano Rail Hub PSR equivalent document congruent with STA RFP 2025-06 Solano Rail Hub PAED Optional Task 4 contained in our proposed scope of work. The PSR equivalent covers:

1. Station Area Transit Plaza and Parking Relocation
2. Adding a third track through the station and a layover track for CCJPA rail service
3. Reconfiguring passenger platforms and platform access in conjunction with track layout and complying with ADA requirements
4. Potentially relocating the existing historic depot to accommodate reconfigured tracks

Amendment 1: As directed by the STA on 2026-04-22 and further defined on 2026-05-12, Arup US, Inc (Consultant) transmits Amendment 1 to include Activity 10 and the associated scope, schedule, and fee which covers:

5. Delivering a PSR-PDS for the Park & Ride Lot with work to run concurrently with the PSR-equivalent work (station area and rail improvements)
6. Supporting STA and the City of Suisun with Caltrans Coordination for Parking Relocation Activities

Scope:

The Consultant will develop a Project Study Report (PSR) equivalent document following the Caltrans Project Development Procedures Manual and California Transportation Commission transit and rail project guidance for the Solano Rail Hub. The improvements aim to support future transportation needs by:

- Documenting project objectives and design criteria
- Developing ADA compliant passenger access
- Reducing conflicts between train operations and passenger and pedestrian access
- Increasing rail throughput by adding a third track and a holdover track
- Reconfiguring passenger platforms to accommodate the additional tracks and ADA requirements
- Relocating the transit plaza and park-and-ride lot, and
- Potentially moving the station building to allow for the new tracks and reconfigured platforms

In addition to the above design alternatives, the PSR will

- address safety and Crime Prevention Through Environmental Design (CPTED)
- identify stakeholder coordination needs,
- describe a path to environmental clearance, and
- contain a Level 5 Cost Estimate and construction phasing schedule

The PSR equivalent document will be prepared in accordance with Caltrans standards and the studies within the PSR equivalent document will build off of the following documents:

- STAs Solano Rail Hub: Project Benefits and Design Alternatives Final Report dated 04/04/2022.
- Caltrans' and CCJPAs Suisun-Fairfield Station Improvement (Solano Rail Hub Project) in Solano County Project Study Report Equivalent dated 06/11/2023.

The analysis and work identified in this scope will be appropriate for a PSR document, and may provide both quantitative analysis and, where appropriate, qualitative discussion.

Scope by Activity:

Activity 1: Project Management, Schedule, and Budget

This task encompasses the overall management of the project through each task, including:

- Finalizing the scope, budget, and schedule.
- Based on the Guiding Principles and Design Criteria from the previous Solano Rail Hub: Project Benefits and Design Alternatives Final Report dated 04/04/2022, develop a “Basis of Design” containing the need for the project (including capacity, safety considerations, code requirements, etc.) along with a Design Criteria to a level of detail consistent with a PSR equivalent.
- Management of client and stakeholder meetings and preparation of agendas and meeting minutes
- Document control
- Recording and tracking issues and action items
- Scope and budget monitoring to maintain alignment of activities with project objectives and timelines

- preparation of monthly progress reports accompanying monthly invoices
- Preparation of reports and presentation materials

Deliverables:

- Bi-Weekly Meeting Minutes
- Invoicing/Progress Reports
- Basis of Design Document

Activity 2: Platform, Station, and Access Upgrades

The Passenger Access Study will include analyzing and documenting existing pedestrian, bicycle, and parking activity and needs using location-based sources. Working with STA, a reasonable demand growth factor for pedestrians, bicycles, and parking will be based on insights from existing studies, models, and policy guidance to establish future demands. This future demand flow can inform the positioning and sizing of the pedestrian bridge alternatives.

ADA compliant passenger access studies to improve station accessibility and functionality, public safety from rail operations, and CPTED will be conducted in coordination with Task 3 below. All proposed upgrades will meet regulatory standards. Environmental considerations for relocating the platform and/or historic depot will be included in conjunction with Task 6.

Deliverables:

- Passenger Access Study
- Station Relocation Study

Activity 3: Track Upgrades

Using the applicable standards, the CCJPAs business plan, and the State rail plan, study track alignments and reconfigurations that satisfy near/longer term operations through the station complex as follows:

- adding a third mainline track
- adding a layover track for Capital Corridor service
- reducing or eliminating curvature and superelevation along the platforms
- identifying potential cross-over locations for operational flexibility
- assessing fluidity of freight and passenger rail operations at a qualitative level (further modelling analysis to be performed in detailed design, with review at that time by UPRR)
- assessing constructability and identifying construction phasing in the near and long-term
- identifying potential impacts on operations during construction of track reconfigurations.

Deliverables:

- Track Improvements Study

Activity 4: Transit Plaza and Automobile Parking Relocation

Transit planning analysis will be undertaken to support the relocation of the transit plaza and automobile parking facilities.

Up to three locations for the relocated transit plaza will be investigated using the Basis of Design to guide identification, scoring and selection. Minimum requirements for the number of bus bays, operational considerations, electrical power and passenger facilities will be addressed.

Previous studies identified relocating the existing park and ride lot to the north side of Highway 12 as the local preference. A new parking lot layout will be developed for this site and documented including a desk study of geotechnical considerations and test fit up to 3 parking and vehicle/pedestrian access layouts. Integration with the broader urban master planning will be reviewed to ensure consistency and alignment.

This scope and fee do not include traffic modelling with the expectation of such modeling at a later stage in the project development.

Deliverables:

- Transit Planning Analysis Memo
- Parking Lot Layouts

Activity 5: Schedule, Cost Estimate, and Funding

This task will develop a project schedule through completion of construction, a Level 5 Cost Estimate, and identify potential funding opportunities to support project implementation to be included in the PSR in Task 7. Cost estimates and design and construction schedules will be developed for each major component – transit relocation, station relocation, parking relocation, track realignment, platform improvements and access – to provide information for future project delivery planning.

Deliverables:

- Construction Phasing Planning
- Schedule & Cost Estimate
- Funding opportunities

Activity 6: Environmental Screening and Permitting Path

Environmental considerations will be addressed including resilience and sea level rise. A proposed path to environmental clearance will be developed, including a CEQA exemption study and evaluation of fatal flaw criteria.

Deliverables:

- Resilience and Sea Level Rise Study
- Path to Environmental Clearance/CEQA Exemption Memo
- Evaluation for Fatal Flaws

Activity 7: Project Study Report Equivalent

A Project Study Report Equivalent will be compiled, including quality assurance and quality control (QAQC). For each study and memo deliverable stated in Task 2-6, comments from the stakeholders will be resolved and incorporated into this PSR Draft. This task anticipates one round of STA comments and resolution.

Deliverables:

- Response to memo and study comments
- Draft Project Study Report (PSR)
- Final Project Study Report (PSR)

Activity 8: Public Outreach

Public outreach will consist of one two-hour public meeting conducted in-person at STA's headquarters in Suisun City and a communications toolkit.

The following will be delivered for the public meeting:

- Meeting logistics plan and coordinate meeting logistics
- Meeting materials will be prepared illustrating the design elements using PowerPoint, and exhibit boards
- Meeting facilitation
- Light refreshments
- Staff to support meeting setup, run of show, and breakdown
- High-level meeting summary documenting key themes, questions, and action items that emerge at the meeting
- This scope of work does not anticipate room rental and equipment rental fees

The communications toolkit will consist of:

- web content,
- email and social media content,
- a draft press release,
- NextDoor content for posting by Suisun City and Fairfield

All content will be approved by STA prior to deployment.

Deliverables:

- Communication Plan
- Public Meeting

Activity 9: Survey

Aerial site survey supplemented by manual survey will be completed to an accuracy sufficient for PSR and PA&ED within the bounds shown below.

Parcel mapping will be to the extent available through the County's publicly available GIS data.



Deliverables:

- Survey

Activity 10: Parking Lot Relocation PSR/PSD and Caltrans Coordination

This task will develop a Project Study Report – Project Development Support (PSR-PDS) for the parking lot relocation in accordance with the Caltrans Project Development Procedures Manual (PDPM), applicable District guidance, and coordination with Caltrans functional units.

This work will support Caltrans review, concurrence, and approval of the preferred parking relocation concept, including documentation of purpose and need, alternatives, and a path forward to PA&ED.

The work will be completed in coordination with STA, the City of Suisun, and Caltrans through a structured Project Development Team (PDT) process.

Activity 10.1: Project Management & QA/QC

This task includes overall management, coordination, and quality assurance for Activity 10.

The work will include:

- Project management and coordination across all disciplines
- Subconsultant management (traffic, environmental, utilities, etc.)
- Coordination with STA, City of Suisun, and Caltrans (District and functional units)
- Support for Project Development Team (PDT) meetings, including preparation of agendas, materials, and meeting minutes
- Ongoing coordination with the following Caltrans functional units, as applicable:
 - Design
 - Traffic Operations
 - Environmental
 - Right of Way (ROW)
 - Utilities
- ROW and utilities coordination to support feasibility analysis
- Preliminary assessment of potential access modifications to the State Highway System and coordination with Caltrans requirements
- Document control and version management
- Scope, schedule, and budget monitoring
- Preparation of monthly invoices and progress reports
- Implementation of QA/QC procedures consistent with Arup standards

Assumptions:

- Up to bi-weekly project coordination meetings
- Up to monthly PDT meetings
- Coordination with Caltrans functional units through PDT and targeted meetings

Deliverables:

- Meeting agendas and minutes
- Monthly progress reports and invoices
- QA/QC documentation

Activity 10.2: Purpose & Need

This task will define the Purpose and Need Statement consistent with Caltrans PSR-PDS requirements.

The work will include:

- Compilation and review of relevant studies, reports, and design criteria
- Documentation of existing conditions, including:
 - Parking supply, utilization, and deficiencies
 - Access and circulation (vehicular, pedestrian, bicycle)
 - Multimodal connectivity to the station
- Identification of operational, safety, and accessibility deficiencies

- Preliminary identification of ROW constraints and ownership considerations
- Preliminary identification of utility constraints based on available information
- Development of a Purpose and Need Statement aligned with:
 - Local and regional transportation objectives
 - Caltrans goals (safety, mobility, system preservation)

Deliverables:

- Existing Conditions and Constraints Memo
- Purpose and Need Statement

Activity 10.3: Alternatives Analysis & 10% Design

This task will develop and evaluate parking relocation alternatives at a level of detail consistent with a PSR-PDS and approximately 10% design.

Alternatives Development

- Identification of up to three feasible relocation alternatives
- Consideration of:
 - ROW availability and constraints
 - Utility conflicts (desktop-level)
 - Access to the State Highway System
 - Multimodal connectivity
 - Constructability and staging

Initial Engineering Analysis (10% Design)

- Concept-level layouts for each alternative
- Preliminary access and circulation design
- High-level grading and drainage considerations
- Identification of potential design constraints or non-standard features
- Preliminary identification of potential need for design exceptions or deviations from standards, if applicable

Evaluation and Recommendation

- Evaluation of alternatives using qualitative criteria:
 - Operations and access
 - Environmental and ROW impacts
 - Constructability and phasing
 - Relative cost
- Identification of a recommended alternative
- Definition of PA&ED scope and key studies required

Deliverables:

- Alternatives Technical Memo
- Concept Layouts (10% Design)
- Recommended Alternative Summary

Activity 10.5: Transportation Assessment (TEPA-lite)

This task will provide a screening-level transportation assessment sufficient to support PSR-PDS decision-making and Caltrans coordination.

The work will include:

- Review of available traffic data and prior studies
- Qualitative assessment of:
 - Site access and circulation
 - Intersection operations
 - Parking ingress/egress
- Identification of potential operational issues or access constraints

- Preliminary identification of potential requirements for:
 - Access modifications
 - Intersection improvements
- Coordination with Caltrans Traffic Operations, as needed

Assumption:

- No detailed traffic modeling is included in this phase

Deliverables:

- Transportation Assessment Memo

Activity 10.6: Environmental Screening (PEAR-level)

This task will provide preliminary environmental screening equivalent to a PEAR-level effort to support feasibility screening and Caltrans coordination.

The work will include:

- Identification of environmental constraints and potential regulatory triggers, including:
 - Biological, cultural, hazardous materials, noise, and water resources
- Identification of potential permitting requirements and constraints
- Screening for potential fatal flaws
- Preliminary identification of:
 - Potential Section 4(f), Section 106, or other approvals
- Preliminary determination of likely CEQA pathway (e.g., exemption vs further study)
- Identification of potential environmental commitments and risks
- Coordination with Caltrans Environmental staff, as appropriate

Deliverables:

- Environmental Screening Memo
- Path to Environmental Clearance Summary

Activity 10.7: Cost & Construction Estimate

This task will develop planning-level cost, schedule, and risk information consistent with PSR-PDS requirements.

Cost Estimate

- Development of a Level 5 planning-level cost estimate
- Identification of major cost drivers and appropriate contingencies

Schedule

- Development of a preliminary schedule through construction
- Identification of key milestones, including:
 - Environmental clearance
 - ROW and utility coordination
 - Caltrans approvals

Risk Register

- Identification of key project risks (ROW, utilities, environmental, approvals)
- Development of a qualitative risk register

Deliverables:

- Cost Estimate (Level 5)
- Project Schedule
- Risk Register

Activity 10.8: PSR-PDS Report & Caltrans Approvals

This task will prepare the PSR-PDS report and support Caltrans review, coordination, and approval.

The work will include:

- Preparation of a Draft PSR-PDS consistent with Caltrans PDPM requirements
- Integration of all technical memoranda into a single coordinated document
- Documentation of:
 - Purpose and Need
 - Alternatives analysis and recommended alternative
 - Environmental considerations
 - Cost, schedule, and risk
- Ongoing coordination with STA, City of Suisun, and Caltrans
- Support for PDT review and concurrence
- Caltrans Review Process
 - The scope assumes up to three Caltrans review cycles:
 - Draft PSR-PDS – Review Cycle 1
 - Revised Draft – Review Cycle 2
 - Final Draft – Review Cycle 3 (if required)
 - Final PSR-PDS
 - A comment response matrix will be prepared and maintained to document disposition of comments.

Assumptions:

- Up to three Caltrans review cycles
- Caltrans review durations will be determined by Caltrans
- Consultant will limit active production work during Caltrans review periods to:
 - Coordination
 - Comment tracking and response preparation
 - Minor updates as directed
- Additional review cycles or extended review durations may require scope and fee adjustments

Deliverables:

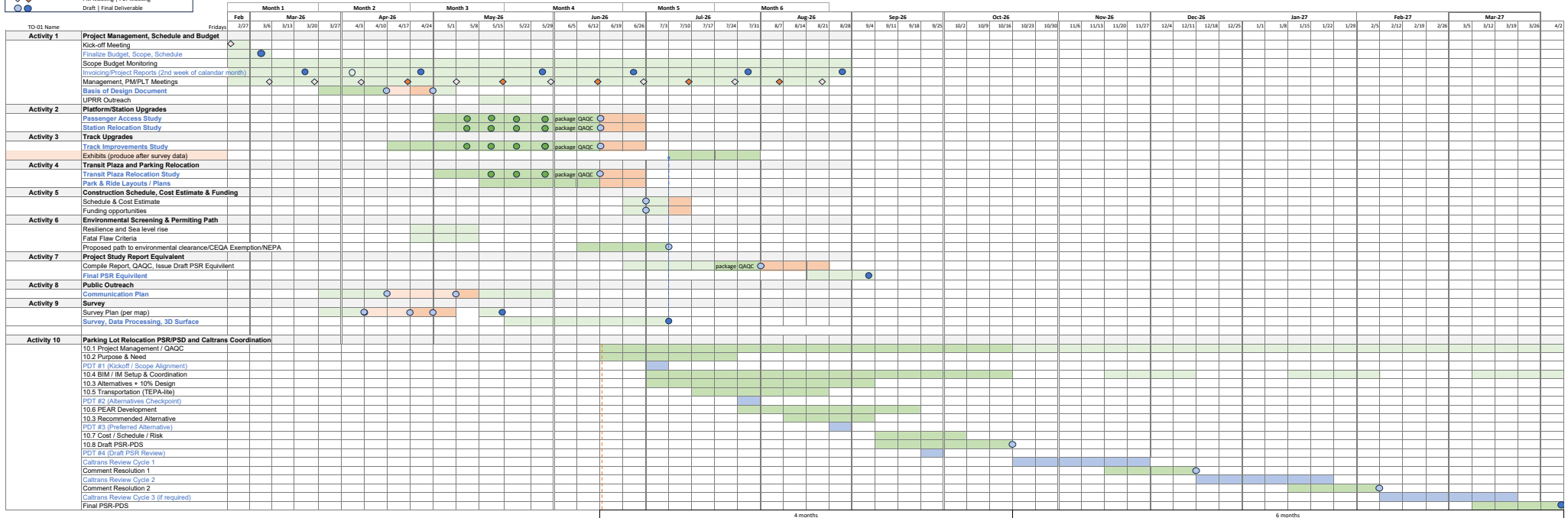
- Draft PSR-PDS
- Comment Response Matrix
- Final PSR-PDS

Schedule:

The scope and fee above are based on the following schedule

Solano Rail Hub PSR, Amd 1

	Activity Duration
	PLT Review Period
	PM Meeting PLT Meeting
	Draft Final Deliverable





DATE: May 29, 2026
TO: STA Board
FROM: Ron Grassi, Director of Programs
Steven Lowe, Program Coordinator
RE: Contract Amendment for Vehicle Share Program Volunteer Driver Training

Background:

The concept of a Vehicle Share Program for Solano County was one of several proposed in Solano Community Based Transportation Studies and the 2011 Solano County Mobility Study for Seniors and People with Disabilities conducted by the Solano Transportation Authority (STA).

The issues raised were as follows: Community Based Organizations (CBOs)/non-profits do not have the funding to own and operate a vehicle and only need a vehicle a few hours a week to transport their clients to medical appointments, social services, and activities to stay engaged in their community.

In November 2018 the Solano County Board of Supervisors approved an intergovernmental agreement with Yocha Dehe Wintun Nation for \$1,000,000 to implement five projects to improve the health and well-being of Solano County residents. One of the projects is to improve transportation options for non-ambulatory low-income older adults and people with disabilities to access medical appointments, social services, and other activities. \$100,000 was allocated to partner with Solano Transportation Authority (STA) to purchase two wheelchair-accessible vans for a Vehicle Share Program. A Vehicle Share Program would allow vehicles to be shared amongst multiple non-profits, the public or any other 501(c)(3) organization that provides services for older adults and people with disabilities in Solano County. With the funds provided by Yocha Dehe Wintun Nation through the County of Solano, STA was able to purchase two-wheel chair-accessible vehicles that were unveiled to the public in June 2019.

STA relieves the burden of owning and maintaining the vehicle, while non-profits fuel and drive the vehicle, all with a purpose to improve the welfare of vulnerable Solano County residents. Bridging the gap of providing accessible transportation allows these organizations to expand services geographically. Since the unveiling, eight Solano County non-profits have used the program.

Discussion:

In FY 25-26, the Vehicle Share Program continued offering transportation for low-income individuals, older adults, and people living with disabilities. Non-profits, such as the Vallejo Project, have provided rides for veterans to access medical appointments, for unhoused individuals to reach shelters and pop-up services, and for people living with disabilities to reach community events and employment opportunities.

STA staff are working closely with organizations to streamline program participation. Program improvements include providing driver training, introducing new technology for vehicle inspections, and providing documentation to clarify program guidelines. Four organizations are

in the process of enrolling in the program, with a total of twelve Solano County organizations in the program. Attachment A includes a list of organizations currently enrolled in the program.

Volunteer drivers are required to complete an accessible vehicle training. The training is currently provided by B811 Medical Transportation of Dixon and includes a classroom session and a hands-on training session with the vehicle and a mobility device. This ensures trainees receive a comprehensive understanding of the safe and proper methods used to transport people who use a mobility device.

Fiscal Impact:

The Vehicle Share Program volunteer driver training is budgeted as \$500 per person, not-to-exceed \$20,000 and is set to expire on June 30, 2026. The contract amendment will extend the contract for one (1 year) and reflect a budget increase of \$10,000 for FY 2026-27, for a total contract amount not-to-exceed \$30,000. The program is funded by State Transit Assistance Funds.

Recommendation:

Authorize the STA Executive Director to:

1. Extend the contract with B811 Medical Transportation for one (1) year; and
2. Amend the contract with B811 to increase the budget by \$10,000 for FY 2026-27, at the budgeted amount of \$500 per person, for a total contract amount not-to-exceed \$30,000.

Attachments:

Attachment A: Organizations currently enrolled in STA's Vehicle Share Program



DATE: May 28, 2026
TO: STA Board
FROM: Jasper Alve, Senior Project Manager
RE: Kimley Horn Contract Amendment #1 for the Development of the State Routes 12 and 113 Comprehensive Multimodal Corridor Plan

Background:

The Solano Transportation Authority (STA), in collaboration with its local member agencies, the California Department of Transportation (Caltrans) and regional partners such as the Metropolitan Transportation Commission (MTC), developed the State Routes (SR) 12 and 113 Major Investment Studies (MIS) in 2001 and 2009, respectively. These studies have served to provide a long-range vision of both corridors. This vision included, among others, assessing the characteristics of roadway conditions that existed at that time and projected over a time horizon period, which led to identifying improvements that improve the operations and maintenance, roadway safety, transit service, and sustainability of both corridors.

Considering the time that has elapsed when these MISs were developed, the STA released a mini-Request for Proposal (RFP) to develop the SRs 12 and 113 Comprehensive Multimodal Corridor Plans (CMCP). The mini-RFP was released to STA's on-call bench of consultants, which include Aecom, DKS, Fehr and Peers, GFT, Kimley Horn, and TYLin, on April 24, 2026. STA staff included a language in the mini-RFP for proposers to disclose any relationship that could present an actual or perceived conflict of interest with the services needed. A total of two proposals was received from Aecom and Kimley Horn. A panel was formed prior to the release of the mini-RFP consisting of four (4) STA staff to evaluate the proposals. Following the evaluation, the most qualified consultant to deliver the scope of work needed and complete the CMCPs was Kimley Horn.

Discussion:

Kimley Horn's most relevant qualifications include previous formal CMCP development efforts. These efforts include the development of SANDAG's State Route 67 CMCP approved by Caltrans District 11 in September 2022 and State Route 78 CMCP approved by Caltrans District 11 as well in June 2023. What's notable about the SR 78 CMCP is that it has led to receiving over \$150 million in grant awards from partner agencies and the California Transportation Commission (CTC).

CTC's Senate Bill (SB) 1 grant programs include the Solutions for Congested Corridors Program (SCCP). Eligible agencies seeking to apply for SCCP funding must have the projects identified in an approved CMCP. The proposed SRs 12 and 113 CMCPs will position the multimodal improvements identified to be eligible for future SCCP funding. These improvements will also be eligible for other SB 1 funding such as the Trade Corridor Enhancement Program and Local Partnership Program – Competitive Program.

The goals envisioned for the proposed SRs 12 and 113 CMCPs include ensuring that both corridors have the capacity to handle existing and future traffic volumes. These corridors have experienced growth in land use developments, employment, and population since the previous MISs were completed. Planned future developments have also intensified, which puts even more

emphasis on developing the CMCPs. Local jurisdiction priorities and needs, as well as regional and State policies have also changed. New grant eligibility requirements will also need to be addressed to ensure improvements are competitive for funding.

Kimley Horn's proposed scope and fee to develop the SRs 12 and 113 CMCPs are included in this staff report as Attachments A and B, respectively. Kimley Horn is already under contract with the STA as part of being on the on-call bench. STA staff is requesting to award to Kimley Horn the contract to develop the CMCPs in the amount not-to-exceed \$774,930.32.

Fiscal Impact:

The cost to complete this effort will be covered by a combination of funding sources including One Bay Area Grant Cycles 3 and 4, as well as State Transit Assistance Funds. This first amendment will increase Kimley Horn' total contract to the amount not-to-exceed \$774,930.32.

Recommendation:

Authorize the STA Executive Director to amend Kimley Horn's consultant agreement to add the additional scope of work to develop the State Routes 12 and 113 Comprehensive Multimodal Corridor Plans for the amount not-to-exceed \$774,930.32.

Attachment:

- A. Kimley Horn Scope of Work
- B. Kimley Horn Proposed Fee

STA SR-12 and SR-113 CMCPs

Task 1. Budget, Scope, and Schedule

Task 1.1 Project Kick-off

Consultant will attend the SR 12 Subcommittee and SR 113 Subcommittee Joint meeting on June 10th to review the scope and schedule for the project.

Consultant will hold a virtual project initiation meeting with STA to finalize the project work plan, procedures, expectations, and refine the project schedule. We will also use this meeting to confirm the key stakeholders to be involved throughout the project.

Task 1.2 On-going Project Management

Consultant will hold virtual monthly coordination meetings with STA staff and Caltrans to review technical progress, evaluate communication strategies, and monitor the project schedule. It is anticipated that there will be a total of up to 17 virtual project coordination meetings, excluding the project kick-off in Task 1.1, over the course of the 18-month project.

Consultant will also prepare monthly invoices and progress reports that include updates on work status, accomplishments, progress, and budget.

Task 1 Deliverables

- Meeting agenda and summary for one (1) Project Initiation meeting
- Shared project tracker
- 17 monthly virtual check-in meetings, including agendas and action items
- 18 monthly progress reports and invoices

Task 2. Stakeholder/Community Engagement

Task 2.1 Community Engagement Planning

It is anticipated that there will be two rounds of community engagement throughout the project. The first round will be near the start of the project to solicit community input on their vision for the corridor, their mobility characteristics, study area needs, and improvement priorities. The second round of outreach will present the improvement alternatives to the community and obtain input to guide the refinement of the alternatives and prioritization efforts conducted in Task 7.

One PEP will be prepared to cover both corridors. Each round of outreach is assumed to cover both corridors concurrently.

For each round of engagement, Consultant will prepare a brief plan that identifies the activities to be conducted, including pop-up locations, materials to be prepared, and communication channels. No revisions are assumed for the plans, with any STA comments incorporated into the rollout of outreach activities.

Task 2.2 Project Leadership Team Engagement

Consultant will conduct approximately quarterly meetings virtually with the Project Leadership Team (PLT), which will include members from local agencies and the California Department of Transportation (Caltrans), to provide updates on project progress. STA will be responsible for forming the PLT and Consultant will be responsible for creating meeting agendas and materials, and facilitating the meetings. Up to six (6) PLT meetings are assumed.

Task 2.3 Stakeholder Engagement

Consultant will engage with the following groups and advisory bodies while presenting at their regularly scheduled meetings at a total of three key points along the project's schedule, for a total of up to 10 meetings among the following groups:

- STA's SRs 12 and 113 policy subcommittees which include Travis Air Force Base and Caltrans
- STA's Bicycle Advisory Committee (BAC)
- STA's Pedestrian Advisory Committee (PAC)
- STA's Technical Advisory Committee
- Solano County Intercity Transit Consortium
- STA Board

It is assumed that for each of the up to 10 meetings, Consultant will provide a project update at an already-scheduled meeting and that STA will be responsible for coordinating the meeting agenda. It is assumed that the meetings will include similar content, applicable for the project phase that is being presented. Consultant will develop up to three base presentations to cover all of the identified meetings and share each with STA for one round of review. Minor modifications to the three presentations will be made to tailor to the specific meeting.

It is assumed that Consultant will attend up to five (5) meetings in person and five (5) meetings virtually.

Tasks 2.4 and 2.5 Round 1 and Round 2 Community Engagement Materials and Activities

Outreach Materials

The Public Engagement Plan (PEP) will specify the approach to notifications and anticipated outreach materials that may consist of a project fact sheet, community meeting flyers, comment cards, display boards, posters, and social media graphics. It will also identify engagement activities for each round of engagement. The activities listed in this task are assumptions for budgeting purposes and may be refined by the PEP.

Outreach materials and collateral will be provided in digital formats. Materials will consist of graphics/exhibits and visuals that help explain the project and the process to reach the project outcomes. Consultant will incorporate one round of comments into the outreach materials. Consultant has allocated up to \$1,800 across the two outreach rounds for a combination of printing of outreach materials and boosted social media posts. Consultant will also reach out to local project stakeholders (using an approved list) and share information on the project that they can use to help promote the engagement through their social media channels and other online communities.

Outreach materials are assumed to be translated into Spanish. A budget of up to \$2,000 is allocated for the translation of public-facing outreach materials.

Project Website

Consultant will develop content and graphics for a project web page hosted on the STA's website and develop up to three content updates at key points during the project. The web page will be the information hub that includes the project description, schedule, engagement opportunities (list of meetings and links to the online survey), and contact information. It is assumed that STA staff will serve as the point of contact for the public on this project.

Online Survey

It is anticipated that there will be a total of up to two (2) community surveys, one for the first round of outreach and one for the second round of outreach. An online survey using the PublicCoordinate or similar platform will be developed by Consultant to obtain community input during the first round of outreach. Consultant will incorporate one round of comments on the survey.

Input from the first online survey will be used to inform the identification of project needs, the vision for the corridor, and improvement alternatives. Survey Monkey, or a similar platform, will be used for the second round of outreach, which will occur after Task 6, to gather input from the community on the identified improvements.

Attendees at pop-up events in the first two rounds of outreach will be provided with a palm card with a QR code to access the survey on their own time within the survey window.

Community Meetings

Consultant will host one (1) virtual community meeting during the first round of outreach, covering both corridors. Kimley-Horn will develop a PowerPoint presentation for the meeting and incorporate one round of comments on the presentation. The meeting will be recorded and provided to the STA to post on the website, allowing for viewings from members of the community who are unable to attend the meeting at the scheduled time.

Community Pop-up Events

Consultant will host up to a total of six (6) pop-up events at commercial centers or community events, which will be spread out between the two rounds of outreach. Pop-up events would be staffed by two consultant team members and STA staff would be invited to participate as well. The pop-up events would solicit community input via similar means as the survey and community meetings and feedback would be used to guide refinement to the improvements.

Outreach Summary

For each round of outreach, Consultant will compile and summarize community and stakeholder input into one outreach summary document for each round of outreach. It will identify outreach themes, opportunities and constraints, consensus and disagreement, community priorities, and other findings. The summary will also provide a quantitative and qualitative summary of outreach conducted, meeting photos, the number of participants or attendees, and comments received. Consultant will incorporate one round of STA comments into each outreach summary.

Task 2 Deliverables

- Community Engagement Planning Document, each of two rounds
- Meeting agendas and materials for up to six (6) Project Leadership Team meetings
- Up to three (3) stakeholder meeting presentation decks
- SR-12 and SR-113 Community Engagement Materials and Activities
 - Outreach materials, which may include public-facing maps, pop-up boards, flyers, palm cards, and social media graphics, translated into Spanish
 - Project webpage content (up to three updates)
 - Community surveys (up to two)
 - Up to one (1) virtual community meeting
 - Up to six (6) pop-up events
 - Two (2) outreach summaries, one for each round of outreach

Task 3. Literature Review

Task 3.1 Previous Plans and Policy Review

Consultant will collect and review relevant past studies and design and guidance documents to serve as a foundation for the planning process and improvements identified throughout the project. Consultant will coordinate with the STA to confirm relevant plans, policies, and project documents that should be considered as part of this project, such as:

- [Caltrans 2020 Corridor Planning Process Guide](#)
- [CTC 2025 Comprehensive Multimodal Corridor Plan Guidelines](#)
- [STA 2001 Final Highway 12 Major Investment Study](#)
- [STA 2009 State Route 113 Major Investment Study](#)
- https://sta.ca.gov/wp-content/uploads/2019/05/SR-12_CSMP_Fulldocument.pdf
- [STA Solano Comprehensive Transportation Plan](#) (in progress)
- [STA's Solano Transportation Resiliency Plan](#) (in progress)
- [2017 Regional Transportation Plans \(RTP\) Guidelines](#)
- [Statewide Transportation Improvement \(STIP\) Guidelines](#)
- [Federal Congestion Management Process](#)
- [Caltrans Smart Mobility Framework](#)
- [MTC 2021 Plan Bay Area 2050](#)
- [MTC Transit 2050+](#) (in progress)
- [Caltrans 2021 Interregional Transportation Strategic Plan](#)
- [Caltrans 2021 California Transportation Plan 2050](#)
- [CalSTA 2021 Climate Action Plan for Transportation Infrastructure](#)

Tasks 3.2 and 3.3 Previous Plans and Policy Review Memorandum

Consultant will compile the findings into an SR 12 and SR 113 Previous Plans and Policy Review Memorandum that will be prepared in PowerPoint format. Consultant will incorporate one round of comments into the Memorandum.

Task 3 Deliverables

- SR 12 and SR 113 Previous Plans and Policy Review Memorandum (ppt format), Draft and Final

Task 4. Evaluate Existing Conditions on SRs 12 and 113

Consultant will prepare quantitative and qualitative analysis of the existing conditions along each corridor related to traffic, transit access, multimodal infrastructure, historical safety trends, and climate vulnerability.

We will utilize the new Solano-Napa Activity Based Model (SNABM), to be provided by STA, for baseline and future baseline traffic analyses and no new data collection is assumed. If the SNABM is not available when needed for this task, the forecast analysis effort may be delayed. One submittal of the Existing Conditions Memorandum is assumed, regardless of the timing of the SNABM availability.

The study area is assumed to include SR 12 from I-80 to the Sacramento River, SR 113 from SR 12 to I 80, and other key parallel arterial routes to be identified during the existing conditions analysis that are within ½ mile in urban areas and 1 mile in rural areas of those two corridors.

Task 4.1 and 4.2 SR 12 and SR 113 Existing Conditions Analysis

Task 4.1.1/4.2.1 Traffic Analysis

Transportation Infrastructure

Consultant will request from STA, cities, and transit agencies, the following data, as available, for transportation infrastructure:

- Parcel data (for ROW)
- Other transportation GIS data (roadway centerline, sidewalk, existing and planned bike/ped networks, parking, rail network)
- Rail network GIS data (including ownership and status)

Travel Behavior and Socioeconomic Data

Consultant will obtain and compile the following corridor demographic and travel pattern data:

- LEHD Data (to be pulled by Consultant from U.S. Census American Community Survey Data)
- Demographics and Mode Choice (to be pulled by Consultant from U.S. Census American Community Survey Data) to understand race, ethnicity, and other information about the residents along the corridor
- Travel patterns, by time of day, demographics, and trip purpose (to be pulled by Consultant from Replica)

Model Analysis

Consultant will request from STA to obtain the following transportation network usage data:

- Traffic analysis models and counts, including intersection counts of bicycles and pedestrians
- Signal timing plans
- Vehicle speed data (as available)

No new traffic counts or speed data collection is assumed to be conducted by Consultant.

Consultant will use SNABM model outputs to conduct an analysis of baseline and forecasted future analysis years. Once the study area and evaluation criteria are defined, Consultant will conduct a high-level traffic study analysis that produces results for the multimodal transportation alternatives, including assessments of quantitative and qualitative criteria measures. Transportation performance measures are anticipated to include: origin-destination patterns, travel time/speeds, volume-to-capacity ratio (V/C ratio), vehicle miles traveled (VMT), vehicle hours of traveled (VHT), and mode share.

Site Visit

Consultant will conduct one site visit of the corridor to observe existing travel patterns and conditions.

Task 4.1.2/4.2.2 Transit Analysis

Consultant will coordinate and collaborate with regional and local transit providers, to obtain and compile the following available data for services operating within or in close proximity to the corridor:

- GTFS
- Bus stop amenities
- Microtransit service area
- Automatic Passenger Counter (APC) Data (boarding, alightings, and through data), by stop and trip, typical one month period
- On-time performance reports, Automated Vehicle Locator (AVL) Data (raw data), or Swiftly access (if available)
- Historical ridership by route

Consultant will analyze the transit data received to develop an understanding of transit service supply and demand, including ridership trends and patterns, route-level productivity, and efficiency. Consultant will also analyze available transit performance data, including schedule adherence, travel times, sources of delay, and reliability metrics to identify operational bottlenecks and corridors with potential for transit priority improvements.

Transit operations analyses will focus on transit ridership patterns, access-sheds, service availability, and service reliability.

Task 4.1.3/4.2.3 Multimodal Analysis

Consultant will conduct a qualitative assessment of bicycle and pedestrian facilities along the corridor to identify where gaps exist today. The information will be summarized on a corridor map.

Task 4.1.4/4.2.4 Safety Analysis

Using collision data from TIMS for a recent 5 year period, Consultant will analyze existing safety conditions on the study corridors. This will include a focused analysis of collisions involving fatalities and severe injuries, as well as pedestrian- and bicycle-involved collisions. The focused analysis will identify collision profiles, collision factors and identify potential or likely causes for each such collision. Collision patterns will be assessed to identify any common causes and hotspot locations to inform specific countermeasures to be included with the project. Collision information will be mapped and tables will be developed.

Task 4.1.5/4.2.5 Climate Vulnerability Assessment

Consultant will conduct a qualitative assessment of risk related to climate adaptation and vulnerability based on readily available existing data from local agencies

Task 4.1.6/4.2.6 SR-12 Existing Conditions Memorandum

Consultant will develop a report summarizing these items. Analysis results for these tasks will be displayed using maps, infographics, and other visuals to readily communicate information to a variety of audiences. Consultant will incorporate one round of comments.

Task 4 Deliverables

- SR 12 Existing Conditions Memorandum, Draft and Final
- SR 113 Existing Conditions Memorandum, Draft and Final

Task 5. Develop Goals, Objectives, and Performance Measures

Task 5.1 SR 12 and SR 113 Goals, Objectives, Evaluation Framework, and Performance Measures Memorandum

In partnership with the Project Leadership Team, Stakeholders, and community, Consultant will develop a comprehensive set of project goals, with associated objectives and performance measures, that will be used in subsequent tasks to evaluate and prioritize the identified corridor improvements. Consultant will document these items in a summary memorandum and will incorporate one round of consolidated, non-conflicting comments.

Task 5 Deliverables

- SR 12 and SR 113 Goals, Objectives, Evaluation Framework, and Performance Measures Memorandum, Draft and Final

Task 6. Identify Potential Projects, Programs, and Strategies to Improve Corridor Performance and Evaluation

Task 6.1 and 6.2 SR 12 and SR 113 Improvements Identification and Evaluation

Task 6.1.1/6.2.1: Improvement Identification

Consultant will develop a set of proposed improvements that can be implemented in the near-term, mid-term, and long-term for each study corridor. Improvements will be focused on addressing the needs identified in Task 4, as well as those voiced by stakeholders and community members. Improvements related to improving resilience to climate change, as well as potential realignment of SR 113 and expansion of the SR 12 Rio Vista Bridge, will be considered. Improvements are assumed to be identified through a text description and callouts on an aerial. They are not assumed to include any design or topographic survey.

Consultant will group the projects together and prepare one project information factsheet that summarizes the full set of improvements using maps, tables, and infographics.

Task 6.1.2/6.2.2: Improvement Evaluation

Consultant will then evaluate the improvements using the Task 5 criteria. Consultant will summarize the findings in a matrix that includes the evaluation of each improvement relative to the identified criteria.

Task 6.1.3/6.2.3: Improvement Traffic Evaluation

Traffic analysis scope will be dependent on the findings of the existing conditions analysis, the corridor-specific goals and objectives identified in Task 5, and the types of improvements identified in Task 6.1.1. Prior to the start of this task, Consultant and STA will agree on a traffic evaluation scope of work, commensurate with the budget available.

Task 6.1.4/6.2.4: SR 12 Improvements and Evaluation Memorandum

Consultant will compile the findings into an Improvement and Evaluation Memorandum and will incorporate one round of comments.

Task 6 Deliverables

- SR 12 Improvements Identification and Evaluation Memorandum, Draft and Final
- SR 113 Improvements Identification and Evaluation Memorandum, Draft and Final

Task 7. Select and Prioritize Preferred Projects and Strategies with Cost Estimates

Task 7.1 and 7.2 SR 12 and SR 113 Improvement Prioritization and Costing

Task 7.1.1/7.2.1: Improvement Prioritization

Through discussions with the Project Leadership Team, stakeholders, and feedback from the community, Consultant will update improvement matrix with a prioritization ranking for each project and assignment of projects into near-term, mid-term, and long-term improvements categories.

Task 7.1.2/7.2.2: Improvement Cost Estimates

Consultant will develop a high-level planning cost estimate for each improvement. These cost estimates will not be based on any level of design and but will consider industry best practices and recent planning level cost estimates. The number of improvements for which cost estimates will be prepared will be commensurate with the budget available for this task.

Task 7.1.3/7.2.3: Improvement Implementation and Funding Opportunities

Consultant will conduct research into the implementation process for the improvements and key considerations and will document them in the improvement matrix. Consultant will also identify and document which funding opportunities will be best suitable for the different improvements.

Task 7.1.4/7.2.4: SR 12 Improvement Prioritization and Costing Memorandum

Consultant will prepare a memorandum with information on the methodology for prioritization and costing the improvements, as well as a matrix with the implementation

considerations and funding opportunities for each improvement. Consultant will incorporate one round of comments.

Task 7 Deliverables

- SR 12 Improvement Prioritization and Costing Memorandum, Draft
- SR 113 Improvement Prioritization and Costing Memorandum, Draft

Task 8. Develop Final CMCP Drafts for Adoption and Prepare/Submit CMCP Certification Checklist

Task 8.1 and 8.2 SR 12 and SR 113 CMCP Report

Task 8.1.1/8.2.1: Admin Draft

Consultant will prepare a summary report that includes the key findings from each of the previous tasks, as well as the feedback received during outreach. The report will be highly graphical in nature and the previous task deliverables will be included in the appendix.

Task 8.1.2/8.2.2: Draft and Final

Consultant will incorporate one round of consolidated, non-conflicting comments from Project Leadership Team, as well as one round of additional edits after the STA Board of Directors meeting.

Task 8.1.3/8.2.3: Checklist

Consultant will prepare a checklist based on Caltrans standards to document the work produced through the CMCP effort.

Task 8 Deliverables

- SR 12 CMCP Report, Admin Draft, Draft, and Final
- SR 12 CMCP Checklist
- SR 113 CMCP Report, Admin Draft, Draft, and Final
- SR 113 CMCP Checklist

Solano Transportation Authority (STA)
State Routes 12 and 113 Resilient Comprehensive Multimodal Corridor Plan Development

		Kimley-Horn and Associates, Inc.								TOTAL HOURS	TOTAL COST	ODC COST	ESCALATION	TOTAL PROJECT COSTS
Name	Category/Title	Adam Dankberg	Edgar Torres	Sr. Professional II	Sr. Professional I	Professional II	Professional I	Analyst	Project Support					
197.39% Overhead%	196.29% Overhead% w/o FCCM	Project Manager	Principal-in-Charge/QA/QC											
10% Fee%		Direct Rate	Billing Rate											
		\$117.18	\$90.68	\$142.63	\$119.74	\$84.82	\$68.71	\$55.55	\$49.73					
		\$383.20	\$296.54	\$466.43	\$391.57	\$277.38	\$224.69	\$181.66	\$162.63					
Task 1	Budget, Scope, and Schedule	64	2	0	0	60	59	0	53	238	\$ 63,636.79	\$ 100.00	\$ 954.55	\$ 64,691.34
1.1	Project Kick-off	10	2			6	5		8	31	\$ 8,513.84	\$ 100.00		\$ 8,613.84
1.2	On-going Project Management	54				54	54		45	207	\$ 55,122.94		\$ 954.55	\$ 56,077.50
Task 2	Stakeholder/Community Engagement	64	0	0	54	68	100	258	50	594	\$ 142,000.28	\$ 9,300.00	\$ 1,316.32	\$ 152,616.60
2.1	Community Engagement Planning	2			10			10		22	\$ 6,498.72			\$ 6,498.72
2.2	Project Leadership Team Engagement (up to 6 meetings)	30				24	24	48		126	\$ 32,265.40		\$ 658.16	\$ 32,923.55
2.3	Stakeholder Engagement (up to 10 meetings)	20			9	4	36	30		99	\$ 25,836.46	\$ 1,800.00		\$ 27,636.46
2.4	Round 1 Community Engagement Materials and Activities	8			20	25	25	100	30	208	\$ 46,493.57	\$ 4,400.00		\$ 50,893.57
2.5	Round 2 Community Engagement Materials and Activities	4			15	15	15	70	20	139	\$ 30,906.14	\$ 3,100.00	\$ 658.16	\$ 34,664.30
Task 3	Literature Review	2	1	0	0	10	10	40	0	63	\$ 13,350.03	\$ -		\$ 13,350.03
3.1	SR-12 Previous Plans and Policy Review							10		15	\$ 2,940.06			\$ 2,940.06
3.2	SR-113 Previous Plans and Policy Review					5		10		15	\$ 3,203.48			\$ 3,203.48
3.3	SR-12 and SR-113 Previous Plans and Policy Review Memorandum	2	1			5	5	20		33	\$ 7,206.49			\$ 7,206.49
Task 4	Evaluate Existing Conditions on SR-12 and SR-113	32	6	8	40	138	140	420	20	804	\$ 182,720.69	\$ 700.00		\$ 183,420.69
4.1	SR-12 Existing Conditions Analysis									0	\$ -			\$ -
4.1.1	Traffic Analysis	3			10	15	35	60		123	\$ 27,989.85	\$ 350.00		\$ 28,339.85
4.1.2	Transit Analysis	2	1			8		15		26	\$ 6,006.85			\$ 6,006.85
4.1.3	Multimodal Analysis	2	1			8	15	20		46	\$ 10,285.57			\$ 10,285.57
4.1.4	Safety Analysis	2		4		8	10	30		54	\$ 12,547.85			\$ 12,547.85
4.1.5	Climate Vulnerability Assessment	1			10			10		25	\$ 11,087.35			\$ 11,087.35
4.1.6	SR-12 Existing Conditions Memorandum	6	1			10		20	10	107	\$ 22,389.23			\$ 22,389.23
4.2	SR-113 Existing Conditions Analysis									0	\$ -			\$ -
4.2.1	Traffic Analysis	3			10	35	15	60		123	\$ 29,043.51	\$ 350.00		\$ 29,393.51
4.2.2	Transit Analysis	2	1			8		15		26	\$ 6,006.85			\$ 6,006.85
4.2.3	Multimodal Analysis	2	1			8	15	20		46	\$ 10,285.57			\$ 10,285.57
4.2.4	Safety Analysis	2		4		8	10	30		54	\$ 12,547.85			\$ 12,547.85
4.2.5	Climate Vulnerability Assessment	1			10			25		46	\$ 11,614.18			\$ 11,614.18
4.2.6	SR-113 Existing Conditions Memorandum	6	1			20	10	60	10	107	\$ 22,916.05			\$ 22,916.05
Task 5	Develop Goals, Objectives, and Performance Measures	4	1	0	0	6	6	30	0	47	\$ 10,291.55	\$ -		\$ 10,291.55
5.1	SR-12 and SR-113 Goals, Objectives, Evaluation Framework, and Performance Measures Memorandum	4	1			6	6	30		47	\$ 10,291.55			\$ 10,291.55
Task 6	Identify Potential Projects, Programs, and Strategies to Improve Corridor Performance and Evaluation	50	7	8	28	115	143	334	0	685	\$ 160,635.17	\$ 165.44		\$ 160,800.61
6.1	SR-12 Improvements Identification and Evaluation									0	\$ -			\$ -
6.1.1	Improvement Identification	5	1			5	36	30		77	\$ 17,138.22			\$ 17,138.22
6.1.2	Improvement Evaluation	10		3	3	5	20	50		91	\$ 21,369.74			\$ 21,369.74
6.1.3	Improvement Traffic Evaluation	5	2		10	10	36	42		105	\$ 24,917.28	\$ 82.72		\$ 25,000.00
6.1.4	SR-12 Improvements and Evaluation Memorandum	5	1	1	1	5	15	45		73	\$ 16,002.51			\$ 16,002.51
6.2	SR-113 Improvement Identification and Evaluation									0	\$ -			\$ -
6.2.1	Improvement Identification	5	1			35		30		71	\$ 17,370.53			\$ 17,370.53
6.2.2	Improvement Evaluation	10		3	3	25		50		91	\$ 22,423.40			\$ 22,423.40
6.2.3	Improvement Traffic Evaluation	5	2		10	10	36	42		105	\$ 24,917.28	\$ 82.72		\$ 25,000.00
6.2.4	SR-113 Improvements and Evaluation Memorandum	5	1	1	1	20		45		72	\$ 16,496.21			\$ 16,496.21
Task 7	Select and Prioritize Preferred Projects and Strategies with Cost	24	4	8	24	50	52	212	0	374	\$ 87,576.87	\$ 200.00	\$ 4,378.84	\$ 92,155.71
7.1	SR-12 Improvement Prioritization and Costing									0	\$ -			\$ -
7.1.1	Improvement Prioritization	4	1		4		10	30		49	\$ 11,092.35		\$ 554.62	\$ 11,646.97
7.1.2	Improvement Cost Estimates	2		2	4	4	15	40		67	\$ 15,011.84	\$ 100.00		\$ 15,862.43
7.1.3	Improvement Implementation and Funding Opportunities	3		2	4	3	3	6		21	\$ 6,244.92		\$ 312.25	\$ 6,557.16
7.1.4	SR-12 Improvement Prioritization and Costing Memorandum	3	1			15		30		49	\$ 10,266.34		\$ 513.32	\$ 10,779.65
7.2	SR-113 Improvement Prioritization and Costing									0	\$ -			\$ -
7.2.1	Improvement Prioritization	4	1		4	10		30		49	\$ 11,619.18		\$ 580.96	\$ 12,200.14
7.2.2	Improvement Cost Estimates	2		2	4	15	6	40		69	\$ 16,040.74	\$ 100.00		\$ 16,942.78
7.2.3	Improvement Implementation and Funding Opportunities	3		2	4	3	3	6		21	\$ 6,244.92		\$ 312.25	\$ 6,557.16
7.2.4	SR-113 Improvement Prioritization and Costing Memorandum	3	1			15		30		49	\$ 11,056.58		\$ 552.83	\$ 11,609.41
Task 8	Develop Final CMCP Drafts for Adoption and Prepare/Submit CMCP	34	6	6	6	52	68	190	54	416	\$ 92,956.00	\$ -	\$ 4,647.80	\$ 97,603.80
8.1	SR-12 CMCP Report									0	\$ -			\$ -
8.1.1	Admin Draft	10	1	2	2	10	30	70	20	145	\$ 31,327.83		\$ 1,566.39	\$ 32,894.22
8.1.2	Draft and Final	5	1	1	1	2	10	25	5	50	\$ 11,226.86		\$ 561.34	\$ 11,788.20
8.1.3	Checklist	2	1			8		2		13	\$ 3,185.75		\$ 159.29	\$ 3,345.04
8.2	SR-113 CMCP Report									0	\$ -			\$ -
8.2.1	Admin Draft	10	1	2	2	30	10	70	20	145	\$ 32,381.49		\$ 1,619.07	\$ 34,000.56
8.2.2	Draft and Final	5	1	1	1	10	2	25	5	50	\$ 11,648.32		\$ 582.42	\$ 12,230.73
8.2.3	Checklist	2	1			8		2		13	\$ 3,185.75		\$ 159.29	\$ 3,345.04
	TOTAL HOURS	274	27	30	152	499	578	1,484	177	3,221				
	Subtotal Labor:	\$104,997.04	\$8,006.60	\$13,992.82	\$59,519.03	\$138,411.38	\$129,873.57	\$269,582.04	\$28,784.90		\$ 753,167.37	\$ 10,465.44	\$ 11,297.51	\$ 774,930.32
	TOTAL COST:										\$ 753,167.37	\$ 10,465.44	\$ 11,297.51	\$ 774,930.32



DATE: May 29, 2026
TO: STA Board
FROM: Brandon Thomson, Senior Transit Mobility Coordinator
RE: Dixon Redit-Ride Service and Financial Management Contract

Background:

The Solano Transportation Authority (STA) has provided transit management staff assistance, as well as contracted with consultants to provide transit finance support. The first time STA provided this service was during the creation of Solano County Transit (SolTrans) in order to allow transitional tasks during its merger of Benicia and Vallejo transit systems. In March 2013, STA received two letters requesting assistance from STA for transit support assistance. The first request was from the City of Dixon requesting STA to provide consulting services to help complete Dixon's transit service analysis. The second request was from the City of Rio Vista requesting assistance from STA regarding the City's transit finances and operations. Since April 2013, the STA has continued to assist Rio Vista with the finance and management of the Rio Vista Delta Breeze.

Discussion:

The Transit Division of the Dixon Public Works Department operates and maintains the public transit system known as the Dixon Redit-Ride. As part of Dixon's adopted Fiscal Year (FY) 2026 budget, a Transit Manager position was approved to support the transit-related workload of the Public Works Director. However, despite a recruitment effort, Dixon has been unsuccessful in filling the Transit Manager position, which has remained vacant since July 2025.

To help address current staffing needs, Dixon has requested STA staff assist during FY 2027-28 to provide financial and operational management, records management, annual reporting, and regulatory compliance. Attachment A contains a list of some of the tasks that are anticipated in FY 2027-28. This proposal, as described above, was reviewed by and unanimously approved by the Dixon City Council on May 19, 2026.

Fiscal Impact:

If approved, the City of Dixon would reimburse the STA for transit management and financial services tasks for FY 2027-28 for a total amount not to exceed \$85,900.

Recommendation:

Approve the following:

1. Authorize the STA Executive Director to execute a contract with the City of Dixon for STA to provide transit management and financial services for the Dixon Redit-Ride for an amount not-to-exceed \$85,900.

Attachments:

- A. Dixon Redit-Ride Service and Financial Management Contract

**Solano Transportation Authority
Performance Contract
Project: Dixon Redit-Ride**



1. This Contract is entered into between the Solano Transportation Authority (“STA”) and the “City” named below (the “Parties”):

City of Dixon

2. The Term of this Contract is: July 1, 2026 – June 30, 2027. *This contract can be extended for an additional two years with the agreement of both the STA and the City of Dixon. .*

3. The maximum annual amount of this Contract is: \$85,900.

4. The Parties agree to comply with the terms and conditions of the following Exhibits, which are by this reference, made a part of this Contract:

Exhibit A – Scope of Work

Exhibit B – Budget Detail and Payment Provisions

Exhibit C – General Terms and Conditions

The Parties have executed this Contract as of the ___ day of _____, 2026.

SOLANO TRANSPORTATION AUTHORITY

CITY OF DIXON

By _____
DARYL K. HALLS, STA Executive Director

By _____
Jim Lindley, City Manager

APPROVED AS TO FORM:

By: _____
STA Legal Counsel

Dixon City Attorney

STA Contact Information
Daryl K. Halls, Executive Director
Solano Transportation Authority
423 Main Street
Suisun City, CA 94585
Telephone: (707) 424-6075
ATTN: Brandon Thomson

City Contact Information
Jim Lindley, City Manager
City of Dixon
600 E A ST.
Dixon, CA 95620
Telephone: (707) 678-7000

CONTRACT MUST BE EXECUTED BEFORE WORK CAN COMMENCE

EXHIBIT A
SCOPE OF WORK

1. STA agrees to provide the following services during the duration of the contract:
 - Provide financial and operational management;
 - Maintain records and manage reporting as required by Caltrans, the Federal Transportation Authority, the Metropolitan Transportation Commission, the Solano Transportation Authority, and other funding agencies;
 - Ensure that the Dixon Redit-Ride is meeting applicable regulations.
 - Prepare Dixon Redit-Ride's annual budgets and financial forecasts;
 - Manage the delivery of new vehicles and dispose of old vehicles;
 - Manage marketing and outreach of Dixon Redit-Ride service and develop information and materials to be provided to the public;
 - Assistance with the preparation of the City's monthly and annual reporting for various transit funding grants for the operation of the City's transit system;
 - Assistance with applications for funding for future City transit operations;
 - Administrative support for designated City transit staff in reviewing service plans and any operational issues that may arise during the Term of the Contract;
 - Meetings with the City Manager, or designee, to review operations, monthly reports, and to ensure reporting to funding agencies are completed in compliance with grant requirements;
 - Training new City staff on transit funding once new staff are identified;
 - Review and develop Dixon's TDA claim for FY 2027-28, and draft a TDA claim;
 - Provide monthly reports to the City Manager, and quarterly and year-end staff reports to the City Council, and provide City Council with presentations upon request; and
 - Represent the Dixon Redit-Ride at meetings with the Dixon City Council to receive direction and approvals related to transit services;
 - Implement regional policies such as MTC's Mapping and Way Finding Policy.

STA will provide such transit services through qualified *staff and/or* consultant services, as needed, with an estimated level of support of twenty-five (25) to thirty (30) hours per week.

EXHIBIT B
BUDGET DETAIL AND PAYMENT PROVISIONS

1. COMPENSATION

City agrees to provide the STA the amount of \$85,900 for the duration of the Contract to cover the full amount of the Contract, with payments to be provided on a monthly basis based on invoices provided by STA to the City of Dixon. In the event of termination by City without default by STA, City shall only be responsible for paying the monthly amount through the 60-day notification period while services are being rendered.

2. METHOD OF PAYMENT

Invoices for the transit consultant services will be provided on a monthly basis and will be reviewed and approved by both the City and STA prior to being processed for payment by STA. City shall pay STA monthly in arrears for fees and expenses incurred the prior month, up to the maximum amount provided for above. Each invoice must specify services rendered, date of service and the accrued charges.

EXHIBIT C
GENERAL TERMS AND CONDITIONS

1. TIME

Time is of the essence on all terms and conditions of this Contract.

2. TERMINATION

This Contract may be terminated by STA or City, at any time, upon *sixty (60)* days written notice from one to the other.

3. SIGNATURE AUTHORITY

The Parties executing this Contract certify that they have the proper authority to bind their respective entities to all of the terms and conditions set forth in this Contract.

4. WARRANTY

A. City relies upon STA's professional ability and training as a material inducement to enter into this Contract. STA warrants that STA will perform the work according to generally accepted professional practices and standards, and the requirements of applicable federal, state and local laws.

B. STA further warrants that STA possesses current valid appropriate licensure, including, but not limited to, drivers license, professional license, or permits required to perform the work under this Contract.

5. DEFAULT

A. If either Party defaults in its performance, the non-defaulting Party shall promptly notify the defaulting Party in writing. If the defaulting Party fails to cure a default within thirty (30) days after notification, or if the default requires more than thirty (30) days to cure and the defaulting Party fails to commence to cure the default within thirty (30) days after notification, then this Contract may be terminated with no further notice.

B. If this Contract is terminated because of default, the non-defaulting Party shall be entitled to recover from the defaulting Party all damages allowed by law.

6. INDEMNIFICATION

A. STA agrees to defend, indemnify and hold harmless City and its employees, agents and elective and appointive Boards from and against any damages, including costs and attorney's fees arising out of negligent or intentional acts or omissions of STA, its employees or agents, or out of any other failure to provide services in a manner consistent with STA's warranties above.

B. City agrees to defend, indemnify and hold harmless STA, its employees, agents and elective and appointive Boards from and against any damages, including costs and attorney's fees arising out of negligent or intentional acts or omissions of City, its employees or agents.

7. INSURANCE REQUIREMENTS

STA shall procure and maintain for the duration of this Contract the following insurance:

Professional Liability (Errors and Omissions): Insurance appropriate to the STA's profession, with limit no less than **\$2,000,000** per occurrence or claim, **\$2,000,000** aggregate.

8. INDEPENDENT CONTRACTOR

A. The Parties mutually understand that this Contract is between two independent contractors and is not intended to, and shall not be construed to, create the relationship of agent, servant, employee, partnership, joint venture or association.

B. As an independent contractor, STA is not subject to the direction and control of City, except as to the final result contracted for under this Contract. City may not require STA to change STA's manner of doing business, but may require redirection of efforts to fulfill this Contract.

C. STA may provide services to others during the same period STA provides services to City under this Contract.

9. COMPLIANCE WITH LAW

Both Parties shall comply with all federal, state and local laws and regulations applicable to their respective performance, including, but not limited to, licensing, employment and purchasing practices, wages, hours and conditions of employment.

10. CONFLICT OF INTEREST

Both Parties warrant that their employees and/or their immediate families, and/or elected Boards, and/or officers have no interest, including, but not limited to, other projects or independent contracts, and shall not acquire any interest, direct or indirect, which conflicts with the rendering of services under this Contract.

11. INSPECTION AND AUDIT

Authorized representatives of City, the state and/or the federal government may inspect and/or audit STA's performance, place of business, and/or records pertaining to this Contract during reasonable business hours.

12. NONDISCRIMINATION

A. In rendering services under this Contract, both Parties shall comply with all applicable federal, state and local laws, rules and regulations, and shall not discriminate based on age, ancestry, color, gender, marital status, medical condition, national origin, physical or mental disability, race, religion, sexual orientation, or other protected status.

B. Further, neither Party shall discriminate against its employees, which includes, but is not limited to, employment upgrading, demotion or transfer, recruitment or recruitment advertising, layoff or termination, rates of pay or other forms of compensation, and selection for training, including apprenticeship.

13. UNFORESEEN CIRCUMSTANCES

STA is not responsible for any delay caused by natural disaster, war, civil disturbance, labor dispute or other cause beyond STA's reasonable control, provided STA gives written notice to City of the cause of the delay within ten (10) days of the start of the delay.

14. NOTICE

A. Any notice necessary to the performance of this Contract shall be given in writing by personal delivery or by prepaid first-class mail addressed as stated on the Contract.

B. If notice is given by personal delivery, notice is effective as of the date of personal delivery. If notice is given by mail, notice is effective as of the day following the date of mailing or the date of delivery reflected upon a return receipt, whichever occurs first.

15. CHANGES AND AMENDMENTS

A. City may request changes in STA's scope of work. Any mutually agreed upon changes, including any increase or decrease in the amount of City's compensation shall be effective when incorporated in written amendments to this Contract.

B. Either Party desiring a revision shall request amendments to the terms and conditions of this Contract in writing. Any adjustment to this Contract shall be effective only upon the Parties' mutual execution of an amendment in writing.

C. No verbal agreements or conversations prior to execution of this Contract or requested Amendment shall affect or modify any of the terms or conditions of this Contract, unless reduced to writing according to the applicable provisions of this Contract.

16. CHOICE OF LAW

The Parties have executed and delivered this Contract in the County of Solano, State of California. The laws of the State of California shall govern the validity, enforceability or interpretation of this Contract. Solano County shall be the venue for any action or proceeding, in law or equity that may be brought in connection with this Contract.

17. WAIVER

Any failure of a Party to assert any right under this Contract shall not constitute a waiver or a termination of that right under this Contract or any provision of this Contract.

18. CONFLICTS IN THE CONTRACT DOCUMENTS

The Contract documents are intended to be complementary and interpreted in harmony so as to avoid conflict. In the event of conflict in the Contract documents, the Parties agree that the document providing the highest quality and level of service shall supersede any inconsistent version of these documents.

19. ENTIRE CONTRACT

This Contract, including any exhibits referenced constitutes the entire agreement between the Parties, and there are no inducements, promises, terms, conditions or obligations made or entered into by STA or City other than those contained.

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DATE: May 22, 2026
TO: STA Board
FROM: Dulce Jimenez, Assistant Planner
RE: Bicycle Advisory Committee (BAC) Member Appointment

Background:

The STA's Bicycle Advisory Committee (BAC) is responsible for providing funding and policy recommendations to the STA Board on bicycle-related issues for monitoring, implementing, and updating the Countywide Active Transportation Plan. The BAC's membership currently has vacant positions for representation from the City of Rio Vista (Attachment A).

The BAC representatives are nominated either by their respective city council or mayor before being considered by the STA Board for a formal appointment. Member-at-Large positions are appointed directly by the STA Board. Appointments are for a 3-year term and are voluntary. Non-elected citizens are encouraged to participate in these citizen advisory committees.

Discussion:

Rachel Mixon is seeking appointment as the new Member-at-Large representative on the BAC. Mrs. Mixon is passionate about biking and often times she commutes to work using her bicycle. As a Civil Engineer, Mrs. Mixon has had the opportunity to work on biking projects and is familiar with active transportation infrastructure, and therefore brings valuable insight into enhancing biking across Solano County.

STA staff recommends appointing Rachel Mixon to the Member-at-Large position for a three-year term set to expire on December 31, 2028.

Fiscal Impact:

None.

Recommendation:

Approve the appointment of Rachel Mixon to represent the STA Member-at-Large position for a three-year term set to expire on December 31, 2028.

Attachments:

- A. BAC Committee Membership June 2026



**STA Bicycle Advisory Committee (BAC)
Membership Status
June 2026**

Member	Jurisdiction	Appointed	Term Expires	Chair/Vice-Chair Appointment
Brett Nelson	Benicia	April 2026	December 31, 2028	
Terry Stenz	Dixon	September 2025	December 31, 2027	
Jacob Francisco	Fairfield	December 2023	December 31, 2026	Chair '26
VACANT	Rio Vista			
Tyler Meirose	Suisun City	February 2023	December 31, 2028	
Neal Iverson	Vacaville	January 2018	December 31, 2026	Chair '20, '21 Vice Chair '26
David Belef	Vallejo	January 2018	December 31, 2026	Chair '24, '25 Vice Chair '22, '23
Jason Gray	Solano County	December 2024	December 31, 2027	
Joshua Blissett <i>Rachel Mixon</i>	Member-at-Large	February 2025 <i>June 2026</i>	December 31, 2027 <i>December 31, 2028</i>	Vice Chair '26



DATE: May 29, 2026
TO: STA Board
FROM: Debbie McQuilkin, Program Manager
RE: Paratransit Coordinating Council (PCC) Membership Update

Background:

The Paratransit Coordinating Council (PCC) is a citizen advisory committee to the Solano Transportation Authority (STA), representing older adults, people with disabilities, and low-income residents of Solano County. PCC members are volunteers from the community and local social service agencies, and include individuals with lived experience using transportation services, including members of the ADA community. This representation helps ensure that the perspectives of those directly impacted by mobility challenges are reflected in PCC discussions and recommendations. Members serve three-year terms and may be reappointed by the STA Board.

The Solano Transportation Authority's (STA) Paratransit Coordination Council (PCC) By-Laws stipulate that there are eleven (11) members of the PCC. Members of the PCC include up to three (3) transit users, two (2) members-at-large, two (2) public agency representatives, three (3) social service providers and one (1) representative from MTC Policy Advisory Council (PAC) representing the Disabled Community of Solano County. The MTC PAC member advises the MTC on transportation policies in the Bay Area, incorporating diverse perspectives relating to the environment, the economy and social equity.

The Paratransit Coordinating Council's (PCC) By-laws state that the PCC must nominate and elect a Chair and Vice-Chair. The Chair and Vice Chair are allowed to serve a term of two (2) consecutive years. After holding an officer's position for two (2) consecutive years, a minimum of one (1) year must elapse before either of the officers can serve again.

Discussion:

The term for Ruben Brunt, PCC Chair and Transit User Member, will expire in June 2026. Mr. Brunt has expressed interest in continuing his membership for another 3-year term. STA staff received notification from Shannon Lovelace-White, Social Service Provider, that she is no longer able to serve as a PCC member. STA staff would like to acknowledge and thank Ms. Lovelace-White for her contributions and participation on the Council. The reappointment of Heather Barlow, Social Service Provider, originally appointed in 2020, was approved by the STA Board at the April Board meeting. STA staff are pleased to have Ms. Barlow continue her service for another 3-year term on the PCC.

The Solano County PCC currently has two vacancies in the *Public Agency – Education and Social Service Provider* membership categories. STA staff will continue outreach and recruitment efforts to fill these positions.

At the PCC meeting on May 21, 2026, the PCC recommended to the STA Board to reappoint Ruben Brunt, Transit User Member, to another 3-year term, which will expire in December 2029.

Fiscal Impact:

None.

Recommendation:

Reappoint Ruben Brunt, Transit User Member, to another 3-year term, expiring in December 2029.

Attachment:

- A. PCC Membership Status for May 2026.

May 2026

PCC Members and Alternates

PCC Members are community volunteers with a vested interest in supporting the American with Disabilities Act (ADA) Community. Members either work with the ADA Community to provide direct services, serve as advocates, or receive services.

Member	Alternate	Jurisdiction	Agency	Appointed	Term Expires	Chair/Vice Chair Appt
Teri Ruggiero		Member at Large		June 2025	June 2028	
Brian McLaughlin		Member at Large		December 2019	December 2028	
Dwayne Hankerson		MTC PAC Representative	MTC	January 2022	January 2028	
VACANT		Public Agency - Education				
Jamal Waters		Public Agency – Health and Social Services	ODAS	January 2024	January 2027	
Shannon Lovelace-White		Social Service Provider	Molly’s Angels	June 2025	June 2028	
Heather Barlow		Social Service Provider	Kaiser Permanente	February 2020	March 2029	
Lisa Hooks	Kenya Martinez	Social Service Provider	State Council on Developmental Disabilities	December 2016	December 2026	
Cynthia Tanksley		Transit User		September 2012	September 2027	
Ruben Brunt Chair		Transit User		June 2023	June 2026	Start: Jan 2024 Ends: Dec 2026
Chandra Daniels		Transit User		February 2025	December 2027	Start: Mar 2025 End: Mar 2027

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DATE: June 10, 2026
TO: STA Board
FROM: Leslie Gould, Project Manager
RE: Regional Transportation Impact Fee – Fiscal Year 2025-26 2nd Quarter Update and Working Group Recommendations

Background:

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

The RTIF is collected from five (5) geographic RTIF districts in the County. The boundaries of these RTIF districts overlap with local jurisdiction boundaries. Accordingly, there are a few local jurisdictions that are in multiple RTIF districts. These include the City of Fairfield, which is in Districts 1, 2, and 4, as well as the County of Solano, which is in all RTIF districts. The rest of the local jurisdictions are just in a single district based on their respective geographic location as shown in Attachment A.

The distribution of the RTIF revenue is proportionally divided between seven (7) RTIF districts. These include the five geographic districts mentioned previously, as well as two (2) additional districts. These additional districts are specifically for regional transit improvements (District 6) and road improvements in the unincorporated area of the County (District 7). Together, the transit and unincorporated roadway improvement districts receive ten (10) percent of the RTIF revenue or five (5) percent each. The remaining RTIF revenue is proportionally distributed based on the amount collected from each of the five geographic RTIF districts.

Each of the seven (7) RTIF districts is governed by a Working Group. These Working Groups, except for Transit, are made up of Public Works Directors (PWDs) from local jurisdictions representing the RTIF district. The South County RTIF district (District 3), for instance, is made up of PWDs from the County of Solano and the Cities of Benicia and Vallejo. Altogether, the Working Groups are required to meet annually and are responsible for prioritizing and implementing eligible projects, as well as providing status updates and recommending projects to be included in the RTIF Nexus Study.

The Nexus Study for the County’s PFF Program is required by law to be updated every five (5) years by the County. The most recent update to this Study was completed in October of 2023. Part of the 2019 update was a recommendation presented by County staff to increase the amount collected for the RTIF from \$1,500 to \$2,500 for each dwelling unit equivalent (DUE). This increase to \$2,500 per DUE was projected to raise the RTIF revenue to \$2M per year, rather than the \$1.2M per year it had been averaging. As a result, the County of Solano, in partnership with the seven cities, began collecting the updated RTIF on October 6, 2019, according to the new approved fee schedule. Since the program began in 2013, the STA has managed a total of \$28.31M

in RTIF revenue as of the second quarter of fiscal year (FY) 2025-26. The majority of these RTIF funds have been committed to eligible projects throughout the County.

Discussion:

The RTIF revenue generated for the second quarter of FY 2025-26 totals \$473,118. Attachment B displays the breakdown of the second quarter revenue along with the uncommitted RTIF amounts available from each RTIF district. Most of the revenue came from District 1 for the Jepson Parkway Corridor at \$273,023 or around 58 percent of the overall quarter revenue. District 3 for the South County, which includes County of Solano and Cities of Benicia and Vallejo, generated \$41,544 (9 percent). Districts 4 (Central County) and 5 (State Route 113 corridor) also earned 9 percent each with \$44,565 and \$42,907, respectively. The remaining four RTIF districts accounted for 15 percent of the total revenue. Given this quarter’s revenue, the amount collected for the FY thus far totals \$931,598.

The working groups for Districts 2 and 4 reconvened on Thursday, April 29, 2026, to discuss additional RTIF funding commitments. These meetings occurred after receiving the second quarter revenue, so the uncommitted RTIF funds displayed in Attachment B were the amounts available for programming.

The RTIF District 2 had \$494,327 available in funding for programming, and it approved the loan of \$100,000 to District 4 for the North Connector West Project during the meeting. The RTIF District 2 also approved reprogramming \$600,000 in funds from Railroad Avenue Extension to Solano Rail Hub Project.

Overall, with these additional RTIF funding commitments, approximately 96 percent of the RTIF funds collected have been expended (\$5.176M) and committed (\$22.017M) to eligible projects. The remaining funds that are uncommitted now stand at just \$929,425.

This item went to the STA TAC at its meeting on May 27, 2026, as an Action Financial item.

Fiscal Impact:

None to the STA.






Recommendations:

Recommend the STA Board to approve the following:

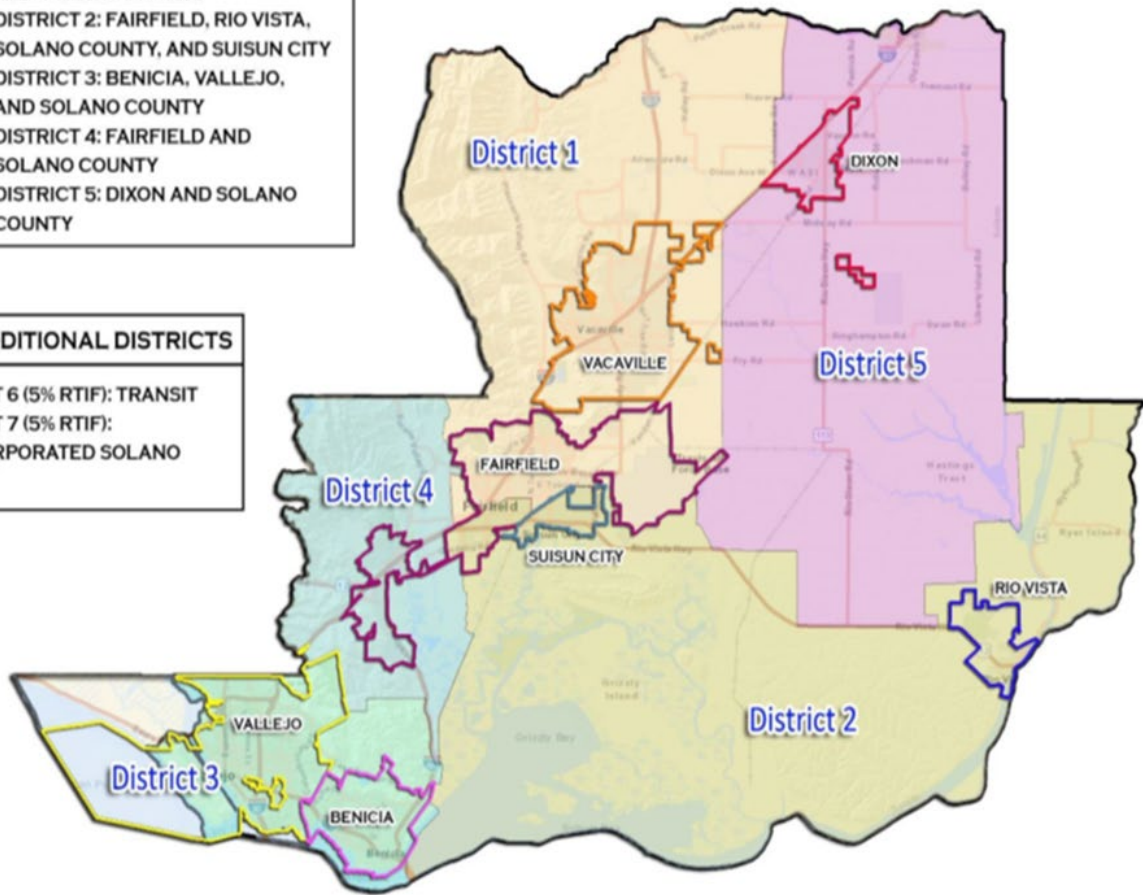
1. Program the loan of \$100,000 of RTIF District 2 funds to District 4 for the North Connector West Project;
2. Authorize the STA Executive Director to enter into funding agreement with the City of Fairfield for \$100,000 loan;
3. Reprogram \$600,000 of RTIF District 2 funds from Railroad Avenue Extension to Solano Rail Hub Project;
4. Authorize the STA Executive Director to enter into funding agreement with Suisun City for programming \$600,000 RTIF fund for Solano Rail Hub Project.

Attachments:

- A. Map of RTIF Districts
- B. RTIF Revenue by RTIF District for Second Quarter, FY 2025-26

LEGEND	
	DISTRICT 1: FAIRFIELD, VACAVILLE, AND SOLANO COUNTY
	DISTRICT 2: FAIRFIELD, RIO VISTA, SOLANO COUNTY, AND SUISUN CITY
	DISTRICT 3: BENICIA, VALLEJO, AND SOLANO COUNTY
	DISTRICT 4: FAIRFIELD AND SOLANO COUNTY
	DISTRICT 5: DIXON AND SOLANO COUNTY

TWO ADDITIONAL DISTRICTS	
	DISTRICT 6 (5% RTIF): TRANSIT
	DISTRICT 7 (5% RTIF): UNINCORPORATED SOLANO COUNTY



RTIF Revenue for Second Quarter, FY 2025-26			
RTIF District	Q2 Revenue	Percent	Uncommitted Funds*
District 1 Jepson Corridor	\$ 273,023.29	58%	\$ -
District 2 SR 12 Corridor	\$ 23,767.57	5%	\$ 494,327.18
District 3 South County	\$ 41,543.50	9%	\$ 46,080.42
District 4 Central County	\$ 44,564.94	9%	\$ 54,135.05
District 5 SR 113	\$ 42,906.66	9%	\$ 334,881.91
District 6 Transit (5%)	\$ 23,655.89	5%	\$ -
District 7 County Road (5%)	\$ 23,655.89	5%	\$ -
Total	\$ 473,117.74	100%	\$ 929,424.56
* Funds reflect totals prior to Working Group meetings.			



DATE: May 29, 2026,
TO: STA TAC
FROM: Ron Grassi, Director of Programs
RE: Revised First Amendment to Solano Express Intercity Transit Funding and Cost-Sharing Agreement for FY 2026-27

Background:

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

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

In FY 2012-13, a revised Intercity Transit Funding Agreement was approved, based on the FY 2009-10 Agreement, and modified to ensure that the essential elements of the agreement could withstand the test of time, eliminating the need for annual updates and signatures from all city managers, public works directors, and agency attorneys. The STA Board approves the Solano Express operating budget annually after the Intercity Transit Funding Working Group review, as needed. The agreement continues in perpetuity unless the parties decide otherwise, or a need arises to amend it. With the merger of Benicia and Vallejo's transit systems in 2011, Solano County Transit (SolTrans) has replaced those two cities as funding partners.

In January 2023, the City of Suisun City separated from Fairfield and Suisun Transit (FAST). It began operating its own Microtransit service with STA's assistance, becoming a Solano Express-represented funding partner.

On October 24, 2023, STA staff and the Intercity Transit Funding Working Group (ITFWG) met to discuss the updated Intercity Funding and Operating Agreement for Solano Express. STA received comments from the City of Fairfield and the City of Vacaville at that time. On November 16, 2023, the Solano Express Intercity Funding and Operating agreement was on the SolTrans Board agenda; however, the SolTrans Board decided to table the item. On November 28, 2023, the Draft Intercity Transit Funding and Operating Agreement was presented to the Solano Express Intercity Transit Consortium as an information item. STA staff presented the draft Intercity Transit Funding and Operating Agreement to the ITFWG again on May 22, 2024. On December 10, 2024, the STA Board reviewed and approved the Solano Transit 2030 Policy Committee's Final Recommendations to clarify interagency communication and partner roles and responsibilities. The updated Solano Express Intercity Funding and Cost-Sharing Agreement aligns with the Solano Transit 2030 Policy

Recommendations. On January 16, 2025, the SolTrans Board discussed the Solano Express Intercity Funding and Cost-Sharing Agreement and provided recommendations to the SolTrans staff. STA has incorporated the SolTrans Board recommendations in the updated Intercity Funding and Cost-Sharing Agreement. The Agreement was presented to the January 28, 2025, Intercity Transit Funding Working Group, where SolTrans Staff provided additional comments. The additional comments are included in the final version of the Intercity Funding and Cost-Sharing Agreement (Attachment A).

On February 25, 2025, this item was presented to the Solano County Intercity Transit Consortium. STA staff presented the item and highlighted amendments incorporated from the cities of Vacaville, Fairfield, and the SolTrans Board. SolTrans staff reviewed the agreement again and said they had drafted changes to be reviewed by SolTrans Legal Counsel before submitting it to STA. STA staff explained that the identified SolTrans concerns raised at the Intercity Working Group meeting on January 28, 2025, were incorporated into the agreement. SolTrans motioned that this item be moved to the March 25th Consortium Agenda. The Solano County Intercity Transit Consortium voted to move this item to the March 25th Consortium meeting.

On March 25, 2025, STA staff presented the Solano Express Intercity Transit Funding and Cost-Sharing Agreement again with all changes requested and reminded the Consortium members that the agreement is necessary for the program's funding and emphasized the need for a funding agreement for the funding of the service to continue and guarantee funding from all the funding partners for FY 2025-26.

SolTrans staff commented that they (SolTrans) are in the middle of their COA, and the agreement has not yet gone to the SolTrans Board. They did not want to recommend forwarding the agreement due to the main concern of being held accountable for schedules and service changes that are likely to occur, for which the funding partners may not agree. Vacaville staff commented that this Committee should be following the Transit 2030 Policy recommendations approved by the STA Board.

The Intercity Funding and Cost Sharing agreement includes language to address schedule and/or service changes. On page 19 of the agreement (Attachment A), under section V. Route, Schedule, Service Areas, the agreement states that changes to vehicle revenue hours and bus stops shall be presented to the Intercity Funding Working Group (ITFWG), Transit Consortium, and STA TAC for consideration and approval by the STA Board before implementation.

At the same meeting, STA staff noted that a funding agreement will be required before SolTrans can claim the FY 2025-26 Solano Express funding. SolTrans staff indicated that they understood the need for a funding agreement. STA staff requested that SolTrans provide language pertaining to services outlined in the agreement. After further discussion, the group agreed to table this item until the next Consortium meeting on April 29, 2025.

On April 29, 2025, STA staff noted that the Intercity Transit Funding and Cost Sharing agreement is being returned to the Solano County Intercity Transit Consortium for approval and reemphasized the agreement's importance to the program's funding, highlighting the need to fund the Solano Express service. SolTrans staff indicated they are working on amendments. After the discussion, a motion was passed to continue the conversation at the next scheduled meeting on May 27th.

The Solano County Intercity Transit Consortium unanimously approved the recommended action at its May 27, 2025, meeting. The STA TAC voted unanimously on May 28, 2025, to forward the recommended action to the STA Board for approval.

On June 11, 2025, the STA Board, by unanimous vote, approved the FY 2025-26 Solano Express Intercity Funding and Cost-sharing Agreement (Attachment A). On June 12, 2025, the SolTrans Board voted unanimously to approve the Solano Express Intercity Funding and Cost-Sharing Agreement, which was signed on August 26, 2025. Over the next couple of months, the Cities of Dixon, Fairfield, Suisun City, and Vacaville executed the Solano Express Intercity Funding and Cost-Sharing Agreement. Solano County Board of Supervisors was the final approval required, and it approved the agreement on September 9, 2025.

Discussion:

This item was presented as an informational item to the Intercity Funding Working group on March 19, 2026, to the Intercity Transit Consortium on March 24, 2026, and to the STA Board on April 8, 2026. In preparation for the approval of the FY 2026-27 Solano Express Intercity Transit Funding and Cost-Sharing Agreement. The following information was agreed upon by the funding partners for the FY 2026-27 1st contract amendment to the Solano Express Intercity Transit Funding and Cost Sharing Agreement.

1. Cost Per Revenue Hour \$246.76
2. Service Hours by Route:
 - Red Line 24,555
 - Yellow Line 10,243
 - Blue Line 7,920
 - Green line 2,282
 - Total Service Hours 45,000
3. FY 2026-27 Solano Express Budget \$11.1 million
4. FY 2026-27 Funding Plan and 5 Year Financial Forecast

The FY 2026-27 Solano Express Intercity Funding and Cost Sharing Agreement was brought forward as an action item on April 23, 2026, to the Intercity Funding Working Group, which discussed the FY 2026-27 Solano Express Cost Per Revenue Hour of \$246.76, the Solano Express Budget of \$11.1 million, the Funding Plan, and the Agreement, and made recommendations for approval. At the ITFWG, SolTrans expressed a desire to discuss STA's role and Responsibilities as they relate to Solano Express in the next fiscal year.

On April 28th & 29th, 2026, the Solano County Intercity Transit Consortium and STA TAC discussed the Solano Express Cost per revenue hour, Budget, Funding Plan, and the Agreement. and took action to recommend approval by the STA Board. At the STA TAC, there was a discussion regarding SolTrans' s desire to revisit STA's Roles and Responsibilities regarding Solano Express. Two funding partners raised a concern that the STA Board is the only Board in which all funding partners are equally represented.

On May 13, 2026, the STA Board, by unanimous vote, approved the 1st amendment to the Solano Express Intercity Funding and Cost Sharing Agreement for FY 2026-27 (Attachment B).

On May 19, 2026, as part of the SolTrans Board Agenda, STA staff received Attachment C, a SolTrans staff report regarding the authorization to continue Solano Express Route 82 Service. The SolTrans staff report indicated that the Total Revenue Service Hours for the Solano Express Red, Yellow, Blue, and Green lines were only 42,169. SolTrans Staff was requesting authority to add back route 82, with 2,424 revenue hours, to bring the total revenue hours to 44,593. The following is the revised breakdown of the STA Board-approved Solano Express Lines with Revenue Service Hours by route:

Red Line 21,757
 Yellow Line 7,758
 Blue Line 10,757
 Green line 1,897
 Total Service Hours 42,169 Revenue Hours Remaining 2,831 to complete 45,000

The 2,831 revenue service hours are valued at \$698,578. The following options are available:

1. Keep hours under budget and keep the cost savings in the Solano Express reserves for future years.
2. Cut the 82 as planned for August, and then potentially bring it back in January after discussing with all interested parties.
3. Cut the 82 as planned and use the hours to add more trips to another line in January or later.
4. Keep the 82 for now and decide in the future how we want/need to modify service/hours.

This agenda item was discussed at the SolTrans Board on May 21, 2026, and the SolTrans Board approved rescinding the Board action to discontinue Route 82 and authorizing staff to Continue Route 82 service as part of the Systemwide Redesign, effective August 2, 2026, subject to concurrence from the Solano County Intercity Transit Consortium and the STA TAC.

The Intercity Transit Funding Working Group (ITFWG) discussed this item on May 26, 2026. Several funding partners expressed dissatisfaction with the process; however, they agreed that, based on the Solano Express Performance Metrics (Attachment D), route 82 should be continued and recommended that the Consortium concur with the SolTrans Board action.

The Solano Express Intercity Consortium met on May 26, 2026. The consortium concurred with continuing Route 82 based on the Solano Express Performance Metrics (Attachment D) and recommends the action to the STA TAC and Board.

The STA TAC met on May 27, 2026, and after discussion, recommended restoring the Route 82; however, they expressed discontent with the process as well, and added to their motion that any future service changes must follow the process of being presented to the Solano County Intercity Transit Consortium, STA TAC, and STA Board before being approved by the SolTrans Board. They reiterated that the STA Board is the only body in which all funding partners are equally represented.

Based on the action of the SolTrans Board and the recommendations of the Solano County Intercity Transit Consortium and TAC, the following are the revised recommended Revenue Service Hours by route, which will be incorporated into the revised 1st amendment to the Solano Express Intercity funding and cost-sharing agreement once approved by the STA Board:

Red Line 21,757
 Yellow Line 7,758
 Blue Line 10,757
 Green line 1,897
 Route 82 2,424
 Total Service Hours 44,593

Fiscal Impact:

The Solano Express's approved budget for FY 2026-27 is \$11.1 million, an increase of \$737,663 from FY 2025-26. The approved cost per revenue hour for FY 2026-27 is \$246.76, a 7.1% increase

from FY 2025-26. The Revenue hours were programmed at 45,000. Funding is provided with Regional Measure 2 (\$2.1 million), Regional Measure 3 (\$3 million), State Transit Assistance funds (STAF) (\$1.9 million), and TDA contributions from partner agencies. The Funding Plan, including the variable elements of the cost-sharing agreement for FY 2026-27, is included as Attachment B. The Solano Express Draft Budget for FY 2026-27 is included as Attachment E, and the FY 2026-27 Solano Express 5 Year Financial Forecast is included as Attachment F.

Recommendation:

1. Approve the revised service hours by route, based on the SolTrans Board's action to restore Route 82 and the recommendations of the Solano County Intercity Transit Consortium and STA TAC; and
2. Authorize the STA Executive Director to modify and sign the 1st Amendment to the Solano Express Intercity Transit Funding and Cost Sharing Agreement for FY 2026-27 and the attachments accordingly. (Attachment B, E & F)
 - i. Solano Express Cost Per Revenue Hour (\$246.76)
 - ii. Solano Express Service Hours by Route
 - iii. FY 2026-27 Solano Express Budget
 - iv. FY 2026-27 Funding Plan and 5 Year Financial Forecast

Attachments:

- A. FY 2025-26 Solano Express Intercity Funding and Cost Sharing Agreement
- B. STA Board Approved 1st Amendment to the Solano Express Intercity Transit Funding and Cost Sharing Agreement for FY 2026-27
- C. SolTrans Systemwide Redesign Authorization to continue Route 82 Service. SolTrans Systemwide Redesign Authorization to continue Route 82 Service May 21, 2026 Staff Report
- D. Solano Express Performance Metrics
- E. FY 2026-27 Solano Express Draft Budget
- F. FY 2026-27 Solano Express Funding Plan, and 5 Year Financial Forecast updated 5/27/26.

**INTERCITY TRANSIT FUNDING AND COST SHARING AGREEMENT
(SOLANO EXPRESS) BY AND AMONG
THE SOLANO TRANSPORTATION AUTHORITY, THE COUNTY OF SOLANO,
THE SOLANO COUNTY TRANSIT, THE CITY OF DIXON, THE CITY OF
FAIRFIELD, THE CITY OF SUISUN CITY, AND
THE CITY OF VACAVILLE**

THIS AGREEMENT (“Agreement”) is made and entered into as of this **1st day of July, 2025**, by and among the SOLANO TRANSPORTATION AUTHORITY, a joint powers entity organized under Government Code section 6500 et seq., and the Congestion Management Agency (CMA) and the County Transportation Authority (CTA) for Solano County, hereinafter referred to as “**STA**”, and the governmental entities in Solano County providing intercity transit services to the citizens of Solano County: to wit:

THE COUNTY OF SOLANO (“**County**”), a political subdivision of the State of California; SOLANO COUNTY TRANSIT (“**SolTrans**”), a joint powers entity organized under Government Code section 6500 et seq.; and FOUR MUNICIPAL CORPORATIONS (“**Cities**”) in Solano County:

The City of Dixon,
The City of Fairfield,
The City of Suisun City, and
The City of Vacaville

Unless specifically identified, the various public agencies herein may be commonly referred to as the “**Parties**” or “**County, City, and Cities**” or “**Jurisdictions**” or “**Intercity Transit Operators**” as the context may require.

RECITALS

WHEREAS, STA is authorized by Public Utilities Code § 180152 to enter into agreements to provide public transport services and has historically exercised that authority with respect to intercity transit routes and paratransit services; and

WHEREAS, this Agreement establishes certain goals and principles for Intercity Transit Activities in Solano County; and

WHEREAS, the provision of transit services throughout Solano County has been developed on a jurisdiction-by-jurisdiction basis and, as a result, the provision of intercity transit services to the citizens of Solano County may be enhanced by the improved coordination of transit routes and other issues among the transit providers. Further, funding of transit services is a complex process which has been partially remedied by coordination of certain transit funds (including Transportation Development Act (TDA) Funds, State Transit Assistance Funds (STAF), Regional Measure 2 and Regional Measure 3) through the STA for approval by the Metropolitan Transportation Commission (MTC); and

WHEREAS, STA has sponsored, and the County and Cities have joined and participated in, the Intercity Transit Funding Working Group (“ITFWG”) which is comprised of representatives that are Parties to this Agreement; and

WHEREAS, STA’s I-80/I-680/I-780 Transit Corridor Study completed in 2004 identified seven intercity bus routes in Solano County, all of which are subsidized by more than one jurisdiction; and

WHEREAS, the Parties agreed to a cost-sharing methodology and funding for these routes beginning in 2006; and

WHEREAS, in 2018 STA finalized the Intercity Corridor Study (Solano Express) and approved the transition from seven (7) routes to four (4) color system: Blue, Green, Red, and Yellow; and

WHEREAS, STA’s Comprehensive Transportation Plan (CTP) for Solano County plans, directs, and prioritizes the transportation needs of Solano County, and incorporates various STA studies and plans into a 25-year planning document, and the Solano CTP 2040 was completed in June 2020; and

WHEREAS, STA, Solano County, the incorporated cities in Solano County providing transit services (Dixon, Fairfield, Suisun City, and Vacaville), and SolTrans have previously commenced, and have agreed to fund, express transit services as part of this Intercity Transit Funding and Cost Sharing Agreement including express route transit service provided by SolTrans between Vallejo, Benicia and Walnut Creek BART station and return (collectively, “SERVICES”). The Solano Express routes are defined as the Yellow Line serving Vallejo, Benicia, Concord, and Walnut Creek BART; the Red Line serving Fairfield, Suisun City, Vallejo, and El Cerrito del Norte BART, which was expanded to include servicing San Francisco under Route 82; the Green Line serving Fairfield, Suisun City, and El Cerrito del Norte BART; and the Blue Line serving the I-80 corridor from UC Davis to Walnut Creek BART, serving the communities of UC Davis, Dixon, Vacaville, Fairfield, and Benicia, and a matrix of presently existing Intercity Transit Routes and the service areas covered by this Agreement is outlined in **Attachment A**; and

WHEREAS, STA’s coordination of the annual multi-agency TDA matrix, the STAF project funding for the county, Regional Measure 2 (RM 2), and Regional Measure 3 (RM 3) funding has clarified and simplified the funding claims process locally and regionally; and

WHEREAS, continuing to have a coordinated multi-year, multi-agency funding strategy with predictability and some flexibility would help to continue to stabilize intercity transit service funding in Solano County; and

WHEREAS, the Solano County Intercity Transit Operators and other funding partners participated in the aforementioned ITFWG which has, since its inception, met at least annually to review and refine data and funding formula, and to develop core concepts to guide the coordination and funding of intercity transit operations in the future.

AGREEMENT

NOW, THEREFORE, STA, the County, SolTrans (representing the cities of Benicia and Vallejo) and the Cities of Dixon, Fairfield, Suisun City, and Vacaville in consideration of the mutual promises herein, agree as follows:

Part I Transit Coordination and Guiding Principles

Principle 1:

To provide certainty to Intercity Transit Operators and funding partners, and to establish a consistent method and an agreement for sharing subsidies for all intercity transit routes by Solano Intercity Transit Operators based on a consensus of the participating jurisdictions.

Principle 2:

To focus limited financial resources and deliver productive, connective, and reliable intercity transit service and to develop a cost effective and affordable intercity route structure that will: 1) be implemented with the agreed upon subsidy sharing agreement; 2) meet the policy/coverage requirements agreed upon; and 3) be marketed jointly.

Principle 3:

To develop strategies to consistently evaluate, modify, and market intercity transit services with the implementation of this Agreement.

Principle 4:

To comply with all local, state, and federal rules and regulations, including Title VI.

Part II Service Plan Review

In 2006, the Parties initially developed a set of criteria for evaluating intercity transit routes and service plans in order to provide consistency of analysis and a comprehensive, common, and uniform methodology for such evaluations:

1. Service Productivity Measures:
 - Passengers per revenue hour.
 - Passengers per trip.
 - Passengers per revenue mile.

2. Cost Efficiency Measures:
 - Cost per vehicle revenue hour.
 - Cost per vehicle revenue mile.

3. Cost Effectiveness Measures:
 - Cost per passenger trip.
 - Farebox Recovery Ratio.

4. Policy/Coverage Requirements:

- Provides connectivity between cities.
- Provides regional transit connections.
- Meets unmet transit needs.
- Minimize stops in each city.
- Is user friendly.

The Solano Express Performance Benchmarks were initially developed in fiscal year (FY) 2012-13 and updated in October 2016 in order to better monitor and evaluate the consolidated seven routes system into initially a four-route system and with the addition of Route 82 now a five-route system known as Solano Express and will specify the metrics and performance standards against which actual performance of the Intercity Routes will be measured.

Part III
Intercity Transit Funding and Cost Sharing Agreement

A. Included Intercity Transit Routes/ Intercity Transit Route Definition

To be included in this Agreement, a route must meet all five of the following criteria:

1. Operates between two cities; and
2. Has a monthly ridership of at least 2,000; and
3. Operates at least five (5) days per week; and
4. Has been operating for at least a year and is not scheduled for deletion within the fiscal year; and
5. Maintains service that meets at least one of the performance standards identified in the Coordinated Short Range Transit Plan (SRTP) with regards to service productivity, cost efficiency, and cost effectiveness.

B. Baseline Cost Data Source

Annually each Intercity Transit Operator shall prepare a baseline cost estimate. The baseline cost estimate for the fiscal year shall be based on the Intercity Transit Operators' preliminary budget for that fiscal year prepared in the Spring preceding the start of the fiscal year. The preliminary budget estimate shall include unit cost or line-item cost escalation (as appropriate), cost changes due to service changes (e.g., changes to service hours), changes due to contract changes and estimates of allocated overhead costs by mode. The preliminary budget estimate shall include a comparison to the most recent audited year's actual expenses and revenues, and estimated budget vs. actual expenses and revenues for the preceding and any unaudited fiscal years.

The baseline cost estimate shall be submitted with the Intercity Transit Operators' completed three variable cost allocation model that includes an estimate of fares by route and other subsidies by route. Sources for other subsidies shall be identified in the cost allocation model or by another means to make clear the amounts and sources of other subsidies.

C. Mid-Year Budget or Cost Changes

Each Intercity Transit Operator shall report to the ITFWG and Solano Express Intercity

Transit Consortium (“**Transit Consortium**”) variances from the planned/budgeted costs and revenues for each intercity transit route no later than February 1st of each year. Budget variances and changes in subsidy requirements shall be considered by the ITFWG and Transit Consortium.

D. Baseline Data Definitions

The definitions for revenue service miles, and revenue service hours as used for the cost allocation model shall follow the definitions provided by the National Transit Database (NTD) and shall be consistent with the NTD data reported by the Intercity Transit Operators. In the event that routes are interlined, peak vehicles shall be allocated by the proportion of the peak period operated by each intercity transit bus. In any case, the total peak vehicles used in the cost allocation model shall not exceed the total peak fleet reported in NTD.

E. Cost Allocation Model

The ITFWG has agreed to use a three variable cost model for allocating intercity transit costs by route. This model is based on the NTD’s recommended approach for allocating transit costs by vehicle hours, and vehicle miles. The ITFWG uses this model to assign intercity transit costs by route. The results of the cost model form the basis for allocating subsidies to each jurisdiction. Each Intercity Transit Operator shall input data into the model and the models shall be submitted to STA and each jurisdiction for further use and review.

F. Net Costs to be Shared

The net cost of each intercity transit route is the total cost of the route minus farebox revenue, RM 2 and RM 3 funds, STAF, FTA, and other non-TDA operating funds that are applied to the route.

G. Ridership Survey Data

On-board ridership surveys have been taken periodically since 2006 to provide the ITFWG with data regarding the number of riders by jurisdiction of residence by intercity route. This data is assembled for use in establishing the cost sharing formula set forth in this Agreement. The on-board survey will be conducted periodically and no less frequently than every three (3) years by STA for purposes of updating the ridership information in this Agreement. The last Solano Express Ridership Survey was completed during the Spring of 2022 and subsequently adopted by the STA Board in October 2022. The Ridership Survey update was completed as scheduled for 2024 and will be provided to the ITFWG in preparation for fiscal year 2025-26. The next Ridership Survey will be scheduled in 2026.

H. Population Data

City and County Unincorporated population data for Solano County shall be obtained from the most current publication of the State of California Department of Finance E-4 Population Estimates for Cities, Counties and State. This information shall be updated and incorporated into this Agreement’s cost sharing formula annually.

I. Intercity Transit Cost Sharing Formula

Intercity transit costs shall be shared among the jurisdictions based upon an agreed upon formula whereby the net cost of each route is further reduced by the County Unincorporated Area’s agreed upon proportionate share for each route, up to an agreed upon maximum for the County share. The County share is negotiated annually and is based on either the proportion of the County’s population share of the net subsidy required, or by increasing the prior year County share by the Consumer Price Index. The resulting net cost is shared twenty percent (20%) by population share and 80% by ridership by jurisdiction of residence. The subsidy amounts provided by each jurisdiction will be included in the annual TDA matrix prepared by STA and submitted to MTC.

J. Cost Estimates and Actual Costs -- Year End Reconciliation

The baseline cost information used in the cost allocation model is based on preliminary budget information for the next fiscal year. As such, the costs are estimates only and are subject to change.

1. After annual audited financial statements are presented to and/or approved by the Intercity Transit Operators’ governing body, transit operator staff will update the data in the Cost Allocation Model (“CAM”) for the audited fiscal year. Updated actual cost, revenue (fares and other revenue), hours, miles, and peak vehicle data shall be included in the cost allocation model, consistent with the data reported to NTD.

2. Using results of the CAM populated with actual audited data, STA will recalculate the subsidy shares owed by each jurisdiction for the fiscal year and compare the amounts to the amounts paid according to the cost sharing formula in the Agreement.

3. Differences between the planned/budgeted subsidies included in the Agreement and the actual subsidy requirements based on audited data will be identified and a “true-up” will be performed. Subsidy surpluses (overpayments by a jurisdiction for its formula share of intercity transit services) and deficits (underpayments by a jurisdiction for its formula share of intercity transit services) will be applied to the subsequent year’s amount due for intercity transit services. Based on the availability of audited data after the close of a fiscal year, there will be a two-year lag for applying actual results for a given fiscal year to the subsidy shares for the upcoming budget year. That is, reconciliation for Year 1 (for example, Fiscal Year 2023-24) will be applied to the subsidy shares due for Year 3 (for example, Fiscal Year 2025-26). The Parties intend to begin this reconciliation process with FY 2022-23, which will inform the amount to be contributed by each Party in FY 2024-25.

K. Application of the Intercity Transit Cost Sharing Formula

The Intercity Transit Operator shall provide the actual mid-year cost for the current fiscal year and the estimated cost for the forthcoming fiscal year no later than March 15th. The intercity transit cost sharing formula shall be calculated and the results presented to the ITFWG, Transit Consortium, and Technical Advisory Committee (“TAC”) no later than April annually, unless a different date is agreed-to by the parties to this Agreement. The results of these calculations are shown in **Attachment A** to this Agreement. **Attachment A** shall be modified administratively and recommendation of the ITFWG will be presented to the Transit

Consortium and TAC for consideration and approved by a vote of the STA Board no later than May each year.

L. Reporting

The Intercity Transit Operators shall report at least quarterly to the STA and ITFWG the following information by intercity route in accordance with the established benchmarks:

- Budget vs. actual cost for the quarter;
- Budget vs. actual cost per revenue service hour for the quarter;
- Budget vs. actual fares for the quarter;
- Ridership;
- Service hours;
- Missed trips by route;
- Missed stops by route;
- Service design;
- Service productivity;
- Cost efficiency; and
- Cost effectiveness.

M. Role and Responsibility of the ITFWG

Recognizing that seven of eight local jurisdictions within Solano County participate in funding intercity transit routes, all proposed fare and service changes shall be presented by the Intercity Transit Operators to the ITFWG, Transit Consortium, TAC and approved by the STA Board at least one hundred eighty (180) days prior to implementation and in sufficient time for the ITFWG’s consideration. All participating jurisdictions are responsible for participating in the ITFWG and for meeting their financial obligations under this Agreement.

Part IV

General Terms and Conditions

1. Term of Agreement

This Agreement is effective as of the date written above and shall continue through fiscal year 2025-26, with an option to renew, unless it is terminated or modified in writing with approval by the STA Board and a majority of the other signatories representing a majority of the population of Solano County.

2. Method for Claims

All funding claims for TDA, STAF, or RM 2 and RM 3 funds for intercity transit services identified under this Agreement shall be made by the eligible Parties to MTC and shall be consistent with the annual funding matrix prepared by STA in coordination with the Parties. As required under current policy, TDA claims must be approved by the STA Paratransit Coordinating Council (PCC), Transit Consortium, TAC, and STA Board prior to approval by MTC.

3. Independent Contractors

STA shall perform this Agreement as an independent contractor. STA shall, at its own risk and expense, determine the method and manner by which duties imposed on STA by this Agreement shall be performed; provided however that the County and Cities may monitor the work performed by STA. For projects or studies undertaken pursuant to this Agreement by the County or any of the Cities, said County or City shall perform this Agreement as an independent contractor. Said County or City shall, at its own risk and expense, determine the method and manner by which duties imposed on them by this Agreement shall be performed; provided however, that the other Parties may monitor the work performed by said County or City.

4. Transit Services

STA contracts with Intercity Transit Operators to provide any and all labor, equipment, tools, fuel, material, management, data management, financial services, and operations services related to and necessary for implementation and operation of said SERVICES upon the terms and conditions set forth. Intercity Transit Operators shall provide the SERVICES pursuant to the provisions set forth in the attached exhibits which are incorporated into this Agreement as though set forth in full:

Exhibit A: (Scope of Services)

Exhibit B: (Routes, Schedule and Fares for Service)

Exhibit C: (Performance Measures)

5. Indemnification

The Parties and STA shall defend, indemnify and hold harmless each other and their respective officers, agents, employees, or subcontractors from any claim, loss or liability, including, without limitation, those for personal injury (including death) or damage to property, arising out of or connected with any aspect of the performance by any of the Parties or STA, or their respective officers, agents, employees, or subcontractors of activities required under this Agreement, and any fees and/or costs reasonably incurred by the staff attorneys or contract attorneys of the Party(ies) to be indemnified, and any and all costs, fees and expenses incurred in enforcing this provision.

6. Insurance

During the term of this Agreement, Intercity Transit Operators shall ensure their contractor maintains insurance coverage and lists STA and SolTrans as additional insured at least as broad as:

- Commercial General Liability Insurance
- Automobile Liability Insurance
- Workers' Compensation insurance

Minimum Limits of Insurance:

(1)	General Liability: (Including operations,	\$10,000,000	per occurrence for bodily injury, personal injury, and property damage. If Commercial General Liability insurance or other form with a general
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	products and completed operations.)		aggregate limit is used, either the general aggregate limit shall apply separately to this project/location or the general aggregate limit shall be twice the required occurrence limit.
(2)	Automobile Liability:	\$10,000,000	per accident for bodily injury and property damage.
(3)	Workers' Compensation:	As required by the State of California.	

The endorsements should be on forms provided by the STA or on other than the STA's forms, provided those endorsements or policies conform to the requirements stated in this clause. All certificates and endorsements must be received and approved by the STA. STA reserves the right to require complete, certified copies of all required insurance policies, including endorsements effecting coverage required by these specifications.

7. Termination

Any individual Party may terminate this Agreement at the end of the fiscal year for the future fiscal year upon thirty (30) days written notice to the Parties. Request for termination of the Agreement is to come from the policy board of the agency requesting termination of their participation in the Agreement.

8. Authority of STA

STA, following consultation with Parties, shall decide all questions which may arise as to the quality or acceptability of work performed and as to the manner of performance of the work performed and all questions as to the acceptable fulfillment of this Agreement on the part of Parties.

STA reserves the right to assign its responsibilities under Agreement to a successor governmental entity for the provision of the public transportation services herein addressed. Unless otherwise agreed, such assignment shall constitute a complete novation between STA and Parties and receipt by Parties from STA of sums then due and payable for services rendered pursuant to Agreement prior to assignment shall constitute a complete accord and satisfaction as between STA and Parties.

9. No Waiver

The waiver by any Party of any breach or violation of any requirement of this Agreement shall not be deemed to be a waiver of any such breach in the future, or of the breach of any other requirement of this Agreement.

10. Notices

All notices required or authorized by this Agreement shall be in writing and shall be delivered in person, by e-mail, or by deposit in the United States mail, by certified mail, postage prepaid, return- receipt requested. Any mailed notice, demand, request, consent, approval, or communication that a Party desires to give to the other Parties shall be addressed to the other Parties at the addresses set forth below. A Party may change its address by notifying the other Parties of the change of address. Any notice sent by mail in the manner prescribed by this paragraph shall be deemed to have been received on the date noted on the return receipt or five (5) days following the date of deposit, whichever is earlier.

CITY OF DIXON

Louren Kotow
Public Works Director
600 East A Street
Dixon, CA 945620
lkotow@cityofdixon.us

CITY OF FAIRFIELD

Sanjay Mishra
Public Works Director
1000 Webster Street
Fairfield, CA 94533
smishra@fairfield.ca.gov

CITY OF SUISUN CITY

Nouae Vue
Public Works Director
701 Civic Center Boulevard
Suisun City, CA 94585
bprebula@suisun.com

CITY OF VACAVILLE

Brian McLean
Public Works Director
650 Merchant Street
Vacaville, CA 95688
brian.mclean@cityofvacaville.com

COUNTY OF SOLANO

Matt Tuggle
Engineering Manager
675 Texas Street, Suite 5500
Fairfield, CA 94533
mrtuggle@solanocounty.com

SOLANO COUNTY TRANSIT

Beth Kranda
Executive Director
311 Sacramento Street
Vallejo, CA 94590
beth@soltransride.com

SOLANO TRANSPORTATION AUTHORITY

Daryl K. Halls
Executive Director
423 Main Street
Suisun City, CA 94585
dkhalls@sta.ca.gov

11. Subcontracts

Within the funds allocated to the Parties under this Agreement. All Parties are hereby given the authority to contract for any and all of the tasks necessary to undertake the projects or studies contemplated by this Agreement.

12. Amendment/Modification

Except as specifically provided herein, this Agreement may be modified or amended only in writing and with the prior written consent of STA and the Parties.

13. Interpretation

Each Party has reviewed this Agreement, and any question of doubtful interpretation shall not be resolved by any rule or interpretation providing for interpretation against the drafting Party. This Agreement shall be construed as if all Parties drafted it. The headings used herein are for convenience only and shall not affect the meaning or interpretation of this Agreement. The terms of the Agreement are set out in the text under the headings. This Agreement shall be governed by the laws of the State of California.

14. Disputes and Dispute Resolution

If a dispute should arise between some or all of the Parties to this Agreement relative to the performance and/or enforcement of any provision of this Agreement, the dispute shall first be considered by the ITFWG. A recommended resolution based on the deliberations of the ITFWG will be presented to the Transit Consortium and TAC for their consideration. Final resolution of disputes will be determined by the STA Board of Directors following consideration of the Transit Consortium and TAC.

15. STA's Remedies on Breach

It is understood and agreed that in the event the Intercity Transit Operators do not perform the SERVICES in the manner required by the terms of this Agreement, then, in addition to all other remedies, penalties and damages provided by law, STA may provide such SERVICES and deduct the cost of doing so from the fund sources contemplated by this Agreement, including TDA amounts or historical funding shares claimed, due, or to become due to the Intercity Transit Operators.

16. Status of Parties

Parties shall be independent contractors and neither Parties nor any of its employees, agents or volunteers shall be employees of STA for any purpose related to this Agreement. This Agreement is by and between independent contractors and is not intended to and shall not be construed to create the relationship of agent, servant, employee, partnership, joint venture, or any type of association between and among the Parties.

17. Permits to Operate

At its sole cost and expense, Intercity Transit Operators shall obtain any and all permits, licenses, certifications, or entitlements to operate as are now or hereafter required by the State of California or any federal agency to enable Intercity Transit Operators to perform the SERVICES, and shall provide copies of all such entitlements to STA when received by Intercity Transit Operators. STA and Intercity Transit Operators shall cooperate and share equally in the cost and expense and process for obtaining any and all permits, licenses, certifications or entitlements required by any local agency for the provision of the SERVICES.

18. Severability

If any provision of this Agreement, or any portion thereof is found by any court of competent jurisdiction to be unenforceable or invalid for any reason, such provision shall be severable and shall not in any way impair the enforceability of any other provision of this Agreement.

19. Local Law Compliance

The Parties shall observe and comply with all applicable Federal, State, and local laws, ordinances, and Codes.

20. Non-Discrimination Clause

a) During the performance of this Agreement, the Parties and their subcontractors shall not deny the benefits thereof to any person on the basis of race, religion, color, ethnic group identification, national origin, ancestry, physical handicap, mental disability, medical condition, marital status, age, sex or sexual orientation, nor shall they discriminate unlawfully against any employee or applicant for employment because of race, religion, color, ethnic group identification, national origin, ancestry, physical handicap, mental disability, medical condition, marital status, age, sex or sexual orientation. STA shall ensure that the evaluation and treatment of employees and applicants for employment are free of such discrimination.

b) The Parties shall comply with the provisions of the Fair Employment and Housing Act (Government Code section 12900. et seq.), the regulations promulgated thereunder (Title 2. California Code of Regulations. section 7285.0, et seq.), the provisions of Article 9.5, Chapter I, Part I, Division 3, Title 2 of the Government Code (sections 11135-1139.5) and any state or local regulations adopted to implement any of the foregoing as such statutes and regulations may be amended from time to time.

21. Force Majeure

Parties shall not be held responsible for/losses, delays, failure to perform, or excess costs caused by unforeseeable events beyond the control of Parties. Such events may include, but are not restricted to, the following: Acts of God, fire, epidemics, pandemic, quarantine, stay-at-home or shelter in place orders and unforeseen modification to those orders, earthquake, flood, or other natural disaster; riots, strike, war, and unavailability of fuel.

If the performance of this Agreement, or of any obligations hereunder, is prevented, restricted or interfered with by reason of natural disaster, war, civil disturbance, labor dispute or other cause beyond Parties' reasonable control, Parties, upon giving prompt notice to STA, shall be excused from such performance on a day-to-day basis to the extent of such prevention, restriction, or interference and STA shall likewise be excused from performance of its obligations on a day-for-day basis where performance is so prevented, restricted or interfered with; provided that STA and Parties shall each use its best efforts to avoid or remove such causes of nonperformance and both parties shall proceed to perform with dispatch whenever such causes are removed or cease. In the event of a delaying condition having more than ninety (90) days duration, the non-delaying party or parties may terminate this Agreement.

22. Audit

a) Parties shall permit the authorized representatives of STA, the MTC, the State of California, the U.S. Department of Transportation, and/or the Comptroller General of the United States to inspect and audit all data and records of the Parties relating to performance under this Agreement.

b) Parties agree to accept responsibility for receiving and replying to and/or complying with

the audit exceptions by appropriate STA, Solano County, State of California, or federal audit agencies occurring as a result of its performance of this Agreement.

23. Financial Records/Separate Records

Intercity Transit Operators shall maintain accurate and complete books, records, data, and documents on generally accepted accounting principles in accordance with Uniform System of Accounts and records adopted by the State Controller pursuant to section 99243 of the Public Utilities Code and as required by MTC. Such records shall be kept in such detail and form to meet applicable local, state, and federal requirements.

A complete and separate set of books, accounts, and/or records shall be maintained by Intercity Transit Operators, which records shall show details of transactions pertaining to the management, maintenance, and operation of this service under the terms of this Agreement. Intercity Transit Operators' records shall be kept with sufficient detail to constitute an audit trail to verify that any and all costs charged to the system created by this Agreement are in fact due to operations pursuant in this Agreement and not due to other operations by Intercity Transit Operators.

24. Access to Records

STA, the MTC, any other agency responsible for funding or oversight of this operation, or any of their duly authorized representatives, shall have access to any books, documents, papers, and records of the Intercity Transit Operators which are directly pertinent to this Agreement, for the purpose of making audit, examination, excerpts, and transcriptions of Intercity Transit Operators' files. Intercity Transit Operators shall maintain all these records for a period of at least four (4) years following contract closeout to allow for audits, examinations, excerpts, and transcriptions of Intercity Transit Operators' files.

25. Conflict of Interest

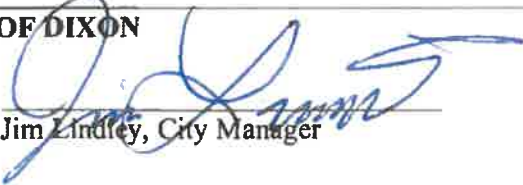
The Parties hereby covenant that they presently have no interest not disclosed, and shall not acquire any interest, direct or indirect, which would conflict in any manner or degree with the performance of its obligations hereunder, except for such conflicts that the Parties may consent to in writing prior to the acquisition by a Party of such conflict.

26. Entirety of Agreement



This Agreement constitutes the entire agreement between the Parties relating to the subject matter of this Agreement and supersedes all previous agreements, promises, representations, understandings and negotiations, whether written or oral, among the Parties with respect to the subject matter hereof.

[signatures on the next page]


IN WITNESS WHEREOF, this Agreement was executed by the Parties hereto as of the date first above written.

<p>CITY OF DIXON</p> <p>By:  <u>Jim Lindley, City Manager</u></p>	<p>APPROVED AS TO FORM</p> <p>By: _____ City Attorney</p>
<p>CITY OF FAIRFIELD</p> <p>By: _____ David Gassaway, City Manager</p>	<p>APPROVED AS TO FORM</p> <p>By: _____ City Attorney</p>
<p>CITY OF SUISUN CITY</p> <p>By: _____ Bret Prebula, City Manager</p>	<p>APPROVED AS TO FORM</p> <p>By: _____ City Attorney</p>
<p>CITY OF VACAVILLE</p> <p>By: _____ Savita Chaudry, City Manager</p>	<p>APPROVED AS TO FORM</p> <p>By: _____ City Attorney</p>
<p>COUNTY OF SOLANO</p> <p>By: _____ Bill Emlen, County Administrator</p>	<p>APPROVED AS TO FORM</p> <p>By: _____ County Counsel</p>
<p>SOLANO COUNTY TRANSIT (SOLTRANS)</p> <p>By: _____ Beth Kranda, Executive Director</p>	<p>APPROVED AS TO FORM</p> <p>By: _____ SolTrans Legal Counsel</p>
<p>SOLANO TRANSPORTATION AUTHORITY (STA)</p> <p>By: _____ Daryl K. Halls, Executive Director</p>	<p>APPROVED AS TO FORM</p> <p>By: _____ STA Legal Counsel</p>

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<p>CITY OF FAIRFIELD</p> <p>By:  _____ David Gassaway, City Manager</p>	<p>APPROVED AS TO FORM</p> <p>By:  _____ City Attorney</p>
<p>CITY OF SUISUN CITY</p> <p>By: _____ Bret Prebula, City Manager</p>	<p>APPROVED AS TO FORM</p> <p>By: _____ City Attorney</p>
<p>CITY OF VACAVILLE</p> <p>By: _____ Savita Chaudry, City Manager</p>	<p>APPROVED AS TO FORM</p> <p>By: _____ City Attorney</p>
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<p>SOLANO COUNTY TRANSIT (SOLTRANS)</p> <p>By: _____ Beth Kranda, Executive Director</p>	<p>APPROVED AS TO FORM</p> <p>By: _____ SolTrans Legal Counsel</p>
<p>SOLANO TRANSPORTATION AUTHORITY (STA)</p> <p>By: _____ Daryl K. Halls, Executive Director</p>	<p>APPROVED AS TO FORM</p> <p>By: _____ STA Legal Counsel</p>



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<p>CITY OF FAIRFIELD</p> <p>By: _____ David Gassaway, City Manager</p>	<p>APPROVED AS TO FORM</p> <p>By: _____ City Attorney</p>
<p>CITY OF SUISUN CITY</p> <p>By:  _____ Bret Prebula (Jun 18, 2025 11:16 PDT) Bret Prebula, City Manager</p>	<p>APPROVED AS TO FORM</p> <p>By: _____ City Attorney</p>
<p>CITY OF VACAVILLE</p> <p>By: _____ Savita Chaudry, City Manager</p>	<p>APPROVED AS TO FORM</p> <p>By: _____ City Attorney</p>
<p>COUNTY OF SOLANO</p> <p>By: _____ Bill Emlen, County Administrator</p>	<p>APPROVED AS TO FORM</p> <p>By: _____ County Counsel</p>
<p>SOLANO COUNTY TRANSIT (SOLTRANS)</p> <p>By: _____ Beth Kranda, Executive Director</p>	<p>APPROVED AS TO FORM</p> <p>By: _____ SolTrans Legal Counsel</p>
<p>SOLANO TRANSPORTATION AUTHORITY (STA)</p> <p>By: _____ Daryl K. Halls, Executive Director</p>	<p>APPROVED AS TO FORM</p> <p>By: _____ STA Legal Counsel</p>


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<p>CITY OF FAIRFIELD</p> <p>By: _____ David Gassaway, City Manager</p>	<p>APPROVED AS TO FORM</p> <p>By: _____ City Attorney</p>
<p>CITY OF SUISUN CITY</p> <p>By: _____ Bret Prebula, City Manager</p>	<p>APPROVED AS TO FORM</p> <p>By: _____ City Attorney</p>
<p>CITY OF VACAVILLE</p> <p>By: _____ Savita Chaudry, City Manager <i>Chaudhary</i></p>	<p>APPROVED AS TO FORM</p> <p>By: _____ City Attorney</p>
<p>COUNTY OF SOLANO</p> <p>By: _____ Bill Emlen, County Administrator</p>	<p>APPROVED AS TO FORM</p> <p>By: _____ County Counsel</p>
<p>SOLANO COUNTY TRANSIT (SOLTRANS)</p> <p>By: _____ Beth Kranda, Executive Director</p>	<p>APPROVED AS TO FORM</p> <p>By: _____ SolTrans Legal Counsel</p>
<p>SOLANO TRANSPORTATION AUTHORITY (STA)</p> <p>By: _____ Daryl K. Halls, Executive Director</p>	<p>APPROVED AS TO FORM</p> <p>By: _____ STA Legal Counsel</p>

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<p>CITY OF SUISUN CITY</p> <p>By: _____ Bret Prebula, City Manager</p>	<p>APPROVED AS TO FORM</p> <p>By: _____ City Attorney</p>
<p>CITY OF VACAVILLE</p> <p>By: _____ Savita Chaudry, City Manager</p>	<p>APPROVED AS TO FORM</p> <p>By: _____ City Attorney</p>
<p>COUNTY OF SOLANO</p> <p>By:  Bill Emlen, County Administrator</p>	<p>APPROVED AS TO FORM</p> <p>By:  Deputy County Counsel</p>
<p>SOLANO COUNTY TRANSIT (SOLTRANS)</p> <p>By: _____ Beth Kranda, Executive Director</p>	<p>APPROVED AS TO FORM</p> <p>By: _____ SolTrans Legal Counsel</p>
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ATTACHMENT A
INTERCITY TRANSIT FUNDING AND COST SHARING AGREEMENT
FY 2024-25 COST SHARING FORMULA CALCULATION

A. Included Intercity Transit Routes

The following intercity transit routes meet the definition and criteria described in Part III(A) of the Intercity Transit Funding and Cost Sharing Agreement and thereby are qualified to be included in the cost sharing formula for FY 2024-25:

Transit Operator	RT	Dixon	Fairfield	SolTrans	Suisun City	Vacaville	County
SolTrans	Blue Line	x	x	x		x	x
SolTrans	Green Line		x		x		x
SolTrans	Yellow Line			x			x
SolTrans	Red Line		x	x	x		x
SolTrans	Rt. 82		x	x			x

B. Cost Allocation Models

Cost allocation models provided by SolTrans used in the calculation of intercity cost shares will follow the definitions included in the Agreement.

C. Ridership Survey Data

Ridership Survey data collected in 2022 was used as input to the FY 2023-24 intercity cost sharing calculations. Ridership Survey data collected in 2024 will be used as input to the FY 2025-26 intercity cost sharing calculations.

D. County Share

The County agreed upon share for FY 2024-25 is based on the prior year share increased by the Consumer Price Index (CPI) for the previous year. CPI data for this calculation is based on the Bureau of Labor Statistics, All Urban Consumers, San Francisco, Oakland, and San Jose Urban Area. The maximum County share used in calculating the FY 2024-25 intercity cost sharing amounts will be \$198,776.

E. FY 2024-25 Intercity Cost Sharing Formula Results

The Fiscal Year 2024-25 Solano Express Intercity Operating Budget and Cost Sharing Plan was approved by the STA Board on July 10, 2024, which is outlined below:

PERCENTAGE OF FUNDING CONTRIBUTION

	FY 25-26 DRAFT
Solano Express Service	
Revenue Service Hours	45,000
IFA Cost/Hr	\$ 230.37
Total Estimated Cost	\$ 10,366,650
Revenues	
Fares	\$ 1,060,068
RM-2	\$ 2,149,916
RM-3	\$ 1,000,000
STAF	\$ 3,150,131
STAF Carryover	\$ 145,889
Solano College Pass	\$ 50,000
Benicia	\$ 146,629
Dixon	\$ 37,913
Fairfield	\$ 537,074
Suisun City	\$ 126,648
Vacaville	\$ 336,036
Vallejo	\$ 1,426,451
Balance of County	\$ 199,895
FTA ARP	\$ -
Total Revenue	\$ 10,366,650

F. Annual Update to the Intercity Transit Cost Sharing Formula Calculation

This attachment shall be modified administratively and shall be presented by the Intercity Transit Operators to the ITFWG, Transit Consortium, TAC and approved by the STA Board each year.

EXHIBIT A

BLUE LINE, GREEN LINE, YELLOW LINE, RED LINE, AND ROUTE 82

SCOPE OF WORK

I. SERVICES

A. Operations Generally

Intercity Transit Operators shall provide turnkey express route transportation services in compliance with the requirements outlined in this Scope of Work, the Routes and Schedule for the Services included as **Exhibit B**.

B. Personnel Generally

Intercity Transit Operators shall provide all administrative, operations, and maintenance personnel necessary to responsibly operate the Blue Line, Green Line, Yellow Line, Red Line, and Route 82 of the Solano Express Transit system, including any required on-board security or supervision.

C. Items provided by Intercity Transit Operators

1. Intercity Transit Operators shall provide computer hardware and software necessary for dispatch, maintenance, administration, recordkeeping, on-board infrastructure, and reports required to operate the service, including a fully functioning automatic vehicle locator (AVL) and automatic passenger counts (APC) once certified, used to operate and dispatch the system, and a mechanism to communicate timely and accurate service information to passengers.

2. Intercity Transit Operators shall provide all facilities, buses, tools, equipment, fuel, oil, tires, batteries, parts, cleaning supplies, office supplies, office equipment and such other items or materials required to professionally operate, maintain, and administer the Service.

3. Intercity Transit Operators shall provide:

i. All tools and equipment to perform the preventive maintenance inspection and repair activities required in this Scope of Work.

ii. All tools and equipment necessary to perform, periodic service and adjustments and make mechanical repairs.

iii. All cleaning equipment and supplies necessary to clean the buses and maintain equipment in accordance with this Scope of Work.

II. INTERCITY TRANSIT OPERATORS REGULATORY COMPLIANCE

Intercity Transit Operators shall comply with all applicable state and federal laws and regulations, and shall conform to all instructions and make all corrections required by the CHP, other applicable regulatory agencies regarding the use and maintenance of buses and overall operations of the service.

III. REPORTS; RECORDS; INSPECTIONS BY STA

A. Operating Reports: Each quarter, Intercity Transit Operators shall collect and after validation, submit by the twenty-fifth (25th) day of the following month to the STA operating, financial and user data for the Blue Line, Green Line, Yellow Line, Red Line, and Route 82. The format of Intercity Transit Operators' reports shall be mutually agreed to by STA and Intercity Transit Operators. Such data shall include, but not be limited to, the following:

1. Reports submitted on a Quarterly basis:
 - a) Budget versus actual report for operating expenses, breakdown of actual fare revenue, actual cost, actual revenue hours, actual ridership, and fare box recovery ratio.
 - b) On-time performance by route.
 - c) Ridership by route, day, trip, and fare collection method and amount.
 - d) Total revenue recorded from data reporting subsystem.
 - e) Missed trips by route (partially or fully).
 - f) Summary log of all complaints whether valid or not.
 - g) Summary of Accident Reports (separated by collision/non-collision and preventable/non-preventable).
 - h) Summary of operational problems, if any, including a critique and evaluation of the system and the service, trends on vehicle reliability and maintenance costs and recommended corrective action(s) where appropriate.

2. Other Reports:
 - a) CHP Safety Compliance Reports - Submitted to STA annually after CHP submits said report(s) to Intercity Transit Operators.

B. On-Board Survey: STA shall fund, and Intercity Transit Operators shall help coordinate the conducting of ridership surveys in accordance with regulatory guidelines as set forth by the MTC requiring agencies to prepare an SRTP and furnish the data to STA.

The Intercity Transit Operators shall cooperate to conduct boarding surveys on the Blue Line, Green Line, Yellow Line, Red Line, and Route 82 summarizing and reporting to the STA boarding activity by stop, and trip. STA may conduct other surveys during the term of this Agreement. These surveys will determine matters such as socioeconomic, ridership patterns and fare-type characteristics of system users. Intercity Transit Operators shall cooperate in the conduct of these surveys including having its in-service drivers and supervisory personnel participate, where operationally possible, at no additional charge to STA.

C. State/Federal Reporting: Intercity Transit Operators shall prepare and file all reports required by State and Federal authorities, to include as necessary those required by the California Transportation Development Act of 1971 and FTA's National Transit Database. Intercity Transit Operators shall collect data required for TDA, State Controllers Report, NTD, and all other data required by funding and regulatory agencies and provide a copy of these reports to STA upon completion.

D. Data: Intercity Transit Operators agrees that all information required to be furnished by this Agreement shall be free from proprietary restrictions. Intercity Transit Operators further agrees that all such data is public and in the public domain.

E. Financial Records/Separate Records: Intercity Transit Operators shall maintain accurate and complete books, records, data and documents on generally accepted accounting principles in accordance with Uniform System of Accounts and records adopted by the State Controller pursuant to section 99243 of the Public Utilities Code and as required by MTC. Such records shall be kept in such detail and form to meet applicable local, state and federal requirements.

A complete and separate set of books, accounts, and/or records shall be maintained by Intercity Transit Operators, which records shall show details of transactions pertaining to the management, maintenance, and operation of this service under the terms of this Agreement. Intercity Transit Operators' records shall be kept with sufficient detail to constitute an audit trail to verify that any and all costs charged to the system created by this Agreement are in fact due to operations pursuant in this Agreement and not due to other operations by Intercity Transit Operators.

F. Record Access: STA, MTC, any other agency responsible for funding or oversight of this operation, or any of their duly authorized representatives, shall have access to any books, documents, papers, and records of the Intercity Transit Operators which are directly pertinent to this Agreement, for the purpose of making audit, examination, excerpts, and transcriptions of Intercity Transit Operators' files. Intercity Transit Operators shall maintain all these records for a period of at least four (4) years following contract closeout to allow for audits, examinations, excerpts and transcriptions of Intercity Transit Operators' files.

IV. TELEPHONE INFORMATION SERVICE

A. Intercity Transit Operators shall provide telephone customer information service to the public during regular business hours, Monday through Sunday. Intercity Transit Operators will ensure STA has up-to-date information on the Blue Line, Green Line, Yellow Line, Red Line, and Route 82 to ensure customer service provided by STA is accurate.

B. Intercity Transit Operators and STA shall also mutually establish processes and standards for responses to requests for service, complaints, and inquiries.

V. ROUTE, SCHEDULE, SERVICE AREAS

Intercity Transit Operators shall provide service in compliance with the bus routes, schedule, service area, and holidays described in **Exhibit B** to this Agreement or any amendments thereto, providing service on schedule in a safe, professional, and courteous manner. Changes to vehicle revenue hours and bus stops shall be presented to the IITFWG, Transit Consortium, and TAC for consideration, and approved by the STA Board prior to implementation.

VI. COMMUNITY RELATIONS; USE OF BUS FOR COMMUNITY RELATIONS; ADDITIONAL STA SERVICES

Intercity Transit Operators shall undertake the community outreach program to sustain and maintain good rapport with the public, including but not limited to: **1)** printing and distributing the Blue Line, Green Line, Yellow Line, Red Line, and Route 82 schedules in a timely manner and maintaining an adequate supply to the STA for outreach and customer service; **2)** maintaining the Blue Line, Green Line, Yellow Line, Red Line, and Route 82 schedules online and ensuring changes are made in a timely manner; **3)** consulting with the STA on special outreach activities to promote Solano Express; and **4)** schedules and marketing materials will include Solano Express logo. STA agrees to pay \$45,000 for fiscal year (FY) 2025-26 exclusively for Solano Express marketing. Solano Express marketing funding is contingent upon compliance with the above tasks one through four.

Pursuant to the STA's JPA, STA shall undertake countywide transportation planning, programming transportation funds, managing and providing transportation programs and services, delivering transportation projects, and setting transportation priorities. STA will provide Solano Mobility Commuter Information services to Intercity Transit Operators in support of the Blue Line, Green Line, Yellow Line, Red Line, and Route 82. Solano Mobility services will include personalized assistance for traveling within and beyond Solano County as well as community outreach, incentive programs, individual commute assistance, and emergency ride home and emergency ride programs. STA's Solano Mobility program staff will provide general marketing service for the Blue Line, Green Line, Yellow Line, Red Line, and Route 82 throughout Solano County and in coordination with agencies outside Solano County. The Blue Line, Green Line, Yellow Line, Red Line, and Route 82 will be promoted and marketed with available funding and grants. STA will pursue available and appropriate funding opportunities for replacement of the Blue Line, Green Line, Yellow Line, Red Line, and Route 82 vehicles and for marketing of the Blue Line, Green Line, Yellow Line, Red Line, and Route 82 service. STA will distribute the Blue Line, Green Line, Yellow Line, Red Line, and Route 82 Comment Cards to the operators for display on all their intercity buses for passenger's feedback, compile feedback received, and distribute to Intercity Transit Operators.

STA will be responsible for development of a funding plan for the operation of the Blue Line, Green Line, Yellow Line, Red Line, and Route 82 as part of the update of the Intercity Transit Funding and Cost Sharing Agreement, which covers the operating costs for Solano Express routes given in each fiscal year, in partnership with Intercity Transit Operators and the other Parties in the Intercity Transit Funding and Cost Sharing Agreement.

EXHIBIT B

**LATEST ROUTE SCHEDULE AND THE LATEST FARE SCHEDULE FOR THE
BLUE LINE, GREEN LINE, YELLOW LINE, RED LINE, AND ROUTE 82
ADOPTED BY STA AND SOLTRANS**

Solano Express Fare Table

Fare Type	Trips Within Solano County (Blue, Green, Red, and Yellow}	Trips Outside Solano County (Blue, Green, Red, and Yellow,	Route 82
Adult	\$2.75	\$5.00	\$6.00
Youth	\$2.00	\$4.00	\$5.00
Reduced	\$1.35	\$2.50	\$3.00
31 Day Passes			
Adult	\$70.00	\$114.00	1 Pass Swipe + Upcharge
SOM/Reduced	\$35.00	\$57.00	
Adult	\$5.50	\$10.00	
Youth	\$4.00	\$8.00	
SOM/Reduced	\$2.75	\$5.00	\$5.00

EFFECTIVE APRIL 6, 2025 / A PARTIR DE 06 A ABRIL 2025

B BLUE LINE

Davis - Walnut Creek

SOUTHBOUND / SALIENTE							NORTHBOUND / ENTRANTE						
Davis	Dixon	Vacaville	Fairfield		Bericia	Walnut Creek	Walnut Creek	Bericia	Fairfield		Vacaville	Dixon	Davis
UC Davis Medical Center	Dixon Park & Ride	Vacaville Transportation Center	Fairfield Transportation Center	Suisun Valley & West-ico	Bericia Park & Ride	Walnut Creek BART	Walnut Creek BART	Bericia Park & Ride	Suisun Valley & Kaiser	Fairfield Transportation Center	Vacaville Transportation Center	Dixon Park & Ride	Mark Hill & Alumn
MONDAY - FRIDAY / LUNES - VIERNES													
		3:54	4:14		4:32	4:50	5:35	5:53	6:07	6:22	6:37	6:49	7:06
		5:15	5:35		5:53	6:11	6:21	6:39	6:53	7:08	7:23	7:35	7:52
							6:51	7:09	7:23	7:38	7:53	8:05	
	5:49	6:05	6:25	6:34	6:52	7:18							
		7:05	7:25	7:35	7:53	8:11	8:51	9:09	9:23	9:38	9:53	10:05	
7:07	7:49	8:05	8:25	8:35	8:53	9:11	9:21	9:39	9:53	10:08			
7:52	8:49	9:05	9:25	9:35	9:53	10:11	10:21	10:39	10:53	11:08	11:23		
							11:10	11:28	11:42	11:57			
			10:25	10:35	10:53	11:11							
		11:23	11:43				1:10	1:28	1:42	1:57			
							2:00	2:18	2:32	2:47	3:02	3:14	
			2:14	2:24	2:42	3:00	3:10	3:28	3:42	3:57	4:12	4:24	4:41
							4:10	4:28	4:42	4:57	5:12	5:24	5:41
	3:38	3:54	4:14	4:23	4:41	5:05	5:10	5:28	5:42	5:57	6:12	6:24	
			5:14	5:24	5:42	6:00	6:10	6:28	6:42	6:57	7:12	7:24	
5:16	5:38	5:54	6:14	6:24	6:42	7:00	7:10	7:28	7:42	7:57	8:12		
5:56	6:18	6:34	6:54	7:04	7:22	7:40							
SATURDAY / SABADO													
							7:15	7:33	7:47	8:02	8:17	8:29	
							9:03	9:21	9:35	9:50	10:05	10:17	
							10:05	10:23	10:37	10:52	11:07	11:19	
	9:05	9:21	9:41	9:50	10:08	10:34							
	11:00	11:16	11:36	11:45	12:03	12:29	1:05	1:23	1:37	1:52	2:07	2:19	
	12:00	12:16	12:36	12:45	1:03	1:29	3:22	3:40	3:54	4:09	4:24	4:36	
	2:35	2:51	3:11	3:20	3:44	4:08	6:20	6:38	6:52	7:07	7:22	7:34	
	5:00	5:16	5:36	5:45	6:03	6:27							

PM trips indicated in bold / Viajes PM indican en negrita



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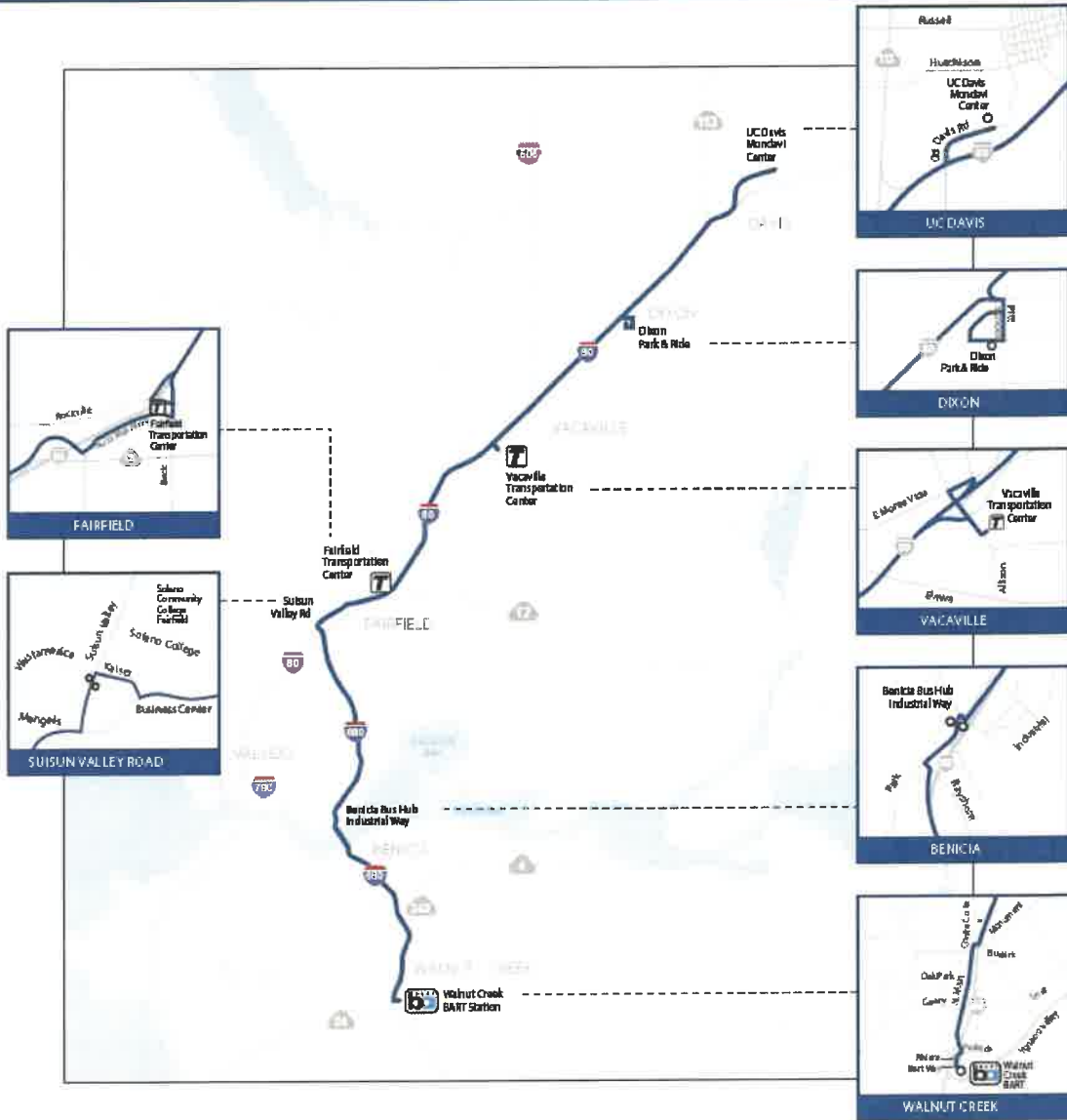


Token Transit

Free language assistance | Asistencia gratis en su idioma | Libreng tulong para sa wika | 免費語言幫助 | Hỗ trợ giúp thông dịch miễn phí | 무료 언어 지원 | सलूक भाव
सपर्य | безплатнај речник на јазик

B BLUE LINE

Davis - Walnut Creek



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Free language assistance | Asistencia gratis en su idioma | Libreng tulong para sa wika | 免費語言幫助 | Hỗ trợ giúp thông dịch miễn phí | 무료 언어 지원 | सलुक् म्हाय सलुक् म्हाय | Бесплатная языковая помощь

EFFECTIVE APRIL 6, 2025 / A PARTIR DE 06 A ABRIL 2025



GREEN LINE

Fairfield - El Cerrito

SOUTHBOUND / SALIENTE			NORTHBOUND / ENTRANTE		
Suisun City	Fairfield	El Cerrito	Fairfield	Benicia	
Spring & Suisun Fairfield Amtrak	Fairfield Transportation Center	El Cerrito del Norte BART	El Cerrito del Norte BART	Spring & Suisun Fairfield Amtrak	Fairfield Transportation Center
MONDAY - FRIDAY / LUNES - VIERNES					
	4:06	4:46	4:56	5:41	5:51
4:31	4:46	5:26	5:36	6:21	6:31
5:11	5:26	6:06	6:16	7:01	7:11
5:41	6:06	6:46	6:56	7:41	7:51
6:21	6:43	7:23	7:33	8:18	8:28
7:01	7:21	8:01	8:11	8:56	9:06

SOUTHBOUND / SALIENTE			NORTHBOUND / ENTRANTE		
Fairfield	Suisun	El Cerrito	Fairfield	Suisun	
Fairfield Transportation Center	Spring & Suisun Fairfield Amtrak	El Cerrito del Norte BART	El Cerrito del Norte BART	Fairfield Transportation Center	Spring & Suisun Fairfield Amtrak
MONDAY - FRIDAY AFTERNOON / LUNES - VIERNES POR LA TARDE					
2:30	2:40	3:15	3:25	4:10	4:40
3:30	3:40	4:15	4:25	5:10	5:40
4:05	4:15	4:50	5:05	5:50	6:20
4:20	4:40	5:15	5:38	6:23	6:43
5:20	5:40	6:15	6:38	7:23	
6:10	6:20	6:55	7:05	7:50	
6:33	6:43	7:18	7:28	8:13	

PM trips indicated in bold / Viajes PM indican en negrita



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Token Transit

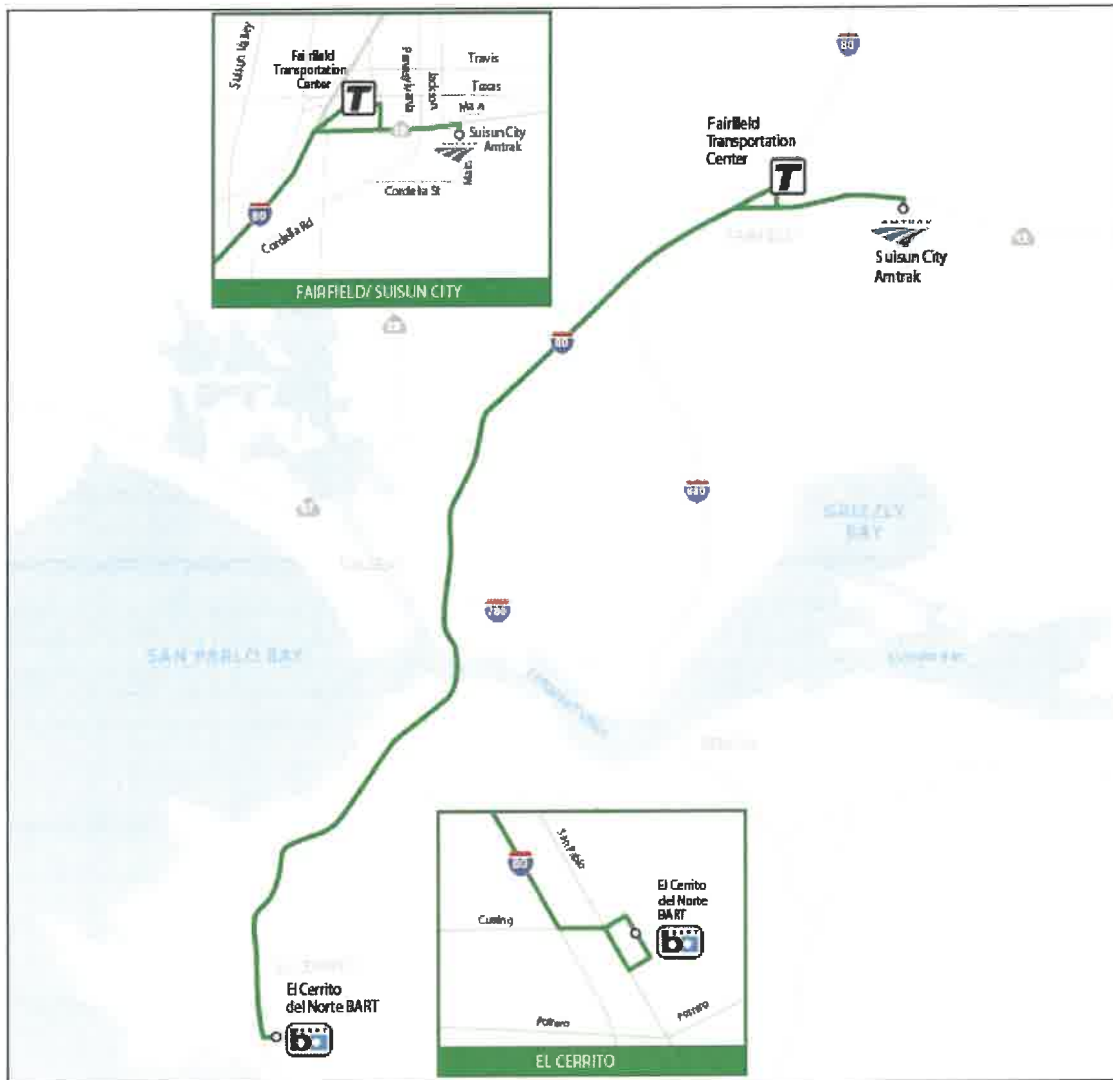
Free language assistance | Asistencia gratis en su idioma | Libreng tulung para sa wika | 免費語言幫助 | Hỗ trợ giúp thông dịch miễn phí | 무료 언어 지원 | যত্ন সহকারে | Бесплатная языковая помощь

EFFECTIVE APRIL 6, 2025 / A PARTIR DE 06 A ABRIL 2025



GREEN LINE

Fairfield - El Cerrito



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Free language assistance | Asistencia gratis en su idioma | Libreng tulung para sa wika | 免費語言幫助 | Hỗ trợ giúp thông dịch miễn phí | 무료 언어 지원 | मरुक् मख सभर ३३५ | Бесплатная языковая помощь

EFFECTIVE APRIL 6, 2025 / A PARTIR DE 06 A ABRIL 2025

Y YELLOW LINE

Vallejo - Benicia - Walnut Creek

EASTBOUND						WESTBOUND					
Vallejo			Benicia	Concord	Walnut Creek	Walnut Creek	Concord	Benicia	Vallejo		
Vallejo Transit Center	Vallejo Ferry Terminal	Curtola Park & Ride	Benicia City Park	Sunvalley Shopping Center	Walnut Creek BART	Walnut Creek BART	Sunvalley Shopping Center	Benicia City Park	Curtola Park & Ride	Vallejo Ferry Terminal	Vallejo Transit Center
MONDAY - FRIDAY / LUNES - VIERNES											
4:45	-	4:49	5:01	-	5:25	5:02	5:13	5:29	5:39	5:44	5:47
5:50	-	5:54	6:06	-	6:30	7:21	7:32	7:48	7:58	8:03	8:06
8:15	-	8:19	8:31	-	8:55	9:21	9:32	9:48	9:58	-	10:04
10:15	-	10:19	10:31	-	10:55	11:21	11:32	11:48	11:58	-	12:04
11:15	-	11:19	11:31	11:46	11:58	12:10	-	12:30	12:40	-	12:46
12:15	-	12:19	12:31	12:46	12:58	2:10	-	2:30	2:40	-	2:46
1:00	-	1:04	1:16	1:31	1:43	3:10	-	3:30	3:40	-	3:46
2:00	-	2:04	2:16	2:31	2:43	4:10	-	4:30	4:40	-	4:46
3:00	-	3:04	3:16	3:31	3:43	5:10	-	5:30	5:40	-	5:46
4:00	4:03	4:08	4:20	4:35	4:47	6:10	-	6:30	6:40	-	6:46
5:00	5:03	5:08	5:20	5:35	5:47	7:10	-	7:30	7:40	-	7:46
6:00	6:03	6:08	6:20	6:35	6:47	7:50	-	8:10	8:20	-	8:26
8:50	-	8:54	9:06	9:21	9:33	9:40	-	10:00	10:10	-	10:16
SATURDAY / SABADO											
6:15	-	6:19	6:31	6:46	7:03	8:15	-	8:35	8:45	8:51	8:54
7:15	-	7:19	7:31	7:46	8:03	11:05	-	11:25	11:35	11:41	11:44
8:05	-	8:09	8:21	8:36	8:53	12:40	-	1:00	1:10	-	1:16
9:05	-	9:09	9:21	9:36	9:53	1:40	-	2:00	2:10	-	2:16
12:02	-	12:06	12:18	12:33	12:50	4:25	4:36	4:52	5:02	-	5:08
2:21	-	2:25	2:37	-	3:01	6:40	6:51	7:07	7:17	-	7:23
5:20	-	5:24	5:36	-	6:00	8:20	8:31	8:47	8:57	-	9:03
7:35	7:38	7:43	7:55	-	8:05	-	-	-	-	-	-
SUNDAY / DOMINGO											
8:07	-	8:11	8:23	8:38	8:55	9:10	-	9:30	9:40	9:46	9:49
10:07	-	10:11	10:23	10:38	10:55	11:05	-	11:25	11:35	11:41	11:44
12:03	-	12:07	12:19	12:34	12:50	1:00	-	1:20	1:30	-	1:36
1:42	-	1:46	1:58	2:13	2:30	2:40	-	3:00	3:10	-	3:16
3:21	-	3:25	3:37	-	4:01	4:20	4:31	4:47	4:57	-	5:03
5:11	-	5:15	5:27	-	5:51	6:20	6:31	6:47	6:57	-	7:03
7:11	7:14	7:19	7:31	-	7:55	8:20	8:31	8:47	8:57	-	9:03

PM trips indicated in bold / Viajes PM indican en negrita



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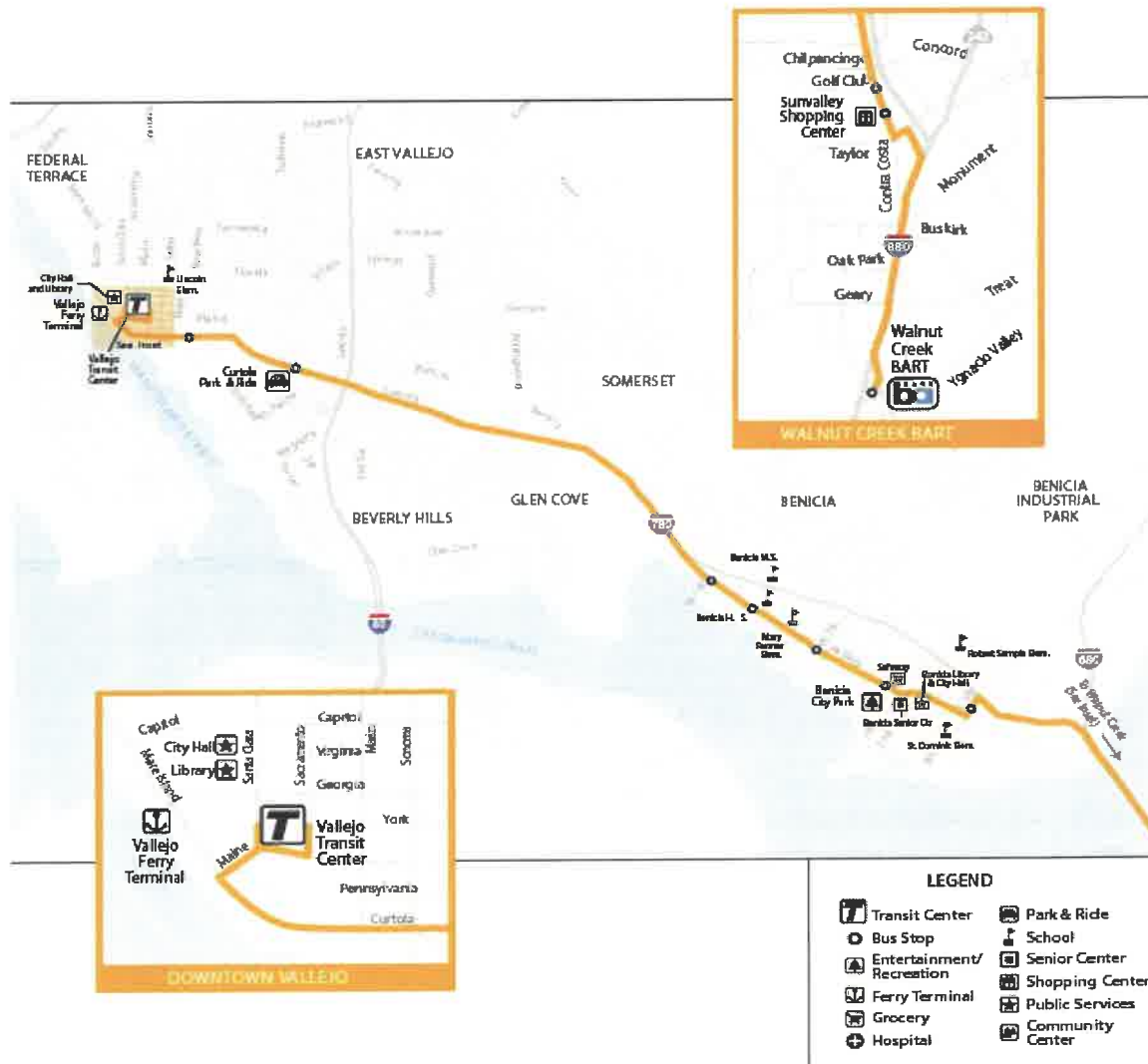


Free language assistance / Asistencia gratis en su idioma | Libreng tulong para sa wika | 免費語言幫助 | Hỗ trợ giúp thông dịch miễn phí | 무료 언어 지원 | सहायक भाषा समर्थन | Бесплатная языковая помощь

EFFECTIVE APRIL 6, 2025 / A PARTIR DE 06 A ABRIL 2025

Y YELLOW LINE

Vallejo - Benicia - Walnut Creek



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Token Transit

Free language assistance | Asistencia gratis en su idioma | Libreng tulung para sa wika | 免費語言幫助 | Hỗ trợ giúp thông dịch miễn phí | 무료 언어 지원 | ସମୃଦ୍ଧ | бесплатная языковая помощь

EFFECTIVE APRIL 6, 2025 / A PARTIR DE 06 A ABRIL 2025

R RED LINE

Fairfield - El Cerrito

SOUTH-BOUND/SALIENTE								NORTH-BOUND/ENTRANTE							
Suisun City	Fairfield		Vallejo				El Cerrito	El Cerrito	Vallejo				Fairfield		Suisun City
Spring A Station-Fairfield Insk	Fairfield Transportation Center	Suisun Valley & Westcott	Hwy 37 WB & Fairgrounds	Sonoma & Serrano	Vallejo Transit Center	Curiale Park & Ride	El Cerrito Old North BART	El Cerrito Old North BART	Curiale Park & Ride	Vallejo Transit Center	Sonoma & Serrano	Hwy 37 EB & Fairgrounds	Suisun Valley & Kaler	Fairfield Transportation Center	Spring & Suisun-Fairfield Insk
MONDAY - FRIDAY / LUNES - VIERNES															
										5:04	5:09	5:14	5:28	5:36	5:46
					*4:22	4:28	4:48	4:58	5:16	5:20					
					*4:42	4:48	5:08	5:18	5:36	5:52	5:57	6:01	6:15	6:23	6:32
					5:34	5:40	6:00	6:15	6:33	7:04	7:09	7:13	7:27	7:35	7:45
					*6:01	6:07	6:27	6:45	7:03	7:07					
					*6:34	6:40	7:00	7:15	7:33	7:37					
5:57	6:07	6:15	6:27	6:32	6:52	6:58	7:23	7:35	7:53	8:02	8:07	8:11	8:25	8:33	8:43
					7:17	7:23	7:43	7:53	8:11	8:15					
6:57	7:07	7:15	7:27	7:32	7:52	7:58	8:23	8:35	8:53	9:02	9:07	9:11	9:25	9:33	9:43
					8:35	8:41	9:01	9:15	9:33	9:37					
7:57	8:07	8:15	8:28	8:33	8:53	8:59	9:18	9:28	9:46	9:55	10:00	10:04	10:18	10:26	10:36
8:57	9:07	9:15	9:28	9:33	9:53	9:59	10:18	10:28	10:46	10:55	11:00	11:04	11:18	11:26	11:36
9:57	10:07	10:15	10:28	10:33	10:53	10:59	11:18	11:28	11:46	11:55	12:00	12:04	12:18	12:26	12:36
10:57	11:07	11:15	11:28	11:33	11:53	11:59	12:18	12:28	12:46	12:50					
										1:00	1:05	1:10	1:24	1:32	1:42
11:57	12:07	12:15	12:28	12:33	12:53	12:59	1:18	1:28	1:46	1:50					
										2:00	2:05	2:10	2:24	2:32	2:42
12:57	1:07	1:15	1:28	1:33	1:53	1:59	2:18	2:28	2:46	2:50					
										3:00	3:05	3:10	3:24	3:32	3:42
1:57	2:07	2:15	2:28	2:33	2:53	2:59	3:18	3:28	3:46	4:00	4:05	4:10	4:24	4:32	4:42
					3:14	3:20	3:38	3:48	4:17	4:21					
2:57	3:07	3:15	3:28	3:33	3:54	4:00	4:18	4:28	4:57	5:06	5:11	5:16	5:32	5:40	5:50
					4:14	4:20	4:38	4:48	5:17	5:21					
3:57	4:07	4:15	4:28	4:33	4:54	5:00	5:18	5:38	6:07	6:16	6:21	6:26	6:42	6:50	7:00
					5:14	5:20	5:38	5:48	6:17	6:21					
					5:34	5:40	5:58	6:08	6:37	6:41**					
4:57	5:07	5:15	5:28	5:33	5:54	6:00	6:18	6:28	6:46	6:55	7:00	7:05	7:21	7:29	7:39
					6:34	6:40	6:58	7:08	7:26	7:30					
5:57	6:07	6:15	6:28	6:33	6:54	7:00	7:18	7:28	7:46	7:55	8:00	8:05	8:21	8:29	8:39
					7:45	7:51	8:09	8:25	8:43	8:47					
7:26	7:36	7:44	7:57	8:02	8:23	8:29	8:47	9:05	9:23	9:27					
8:17	8:27	8:35	8:48	8:53	9:14	9:20	9:38	9:48	10:06	10:10**					
9:22	9:32	9:40	9:53	9:58	10:19	10:25	10:43	10:55	11:13	11:17**					

* Stops at Serrano Transit Center 8 minutes before the stop.

** Stops at Serrano Transit Center 7 minutes after the stop.

PM trips indicated in bold / Viajes PM indican en negrita

EFFECTIVE APRIL 6, 2025 / A PARTIR DE 06 A ABRIL 2025

R RED LINE

Fairfield - El Cerrito

SOUTHBOUND / SALIENTE								NORTHBOUND / ENTRANTE							
Suisun City	Fairfield		Vallejo				El Cerrito	El Cerrito	Vallejo				Fairfield		Suisun City
Spring & Suisun-Fairfield Link	Fairfield Transportation Center	Suisun Valley & Westlake	Hwy 37 WB & Fairgrounds	Sacramento & Serrano	Vallejo Transit Center	Curcio Park & Ride	El Cerrito del Norte BART	El Cerrito del Norte BART	Curcio Park & Ride	Vallejo Transit Center	Sacramento & Serrano	Hwy 37 EB & Fairgrounds	Suisun Valley & Kaiser	Fairfield Transportation Center	Spring & Suisun-Fairfield Link
SATURDAY / SABADO															
					7:04	7:10	7:28	7:38	7:56	8:05	8:10	8:15	8:29	8:37	8:47
					8:04	8:10	8:28	8:38	8:56	9:00					
					9:05	9:11	9:29	9:39	9:57	10:06	10:11	10:16	10:30	10:38	10:48
9:07	9:17	9:25	9:38	9:43	9:56	10:02	10:20	10:30	10:48	10:52					
					11:04	11:10	11:28	11:43	12:01	12:10	12:15	12:20	12:34	12:42	12:52
11:07	11:17	11:25	11:38	11:43	11:56	12:02	12:20	12:30	12:48	12:52					
					1:04	1:10	1:28	1:43	2:01	2:10	2:15	2:20	2:34	2:42	2:52
1:07	1:17	1:25	1:38	1:43	1:56	2:02	2:20	2:30	2:48	2:52					
					2:54	3:00	3:18	3:28	3:46	3:55	4:00	4:05	4:19	4:27	4:37
3:07	3:17	3:25	3:38	3:43	3:55	4:01	4:19	4:29	4:47	5:01					
					4:42	4:48	5:06	5:25	5:43	5:52	5:57	6:02	6:16	6:24	6:34
4:57	5:07	5:15	5:28	5:33	5:45	5:51	6:09	6:25	6:43	6:47					
					6:54	7:00	7:18	7:28	7:46	7:55	8:00	8:05	8:19	8:27	8:37
6:57	7:07	7:15	7:28	7:34	7:45	7:51	8:09	8:25	8:43	8:47					
					8:55	9:01	9:19	9:40	9:58	10:02					
8:57	9:07	9:15	9:28	9:33	9:39										
SUNDAY / DOMINGO															
					9:04	9:10	9:28	9:43	10:01	10:04					
					10:04	10:10	10:28	10:43	11:01	11:04					
					11:04	11:10	11:28	11:43	12:01	12:04					
					12:04	12:10	12:28	12:43	1:01	1:04					
					1:04	1:10	1:28	1:43	2:01	2:04					
					2:04	2:10	2:28	2:43	3:01	3:04					
					3:04	3:10	3:28	3:43	4:01	4:04					
					4:04	4:10	4:28	4:43	5:01	5:04					
					5:04	5:10	5:28	5:43	6:01	6:04					
					6:04	6:10	6:28	6:43	7:01	7:04					
					7:04	7:10	7:28	7:43	8:01	8:04					
					8:04	8:10	8:28	8:43	9:01	9:04					
					9:04	9:10	9:28	9:43	10:01	10:04					

PM trips indicated in bold / Viajes PM indican en negrita



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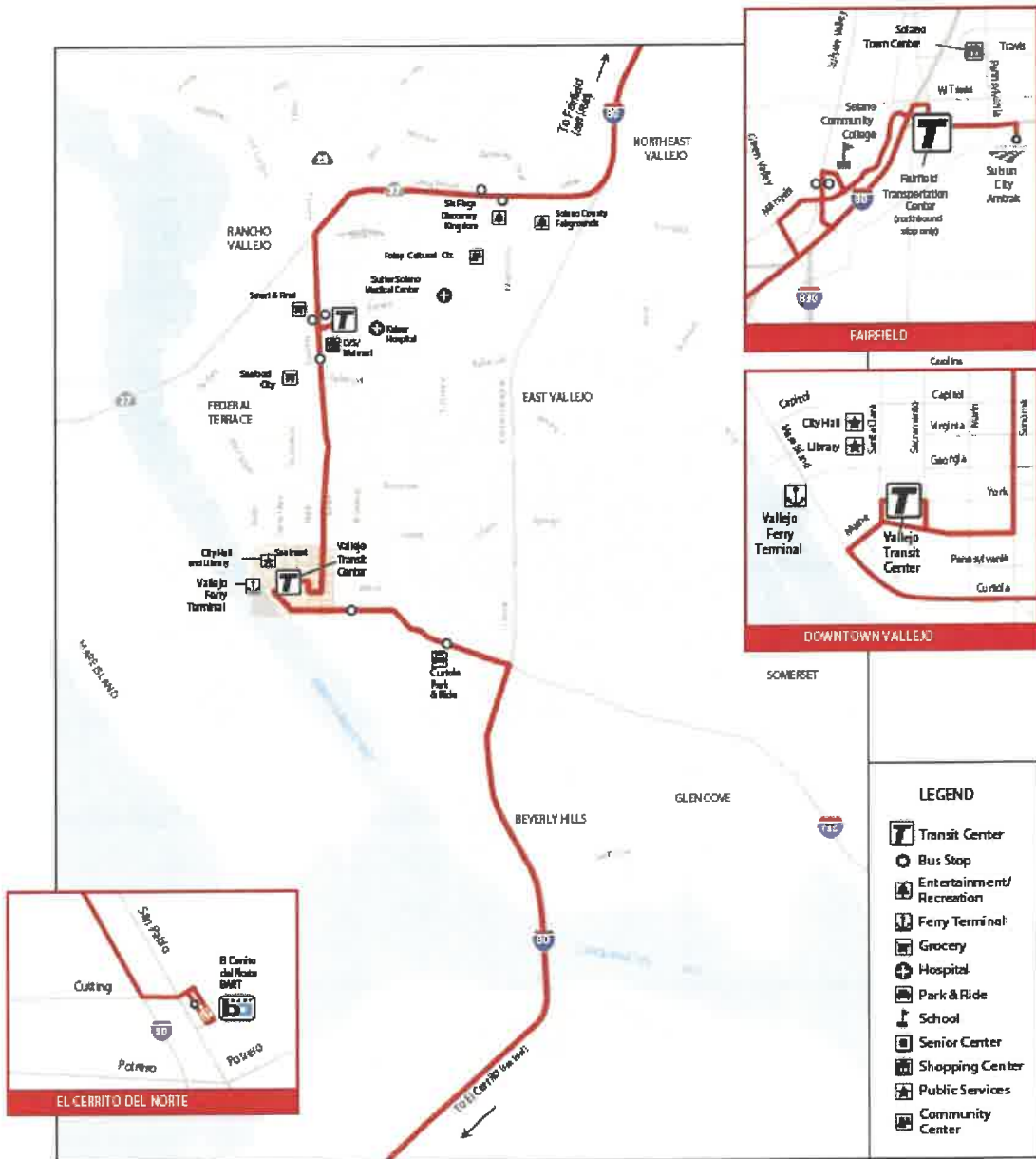
Token Transit

Free language assistance | Asistencia gratis en su idioma | Libreng tulong para sa wika | 免費語言幫助 | Hỗ trợ giúp thông dịch miễn phí | 무료 언어 지원 | सलुक् भाषा सहायता | Бесплатная языковая помощь

EFFECTIVE APRIL 6, 2025 / A PARTIR DE 06 A ABRIL 2025

R RED LINE

Fairfield - El Cerrito



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Free language assistance | Asistencia gratis en su idioma | Libreng tulung para sa wika | 免費語言幫助 | Hỗ trợ giúp thông dịch miễn phí | 무료 언어 지원 | ସ୍ୱଳ୍ପ ଭାଷା ସମ୍ପର୍କ | бесплатная языковая помощь

EFFECTIVE APRIL 6, 2025 / A PARTIR DE 06 A ABRIL 2025

82

ROUTE 82

Fairfield - San Francisco

SOUTHBOUND / SALIENTE				NORTHBOUND / ENTRANTE			
Fairfield	Valejo		San Francisco	San Francisco	Valejo		Fairfield
Fairfield Transportation Center	Valejo Transit Center	Curtola Park & Ride	San Francisco Ferry Building	San Francisco Ferry Building	Curtola Park & Ride	Valejo Transit Center	Fairfield Transportation Center
MONDAY - FRIDAY / LUNES - VIERNES							
4:37	5:07	5:13	6:00	6:15	6:55	6:58	-
5:37	6:07	6:13	7:00	7:15	7:55	7:58	-
-	5:24	5:30	6:15	6:30	7:15	7:19	7:49
-	9:30	9:36	10:21	10:40	11:25	11:29	-

PM trips indicated in bold / Viajes PM indican en negrita



SolTrans.org
707-648-4666

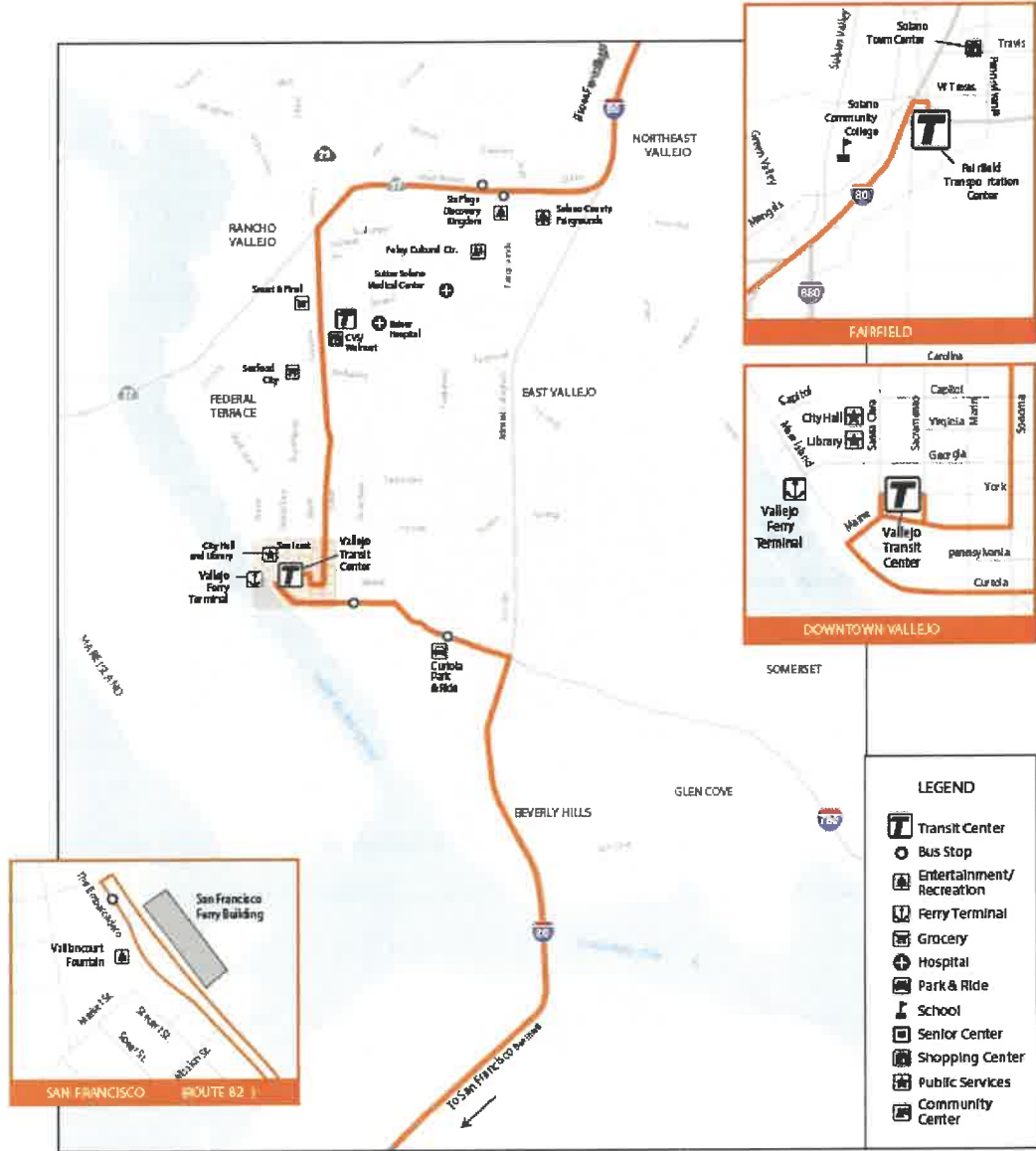


Free language assistance | Asistencia gratis en su idioma | Libreng tulung para sa wika | 免費語言幫助 | Hỗ trợ giúp thông dịch miễn phí | 무료 언어 지원 | ସାମୁଦ୍ରିକ ସହାୟତା | Бесплатная языковая помощь

EFFECTIVE APRIL 6, 2025 / A PARTIR DE 06 A ABRIL 2025

82 ROUTE 82

Fairfield - San Francisco



SolTrans.org 707-648-4666
 Solano Express
 CLIPPER
 transit
 Token Transit

Free language assistance | Asistencia gratis en su idioma | Libreng tulong para sa wika | 免費語言幫助 | Hỗ trợ giúp thông dịch miễn phí | 무료 언어 지원 | यल्लूक भाषा सहायता | Бесплатна мовна допомога

EXHIBIT C PERFORMANCE MEASURES

Solano Express Performance Benchmarks for Fiscal Year 2024-25

Measures	FY 2024-25
SERVICE DESIGN	Benchmark
Speed - MPH	35
SERVICE PRODUCTIVITY	Benchmark
Passengers per Vehicle Revenue Hour	25.0
Passengers per Trip	15.0
Capacity Utilization	35.00%
COST EFFICIENCY	Benchmark
Cost per Vehicle Revenue Hour	\$230.07
Cost per Vehicle Revenue Mile	\$3.87
COST EFFECTIVENESS	Benchmark
Subsidy per Passenger Trip	\$3.71
Farebox Recovery Ratio	20%

**FIRST AMENDMENT TO
INTERCITY TRANSIT FUNDING AND COST SHARING AGREEMENT
(SOLANO EXPRESS) BY AND AMONG
THE SOLANO TRANSPORTATION AUTHORITY, THE COUNTY OF SOLANO,
THE SOLANO COUNTY TRANSIT, THE CITY OF DIXON, THE CITY OF
FAIRFIELD, THE CITY OF SUISUN CITY, AND
THE CITY OF VACAVILLE**

This First Amendment (“**First Amendment**”) is made and entered into on July 1, 2026 by and among the SOLANO TRANSPORTATION AUTHORITY, a joint powers entity organized under Government Code section 6500 et seq., and the Congestion Management Agency (CMA) and the County Transportation Authority (CTA) for Solano County, hereinafter referred to as “**STA**”, and the governmental entities in Solano County providing intercity transit services to the citizens of Solano County: to wit:

THE COUNTY OF SOLANO (“**County**”), a political subdivision of the State of California; SOLANO COUNTY TRANSIT (“**SolTrans**”), a joint powers entity organized under Government Code section 6500 et seq.; and FOUR MUNICIPAL CORPORATIONS (“**Cities**”) in Solano County:

The City of Dixon,
The City of Fairfield,
The City of Suisun City, and
The City of Vacaville

Unless specifically identified, the various public agencies herein may be commonly referred to as the “**Parties**” or “**County, City, and Cities**” or “**Jurisdictions**” or “**Intercity Transit Operators**” as the context may require.

1. RECITALS

A. The parties entered into an intercity transit funding and cost sharing agreement dated July 1, 2025 (the “**Agreement**”) to establish certain goals and principles for Intercity Transit activities for Solano Express (SE) in Solano County;

B. The parties desire to amend the Contract to extend the term and amend the performance benchmarks for SE.

C. The parties agree to amend the Agreement as set forth below.

2. AGREEMENT

A. Term

The Agreement is extended through June 30, 2027.

B. Attachment A of the Agreement is amended, in part, as follows:
Cost Per Revenue Hour: \$246.76

- C. Exhibit B of the Agreement is amended, in part, as follows:
 Service Hours by Route are estimates as:
 Red Line 24,555
 Yellow Line 10,243
 Blue Line 7,920
 Green line 2,282
 Total Service Hours 45,000

3. EFFECTIVENESS OF CONTRACT

Except as set forth in this First Amendment, all other terms and conditions specified in the Agreement remain in full force and effect.

CITY OF DIXON By: _____ Jim Lindley, City Manager	APPROVED AS TO FORM By: _____ City Attorney
CITY OF FAIRFIELD By: _____ David Gassaway, City Manager	APPROVED AS TO FORM By: _____ City Attorney
CITY OF SUISUN CITY By: _____ Bret Prebula, City Manager	APPROVED AS TO FORM By: _____ City Attorney
CITY OF VACAVILLE By: _____ Savita Chaudhary, City Manager	APPROVED AS TO FORM By: _____ City Attorney
COUNTY OF SOLANO By: _____ Ian Goldberg, County Administrator	APPROVED AS TO FORM By: _____ County Counsel
SOLANO COUNTY TRANSIT (SOLTRANS) By: _____ Beth Kranda, Executive Director	APPROVED AS TO FORM By: _____ SolTrans Legal Counsel
SOLANO TRANSPORTATION AUTHORITY (STA) By: _____ Daryl K. Halls, Executive Director	APPROVED AS TO FORM By: _____ STA Legal Counsel



Solano County Transit

TO: BOARD OF DIRECTORS
PRESENTER: MANDI RENSHAW, PLANNING AND MARKETING MANAGER
SUBJECT: SYSTEMWIDE REDESIGN: AUTHORIZATION TO CONTINUE ROUTE 82 SERVICE
ACTION: MOTION

ISSUE:

The Board is being asked to rescind its prior action to discontinue Route 82 and authorize staff to continue operation of the Route 82 pilot service as part of the Systemwide Redesign, effective August 2, 2026.

BACKGROUND:

The Route 82 pilot service was initially implemented to provide a direct commute connection between Fairfield and downtown San Francisco via the Vallejo Transit Center. The route currently operates four weekday roundtrips focused on peak commute and late-night travel periods that are not competing with Vallejo Ferry service. During the development of the COA Proposed Network, Route 82 was recommended for discontinuation in order to reinvest service hours into Route 60 (Red Line) and to increase frequency and to maintain high ridership trips on Route 90 (Green Line) as opposed to discontinuing the line.

Since adoption of the COA concepts in September 2025, staff have completed a more detailed phase of schedule development for the redesigned network. Through this process, which includes the incorporation of actual layover time, operator breaks, recovery time, union requirements, and operational scheduled revenue hours, staff identified that the proposed Solano Express redesign is currently projected at approximately 42,100 annual revenue hours: 2,900 hours below the adopted 45,000-hour Solano Express budget. This creates an opportunity to reinstate the approximately 2,400 annual revenue hours associated with Route 82 while remaining within the approved budget.

Route	40 (Blue)	60 (Red)	70 (Yellow)	90 (Green)	82	Annual Totals
Current Scheduled Hours	10,190	19,176	7,209	6,100	2,325	45,000
Early Estimation Before Blocking	7,920*	24,555	10,243*	2,282	N/A	45,000
New Scheduled Hours	10,757	21,757	7,758	1,897	2,424	44,500

*Note: * Due to the interlining at Concord BART, early planning estimations for Routes 40 and 70 (Blue and Yellow) combined the routes into one singular line from Vallejo to Dixon through Concord.*

Hours were divided based on one line before blocking, requiring more Route 70 service to adjust for the hourly all-day service on Route 40. Through the blocking process service hours were adjusted to reflect the actual concept of hourly service all day for both routes.

Route 82 currently operates just over 2,300 annual revenue hours and is being scheduled at just over 2,400 hours beginning in August to account for an increase in traffic. While these hours are meaningful for maintaining the Route 82 pilot service, they are not sufficient on their own to create an additional route or significantly expand service on other Solano Express corridors. Staff also evaluated whether the remaining available hours could support expanded service to Davis; however, the proposed hourly Davis service scenario analyzed during the COA process would have required approximately 5,100 additional annual revenue hours to provide a reliable and useful level of service. Ultimately, the Solano Transportation Authority elected not to move forward with the SolTrans proposal for hourly Davis service and instead pursued a vanpool program connection. This decision left the remaining available service hours open for reinvestment elsewhere in the Solano Express network. Staff believe reinstating Route 82 is the best and most productive use of those available hours, particularly given the route's continually growing ridership, unique market connection, and productivity. Route 82 averaged 12.7 riders per revenue hour in the previous quarter, surpassing the STA Board-approved metric of 12 riders per hour. This is significantly stronger than the existing Davis service model, which is 8.4 riders on the whole Blue Line.

Given that the proposed discontinuation of Route 82 generated significant public concern and has consistently been one of the most discussed Solano Express changes throughout the COA process, staff believe reinstating the service is appropriate and responsive to community feedback. Additionally, Route 82 ridership increased approximately 27% this quarter and has continued to show quarter-over-quarter growth trends. This route significantly reduces the commute time for Solano County residents providing a one-seat ride to San Francisco from Fairfield and Vallejo. Riders often take BART back to the East Bay to then catch the Route 60 (Red line) or 40 (Blue line).

Route 82 would continue operating under its current fare structure upon reinstatement, if approved. Staff discussions are already underway with Solano Express funding partners regarding potential future fare adjustments across the Solano Express system, and a Route 82 fare increase will be evaluated as part of those broader conversations. Preliminary conversations with riders suggest that riders are willing to pay a premium for this route and increased fares could bring farebox recovery on this route up substantially. While there is still a fiscal cliff several years out, keeping this productive, and potentially cost effective, route in place is prudent. Route 82 is also a pilot route giving us greater flexibility to make changes in the future if warranted.

FISCAL IMPACT:

There is no additional fiscal impact associated with this action beyond the previously adopted Solano Express operating budget. Current schedule estimates indicate Route 82 can be reinstated while remaining within the approved 45,000 annual Solano Express revenue hour allocation. Additionally, investing available service hours into productive, growing routes such as Route 82 supports SolTrans' long-term financial sustainability. Ridership performance directly impacts the amount of RM3 and other performance-based funding the agency receives; therefore, increasing ridership on productive services helps strengthen SolTrans' eligibility for future funding allocations. Strategically reinvesting resources into routes with strong productivity not only helps extend the agency's fiscal stability amid the approaching fiscal cliff, but also creates greater potential to generate future revenue that can be reinvested into additional service improvements throughout the system.

PERFORMANCE GOAL:

GOAL 1: Service – Deliver on-time safe transit services which meet the needs of Solano County communities. **OBJECTIVE B: Comprehensive Operational Analysis (COA) – strategy i:** Complete a comprehensive evaluation of the existing fixed-route (local and express) services to determine strengths, weaknesses, and opportunities for improvements as it relates to the goals of the Agency and the Short-Range Transit Plan; **strategy ii:** Increase ridership by analyzing and identifying gaps

and opportunities within the overall existing travel market and evaluate individual local and express fixed routes and how they function together.

RECOMMENDATION:

Rescind the prior Board action to discontinue Route 82 and authorize staff to continue Route 82 service as part of the Systemwide Redesign, effective August 2, 2026.

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

Updated 5/22/2026

Route	Total Cost	Farebox Revenue **	Farebox Recovery Ratio	Ridership	Average Fare Per Rider	Subsidy per rider	Cost per Rider	Riders per VRH	Riders per VRM	Revenue Hours	Total Cost per Hour	Revenue Miles	Total Cost per Mile
82	\$ 449,344	\$ 72,520	16%	21,526	\$ 3.37	\$ 17.51	\$ 20.87	12.4	0.4	1,736	\$ 258.87	56,521	\$ 7.95
B	\$ 2,023,175	\$ 111,789	6%	61,950	\$ 1.80	\$ 30.85	\$ 32.66	8.0	0.2	7,784	\$ 259.93	256,930	\$ 7.87
G	\$ 1,236,224	\$ 118,754	10%	46,930	\$ 2.53	\$ 23.81	\$ 26.34	9.9	0.3	4,733	\$ 261.17	158,735	\$ 7.79
R	\$ 3,461,529	\$ 502,380	15%	226,038	\$ 2.22	\$ 13.09	\$ 15.31	15.7	0.6	14,358	\$ 241.09	359,691	\$ 9.62
Y	\$ 1,285,432	\$ 94,727	7%	50,885	\$ 1.86	\$ 23.40	\$ 25.26	9.4	0.4	5,397	\$ 238.19	128,577	\$ 10.00
All Costs*	\$ 8,455,704	\$ 900,169	10.6%	407,330	\$ 2.21	\$ 18.55	\$ 20.76	12.0	0.4	34,007	\$ 248.64	960,453	\$ 8.80
Transit Ctr Costs	\$ (384,238)												
Funded Costs	\$ 8,071,466		11.2%			\$ 17.61	\$ 19.82			34,007	\$ 237.35		\$ 8.40
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

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

** Includes Solano College Fees

NOTE: All data is final except for Total Cost which will change until the books are closed

SolanoExpress Costs July - December 2025			FY 25-26 Budget		FY 26-27 Budget	
	Revenue	Hours		Hours		Hours
Budget \$230.37/hr	% of SolTrans Fixed Route	51%		45,000		45,000
Contracted Rate with Transdev	update amounts in blue			\$ 85.55		\$ 89.02
Direct Costs:		Cost per hr		Cost per hr		Cost per hr
Vehicle Revenue Hours (drivers)	\$ 1,784,491	\$ 79.28	\$ 3,849,759	\$ 85.55	\$ 4,005,909	\$ 89.02
Vehicle Maintenance - Manager, Asst. Manager, Mechanics, Utility workers	\$ 612,265	\$ 27.20	\$ 1,164,305	\$ 25.87	\$ 1,237,206	\$ 27.49
Vehicle Maintenance - parts	\$ 294,532	\$ 13.09	\$ 335,000	\$ 7.44	\$ 460,000	\$ 10.22
Vehicle Maintenance - tires	\$ 79,296	\$ 3.52	\$ 80,000	\$ 1.78	\$ 126,000	\$ 2.80
Vehicle Maintenance - Lubricants and Fluids	\$ 25,643	\$ 1.14	\$ 120,000	\$ 2.67	\$ 48,750	\$ 1.08
Contracted administration costs - Transdev Mgmt (non-maint.), road Supes, dispatch, customer service, vehicle insurance, other contract overhead	\$ 799,579	\$ 35.52	\$ 1,459,996	\$ 32.44	\$ 1,511,217	\$ 33.58
Subtotal - Contracted Transit Costs	\$ 3,595,806	\$ 159.75	\$ 7,009,060	\$ 155.76	\$ 7,389,082	\$ 164.20
Fuel	\$ 508,016	\$ 22.57	\$ 1,119,000	\$ 24.87	\$ 1,373,741	\$ 30.53
Other Direct Expenses						
CNG Fueling facility maintenance (100%)	\$ 48,540	\$ 2.16	\$ 94,332		\$ 101,449	
Direct Vehicle Repairs	\$ 36,967	\$ 1.64	\$ 125,000		\$ 100,000	
Other Direct Expenses	\$ 88,664	\$ 3.94	\$ 30,047		\$ 53,260	
Subtotal - Other Direct Expenses	\$ 174,171	\$ 7.74	\$ 249,379	\$ 5.54	\$ 254,709	\$ 5.66
Total Direct SE Expenses	\$ 4,277,993	\$ 190.06	\$ 8,377,439	\$ 186.17	\$ 9,017,532	\$ 200.39
Transit Centers/Bus Stop Expenses						
Curtola Park n Ride Expenses (100%)	\$ 97,244	\$ 4.32				
Vallejo Transit Center	\$ 89,312	\$ 3.97				
1872 Broadway Land Exp	\$ 60	\$ 0.00				
Sereno Transit Center Maintenance	\$ 5,808	\$ 0.26				
Bus Stop Maintenance (pooled)	\$ 60,526	\$ 2.69				
Total Transit Center/Bus Stop Facilities	\$ 252,951	\$ 11.24	\$ 469,130	\$ 10.43	\$ 470,520	\$ 10.46
Indirect Costs (allocated based on hours)						
Administrative Salaries	\$ 572,676	\$ 25.44	\$ 1,161,000	\$ 25.80	\$ 1,215,000	\$ 27.00
Software Subscriptions/IT services	\$ 125,181	\$ 5.56	\$ 150,500	\$ 3.34	\$ 194,461	\$ 4.32
General Liab. Insurance	\$ 55,742	\$ 2.48	\$ 109,650	\$ 2.44	\$ 113,625	\$ 2.53
Professional Services	\$ 99,065	\$ 4.40	\$ 288,100	\$ 6.40	\$ 208,440	\$ 4.63
Admin Building Maintenance Costs	\$ 35,608	\$ 1.58	\$ 117,283	\$ 2.61	\$ 84,150	\$ 1.87
O&M Maintenance & Utilities	\$ 129,112	\$ 5.74	\$ 95,460	\$ 2.12	\$ 255,150	\$ 5.67
Other Indirect Overhead expenses Marketing, supplies, bank fees, armored car, etc	\$ 138,510	\$ 6.15	\$ 217,150	\$ 4.83	\$ 215,955	\$ 4.80
Subtotal - Indirect Expenses	\$ 1,155,895	\$ 51.35	\$ 2,139,143	\$ 47.54	\$ 2,286,781	\$ 50.82
Total Operating Expenses	\$ 5,686,839	\$ 252.65	\$ 10,985,712	\$ 244.13	\$ 11,774,833	\$ 261.66
Transit Centers/Bus Stop Facilities/Security	\$ (252,951)	\$ (11.24)	\$ (469,130)	\$ (10.43)	\$ (470,520)	\$ (10.46)
Fuel Contingency			\$ (150,000)	\$ (3.33)	\$ (200,000)	\$ (4.44)
SE Cost without Transit Centers and Contingencies	\$ 5,433,888	\$ 241.41	\$ 10,366,582	\$ 230.37	\$ 11,104,313	\$ 246.76

Scenario 1: 42,169 Hour

	FY 22-23 Actual	FY 23-24 Actual	FY 24-25 Actual	FY 25-26 Budget	FY 26-27 Estimate	FY 27-28 Estimate	FY 28-29 Estimate	FY 29-30 Estimate	FY 30-31 Estimate	FY 31-32 Estimate	FY 32-33 Estimate
Solano Express Service											
Revenue Service Hours	48,003	44,539	44,872	45,000	42,169	42,169	42,169	42,169	42,169	42,169	42,169
Cost/Hr (SolTrans est FY26-27 forward)	\$ 207.80	\$ 204.96	\$ 216.83	\$ 230.37	\$ 246.76	\$ 255.40	\$ 264.34	\$ 273.59	\$ 283.16	\$ 293.07	\$ 303.33
Total Estimated Cost	\$ 9,974,831	\$ 9,128,532	\$ 9,729,596	\$ 10,366,650	\$ 10,405,622	\$ 10,769,819	\$ 11,146,763	\$ 11,536,900	\$ 11,940,691	\$ 12,358,615	\$ 12,791,167
Revenues											
Fares	\$ 1,360,229	\$ 1,490,659	\$ 1,120,804	\$ 1,060,068	\$ 1,081,269	\$ 1,102,894	\$ 1,124,952	\$ 1,147,451	\$ 1,170,400	\$ 1,193,808	\$ 1,217,685
RM-2	\$ 2,142,151	\$ 2,149,916	\$ 2,149,916	\$ 2,149,916	\$ 2,149,916	\$ 2,149,916	\$ 2,149,916	\$ 2,149,916	\$ 2,149,916	\$ 2,149,916	\$ 2,149,916
RM-3	\$ 1,840,625	\$ 655,951	\$ 1,018,325	\$ 1,000,000	\$ 3,041,920	\$ 3,041,920	\$ 3,041,920	\$ 3,041,920	\$ 3,041,920	\$ 3,041,920	\$ 3,041,920
STAF	\$ 388,145		\$ 2,722	\$ 3,150,131	\$ 710,654	\$ 1,494,731	\$ 1,787,798	\$ 2,092,267	\$ 2,408,562	\$ 2,670,000	\$ 2,670,000
STAF Carryover				\$ 145,889	\$ 502,005						
Solano College Pass	\$ 114,845	\$ 50,471	\$ 50,471	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000
Benicia	\$ 213,730	\$ 143,923	\$ 143,923	\$ 146,629	\$ 149,517	\$ 152,507	\$ 155,558	\$ 158,669	\$ 161,842	\$ 165,079	\$ 168,381
Dixon	\$ 99,102	\$ 65,603	\$ 65,603	\$ 37,913	\$ 39,460	\$ 40,249	\$ 41,054	\$ 41,875	\$ 42,712	\$ 43,566	\$ 44,438
Fairfield	\$ 710,755	\$ 624,215	\$ 624,215	\$ 537,074	\$ 547,146	\$ 558,089	\$ 569,251	\$ 580,636	\$ 592,249	\$ 604,094	\$ 616,176
Suisun City	\$ 134,087	\$ 188,536	\$ 188,536	\$ 126,648	\$ 129,153	\$ 131,736	\$ 134,371	\$ 137,058	\$ 139,799	\$ 142,595	\$ 145,447
Vacaville	\$ 594,048	\$ 315,617	\$ 315,617	\$ 336,036	\$ 343,053	\$ 349,914	\$ 356,912	\$ 364,051	\$ 371,332	\$ 378,758	\$ 386,333
Vallejo	\$ 859,029	\$ 1,272,858	\$ 1,272,858	\$ 1,426,451	\$ 1,454,637	\$ 1,483,730	\$ 1,513,404	\$ 1,543,673	\$ 1,574,546	\$ 1,606,037	\$ 1,638,158
Balance of County	\$ 182,606	\$ 182,606	\$ 198,776	\$ 199,895	\$ 206,892	\$ 214,133	\$ 221,628	\$ 229,385	\$ 237,413	\$ 245,723	\$ 254,323
FTA ARP	\$ 1,335,479	\$ 2,255,221	\$ 2,958,680	\$ -							
Total Revenue	\$ 9,974,831	\$ 9,395,576	\$ 10,110,446	\$ 10,366,650	\$ 10,405,622	\$ 10,769,819	\$ 11,146,763	\$ 11,536,900	\$ 11,940,692	\$ 12,291,497	\$ 12,382,776
Balance	\$0	\$267,044	\$380,850	\$0	\$0	\$0	\$0	\$0	\$0	(\$67,119)	(\$408,391)

Cut in Service to Balance Revenues				0	0	0	0	0	0	(229)	(1,346)
Revised Service Hours				45,000	42,169	42,169	42,169	42,169	42,169	41,940	40,823
Percent Cut in Service				0%	0%	0%	0%	0%	0%	-1%	-3%

Annual Rate of Change		FY 23-24	FY 24-25	FY 25-26	FY 26-27	FY 27-28	FY 28-29	FY 29-30	FY 30-31	FY 31-32	FY 32-33
Cost per Hour		1.1%	5.8%	6.2%	7.1%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%
Fares		9.6%	-24.8%	-5.4%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
RM-2		0.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
RM-3		-64.4%	55.2%	-1.8%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
STAF		-100.0%		115628.6%	-77.4%	110.3%	19.6%	17.0%	15.1%	10.9%	0.0%
TDA		0.0%	0.0%	0.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%

STAF Reserve Balance			\$ 8,162,058	\$ 5,009,205	\$ 4,298,550	\$ 2,803,820	\$ 1,016,022				
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Scenario 2: 44,593 Hours

Solano Express Service	FY 22-23 Actual	FY 23-24 Actual	FY 24-25 Actual	FY 25-26 Budget	FY 26-27 Estimate	FY 27-28 Estimate	FY 28-29 Estimate	FY 29-30 Estimate	FY 30-31 Estimate	FY 31-32 Estimate	FY 32-33 Estimate
Revenue Service Hours	48,003	44,539	44,872	45,000	44,593	44,593	44,593	44,593	44,593	44,593	44,593
Cost/Hr (SolTrans est FY26-27 forward)	\$ 207.80	\$ 204.96	\$ 216.83	\$ 230.37	\$ 246.76	\$ 255.40	\$ 264.34	\$ 273.59	\$ 283.16	\$ 293.07	\$ 303.33
Total Estimated Cost	\$ 9,974,831	\$ 9,128,532	\$ 9,729,596	\$ 10,366,650	\$ 11,003,769	\$ 11,388,901	\$ 11,787,512	\$ 12,200,075	\$ 12,627,078	\$ 13,069,025	\$ 13,526,441
Revenues											
Fares	\$ 1,360,229	\$ 1,490,659	\$ 1,120,804	\$ 1,060,068	\$ 1,081,269	\$ 1,102,894	\$ 1,124,952	\$ 1,147,451	\$ 1,170,400	\$ 1,193,808	\$ 1,217,685
RM-2	\$ 2,142,151	\$ 2,149,916	\$ 2,149,916	\$ 2,149,916	\$ 2,149,916	\$ 2,149,916	\$ 2,149,916	\$ 2,149,916	\$ 2,149,916	\$ 2,149,916	\$ 2,149,916
RM-3	\$ 1,840,625	\$ 655,951	\$ 1,018,325	\$ 1,000,000	\$ 3,041,920	\$ 3,041,920	\$ 3,041,920	\$ 3,041,920	\$ 3,041,920	\$ 3,041,920	\$ 3,041,920
STAF	\$ 388,145		\$ 2,722	\$ 3,150,131	\$ 1,409,232	\$ 2,113,812	\$ 2,428,546	\$ 2,670,000	\$ 2,670,000	\$ 2,670,000	\$ 2,670,000
STAF Carryover				\$ 145,889	\$ 502,005						
Solano College Pass	\$ 114,845	\$ 50,471	\$ 50,471	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000
Benicia	\$ 213,730	\$ 143,923	\$ 143,923	\$ 146,629	\$ 149,517	\$ 152,507	\$ 155,558	\$ 158,669	\$ 161,842	\$ 165,079	\$ 168,381
Dixon	\$ 99,102	\$ 65,603	\$ 65,603	\$ 37,913	\$ 39,460	\$ 40,249	\$ 41,054	\$ 41,875	\$ 42,712	\$ 43,566	\$ 44,438
Fairfield	\$ 710,755	\$ 624,215	\$ 624,215	\$ 537,074	\$ 547,146	\$ 558,089	\$ 569,251	\$ 580,636	\$ 592,249	\$ 604,094	\$ 616,176
Suisun City	\$ 134,087	\$ 188,536	\$ 188,536	\$ 126,648	\$ 129,153	\$ 131,736	\$ 134,371	\$ 137,058	\$ 139,799	\$ 142,595	\$ 145,447
Vacaville	\$ 594,048	\$ 315,617	\$ 315,617	\$ 336,036	\$ 343,053	\$ 349,914	\$ 356,912	\$ 364,051	\$ 371,332	\$ 378,758	\$ 386,333
Vallejo	\$ 859,029	\$ 1,272,858	\$ 1,272,858	\$ 1,426,451	\$ 1,454,637	\$ 1,483,730	\$ 1,513,404	\$ 1,543,673	\$ 1,574,546	\$ 1,606,037	\$ 1,638,158
Balance of County	\$ 182,606	\$ 182,606	\$ 198,776	\$ 199,895	\$ 206,892	\$ 214,133	\$ 221,628	\$ 229,385	\$ 237,413	\$ 245,723	\$ 254,323
FTA ARP	\$ 1,335,479	\$ 2,255,221	\$ 2,958,680	\$ -							
Total Revenue	\$ 9,974,831	\$ 9,395,576	\$ 10,110,446	\$ 10,366,650	\$ 11,104,200	\$ 11,388,901	\$ 11,787,512	\$ 12,114,633	\$ 12,202,130	\$ 12,291,497	\$ 12,382,776
Balance	\$0	\$267,044	\$380,850	\$0	\$100,431	\$0	\$0	(\$85,442)	(\$424,948)	(\$777,529)	(\$1,143,666)
Cut in Service to Balance Revenues				0	407	0	0	(312)	(1,501)	(2,653)	(3,770)
Revised Service Hours				45,000	45,000	44,593	44,593	44,281	43,092	41,940	40,823
Percent Cut in Service				0%	1%	0%	0%	-1%	-3%	-6%	-8%
Annual Rate of Change		FY 23-24	FY 24-25	FY 25-26	FY 26-27	FY 27-28	FY 28-29	FY 29-30	FY 30-31	FY 31-32	FY 32-33
Cost per Hour		1.1%	5.8%	6.2%	7.1%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%
Fares		9.6%	-24.8%	-5.4%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
RM-2		0.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
RM-3		-64.4%	55.2%	-1.8%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
STAF		-100.0%		115628.6%	-55.3%	50.0%	14.9%	9.9%	0.0%	0.0%	0.0%
TDA		0.0%	0.0%	0.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
STAF Reserve Balance			\$ 8,162,058	\$ 5,009,205	\$ 3,599,973	\$ 1,486,161	\$ -				

SOLANO COUNTY POPULATION ESTIMATES¹

Solano County	DOF Value	Share	Without County Uninc. And without Rio Vista	
			Rio Vista	Share
Benicia	26,195	5.8%	26,195	6.21%
Dixon	20,174	4.5%	20,174	4.79%
Fairfield	120,720	26.8%	120,720	28.64%
Rio Vista	10,338	2.3%	0	0.00%
Suisun City	29,036	6.5%	29,036	6.89%
Vacaville	103,181	22.9%	103,181	24.48%
Vallejo	122,207	27.2%	122,207	28.99%
Balance Of County	17,988	4.0%	0	0.00%
Incorporated	431,851	96.0%	421,513	100.00%
County Total	449,839	100.0%	421,513	100.00%

1. State of California, Department of Finance, Table 2: E-4 Population Estimates for Cities, Counties, and State 2021-2025 with 2020 Benchmark. Sacramento, California, May 2025

Figure 43. City of Residence – Individual Routes

City of Residence	Route Number	All n=1181	Blue B n=211	Green GX n=112	Yellow Y n=173	Red/RT 82 n=685
Vallejo		45.5%	1.9%	0.9%	40.4%	69.3%
Fairfield		19.3%	34.6%	58.6%	1.2%	8.2%
Vacaville		7.7%	31.3%	9.9%	1.2%	1.0%
Suisun City		6.2%	6.6%	23.4%		2.8%
Benicia		4.5%	1.4%		27.9%	2.1%
Dixon		1.7%	9.0%	0.9%		
Rio Vista		0.1%	0.5%			
Unincorporated Solano County		0.3%	0.5%			0.4%
Outside Solano County		14.8%	14.2%	6.3%	20.3%	16.0%

From 2022 On-Board Transit Survey

SolanoExpress Ridership By City of Residence (all routes),

SolanoExpress Ridership	Share	Without Outside County, Balance of County, or Rio Vista	
		Rio Vista	Share
Outside Solano County	20.8%	0.0	0.0%
Balance of County	0.6%	0.0	0.0%
Benicia	4.3%	4.3	5.5%
Dixon	0.5%	0.5	0.7%
Fairfield	14.5%	14.5	18.5%
Rio Vista	0.1%	0.0	0.0%
Suisun City	3.4%	3.4	4.3%
Vacaville	7.8%	7.8	10.0%
Vallejo	47.9%	47.9	61.0%
County Total	100.0%	78.5	100.0%

Figure 46. City of Residence – Individual Routes

City of Residence	Route Number	All n=1390	Blue Line n=204	Green Line n=123	Red Line n=861	Yellow Line n=162	Route 82 n=25	Vine 21 n=15
Vallejo		45.6%	2.9%	8.9%	64.7%	47.5%	28.0%	
Fairfield		16.7%	24.0%	60.2%	7.4%	1.2%	44.0%	40.0%
Vacaville		8.3%	38.7%	9.8%	1.7%	0.6%	4.0%	20.0%
Suisun City		4.0%	4.4%	12.2%			12.0%	13.3%
Benicia		3.6%	1.5%		1.5%	26.5%		
Dixon		0.5%	2.5%	1.6%				
Rio Vista		0.2%		1.6%				
Unincorporated Solano County		0.6%	1.0%		0.8%			
Outside Solano County		20.4%	25.0%	5.7%	21.5%	24.1%	12.0%	26.7%

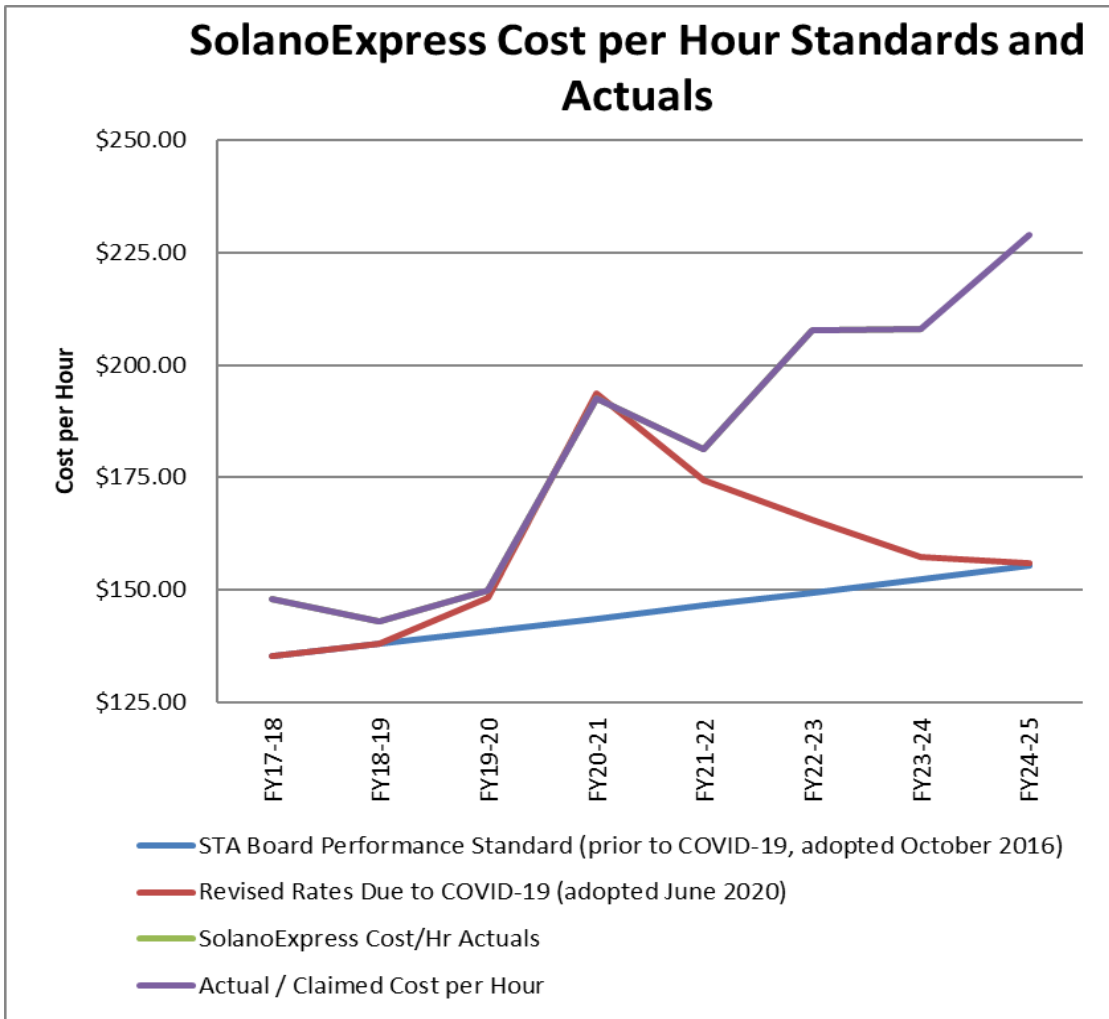
From 2024 On-Board Transit Survey

	Total Shares by Jurisdiction with Current Data		
	2024	2025	Total
	Ridership 80%	Population 20%	100.0%
Benicia	4.4%	1.2%	5.6%
Dixon	0.5%	1.0%	1.5%
Fairfield	14.8%	5.7%	20.5%
Suisun City	3.5%	1.4%	4.8%
Vacaville	8.0%	4.9%	12.9%
Vallejo	48.8%	5.8%	54.6%
Total	80.0%	20.0%	100.0%

	Previous Shares	Updated Shares	Change
Benicia	5.62%	5.61%	0.00%
Dixon	1.45%	1.48%	0.03%
Fairfield	20.57%	20.55%	-0.03%
Suisun City	4.85%	4.85%	0.00%
Vacaville	12.87%	12.88%	0.01%
Vallejo	54.64%	54.62%	-0.01%
Total	100.0%	100.0%	0.0%

Actual / Claimed Cost per Hour

Year	FY17-18	FY18-19	FY19-20	FY20-21	FY21-22	FY22-23	FY23-24
	Actual	Actual	Actual	Actual	Actual	Actual	Est. Act.
FAST	\$ 157.56	\$ 142.12	\$ 149.43	\$ 191.70	\$ 185.27		
SolTrans	\$ 140.49	\$ 143.59	\$ 150.27	\$ 193.05	\$ 178.03		
Escalation Rate		-3.3%	4.9%	28.4%	-5.8%	14.7%	0.1%
SolanoExpri	\$ 147.84	\$ 142.90	\$ 149.90	\$ 192.46	\$ 181.20	\$ 207.80	\$ 208.08



FY24-25
Claimed

Average Annual Change FY17-18 to FY 24-25
7.0%

10.1%
\$ 229.08

Average Annual Change FY21-22 to FY24-25
4.8%



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DATE: May 29, 2026
 TO: STA Board
 FROM: Ron Grassi, Director of Programs
 RE: Programming of FY 2026-27 State Transit Assistance Funds (STAF)
 Population-Based Funds

Background:

On February 27, 2019, the Metropolitan Transportation Commission (MTC) adopted Resolution 4360, which continues the County Block Grant funding policy framework, originally established with MTC Resolution 4321 on February 28, 2018, for the use of State Transit Assistance Funds (STAF) Population-Based (Public Utilities Code § 99313) funds in the region. MTC also combined Northern County, Regional Paratransit, and Lifeline STAF funds with population-based funds, effective in FY 2020-21, awarded through a County Block Grant.

The STAF Population-Based County Block Grant is accompanied by several regional policy conditions, largely aimed at improving transit coordination and efficiency while stabilizing funding. Under MTC Resolution 4321, Congestion Management Agencies (CMAs), now known as County Transportation Agencies (CTAs), were tasked with coordinating roles in developing a STAF Population-Based distribution program within their respective counties. This regional approach is modeled after the approach used by the Solano Transportation Authority (STA) for distributing STAF Population-Based funds within Solano County.

MTC Resolution 4360 also includes a policy that extends the performance measures established as a part of the Transit Sustainability Project (TSP) to the region’s smaller transit operators. State law specifies that STAF Population-Based funds are to be used to provide financial assistance for public transportation, including funding for transit planning, operations, and capital acquisition projects.

In Solano County, STAF Population-Based funds have been programmed to leverage over \$25 million of other funding and support a wide range of transit activities, which includes funds for Solano Express Operating, Marketing, Ridership Studies, Intercity Bus Capital Replacement Plans, and Electrification; Transit Corridor and Rail Studies; Solano Mobility Programs; Community Base Transportation Plans (CBTP); Solano’s Consolidated Transportation Services Agency(CTSA); Paratransit Coordination Council(PCC); and Transit Priority Capital Projects.

Discussion:

On February 25, 2026, MTC released an estimate of Solano County’s Population-based STAF funds for FY 2026-27 in the amount of \$5,116,242, which is \$554,375 or 10% less than FY 2025-26. There is also a carryover balance of \$10,701,872 for a total available funding of \$15,818,114 in FY 2026-27 (Attachments A & B). The FY 2026-27 funding of \$15,818,114 is recommended to be allocated as follows:

SOLANO EXPRESS		
Solano Express Carryover balance	\$502,005	
Solano Express Operating Funds	\$1,308,801	
Solano Express Contingency	\$100,431	
TOTAL STAF Dedicated to Solano Express Service	\$1,911,237	12%

PROJECTS, PROGRAMS, PLANNING & LIFELINE TRANSIT SERVICE		
Transit Priority Capital Projects	\$3,364,013	21%
Solano Mobility Programs	\$2,801,279	18%
One-Time Planning (CTP, SRTP, CBTP, Rail Study)	\$800,000	5%
Lifeline Transit Service (Solano Express Route 30 Pilot)	\$1,252,853	8%
Bus Capital Purchase (Solano Express Route 30)	\$965,974	6%
TOTAL STAF Allocated in FY 2026-27 to Projects, Programs, Planning, and Lifeline Transit Service	\$9,184,119	58%

RESERVE		
Solano Express Reserve (for Future Years)	\$3,599,973	23%
Transit Priority Capital Projects and Special Projects Reserve	\$1,122,785	7%

In FY 2024-25, the STA Board allocated \$8,162,058 towards future years of Solano Express Operating to backfill ARPA funds, which were exhausted by the end of FY 2024-25. The STA Board also allocated \$965,974 to the Solano Express Capital Bus Replacement Reserves to backfill FTA 5307 funds used to replace 16 CNG engines, bringing the total allocated to Solano Express operations, capital, and reserves to \$9,128,032. In FY 2025-26, SolTrans claimed \$3,296,020 in STAF for Solano Express Operations, and the STA Board allocated \$965,974 toward Lifeline Transit capital purchases. In FY 2026-27, \$502,005 in carryover funds and \$1,409,232 in new operating and contingency funds are required, leaving a Solano Express Reserve balance of \$3,599,973 for future years. SolTrans will be able to claim \$1,409,232 of STAF funds once the FY 2026-27 1st amendment to the Solano Express Intercity Funding and Cost-Sharing Agreement is fully executed between STA, the funding partners, and SolTrans.

STA staff is recommending an allocation of \$9,184,119 (47%) in STAF Population-Based funds for FY 2026-27 to fund Lifeline Transit Service, a comprehensive list of Mobility Programs, One-Planning Projects, and Transit Priority Capital Projects based on prior STA Board approval and STA's Overall Work Plan tasks.

The remaining balance of \$3,599,973 in Solano Express Reserve and \$1,122,785 Transit Priority Capital and Special Projects Reserve are recommended to remain in reserves for future years.

Lifeline Transit Service (Solano Express Route 30 Pilot):

The Solano Mobility Express Vanpool Pilot Program was launched during the first quarter of FY 2023-24, following the SolTrans Board's approval of a realignment that recommended coordinating and funding vanpools as an alternative for riders traveling to Sacramento. Solano Mobility Express Vanpool vans travel between Dixon, Vacaville, and Sacramento during morning and afternoon/evening commute hours. Initially, the program began with three 7-passenger vans and quickly expanded to four due to increased ridership. Currently, two 14-passenger vans and two 9-passenger vans service the program. Since the program began, through April 30, 2026, a total of 12,033 rides have been provided. To date, the program has been reliable, with only two missed routes (rider accommodations provided), and has achieved a 4.98/5 performance rating from riders. As a result of Solano Express service cuts made through the SolTrans Comprehensive Operational Analysis, the STA Board approved the expansion of the Lifeline transit service on March 11, 2026, to service Vacaville, Dixon, UC Davis (Memorial Union), and Sacramento. The expansion increases revenue hours from 4,800 to 7,922 at a cost of \$126.76 per revenue hour, requiring an allocation of \$1,252,853 for FY 2026-27. This includes the contractor's cost plus a contingency for increased fuel costs, vehicle maintenance, and any unknowns.

Solano Mobility Programs:

The FY 2026-27 Mobility Programs recommended funding amount of \$2,801,279 supports 18 Mobility Programs that serve older adults, people with disabilities, commuters, employers, and veterans. STAF provides 48% of the funding to support the Consolidated Transportation Services Agency (CTSA), Paratransit Coordinating Council (PCC), Transit Corridor Planning and Implementation, Solano Express Marketing, Transit Coordination/Programs, Rail Network Integration/Solano Rail Hub, the Solano Mobility Call Center, Employer/Commuter Programs, and the Solano Mobility Programs. Pursuant to the STA Board-approved Transit 2030 Policy Recommendations, \$3 million is being programmed to fund Mobility Programs, leveraging an additional \$4 million in funding sources.

STA Board Approved Transit Priority Capital Projects:

Blue Ribbon Transit Recovery Task Force (BTRTF) Mapping and Wayfinding Pilot Program –

In FY 2024-25, the STA Board approved allocating \$500,000 of STAF as match funds to initiate the Mapping and Wayfinding Pilot Program in Solano County. The MTC regional mapping and wayfinding project will make it easier for travelers to navigate and explore the Bay Area using public transit and connecting services. On May 13, 2026, the STA Board approved using these funds to support regional transit signage as the 1st priority and, secondarily, to assist transit agencies with implementing the MTC mapping and wayfinding guidelines for local service.

Suisun City Mobility Hub Improvements - The mobility hub project, consistent with the recommendations of the Suisun City Community-Based Transportation Plan and the Solano Connected Mobility Implementation Plan, will provide a secure parking facility for multiple agencies. The parking lot with controlled access will house the vehicles of the Suisun City Microtransit Program and STA's Vehicle Share Program. This lot also includes electric vehicle infrastructure. The facility also includes public parking stalls for community events within the city. Construction of the facility is nearing completion, and the \$424,742 of State Transit Assistance funding is a carryover from previous allocations to cover closing costs, including a retention payment to the contractor.

Fairgrounds Improvement Project - The project will construct a transit stop and shelter in the new Diverging Diamond Interchange at Fairgrounds Drive and State Route 37. Bike and pedestrian improvements are incorporated into the interchange design to enhance safety and non-motorized mobility. The project commenced construction in the fall of 2025. It is expected to be open to the public by the Summer of 2026. \$2,291,751 of STAF was initially allocated towards this project in FY 2025-26. \$1,473,677 in carryover funds is available for FY 2026-27.

West Texas Solano Express Bus Stop and Ped Connection - This project has been postponed indefinitely. It was intended to construct a new in-line Solano Express bus stop on the I-80 WB on-ramp at West Texas St. The project would also construct a new Class I path on the south side of West Texas St, connecting the Fairfield Transit Center with the new proposed bus stop. STAF matching funds of \$695,000 are being held over until STA identifies a substitute project in FY 2026-27. STAF funds provide a \$2.55M match for Transit and Intercity Rail Capital Funds (TIRCP).

Inductive Charging (TICRCP Grant Match Funds)—This project was intended to construct inductive chargers at five regionally significant transit facilities, including the El Cerrito del Norte BART Station, Fairfield Transit Center, Suisun-Fairfield Amtrak Station, Vallejo Transit Center, and Walnut Creek BART Station. STAF, of \$270,584 in match funds, is providing support for a \$1.7 million TIRCP grant; these funds will be carried over to FY 2026-27.

STA Board Approved One-Time Planning Projects:

Solano County Short-Range Transit Plan (SRTP)

The Metropolitan Transportation Commission (MTC) is expected to release its guidelines and funding plan in FY 2026-27. MTC anticipates small and medium-sized operators will be eligible for up to \$40,000 in reimbursements. Funding levels are contingent upon approval of MTC's FY 2026-27 Budget.

STA and the Solano County transit Operators last completed their SRTPs in 2022. STA coordinated the SRTPs for all of Solano County, and each transit operator represented a chapter within the Solano County Coordinated Short-Range Transit Plan (SRTP). For this SRTP cycle, STA, in collaboration with the cities of Dixon, Fairfield, Rio Vista, Suisun City, and Vacaville, will select a consultant to complete the SRTPs. STA recommends carrying over \$160,000 in STAF to cover the cost difference above the MTC reimbursement for transit operators participating in the coordinated plan. SolTrans plans to enlist its own consultant to perform its SRTP.

Community-Based Transportation Plan (CBTP) the Unincorporated County, Benicia, and/or Fairfield - STA staff received requests from Solano County and the City of Benicia to develop Community-Based Transportation Plans (CBTPs) in their respective jurisdictions. The STA previously developed a CBTP for the Cities of Vallejo, Suisun City, Rio Vista, and Dixon. New requests have been received from Solano County and the City of Benicia. The City of Fairfield has also expressed interest in a Community-Based Transportation Plan.

STA will engage community residents as a Consolidated Transportation Services Agency (CTSA), in coordination with the Solano County Equity Working Group, using the recently adopted STA Equity Guiding Principles, and in partnership with the city, community, and local transit operator. \$150,000 of STAF is being allocated towards these projects in FY 2026-27 to match MTC's Care Act funding.

Comprehensive Transportation Plan - Transit Element Implementation: Rail, Ferry, and Waterways
The Solano Transportation Authority's (STA) Comprehensive Transportation Plan (CTP) serves as the primary long-range planning document that guides and prioritizes the STA's transportation investments. It also serves as the foundational document from which transportation projects and programs are considered for the Metropolitan Transportation Commission's (MTC) Regional Transportation Plan (RTP), known as Plan Bay Area (PBA).

As a follow-up to the Solano Comprehensive Transportation Plan Update and the Solano Priority Production Area Plan, both anticipated to be completed in Summer 2026, STA will use \$125,000 of STAF to initiate an updated Water Transit Study as a key implementation step. The previous Water Transit Study was completed in 2019, and this new study would build on that work, focusing on dredging needs, implications for port operations, and broader goods movement considerations.

State (SR) Route 12 and SR 113 Corridor Studies, Transit and TDM -The STA is in the process of updating the SRs 12 and 113 Comprehensive Multimodal Corridor Plan (CMCP), which will include transit and transportation demand management (TDM) planning along both corridors. The \$125,000 of STAF will supplement the One Bay Area Grant federal funds that have been programmed to develop the CMCPs. The CMCPs are needed, given that the previous Major Investment Study (MIS) for SR 12 was completed in 2001, while the MIS for SR 113 was completed in 2009. The proposed comprehensive plans will identify transit and TDM improvements.

Passenger Rail Implementation - Working with Solano member agencies, the STA has completed several rail planning studies to advance the future of Solano passenger rail service in the region. A key priority is the Solano Rail Hub in Suisun City, which the STA is advancing, together with the cities of Suisun City and Fairfield, to realize the vision for the station outlined in the California State Rail Plan. The STA is also completing the Solano-Napa North Bay Passenger Rail Feasibility Study in partnership with Napa Valley Transportation Authority and the cities of Vallejo and Napa, which is evaluating potential passenger rail connections to the statewide rail network and is expected to be completed in Summer 2026. To support implementation of these efforts, the STA is allocating \$50,000 of STAF in FY 2026-27. The STA will participate in the State's Corridor Identification and Development Program while continuing related coordination with the Capitol Corridor Joint Powers Authority and supporting member agencies to advance the 2024 Solano Rail Crossing Plan Update, as needed.

The Solano County Intercity Transit Consortium unanimously approved the recommended action at its May 26, 2026, meeting. The STA TAC voted unanimously on May 27, 2026, to forward the recommended action to the STA Board for approval.

Fiscal Impact:

Solano County's Population-based STAF funds for FY 2026-27 are \$5,116,242 plus a carryover balance of \$10,701,872 for a total available funding of \$15,818,114. STAF funds support Solano Express, lifeline transit services, mobility programs, planning projects, capital projects, and contributions to other agencies that serve the residents and employers of Solano County. \$1,252,853 is allocated to Lifeline Transit Services, \$2,801,279 is allocated to Solano Mobility Programs, \$800,000 is allocated to Planning Projects, and \$3,364,013 is allocated to Capital Projects, as included in the FY 2026-27 Overall Work Plan. Approval of this item provides the guidance MTC needs to allocate STAF for continuing lifeline services, mobility programs, planning projects, and capital projects that support older adults, people with disabilities, commuters, employers, students, and veterans. STAF funds to be claimed by other agencies include \$1,409,232 of new STAF for FY 2026-27 Solano Express Operations. \$965,974 for Solano Express Route 30 Bus Capital Purchase. \$3,599,973 is reserved for Solano Express's future years, and \$1,122,785 is held in reserves for future Transit Priority Capital and Special Projects.

Recommendations:

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

1. Programming of \$9,184,119 in STAF Population-Based funds to support Lifeline Transit Services, Solano Mobility Programs, Capital Projects, and Planning Projects in FY 2026-27, as specified in Attachment B; and
2. Authorize SolTrans to claim \$1,409,232 of new STAF for Solano Express Operations in FY 2026-27 once the 1st amendment of Solano Express Intercity Funding and Cost-Sharing is fully executed between STA, the funding partners, and SolTrans.
3. STA Resolution No. 2026-02 authorizing STA to file a claim with MTC to allocate STAF and TDA funds for FY 2026-27 as shown in Attachment D.

Attachments:

- A. FY 2026-27 STAF Estimate for Solano County dated February 25, 2026
- B. STAF Solano Express Allocations, Lifeline Transit Services, Mobility Program Allocations, Capital Projects Allocations, and One-Time Planning Projects Allocations for FY 2026-27
- C. Solano Mobility Programs PowerPoint
- D. STA Resolution No. 2026-02 authorizing STA to file a claim with MTC to allocate STAF and TDA funds for FY 2026-27.

ATTACHMENT A

**FY 2026-27 FUND ESTIMATE
STATE TRANSIT ASSISTANCE
POPULATION-BASED FUNDS (PUC 99313) - FY 2018-19 ONWARDS**

*Attachment A
Res No. 4742
Page 12 of 19
2/25/2026*

FY2025-26 STA Revenue Estimate		FY2026-27 STA Revenue Estimate	
1. State Estimate (Aug, 25) ³	\$77,115,439	4. Projected Carryover (Jan, 26)	\$102,199,076
2. Actual Revenue (Aug, 26)		5. State Estimate (Jan, 26)	\$69,595,684
3. Revenue Adjustment (Lines 2-1)		6. Total Funds Available (Lines 4+5)	\$171,794,760

STA POPULATION-BASED COUNTY BLOCK GRANT AND REGIONAL PROGRAM APPORTIONMENT

<i>Column</i>	A	C	D	E=Sum(A:D)	F	G=Sum(E:F)
	6/30/2025	FY2024-26	FY2025-26	6/30/2025	FY2026-27	Total
Apportionment Jurisdictions	Balance (w/interest)¹	Outstanding Commitments²	Revenue Estimate³	Projected Carryover⁴	Revenue Estimate⁵	Available For Allocation
County Block Grant^b						
Alameda	2,226,007	(8,550,980)	9,542,245	3,217,272	8,611,752	11,829,024
Contra Costa	1,504,533	(12,016,700)	11,974,307	1,462,140	10,806,657	12,268,797
Marin	151,199	(3,081,290)	3,080,386	150,295	2,780,009	2,930,304
Napa	-	(1,884,278)	1,884,278	-	1,700,537	1,700,537
San Francisco	2,547,440	(5,755,937)	4,564,339	1,355,842	4,119,257	5,475,099
San Mateo	7,649,211	(4,527,390)	2,732,788	5,854,609	2,466,306	8,320,915
Santa Clara	-	(7,087,177)	7,606,983	519,806	6,865,204	7,385,010
Solano	16,742,718	(11,709,894)	5,669,048	10,701,872	5,116,242	15,818,114
Sonoma	183,913	(6,326,203)	6,926,433	784,143	6,251,015	7,035,158
SUBTOTAL	31,005,022	(60,939,849)	53,980,807	24,045,979	48,716,979	72,762,958
Regional Program	59,561,009	(35,767,623)	23,134,632	46,928,018	12,878,705	59,806,723
Means-Based Transit Fare Program	38,217,327	(7,999,999)	-	30,217,328	8,000,000	38,217,328
Transit Emergency Service Contingency Fund⁷	1,007,751	-	-	1,007,751	-	1,007,751
GRAND TOTAL	\$129,791,109	(\$104,707,471)	\$77,115,439	\$102,199,076	\$69,595,684	\$171,794,760

1. Balance as of 6/30/25 is from the MTC FY2024-25 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.
2. The outstanding commitments figure includes all unpaid allocations as of 6/30/25, and FY2025-26 allocations as of 1/31/2026.
3. FY 2025-26 STA estimates are based on State Controller's Office report from August 2025.
4. Projected carryover as of 6/30/26 does not include interest accrued in FY2025-26.
4. Projected carryover as of 6/30/26 does not include interest accrued in FY2025-26.
6. County Block Grant adopted through MTC Resolution 4321 in February 2018, and funded through a 70% share of STA Population-Based funds.
7. Funds for the Transit Emergency Service Contingency Fund are taken "off the top" from the STA Population-Based program.

**State Transit Assistance Funds (STAF)
FY 2026-27 STAF FUNDING PRIORITIES**

Attachment B

	FY 2024-25	FY 2025-26	FY 2026-27	% of Funding
Use of Carryover from Prior Years' Capital Projects, Fund Balance, & Interest	7,347,692	14,476,518	10,701,872	
MTC Fiscal Year Funding	6,636,050	5,670,617	5,116,242	
STAF FUND ESTIMATE	13,983,742	20,147,135	15,818,114	
Solano Express Bus Capital				
Solano Express Bus Replacement, approved by the STA Board to purchase (7) F550 24-passenger buses on March 11, 2026	5,965,974	965,974	965,974	
Solano Express Reserve for Future Operating Funds to Replace ARPA	1,461,168			
TOTAL STAF RESERVES	7,427,142	965,974	965,974	6%
Solano Express Operating: STAF To Be Claimed by Other Agencies				
FAST - Transitional Cost, Approved by STA Board 12/8/21 subject to a funding agreement				
SolTrans - Transitional Cost, Approved by STA Board 12/8/21 subject to a funding agreement				
SolTrans - Solano Express Reconciliation/ Carryover Funds	388,145		502,005	
Solano Express Operating funds of \$8,162,058 for FY 2025-26, FY 2026-27, and FY 2027-28	346,771	3,296,020	1,308,801	
Solano Express Contingency For FY 2026-27			100,431	
TOTAL TO BE CLAIMED BY OTHER AGENCIES	734,916	3,296,020	1,911,237	12%
Lifeline Transit Services				
Solano Mobility Express Vanpool Program/ Solano Express Route 30 Approved by STA Board March 11, 2026	516,750	598,340	1,252,853	8%
Solano Mobility Programs:				
	FY 2024-25	FY 2025-26	FY 2026-27	
ADA in Person Eligibility Program	TDA	TDA	TDA	
Paratransit Coordinating Council/PCC	18,000	18,000	18,000	
Concierge Medical Services	200,000	300,000	300,000	
Vehicle Share Program	70,000	75,000	75,000	
CTSA/Mobility Management/Programs	50,000	50,000	45,000	
Transit Planning & Administration	430,113	463,644	463,644	
Expenditure Plan	25,000	25,000	25,000	
SolanoExpress Marketing/Guarantee Ride Home	385,000	450,000	200,000	
Transit Corridor Implementation/Solano Express/ Blue Ribbon Transit Recovery Task Force Implementation	200,314	225,000	225,000	
Countywide Travel Training/Ambassador Program	150,000	150,000	150,000	
One Stop Transportation Call Center Program	85,000	350,000	350,000	
Suisun Amtrak Operation/Maintenance	TDA	TDA	TDA	
Transit Coordination/Programs/ Solano Community College (SCC)/(Napa Vine Route 21 (NVTA)	200,000	200,000	200,000	
Employer/Commuter Program/ 1st Last Mile	670,386	749,635	749,635	
1st/Last Mile Program (Benicia)	20,000			
MOBILITY PROGRAMS ALLOCATION TOTAL	2,503,813	3,056,279	2,801,279	18%

STA Board Approve Capital Projects:	FY 2024-25	FY 2025-26	FY 2026-27	
BRTRTF Mapping and Wayfinding Pilot Program or New Transit Priority Project (Prior Year Carryover)	500,000	500,000	500,000	
Priority Signalization Project approved STA Board 03/13/19, Project Completed				
Countywide Parking Demand Study approved STA Board 03/13/19				
Suisun City Mobility Hub Improvements, Approved by STA Board on 01/08/20 (Prior Year Carryover)			424,752	
City of Vallejo Community Base Transportation Plan (CBTP) Lifeline Funding, STA Board approved 4/08/20				
Fairgrounds/Transit Facility Study (TPI Swap for \$1 M)				
York St. Vallejo Transportation Center (VTC) approved by STA Board 03/13/19, Project Completed				
Fairgrounds Improvement Project, Approved by STA Board 5/11/22 (Prior Year Carryover)	800,000	2,291,751	1,473,677	
Vacaville Transit Center /TSP Ticketing/ Matching Funds for TIRCP Grant				
'EV Charging Station (Vallejo)				
TIRCP Grant Repayment Access Project, West Texas, and Inductive Charging (Prior Year Carryover)	623,677	695,000	695,000	
Inductive Charging (TIRCP Grant Match Funds), Approved by STA Board 7/14/21 (Prior Year Carryover)	270,584	270,584	270,584	
CAPITAL PROJECTS ALLOCATIONS TOTAL	2,194,261	3,757,335	3,364,013	21%
STA Board Approved One-Time Planning Projects:	FY 2024-25	FY 2025-26	FY 2026-27	
Transit Coordination Equipment/Connection Protection TIRCP Match Funds	50,000			
Short Range Transit Plan (Prior Year Carryover)		160,000	160,000	
SolanoExpress Ridership Survey				
Community-Based Transportation Planning (CBTP)	115,000	150,000	150,000	
Comprehensive Transportation Plan - Transit Element Implementation Rail, Ferry, Waterways		200,000	125,000	
State Route 12 and State Route 113 Corridor Studies, Transit and TDM			125,000	
TIRCP Grant Match for SolanoExpress/Connected Mobility Implementation Plan, Approved by STA Board 3/10/21	67,898		150,000	
Countywide Electrification Plan/Manager (TIRCP)	25,000			
Rail Crossing Update/Study, Approved by the STA Board on 04/13/23				
North Bay Passenger Rail Feasibility Study	200,000	200,000		
Passenger Rail Implementation			50,000	
Rail Network Integration/Solano Rail Hub (Prior Year Carryover)	40,000	40,000	40,000	
SolSTEP/CARB Grant Matching Funds, Approved by the STA Board on 6/14/23	108,962			
ONE-TIME PLANNING PROJECTS ALLOCATION TOTAL	606,860	750,000	800,000	5%
TOTAL STAF TO BE CLAIMED BY STA	5,304,934	8,161,954	9,184,119	
TOTAL ALLOCATED STAF FUNDS	13,983,742	12,423,948	11,095,356	
Solano Express Operating funds for FY 2027-28, and FY 2028-28		4,866,038	3,599,973	23%
Reserve for Transit Priority Capital Projects, and Special Projects		2,857,149	1,122,785	7%
Total Available STAF Funds		20,147,135	15,818,114	100%

State Transit Assistance Funds (STAF)

Solano Mobility Programs

June 10, 2026





SOLANO MOBILITY



Voted BEST SENIOR RESOURCES in Solano County



Ron Grassi
Director of Programs



Debora McQuilkin
Program Manager
Solano Mobility



Lorene Garrett
Transit Mobility
Coordinator



Erika Dohina
Program Services
Supervisor



Elizabeth Sanchez
Program
Coordinator II



Laina Tekelidis
Program
Coordinator



Steven Lowe
Program
Coordinator



Sunny Hurd
Senior Customer
Service Rep.



Julie Davidson
Customer
Service Rep. II



Regina Benson
Customer
Service Rep. II



Nicole Williams
Customer
Service Rep.



Heidi Ciabattari
Customer
Service Rep.



Brittany Williams
Customer
Service Rep.



Melissa Rodriguez
STA
Intern



Eavan Swanson
STA
Intern

Solano Mobility Programs

- **Mobility Programs and Services for all Solano County Older Adults, People with Disabilities, Low-Income Residents, Veterans, Students, Transit-Dependent Individuals, and Commuters.**
- **Employer Commuter Program encourages residents and employees in Solano County to use alternative modes of transportation to support affordability and reduce greenhouse gas emissions.**



Designated as a Consolidated Transportation Services Agency since 2013



221
Solano Mobility Call Center (800) 535-6883

Origins of Solano County Mobility Programs

- **Mobility Programs were created in response to expressed community needs identified through Countywide Mobility Summits and the 2011 Solano Transportation Study for Seniors and People with Disabilities and were adopted by the Solano Transportation Authority (STA) Board.**
- **Community input identified Mobility Management as a priority to improve access for seniors, people with disabilities, low-income, and transit-dependent residents by providing a “one-stop” resource where individuals can access transportation information, programs, and services — *all with one call.***
- **As Solano County’s Coordinated Transportation Service Agency (CTSA), STA partners with elected officials, transit operators, community-based organizations, non-profits, and residents to coordinate and improve mobility options throughout Solano County.**
- **Ongoing feedback through Community-Based Transportation Plans (CBTPs) and guidance from the Paratransit Coordinating Council (PCC) helps ensure programs remain community-led, responsive, and reflective of local transportation needs.**





18 Countywide Solano Mobility Programs

5



Countywide Commuter Programs

1. 2-for-1 (Solano Express)
2. Bucks for Bikes
3. Capitol Corridor + Lyft
4. Commute Rewards
5. Equitable Access to Justice
6. First/Last Mile

Local Programs

1. Benicia Lyft
2. Suisun City Lyft
3. Miscellaneous Lyft (Benicia/Vallejo)

Yearly Event

Bay Area Bike to Wherever Days Solano County Coordination (Bike Month - May)

7. Guaranteed Ride (Solano Express)
8. Guaranteed Ride Home
9. Solano Mobility Express Vanpool
10. Traditional Vanpool
11. SCC Falcon Flyer Vanpool
12. Vehicle Share

Solano Mobility Call Center

800-535-6883/www.Solanomobility.org

- One stop for Mobility Programs
- Info/Sign up
- Transportation options and trip planning

Programs for Older Adults, People with Disabilities and Veterans

1. ADA In Person Eligibility
2. GoGo Medical Trip Concierge
3. Intercity/Local Taxi
4. Senior Safe Driving Info
5. Travel Training
6. Veterans Mobility

Events and Committees

1. Community Based Transportation Plans
2. Paratransit Coordinating Council
3. Consolidated Transportation Services Agency Advisory Committee



Solano Mobility Call Center (800) 535-6883



Bucks For Bikes:
Solano Mobility offers up to \$300 towards the purchase of a new bike! Call for more details.



Commuter Programs Overview



Commuter Program	Incentive/Subsidy/Resource	Funding Source
2-for-1 Solano Express Incentive	\$125 Clipper Card for monthly Solano Express Pass Purchase	State Transit Assistance Funds (STAF)
Bucks for Bikes	60% Reimbursement (max \$300) for new Commuter Bike + Helmet	Bay Area Air District (BAAD)
Capitol Corridor + Lyft	Ten-Ride Passes (\$20)/Lyft Connections (max \$25)	Capitol Corridor JPA
Commute Rewards	Provides \$10, \$25 and \$50 gift card incentive for smart commutes	BAAD
Equitable Access to Justice	100% subsidized rides to/from Solano County Court appointments for Jurors & Collaborative Court Participants	County TDA, Solano Superior Courts
First/Last Mile	Solano County Transit Hub Connections (60% off Lyft up to \$20 or low-income subsidy 80% off Lyft up to \$20)	BAAD, STAF
Guaranteed Ride Home	Ride Reimbursement for Qualified Emergency up to \$100/100 miles	STAF
Solano Express Guaranteed Ride	Uber Voucher for Solano Express riders to use when bus cancels	STAF
Solano Mobility Express Vanpool Pilot	Professionally driven vans traveling between Dixon, Vacaville & Sacramento during commute hours; \$50/month introductory rate	STAF, YSAQMD Grant
Solano Community College Falcon Flyer	Professional driven vans transporting SCC students between Vallejo, A-Tech, Fairfield and Vacaville campuses	Solano Community College
Vanpool (Traditional)	STA Subsidy (\$200/month); MTC Subsidy (\$500/month)	STAF, MTC Matching For Each Van
Vehicle Share	Resource for non-profits to transport clients to/from social services	STAF, Yocha Dehe Wintun Nation for Capitol Funds

Solano Mobility Call Center

The Solano Mobility One-Stop Call Center is available Monday – Friday, 8am – 5pm to help residents navigate transportation options, programs, and services throughout Solano County and beyond — *all with one call.*

- ▶ Medical Trip Concierge Program w/ GoGo
- ▶ ADA Eligibility Program
- ▶ Travel Training Programs
- ▶ Taxi Card Programs
- ▶ Veterans Program
- ▶ Transit Trip Planning
- ▶ Senior Safe Driving Info
- ▶ ADA Private Transportation
- ▶ Clipper Card Sales – Adult & Senior
- ▶ Commuter Incentives
 - ▶ First/Last Mile
- ▶ Commuter Bike Incentives
- ▶ Commuter Guaranteed Ride Home Program
- ▶ Vanpools



Questions

Ron Grassi

Director of Programs

rgrassi@sta.ca.gov

707-399-3233

Debbie McQuilkin

Program Manager

dmcquilkin@sta.ca.gov

707-399-3231

Erika Dohina

Program Services Supervisor

edohina@sta.ca.gov

707-399-3235

Lorene Garrett

Transit Mobility Coordinator I

lgarrett@sta.ca.gov

707-399-3218

STA RESOLUTION NO. 2026-02

RESOLUTION OF THE SOLANO TRANSPORTATION AUTHORITY AUTHORIZING THE FILING OF A CLAIM WITH THE METROPOLITAN TRANSPORTATION COMMISSION FOR ALLOCATION OF TRANSPORTATION DEVELOPMENT ACT AND STATE TRANSIT ASSISTANCE FUNDS FOR FISCAL YEAR 2025-26

WHEREAS, the Transportation Development Act (TDA), (Pub. Util. Code Section 99200 et seq.), provides for the disbursement of funds from the Local Transportation Fund of the County of Solano for use by eligible claimants for the purpose of mobility programs, transit operations, paratransit operations, planning, administration, passenger rail service, and capital projects; and

WHEREAS, pursuant to the provisions of the TDA, and pursuant to the applicable rules and regulations thereunder (21 Cal. Code of Regs. 6600 et seq.), a prospective claimant wishing to receive an allocation from the Local Transportation Fund shall file its claim with the Metropolitan Transportation Commission; and

WHEREAS, the State Transit Assistance Fund (STAF) is created pursuant to Public Utilities Code 99310 (et seq); and

WHEREAS, the STAF fund makes funds available pursuant to Public Utilities Code 99313.6 for allocation to eligible applicants to support approved transit projects; and

WHEREAS, the Solano Transportation Authority is an eligible claimant for TDA and STAF as defined by PUC Section 99203 and PUC Section 99233.12, as attested by the Solano Transportation Authority's opinion of counsel; and

WHEREAS, TDA funds from the Local Transportation Fund of Solano County, Suisun City, and STAF will be required by the claimant in Fiscal Year 2026-27 for mobility programs, transit operations, paratransit operations, planning, administration, passenger rail service, and capital projects; and

WHEREAS, the Solano Transportation Authority is an eligible claimant for TDA pursuant to Public Utilities Code sections 99400, 99402, and 99313 as attested by the opinion of Solano Transportation Authority Legal Counsel; and

WHEREAS, a portion of the funds requested shall be used for operating and maintenance of the Suisun City AMTRAK station, for Suisun City Transit service, and Solano County mobility programs and paratransit operations.

NOW, THEREFORE, BE IT RESOLVED by the Solano Transportation Authority that the Executive Director or his designee is authorized to execute and file an appropriate TDA and STAF claim together with all necessary supporting documents, with the Metropolitan Transportation Commission for an allocation of TDA and STAF funds in Fiscal Year 2026-27.

BE IT FURTHER RESOLVED that a copy of this resolution be transmitted to the Metropolitan Transportation Commission in conjunction with the filing of the claim; and the Metropolitan Transportation Commission be requested to grant the allocation of funds as specified herein.

I CERTIFY that the foregoing resolution was introduced and passed at a regular meeting of the Board of the Solano Transportation Authority, held on the 10th day of June 2026, by the following vote:

Ayes: _____
Nos: _____
Absent: _____
Abstain: _____

Alma Hernandez, Chair
Solano Transportation Authority

Attest by: _____
Sheila Ernst
Clerk of the Board

I, Robert Guerrero, the Solano Transportation Authority Deputy Executive Director/
Director of Planning, do hereby certify that the above and foregoing resolution was introduced,
passed, and adopted by said Authority at a regular meeting thereof held this the day of June 10,
2026.

Robert Guerrero
Deputy Executive Director/
Director of Planning
Solano Transportation Authority



DATE: May 29, 2025
TO: STA Board
FROM: Nick Burton, Director of Projects
Andrew Obando, Finance and Budget Manager
RE: Fiscal Year 2026-27 Proposed Budget Revision

Background:

The Solano Transportation Authority (STA) has an adopted budget policy requiring a two-year annual fiscal year budget plan for its proposed expenditures and the proposed means of financing them. The budget is usually revised mid-cycle, mid-year and finalized at the end of the fiscal year. The Fiscal Year 2026-27 Budget was adopted by the STA Board on September 9, 2025, as part of the two-year annual fiscal year budget plan. Staff have prepared the FY 2026-27 Proposed Budget Revision due to updates in project studies and plans since the initial budget was updated.

Discussion:

FY2026-27 is the second year of the current two-year budget cycle. The budget is balanced, with expenditures matched with the use of existing and new revenue allocations for the continued delivery of STA's programs and projects. Given the timeline for the creation of the second-year budget, assumptions are made to estimate available funding and to project the costs of programs, planning activities, and projects including the costs of STA staff labor.

The FY 2026-27 Proposed Budget Revision is provided in Attachment A. The budget highlights are as follows:

1. The Operations and Management budget has a nominal increase of \$166,830.

The Mobility Programs budget is increased by \$1.6 million, primarily due to the expansion of Lifeline Transit Service. On March 11, 2026, the STA Board approved expanding the Sacramento Van pool to include service to the Cities of Vacaville, Dixon, UC Davis (Memorial Union), and Sacramento, at a \$ 0.5 million cost increase. The action also included the purchase of seven vehicles for \$1.7 million. Four vehicles will be purchased using State Transit Assistance Funds, two by the City of Vacaville, and one by the City of Dixon. This funding is offset by the elimination of the Solano Express Guarantee Ride, the postponement of the Solano Express Ridership Survey, and the regional funding no longer supporting the Benicia Lyft Program and three miscellaneous Lyft Programs benefiting the City of Benicia (Gateway Plaza) and Vallejo (Mare Island and Carquinez Mobile Park Home/Cal Maritime Academy).

2. The Project Development budget is increased by \$131.6 million reflective of carry forwards from FY 2025-26, and the next phases of the I-80 Westbound Truck Scales and Express Lanes projects. The increases are partially offset by a reduction of the SR 37/Fairgrounds Drive Interchange project and deferral of the Solano Express Electrification project to FY 2028- 29.

3. The Strategic Planning budget is increased by \$2.06 million primarily due to an increase in Transportation Fund for Clean Air one time funding for active transportation projects, the Regional Mapping and Wayfinding Signs Program and carry forward budget from the Traffic Model Update, Climate Adaptation Plan, North Bay Rail Feasibility Study and Electric Vehicle Charging Station implementation. Management and administrative costs and budgets for existing planning projects were adjusted based on anticipated activities.

Revenue:

One Bay Area Grant (OBAG)

FY2026-27 is a pivotal year given it is the start of the next four-year funding cycle for the One Bay Area Grant (OBAG), administered by the Metropolitan Transportation Committee (MTC). The current cycle, OBAG3, covered the fiscal years 2023-2026. OBAG4 will cover FY2027-FY2030. The funding estimate is \$820 million of which Senate Bill 125 has committed \$100 million to address the transit fiscal cliff in the bay area. The remaining \$720 million is split evenly between the OBAG County and Regional Programs by MTC. Solano County's funding target as part of the County Program is \$23.680 million of which \$7.490 million is programmed to the STA for planning and programming activities. The remaining \$16.190 million is available to local agencies in the county through a call for projects, which STA administers. The call for projects was released on May 14, 2026, with award selection by January 2027. The FY 2026-27 proposed budget includes \$905,000 of OBAG 4 planning and programming funds, as well as a carryover balance of OBAG3 to continue funding planning, projects and programs activities.

Regional Transportation Impact Fee (RTIF)

The Regional Transportation Impact Fee (RTIF) collects an impact fee of \$2,500 per new housing unit for each new development in Solano County. RTIF fees can only be used on projects identified in the RTIF Nexus Study, which mitigates the impacts of new developments on local roadways. Fee collection began in FY2013-14. \$27.744 million in fees have been generated since inception as of the second quarter of FY 2025-26. This total represents \$28.310 million collected minus a 2% administration fee. FY2026-27 will be the 14th year of the RTIF Program.

State Transit Assistance Funds (STAF)

Solano County's Population-based State Transit Assistance Funds (STAF) are generated through a statewide sales tax on diesel fuel. The February 25, 2026 MTC estimate of Solano County's Population-based STAF for FY 2026-27 is \$5.1 million, which is \$0.5 million, or 10%, less than FY 2025-26, and includes \$10.7 million in carryover funds for a total available funding of \$15.8 million. The 2026-27 STA Budget allocates \$1.4 million of new STAF funds towards Solano Express; \$2.8 million to Mobility Programs; \$2.2 million for lifeline transit services, Solano Express Route 30, for operations and capital; \$800,000 for one-time planning; and \$3.3 million as carryover for transit-priority capital projects. The remaining balance includes a \$3.5 million reserve for Solano Express and \$1.1 million for transit Priority Capital Projects and Special Projects reserve.

Expenditures:

Operations and Management:

1. The Department of Motor Vehicle Abandoned Vehicle Abatement Program and Events/Public Information/STA Awards activities are moved from the Project Development and Planning divisions to Operations and Management to reflect the ongoing administration of these programs.

Mobility Programs:

1. The Mobility Programs budget is increased by \$1.65 million over the original FY2026/27 budget, reflective of continuing to provide Lifeline Transit Service to Vacaville, Dixon, UC Davis (Memorial Union), and Sacramento, and 16 regional Mobility Programs.
2. The Mobility Programs serving Employer, Commuter, students, older adults, people with disabilities, and veterans decreased by \$630,151 primarily due to the elimination of the Solano Express Guarantee Ride, Solano Express 2 for 1, postponement of the Solano Express Ridership survey, and the transfer of the Mapping and Wayfinding Project to the Planning Department.
3. The Employer/Commuters/First Last Mile Program in the amount of \$1.1 million is funded through, including \$750,000 of State Transit Assistance Funds, \$250,000 of Bay Area Air District Funding, and \$100,000 of One Bay Area Grant 3 (OBAG 3). This account funds 5 Countywide Commuter Programs. The First/Last Mile Program, with a \$750,000 budget, is the most popular commuter program. \$250,000 is allocated for Commuter Rewards, Bucks for Bikes, Capital Corridor Plus Lyft, and Traditional Vanpool programs. The \$100,000 in OBAG Funds is used for Salaries and Overhead.
4. The Connected Mobility Plan is allocated \$300,000 in FY 2026-27 to complete the regional plan, with funding split 50/50 between STA and MTC. The Connected Mobility Plan is a comprehensive document linking all countywide and regional transit plans. It was anticipated to be completed in FY 2025-26; however, the project was paused twice to accommodate: 1) the Transit 2030 Subcommittee discussions and 2) SolTrans COA development.

Project Development:

1. The I-80/I-680/SR 12 Interchange Pkg 5 project is in design phase as of FY2025-26, funded by Regional Measure 3. The increased expenditure reflects the ramping up of the design work by Mark Thomas, the lead design consultant.
2. The Fairgrounds Improvement Project reflects an increase of \$9.2 million. This is carryover from the FY 2025-26 budget. This project is currently in construction with anticipated completion in July 2026 however this schedule slipped and was initially planned to be completed within the fiscal year.
3. The Dixon PID will evaluate extending the I-80 Express Lanes from I-505 in the City of Vacaville to the Solano/Yolo County line. Funding for the PID will be tolls generated from the pilot weekend tolling on the I-80 Express Lanes.
4. The I-80 Westbound Truck Scales are in construction as of FY2025-26, implemented by Caltrans. The new truck scales will be able to process/inspect up to 1,000 trucks per hour, as compared to the 500 trucks per day processed/inspected by the existing truck scales. Programming the RM3 funding is to align with the current construction of the project and needs to be budgeted as these funds are pass-through construction funds for Caltrans.
5. The I-80 Express Lanes project reflects an increase of \$34.5 million. The majority of the \$34.5M in funding is due to a Letter of No Prejudice (LONP) with MTC which is tied to construction funding. The construction is complete however the funding was originally anticipated to have been billed in the prior fiscal year and therefore needs to be carried over from the FY2025-26 budget. A small portion of the RM3 funds is for implementing the two-year Plant Establishment Period of the Express Lanes.
6. The SR12 and SR113 corridor studies developed more than ten years ago will be updated. The updated studies will align with Caltrans' Comprehensive Multimodal Corridor Plan guidelines. Subcommittees have been established and are composed of STA and local jurisdictions in the county, as well as Travis Air Force Base, Caltrans, and the California Highway Patrol. Kickoff meetings have been held in which each agency presented its goals for the study updates and current/future development plans.

Strategic Planning:

1. The Solano Napa Travel Demand Traffic Model began in FY 2025-26 and is anticipated to continue development through 3rd quarter of FY 2026-27. The Traffic Model is undergoing a large update to include updated traffic counts, roadway network updates and land use data.
2. The STA's Comprehensive Transportation Plan (CTP) Implementation is a follow up to the completion of the CTP update in FY 2026-27. STA staff will utilize budget for this line item to work with STA member agencies to advance priority projects identified in the plan and coordinate with MTC in developing the region's Plan Bay Area plan with STA's priority projects and programs.
3. Solano Napa North Bay Rail Feasibility Study is a joint partnership with Napa Valley Transportation Authority and stakeholders including the Capitol Corridor JPA, Sonoma Marin Area Rapid Transit (SMART) to complete a passenger rail study from Solano County through Napa County and beyond.
4. The Solano Safe Routes to School Program is an ongoing countywide program that advances school bike and pedestrian safety projects, as well as enforcement and education programs. The program proposes reduction of \$49,843 in funding due to not receiving Yolo-Solano Air Quality Management District (YSAQMD) funding in FY 2026-27. Staff will continue to pursue additional funding opportunities, including applications for the Safe Streets and Roads for All (SS4A) Grant Program, the Bay Area Air District REPAIR Grant, and One Bay Area Grant (OBAG) Cycle 4 funding to support ongoing program activities and future growth.
5. The STA is designated by the Bay Area Air District as the Program Manager for the 40% Transportation Fund for Clean Air Program. This is an ongoing annual program that provides discretionary grant resources to advance clean air projects and programs in the southern portion of Solano County. The Air District allocated a one-time fund of \$1 million for active transportation projects in addition to the estimated \$273,597 of annual TFCA funds marking a significant addition to the Planning budget. The funding from this program will be split between FY 2026-27 and FY 2027-28.

Salary and Benefit Cost Projections:

As part of the budget development, salary and benefit costs have been projected based on the following assumptions.

Salaries:

The STA Board has an established policy for calculating cost of living adjustments (COLA) for staff using the average of the Consumer Price Index (CPI): United States cities, Western Urban areas, and the San Francisco/Oakland/San Jose urban area. The average annual change in CPI for 2025 for the three areas is 2.9%. The COLA for all staff, including the Executive Director, is estimated for budgeting purposes and brought to the Board for consideration.

The FY 2026-27 Proposed Budget Revision includes a 2.9% COLA. The total fiscal impact for the FY 2026-27 COLA effective July 1, 2026, is estimated at \$110,829.

Merit increases and proposed reclassifications in accordance with established performance evaluation periods are included.

Retirement Plans:

CalPERS actuarial valuation reports for FY 2025-26 and the PARS actuarial valuation for FY 2025-26 and FY 2026-27 prepared by Milliman, Inc., are the basis for the retirement cost projections.

The STA's CalPERS members fall into two categories, Classic and New. The FY 2026-27 employer contribution rate under the New category has been updated by CalPERS to 7.93%, slightly lower than the projected 8.00%. The total cost will be approximately \$134,425. The employer contribution rate for the Classic category for FY 2026-27 has been updated by CalPERS to 11.92%, slightly higher than the projected 11.90%. The STA pays the 7% Classic employee contribution rate to CalPERS, making the STA's total Classic CalPERS contribution rate 18.92% at a cost of approximately \$237,700. Addition of the annual discounted unfunded liability for both Classic and New plans of \$245,987, brings the total CalPERS Retirement cost to \$618,111. In FY 2025-26, STA has six (6) Classic members and nineteen (19) New members.

STA has a supplemental retirement plan under the Public Agencies Retirement System (PARS). This plan is closed to new members. The plan will have one (1) active participants and ten (10) retirees and beneficiaries. The FY 2026-27 PARS Plan Employer Contribution rate is projected at 3.19% for a cost of approximately \$7,388. The unfunded actuarial liability is estimated at \$64,745 as of July 2025 and as such, a contribution to pay down the liability is included in the FY 2026-27 projected payroll costs.

Health Premiums:

CalPERS provides and administers STA's health benefit plan under the Public Employees' Medical & Hospital Care Act (PEMHCA) which provides a quality health benefits plan at a reduced rate. Because healthcare costs have risen historically a 10% increase is included in the projection. The STA employer health premium share will be 85% for a total projected cost of \$541,251.

Organizational Structure:

The position count at STA remains unchanged from the prior fiscal year with a total of 36 positions, of which 26 are full-time employees and 10 are part-time employees. To increase operational efficiencies, the proposed STA Organizational Chart (Attachment C) has been updated to reflect changes in direct lines of supervision. The org chart is reflective of the transition from a part-time to full-time Administrative Assistant I, as well as three position reclassifications: Senior Planner, Senior Transit Mobility Coordinator, and Program Coordinator I. These are not new or added positions. The positions have been underfilled but have been included in the budget.

Interim Executive Director:

After a closed session at the May 13th, 2026, Board Meeting, the Board announced the retirement of the Executive Director, Daryl Halls, effective July 1, 2026. The Board also made the decision to appoint Robert Guerrero, Deputy Executive Director/Director of Planning as interim Executive Director to maintain operational continuity and stability to the Authority which will provide time for the board to conduct a comprehensive permanent recruitment process.

Stepping up to the higher responsibilities as interim Executive Director warrants a temporary salary adjustment. The current top of the FY 25/26 salary range for the classification of Deputy Executive Director/Director of Planning is \$18,756 per month. The current FY 25/26 salary range for the classification of Executive Director is \$20,881 to \$25,379 per month. The normal increase for appointing an internal interim director ranges from 10% to 15%, however the Board can recommend and approve any salary within the range of Executive Director. The entry level of the range would provide an 11.33% increase in salary. In addition, for FY 26/27 there is a proposed Cost of Living adjustment based on the 2025 CPI in the amount of a 2.9% salary increase across the board for all classifications. The proposed salary range for Executive Director with the 2.9% COLA for FY 26/27 if approved would be \$21,487 to \$26,115 per month. A minimum 11.33% salary increase would be necessary to achieve the proposed entry level salary of \$21,487 per month for the classification of Executive Director.

Reserves:

The Contingency Reserve, Project Contingency Reserve, and Building Reserve balances are increased by contributions and decreased with the use of reserves within the fiscal year. The FY 2026-27 proposed budget includes an annual contribution to the Contingency Reserve of \$50,000 to address ongoing changes in the risk environment associated with funding streams and a contribution of \$100,000 to the Building Reserve to support payments of the building loan. The Contingency Reserve is approximately \$2.5 million, and the combined building and project contingency reserves are approximately \$1.1 million.

Fiscal Impact:

The proposed FY 2026-27 budget is \$178.2 million. The proposed budget is reflective of the use of available funding to carry out the operations, programs, planning activities, and priority projects of the STA.

Recommendation:

Approve the following:

1. Adopt the FY 2026-27 Proposed Budget Revision as shown in Attachment A; and
2. Approve the FY 2026-27 2.9% COLA for STA staff effective July 1, 2026; and
3. Adopt STA's Proposed Salary Schedule for FY 2026-27 effective July 1, 2026, as shown in Attachment B;
4. Approve the FY 2026-27 Organizational Chart as shown in Attachment C; and,
5. Approve the salary for Interim Executive Director pursuant to the salary range of Executive Director.

Attachments:

- A. STA FY 2026-27 Proposed Budget Revision
- B. STA FY 2026-27 Proposed Salary Schedule
- C. STA FY 2026-27 Proposed Organizational Chart

The following attachments will be provided to the Board Members under separate cover:

- D. STA Reserve Account Balances
- E. STA FY 2026-27 Proposed Budget Worksheet



FY 2026-27 PROPOSED MID-CYCLE BUDGET REVISION
June 10, 2026

REVENUES			
STA Fund	Original FY 2026-27	Mid-Cycle Proposed Change	Proposed FY 2026-27
Members Contribution/Gas Tax (Reserve Accounts)	\$ 150,000	\$ -	\$ 150,000
Members Contribution/Gas Tax	134,510	45,738	180,248
Transportation Dev. Act (TDA) Art. 4/8	739,267	(13,493)	725,774
TDA Article 4/4.5	1,470,000	1,096,646	2,566,646
Regional Transportation Impact Fee (RTIF)	290,000	(240,000)	50,000
State Transit Assistance Fund (STAF)	5,486,279	2,184,163	7,670,442
I-80 Express Lane Tolls	1,000,000	33,750,000	34,750,000
FTA 5310	100,000	-	100,000
Office of the Traffic Safety (OTS) Grant	358,449	(23,617)	334,832
MTC/CBTP/SRTP	220,000	(120,000)	100,000
State Sustainable Planning Grant	-	244,186	244,186
One Bay Area Grant 3 (OBAG 3)-Planning/Programming	1,673,140	510,860	2,184,000
OBAG 3 - Mobility Program	441,648	24,747	466,395
OBAG 3 - SR2S Program	370,000	206,086	576,086
STIP Planning, Programming and Monitoring (PPM)	159,000	76,912	235,912
OBAG 3 PDA Grant	-	4,586	4,586
OBAG 3 PPA Grant	-	30,362	30,362
OBAG 4	149,475	333,793	483,268
Transit & Intercity Rail Capital Program (TIRCP) 2020	1,700,000	-	1,700,000
Bridge Toll	256,366	(256,366)	-
Regional Measure 3 (RM3) Projects	159,351	19,409	178,760
Transportation for Clean Air (TFCA) BAAQMD	175,000	1,450,000	1,625,000
Yolo Solano Air Quality Management District (YSAQMD)	100,000	(100,000)	-
Quick Strike Connected Mobility	-	150,000	150,000
CA Public Utilities Commission (CPUC)	130,000	21,783	151,783
Abandoned Vehicle Abatement (AVA) Program/DMV	12,300	1,200	13,500
LCTOP	-	196,560	196,560
Local Funds - Cities/County	320,084	(117,084)	203,000
Transit Farebox	70,500	(33,500)	37,000
Partners /Sponsors	878,000	109,500	987,500
Subtotal	\$ 16,543,369	\$ 39,552,471	\$ 56,095,840

STA Office Building - Capital			
Local Funds - Cities/County	1,234,288	-	1,234,288
Subtotal	\$ 1,234,288	\$ -	\$ 1,234,288

Transportation Funds for Clean Air (TFCA) Program			
Transportation for Clean Air (TFCA)	200,000	(200,000)	-
Subtotal	\$ 200,000	\$ (200,000)	\$ -

Abandoned Vehicle Abatement (AVA) Program			
Department of Motor Vehicle (DMV)	397,700	52,300	450,000
Subtotal	\$ 397,700	\$ 52,300	\$ 450,000

I-80 Interchange Project - Package 5			
Regional Measure 3	4,000,000	1,958,438	5,958,438
Subtotal	\$ 4,000,000	\$ 1,958,438	\$ 5,958,438

I-80/I-680/SR 12 Interchange Project - Close Out			
Regional Measure 3	715,835	276,951	992,786
Subtotal	\$ 715,835	\$ 276,951	\$ 992,786

Suisun City Micro Transit Services			
TDA 4/4.5	-	986,500	986,500
Regional Measure 3	888,000	(888,000)	-
Subtotal	\$ 888,000	\$ 98,500	\$ 986,500

I-80 WB Truck Scales Project			
Regional Measure 3 (RM3)	10,000,000	83,845,000	93,845,000
Subtotal	\$ 10,000,000	\$ 83,845,000	\$ 93,845,000

Solano Rail Hub-Environmental Design			
Regional Measure 3	1,000,000	-	1,000,000
RTIF Funds	-	600,000	600,000
STAF Funds	-	40,000	40,000
Subtotal	\$ 1,000,000	\$ 640,000	\$ 1,640,000

Fairgrounds Improvement Project			
RM 3 Funds	-	3,000,000	3,000,000
TDA 4/4.5	-	2,000,000	2,000,000
RTIF Funds	-	1,900,000	1,900,000
STAF Funds	-	1,473,677	1,473,677
TFCA/BAAQMD	-	100,000	100,000
TDA 3	-	800,000	800,000
Subtotal	\$ -	\$ 9,273,677	\$ 9,273,677

Fairgrounds Mobility Hub			
TDA 4/4.5	800,000	(800,000)	-
Federal Earmark	-	850,000	850,000
Subtotal	\$ 800,000	\$ 50,000	\$ 850,000

Regional Transportation Impact Fee (RTIF) program			
Regional Impact Fee	7,000,000	(30,165)	6,969,835
Subtotal	\$ 7,000,000	\$ (30,165)	\$ 6,969,835

EXPENDITURES			
Operations & Administration	Original FY 2026-27	Mid-Cycle Proposed Change	Proposed FY 2026-27
Operations Management	\$ 2,429,238	\$ 86,815	\$ 2,516,053
STA Board of Directors/Administration	65,000	1,775	66,775
Office Building/Maintenance	100,000	15,000	115,000
Events/Public Information/STA Awards	19,510	5,490	25,000
Expenditure Plan	45,000	5,000	50,000
DMV Abandoned Vehicle Abatement (AVA) Program	397,700	52,300	450,000
Contributions to STA Reserve Account	150,000	-	150,000
Subtotal	\$ 3,206,448	\$ 166,380	\$ 3,372,828

Mobility Programs			
Mobility Programs Management & Administration	240,000	-	240,000
Employer/Commuters/First Last Mile Program	1,100,000	-	1,100,000
Solano Mobility Express Vanpool Pilot Program	658,500	2,286,719	2,945,219
Short Range Transit Plan (SRTP)	200,000	60,000	260,000
Transit Coordination/Programs (NVT/SCC)	360,000	-	360,000
Solano Express Marketing/Guaranteed Ride Home	300,000	(100,000)	200,000
Transit Management Administration	75,000	(3,288)	71,712
Community Based Transportation - Unincorporated County	100,000	50,000	150,000
Community Based Transportation Plan (CBTP) - Dixon	175,000	(175,000)	-
SCC/Falcon Flyer Vanpool Pilot Program	400,000	-	400,000
Transit Corridor Implementation/TDM	225,000	-	225,000
Solano Express Ridership Study	200,000	(200,000)	-
BRT/RTF Mapping and Way Finding-Capital (To Planning)	500,000	(500,000)	-
Connected Mobility Plan/BRT	-	300,000	300,000
Paratransit Coordinating Council (PCC)	18,000	-	18,000
Medical Transports Program/GoGo Grandparent	650,000	(35,000)	615,000
Solano Intercity Taxi Scrip/Paratransit Program	550,000	(58,646)	491,354
ADA in Person Eligibility Program	200,000	20,000	220,000
CTSA/Mobility Management Program	95,000	(5,000)	90,000
Countywide Travel Training/Transit Ambassador Program	200,000	-	200,000
One Stop Transportation Call Center Program	475,000	(75,000)	400,000
First/Last Mile Program - Suisun City	200,000	30,000	230,000
CPUC Access for All	130,000	21,783	151,783
Vehicle Share Program	75,000	-	75,000
Equitable Access for Justice	50,000	-	50,000
Benicia 1st/Last Mile (Lyft) Program	80,000	40,000	120,000
Soltrans Local Taxi Program	50,000	-	50,000
Subtotal	\$ 7,306,500	\$ 1,656,568	\$ 8,963,068

Project Development			
Project Management/Administration	162,758	263,292	426,050
SR 37 Improvement Project	54,721	6,279	61,000
Pavement Management Program	21,455	7,927	29,382
2026 Potheole Report	68,000	14,570	82,570
SR2 Transit - TIRCP 2020	-	695,000	695,000
Inductive Charging (TIRCP 2020)	1,970,000	584	1,970,584
I-80 Interchange Project - Package 5	4,000,000	1,958,438	5,958,438
I-80/I-680/SR 12 Interchange Project	715,835	276,951	992,786
Fairgrounds Improvement Project	-	9,273,677	9,273,677
Fairgrounds Mobility Hub	800,000	50,000	850,000
I-80 Express Lanes Project	170,911	34,579,089	34,750,000
I-80 WB Truck Scales Project	10,000,000	83,845,000	93,845,000
Regional Transportation Impact Fee (RTIF) Program	7,000,000	(30,165)	6,969,835
Suisun City Micro Transit Services	900,000	98,500	998,500
Dixon Micro Transit Assistance	-	85,900	85,900
Suisun City Micro Transit Capital Bus Purchase	-	196,560	196,560
STA Office Building - Capital	1,234,288	-	1,234,288
Transit Coordination-Rio Vista Delta Breeze	85,084	(45,084)	40,000
Solano Rail Hub-Environmental/Design	1,000,000	640,000	1,640,000
Mare Island Interchange Supplemental PID	500,000	(500,000)	-
I-80 Express Lanes Dixon Sementent PID	1,000,000	(1,000,000)	-
SR-12/113 Corridor Study	400,000	225,000	625,000
Water Transit Planning	300,000	(300,000)	-
Suisun Amtrak Operation/Maintenance	160,000	158,000	318,000
Bay Trail Vine Trail Project (Vallejo)	-	700,000	700,000
Suisun Mobility Hub - Capital	-	424,752	424,752
Subtotal	\$ 30,543,052	\$ 131,624,270	\$ 162,167,322

Strategic Planning			
Planning Management/Administration	286,370	45,581	331,951
Model Development/Big Data	40,000	1,902	41,902
Model Update	100,000	179,345	279,345
CMP/Vehicle Miles Travel (VMT)	25,174	155,171	180,345
Electric Vehicle (EV) Implementation Plan	50,000	(50,000)	-
Comprehensive Transportation Plan (CTP) Implementation	290,000	126,039	416,039
PDA Grant - FF/SS	-	4,586	4,586
Regional Wayfinding and Mapping	-	507,643	507,643
PPA Grant/Solano EDC	-	30,362	30,362
Climate Adaptation Plan	-	244,186	244,186
County Collaborative-Housing Element Imp/REAP 2.0	-	24,982	24,982
Safe Route to School (SR2S) Program	420,000	(49,843)	370,157
SR2S Program Enforcement Grant-SS/Ben	-	50,000	50,000
Solano/Napa North Bay Rail Study	50,000	100,000	150,000
OTS Grant Bicycle Education/SR2S Program	261,648	-	261,648
Transportation Funds for Clean Air (TFCA) Programs	200,000	450,000	650,000
Electric Vehicle (EV) Charging Station (Capital Project)	-	250,000	250,000
Subtotal	\$ 1,723,192	\$ 2,069,954	\$ 3,793,146

TOTAL ALL REVENUE \$ 42,779,192 \$ 135,517,172 \$ 178,296,364

TOTAL ALL EXPENDITURES \$ 42,779,192 \$ 135,517,172 \$ 178,296,364



PROPOSED STA SALARY SCHEDULE FY 2026-27
2.9% COLA Effective July 1, 2026

Job Title	FLSA Status	Position Code	Salary Range		
			Minimum Monthly	Maximum Monthly	
Accountant I	N	9005	\$6,310	-	\$7,669
Accountant II	N	9010	\$6,781	-	\$8,243
Accounting Technician	N	9020	\$5,521	-	\$6,709
Administrative Assistant I	N	9025	\$4,600	-	\$5,592
Administrative Assistant II	N	9030	\$5,176	-	\$6,294
Administrative Clerk	N	9035	\$3,826	-	\$4,653
Assistant Planner	N	9040	\$6,520	-	\$7,926
Assistant Program Manager	N	9045	\$6,781	-	\$8,243
Assistant Project Manager	N	9050	\$6,781	-	\$8,243
Associate Planner	N	9055	\$7,475	-	\$9,087
Clerk of the Board/Office Manager	E	9060	\$8,873	-	\$10,785
Customer Service Representative (CSR) I	N	9065	\$3,646	-	\$4,431
Customer Service Representative (CSR) II	N	9070	\$3,829	-	\$4,655
Deputy Executive Director/Director of Planning	E	9185	\$15,881	-	\$19,300
Director of Planning	E	9080	\$14,438	-	\$17,545
Director of Programs	E	9085	\$13,529	-	\$16,445
Director of Projects	E	9170	\$18,337	-	\$22,288
Executive Director	E	9000	\$21,487	-	\$26,115
Finance and Budget Manager	E	9195	\$11,837	-	\$14,389
Human Resources/Contract Administrator	N	9086	\$6,781	-	\$8,243
Legislative Policy and Communications Manager	E	9090	\$9,771	-	\$11,875
Planning Assistant	N	9095	\$5,796	-	\$7,045
Program Coordinator I	N	9105	\$4,601	-	\$5,591
Program Coordinator II	N	9110	\$4,830	-	\$5,872
Program Services Administrator	E	9100	\$8,478	-	\$10,304
Program Services Division Manager	E	9115	\$9,783	-	\$11,891
Program Services Supervisor	N	9175	\$6,083	-	\$7,392
Project Assistant	N	9120	\$5,796	-	\$7,045
Project Engineer	E	9125	\$10,988	-	\$13,356
Program Manager	N	9190	\$8,075	-	\$9,814
Project Manager	N	9130	\$8,075	-	\$9,814
Senior Accountant	N	9135	\$8,075	-	\$9,814
Senior Administrative Assistant	N	9180	\$5,795	-	\$7,043
Senior Customer Service Representative	N	9150	\$4,191	-	\$5,095
Senior Planner	E	9140	\$8,479	-	\$10,304
Senior Program Coordinator	N	9145	\$5,288	-	\$6,428
Senior Project Manager	E	9155	\$9,317	-	\$11,325
Senior Transit Mobility Coordinator	N	9162	\$6,781	-	\$8,243
Transit Mobility Coordinator I	N	9160	\$5,795	-	\$7,045
Transit Mobility Coordinator II	N	9161	\$6,388	-	\$7,766
Transit Program Manager	E	9165	\$9,317	-	\$11,325
			Minimum Hourly		Maximum Hourly
Administrative Assistant I (PT)	N	9555	\$26.55	-	\$32.25
Customer Service Representative (CSR) I (PT)	N	9505	\$21.04	-	\$25.46
Customer Service Representative (CSR) II (PT)	N	9510	\$22.10	-	\$26.86
Interns *	N	9545	\$18.00	-	\$25.00
Program Coordinator I (PT)	N	9515	\$26.55	-	\$32.25
Program Coordinator II (PT)	N	9520	\$27.86	-	\$33.87
Senior Customer Service Representative (PT)	N	9530	\$24.18	-	\$29.39
Senior Program Coordinator (PT)	N	9525	\$30.50	-	\$37.08
Special Projects (Retiree)	N	9550	\$21.04	-	\$150.67

All classifications may have an equivalent full time and part time salary range.

*Set Range

Proposed (06-10-2026) STA Organizational Chart FY 2026-27 (Eff 7-1-26)

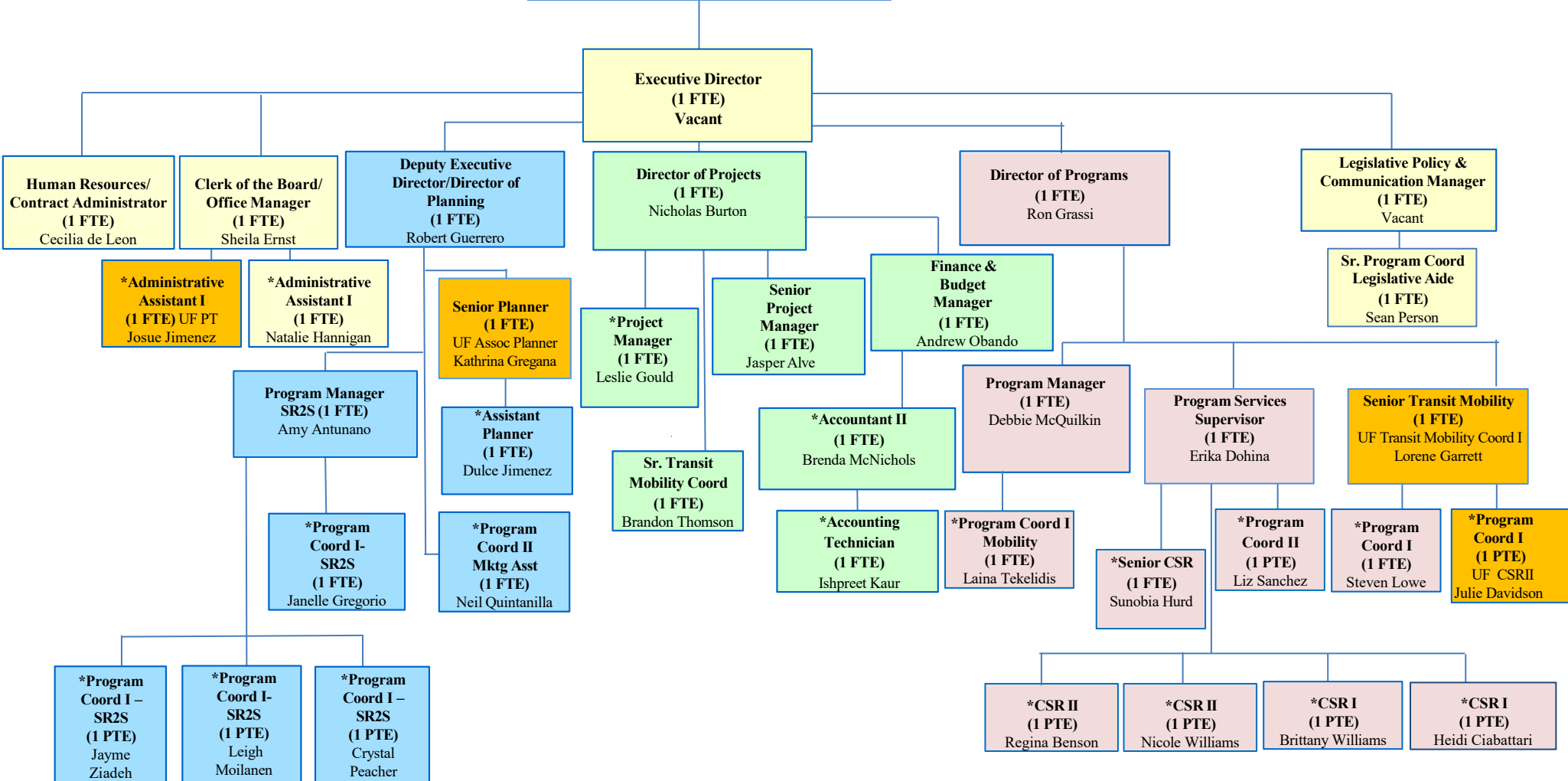
Full Time (FTE) - 27
Part Time (PTE) -9
Total - 36



STA
Solano Transportation Authority
... working for you!

423 Main Street
Suisun, CA 94585
Tel.: (707) 424-6075
Fax: (707) 424-6074

Legal Counsel
Megan Callaway



*Classification in a Flexible Series
PT - Part Time Position
CSR - Customer Service Representative
UF - Underfilled (Current Status)

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DATE: May 20, 2026
TO: STA Board
FROM: Nick Burton, Director of Projects
RE: Follow-up Plant Establishment Period Contract for the I-80 Express Lanes Project

Background:

In late 2025 the new I-80 Express Lanes opened to traffic. As part of the work completed under this major project, was highway planting, in the City of Vacaville area. This planting was required due to the removal of the median oleanders and trees within this area of the project. This I-80 Express Lanes major construction contract was administered by Caltrans. The Caltrans contract includes a one-year Plant Establishment Period (PEP) of the new plants and trees. The purpose of a PEP is to focus attention on new plants and trees to increase long term success. The work includes regular maintenance, such as re-staking, mulching, weed abatement and if needed replacement of plants and trees, as well as removal of above ground temporary irrigation systems upon completion. Watering of these areas is a mix of temporary irrigation systems, hand watering, and existing irrigation systems.

The locations of the planting work are Davis St. Median, Ulatis Creek, Allison Dr. Interchange, I-505/I-80 Interchange, and Leisure Town Rd Interchange.

The environment commitment related to the duration of this PEP is for 2 years. The Caltrans contract is currently administering the first year of this commitment. The Caltrans PEP began in early July 2025. Caltrans, by policy, only allows a maximum one-year PEP in a highway contract. Immediately following this first year of PEP, the STA will complete the remaining obligation for the PEP.

In March 2026, the STA Board authorized the STA to Advertise and Award this PEP contract. The contract was advertised immediately following the March Board meeting. The Construction Manger did substantial outreach to potential bidders, including the contractor currently performing the PEP work under the Caltrans Contract. Ultimately no bids were submitted. As this work is time sensitive and must begin directly following Caltrans 1-year obligation in early July 2026, the STA has directly negotiated with this contractor, the one currently working on the site. This direct negotiation is allowed under the Public Contract Code under these circumstances.

Discussion:

As mentioned above, to ensure continuity in the PEP, STA staff have been working to get this follow-on contract aligned to prevent any gaps in time. With this new approach, the project walk-through of the planting areas with both teams (Caltrans and STA) would occur directly following the STA Board action to ensure any remediation is completed by Caltrans contractor prior to STA taking responsibility for the work. To meet this timeframe, staff is seeking Board approval as this time for the award of this contract.

The Project plans for the contract have been prepared by AECOM, STA's design engineering consultant. The cost for the I-80 Plant Establishment contract is \$879,444 total. The contract budget includes a contingency of 20% of the contracted amount to cover contract change orders. At this time, staff is seeking to provide awarding authority to the Executive Director to enter into a contract with JJ Nguyen for \$879,444.

Fiscal Impact:

The costs for this construction contract and construction administration will be funded with Bridge Toll funds which have already been allocated.

Recommendation:

Approve the following:

1. I-80 Express Lanes Plant Establishment Period Project, Notice to Contractors and Special Provisions, including issued Addenda;
2. Authorize the Executive Director or his designee to sign the I-80 Express Lanes Plant Establishment Period Contract on behalf of the STA Board subject to the Executive Director or his designee having reviewed and found sufficient all required documents, including the contract signed by the contractor and the required surety bonds and certificates of insurance;
3. Authorize the Executive Director or his designee to execute required contract change orders for up to 20% of the bid amount and enter in a contract amount not-to-exceed is \$879,444 for the I-80 Express Lanes Plant Establishment Period Project Contract; and
4. Resolution No. 2026-03 for the I-80 Express Lanes Plant Establishment Period Contract.

Attachment:

- A. Resolution No. 2026-03 for the I-80 Express Lanes Plant Establishment Period Contract

**SOLANO TRANSPORTATION AUTHORITY
RESOLUTION 2026-03**

**RESOLUTION OF THE
SOLANO TRANSPORTATION AUTHORITY
AWARDING THE I-80 EXPRESS LANES PLANT ESTABLISHMENT PERIOD
PROJECT CONTRACT AND AUTHORIZING RELATED ACTIONS
NECESSARY TO IMPLEMENT THE I-80 EXPRESS LANES PLANT
ESTABLISHMENT PERIOD PROJECT**

WHEREAS, on or about

June 11, 2026 the STA will enter into the I-80 Express Lanes Plant Establishment Period Project in the City of Vacaville Contract; and

WHEREAS, the project cost is \$879,444; and

WHEREAS, the Caltrans approved the Initial Study and Mitigated Negative Declaration/Environmental Assessment with Finding of No Significant Impact for the I-80 Express Lanes Project on December 1, 2015; and

NOW, THEREFORE, BE IT RESOLVED that the Governing Board of the Solano Transportation Authority:

1. Approves the I-80 Express Lanes Plant Establishment Period Contract, Notice to Contractors and Special Provisions, including issued Addenda.
2. Determines that I-80 Express Lanes Plant Establishment Period in the City of Vacaville Contract is in compliance with the California Environmental Quality Act (Public Resources Code §21000, et seq.), and has been fully analyzed in the Initial Study and Mitigated Negative Declaration/Environmental Assessment with Finding of No Significant Impact for the I-80 Express Lanes Project dated December 1, 2015.
3. Awards the contract for furnishing labor, equipment, and materials for the I-80 Express Lanes Plant Establishment Period Contract to the lowest responsive and responsible bidder and requires the contractor to present surety bonds for payment and faithful performance equal to the bid amount.
4. Authorizes the Executive Director or his designee to execute the contract on behalf of the STA Board subject to:
 - a. The contract amount being \$879,444 including the costs for the project plus contingencies and supplemental funds, to wit: an amount not to exceed 879,444; and
 - b. The Executive Director or his designee having reviewed and found sufficient all required documents, including the contract signed by the contractor with all required surety bonds and certificates of insurance, and such other documents required under the contract.
5. Directs that, in accordance with the project specifications and/or upon the execution of the contract by the Executive Director or designee, any bid bonds

posted by the bidders be exonerated and any checks or cash submitted for bid security be returned.

- 6. Authorizes the Executive Director or his designee to execute required contract change orders for up to 20% of the contract amount of \$732,870
- 7. Authorizes the Executive Director or his designee to sign any escrow agreements prepared for this project to permit direct payment of retention into escrow or the substitution of securities for moneys withheld by the STA to ensure performance under the contract pursuant to Public Contract Code section 22300.
- 8. Delegates the STA Board’s functions under Public Contract Code sections 4107 and 4110 to the Executive Director or his designee.
- 9. Pursuant to Section 6705 of the Labor Code, delegate to a registered civil or structural engineer employed by the STA and so designated by the Executive Director, the authority to accept detailed plans showing the design of shoring, bracing, sloping, or other provisions to be made for worker protection during trench excavating covered by that section.

I CERTIFY that the foregoing resolution was introduced and passed at a regular meeting of the Board of the Solano Transportation Authority, held on the 10th day of June, 2026, by the following vote:

Ayes: _____
 Nos: _____
 Absent: _____
 Abstain: _____

 Alma Hernandez, Chair
 Solano Transportation Authority

Attest by: _____
 Sheila Ernst
 Clerk of the Board

I, Robert Guerrero, the Solano Transportation Authority Acting Executive Director, do hereby certify that the above and foregoing resolution was introduced, passed, and adopted by said Authority at a regular meeting thereof held this the day of June 10, 2026.

 Robert Guerrero
 Acting Executive Director
 Solano Transportation Authority



DATE: June 10, 2026
TO: STA Board
FROM: Sean Person, Legislative Assistant
RE: Legislative Update

Background:

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

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

Discussion:

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

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

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

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

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

STA's state lobbyist, SYASL, is recommending that the STA take a supporting position on the following two (2) bills:

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

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

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

Updates on the following are detailed in Attachment A:

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

Federal Legislative Update (Akin Gump):

Updates on the following are detailed in Attachment B:

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

Fiscal Impact:

None.

Recommendation:

Approve the following:

1. Authorize the Executive Director to submit a Letter of Support on behalf of the STA for the advancement of the report generated through AB 1421.

Attachments:

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



May 19, 2026

TO: Board of Directors - Solano Transportation Authority

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

RE: **JUNE 2026 STATE LEGISLATIVE UPDATE**

General Update

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

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

Governor Releases May Revise

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

CARB Releases Proposed Regulations to Cap-and-Invest Program

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

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

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

Local Taxpayer Protection Act Qualifies for November Ballot

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

Building an Affordable California Act Set to Qualify for November Ballot

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

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

Bills with Recommended Positions

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

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

This bill is in the Senate Rules Committee, pending referral to policy committee.

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

This bill specifies that transportation projects are presumed to have a less-than-significant transportation impact as determined by the vehicle-miles-traveled metric if at least 80% of the project lies within one or more non-metropolitan counties. *This bill is in the Senate Rules Committee, pending referral to policy committee.*

Bills of Interest

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

This bill is co-sponsored by MTC-ABAG and seeks to modernize SB 375, the 2008 law that established the sustainable communities strategies regional planning framework. This bill makes numerous changes to existing Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) guidelines and requirements, including how greenhouse gas emissions (GHG) reduction targets are set, the timeline for updating the plans, and how GHG reduction strategies are evaluated. It also extends GHG reduction targets to 2045. *On the Senate Floor.*

SB 1250 (Cortese) Wildlife Connectivity – WATCH

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

AB 1599 (Ahrens) California Transit Stop Registry – WATCH

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

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

Sponsored by the California Transit Association, this bill would extend the existing authorization for transit agencies to install forward-facing automated parking cameras to combat the issue of cars parked in bus lanes and help ensure transit reliability until January 1, 2034. This authorization – originally enacted in 2022 – is set to expire on January 1, 2027. *On the Assembly Floor.*

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

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

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

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

AB 2002 (Solache) Regional Early Action Planning – SUPPORT

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

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

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

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

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

M E M O R A N D U M

May 20, 2026

To: Solano Transportation Authority

From: Akin Gump Strauss Hauer & Feld LLP

Re: May Report

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

Fiscal Year 2026 Appropriations

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

Fiscal Year 2027 Appropriations

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

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

Department of Transportation Update

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

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

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

Congressional Update

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

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

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

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

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

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

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

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

Bills of Interest

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

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

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

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

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

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

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

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

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

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

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

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

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DATE: May 29, 2026
TO: STA Board
FROM: Dulce Jimenez, Assistant Planner
RE: Final Drafts of the Comprehensive Transportation Plan (CTP) Element Project Lists

Background:

The Solano Transportation Authority’s (STA) Comprehensive Transportation Plan (CTP) serves as the primary long-range planning document that guides and prioritizes the STA’s investments in transportation. It also serves as the foundational document from which transportation projects and programs are considered for the Metropolitan Transportation Commission’s (MTC) Regional Transportation Plan (RTP) called Plan Bay Area (PBA).

One of the primary purposes of the CTP is to identify a list of priority transportation projects and programs from the seven Solano cities and the County of Solano that will be eligible for STA’s discretionary funds (e.g. One Bay Area Grant (OBAG), Transportation Development Act (TDA) and Bay Area Air District Transportation Fund for Clean Air (TFCA) 40% Funds Program) as well as STA staff support. The intent is to submit the list of projects and programs from the CTP Update for inclusion in the MTC’s updated RTP. Doing so will make the identified Solano projects and programs eligible for current and future regional, state, and federal funding.

Discussion:

On March 11, 2026, the STA Board released the Draft Comprehensive Transportation Plan (CTP) Element Project Lists—including the Active Transportation, Arterials/Highways/Freeways, and Transit and Rideshare project lists—for a 30-day public comment period, which closed on April 20, 2026. Following the closing of the comment period, STA staff compiled all public comments and provided relevant project-specific feedback to the respective member agencies. This process allowed member jurisdictions to review public input and, where feasible, revise project scopes to address public concerns. A summary of the public comments and STA responses is provided in Attachment D, while the complete list of submitted comments is included in Attachment E.

Concurrently with the public comment process, member agencies were requested to review the Draft CTP Element Project Lists and submit any proposed project scope revisions and/or additional priority projects by May 18, 2026. The final draft of the CTP Element Project Lists incorporates the revisions and additional projects requested by the member agencies and are included in Attachments A-C.

At their meeting on May 27, 2026, the STA TAC unanimously approved the recommendation to forward for STA Board approval at their meeting on June 10, 2026.

Recommendation:

Adopt the final drafts of the Comprehensive Transportation Plan (CTP) Element Projects list:

1. Final Draft List of Active Transportation Projects as shown in Attachment A;

2. Final Draft List of Arterials, Highways, and Freeways Projects as shown in Attachment B;
and
3. Final Draft List of Transit and Rideshare Projects as shown in Attachment C.

Attachments:

- A. Final Draft List of Active Transportation Projects
- B. Final Draft List of Arterials, Highways, Freeways Projects
- C. Final Draft List of Transit and Rideshare Projects
- D. Responses to Public Comment Submittals
- E. Public Comment Submittals on the Draft CTP Element Projects

FINAL DRAFT ACTIVE TRANSPORTATION PROJECT LIST - TIER 1

Jurisdiction	Project Name	Project Description
Benicia	City of Benicia - Active Transportation Program (ATP) Cycle 7 Safe Routes to School Improvements Project #22-07. <i>*Submitted by member agency as a priority*</i> <i>*From 2020 CTP ATP Element*</i> *Connects to SF Bay Trail & Benicia State Recreation Area* *OBAG 4 Project Priority* *Design/Pre-Design, Environmental has been completed, and partial funding has been allocated*	The proposed project will enhance pedestrian and bicyclist safety for students attending Mary Farmer Elementary School, Benicia High School and Benicia Middle School. Improvements are planned for the following intersections and locations: <u>Location A</u> - Military West and Drolette Way - Install high visibility crosswalks and Rectangular Rapid Flashing Beacons (RRFB) with Light-Emitting Diode (LED) Crosswalk Illuminators and construct ADA curb ramps and pedestrian refuge island. <u>Location B</u> - Drolette Way and Corrigan Court - Install high visibility crosswalks and construct Americans with Disabilities Act (ADA) curb ramps. <u>Location C</u> - Drolette Way and Cheryl Drive - Install high visibility crosswalks and construct ADA curb ramps. <u>Location D</u> - Cheryl Drive and Anita Circle / Charmian Court - Install high visibility crosswalks and construct ADA curb ramps. <u>Location E</u> - Cheryl Drive and Anita Circle / George Court - Install high visibility crosswalks and construct ADA curb ramps. <u>Location F</u> - West 7th Street between Military West and Lori Drive - Install high visibility crosswalks, ADA curb ramps, 300 LF of 5-ft wide sidewalk, 5 to 6-ft wide Class II Bike Lane with 2-ft separation, Rectangular Rapid Flashing Beacons (RRFB) with LED Crosswalk Illuminators, lane narrowing (15 ft wide to 11 ft wide) as traffic calming measure. <u>Location G</u> - Military West and West 11th: Install Pedestrian Exclusive Traffic Signal Phase Improvements (aka Pedestrian Scramble). Allows all pedestrians to cross the intersection at same time including diagonal crossings. <u>Location H</u> - West 7th Street: Pavement rehabilitation from Military West to I-780 and restriping.
Benicia	Military West/West K/I780 ramps Intersections Project <i>*Submitted by member agency as a priority*</i> *From 2020 STA ATP Plan* *OBAG 4 Project Priority* *Pre-design*	Pedestrian and bicycle safety improvements at the intersection of Military West / West K St / I-780 EB Off Ramp and at the entrance of the Benicia State Park, including extend the Class II bike lanes along Military West using green MMA markings for enhanced visibility; Green MMA markings for the bike lanes on westbound Military West will added to establish the start of the existing class II bike lane and aid in lane discipline for drivers. Finally, signage is proposed for the bicyclists exiting the Bay Area Ridge Trail and Benicia State Park.
Benicia	Military East Sidewalk Gap Closure project <i>*Submitted by member agency as a priority*</i> <i>*From 2022 Local Road Safety Plan*</i> *Bay Area Ridge Trail Gap #450/ Carquinez Strait Scenic Loop Trail* *OBAG 4 Project Priority* *Pre-design*	Pedestrian safety improvements along Military East from East 2nd Street to Adams Street including installing concrete sidewalk, curb and gutter to close the gaps in the sidewalk or convert the existing asphalt walk to concrete and installation of ADA compliant curb ramps; traffic striping and drainage improvements.
Benicia	Bike Safety Improvements at Southampton Road from Military West to I-780 <i>*Submitted by member agency as a priority*</i> <i>*From 2020 STA ATP Plan*</i> *OBAG 4 Project Priority* *Pre-design*	Sidewalk and curb ramps on east side from Military West to approximately 200ft north of I-780 overpass. New 4ft retaining wall under overpass. High visibility crosswalks at I-780 on ramp. Road widening for curb & gutter bike lane. Green MMA bike lane striping.
Benicia	Military West Pedestrian and Bicycle Safety Improvements project	Pedestrian and bicycle safety improvements along Military West from West 5th St to West 2nd St including 5-ft wide concrete sidewalk along the southside of Military West; install ADA-compliant residential driveways, and curb ramps.
Benicia	First Street Improvements from Military to the southern terminus of First Street	First Street serves as one of Benicia's primary commercial, tourism, and community corridors, connecting downtown businesses, residential neighborhoods, historic areas, and the waterfront. This project would provide a corridor-wide evaluation and phased implementation of transportation and streetscape improvements intended to enhance safety, mobility, accessibility, and the overall user experience for all roadway users. Potential improvements may include pavement rehabilitation, pedestrian and ADA upgrades, bicycle accommodations, intersection and crossing enhancements, traffic calming measures, parking and circulation modifications, drainage improvements, tree planting and upgraded tree wells, decorative sidewalk elements and streetscape enhancements, and corridor beautification features while maintaining and enhancing access to downtown destinations and the waterfront. The project would support economic vitality, improve multimodal connectivity, strengthen the downtown character, and preserve the function of this important community corridor.
Dixon	SR 113 Pedestrian Improvements <i>*Submitted by member agency as a priority*</i> <i>*From 2020 CTP ATP Element*</i> *Currently in PS&E, Environmental has been completed, and funding has been allocated*	Proposed four Bulbouts and two high visibility crosswalks at E B St. At E C St two high visibility crosswalks and remove and relocate the RRFBs at this intersection down to E B St. By John Knight Middle School.
Dixon	Class II Bike Lanes on Pedrick Road (Northbound Lane) <i>*Submitted by member agency as a priority*</i> *OBAG 4 Project Priority* *Early planning phase, PS&E potentially starting in 2026*	Road reconstruction and widening along eastern portion of Pedrick Rd from the south side of the intersection at Sparling Lane to the northern side of the UPRR railroad tracks. Project to be done in conjunction with Northeast Quad Campus development for full buildout of Pedrick Rd. Improvements will include: two northbound travel lanes, Class II Bikeway, concrete curb/gutter, and minor drainage ditch improvements.
Fairfield	Linear Park Node 4 Trail - North Texas Street to Dover Avenue <i>*Submitted by member agency as a priority*</i> <i>*From 2020 CTP ATP Element*</i> *Preliminary/Engineering Phase, Design is expected to be completed in FY26*	Provide a 0.5 mile Class I linear park trail from North Texas Street to Dover Avenue.
Rio Vista	Airport Road Multi-use Trail <i>*Submitted by member agency as a priority*</i> <i>*From 2020 CTP ATP Element*</i> *Design could start within 6 months of funding award*	<u>Segment 1</u> - Liberty Island Road to Church Rd. This segment already has separated 10 foot multi-use bike trail with streetlights, what is missing is landscaping and irrigation. <u>Segment 2</u> - Along Church Rd and put in a 10 foot (Class I) multi-use bike trail with streetlights and landscaping. <u>Segment 3</u> - install path to Harris Rd, with landscaping, lighting from Church Rd to Norman Richardson.
Solano County	Sidewalk Gap Closures/Priority Conservation Areas <i>*Submitted by member agency as a priority*</i> <i>*From 2020 STA ATP Plan*</i> *In Design, Environmental, and ROW are completed* *The Farm to Market project is OBAG 4 Project Priority*	Looking to Complete Farm to Market /Continue Safe Routes to School and Transit- want to build the Gateway to Suisun Valley" want to have a transit stop at Rockville Rd and Suisun Valley Road, continue promotion of Mankas Corner. Sidewalk gap closures in Vallejo. There are two segments 1). Rockville Corners and 2). Suisun Valley Road. Create the "Welcome" to Suisun Valley Area, to promote local small businesses and regional green spaces, encourage hotel and winery development, preserve the historic Pony Express station marker, and build better connectivity with Solano Community College. 1). Rockville Corners: General Design is at 50% with CON ready by summer 2027. There is a proposed bus stop, wine room bus, connection to proposed hotel and winery developments, build complete streets with sidewalks and site furnishing. Class II lanes and traffic calming, and EV charging stations. Suisun Valley Road - Preliminary Design, roadway improvements may include: Widening the roadway and better drainage, new Class II bike lanes, repair the roadway and new surfacing.
Solano County	Benicia Road Phase 2 <i>*Submitted by member agency as a priority*</i> <i>*From 2020 CTP ATP Element*</i> *In Design, Environmental/ROW are completed, Funding for CON has been secured*	Beach St to Starr Ave (Class II Buffered Bicycle Lane)
Solano County	Suisun Valley Road <i>*Submitted by member agency as a priority*</i> <i>*From 2020 CTP ATP Element*</i> *In Design, Environmental and ROW has been completed, funding for PE has been allocated*	Solano College to Rockville Rd (Class IV Separated Bikeway)
Solano County	Suisun Valley Rd/Rockville Rd Signal <i>*Submitted by member agency as a priority*</i> <i>*From 2020 STA ATP Plan*</i> *In Design, Environmental, and ROW have been completed, funding for PE has been allocated*	Pedestrian Crossing (Intersection Upgrade and Crossing Improvements)
Solano County	Lewis Road <i>*Submitted by member agency as a priority*</i> <i>*From 2022 STA ATP Amendment*</i> *In Design, Environmental and ROW has been completed partial funding*	Fry Road to Midway Road (Add Class II bike lanes, may explore Class I)
Suisun City	McCoy Creek Trail Phase 3 <i>*Submitted by member agency as a priority*</i> <i>*From 2020 STA ATP Element*</i> *Project study/Report/Environmental*	Phase III will look to continue the 10 foot Class I multi-use bike path from Blossom Avenue up north to Rail Road Avenue. Phase III of the project will have a similar robust public outreach component that was implemented as part of phase II of the project. The project looks to have similar amenities that are provided by Phase II, such as lookout points, fitness equipment, bike racks, and wayfinding/interpretive panels. It will also look to have a prefabricated bridge to extend the Class I multiuse path from Blossom Ave to Sunset Avenue.

Suisun City	Main Street Corridor Improvements	This is a Safe Routes to School as well as a Safe Routes to Transit that will upgrade curb ramps; install mountable curb extensions; replace damaged sidewalks and outdated streetlights with pedestrian-level acorn type streetlights; improve existing landscaping & irrigation; and replace trees that have invasive roots with suitable trees. Project will also include: Bikeway improvements A new culvert at the crossing with the storm drain channel Potentially a traffic signal at the connection to Main Street and the westbound Highway 12 on-ramp
Suisun City	Safe Routes to Schools – Various Locations	Install rectangular rapid flashing beacons at uncontrolled intersections; replace existing stop signs with LED stop signs; install traffic calming improvements and curb extensions; and upgrade crosswalks with high visibility crosswalks.
Suisun City	Depot and Main Street Improvements *OBAG 4*	General Improvements: - Mobilization - Water Pollution Control -Traffic Control - 120-Day Plant Establishment Period Location A: Plaza - Remove Existing Monument Sign - Install LED Sign with Concrete Foundation and Electrical - Remove Water Fountain - Instal Sculpture at Former Water Fountain Location - Upgrade Landscaping/Irrigation Location B: Train Depot
Suisun City	Approach to the Train Depot Improvements (Main Street Complete Streets) <i>*Submitted by member agency as a priority*</i> *OBAG 4 Project Priority*	Since one component of Cycle 4 prioritizes projects that improve access to or enhance areas near rail stations, our Department is considering a proposal focused on a series of streetscape and infrastructure improvements in and around the Suisun-Fairfield Train Depot, as outlined below: A. Improvements Within the Train Depot Area: -Resurface and re-stripe the pavement throughout the depot area to improve vehicular and pedestrian circulation. -Remove and replace curbs, sidewalks, and non-compliant curb ramps within the raised median island housing the existing bus shelters. -Remove the existing circular raised island at the end of Spring Street and replace it with a decorative raised island featuring a new centerpiece sculpture. -Adjacent to the island, widen the sidewalk, install new landscaping for visual appeal, prune the existing mature trees, and add pedestrian-level decorative acorn-style streetlights to improve lighting and safety. Partner with the property owners of the 11th building to install a mural on the building's railroad track facade wall. The project includes the installation of high-visibility uncontrolled crosswalks; installation of advanced motor vehicle stop bars; and installation of signs to reduce the current posted 25 MPH speed limit to 15 MPH.
Vacaville	Vacaville Safe Routes to Schools at various locations in Vacaville <i>*Submitted by member agency as a priority*</i> *Preliminary Engineering, Categorically Exempt Project*	Vaca Pena Middle School (Council Priority #1) Sidewalk/Pad Widening Approximately 0.9 miles from Vacaville Transportation Center Estimated \$40k Project Cost Markham Elementary School (Council Priority #3) Approximately 1 mile from both Vacaville Transportation Center and Downtown Transit Center Median and striping Improvements Estimated \$430k Project Cost Fairmont Elementary (Council Priority #6) Markham Elementary School (Council Priority #3) Approximately 0.8 miles from Vacaville Transportation Center RRFB, Radar Feedback
Vacaville	Elmira Road Sidewalk Gap Closure <i>*Submitted by member agency as a priority*</i> <i>*From 2020 STA ATP Plan*</i> *Planning/Feasibility & Cost estimate phase* *Improvements are within city ROW* *OBAG 4 Project Priority*	Class I- multi use gap closure/improvements on Elmira Rd from Leisure Town Rd to Edwin Dr., future OBAG 4 project submittal.
Vacaville	Ulatis Creek Bike Trail <i>*Submitted by member agency as a priority*</i> <i>*From 2020 STA ATP Plan*</i> *OBAG 4 Project Priority* *Planning*	Class I multi-use gap improvements on Ulatis Creek from I-80 to Gibson Canyon Rd to connect North and Southern part of the city. Part of the segment will need to go under I-80 to facilitate the safe crossing of bicyclists and pedestrians. The City anticipates coordinating with Caltrans for segments under Caltrans right-of-way. Class I multi-use gap improvements on Ulatis Creek from Allison Drive to Gibson Canyon Rd to connect North and Southern part of the city. Part of the segment will need to go under I-80 to facilitate the safe crossing of bicyclists and pedestrians. The City anticipates coordinating with Caltrans for segments under Caltrans right-of-way.
Vallejo	Bluff Trail <i>*Submitted by member agency as a priority*</i> <i>*Bay Area Ridge Trail Gap #460, San Francisco Bay Trail, Great Delta Trail, Carquinez Strait Scenic Loop Trail*</i> *PA&ED A pproval Phase* *Envir on mental Documentation (IS/MND completed and filed with Solano County* *Encroachment Permit to construct project* *Funding from Fund 201/221 - \$622,957*	Complete the engineering, obtain Caltrans Encroachment permit, and construct 1.97 mile Class I , paved Vallejo Bluff Trail. The Bluff Trail is built along the edge of Caltrans SR29 starting at the intersection of SR29/Sequoia Ave./Cal Maritime Drive west of I80 and extends under I-80 going east up to the intersection of Sequoia Ave. and the I80 EB off ramp near Lincoln Road East. A second leg of the trail will extend up the bluff slope above I80 and the Carquinez Bridge connecting into Vallejo's Glen Cove neighborhood at Clearview Drive. The Vallejo Bluff Trail has been an important objective of the City, STA, and regional trail organizations for many years. The project will close a gap in the Bay Trail, Ridge Trail, CA Delta Trail, and Carquinez Strait Loop Trail.
Vallejo	Fairgrounds Drive Sidewalk	Construct a new paved sidewalk on both sides of Fairgrounds Drive between Concoran Ave and Borges Lane. ADA curb ramps at Fairgrounds Dr & Concoran Ave and Fairgrounds & Borges Ln
Vallejo	Broadway & Alameda St. Road Diet <i>*Submitted by member agency as a priority*</i> *OBAG 4 Project Priority* *In Design*	Grind and overlay between Curtola Pkwy & Tennessee St. Slurry seal between Tennessee St. and Lewis Brown Dr. Reduce lanes, add buffered bike lanes, and improve pedestrian crossings (e.g., bulb outs and supporting signage) from Curtola Pkwy to Lewis Brown Drive.
STA/Suisun City/Fairfield	Solano Rail Hub Project - station improvements and pedestrian crossing <i>*From 2020 SMART Feasibility Study*</i> *Completed Planning Studies, initiating PA&ED and PS&E for the Pedestrian Crossing between Suisun City/Fairfield*	The Solano Rail Hub Project — located at the site of the current Suisun-Fairfield Amtrak/Capitol Corridor Station — seeks to make ADA upgrades and expand the current station and create seamless connections between the two cities.
STA	Implementation of the STA Safe Routes to School Program	The Program encourages students to walk and bicycle to school by teaching students safety skills, improving safety around schools, reducing congestion near schools, reducing health risks, including child obesity and improving air quality.
Ridge Trail Gap #460	Vallejo Bluffs *City of Vallejo is Project Sponsor*	A Class I trail along steep hillside and under I-80/SR29 was designed an environmental review was completed in 2019. Overlaps with Bay Trail and Delta Trails and part of the Carquinez Strait Scenic Loop Trail (CSSLT).
Ridge Trail Gap #450	Military East Between E 5th and Jefferson *City of Benicia is Project Sponsor*	Low traffic, residential street with sidewalks. Parking would need to be removed to create a protected bike lane. Consider passable gap. Part of the Carquinez Strait Scenic Loop Trail (CSSLT).

FINAL DRAFT ACTIVE TRANSPORTATION PROJECT LIST - TIER 2

Jurisdiction	Project Name	Project Description
Dixon	South First Street Corridor Improvements Phase B <i>*Submitted by member agency as a priority*</i> <i>*From 2020 CTP ATP Element/2025 Dixon CBTP*</i> *Project has yet to commence*	Sidewalk widening to create a 10 foot multi-use path.
Dixon	South First Street Corridor Improvements Phase C <i>*Submitted by member agency as a priority*</i> <i>*From 2020 CTP ATP Element/2025 Dixon CBTP*</i> *Project has yet to commence*	Sidewalk widening to create a 10 foot multi-use path.
Dixon	South First Street Corridor Improvements Phase D <i>*Submitted by member agency as a priority*</i> <i>*From 2020 CTP ATP Element/2025 Dixon CBTP*</i> *Project has yet to commence*	Installation of a concrete bulbouts at SW corner of W. Cherry/First Street intersection.
Dixon	South First Street Corridor Improvements Phase A <i>*Submitted by member agency as a priority*</i> <i>*From 2020 CTP ATP Element/2025 Dixon CBTP*</i> *Project has yet to commence*	Installation of Class IV Separated Bikeway.
Dixon	West A Street Bikeway Improvements <i>*From in-progress Dixon CBTP Plan*</i> *Project has yet to commence*	Installation of bikes lanes on West A Street from Pitt School to N. Adams St.
Rio Vista	Airport Road Bicycle and Pedestrian Promenade <i>*Submitted by member agency as a priority*</i> <i>*From 2022 STA ATP Amendment*</i>	Airport Road from Highway 84 to Church Rd; Church Rd from Airport Rd to Triology. Sidewalk gap closure, landscaping, Class IV bike/ped facility with some roadway repairs.
Suisun City	Grizzly Island Trail Spur <i>*Submitted by member agency as a priority*</i> <i>*From 2022 STA ATP Amendment*</i>	Complete Class I multi-use along Grizzly Island Trail to Driftwood Court
Suisun City	Lotz Way RRFB	Install rectangular rapid flashing beacon at existing Lotz Way crossing at Park N Ride Lot.
Suisun City	Lotz Way Class I Bike/Pedestrian Path	Construct Class I bikeway along Lotz Way to connect the Grizzly Island Trail to the Train Depot.
Suisun City	Active transportation Improvements at various locations	Rectangular Rapid Flashing Beacon (RRFB) on Lotz Way. ADA ramps/pedestrian refuge improvements (where feasible) on the following: Anderson/Craven, Anderson/Kimsmill, Anderson/Lawler Ranch, Pintail/Seagul, Pintail/Parkside Drive, Pintail/White Wing Lane Walk audits-Heritage Park and surrounding areas
Vacaville	Mariposa Bridge <i>*Submitted by member agency as a priority*</i> <i>*From 2020 STA ATP Plan*</i>	The project is proposing to build the Mariposa Bridge to enhance connectivity and facilitate the safe crossing of students who walk to school North of the Alamo Creek Trail. Project Location is Alamo Creek Apartments to Alamo Creek Bike Trail.
Vallejo	Bay/Vine Trail Gap Closure in River Park <i>*Submitted by member agency as a priority*</i>	Look to partner with the Greater Vallejo Recreation District to start talking to them about paving the segment.
Solano Land Trust/City of Vallejo	Vallejo Swett	Half of route is along existing ranch roads. Would require 1-mile of new trail. Received RT partner grant for acquisition that requires public access. City of Vallejo has submitted a letter of support for project sponsorship

FINAL DRAFT ACTIVE TRANSPORTATION PROJECT LIST - TIER 3

Jurisdiction	Project Name	Project Description
Benicia	Mary Farmar Elementary School <i>*Submitted by member agency as a priority*</i> <i>*From 2025 SR2S Plan*</i> *Pre-design*	1. DYNAMIC FEEDBACK SIGNS & SPEED BUMPS ALONG DROLETTE WAY, 2. SIGNAGE AT ENTRY POINT 3. MEDIAN BOLLARDS ALONG DRIVEWAY
Dixon	North Lincoln Street/Parkgreen Drive Bikeway Improvements <i>*Submitted by member agency as a priority*</i> <i>*From 2020 CTP ATP Element/2025 Dixon CBTP*</i> *Project has yet to commence*	Installation of a Class III Bike Boulevard, Installation of bike lanes near/ around NW Park connecting to Stratford (from 2025 Dixon CBTP).
Dixon	North Pitt School Road Bike Path Improvements <i>*Submitted by member agency as a priority*</i> <i>*From 2022 STA ATP Amendment*</i> *Project has yet to commence*	Install Class II Bike Lane
Fairfield	Fairview Elementary School <i>*From 2025 SR2S Plan*</i>	1. CONSTRUCT CURB EXTENSIONS AT MARKED CROSSINGS ACROSS 1ST STREET, 2. WIDEN SIDEWALK ADJACENT TO SCHOOL EAST SIDE OF 1ST STREET, 3. ADD CLASS II BICYCLE LANES ON 1ST STREET SOUTH OF KENTUCKY STREET
Fairfield	Cambridge Elementary School <i>*From 2025 SR2S Plan*</i>	1. ADD CURB EXTENSIONS FOR PRIMARY CROSSING ZONES, 2. ADD RRFB NEAR BUS STOP ON NEEDHAM DRIVE AND NUT TREE ROAD, 3. IMPROVE STRIPING AT CROSSWALKS
Fairfield	Union Creek Bridge Project (Part of Vandon Road Improvements Phase 2B) *OBAG 4 Project Priority*	TBD
Rio Vista	D.H. White Elementary School <i>*From 2025 SR2S Plan*</i>	1. CURB EXTENSIONS ALONG FRONT OF SCHOOL, 2. INSTALL CROSSING WARNING SIGNS ON MAIN RD.
Rio Vista	Improve path of travel in high need areas <i>*From 2024 Rio Vista CBTP*</i>	Lack of bicycle paths along Airport Rd, State Route 12, within Trilogy, Church Rd, River Rd and downtown.
Solano County	Lewis Ave <i>*Submitted by member agency as a priority*</i> <i>*From 2022 STA ATP Amendment*</i> *In Design, partial funding has been allocated to project*	Vallejo C/L 1720 ft west of Glen Cove Pkway to I-780 Overpass (Add Class II bike lanes, may explore Class I)
Solano County	Midway Road <i>*Submitted by member agency as a priority*</i> <i>*From STA ATP Amendment*</i> *Partial funding has been allocated to project*	Porter Road to Pedrick Road (Add Class II bike lanes, may explore Class I)
Solano County	Peabody Road <i>*Submitted by member agency as a priority*</i> <i>*From 2020 STA ATP Plan*</i>	Chuck Hammond Drive to Vacaville City Limit
Solano County	Midway Road	Timm Rd to Vacaville C/L (Add Class II bike lanes, may explore Class I)
Solano County	Pedrick Road	Main Prairie Rd to Casey Rd (Add Class II bike lanes, may explore Class I)
Solano County	Pedrick Road	Casey Rd to Dixon C/L (Add Class II bike lanes, may explore Class I)
Solano County	Lyon Road	Cherry Glen Rd to FF C/L (Add Class II bike lanes, may explore Class I)
Solano County	Porter Road	Midway Rd to Pitt School Rd (Add Class II bike lanes, may explore Class I)
Solano County	Ramsey Road	FF C/L to Bridgeport Ave (Add Class II bike lanes, may explore Class I)
Solano County	Benicia Road	Homeacres Ave to Laurel St (Add Class II bike lanes, may explore Class I)
Solano County	Weber Road	VV C/L 1700 ft west of Byrnes to Lewis Rd. (Add Class II bike lanes, may explore Class I)
Solano County	Cordelia Road	Beck Ave to Suisun City C/L (Add Class II bike lanes, may explore Class I)
Solano County	Allendale Road	Timm Rd to Hartley Rd (Add Class II bike lanes, may explore Class I)
Solano County	English Hills Road	Cantelow Rd to Peaceful Glen Rd (Add Class II bike lanes, may explore Class I)
Solano County	Tremont Road	Sparling Lane to Mace Boulevard (Add Class II bike lanes)
Solano County	Benicia Road	Lincoln Rd West to Laurel St (Class III Bicycle Boulevard)
Solano County	Peabody Road	FF C/L to VV C/L (Class IV Separated Bikeway)
Solano County	Magazine St	East of Palou St to Old Glen Cove Rd (Class III Bicycle Boulevard)
Solano County	Green Valley Road	Rockville Road to Heritage Oaks Ln (Class III Bike Route)
Solano County	Vaca Valley Rd Farrell Road	Pleasants Valley Rd to Gibson Canyon Rd (Class III Bike Route)
Solano County	Timm Road	Shawn Lane to Midway Rd (Class III Bike Route)
Solano County	Cherry Glen Rd Pleasants Valley Rd	Nelson Rd to Putah Creek Rd (Class III Bike Route)
Solano County	Putah Creek Rd	Pleasants Valley Rd to Stevenson Bridge Rd (Class III Bike Route)
Solano County	Stevenson Bridge Rd Phillips Rd Currey Rd	Creeksedge Rd County Line to Dixon C/L (Class III Bike Route)
Solano County	Mankas Corner Rd	Suisun Valley Rd to Abernathy Rd (Class III Bike Route)
Solano County	Cantelow Rd, Timm Rd, Midway Rd	Gibson Canyon Rd to Hartley Rd (Class III Bike Route)
Solano County	Allendale Rd, N Meridian Rd, Dixon Ave West	Hartley Rd to Jahn Rd (Class III Bike Route)

Solano County	Benicia Road	Home Acres Ave to west of Glen Cove Rd (Class III Bike Route)
Solano County	Lake Herman Rd	Vallejo C/L to Benicia C/L (Class III Bike Route)
Solano County	Lopes Road	Benicia C/L to Fairfield C/L (Class III Bike Route)
Solano County	Hawkins Road	Pitt School Rd to SR 113 (Class III Bike Route)
Solano County	Winters Road	250 feet north of Campos Lane to Allendale (Class II Bicycle Lane)
Solano County	Benicia Road	Sidewalk and Striping Improvements (Beach St to Starr Avenue)
Solano County	Mankas Corner Road	School Access (Southern end of Gordon Valley Rd)
Solano County	Magazine St, Fulton Ave	Transit Access
Solano County	Central Wy	Transit Access
Solano County	Abernathy Road	Sidewalk Improvements (Rockville Rd to Suisun Valley Pkwy)
Solano County	Cordelia Road	Lopes Rd to Pittman Rd
Solano County	Suisun Valley Road	Monte Vista Ct to Rockville Rd
Solano County	Rockville Road	Suisun Valley Rd to Oliver Rd
Solano County	Old Glen Cove Road	Bush Ave to Magazine Street
Solano County	Magazine Street	Palou St to Old Glen Cove Rd
Solano County	Peabody Road	Widen road from 2 to 4 lanes, add Class 2 bike/ped facility
Suisun City	Railroad Avenue Pedestrian Improvements <i>*Submitted by member agency as a priority*</i> <i>*From 2022 STA ATP Amendment*</i>	Sidewalk Gap Closure.
Suisun City	Suisun Elementary School <i>*Submitted by member agency as a priority*</i> <i>*From 2025 SR2S Plan*</i>	1. REVISE THE CROSS-SECTION ALONG GOLDEN EYE WAY ADJACENT TO SCHOOL, 2. INCREASE SIGNAGE AROUND SCHOOL AREA.
Suisun City	Improve path of travel in high need areas <i>*From 2022 Suisun City CBTP*</i>	Street infrastructure improvements, improving lighting, crosswalks, traffic calming, Sidewalk quality, wayfinding and signage at critical nodes and commercial districts/anchor points.
Suisun City	Waterfront Class I Bikeway	Construct Class I bikeway along the slough from the Yacht Club to Marina Circle.
STA	Support the implementation of zero-emission, alternative fuels	
STA	Implementation of Priority Development Areas (PDA), Priority Conservation Areas (PCA), Priority Production Areas (PPA)	
STA	Implementation of Climate Resiliency Plan Projects	
STA	Implementation of the STA Active Transportation Plan	
Ridge Trail Gap #413	Citadel to I-80	Class I trail connection included in the late phase of long-term I-80/I680/HWY12 interchange improvements and bike/ped crossing project.
Ridge Trail Gap #441	Rose Drive	Planned Route is designed to be a natural surface multi-use trail through the City of Benicia's open space. A passable route exists along the sidewalk without bike lane.
Ridge Trail Gap #428	I-80 Crossing to Hiddenbrooke	Route across narrow, 2-lane, high-traffic highway overpass without sidewalks and 4 at-grade road crossings. Class I improvements would require widening overpass. Considered passable gap by some.
Ridge Trail Gap #415	I-80 to McGary Road	Highway undercrossing along a busy road without a bike lane. Consider a passable gap (dirt shoulder).
Ridge Trail Gap #407	Rockville Road	Design and construction of a Class I trail and road crossing is needed along 2-lane, higher speed road to connect Rockville Trails Preserve to Rockville.
Ridge Trail Gap #423	Lynch to I-80 (Brown & Souza)	Route requires use of existing roads and new trail construction. Trail design on 1-mile of route completed in 2019. Solano Land Trust in negotiations with 1 to 2 landowners for the remaining access rights.
Ridge Trail Gap #405	Vallejo Lakes to Rockville Trails	Route follows Green Valley Road and Green Valley Lane (both with narrow ROW) and then crosses one private property before connecting to Rockville Trails Preserve.
Ridge Trail Gap #402	Vallejo Lakes	Watershed land with no public access. Route follows fire roads/trails for over 5 miles with new trails needed on the north end for 1-3 miles to the terminus at the County line/property line. Extensive fire damage to roads and trails in 2017.

FINAL DRAFT ARTERIALS/HIGHWAYS/FREEWAYS PROJECT LIST - TIER 1

Jurisdiction	Project Name	Project Description
Benicia	Columbus Parkway Improvements *Submitted by member agency as a priority* *From 2020 STA ATP Plan* *Design/Planning Phase, \$126k RTIF funds programmed for Design*	<u>Benicia Road to Rose Drive</u> : Widen road for 2 lanes in each direction to eliminate bottleneck. Install bike lanes and ADA compliant sidewalks and drainage.
Benicia	West 7th Improvements *Submitted by member agency as a priority* *From 2020 STA ATP Plan* *Design/Planning Phase the non-ped/bike portion of the project has been included 2029 Citywide Pavement Rehabilitation Project*	<u>West 7th Street between Military West and Lori Drive</u> : Install high visibility crosswalks, ADA curb ramps, 300 LF of 5-ft wide sidewalk, 5 to 6-ft wide Class II Bike Lane with 2-ft separation, Rectangular Rapid Flashing Beacons (RRFB) with LED Crosswalk Illuminators, lane narrowing (15 ft wide to 11 ft wide) as traffic calming measure. <u>West 7th Street</u> : Pavement rehabilitation from Military West to I-780 and restriping.
Dixon	Vaughn Road Railroad Bypass Project *Submitted by member agency as a priority* *From 2020 CTP AHF Element*	Construct a four-lane auto and bike bypass route of Vaughn Road to connect to Pedrick Road without crossing the UPRR tracks.
Dixon	North 1st St Rail Crossing *Submitted by member agency as a priority* *From RTIF Update*	Improvements to include improved lighting and striping for the existing railroad crossing.
Fairfield	Markeley Lane *Submitted by member agency as a priority* *From RTIF Update* *Design is expected to be completed by winter 2026*	Markeley Lane will be extended to Peabody Road. The project would also reconstruct Markeley Lane to include new sidewalks and bike lanes.
Fairfield	Canon Road & Jepson Parkway *Submitted by member agency as a priority* *From RTIF Update* *Staff is working with Caltrans on NEPA Revalidation, Field Review Schedule, Plans 30% Complete*	Construct a grade-separated rail overcrossing at Canon Road.
Rio Vista	SR-12/Church Rd *Submitted by member agency as a priority* *The project is currently in ROW, RTIF Funding has been committed. Phase 1 of this has been completed*	Analyze and implement, similar long-term improvements to the larger corridor area. Caltrans Project - SHOPP Project Phase 2
Suisun City	Railroad Avenue Realignment at Sunset Avenue *Submitted by member agency as a priority* *From RTIF Update* *Conceptual plan has been completed, and the project is currently in ROW acquisition* *ROW within one of the four parcels has been secured*	The project entails rerouting Railroad Avenue to an alignment that is generally along the east side of Laurel Creek, and connecting the realigned street segment to the Railroad Avenue West /Sunset Avenue T-intersection, resulting in a standard intersection having four approaches. The project includes installation of pedestrian and bicycle facilities, a median turn lane, street lighting, landscaping and wet utility installation.
Suisun City	Railroad Avenue Widening from Laurel Creek to Olive Road/East Tabor Avenue *Submitted by member agency as a priority* *From 2020 CTP AHF Element/RTIF Update* *Conceptual plan has been completed, and the project is currently in ROW acquisition* *ROW acquisition has commenced but not completed*	The project entails widening Railroad Avenue from Laurel Creek to Humphrey Drive; constructing a new east-west road from Humphrey Drive to Olive Road; resurfacing Olive Avenue; and installing a traffic signal at the Olive Road/East Tabor Avenue intersection. The project includes installation of pedestrian and bicycle facilities, a median turn lane, street lighting, landscaping and wet utility installation.
Vacaville	Vaca-Valley/I-505 Corridor Multimodal Improvements *Submitted by member agency as a priority* *From 2021 CMP* *Design 65%. Staff is working with Caltrans to finalize environmental (ENV), \$27.7M funding secured from SS4A/Earmark funding* *Construction anticipated 2026*	On Vaca Valley Parkway at E Monte Vista Ave and I-505 ramps; Install roundabouts and construct bicycle/pedestrian facilities over I-505 connecting to existing facilities and ADA improvements
Vacaville	Jepson Phase III – Ulatis Creek (Mission Church) North to I-80 *Submitted by member agency as a priority* *From 2021 CMP* *\$6.2 million in RTIF funds have been programmed*	Widen to 4 lanes with a median, multi-use sidewalk, and safety improvements.
Vacaville	Browns Valley Road Widening: Allison Dr to Vaca Valley Parkway *Preliminary Engineering*	Road widening (2 to 4 lanes)
Vacaville	Midway Road Widening: I-505 to I-80 *Feasibility & Cost Estimate*	Road widening (2 to 4 lanes)
Vallejo	Columbus Parkway Improvements *Submitted by member agency as a priority* *Design, Environmental and ROW has been completed, \$2.07 million from Fund 224*	Ultimate improvements for Columbus Parkway from Benicia City limits to Springs Road. Installation of 4 lanes of travel way, sidewalk, curb & gutter, street lighting, landscaped median, green infrastructure elements, bike lanes, and supporting signage and striping.
Fairfield/Suisun	Grade Crossing At UPRR Tracks On Main Street *Submitted by member agency as a priority* *From 2020 CTP AHF Element*	Restore an at-grade crossing of the railroad tracks to connect downtown Suisun City with downtown Fairfield.
STA/Suisun City/Fairfield	Solano Rail Hub Project *From 2020 SMART Feasibility Study* *Completed Planning Studies, Initiating PAAED and PS&E for the Pedestrian Crossing between Suisun City/Fairfield* *Project is in the ATP and Transit/Rideshare Project List*	The Solano Rail Hub Project — located at the site of the current Suisun-Fairfield Amtrak/Capitol Corridor Station — seeks to make ADA upgrades and expand the current station and create seamless connections between the two cities.
Caltrans/MTC/STA	State Route 37 Project Interim and Ultimate Project	<i>Interim Project (Sears Pt to Mare Island)</i> : Select, design, and deliver near term flood control, ecological and transportation improvements along the SR 37 corridor. This includes improvements to the SR 37 / Mare Island interchange, Highway 37 Sears Point to Mare Island Improvement Project HOV lane and general purpose lane.

FINAL DRAFT ARTERIALS/HIGHWAYS/FREEWAYS PROJECT LIST - TIER 2

Jurisdiction	Project Name	Project Description
Benicia	Park Road Improvements <i>* Submitted by member agency as a priority*</i> *Partially constructed/ \$450k for pavement rehabilitation from Elm Street to Bayshore Rd, high visibility striping including bike lanes and shared lane bicycle markings to be installed in January 2026 *	<u>Adams Street to Industrial Way</u> ; Repave street, install bike lanes, retaining walls and drainage.
Benicia	Southampton Road Improvements at I-780 <i>* Submitted by member agency as a priority*</i> <i>*From 2020 STA ATP Plan*</i> *Design/ Project is also captured in the ATP Project List*	<u>Military West to 300' north of I-780</u> ; Install class II bike lanes, sidewalks on Southampton Road where missing to connect to existing bike lanes. Install high-visibility striping and ADA compliant curb ramps.
Benicia	Adams Street Improvements - Jefferson to Bayshore	Adams Street has been identified as requiring pavement rehabilitation due to aging infrastructure and insufficient structural capacity to support existing and future truck activity associated with Port operations. This project includes full-depth roadway rehabilitation to improve pavement performance, enhance safety, and ensure compatibility with the Port's operational needs. Pavement reconstruction would be based on updated Traffic Index (TI) calculations, with both asphalt and concrete pavement alternatives evaluated for long-term performance and life-cycle sustainability. Complete Streets principles will also be considered, as appropriate, to ensure the needs of all potential roadway users are evaluated and accommodated.
Benicia	Park Road Improvements- Adams to East Second	Park Road serves as a critical connector between the Port of Benicia and the regional highway network, accommodating a mix of passenger vehicles and heavy-duty truck traffic. Existing conditions along the corridor include deteriorated pavement, constrained roadway width, and geometric deficiencies that create safety and operational challenges, particularly in areas with limited sight distance and roadway grades. This project proposes full-depth roadway rehabilitation and associated improvements to enhance safety, extend pavement life, and support the long-term operational and economic needs of the Port and surrounding transportation network. Design criteria would be informed by updated traffic forecasts, including STAA truck volumes, and aligned with applicable Caltrans and City of Benicia standards. Key project elements may include pavement reconstruction, roadway widening to improve accommodation of truck and non-motorized users, geometric design enhancements, and related drainage and utility improvements.
Benicia	New Connector Road - East Second to Park	This project proposes the construction of a new roadway segment connecting East 2nd Street to Park Road to improve circulation, connectivity, and access within the industrial and Port areas. The project would be designed to support anticipated traffic demands and enhance operational efficiency while maintaining compatibility with surrounding land uses. Design considerations may include two-lane industrial connector standards, evaluation of signal controls at roadway tie-in locations, drainage and utility coordination, and landscaping and fencing treatments to provide buffering for adjacent uses.
Benicia	Oak Road and Park Road Intersection Improvements	Oak Road serves as an important connector within the transportation network serving the Port of Benicia; however, access between Oak Road and Park Road presents operational and safety challenges, particularly for large truck movements. Existing intersection geometry does not adequately accommodate STAA trucks performing southbound left turns from Park Road onto Oak Road or westbound right turns from Oak Road onto Park Road without encroaching into opposing travel lanes. In addition, sight distance for westbound vehicles exiting Oak Road toward Park Road is constrained by a pier structure supporting the elevated eastbound I-780 to eastbound I-680 connector ramp. As one of only two primary truck access routes between the Port of Benicia and the regional transportation network, maintaining efficient and safe truck access is critical to supporting current and future Port activity. Proposed improvements may include intersection realignment and geometric modifications to safely accommodate all users, including large trucks and trail users, while improving turning movements, visibility, and overall intersection operations.
Dixon	Pedrick Road Corridor <i>* Submitted by member agency as a priority*</i> <i>*From RTIF Update*</i> *Project has not started, tentatively planned as part of the NEQ development*	Rehabilitation of existing Pedrick Road for approximately 1 mile between the Union Pacific Railroad and the I-80 Corridor. The project would expand the road to a 4-lane road and install new sidewalks and a bicycle lane.
Dixon	Pedrick Road Rail Crossing <i>* Submitted by member agency as a priority*</i> <i>*From RTIF Update*</i> *Project has not started, tentatively planned as part of the NEQ development*	Construction of a grade-separated railroad crossing at the UPRR crossing on Pedrick Road, and closure of the at-grade railroad crossing on Vaughn Road.
Dixon	Improve Interchanges in the City of Dixon along I-80 <i>* Submitted by member agency as a priority*</i> <i>*From 2020 CTP AHF Element*</i>	Install traffic signals and construct interchange improvements at I-80 and Pedrick Road, SR 113, Pitt School Road and West A Street.
Fairfield	North Connector West <i>* Submitted by member agency as a priority*</i> <i>*From RTIF Update*</i> <i>*Bay Area Ridge Trail Gap#413 Citadel to I-80*</i> *Staff Working with STA PDT for I-80/I-680/SR12 Package 5 project*	Construct North Connector from Business Center Drive to SR 12
Solano County	Peabody Road <i>*Submitted by member agency as a priority*</i> *Project scope is under development, and potential funding sources are being evaluated*	Widen Peabody Road from 2 to 4 lanes ; from Fairfield CL to Vacaville CL
Solano County	Midway Road - Porter Road - Pitt School Road Connector Improvements <i>*Submitted by member agency as a priority*</i> <i>*From 2020 CTP AHF Element*</i> *PS&E*	Intersection and roadway improvements to connect City of Dixon with Midway. Supported by City of Dixon.
Solano County	Lake Herman Road Improvements <i>*Submitted by member agency as a priority*</i> *Project scope is under development, and potential funding sources are being evaluated*	Installation of roadway improvements to provide bicycle and pedestrian facilities incorporating necessary ADA compliant curb ramps and driveways, street lighting and green infrastructure elements. Vallejo C/L to Benicia C/L (Class III Bike Route)
Suisun City	Main Street Connector <i>*Submitted by member agency as a priority*</i> <i>*From 2022 STA ATP Amendment*</i> *\$800k RTIF funding has been programmed for preliminary design and environmental*	Future Street connecting Main Street and Railroad Avenue, alignment TBD, sidewalk improvements

Vacaville	Vaca Valley Parkway Widening: Browns Valley Road to E. Monte Vista Ave	Roadway Widening (2 to 4 Lanes)
Vacaville	E. Monte Vista Ave Road Widening; County Airport Rd to Vaca Valley Pkwy	Roadway Widening (2 to 4 Lanes)
Vacaville	Midway Road Widening: I-505 to Western City Limits	Roadway Widening (2 to 4 Lanes)
Vacaville	Midway Rd & I-505 Interchange Improvements	Roundabout Installations
Vallejo	American Canyon Overcrossing <i>*Submitted by member agency as a priority*</i> <i>*From 2021 CMP*</i> <i>*Connection to Bay Area Ridge Trail Gap#428 I-80 Crossing to Hiddenbrooke*</i> *PS&E for the roundabout, encroachment permit from Caltrans in early 2025 and bid project in 2026, \$379,835 in Fund 211*	A roundabout on the south side to improve operations of the I-80 EB on-/off-ramps intersection with Hiddenbrooke Parkway and McGary Road. Currently there is no plan to improve the overcrossing.
STA	I-80/I-680/SR-12 Interchange: Package 5 <i>*Connection to Bay Area Ridge Trail Gap#415 I80 to McGary Road*</i>	Extend Business Center Drive to connect with Red Top Road and create a partial interchange on westbound HWY12 at the Business Center Drive/Red Top Road intersection. Including the west end of the north connector.
Fairfield/Suisun	Railroad Avenue/East Tabor T-Intersection Right-In/Right-Out Project <i>* Submitted by member agency as a priority*</i>	This is a joint project with the City of Suisun City and Solano County which will prohibit left turns from all approaches at this T-intersection. This will be achieved by constructing raised median islands with mountable curbs.
Suisun /Fairfield	Sunset Avenue Railroad Track Crossing	This is a joint project with Suisun City and Fairfield to construct a railroad track overcrossing on Sunset Avenue from Railroad Avenue West to East Tabor Avenue

FINAL DRAFT ARTERIALS/HIGHWAYS/FREEWAYS PROJECT LIST - TIER 3

Jurisdiction	Project Name	Project Description
Benicia	Industrial Park Highway Access Improvements <i>*Submitted by member agency as a priority*</i> <i>*From 2020 STA AIP Plan*</i> *Planning Phase*	I-680 at Lake Herman Road, at Industrial Way, and at Bayshore Road intersections: Widen road for better truck access, install traffic signals.
Benicia	Bayshore Road Improvements- Adams to Park *Planning Phase*	Bayshore Road serves as a primary corridor between the Port of Benicia and regional freeway access points, including I-680, carrying heavy truck traffic while running directly adjacent to an active rail line. The roadway's current condition—including deteriorated pavement, outdated roadway geometry and design standards, drainage constraints, and proximity to the rail corridor—creates safety, maintenance, and operational challenges. Proposed improvements may include roadway widening and pavement reconstruction, evaluation of asphalt versus concrete pavement sections, rail conflict mitigation measures, and associated drainage and utility improvements.
Benicia	Bayshore Road and Park Road Intersection Improvements *Planning Phase*	The Park Road and Bayshore Road intersection serves as a critical connection between the Port of Benicia and the regional freeway network via I-680. Existing intersection geometry and traffic control are not adequate to efficiently or safely accommodate current operational demands, including heavy truck movements and anticipated future activity. This project proposes a follow-up planning phase consisting of preparation of a Project Initiation Document (PID) and a streamlined Intersection Safety and Operational Assessment Process (ISOAP) with an Intersection Control Evaluation (ICE). These efforts are intended to evaluate current and projected operational conditions, identify multimodal safety considerations, and develop recommendations for physical improvements that enhance mobility and safety while supporting long-term transportation needs. Preliminary alternatives under consideration include intersection signalization and construction of a roundabout.
Benicia	Industrial Way/Park Road Intersection Improvements *Planning Phase*	The intersection of Industrial Way, Park Road, and the I-680 ramps serves as a key access point for port-bound truck traffic and local industrial activity in Benicia. Existing conditions include geometric constraints, queuing issues, and inadequate accommodation of large trucks (STAA vehicles), resulting in operational and safety challenges. This project proposes a follow-up planning phase consisting of preparation of a Project Initiation Document (PID) and a streamlined Intersection Safety and Operational Assessment Process (ISOAP) with an Intersection Control Evaluation (ICE). These efforts are intended to develop detailed recommendations for physical improvements to the Industrial Way/Park Road and I-680 interchange area, building upon recommendations identified in the City's Traffic Impact Fee (TIF) study. Key project elements include evaluation of intersection control alternatives, including signalization and roundabout options, improved accommodation of STAA truck movements, and geometric enhancements to address sight distance limitations and reduce queuing impacts.
Dixon	Parkway Boulevard Road Extension <i>*Submitted by member agency as a priority*</i> <i>*From RTIF Update*</i> *Project has not started, will likely be driven by future development*	Extension of existing East Parkway Boulevard to Pedrick Road.
Dixon	SR-113 Relocation to Kidwell Road Interchange <i>*From 2020 CTP AHF Element*</i> *No project phase indicated*	Relocate SR 113 out of the Dixon City Limits on the Mid-way-Kidwell Road alignment. This project is an option identified in the SR 113 MIS.
Fairfield	New Canon Road <i>*Submitted by member agency as a priority*</i> <i>*From RTIF Update*</i> *No project phase indicated*	Construct extension of New Canon Road from Jepson Parkway to Travis AFB
Rio Vista	Improve roadway quality and Rio Vista Bridge <i>*Submitted by member agency as a priority*</i> *No project phase indicated, unfunded*	Streets and roads with pavement quality issues, Trilogy, Airport Road, Church St., Main St., HWY12 (Trilogy-Town), River Road, Rio Vista Bridge, Liberty Island Road.
Solano County	Sievers Road <i>*Submitted by member agency as a priority*</i> *PS&E*	Stevenson Bridge Road to Currey Road
Solano County	Midway Road (Putah South Canal To I-80) <i>*This project was not mapped*</i> <i>*Submitted by member agency as a priority*</i> <i>*From 2020 CTP AHF Element*</i> *Project scope is under development, and potential funding sources are being evaluated*	Widen Midway Road in both directions to provide a 4-lane, un-divided arterial
Solano County	Bridge Replace/Rehab <i>*Submitted by member agency as a priority*</i> <i>*From 2020 CTP AHF Element*</i> *PS&E*	Replace or Rehabilitate deficient bridges - Stevenson Bridge, Maine Prairie Bridge, and Bunker Station Bridge scheduled for replacement.
Solano County	Connector/intersection roadway improvements <i>*Submitted by member agency as a priority*</i> *PS&E*	Connector improvements, intersection & roadway improvements to connect the City of Dixon with Midway Rd.
Solano County	Transportation Improvements to I-80 in North Dixon <i>*Submitted by member agency as a priority*</i> *PS&E*	Pedrick Road, Tremont Road, Kidwell Road, Olmo Road
Solano County	McCormack Road Improvements Phase 3 *RTIF Funding for Design, County Priority*	Roadway Road Extension - Phase I and Phase II have been completed
Solano County	Meridian Road North	Vacaville C/L at Midway Rd to Dixon Ave West

Solano County	Meridian Road North	Dixon Ave West to Allendale Road
Solano County	Batavia Road	Weber Road to Midway Road
Solano County	Azevedo Road	SR 12 to Canright Road
Solano County	Creed Road	Branscombe Road to SR 113 (Truck Route)
Solano County	Branscombe Road	SR 12 to Creed Road (Truck Route)
Solano County	Denverton Road	SR 12 to Creed Road (Truck Route)
Solano County	Meridian Road	McCrary Road to Fry Road (Truck Route)
Solano County	Lambie Road	SR 12 to Goosehaven Road (Truck Route)
Suisun City	Railroad Avenue Realignment from Humphrey Drive to Olive Road/East Tabor Avenue	Realign Railroad Avenue from Humphrey through an undeveloped parcel located along the west side of Olive Avenue. This project will also widen Olive Avenue from the realigned road segment to East Tabor Avenue, including installing a traffic signal or a roundabout at the Olive Road/East Tabor Avenue intersection.
Vacaville	Lagoon Valley Interchange <i>*Submitted by member agency as a priority*</i> <i>*From 2021 CMP*</i> *Developer funded/ Design is at 35% level. Caltrans has approved the structure type selection in December 2025. Anticipated to be completed 2028/2029*	Widen Lagoon Valley Road bridge for additional left turn capacity, sidewalk, and intersection signal improvements
Vacaville	Vaca Valley Parkway Extension: Wrentham Dr to Farrell Rd	2 Lane Roadway Extension
Vacaville	Vaca Valley Parkway Widening: Quality Dr to I-505	Roadway Widening (4 to 6 Lanes)
Vacaville	Gibson Canyon Rd Improvements: Hemlock St to Farrell Rd	Center Turn Lane, Multipurpose Trail, and Safety Improvements
Vacaville	California Dr Extension (Marshall to Cherry Glen Rd) & I-80 Overcrossing	I-80 Overcrossing
Vacaville	Nut Tree Rd/I-80 Overcross Widening	Overcross Widening (4 to 6 Lanes)
Vacaville	Jepson Phase IV	Roadway Widening (4 to 6 Lanes)
Vacaville	Vaca Valley Pkwy & I-505 Overcross Widening	Overcross Widening (2 to 4 Lanes)
STA/Vallejo	Solano I-80 Managed Lanes	Vallejo Segment Seeking Funding to update the PID
Caltrans	SHOPP Program	Support Caltrans in implementing SHOPP Program in Solano County
STA	Traffic signal coordination	
STA	Implementation of Solano County Climate Adaptation Plan	
STA	Implementation of the Local Road Safety Plan Projects	
STA	Corridor Studies	Implementation of Solano County Highways and Freeways Corridor Studies

FINAL DRAFT TRANSIT AND RIDESHARE PROJECT LIST - TIER 1

Jurisdiction	Project Name	Project Description
Benicia	East 5th Sidewalk between East N St & East O St <i>* Submitted by member agency as a priority*</i> <i>*From 2020 STA ATP Plan*</i>	East 5th St sidewalk and walkability improvements from East N to East O Improve access to transit stops, install sidewalk and ADA compliant curb ramps, curb bulb outs, RRFB's, high visibility cross walks.
Benicia	Military East and East 3rd Intersection Improvements <i>* Submitted by member agency as a priority*</i> <i>*From 2020 STA ATP Plan*</i>	Install bulb outs, ADA compliant curb ramps, RRFB's, high visibility cross walks to improve access to transit and schools.
Solano County	Fairgrounds Mobility Hub <i>*From 2020 CTP Transit Element*</i>	Construct a new facility w/parking spaces and bus bays; Solano County Fairgrounds property.
Suisun City	Train Depot Improvements	Train depot improvements will resurface the pavement at train depot; repave Spring Street; replace damaged median concrete island and sidewalks; upgrade seats, landscaping/irrigation, and curb ramps; replace roundabout at end of Spring Street with mountable roundabout; and add Welcome to Suisun City mural on the It's It building.
STA	Implementation of the STA Solano Mobility Program	The Solano Mobility Program consists of the following programs that support the mobility of all Solano County residents, supporting vulnerable populations such as older adults, people with disabilities, and low-income residents: Call Center, Employer/Commuter Programs, Older Adults & People with Disabilities, and Veterans Programs.
FAST	Transit Facility Expansion Project	The project will ensure the City of Fairfield meet future service growth and regulatory demands.
STA/Suisun City/Fairfield	Solano Rail Hub Project - station improvements and pedestrian crossing <i>*From 2020 SMART Feasibility Study*</i> *Completed Planning Studies, initiating PA&ED and PS&E for the Pedestrian Crossing between Suisun City/Fairfield*	The Solano Rail Hub Project — located at the site of the current Suisun-Fairfield Amtrak/Capitol Corridor Station — seeks to make ADA upgrades and expand the current station and create seamless connections between the two cities.

FINAL DRAFT TRANSIT AND RIDESHARE PROJECT LIST - TIER 2

Jurisdiction	Project Name	Project Description
Dixon	SR-113 Improvements <i>* Submitted by member agency as a priority*</i>	TSM, TDM and ITS (e.g., incentives for carpooling, transit services, park-n-ride facilities, advance curve warning signs, speed feedback signs, fog detection).
Fairfield	Fairfield-Vacaville Hannigan Train Station Intermodal Improves <i>*From 2020 CTP Transit Element*</i>	Construct train station building and support facilities at the new Fairfield / Vacaville multimodal station.
Suisun City	Denverton Curve Parcel Development <i>* Submitted by member agency as a priority*</i>	This vacant parcel will be developed into a paved park-and-ride lot, featuring enhancements such as street lighting, fencing, landscaping, bioretention facilities, and utilities including storm drainage and stubouts for water and sanitary sewer. Additionally, a sidewalk will be constructed along the western and northern perimeters.
Vallejo	Transit Centers Lyft/Uber designated meeting zones <i>*From 2020 CTP Transit Element*</i>	Install designated meeting zones for Lyft/Uber rides at Curtola Park and Ride and downtown Vallejo Transit Center.

FINAL DRAFT TRANSIT AND RIDESHARE PROJECT LIST - TIER 3

Jurisdiction	Project Name	Project Description
Benicia	Benicia Marina/East B Street Parking Lot Pavement Project <i>* Submitted by member agency as a priority*</i>	Paving, striping, curb ramp, and sidewalk improvements to dirt parking area adjacent to the Benicia Marina main dock to improve ADA accessibility and parking quantity.
Benicia	Benicia Marina Dock Assessibility Upgrades <i>* Submitted by member agency as a priority*</i>	Upgrades to Benicia Marina floating dock to improve ADA accessibility and structure durability.
Benicia	Bridge between Schools (Study) <i>* Submitted by member agency as a priority*</i>	Bridge between schools as a transit access link in addition to linking schools (feasibility study).
Dixon Read-Ride	Electrification of transit fleets <i>* Submitted by member agency as a priority*</i>	
Rio Vista Delta Breeze	Electrification of transit fleets <i>* Submitted by member agency as a priority*</i>	
SolTrans	Solano Express Capital Bus Replacement	
Suisun Microtransit	Electrification of transit fleets <i>* Submitted by member agency as a priority*</i>	
Vacaville City Coach	Electrification of transit fleets <i>* Submitted by member agency as a priority*</i>	
Vacaville City Coach	Mapping and Wayfinding <i>* Submitted by member agency as a priority*</i>	
Transit Operators	Implementation of Short Range Transit Plans	
STA	Implementation of Community Based Transportation Plans	
STA	Implementation of Solano Rail Crossing Plan Update	
STA	Regional Mapping and Wayfinding Program Implementation	
STA	Implementation of Connected Mobility Plan	
STA	Solano Mobility Vanpool Programs	
STA	Support contactless multiagency integrated fair payment system (for example Clipper/CallTP)	
STA	Support MTC Transit Priority Policy (for example, bus on shoulder options, transit signal priority)	
STA	Support Solano Countywide port opportunities and implementation	
STA	Tentative Safe Routes to Transit Plan	

Public Comments Submitted for Comprehensive Transportation Plan Draft Element Projects Lists

CTP Draft Element Project List Public Comment was from March 18, 2026 to April 20, 2026

Member of the Public	Comments	Response
Joe Green-Heffern Fairfield PAC Rep	What is a reasonable "expectation" of funding/implementation timeline for T1 projects? If not within 5 years - could be source of misunderstanding and frustration on part of City and County stakeholders and the public.	<p>STA staff engaged with the eight Solano member agencies to identify priority projects for advancement across short-, mid-, and long-term timeframes. STA recognizes that each jurisdiction maintains extensive project lists through their Capital Improvement Programs (CIPs) and other planning efforts; however, given limited funding and resources, a strategic approach was necessary. The projects included in the CIP were therefore selected based on each agency's highest priorities, ensuring alignment with their goals and needs. It is also understandable that projects in the Tier 1 list are intended to be implemented in the short term 1-5 year timeframe as funding is made available via regional, state and federal grants.</p> <p>Transportation projects typically involve long implementation horizons, progressing from initial phases such as Project Initiation Documents (PIDs) through design and construction. Each phase may rely on different funding sources and requires sustained commitment, staff capacity, and political support. As such, the project list in the CIP is intended as a guiding, dynamic framework; projects may advance in priority as key milestones and phases are completed.</p>
Joe Green-Heffern Fairfield PAC Rep	<p>Supportive of comprehensive list that includes T2 and even T3 projects, even if unlikely to be funded/implemented in 5 to 10 years.</p> <p>1) Place to capture important ATP projects, that while not doable with ATP funds, could be implemented as part of bigger infrastructure projects (e.g. Suisun/Pittman ped/bike crossing of I-80), or with outside funding (e.g. I-80 crossing to Hiddenbrooke).</p> <p>2) Place to capture important, but politically/or otherwise temporarily downgraded projects such as Ridge Trail crossing of Rockville Rd</p>	Comment was noted. STA staff will work with member agencies to promote active transportation infrastructure into larger scale projects.
Joe Green-Heffern Fairfield PAC Rep	Imbalance in lists, especially in T2 & T3; Solano County and Regional Trails have a laundry list, while other Cities seem underrepresented. Seems other City projects from their respective ATP's could be added under T2 & T3 - even if not scored.	<p>STA has encouraged member jurisdictions to be more inclusive of project submittals for the CIP. In addition to projects formally submitted by the seven Solano cities and the unincorporated County of Solano, STA staff will also include projects identified in the following plans:</p> <ul style="list-style-type: none"> •Implementation of the STA Safe Routes to School Program Support •Support the implementation of zero-emission, alternative fuels •Implementation of Priority Development Areas (PDA), Priority Conservation Areas (PCA), Priority Production Areas (PPA) •Implementation of Climate Resiliency Plan Projects •Implementation of the STA Active Transportation Plan •Implementation of Solano County Climate Adaptation Plan •Implementation of the Local Road Safety Plan Projects •Corridor Studies •Implementation of Community Based Transit Plans •Implementation of Short Range Transit Plans •Implementation of the Solano Rail Crossing Plan Update •Implementation of the Connected Mobility Plan •Tentative Safe Routes to Transit Plan
Joe Green-Heffern Fairfield PAC Rep	<p>Generally supportive of scoring by STA staff of the County, Fairfield and Suisun T1 projects; no comments on others. I do wonder why a number of projects are not included in T2 or T3:</p> <p>1)Southside bike/ped crossing of California Ave. to Al Patch Park. It was noted during preparation of the upcoming Version Two of the Solano Walks Brochure.</p> <p>2) SR12/Rail over-crossing replacement. Being studied for Solano Rail Hub.</p> <p>3) Peabody sidewalk extension from Vanden Rd. north to Vacaville Junction.</p>	Comments have been shared with the respective member agency staff for their review and recommendation.
Joe Green-Heffern Fairfield PAC Rep	<p>How does PAC and STA advocate for important but expensive and/or multi-jurisdictional projects that have no realistic expectation of implementation using ATP funding mechanisms? For example:</p> <p>1. Missing or unsafe ped/bike crossings over I-80 and SR-12? Driving around Bay Area, I see many more separate bike/ped overcrossings that must have been added to fill gaps. ATP crossing of I-80 at Suisun/Pittman is big bucks and requires coordination of Caltrans, Fairfield and County, but there is a big need and it would benefit for both Fairfield residents, SCC students, and County's plans for Suisun Valley.</p> <p>2. Major gap in sidewalk along Peabody Rd. through industrial area north of Vanden Road to Vacaville Junction? Must be coordinated with difficult/expensive roadway widening, but key for connecting neighborhoods to Schools and Transit, and regional ATP connection between Vacaville and Fairfield.</p> <p>3. What about relatively low cost ATP projects that might be implemented more quickly solely by a City without ATP funds? (e.g. Vacaville adding ramp/signal or flashing light crossing of California Avenue from Southside bikeway to Al Patch Park that was identified by PAC for upcoming brochure).</p>	<p>Big ticketed active transportation projects generally have a longer construction horizon and require substantial coordination and funding, which includes developing funding plans, which may include leveraging STA discretionary funding programs such as Transportation Development Act Article 3 (TDA-3) and the Transportation Fund for Clean Air (TFCA) 40% Funds as matching funds for regional, state and federal grants.</p> <p>Comments on potential projects have been shared with the City of Fairfield and City of Vacaville for their review and consideration</p>
Bob Berman-PAC Bay Area Ridge Trail Representative	<p>I noticed that the Vallejo Swett project is included in the Tier 3 list of projects. Completion of the Vallejo Swett project would close a critical gap of the Bay Area Ridge Trail in Solano County. A you both are aware the Solano Land Trust is now actively working to make the trail across the Vallejo Swett property a reality. Furthermore it is my understanding the City of Vallejo has agreed to be the sponsor of the Vallejo Swett project.</p> <p>Based on this information, it is my recommendation that the Vallejo Swett project be moved up to either Tier 1 or Tier 2 in the Active Transportation Project list. I do not fully understand the criteria for a project to be included in Tier 1 but if that is not appropriate than it should at least be in Tier 2. Also under the heading Jurisdiction I suggest that the Solano Land Trust/City of Vallejo be added.</p>	<p>Solano Land Trust presented project status updates to the STA Pedestrian Advisory Committee (PAC) on December 4, 2025, and to the STA Bicycle Advisory Committee (BAC) on January 8, 2026. Following these presentations, Solano Land Trust, in coordination with Bay Area Ridge Trail staff, convened a meeting with City of Vallejo staff to provide a project briefing. As a result of this coordination, City of Vallejo staff submitted a letter expressing support for the project and requesting identification of a project sponsor. Subsequently, the City of Vallejo issued a formal sponsorship letter dated February 11, 2026, in support of the project.</p> <p>This project represents a priority for Solano Land Trust and the Bay Area Ridge Trail, and both organizations have demonstrated strong commitment and measurable progress toward advancing the project to a shovel-ready stage. STA staff agree with the recommendation to move the project from Tier 3 to Tier 2.</p>
Roberta C. Resident of Solano	Walters Road and Airbase Parkway needs safe crossing for pedestrians and bicycles. Expanded warehouses in the area bring more workers who don't drive. I work at Travis AFB and risk this crossing to get home. Between the big trucks and speeding cars it's too dangerous for me most days. I'd love to bike commute every day. Thanks for your consideration.	The area of concern was shared with the respective City of Fairfield staff for their consideration.
Joe Green-Heffern Fairfield PAC Rep	Supportive of comprehensive list that includes T2 and even T3 projects, even if unlikely to be funded/implemented in 5 to 10 years so that there is a steady pipeline of projects to guide prioritized but balanced investments across all jurisdictions.	Comment was noted.

Joe Green-Heffern Fairfield PAC Rep	Proposed Tier 1 Projects - No comments other than glad to see grade crossing at UPRR Tracks on Main Street to connect Fairfield & Suisun given importance of future Solano Rail Hub, although curious to see how this would be done.	Comment was noted.
Joe Green-Heffern Fairfield PAC Rep	Proposed Tier 2 Projects: 1. Support inclusion of Peabody Road widening under Solano County to better connect Vacaville and Fairfield. 2. Need to add a companion project under Fairfield to widen Peabody Road from 2 to 4 lanes through the industrial area between Vanden Road and Vacaville Junction so the entire route between Vacaville and Fairfield is 4 lanes. As noted in my comments on the ATP Project List, this is also essential to provide sidewalks for pedestrian as well as bike access from the Gold Ridge neighborhood to Fairfield/Vacaville Train Station and to schools on the south side of the tracks.	Comments have been shared with the City of Fairfield staff for their review and recommendation.
Joe Green-Heffern Fairfield PAC Rep	Tier 3 Projects: 1. Support inclusion of Lagoon Valley Interchange improvements under Vacaville, although could easily move this up to Tier 2 given the ongoing growth in the Lagoon Valley Area. This widening, with inclusion of sidewalk, is important to provide bike/ped access across I-80. 2. Where are the interchange improvements identified in Fairfield's General Plan (Fairfield Forward 2050)? Specifically - the upgrade of Suisun/Pittman interchange on I-80, and the Gold Hill and Ramsay Road interchanges on I-680 that were identified for study. Upgrade of these near-obsolete rural interchanges for the more urban environment, including needed bike/ped crossings is necessary. These should be added under Tier 3, although the Suisun/Pittman improvements could be added under Tier 2 given it's "gateway" location to Suisun Valley and it's importance to the County and Fairfield.	Comments have been shared with the respective member agency staff Vacaville and Fairfield, for their review and recommendation.
Scott Anderson - Solano Resident	Don't build a new parking and bus center at the Fairgrounds. Have you seen the traffic and accidents there? Vallejo already has three bus stations and nobody uses the Fairgrounds or Six Flags daily except for employees and they have a bus stop and parking for both. Adding a transit hub there is a gross misuse of public funds.	Comment was noted.
Avery Livengood PAC Member-At- Large	1. STA should prepare a clear purpose statement so that the Board, member agencies, committee members, and public can meaningfully engage on the project lists. Recommendation Over the past month, I reviewed eight other CTPs and the MTC Guidelines for Countywide Transportation Plans for inspiration. Based on this review, I prepared a draft purpose statement, below, for your consideration. I recommend that STA use this language as a starting point (and modify it for accuracy) to provide context for the project lists. Draft Purpose Statement State law requires that CTPs include a fiscally unconstrained list of transportation projects and programs. Fiscally unconstrained means that projects do not need an identified funding source to qualify to be on the list. To meet this State requirement, STA coordinated with all municipalities and transit operators within the county to compile a list of their planned transportation projects and programs. Additionally, State law requires that STA prioritize the investments that can reasonably be implemented within a 10-year period. To meet this requirement, STA evaluated how well each project would make progress toward the CTP goals and objectives. Project readiness was also considered, given the near-term nature of the 10-year list. Projects that scored higher were prioritized into Tier 1 (the 10-year list) while projects that scored lower were assigned to Tiers 2 and 3. Tier 1 projects that have identified funding sources are considered for inclusion in the next Regional Transportation Plan update, prepared by the Metropolitan Transportation Commission (MTC). This is because the RTP must assume the limitations of expected funding. Tier 1 projects that do not have identified funding sources, or that could benefit from additional funding, are given priority for consideration for STA's discretionary funding and support. Although projects on the Tier 2 and Tier 3 lists are not considered as "ready" as projects on the Tier 1 list, this does not prohibit member agencies from implementing these projects within the next 10-years. Projects can move into higher tiers as they advance through design and permitting.	STA Staff Response to the first recommendation identified in the comment letter: "Add a clear purpose statement so the Board, member agencies, committee members, and public can meaningfully engage on the project lists and CTP." STA agrees that additional context regarding the purpose of the Comprehensive Transportation Plan (CTP) and the associated project lists would be beneficial and will incorporate a clear purpose statement into the final CTP document. The purpose statement will clarify that, while the CTP fulfills State and regional planning requirements, it also serves as STA's long-range blueprint for advancing a safe, connected, and multimodal countywide transportation network that reflects the goals and priorities of STA and its member jurisdictions. The CTP is intended to identify, evaluate, and prioritize transportation investments emerging from ongoing local and countywide planning efforts to support implementation over time. The STA Bicycle Advisory Committee (BAC) and Pedestrian Advisory Committee (PAC) have been regularly informed of the CTP planning process since its initiation in 2023 through committee meetings, policy committee participation, and staff presentations. Policy Committees representing the Active Transportation, Arterials/Highways and Freeways, and Transit elements helped shape the goals, objectives, and prioritization criteria adopted by the STA Board on February 12, 2025. Following adoption of the framework, project scoring was conducted for priority projects submitted by Solano member jurisdictions. The resulting scores informed the development of a three-tiered project framework intended to provide a general indicator of project readiness, alignment with adopted priorities, and anticipated implementation horizon. Tier I projects are generally the most implementation-ready and closely aligned with the adopted prioritization framework. Tier II projects have advanced through portions of project development but require additional work prior to implementation. Tier III projects are generally longer-term concepts or projects that remain in earlier phases of development. The tier structure is intended to serve as a flexible planning and advocacy tool rather than a restrictive mechanism. Projects are not prohibited from advancing based on tier assignment, and projects may move between tiers as funding, design, environmental clearance, or other implementation factors progress. Similarly, projects may advance opportunistically when competitive grant funding or other partnership opportunities become available. Programming of discretionary funding continues to occur through competitive processes that consider eligibility, project readiness, funding source requirements, and strategic alignment. Accordingly, placement within a tier or position within a list does not solely determine whether a project may advance or receive funding support.
Avery Livengood PAC Member-At- Large	2. Supplement the Project List To address the alarming imbalance in projects across jurisdictions and elements, STA draw from existing countywide plans, Short-Range Transportation Plans, and Community-Based Transportation Plans to supplement the draft project lists. Recommendation STA staff should draw from recommendations in existing countywide plans, Short-Range Transportation Plans, and Community-Based Transportation Plans to supplement the project list and improve the balance of projects. STA should add all individual projects recommended in the following plans that have not yet been implemented: <ul style="list-style-type: none">• 2025 Solano County Safe Routes to Schools Plan• 2022 Solano Countywide Local Road Safety Plan• 2020 Solano County Active Transportation Plan – including all chapters• 2020 Vallejo Community Based Transportation Plan	STA Staff Response to the second recommendation identified in the comment letter: "Supplement the project list to address the imbalance in the number of projects across jurisdictions and elements." Projects identified by the following plans will be incorporated into the CTP Element Project Lists: <ul style="list-style-type: none">• Implementation of the STA Safe Routes to School Program Support• Support the implementation of zero-emission, alternative fuels• Implementation of Priority Development Areas (PDA), Priority Conservation Areas (PCA), Priority Production Areas (PPA)• Implementation of Climate Resiliency Plan Projects• Implementation of the STA Active Transportation Plan• Implementation of Solano County Climate Adaptation Plan• Implementation of the Local Road Safety Plan Projects• Corridor Studies• Implementation of Community Based Transportation Plans• Implementation of Short Range Transit Plans• Implementation of the Solano Rail Crossing Plan Update• Implementation of the Connected Mobility Plan• Tentative Safe Routes to Transit Plan
Avery Livengood PAC Member-At- Large	3. Adjust Scoring Method for Mode-Specific Criteria STA should adjust the scoring method so that pedestrian, bicycle, and transit projects do not default to rank lower than multimodal projects. Recommendations The Alternative Fuel Vehicles category should be moved to mode-specific and apply only to projects on the Arterials/Highways/Freeways project list. In addition, STA should recalculate project scores and reassign priorities within the Active Transportation project list and the Transit and Rideshare project list. I have identified two ways this could be accomplished (Options 1 and 2, below). Option 1: Normalize each project's score to the total points achievable for the included modes. <ul style="list-style-type: none">• Projects would only be scored based on the criteria for "all modes" and the applicable mode-specific criterion or criteria.• The total score for each project would be divided by the total possible points (varies depending on which mode-specific criteria apply).• The result is a normalized score: a percentage of total possible points. Percentages can be compared and used to rank projects because they are in equivalent units. Option 2: Omit the arterials and freeways criteria from the Active Transportation and Transit and Rideshare project lists. <ul style="list-style-type: none">• Arterials/Highways/Freeways project list – no change to scoring. Accounting for all modes improves the ranking of projects with complete streets elements relative to those that lack complete streets elements.• Active Transportation project list – remove arterials and freeways criteria (and transit and rideshare criteria from scores). Projects are only scored and ranked based on the general criteria and the bicycle and pedestrian mode-specific scores.• Transit and Rideshare project list – remove arterials and freeways criteria (and pedestrian/bicycle criteria from scores). Projects are only scored and ranked based on the based on the general criteria and the transit mode-specific scores. This approach would still dilute the scores of some single-mode projects on the Active Transportation project list. However, it might be more intuitive and easier to communicate.	STA Staff Response to the third and fourth recommendation identified in the comment letter: <i>Third recommendation: "Adjust scoring method for mode-specific criteria so that pedestrian, bicycle, and transit projects do not default to a lower score than multimodal projects and STA Staff response to the fifth recommendation identified in the comment letter." Fourth recommendation: "Add relevant project and program details to improve understanding of whether Tier 1 projects will provide measurable progress towards goals and objectives."</i> STA appreciates the detailed review and recommendations regarding the project scoring framework and individual project scores. The scoring criteria and prioritization methodology were developed over a multi-year planning process involving STA committees, member agencies, policy committees, and Board direction. The framework was intended to provide a consistent, countywide planning-level approach for organizing projects by general readiness, alignment with adopted goals, and implementation horizon across multiple transportation modes and jurisdictions. As part of this process, STA sought to balance consistency, transparency, and flexibility while recognizing that no scoring framework can fully capture the unique benefits or context of every individual project. The resulting scores and tiers are therefore intended to function as broad planning and advocacy tools rather than precise technical rankings or funding determinations. Given the extensive committee review already completed, STA does not anticipate revising the overall scoring methodology or comprehensively rescore projects at this stage of the CTP process. However, the comments provided will be documented as part of the public record and may help inform future updates to prioritization frameworks, evaluation criteria, and future CTP cycles.

	<p>4. Revise Scores of Select Projects The project lists that were posted with the request for public comment do not show criteria or scores. Therefore, the comments below are based on the Active Transportation project list and criteria scores depicted in the February 2026 PAC meeting packet and the Transit and Rideshare project list and criteria scores depicted in the March 2026 Transit and Rideshare Subcommittee meeting packet.</p>	
Avery Livengood PAC Member-At-Large	<p>5. Add Relevant Project and Program Details The final project lists, particularly the Tier 1 lists, should include relevant project and program details to improve understanding of whether projects will provide measurable progress towards goals and objectives of the CTP.</p> <p>Recommendation STA should ensure that the final Tier 1 project lists differentiate between capacity-increasing and non-capacity increasing projects, include cost estimates, and list identified funding sources.</p>	<p>STA Staff response to the fifth recommendation identified in the comment letter: <i>"Add relevant project and program details to improve understanding of whether Tier 1 projects will provide measurable progress towards goals and objectives."</i></p> <p>STA staff will include relevant project details as information is provided and shared by the project sponsor. As the project list is non-fiscal in nature, cost estimates have not been included. A list of identified funding sources will be incorporated as part of the greater Comprehensive Transportation Plan (CTP) Update. The CTP project list represents each member agency's priority projects and may include capacity-increasing improvements, which are more commonly associated with the Arterials/Highways/Freeways element.</p> <p>Regionally significant projects—such as the I-80/680/780 Interchange Project—are being implemented in phases to address congestion and improve traffic flow for Solano County residents and commuters traveling within and beyond the region. It is recognized that securing funding for capacity-increasing projects has become increasingly challenging. As a result, such projects are being encouraged, where feasible, to incorporate capacity-reducing infrastructure and/or programs that promote alternatives to single-occupancy vehicle travel. Each project is distinct and subject to varying implementation timelines; potential system impacts are evaluated as part of its own project implementation process.</p>

Joe Green-Heffern comments regarding Draft Tiered List of Active Transportation Projects for update of Comprehensive Transportation Plan (CTP)

1. What is a reasonable "expectation" of funding/implementation timeline for T1 projects? If not within 3-5 years - could be source of misunderstanding and frustration on part of PAC members and public.
2. Supportive of comprehensive list that includes T2 and even T3 projects, even if unlikely to be funded/implemented in 5 to 10 years.
 - 1) Place to capture important ATP projects, that while not doable with ATP funds, could be implemented as part of bigger infrastructure projects (e.g. Suisun/Pittman ped/bike crossing of I-80), or with outside funding (e.g. I-80 crossing to Hiddenbrooke).
 - 2) Place to capture important, but politically/or otherwise temporarily downgraded projects such as Ridge Trail crossing of Rockville Rd.
3. Imbalance in lists, especially in T2 & T3; Solano County and Regional Trails have a laundry list, while other Cities seem underrepresented. Seems other City projects from their respective ATP's could be added under T2 & T3 - even if not scored.
4. Generally supportive of scoring by STA staff of the County, Fairfield and Suisun T1 projects; no comments on others. I do wonder why a number of projects are not included in T2 or T3:
 - 1) Vacaville - Southside bike/ped crossing of California Ave. to Al Patch Park. It was noted during preparation of the upcoming Version Two of the Solano Walks Brochure.
 - 2) Fairfield/Suisun - SR12/Rail over-crossing replacement. Being studied for Solano Rail Hub.
 - 3) Fairfield - Peabody sidewalk extension from Vanden Rd. north to Vacaville Junction.
 - 4) Fairfield/Solano County - I80 bike/ped over-crossing at Suisun/Pitman Interchange.
5. How does PAC and STA advocate for important but expensive and/or multi-jurisdictional projects that have no realistic expectation of implementation using ATP funding mechanisms? For example:
 1. Missing or unsafe ped/bike crossings over I-80 and SR-12? Driving around Bay Area, I see many more separate bike/ped overcrossings that must have been added to fill gaps. ATP crossing of I-80 at Suisun/Pittman is big bucks and requires coordination of Caltrans, Fairfield and County, but there is a big need and it would benefit for both Fairfield residents, SCC students, and County's plans for Suisun Valley.
 2. Major gap in sidewalk along Peabody Rd. through industrial area north of Vanden Road to Vacaville Junction? Must be coordinated with difficult/expensive roadway widening, but key for connecting neighborhoods to Schools and Transit, and regional ATP connection between Vacaville and Fairfield.
 3. What about relatively low cost ATP projects that might be implemented more quickly solely by a City without ATP funds? (e.g. Vacaville adding ramp/signal or flashing light crossing of California Avenue from Southside bikeway to Al Patch Park that was identified by PAC for upcoming brochure).

Joe Green-Heffern (Fairfield PAC representative) comments regarding Draft Tiered List of Arterials, Highways and Freeways Projects for update of Comprehensive Transportation Plan (CTP)

1. What is a reasonable "expectation" of funding/implementation timeline for T1 projects? If not within 5 years - could be source of misunderstanding and frustration on part of City and County stakeholders and the public.
2. Supportive of comprehensive list that includes T2 and even T3 projects, even if unlikely to be funded/implemented in 5 to 10 years so that there is a steady pipeline of projects to guide prioritized but balanced investments across all jurisdictions.
3. Proposed Tier 1 Projects - No comments other than glad to see Grade Crossing at UPRR Tracks on Main Street to connect Fairfield & Suisun given importance of future Solano Rail Hub, although curious to see how this would be done.
4. Proposed Tier 2 Projects:
 1. Support inclusion of Peabody Road widening under Solano County to better connect Vacaville and Fairfield.
 2. Need to add a companion project under Fairfield to widen Peabody Road from 2 to 4 lanes through the industrial area between Vanden Road and Vacaville Junction so the entire route between Vacaville and Fairfield is 4 lanes. As noted in my comments on the ATP Project List, this is also essential to provide sidewalks for pedestrian as well as bike access from the Gold Ridge neighborhood to Fairfield/Vacaville Train Station and to schools on the south side of the tracks..
5. Tier 3 Projects
 1. Support inclusion of Lagoon Valley Interchange improvements under Vacaville, although could easily move this up to Tier 2 given the ongoing growth in the Lagoon Valley Area. This widening, with inclusion of sidewalk, is important to provide bike/ped access across I-80.
 2. Where are the interchange improvements identified in Fairfield's General Plan (Fairfield Forward 2050)? Specifically - the upgrade of Suisun/Pittman interchange on I-80, and the Gold Hill and Ramsay Road interchanges on I-680 that were identified for study. Upgrade of these near-obsolete rural interchanges for the more urban environment, including needed bike/ped crossings is necessary. These should be added under Tier 3, although the Suisun/Pittman improvements could be added under Tier 2 given it's "gateway" location to Suisun Valley and it's importance to the County and Fairfield.

Comprehensive Transportation Plan

From Marilyn Farley <[REDACTED]>

Date Tue 3/31/2026 11:21 AM

To Dulce Jimenez <djimenez@sta.ca.gov>

You don't often get email from mjfarley01@gmail.com. [Learn why this is important](#)

Hi, Dulce, I took a quick look at your plan and didn't see anything about projects for highway 12 between Walters Rd. And Rio Vista. Did I miss anything? Thanks! Marilyn

Marilyn Farley

[REDACTED]
Fairfield CA 94533

[REDACTED]

Solano Comprehensive Plan

From Angel Anderson <[REDACTED]>

Date Tue 3/31/2026 10:55 AM

To Dulce Jimenez <djimenez@sta.ca.gov>

You don't often get email from sparkysgirl@sbcglobal.net. [Learn why this is important](#)

Don't build a new parking and bus center at the Fairgrounds. Have you seen the traffic and accidents there? Vallejo already has three bus stations and nobody uses the Fairgrounds or Six Flags daily except for employees and they have a bus stop and parking for both. Adding a transit hub there is a gross misuse of public funds.

Scott Anderson

Draft Active Transportation Project List

From Bob Berman [REDACTED] >

Date Wed 4/8/2026 2:50 PM

To Dulce Jimenez <djimenez@sta.ca.gov>; Kathrina Gregana <kgregana@sta.ca.gov>

Cc Barry Hill <barry@solanolandtrust.org>; Kyvan Elep <kyvanelep@ridgetrail.org>

Hello Dulce and Kathrina:

I again reviewed the Draft Active Transportation Project list for inclusion in the Comprehensive Transportation Plan.

I noticed that the Vallejo Swett project is included in the Tier 3 list of projects.

Completion of the Vallejo Swett project would close a critical gap of the Bay Area Ridge Trail in Solano County. As you both are aware the Solano Land Trust is now actively working to make the trail across the Vallejo Swett property a reality. Furthermore it is my understanding the City of Vallejo has agreed to be the sponsor of the Vallejo Swett project.

Based on this information, it is my recommendation that the Vallejo Swett project be moved up to either Tier 1 or Tier 2 in the Active Transportation Project list. I do not fully understand the criteria for a project to be included in Tier 1 but if that is not appropriate than it should at least be in Tier 2. Also under the heading Jurisdiction I suggest that the Solano Land Trust/City of Vallejo be added.

Thanks for your attention to the above. Let me know if either of you have any questions.

Bob Berman
[REDACTED]

Safe Crossing Recommendation

From steven jaqua [REDACTED]
Date Fri 4/17/2026 7:04 AM
To Dulce Jimenez <djimenez@sta.ca.gov>

[You don't often get email from jaqua steven@yahoo.com. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification>]

Walters Road and Airbase Parkway needs safe crossing for pedestrians and bicycles. Expanded warehouses in the area bring more workers who don't drive. I work at Travis AFB and risk this crossing to get home. Between the big trucks and speeding cars it's too dangerous for me most days. I'd love to bike commute every day.

Thanks for your consideration.

Roberta C
Suisun City

April 19, 2026

Solano Transportation Authority (STA)
423 Main Street
Suisun City, CA 94585

Delivered via email: djimenez@sta.ca.gov

Re: Comments on the Draft Countywide Transportation Plan Project Lists

Dear Dulce,

Thank you for the opportunity to comment on the Solano Transportation Authority's (STA) Countywide Transportation Plan (CTP) project lists.

As you know, I have been engaged on the CTP goals and objectives, project prioritization scoring criteria, and project lists for nearly two years. In addition to attending and participating in meetings of the Pedestrian Advisory Committee (PAC) and the CTP Transit and Rideshare Subcommittee, I have spent many hours of my personal time reading background documents and other CTPs to grow my understanding. My hope is that this time has been well spent, such that these comments are actionable and provide you with helpful ideas and options to incorporate into the CTP.

My recommendations are organized as follows:

1. **Add a clear purpose statement** so the Board, member agencies, committee members, and public can meaningfully engage on the project lists and CTP.
2. **Supplement the project list** to address the imbalance in the number of projects across jurisdictions and elements.
3. **Adjust scoring method for mode-specific criteria** so that pedestrian, bicycle, and transit projects do not default to a lower score than multimodal projects.
4. **Revise scores of select projects** on the Active Transportation and Transit and Rideshare project lists.
5. **Add relevant project and program details** to improve understanding of whether Tier 1 projects will provide *measurable* progress towards goals and objectives.

1. Add a Clear Purpose Statement

STA should prepare a clear purpose statement so that the Board, member agencies, committee members, and public can meaningfully engage on the project lists.

Problem Statement

Neither the [request for public comment](#) nor the draft project lists are accompanied by introductory or supporting materials that explain to the public the purpose of the list, the meaning of the tiers, nor how projects were allocated to the tiers. Members of the public who have not previously been involved in the CTP update will lack sufficient information to provide informed comments and meaningfully engage on this request for public comment.

Indeed, the purpose of the project list and the purpose of tiers has not been clearly articulated even to the PAC. The November 21, 2025 memo you prepared for the December 2025 PAC meeting packet states that the CTP, “... serves as the foundational document from which transportation projects and programs are considered for the Metropolitan Transportation Commission’s (MTC) Regional Transportation Plan (RTP)...” but does not discuss which projects and programs are considered for the RTP, nor how it relates to the project tiers. The memo continues, “the project scores will inform the tiering process, through which projects will be categorized by element and by jurisdiction.” Again, the meaning of the tiers is not defined.

When PAC members asked at the December 2025 meeting about the significance of the tiers, STA staff told PAC members that the tiers don’t matter. I sincerely doubt that STA would waste years of staff time, committee members’ time, and consultant resources on an exercise that “doesn’t really matter.” Therefore, STA should be able to articulate answers to these questions:

- What is the purpose of dividing projects into three tiers (as opposed to fewer or more tiers)?
- Is consideration for the RTP predicated on assignment to a specific tier?
- Is consideration for STA’s discretionary funding predicated on assignment to a specific tier?
- Within a tier, what does it mean if the project is ranked at the top of the list versus at the bottom?

Recommendation

Over the past month, I reviewed eight other CTPs and the MTC *Guidelines for Countywide Transportation Plans* for inspiration. Based on this review, I prepared a draft purpose statement, below, for your consideration. **I recommend that STA use this language as a starting point** (and modify it for accuracy) **to provide context for the project lists.**

Draft Purpose Statement

State law requires that CTPs include a fiscally unconstrained list of transportation projects and programs. Fiscally unconstrained means that projects do not need an identified funding source to qualify to be on the list. To meet this State requirement, STA coordinated with all municipalities and transit operators within the county to compile a list of their planned transportation projects and programs.

Additionally, State law requires that STA prioritize the investments that can reasonably be implemented within a 10-year period. To meet this requirement, STA evaluated how well each project would make progress toward the CTP goals and objectives. Project readiness was also considered, given the near-term nature of the 10-year list. Projects that scored higher were prioritized into Tier 1 (the 10-year list) while projects that scored lower were assigned to Tiers 2 and 3.

Tier 1 projects that have identified funding sources are considered for inclusion in the next Regional Transportation Plan update, prepared by the Metropolitan Transportation Commission (MTC). This is because the RTP must assume the limitations of expected funding. Tier 1 projects that do not have identified funding sources, or that could benefit from additional funding, are given priority for consideration for STA's discretionary funding and support.

Although projects on the Tier 2 and Tier 3 lists are not considered as "ready" as projects on the Tier 1 list, this does not prohibit member agencies from implementing these projects within the next 10-years. Projects can move into higher tiers as they advance through design and permitting.

2. Supplement the Project List

To address the alarming imbalance in projects across jurisdictions and elements, STA draw from existing countywide plans, Short-Range Transportation Plans, and Community-Based Transportation Plans to supplement the draft project lists.

Problem Statement

The imbalance in the number of projects was previously identified as a concern by PAC member Joseph Green-Heffern, and I echo his comments here. It is concerning that the most populous cities in the county have so few projects on the CTP list, despite extreme need in all three categories (Arterials/Highways/Freeways, Active Transportation, and Transit). Indeed, as shown in Table 1 on the next page, the cities of Vallejo and Fairfield

make up more than half of the population of Solano County and have a combined total of 18 projects on the list, whereas Solano County makes up only 4% of the population and has 75 projects on the list. Vallejo and Fairfield have three projects each on the Tier 1 list, second only to Rio Vista. Three Tier 1 projects, each, will not even begin to address Vallejo and Fairfield’s extensive transportation needs over the next 10 years.

Table 1. Percent of Solano County Population compared to Number of Projects on CTP List, by Agency (Ordered from most to least projects on CTP List. Table does not count projects submitted by transit operators, STA, or other entities)

Agency	Percent of Population	No. of Projects on CTP List	No. of Projects on Tier 1 List
Solano County	4%	75	6
City of Dixon	4%	17	4
City of Benicia	6%	16	9
City of Suisun City	6%	14	4
City of Fairfield	27%	10	3
City of Vallejo	28%	8	3
City of Vacaville	23%	7	5
City of Rio Vista	2%	6	2

While I understand that STA does not control the member jurisdictions’ submittals, it is important to recognize that member jurisdictions may not have equivalent familiarity with the CTP process, understand the importance of the project list, nor have adequate staff capacity to prepare a comprehensive list for submittal to STA.

In addition, to the imbalance across jurisdictions, there is a notable imbalance across elements. Given the importance of transit in reducing VMT, it is problematic that the Transit and Rideshare project list has only six projects in Tier 1 and Short-Range Transportation Plan projects have been relegated to Tier 3.

Recommendation

STA staff should draw from recommendations in existing countywide plans, Short-Range Transportation Plans, and Community-Based Transportation Plans to supplement the project list and improve the balance of projects. STA should add all individual projects recommended in the following plans that have not yet been implemented:

- [2025 Solano County Safe Routes to Schools Plan](#)
- [2022 Solano Countywide Local Road Safety Plan](#)
- [2020 Solano County Active Transportation Plan](#) – including all chapters
- [2020 Vallejo Community Based Transportation Plan](#)

See **Attachment A** for a recommended list of projects to supplement the City of Vallejo submittal to the Active Transportation projects list.

3. Adjust Scoring Method for Mode-Specific Criteria

STA should adjust the scoring method so that pedestrian, bicycle, and transit projects do not default to rank lower than multimodal projects.

Problem Statement

The MTC *Guidelines for Countywide Transportation Plans* emphasizes that, “the state[needs] to significantly reduce vehicle miles traveled (VMT) and increase walking, biking, and transit usage” and that, “transportation projects and policies that reduce VMT are expected to receive higher priority...”

Nevertheless, STA has applied mode-specific criteria to all projects, thus diluting the scores of single-mode pedestrian, bicycle, and transit projects relative to multimodal projects that include arterials or freeways elements. A multimodal project that provides Class II bike lanes and benefits the movement of goods and freight should not be ranked higher than a single-mode project than provides a Class I bike path, simply because it can acquire more points from more mode-specific categories. This inherently biases the rankings against single-mode bicycle, pedestrian, and transit improvements.

In addition, the “Sustainability and Resiliency” criterion that is on the list of general criteria applicable to all modes disadvantages bicycle and pedestrian projects, which are unable to obtain the three points available for Alternative Fuel Vehicles. The draft ATP list shared with the PAC at our February 2026 meeting indicates that none of the ATP projects obtained a high score for “Sustainability and Resiliency,” despite bike/ped being the very definition of sustainable – 100% free of fossil fuels!

Recommendations

The Alternative Fuel Vehicles category should be moved to mode-specific and apply only to projects on the Arterials/Highways/Freeways project list.

In addition, STA should recalculate project scores and reassign priorities within the Active Transportation project list and the Transit and Rideshare project list. I have identified two ways this could be accomplished (Options 1 and 2, below).

Option 1: Normalize each project’s score to the total points achievable for the included modes.

- Projects would only be scored based on the criteria for “all modes” and the applicable mode-specific criterion or criteria.

- The total score for each project would be divided by the total possible points (varies depending on which mode-specific criteria apply).
- The result is a normalized score: a percentage of total possible points. Percentages can be compared and used to rank projects because they are in equivalent units.

For example: In Table 2, the pedestrian-only project achieved a total score of 60 and would have ranked lower than the multimodal project shown in Table 3, which has a total score of 61 points. However, the pedestrian-only project appears to have better pedestrian elements because it received 10 points instead of 6. By normalizing the scores, the higher-quality pedestrian project ends up with a higher score.

Table 2. Example Application to a Pedestrian-Only Project

Criterion	Points Awarded	Total Possible Points
All Modes		
Various	50	65
Mode-Specific		
Arterials, Hwys, & Fwys	0	<i>Not applicable</i>
Bicycle	0	<i>Not applicable</i>
Pedestrian	10	10
Transit	0	<i>Not applicable</i>
Total	60	75
Normalized Score	$60 \div 75 = 80\%$	

Table 3. Example Application to a Multimodal Project that Includes Arterials and Pedestrian Modes

Criterion	Points Awarded	Total Possible Points
All Modes		
Various	50	65
Mode-Specific		
Arterials, Hwys, & Fwys	5	5
Bicycle	0	<i>Not applicable</i>
Pedestrian	6	10
Transit	0	<i>Not applicable</i>
Total	61	80
Normalized Score	$61 \div 80 = 76\%$	

This approach is the fairest way to accomplish mode-specific scores.

Option 2: Omit the arterials and freeways criteria from the Active Transportation and Transit and Rideshare project lists.

- **Arterials/Highways/Freeways** project list – no change to scoring. Accounting for all modes improves the ranking of projects with complete streets elements relative to those that lack complete streets elements.
- **Active Transportation** project list – remove arterials and freeways criteria (and transit and rideshare criteria from scores). Projects are only scored and ranked based on the general criteria and the bicycle and pedestrian mode-specific scores.
- **Transit and Rideshare** project list – remove arterials and freeways criteria (and pedestrian/bicycle criteria from scores). Projects are only scored and ranked based on the based on the general criteria and the transit mode-specific scores.

This approach would still dilute the scores of some single-mode projects on the Active Transportation project list. However, it might be more intuitive and easier to communicate.

4. Revise Scores of Select Projects

The project lists that were posted with the [request for public comment](#) do not show criteria or scores. Therefore, the comments below are based on the Active Transportation project list and criteria scores depicted in the February 2026 PAC meeting packet and the Transit and Rideshare project list and criteria scores depicted in the March 2026 Transit and Rideshare Subcommittee meeting packet.

Active Transportation Projects

- **Solano County, Sidewalk Gap Closures/PCA (“Farm to Market/ Gateway to Suisun Valley”)**: The PAC has received two presentations on this project from County staff, and on both occasions, PAC members have expressed extensive concerns about the safety of the limited pedestrian and bicycle elements. No changes appear to have been made to the project design in response to these comments. The safety score should reflect PAC concerns. The transit scores should also be reduced, as a wine bus stop does not constitute a significant transit capital investment, nor does it improve access to a regional or local transit center.
- **Solano County, Benicia Road Phase 2 (Beach St to Starr Ave)**: This project should achieve 4 points and score “high” in the Access category. When combined with the County’s planned improvements to other segments of Benicia Road, it will provide needed access between the east and west sides of Vallejo (across I-80), ultimately connecting eastern Vallejo to the Central Corridor East PDA. It also improves safe access to the Benicia Road / Starr Ave stop for the SolTrans 8 bus (Glen Cove / Hogan Middle School route) and provides safe routes to transit on the eastern side

of I-80 to access SolTrans 38 bus (Jesse Bethel High School route). It provides safe pedestrian access to the Greater Vallejo Recreation District sports facility on Starr Avenue. Finally, when combined with the sidewalk improvements currently under construction in the neighborhood south of Benicia Road, it provides safe pedestrian connections to the Curtola Park & Ride.

- **Vallejo, Bluff Trail:** I appreciate that the trail is adjacent to Sonoma Blvd. and level of traffic stress on that road is high, but a Class I separated trail is the best option to reduce that stress and improve safety. There is no other, safer option, as far as I am aware. This project should be rated “high” for the pedestrian mode criteria, as it will significantly improve pedestrian safety and comfort relative to existing conditions. At the very least, the project should attain 3 points for “new facility” and 5 points for “other improvements effective at improving pedestrian safety,” for a total of 8 points.
- **Vallejo, Mare Island Causeway bike/ped access:** Similarly, I appreciate that the level of traffic stress on the Mare Island Causeway is high, but a Class I separated trail is the best option to reduce that stress and improve safety. As with the Bluff Trail, this project should be rated “high” for the pedestrian mode criteria, as it will significantly improve pedestrian safety and comfort relative to existing conditions.
- **Vallejo, Swett Ranch trail:** This project should receive higher criteria scores for connectivity, access, and pedestrian criteria. Currently, the high-resource Hiddenbrook neighborhood cannot be accessed from elsewhere in Vallejo by any means other than driving. You cannot walk there, as there are no local roads, and there is no bus access. This trail would grant access to people who cannot drive.

Transit and Rideshare Projects

- **SolTrans, Solano Express Capital Bus Replacement:** This project should receive points for Sustainability/Resilience, Equity, System Maintenance, and Transit Utilization for the following reasons:
 - Transit reduces VMT by supporting more passengers per trip and should achieve maximum points in the Sustainability and Resilience category.
 - Transit also enhances equity by giving people who cannot drive access to school, work opportunities, and social services. SolTrans bus routes in particular serve many disadvantaged populations within the City of Vallejo and Solano County, including youth, people with disabilities, and people experiencing homelessness. The 2022 SolTrans SRTP states that, “Much of the area served by SolTrans’ local fixed-route service is considered to be an equity priority community, as defined by the [MTC]...”
 - Bus replacement is the very definition of system maintenance.

- Bus replacement supports transit utilization by increasing reliability and ridership. When buses break down and have to be taken out of service, it means cancelled or late service. Replacing old buses with new, more reliable buses will make the system more reliable and improve rider experience, and sustain or improve transit utilization.

This project should also be moved to Tier 1 or 2; there is no design or permitting needed and it should therefore be counted as fully “ready” in those categories.

- **STA, Tentative Safe Routes to Transit Plan:** Why is this plan tentative? A plan is easily achievable within a 10-year period and would be a relatively low-cost way to make progress towards improving transit in Solano County. It does not appear that STA has evaluated this project against the scoring criteria, though I believe it would perform well across nearly all categories. Please consider reprioritizing this item.

5. Add Relevant Project and Program Details

The final project lists, particularly the Tier 1 lists, should include relevant project and program details to improve understanding of whether projects will provide measurable progress towards goals and objectives of the CTP.

Problem Statement

The MTC *Guidelines for Countywide Transportation Plans* states that the project list should describe the design concept and scope, system capacity impacts (i.e., new lane miles), cost, funding, and schedule. The MTC guidelines indicate that the list should differentiate between projects and programs that increase transportation system capacity and those that do not. Presumably, this differentiation is important to understand the effects of the projects on important performance indicators like VMT. (The MTC guidelines say to, “forecast and report outcomes of implementing the investments and policies in the CTP, including... changes in passenger car VMT compared to a performance baseline.”)

The draft CTP project lists include a “Project Description,” but in many cases this field lacks the type of information recommended in the guidelines. There is no systematic indication of which projects are capacity-increasing, nor what the system capacity impacts are. Not only does this obfuscate how STA arrived at its Sustainability and Resiliency scores for the Arterials/Highways/Freeways projects (VMT goals are a subset of this category), it also raises questions about how STA will properly forecast changes in VMT.

Additionally, the draft CTP project lists do not include any information about project cost nor funding sources. Not only does this obfuscate how STA arrived at its Readiness scores, it also raises questions about how STA will identify the list of projects that can reasonably be implemented (i.e., funded) in the next 10 years.

Recommendation

STA should ensure that the final Tier 1 project lists differentiate between capacity-increasing and non-capacity increasing projects, include cost estimates, and list identified funding sources.

Conclusion

I am only able to submit these detailed comments because my involvement on the PAC has granted me access to presentations and hard copy information on scoring criteria and project scores that are not currently available to members of the public. The draft project lists that are posted online do not contain any information about scoring criteria nor project scores, and members of the public are therefore at a disadvantage to meaningfully engage on this request for public comment.

STA should be more transparent about the process to develop, score, and tier the project lists in future documentation and requests for public comment. Tabular information should be published in a digitally accessible format so that people with disabilities – many of whom rely on STA programs for transportation – can properly access and engage with the process.

I would be happy to discuss my comments and recommendations at your convenience, to support STA to address my concerns.

Thank you for your consideration.

Avery Livengood

Attachment A. Additional Projects to Add to the Active Transportation Project List

Plan and Reference	Project
2020 STA Active Transportation Plan: Vallejo chapter , Table VL-1 (p. 10) and VL-5 (p. 36)	Safety Project: Install HAWK signals at Springs Rd and Tregaskis, Heartwood, and Lassen/Hilton
2020 STA Active Transportation Plan: Vallejo chapter , Table VL-1 (p. 10)	Safety Project: Install curb extensions; provide school route improvements on Springs Rd from Miller Ave to Rollingwood Dr
2020 STA Active Transportation Plan: Vallejo chapter , p. 31	East Vallejo Cross-town Connectivity Network: Tennessee St Class IV Separated Bikeways in the western portions of the corridor and Class II Bicycle Lanes or Class III Bicycle Blvd in the eastern portion. Provides safe routes to Vallejo Charter School, Elmer Cave Language Academy, Independent Study Academy, Vallejo High School Annex Campus, and Vallejo Educational Academy. It closes a gap to transit for SolTrans Transit routes 1, 4, 6, 7B, and 38. Connects through two PDAs.
2020 STA Active Transportation Plan: Vallejo chapter , p. 31	East Vallejo Cross-town Connectivity Network: Georgia St Class II Buffered Bicycle Lanes with a short segment of Class IV Separated Bikeways. Provides safe routes to Hogan Middle School, Annie Pennycook Elementary School, Steffan Manor Elementary School, and Franklin Jr. High School. Closes a gap to transit for SolTrans Transit routes 6, 8, and 38.
2020 STA Active Transportation Plan: Vallejo chapter , p. 31	East Vallejo Cross-town Connectivity Network: Oakwood Ave Class II Buffered Bicycle Lanes. Provide safe routes to Hogan Middle School and Vallejo Charter School. Closes a gap to transit for SolTrans Transit routes 6, 8, and 38.
2020 STA Active Transportation Plan: Vallejo chapter , p. 31	Mare Island Way and Curtola Parkway Separated Bikeway Two-way Class IV Separated Bikeway along the western side of the street. Closes a high-priority gap to regional transit access for the SF Bay Ferry and to the Vallejo Transit Center which is serviced by Napa Vine Transit (routes 11 and 11X) and SolTrans Transit (routes 1, 2, 3, 4, 5, 6, 7A, 7B, 8, 11, 82, R, and Y). This route connects through two PDAs.
2020 STA Active Transportation Plan: Vallejo chapter , p. 31	Solano Avenue Corridor Connectivity Class IV separated bikeway with striped buffers and soft-tipped posts and Class II Buffered Bicycle Lanes where necessary due to driveway conflicts. Provides safe routes to Franklin Jr. High School. Closes gaps to transit for SolTrans Transit routes 3, 4, 8, and 7A. This route connects one PDA.

Plan and Reference	Project
2020 STA Active Transportation Plan: Vallejo chapter , p. 31, 34	North Vallejo Cross-town Separated Bikeway Class IV Separated Bikeway with striped buffers and soft-tipped posts on Couch Street and Broadway. Protected intersection treatments at the intersection of Coach Street/Broadway and Sonoma Boulevard/ Coach Street. Provides safe routes to Vallejo High School, Caliber: ChangeMakers Academy, Griffin Academy Middle School, and Dan Mini Elementary School. Closes gaps to transit for SolTrans Transit routes 1, 2, 4, and 7A and Napa Vine Transit route 11. This route connects one PDA.
2020 STA Active Transportation Plan: Vallejo chapter , Table VL-4 (p. 34)	Sidewalk Gap Closures on the Active Transportation Backbone Network: Magazine Street (Lincoln Rd to Pin St)
2020 STA Active Transportation Plan: Vallejo chapter , Table VL-4 (p. 34)	Sidewalk Gap Closures on the Active Transportation Backbone Network: Sonoma Blvd (Magazine St to Cherry St)
2020 STA Active Transportation Plan: Vallejo chapter , Table VL-4 (p. 34)	Sidewalk Gap Closures on the Active Transportation Backbone Network: Solano Ave (Curtola Pkwy to Maine St, Amador St to Georgia St, Georgia St to Virginia St)
2020 STA Active Transportation Plan: Vallejo chapter , Table VL-4 (p. 34)	Sidewalk Gap Closures on the Active Transportation Backbone Network: Springs Rd (Avian Dr to Columbus Pkwy)
2020 STA Active Transportation Plan: Vallejo chapter , Table VL-4 (p. 34)	Sidewalk Gap Closures on the Active Transportation Backbone Network: Columbus Pkwy (Springs Rd to Benicia Rd)
2020 STA Active Transportation Plan: Vallejo chapter , Table VL-4 (p. 34)	Sidewalk Gap Closures on the Active Transportation Backbone Network: Sacramento St (Denio St to SF Bay Trail)
2020 STA Active Transportation Plan: Vallejo chapter , Table VL-4 (p. 34)	Sidewalk Gap Closures on the Active Transportation Backbone Network: Couch St (Broadway St to Redwood St)
2020 STA Active Transportation Plan: Vallejo chapter , Table VL-4 (p. 34)	Sidewalk Gap Closures on the Active Transportation Backbone Network: Broadway (Couch St to Sereno Dr, Sereno Dr to Lewis Brown Dr). Provides safe routes to transit (Sereno Transit Center).
2020 STA Active Transportation Plan: Vallejo chapter , Table VL-4 (p. 34)	Sidewalk Gap Closures on the Active Transportation Backbone Network: Mariposa St (Arkansas St to Nebraska St, Greenfield Ave to Claremont Ave, Redwood St to Greenfield Ave).

Plan and Reference	Project
2020 STA Active Transportation Plan: Vallejo chapter , Table VL-4 (p. 34)	Sidewalk Gap Closures on the Active Transportation Backbone Network: Fairgrounds Dr (Sereno Dr to Sage St) Provides safe routes to transit (future Fairgrounds Transit Center).
2020 STA Active Transportation Plan: Vallejo chapter , Table VL-4 (p. 34)	Sidewalk Gap Closures on the Active Transportation Backbone Network: Admiral Callaghan Ln (Redwood Pkwy to Plaza Dr)
2020 STA Active Transportation Plan: Vallejo chapter , Table VL-4 (p. 34)	Sidewalk Gap Closures on the Active Transportation Backbone Network: Redwood St (Admiral Callaghan Ln to Fairgrounds Dr, Fairgrounds Dr to Moorland St).
2020 STA Active Transportation Plan: Vallejo chapter , Table VL-5 (p. 36)	Crossing improvements on Georgia Street at Georgia St/Mayo Ave, Georgia St/12 th St, Georgia St/Gleason Ave, and Georgia St/Wallace Ave
2020 STA Active Transportation Plan: Vallejo chapter , Table VL-5 (p. 36)	Safe Routes to School crossing improvements for Vallejo High School and John W. Finney at Amador St/ Indiana St, Nebraska St/El Dorado St, Nebraska St/Napa St
2020 STA Active Transportation Plan: Vallejo chapter , Table VL-5 (p. 36)	Safe Routes to School crossing improvements for Cooper Elementary School at Tuolumne St/Panorama Dr
2020 STA Active Transportation Plan: Vallejo chapter , Table VL-5 (p. 36)	Safe Routes to School crossing improvements for St. Vincent at Florida St
2020 STA Active Transportation Plan: Vallejo chapter , Table VL-5 (p. 36)	Safe Routes to Transit crossing improvements on Alameda St, at Alameda St/Maine St and Alameda St/Carolina St; Tuolumne St, at Tuolumne St /La Cadena St and Tuolumne St / Illinois St; Georgia St / Delwood St
2020 STA Active Transportation Plan: Vallejo chapter , Table VL-5 (p. 36)	Sidewalk Gap Closures on Azuar Dr, Railroad Ave, Walnut Ave; Benicia Rd, Rollingwood Dr; Admiral Callaghan Ln, Fairgrounds Dr; Mare Island Dr, Maine St, Georgia St; Broadway St north of HWY 37, and Fairgrounds Dr north of Taper Ave; Broadway St, Redwood St, Fairgrounds Dr; Redwood St, Sacramento St, Valle Vista Ave; Valle Vista St, Broadway St, Admiral Callaghan Ln, Camino Alto; Alameda St, Solano Ave, Amador St, 5th St; Solano Ave, Georgia St, Benicia Rd, Springs Rd, Maple Av; Lake Herman Rd, Ascot Pkwy, Redwood Pkwy, Admiral Callaghan Ln; Magazine St, Laurel St, Lincoln Rd, Porter St

Plan and Reference	Project
2020 Vallejo Community Based Transportation Plan , Table 5 (p. 68), pp. 83, 93	Sidewalk Gap Closures on Broadway: east side from Delaware Street to Texas Street, and other gaps (also identified in the 2020 STA ATP)
2020 Vallejo Community Based Transportation Plan , p. 95	Sidewalk Gap Closures on Admiral Callaghan Dr: Rotary Way to Turner Pkwy, and other sidewalk gaps (also identified in the 2020 STA ATP)
2020 Vallejo Community Based Transportation Plan , pp. 54, 86 and Table 5 (p. 68)	Sidewalk Gap Closures on Benicia Road: north side near Columbus Parkway and crossing improvements
2020 Vallejo Community Based Transportation Plan , Table 5 (p. 68), pp. 85-86, 94	Sidewalk Gap Closures on Fairgrounds Drive: west side, Concoran to Borges Ln, and other sidewalk gaps (also identified in the 2020 STA ATP)
2025 Solano County Safe Routes to School Plan , p. 83	Safe Routes to Schools Improvements at Vallejo HS: Installation of curb extensions and curb cuts at crossing locations, refresh striping, consistent and accurate signage for drop-off and pick-up locations



DATE: May 18, 2026
 TO: STA Board
 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.	Safe Streets and Roads for All Program https://files.simpler.grants.gov/opportunities/c4465027-52de-40b5-889f-d2686880628a/attachments/4fbd5bc9-ad29-4043-a632-2983842708c7/SS4A-FY26-NOFO.pdf	\$993.488M	May 26, 2026
2.	Port Infrastructure Development Program https://simpler.grants.gov/opportunity/d339d69b-b178-4163-b3aa-abd63c095011	\$488M	June 1, 2026
3.	Railroad Crossing Elimination Grant Program (FY2025-26) https://simpler.grants.gov/opportunity/18688df8-9ffd-49cb-a36d-5a2b45338d84	\$1.146B	June 8, 2026
4.	Consolidated Rail Infrastructure and Safety Improvements Grant Program (FY2025-26) https://simpler.grants.gov/opportunity/89379503-142e-48b6-a4b5-7fb37ed26f51	\$2.039B	June 22, 2026
5.	Bridge Investment Program, Planning, and Bridge Projects Grants https://simpler.grants.gov/opportunity/5f121266-b37a-4c00-885d-f86a62dfdb48	\$9.701B	
State			
1.	Active Transportation Program Cycle 8 (Statewide) https://catc.ca.gov/-/media/ctc-media/documents/programs/atp/cycle8/2027-atp-guidelines-a11y.pdf	\$309M	June 22, 2026
2.	Local Highway Safety Improvement Program (HSIP) Cycle 13 https://dot.ca.gov/programs/local-assistance/fed-and-state-programs/highway-safety-improvement-program	TBD	Upcoming

Regional			
1.	Active Transportation Program Cycle 8 (Regional)	\$53M	June 22, 2026
	https://mtc.ca.gov/funding/funding-opportunities/priority-conservation-area-pca-grants		
2.	Transportation for Clean Air Funda (TFCA)	\$1M	June 30, 2026
	https://www.baaqmd.gov/funding-and-incentives/funding-sources/regional-fund		
3.	Community Action Resources & Care (CARE) Program	\$2M	June 30, 2026
	https://mtc.ca.gov/funding/funding-opportunities/community-action-resource-empowerment-care-program		
4.	One Bay Area Grant (OBAG) Cycle 4 County Program	\$16.190M	June 30, 2026
	https://mtc.ca.gov/funding/federal-funding/federal-highway-administration-grants/one-bay-area-grant-4-obag-4		
5.	Regional Measure 3 Safe Routes to Transit and Bay Trail Program	\$75M	Upcoming
	https://mtcdrive.app.box.com/s/iq0rapa6s8mmtuptfs0ihqf7i5wmz8ao/file/2199458119017		

Fiscal Impact:

None.

Recommendation:

Informational.



DATE: May 29, 2026
TO: STA Board
FROM: Debbie McQuilkin, Mobility Program Manager
RE: Solano Mobility Programs FY 2025-26 Q3 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 Q3” and Attachment B, “Solano Mobility Program Details for FY 2025-26 Q3”.

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

FY2025-26 Q3 Outreach

- STA’s mobility staff presented, attended or tabled at 54 locations throughout Solano County, reaching a total of 379 individuals. This outreach specifically targets locations and organizations that serve or house Seniors, People with Disabilities and Veterans within our county.
- 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 Q3 Highlights

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

FY 2025-26 Goals

The main goal for this fiscal year is to continue extensive outreach to bring awareness of the Mobility Programs for Older Adults, People with Disabilities and Veterans to the community, while monitoring each program’s performance and growth. Outreach staff continue to bring a fresh perspective to this activity.

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.

Fiscal Impact:

The program budget amounts for FY 2025-26 are as follows:

Intercity Taxi Card Program	\$550,000
Medical Trip Concierge Program (GoGo)	\$600,000
Countywide Travel Training Program	\$200,000
ADA In-Person Eligibility Program	\$200,000
Faith In Action Volunteer Driver Program	\$45,000

These programs are funded by several sources: Transportation Development Act (TDA) funds, State Transit Assistance Funds (STAF), FTA 5310 funds, and Kaiser Northern California Community Benefit Grant Funding.

Recommendation:

Informational.

Attachments:

- A. Solano Mobility Program Update for FY 2025-26 Q3
- B. Solano Mobility Program Details for FY 2025-26 Q3
- C. STA Connected Mobility Implementation Plan Guidelines, Performance Measures, & Benchmarks Goals and Objectives

Solano Mobility Program 3rd Quarter 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 22 Travel Trainings (Individual, Field Trip and Classroom) were conducted in the 3rd Quarter of FY2025-26.
- 19 presentations to 252 audience members were completed.
- 1511 individuals received information during 23 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. now administers the program, ensuring fair, respectful, and standardized evaluations for all applicants.

- A total of 103 Evaluations were conducted.
- Interviews are conducted in each of the County’s transit jurisdictions except for Rio Vista. All Rio Vista residents are provided with transportation to the Suisun City location for evaluations.

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.

- 547 Intercity Taxi trips were taken in the 3rd Quarter of FY 2025-26. This is slightly up from 489 Rides taken in Q2.
- 79 Wheelchair accessible (WAV) rides were provided in the 3rd Quarter.

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.

- 6021 rides were taken using the GoGo Programs in Q3. 397 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.

- 203 rides were provided to Veterans in Q3 of FY 2025-26.
- *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 485 rides through Q3 of FY 2025-26.

ATTACHMENT B

Solano Mobility Q3 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	22
Group/Classroom Trainees	82	0	8	68	62	43	93
Field Trip Totals	16	2	18	14	23	1	11
Field Trip Trainees	83	13	97	74	214	125	66
Presentations Total	20	1	15	16	23	36	57
Audience Members	534	8	112	426	580	884	772
Outreach Activities	98	33	17	32	45	67	82
Number of People Reached	1480	239	817	2295	2264	4410	3875

*Through Q3

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	292
Conditional	76	53	47	35	56	45	74	44
Trip-by-trip	2	11	6	1	4	0	0	0
Temporary	56	19	13	19	31	12	12	3
Denied	13	6	7	0	1	37	14	9
Totals	1024	679	589	674	668	483	454	348

*Through Q3

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	0
May	259	273	273	247	282	186	0
June	251	260	355	259	237	176	0
Totals:	4,745	3,314	3,470	3,208	2,685	2,482	1,584

***Through Q3**

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	
May	90	178	462	752	1153	2189	2600	
June	304	267	504	795	1167	2041	2495	
Total		4713	4836	8295	11548	20316	27708	22,346

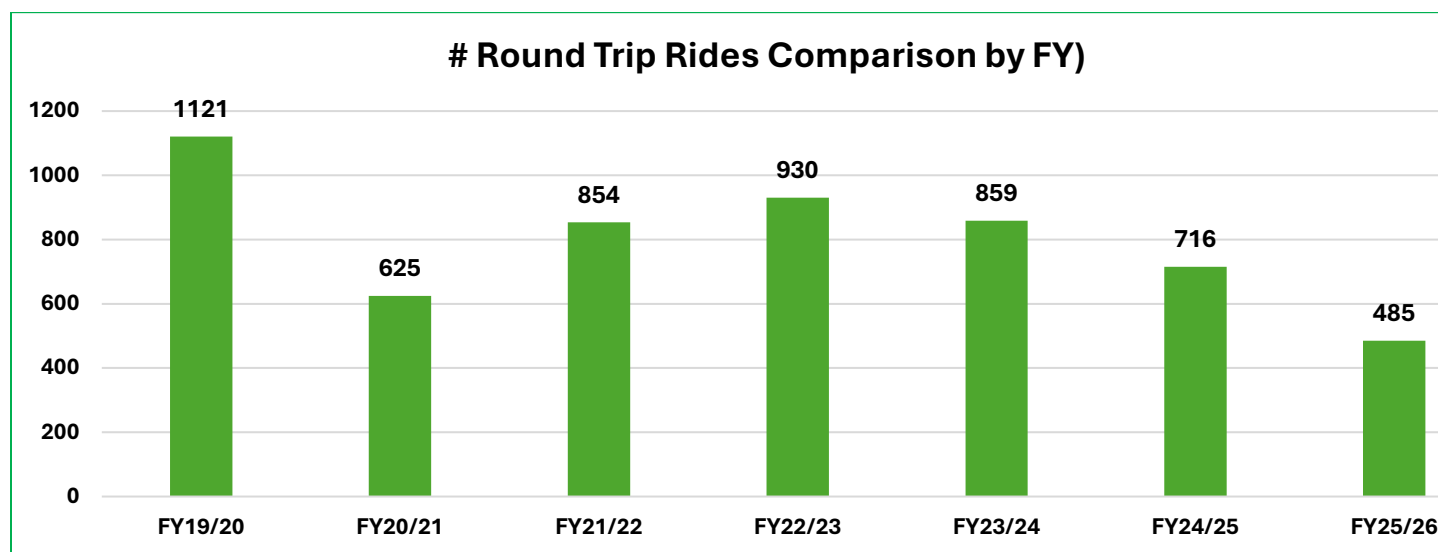
*Through Q3

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		32	242	138	
May	8	85	73		98	240	162	
June	16	66	62		69	208	148	
Totals	108	1040	555	673	201	2185	1895	1,291

*Through Q3

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.

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.

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.

- 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: June 1, 2026
TO: STA Board
FROM: Sheila Ernst, Clerk of the Board
RE: STA Board and Advisory Committees Meeting Calendars for 2026

Discussion:

Attached is the 2026 STA Board and Advisory Committees Meeting Schedule that may be of interest to the STA Board.

Fiscal Impact:

None.

Recommendation:

Informational.

Attachment:

- A. STA Board and Advisory Committees Meeting Schedule for Calendar Year 2026



**STA BOARD AND ADVISORY
COMMITTEE MEETING SCHEDULE
CALENDAR YEAR 2026**

STA Board: Meets 2nd Wednesday of Every Month
 Consortium: Meets *Last* Tuesday of Every Month
 TAC: Meets *Last* Wednesday of Every Month
 BAC: Meets 1st Thursday of every *Odd* Month
 PAC: Meets 1st Thursday of every *Even* Month
 PCC: Meets 3rd Thursday of every *Odd* Month
 SR2S-AC: Meets 3rd Wednesday - Quarterly

DATE	TIME	DESCRIPTION	LOCATION	STATUS
Thurs., March 5	6:00 p.m.	Bicycle Advisory Committee (BAC)	423 Main Street, Suisun City	Confirmed
Wed., March 11	4:00 p.m.	Transit and Rideshare Committee	423 Main Street, Suisun City	Confirmed
Wed., March 11	6:00 p.m.	STA Board Meeting	423 Main Street, Suisun City	Confirmed
Thurs., March 19	1:00 p.m.	Paratransit Coordinating Council (PCC)	423 Main Street, Suisun City	Confirmed
Tues., March 24	1:30 p.m.	Solano County Intercity Transit Consortium	423 Main Street, Suisun City	Confirmed
Wed., March 25	1:30 p.m.	Technical Advisory Committee (TAC)	423 Main Street, Suisun City	Confirmed
Thurs., April 2	6:00 p.m.	Pedestrian Advisory Committee (PAC)	423 Main Street, Suisun City	Confirmed
Wed., April 8	3:00 p.m.	SR 12 Corridor Subcommittee	423 Main Street, Suisun City	Tentative
Wed., April 8	6:00 p.m.	STA Board Meeting	423 Main Street, Suisun City	Confirmed
Tues., April 28	1:30 p.m.	Solano County Intercity Transit Consortium	423 Main Street, Suisun City	Confirmed
Wed., April 29	1:30 p.m.	Technical Advisory Committee (TAC)	423 Main Street, Suisun City	Confirmed
Thurs., May 7	6:00 p.m.	Bicycle Advisory Committee (BAC)	423 Main Street, Suisun City	Confirmed
Wed., May 13	4:00 p.m.	SR 113 Corridor Subcommittee	423 Main Street, Suisun City	Confirmed
Wed., May 13	6:00 p.m.	STA Board Meeting	423 Main Street, Suisun City	Confirmed
Wed., May 20	1:30 p.m.	Safe Routes to School Advisory (SR2S-AC)	423 Main Street, Suisun City	Confirmed
Thurs., May 21	1:00 p.m.	Paratransit Coordinating Council (PCC)	423 Main Street, Suisun City	Confirmed
Tues., May 26	1:30 p.m.	Solano County Intercity Transit Consortium	423 Main Street, Suisun City	Confirmed
Wed., May 27	1:30 p.m.	Technical Advisory Committee (TAC)	423 Main Street, Suisun City	Confirmed
Thurs., May 28	9:30 a.m.	Consolidated Transportation Services Agency (CTSA-AC)	423 Main Street, Suisun City	Confirmed
Thurs., June 4	6:00 p.m.	Pedestrian Advisory Committee (PAC)	423 Main Street, Suisun City	Tentative
Wed., June 10	6:00 p.m.	STA Board Meeting	423 Main Street, Suisun City	Confirmed
Tues., June 23	1:30 p.m.	Solano County Intercity Transit Consortium	423 Main Street, Suisun City	Confirmed
Wed., June 24	1:30 p.m.	Technical Advisory Committee (TAC)	423 Main Street, Suisun City	Confirmed
Thurs., July 2	6:00 p.m.	Bicycle Advisory Committee (BAC)	423 Main Street, Suisun City	Confirmed
Wed., July 8	6:00 p.m.	STA Board Meeting	423 Main Street, Suisun City	Confirmed
Thurs., July 16	1:00 p.m.	Paratransit Coordinating Council (PCC)	423 Main Street, Suisun City	Confirmed
(No Meeting) SUMMER RECESS		Solano County Intercity Transit Consortium	N/A	N/A
		Technical Advisory Committee (TAC)	N/A	N/A
Thurs., August 6	6:00 p.m.	Pedestrian Advisory Committee (PAC)	423 Main Street, Suisun City	Confirmed
(No Meeting) SUMMER RECESS		STA Board Meeting	N/A	N/A
Wed., August 19	1:30 p.m.	Safe Routes to School Advisory (SR2S-AC)	423 Main Street, Suisun City	Confirmed
Tues., August 25	1:30 p.m.	Solano County Intercity Transit Consortium	423 Main Street, Suisun City	Confirmed
Wed., August 26	1:30 p.m.	Technical Advisory Committee (TAC)	423 Main Street, Suisun City	Confirmed
Thurs., Sept. 3	6:00 p.m.	Bicycle Advisory Committee (BAC)	423 Main Street, Suisun City	Confirmed
Wed., Sept. 9	3:00 p.m.	SR 12 Corridor Subcommittee	423 Main Street, Suisun City	Confirmed
Wed., Sept. 9	6:00 p.m.	STA Board Meeting	423 Main Street, Suisun City	Confirmed
Thurs., Sept. 17	1:00 p.m.	Paratransit Coordinating Council (PCC)	423 Main Street, Suisun City	Confirmed
Thurs., Sept. 24	9:30 a.m.	Consolidated Transportation Services Agency (CTSA-AC)	423 Main Street, Suisun City	Confirmed
Tues., Sept. 29	1:30 p.m.	Solano County Intercity Transit Consortium	423 Main Street, Suisun City	Confirmed
Wed., Sept. 30	1:30 p.m.	Technical Advisory Committee (TAC)	423 Main Street, Suisun City	Confirmed
Thurs., Oct. 1	6:00 p.m.	Pedestrian Advisory Committee (PAC)	423 Main Street, Suisun City	Confirmed
Wed., Oct. 14	4:00 p.m.	SR 113 Corridor Subcommittee	423 Main Street, Suisun City	Confirmed
Wed., Oct. 14	6:00 p.m.	STA Board Meeting	423 Main Street, Suisun City	Confirmed
No meeting due to STA's Annual Awards in Nov. (No STA Board Meeting)		Solano County Intercity Transit Consortium	N/A	N/A
		Technical Advisory Committee (TAC)	N/A	N/A

Thurs., Nov. 5	6:00 p.m.	Bicycle Advisory Committee (BAC)	423 Main Street, Suisun City	Confirmed
Wed., Nov. 4	5:00 p.m.	STA's 29th Annual Awards	Suisun City	TBD
Tues., Nov.17	1:30 p.m.	Solano County Intercity Transit Consortium	423 Main Street, Suisun City	Confirmed
Wed., Nov. 18	1:30 p.m.	Technical Advisory Committee (TAC)	423 Main Street, Suisun City	Confirmed
Wed., Nov. 18	1:30 p.m.	Safe Routes to School Advisory (SR2S-AC)	423 Main Street, Suisun City	Confirmed
Thurs., Nov. 19	1:00 p.m.	Paratransit Coordinating Council (PCC)	423 Main Street, Suisun City	Confirmed
Thurs., Dec. 3	6:00 p.m.	Pedestrian Advisory Committee (PAC)	423 Main Street, Suisun City	Confirmed
Wed., Dec. 9	6:00 p.m.	STA Board Meeting	423 Main Street, Suisun City	Confirmed
Tues., Dec. 15	1:30 p.m.	Solano County Intercity Transit Consortium	423 Main Street, Suisun City	Confirmed
Wed., Dec. 16	1:30 p.m.	Technical Advisory Committee (TAC)	423 Main Street, Suisun City	Confirmed