



MEETING AGENDA

6:00 p.m., Regular Meeting
Wednesday, September 9, 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)	Rick Vacarro	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. **INTERIM EXECUTIVE DIRECTOR'S REPORT** (6:10 – 6:15 p.m.) Robert Guerrero
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6. **PRESENTATIONS** (6:15 – 6:35 p.m.)
 - A. **H.R.1 Transportation Support Pilot** Robert Guerrero
Lorene Garrett
David Hubble
Emery Cowan
 - B. **Capitol Corridor Vision Plan Update** Jim Allison, CCJPA
 - C. **North Bay Passenger Rail Feasibility Study – Draft Report** Kathrina Gregana
 - D. **Solano Rail Hub Priority Development Area (PDA) Plan – Draft Report** Kathrina Gregana
 - E. **Solano Express Systems Performance Monthly Report** Beth Kranda, SolTrans
 - F. **Solano Mobility Spotlight Series – Go Go Grandparent** Debbie McQuilkin
 - E. **STA Director Reports:**
 1. **Programs –** Ron Grassi
i. Solano Express Route 30 Service Update
 2. **Planning –** Robert Guerrero
 3. **Projects Update –** Nick Burton
7. **CONSENT CALENDAR** (6:35 – 6:40 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 July 8, 2026** Sheila Ernst
Recommendation:
Approve the minutes of the STA Board Meeting of July 8, 2026.
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 - B. **Draft Minutes of the STA Technical Advisory Committee (TAC) Meeting of August 26, 2026** Sheila Ernst
Recommendation:
Receive and file.
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C. Approve the Draft Minutes of STA Advisory Committees in the Month of July 2026

Sheila Ernst
Natalie Quezada
Josue Jimenez

Recommendation:

Receive and file.

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

Dulce Jimenez

Recommendations:

Approve the following:

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

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E. Paratransit Coordinating Council (PCC) Membership Appointment

Debbie McQuilkin

Recommendation:

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

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

Kathrina Gregana

Recommendations:

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

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

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8. ACTION FINANCIAL ITEMS – None

9. ACTION NON-FINANCIAL ITEMS – None

10. INFORMATIONAL – DISCUSSION ITEMS (6:40 – 6:55 p.m.)

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

Debbie McQuilkin

Recommendation: Informational.

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|--|---|
| <p>B. Solano County Coordinated Call-for-Projects Update (OBAG 4 TFCA TDA CARE Funding)
 <u>Recommendation:</u> Informational.
 Pg. 61</p> | <p>Jasper Alve
 Kathrina Gregana
 Dulce Jimenez</p> |
| <p>C. Solano Rail Hub Pedestrian Overcrossing Project Study
 <u>Recommendation:</u> Informational.
 Pg. 63</p> | <p>Jasper Alve</p> |

11. INFORMATIONAL – NO DISCUSSION ITEMS

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| <p>A. H.R.1 Transportation Support Pilot
 <u>Recommendation:</u> Informational.
 Pg. 67</p> | <p>Robert Guerrero
 Lorene Garrett
 David Hubble
 Emery Cowan</p> |
| <p>B. Regional Transportation Impact Fee (RTIF) – Fiscal Year 2025-26 3rd Quarter Revenue Update
 Pg. 69</p> | <p>Leslie Gould</p> |
| <p>C. North Bay Passenger Rail Feasibility Study – Draft Report
 Pg. 73</p> | <p>Kathrina Gregana
 Erik Mumm, Kimley-Horn</p> |
| <p>D. Solano Rail Hub Priority Development Area (PDA) Plan – Draft Report
 Pg. 119</p> | <p>Kathrina Gregana
 Nate Cherry, Perkins Eastman
 Joe Lucchio, Solano EDC</p> |
| <p>E. Summary of Funding Opportunities
 Pg. 121</p> | <p>Jasper Alve</p> |
| <p>F. STA Board and Advisory Committees Meeting Calendar for 2026
 Pg. 123</p> | <p>Sheila Ernst</p> |

12. BOARD MEMBER COMMENTS
(6:55 – 7:00 p.m.)

13. ADJOURNMENT

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

STA Board Meeting Schedule for Calendar Year 2026
NO MEETING IN NOVEMBER – STA’s 29th Annual Awards
6:00 p.m., Wed., December 9th



DATE: September 2, 2026
TO: STA Board
FROM: Robert Guerrero, Interim Executive Director
RE: Executive Director's Report – September 2026

The following is a brief summary on key topics agendized for discussion at the September 9, 2026 Solano Transportation Authority Board meeting.

Rail Updates and Presentations

The STA Board will be presented with updates on local, regional and statewide rail activities related planning and project development. The first presentation will be provided by Capitol Corridor Joint Powers Authority (CCJPA) staff on their efforts related to their Capitol Corridor Vision Plan. They will also provide the latest ridership data for both the Solano Rail Hub in Downtown Suisun City and the Fairfield/Vacaville Station. The second presentation will be on the North Bay Passenger Rail Study which is co-lead by the Napa Valley Transportation Authority (NVTa). This is the latest plan from a series of rail plans conducted over the last three years. The last presentation will be on the current improvement project being developed at the Solano Rail Hub to enhance access, as well as address track and station upgrades. This project development effort is being conducted in partnership with the Cities of Suisun and Fairfield, Solano County and CCJPA.

HR1 Transportation Support

The Solano Workforce Development Board and Solano County Health and Social Services are partnering with the Solano Transportation Authority and its member agencies to address impacts of the H.R. 1. CalFresh and Medi-Cal recipients are anticipated to be impacted by the new federal law which mandates additional reporting requirements that would result in an increased demand on transit and mobility programs. The partners will present on the magnitude of the potential impacts and the immediate steps planned to address the issue.

Solano Express Update

SolTrans and STA will provide an update on the Solano Express service change launch which was implemented in August. SolTrans will provide an update on the express route services ending at BART and San Francisco. STA Staff will provide an update on the express route service ending at Davis and Sacramento.

STA Mobility Program Spotlight Series and Year End Report for Older Adults and People with Disabilities and Veterans Program

STA Director of Programs, Ron Grassi, will provide an update on the Medical Concierge Program or "Go Go Grandparent" Program as part of this month's the Solano Mobility Program Spotlight series. The intent is to provide the STA Board detailed information on specific programs over a series of STA Board meetings. This provides the STA Board an opportunity to ask questions and provide input on each mobility program being spotlighted. In addition, the year-end report on the Older Adults and People with Disabilities and Veterans Program will also be presented for comments as part of a separate report.

Solano County Coordinated Call for Projects Update (OBAG 4/CARE/TDA/Clean Air Funding)

STA staff is working towards a funding approval recommendation scheduled for the October 14th STA Board meeting. Staff will provide a quick preview and update on the applications received and the overall strategy to combine additional STA discretionary funding to maximize the funding pool for the project requests. The estimated combined total funding for this call for projects is just over \$23 million.

Solano Rail Hub Priority Development Area Plan

STA staff is wrapping up the Solano Rail Hub Priority Development Area (PDA) Plan which includes both Downtown Suisun City and Downtown Fairfield (PDA), as well as the Solano Rail Hub which provides the transit nexus that qualifies both locations for PDA designations. The Plan is focused on how the two PDAs could meet MTC's Transit Oriented Communities (TOC) Policy which has housing density requirements that the cities can consider for future funding resources. Staff will present an overview of the plan development and next steps.

Attachment:

- A. STA Acronyms List of Transportation Terms



SOLANO TRANSPORTATION AUTHORITY
Board Minutes for Meeting of
July 8, 2026

1. CALL TO ORDER

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

MEMBERS PRESENT:

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

MEMBERS ABSENT: None

STA STAFF PRESENT:

(In alphabetical order by Last Name.)

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

2. CONFIRM QUORUM/STATEMENT OF CONFLICT

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

3. SWEARING IN OF STA BOARD ALTERNATE MEMBER

- Mayor Rick Vaccaro

Sheila Ernst, the Clerk of the Board administered the Oath of Office to Mayor Rick Vaccaro to represent the City of Fairfield as an STA Alternate Member to the Board of Directors.

4. **APPROVAL OF AGENDA**

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

5. **OPPORTUNITY FOR PUBLIC COMMENT**

None presented.

6. **DIRECTOR'S REPORT**

- One Bay Area Grant (OBAG) Cycle 4/Community Action Resource and Empowerment (CARE) Grant Program Workshop
- STA Proclamation: Daryl Halls
- Special Presentations
- STA Mobility Program Spotlight Series
- STA Projects Department Update
- Transportation Development Act (TDA) Claim and Federal Transit Administration (FTA) Non-Urbanized Program (FTA 5311) Funding
- STA Board Study Session: Solano Express

7. **STA PRESENTATIONS -**

A. **Retirement Proclamations for Daryl K. Halls, STA Executive Director**

presented by Chair Hernandez and Assemblywoman, Lori Wilson's representative Jacob Francisco.

B. **Solano Express Systems Performance Monthly Report** *presented by Chair of the Soltrans Board Terry Scott.*

C. **Caltrans Surface Replacement on the Westbound I-80 Section of the Al Zampa Bridge** *presented by Caltrans Public Information Officer, Sabrina Martinez.*

Board member Sorce requested blurbs and graphics to share on social media.

Board Member Mashburn recommended that Ms. Martinez send announcements regarding this closure to the Ports of Oakland, Stockton, and Sacramento. Board Member Sorce concurred and requested also include contact with Cal Poly.

Chair Hernandez requested Sabrina to send her presentation to the STA Board Members.

D. **Solano Priority Production Area (PPA) Plan** *presented by Sean Quinn, Solano EDC Executive Director and Robert Guerrero, STA's Interim Executive Director.*

Chair Hernandez requested that Mr. Quinn contact our State and Federal representatives for awareness efforts.

Mayor Young requested more information on the electric microgrid project at the port. Mayor Young requested confirmation that Mr., Quinn has made contact with Benicia Industrial Park developers regarding their Valero Project.

E. **STA Director Reports:**

1. **Programs** – Mobility Program Spotlight Series *presented by Ron Grassi*
2. **Planning** – Legislative Update *presented by Sean Person*
3. **Projects Update** – State Route (SR)37 Fairgrounds Update *presented by Nick Burton*

Board Members Sorce, Young, and Okamura commended staff and dignitary speakers for their efforts during the SR 37 Diverging Diamond Interstate Project Grand Opening. Chair Hernandez concurred and added that Supervisor Cassandra Jame's speech was empowering and resonated with the surrounding community.

8. CONSENT CALENDAR

A. Minutes of the STA Board Meeting of June 10, 2026

Recommendation:

Approve the minutes of the STA Board Meeting of June 10, 2026.

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

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

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

Noes: None.

Absent: None.

Abstain: None.

B. Draft Minutes of the STA Technical Advisory Committee (TAC) Meeting of June 24, 2026

Recommendation:

Receive and file.

C. Approve the Draft Minutes of STA Advisory Committees in the Month of June 2026

Recommendation:

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

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

Recommendations:

Approve the following:

1. The July 2026 TDA Matrix for FY 2026-27, which includes the TDA claim for SolTrans, as shown in Attachment B.

2. Authorize SolTrans to claim TDA funds in the amount of \$1,265,704 from partner agencies once the 1st Amendment to the Solano Express Intercity Transit Funding and Cost Sharing Agreement is fully executed by all funding partners.

E. Contract Extension for Vehicle Share Program Dashcam Technology

Recommendation:

Appoint Ruben Brunt to the SolTrans PAC as the STA representative for a three (3) year term.

F. Public Advisory Committee (PAC) Membership Update

Recommendation:

Appoint Ruben Brunt to the SolTrans PAC as the STA representative for a three (3) year term.

G. Federal Transit Administration (FTA) Non-Urbanized Area Program (FTA Section 5311) Recommendation

Recommendation:

Approve the FTA 5311 programming for FY 2026-27, with 60% of the funding allocated to the City of Dixon and 40% to the City of Rio Vista for transit operating as shown in Attachment A.

9. ACTION FINANCIAL ITEMS

A. I-80 Westbound (WB) Truck Scales Project – Contract Amendment

Recommendation:

Authorize the Executive Director to enter into a contract amendment with WMH Corporation for a not-to-exceed amount of \$2.2M to provide continued Design Services During Construction for the I-80 Westbound Cordelia Truck Scales Project.

Nick Burton explained that the design for the I-80 Westbound Truck Scales Project has been completed, and the project is currently under construction. He added that the amendment is funded through already allocated Regional Measure 3 funding.

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

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

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

Noes: None.

Absent: None.

Abstain: None.

10. ACTION NON-FINANCIAL ITEMS

A. STA Board Study Session: Solano Express

Recommendation:

Provide STA staff direction on a future Solano Express Service Study Session focus topics and session meeting timeframe.

By consensus the STA Board agreed to hold the STA Board Special Study Session to discuss Solano Express in October.

11. INFORMATIONAL – DISCUSSION ITEMS

A. Solano Mobility Programs FY 2025-26 Q3 Report for Commuter, Employer and Student Programs

Recommendation: Informational.

Lorene Garrett explained that Solano Mobility provides commuter incentives and subsidies to residents and employees of Solano County through the ten countywide and three local programs. She highlighted each program in the second quarter of FY

2025-26 and concluded her discussion with the First/Last Mile Spotlight program and provided direction on how to participate.

11. INFORMATIONAL – NO DISCUSSION ITEMS

A. Summary of Funding Opportunities

B. STA Board and Advisory Committees Meeting Calendar for 2026

12. BOARD MEMBER COMMENTS

Mayor Vaccaro thanked his colleagues and STA staff for the warm welcome to his new role as an STA Board Member

Supervisor Mashburn also thanked Lee Axelrad for assisting as Legal Counsel in Megan Callaway's absence.

Chair Hernandez extended her welcome to Mayor Vaccaro and looks forward to working with him.

12. ADJOURNMENT

The meeting adjourned at 7:17 p.m. The next regularly scheduled meeting of the STA Board is at 6:00 p.m., Wednesday, September 9, 2026, STA Board Room - 423 Main Street in Suisun City.

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TECHNICAL ADVISORY COMMITTEE
Draft Minutes for the Meeting of
August 26, 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 1:33 p.m. in person and via Zoom.

TAC Members Present:

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

TAC Members Absent: None

STA Staff Present:

Amy Antunano	STA
Jasper Alve	STA
Nick Burton	STA
Sheila Ernst	STA
Lorene Garrett	STA
Leslie Gould	STA
Ron Grassi	STA
Janelle Gregorio	STA
Kathrina Gregana	STA
Robert Guerrero	STA
Dulce Jimenez	STA
Josue Jimenez	STA
Sean Person	STA
Brandon Thomson	STA
Natalie Quezada	STA

2. APPROVAL OF THE AGENDA

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

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

3. OPPORTUNITY FOR PUBLIC COMMENT

None.

4. REPORTS FROM MTC, STA, AND OTHER AGENCIES

- **Plan Bay Area 2060 Update (MTC)** *presented by Robert Geurrero, STA.*
- **Transit Priority Roadway Assessment: STA Summer Outreach** *presented by Joel Shaffer, MTC.*
- **OBAG 4 Call for Projects** *presented by Jasper Alve, STA.*
- **STA Annual Awards Nomination Submittals** *presented by Amy Antunano, STA.*
- **Route 30 Service Update** *presented by Lorene Garrett, STA.*

5. CONSENT CALENDAR

A Minutes of the TAC Meeting of June 24, 2026

Recommendation:

Approve TAC Meeting Minutes of June 24, 2026.

On a motion by Brian Oxley, and a second by Brad Job, the STA TAC unanimously approved the minutes of May 27, 2026. (9 Ayes)

6. ACTION FINANCIAL ITEMS

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

Recommendations:

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

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

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

On a motion by Brad Job and a second by Matt Tuggle, the STA TAC unanimously approved the recommendation. (9 Ayes)

7. ACTION NON-FINANCIAL

A. Safe Routes to School Technical Advisory Committee Appointment

Amy Antunano announced that there is a vacancy for the STA's Safe Routes to School Technical Advisory Committee (SR2S-TAC) and requested City Staff to circle back with any recommendations to refill the vacancy.

8. INFORMATIONAL ITEMS – DISCUSSION

A. H.R.1 Transportation Support Pilot

Recommendation: Informational.

Emery Cowan provided a presentation on Federal Bill H.R.1 a Transportation Pilot designed to reduce spending and the reliance of benefits.

David Hubble explained the magnitude and impacts that H.R.1 has on the transportation environment countywide.

Robert Guerrero plans to bring this discussion back in October.

B. Solano County Coordinated Call-for-Projects Funding Scenario Summary

Recommendation: Informational.

Jasper Alve kicked off the presentation with the funding request summary and the OBAG 4 draft funding plan scenario.

Kathrina Gregana provided a brief update on the CARE Program. She highlighted the sponsors, projects, funding requests, and the draft funding scenarios.

Dulce Jimenez explained the draft funding scenario for the Transportation Fund for Clean Air (TFCA) 40% Fund and the Transportation Development Act Article 3 (TDA-3).

Jasper Alve concluded the presentation with next steps.

Matt Tuggle commended STA staff on their approach utilizing a broad balance of resources. Neil Leary concurred and commented that Benicia is pleased with the outcome.

C. Solano Express Service Update

Recommendation: Informational.

Ron Grassi explained that Beth Kranda and Kristina Botsford provided the Solano County Intercity Consortium with an update on Solano Express service on August 25th but was unable to attend the TAC meeting due to a meeting conflict.

Sanjay Mishra explained that Fairfield staff is receiving complaints regarding Del Norte BART station.

D. Proposed Solano Express Fare Increase

Recommendation: Informational.

Ron Grassi explained that Beth Kranda and Kristina Botsford provided the Solano County Intercity Consortium with their proposed fare increases for Solano Express service on August 25th but they were unable to attend the TAC meeting due to a meeting conflict.

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

Recommendation: Informational.

Nate Cherry a representative for the Metropolitan Transportation Commission (MTC) kicked off the presentation of the North Bay Passenger Rail Feasibility Study Draft Report.

He educated the TAC on MTC's TOC Policy and explained the policy particulars that would apply to the scoring method. He addressed the impacts of sea level rise/mitigation and highlighted the scorecards for density and housing. Nate concluded with potential collaboration and next steps.

Kathrina Gregana added that she plans to bring this item back for action in September.

Sanjay Mishra asked for clarification on the study area and how it will impact the City of Fairfield.

F. North Bay Passenger Rail Feasibility Study – Draft Report

Recommendation: Informational.

Erik Mumm from Kimley-Horn provided a presentation on the key findings for the Solano-Napa North Bay Passenger Rail Feasibility Study. He outlined the service plan selection and connectivity. Erik outlined the capital cost estimate and the governance requirements for new passenger rail service and operations. He concluded his presentation with next steps and upcoming/ongoing planning efforts.

Kathrina Gregana added that she plans to bring this item back for action in September.

9. NO DISCUSSION – None

10. FUTURE TAC AGENDA TOPICS

The Committee members reviewed and provided feedback on the agenda items listed in the month of 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, September 30, 2026**, at STA Office located at 423 Main Street, Suisun City, Twin Sisters Conference Room.



DATE: August 31, 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 July 2026

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

1. Bicycle & Pedestrian Advisory Committese (BAC and PAC) Draft Minutes of July 16, 2026
2. Paratransit Coordinating Council (PCC) Draft Minutes of July 16, 2026
3. Safe Routes to School (SR2S) Draft Minutes of August 19, 2026
4. Solano County Intercity Transit Consortium Draft Minutes of August 25, 2026



BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE (BAC and PAC)
JOINT SPECIAL MEETING AGENDA
Minutes for the Meeting of
July 16, 2026

1. CALL TO ORDER/ INTRODUCTIONS/ CONFIRM QUORUM

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

BAC Members Present:	David Belef Jacob Francisco, Chair Tyler Meirose (Zoom) Rachel Mixon	City of Vallejo City of Fairfield City of Suisun City Members at Large
Absent BAC:	Neal Iverson, Vice-Chair Jason Gray Terry Stenz VACANT VACANT	City of Vacaville Solano County City of Dixon City of Benicia City of Rio Vista
PAC Members Present:	Bob Berman Teresa Booth, Chair Cookie Clark Dr. Diane Dooley David George, Vice-Chair Joseph Green-Heffern Virginia Hernandez-Chavez (Zoom) Avery Livingood (Zoom)	Bay Area Ridge Trail (Member at Large) City of Vallejo City of Vacaville City of Benicia City of Suisun City City of Fairfield Solano County Member at Large
Absent PAC:	Patrick Murphy VACANT VACANT	Member at Large City of Dixon Member at Large
Others Present:	Jasper Alve (Zoom) Robert Armijo (Zoom) Annalee Barnard Ruben Brunt Tony Chu (Zoom) Denniss Elliott (Zoom) Kathrina Gregana Leonard Job (Zoom) Dulce Jimenez Josue Jimenez	STA City of Vacaville STA Member of the Public City of Vallejo Member of the Public STA City of Vallejo STA STA

Neil Leary (Zoom)
JT Lee
Brenda Lundy
Greg Malcolm (Zoom)
Glen March (Zoom)
Riley Martinson
Rick Navarro (Zoom)

City of Benicia
County of Solano
Member of the Public
City of Rio Vista
City of Vallejo
County of Solano
City of Vacaville

2. APPROVAL OF THE AGENDA

On a motion by Bob Berman, seconded by David Belef, the STA BAC and PAC unanimously approved the agenda (12 Ayes).

3. I-80/I-680/SR12 INTERCHANGE PROJECT PACKAGE 5 REGIONAL MEASURE 3 FUNDING REQUEST - Review of Complete Streets Checklist

Presented by Jasper Alve, Senior Project Manager for STA.

Summary of Committee Member Comments:

- In response to Joseph Green-Heffern's question, Mr. Alve noted that the plan for the project is to be a continuous roadway from Business Center Drive to Red Top Road. In addition, he explained that the bicycle trail intersection will have traffic control.
- In response to David Belef's question, Mr. Alve clarified that a biking route that connects to American Canyon is beyond the scope of this project.

4. OVERVIEW OF ONE BAY AREA GRANT CYCLE 4 (OBAG 4) & COMMUNITY ACTION RESOURCE & EMPOWERMENT (CARE) PROGRAM

Kathrina Gregana, Senior Planner for STA, and Jasper Alve briefed the committee about the timeline and schedule of the coordinated call for projects for these fund sources.

5. PROJECT SPONSOR PRESENTATIONS

3-minute presentations will be provided by each project sponsor

5. A OBAG 4

a. Downtown Complete Streets Improvements

Presented by Neil Leary, Public Works Deputy Director for the City of Benicia.

Summary of Committee Member Comments:

- In response to David Belef's inquiry about tree pits to be covered so pedestrians do not fall into them, Neil Leary clarified that the project would comply with ADA design requirements, which included the green infrastructure planned for the project, and are looking to have a stamped replacement standard to replace the brickwork.
- In response to Bob Berman's question about changing the configuration of the current parking spaces, Mr. Leary commented that currently the design was considering the parking remaining parallel. In addition, Mr. Leary continued by saying that the designated buffer for the bike lane will be about two feet wide with a diagonal hatch

b. Safe Routes to School Roadway Safety Improvements

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

Summary of Committee Member Comments:

- In response to Rachel Mixon's question regarding adding biking lanes to the project, Mr. Malcom replied that the roadways are too narrow to add bike lanes.

c. Ulatis Creek Bike Path Extension Project - Phase I

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

Summary of Committee Member Comments:

- In response to Joseph Green-Heffern's question about the Ulatis Creek Path Bike Extension, Robert Armijo, Assistant Director of Public Works for the City of Vacaville, shared that the project would be leveraging the segment that Caltrans completed underneath I-80, which would be connecting the project to the Vacaville Transportation Center. Once the southern portion of the project is completed, the City will be looking to expand the bike path to the north. .

d. Broadway/Alameda Street Road Diet

Presented by Tony Chu, City Traffic Engineer for the City of Vallejo.

Summary of Committee Member Comments:

- Dr. Diane Dooley noted that both roads have a low pavement condition index.
- David Belef pointed out that the Broadway Alameda project will connect to the Carquinez Bridge all the way to the city of American Canyon when it is completed, since there is the 5th Street Bikeway Corridor about to enter construction.
- Rachel Mixon raised concerns about the design of the Class 2 bike lane next to parking, as people can get hit by a door opening, regarding the Broadway/Alameda Street Road diet for the City of Vallejo.
- In response to Bob Berman's question on the designation of the two-foot buffer for the Broadway/Alameda Street Road diet for the City of Vallejo, Tony Chu clarified the buffer will be striped.
- Chair Booth asked if there could be red marked-off zones for an area near an egress point or corner for safety for the project.
- Avery Livengood discussed the two pedestrian fatalities these past seven years on Broadway and expressed support for the project as a much-needed safety project.

e. Georgia Streets Complete Streets Improvements

Presented by Glen March, Assistant Director of Public Works for the City of Vallejo.

Summary of Committee Member Comments:

- None.

f. Benicia Road Phase 3

Presented by JT Lee, Associate Planner for the County of Solano.

Summary of Committee Member Comments:

- None.

g. Farm to Market Phase 4

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

Summary of Committee Member Comments:

- David Belef wanted to know what would be done about the uncovered ditch for the project and the possibility of securing private funding. In response, Riley Martinson noted that the ditch could be made smaller or a very large culvert could be installed, and that outreach for private funding has not yet commenced.

h. Main Street/Transit Center Pedestrian and Safety Improvements

Presented by Maribel de la Cruz, Associate Engineer for the City of Suisun City.

Summary of Committee Member Comments:

- None.

5. B BAC/PAC & Members of the Public Questions/Feedback on OBAG 4 Projects

Summary of BAC/PAC & Members of the Public Comments:

- Ruben Brunt, a member of the public, noted that paving conditions are bad for Broadway/Alameda Street Roads in the City of Vallejo and especially affect the visually impaired community. In addition, Mr. Brunt noted that bike lanes should have infrastructure to be considered for people with disabilities.
- Mr. Brunt commented on the City of Benicia's Downtown Complete Streets Improvements as he shared his experience with getting out of rideshare vehicles that placing a buffer between the side parking and the bike lane would enhance safety.

5. C CARE Program

a. D.H. White Elementary Safe Routes to School

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

Summary of Committee Member Comments:

- In response to David Belef's comments on who was responsible for completing the sidewalk gap. Mr. Malcom clarified that the responsibility is the city in coordination with the school district to address the sidewalk gap.

b. State Route 12 Refuge Island Project

Presented by Maribel de la Cruz, Associate Engineer for the City of Suisun City.

Summary of Committee Member Comments:

- Maribel de la Cruz clarified that the existing striping will be upgraded to high visibility. In addition, Ms. Cruz clarified that the control buttons in the refuge areas could affect traffic patterns, and that there may be something more substantial than curbing in the refuge areas.

c. Fairgrounds Drive Sidewalk Gap Closure & Speed Radar Signs

Presented by Tony Chu, City Traffic Engineer for the City of Vallejo.

Summary of Committee Member Comments:

- In response to Avery Livengood's question regarding the locations of the radar feedback signs, Mr. Chu shared that the plan for the location of the speed radar signs would be on a rotating basis.
- David Belef asked if there was a possibility of lengthening the left turn lane that goes from Northbound Fairgrounds since the traffic backs up especially on school mornings. Furthermore, Mr. Belef expressed his support for the project, noting that it could address the need for a sidewalk for school children, as he described this corridor as particularly busy.

5. D BAC/PAC & Members of the Public Questions/Feedback on CARE Projects

Summary of Committee Member Comments:

- None.

6. ADJOURNMENT

The meeting adjourned at approximately 7:59 p.m., and the next meeting will be the **Special Joint Bicycle and Pedestrian Advisory Committee on September 3, 2026**, in the STA Building at 423 Main Street, Suisun City, CA 94585.

PCC

SOLANO PARATRANSIT COORDINATING COUNCIL (PCC) DRAFT PCC Minutes for In-Person Meeting of July 16, 2026

1. CALL TO ORDER/ CONFIRM QUORUM/INTRODUCTIONS

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

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

PCC Members Absent:	Heather Barlow	Social Service Provider
	Teri Ruggiero	Member at Large
	Jamal Waters	Public Agency - Health & Social Services

Others Present:	Myron Banez	SolTrans
	Zavier Bates	Dixon Read-Ride
	Erika Dohina	STA
	Ron Grassi	STA
	Tateyana Hendricks	Vacaville City Coach
	Vicki Jacobs	Dixon Read-Ride
	Dulce Jimenez	STA
	Debbie McQuilkin	STA
	Natalie Quezada	STA
	Laina Tekelidis	STA
	Brandon Thomson	STA
	Julie Vasquez	Member of the Public

2. APPROVAL OF AGENDA

On a motion by Brian McLaughlin, seconded by Chandra Daniels, the PCC unanimously approved the agenda as amended (6 Ayes)

3. OPPORTUNITY FOR PUBLIC COMMENT

Kenya Martinez read a public comment on behalf of Julie Vasquez, City of Fairfield resident, who was experiencing technical difficulties joining the meeting. Ms. Martinez continued to read Ms. Vasquez's letter requesting an expansion of the Suisun City Microtransit service to Saturdays, explaining that residents currently cannot travel to the mall or engage in recreational activities or medical appointments on weekends.

4. PRESENTATIONS

A None.

5. CONSENT CALENDAR

A. Minutes of the PCC Meeting of May 21, 2026

Recommendation:

Approve the Minutes for the Meeting of May 21, 2026

On a motion by Brian McLaughlin, seconded by Chandra Daniels, the PCC approved the meeting minutes. (5 Ayes, 1 Abstention-Lisa Hooks)

B. Minutes of the Special PCC Meeting of June 11, 2026

Recommendation:

Approve the Minutes for the Meeting of June 11, 2026

On a motion by Dwayne Hankerson, seconded by Chandra Daniels, the PCC approved the meeting minutes. (5 Ayes, 1 Abstention-Lisa Hooks)

6. TRANSIT OPERATOR UPDATES

A. SolTrans (Benicia and Vallejo)

Myron Banez indicated this was his first meeting and had nothing to report

B. Dixon Rendi-Ride

Zavier Bates will be Vicki Jacobs replacement, who will be retiring after 30 years.

C. Fairfield FAST

On behalf of Tiffany Plater, Natalie Quezada indicated there was nothing to report.

D. Rio Vista Delta Breeze

Brandon Thompson indicated nothing to report

E. Suisun Microtransit

Brandon Thomson indicated the microtransit currently operates Monday through Friday and would consider internal discussions about a possible Saturday service pilot program. However, budget constraints would require finding new revenue sources. He added there is a supplemental Lyft Program available 24 hours 7 days a week. He concluded no current plans for weekend service due to budget constraints but agreed to discuss the possibility internally and report back at the next meeting

Zavier Bates informed the committee that Dixon Rendi Ride has also received requests for Saturday Service.

Chandra Daniels added the need is there for the Saturday service, even if it's for a pilot half day service.

F. Vacaville City Coach

Tateyana Hendricks announced City Coach is now offering youth summer passes for 15 dollars, from June to August.

7. ACTION ITEMS – FINANCIAL

A. None

8. ACTION – NON-FINANCIAL

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

Ron Grassi presented the Fiscal Year 2026-2027 July TDA matrix for SolTrans.

Recommendation:

Forward a Recommendation to MTC on the STA Board-approved July 2026 TDA Matrix for FY 2026-27, which includes the TDA Claim for SolTrans, as shown in Attachment B

On a motion by Lisa Hooks and a second by Brian McLaughlin, the PCC approved the recommendation. (6 Ayes)

B. Paratransit Coordinating Council (PCC) Membership Update

Debbie McQuilkin indicated that Jeann McDougald is interested in joining the PCC and has been attending PCC meetings.

Lisa raised a discussion about Jeann's meeting attendance and commitment level before supporting the recommendation. The group clarified that the bylaws do not require consecutive meeting attendance, and staff confirmed that Jeann has attended multiple meetings on record previously.

Recommendation:

Forward a recommendation to the STA Board to appoint Jeann McDougald, Social Services Provider membership position, to a 3-year term, which will expire in December 2029.

On a motion by Lisa Hooks and a second by Brian McLaughlin, the PCC approved the recommendation. (6 Ayes)

9. INFORMATIONAL ITEMS - DISCUSSION

A. None.

Cynthia Tanksley joined the meeting

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

Fairfield resident Julie Vasquez was able to join and reiterate her comments via Zoom regarding her concerns about Route 3 bus service in Fairfield and the challenges residents face getting to essential destinations. The group agreed to table this discussion to add weekend transportation service advocacy as a future agenda item

Lisa Hooks proposed including a presentation on emergency preparedness and transportation coordination in the next meeting.

Dulce Jimenez provided an update on the One Bay Area Grant (OBAG) Cycle 4 and CARE program, noting that 13 projects were submitted, with presentations to the STA Board, with recommendations expected by late August. She concluded by extending an invitation to the PCC to the Joint Bicycle and Pedestrian Advisory Committee taking place in the evening via hybrid in person and zoom at the STA Building.

11. FUTURE AGENDA ITEMS PCC COMMENTS

- ✓ Process for recognizing a new service and Saturday Service Discussion
- ✓ National Emergency Preparedness Month
- ✓ Solano County Master Plan for Aging and Disability.
- ✓ Suisun City Microtransit Update

12. ADJOURNMENT

The next meeting for the PCC is at **1:00 p.m. on September 17, 2026**, hybrid via Zoom and in person at 423 Main Street, Suisun City, CA 94585.



SAFE ROUTES TO SCHOOL ADVISORY COMMITTEE (SR2S-AC)
Minutes for the Meeting of
August 19, 2026

1. CALL TO ORDER/SELF INTRODUCTIONS/ CONFIRM QUORUM

The meeting of the STA's SR2S-AC was called to order by Chair Ana Petero 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 Director
Jason Gray	Bicycle Advisory Committee
Jennifer Leonard	Solano County Office of Education
Ana Petero - Chair	Member at Large
Giselle Salinas-Zavala	Solano County Public Health
CSO Lauren Teel	Benicia PD

SR2S-AC Members

Absent:

Brielle Jamros	YSAQMD
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Others Present:

Amy Antunano	STA
Annalee Bernard	STA
CSO Alexandria Diosdado	Benicia PD
Janelle Gregorio	STA
Robert Guerrero	STA
Sgt. Rashad Hollis	Vallejo PD
Leigh Moilanen	STA
Crystal Peacher	STA
Jayne Ziadeh	STA

2. APPROVAL OF AGENDA

The agenda was amended to move Agenda Item 9. E up to 9. A motioned by Benjamin Ernst and a second from Lauren Teel. The SR2S-AC approved the agenda as amended. (8 Ayes)

3. OPPORTUNITY FOR PUBLIC COMMENT

None.

4. COMMENTS FROM STAFF AND REPRESENTATIVES FROM ADVISORY COMMITTEES

None.

5. PRESENTATION

A. STA's 29th Annual Awards

Amy Antunano announced STA will be hosting its 29th Annual Awards on November 4th in Suisun City. She added that a call for nominations is now open to acknowledge projects, transportation people, and even peers in the advisory committees between the fiscal year of July 1, 2025, and June 30, 2026. Ms. Antunano will follow up with an additional email containing nomination forms.

6. CONSENT CALENDAR

Recommendation:

Approve the following consent items in one motion.

A. SR2S-AC Meeting Minutes of May 20, 2026

Recommendation:

Approve the SR2S-AC meeting minutes of May 20, 2026.

On a motion by Ana Petero and a second from Lauren Teel, the SR2S-AC approved the minutes of May 20, 2026. (8 Ayes)

7. ACTION ITEMS- FINANCIAL

A. None

8. ACTION ITEMS NON-FINANCIAL ITEMS

A. None

9. INFORMATIONAL ITEMS

A. SR2S Program Coordinator

Vacaville/Vallejo Unified School Districts

Jamie Ziadeh presented event updates and participation numbers in the Vacaville and Vallejo Unified School Districts, including Safety Storytime at K.I. Jones Elementary, a Trucks of the Trade event at the Vacaville Cultural Center Library, and a backpack giveaway at Markham Elementary

A. Enforcement Status Updates

1. Benicia Police Department (BPD)

The Community Safety Officer (CSO) Alexandria Diosado reported that summer enforcement went smoothly with increased education efforts about e-bike classifications and safety, including new pamphlets and call signs for tracking incidents.

CSO Lauren Teel noted that many helmets were distributed to children over the summer and that BPD successfully hosted a community outreach event called Vibe and Thrive in June.

Summarized Discussion:

The committee discussed enforcement and education approaches regarding e-bike safety regulations. CSO Teel explained that their department is currently taking an education-focused stance rather than issuing citations, as e-bike laws are new and enforcement is challenging. Mr. Ernest shared a successful example from Dixon Pilot where both enforcement and educational initiatives led to improved safety behavior among students. The discussion also highlighted a bike contract system implemented at one school site requiring students and parents to sign safety agreements before the school year begins.

2. Dixon Police Department - Absent

3. Fairfield Police Department - Absent

4. Suisun City Police Department – Absent

5. Vallejo Police Department (VPD)

Sergeant Rashad Hollis discussed various summer initiatives aimed at keeping youth engaged and safe, including Late Night Basketball and school resource fairs. He described the Safe Start to School initiative, a collaborative program with Vallejo City Unified School District (VCUSD) and the police department, which involves flooding school zones with officers to address traffic and safety concerns during rush hour. Sgt. Hollis also mentioned the success of their new mascot, Officer Justice, and the K-9 unit in engaging the community.

B. Funding Updates

Amy Antunano provided an overview of pending funding opportunities, including a potential \$1.6 million grant from the Bay Area Air District and an \$850,000 request to OBAG cycle 4. She concluded that decisions are expected in October and November, respectively.

C. Community Task Force Updates

1. City of Fairfield

Janelle Gregorio indicated that Tina Machado is no longer with the City of Fairfield. She mentioned the Fairfield Community Task Force will be reconvening once Ms. Machado's replacement has been completed.

2. City of Vacaville

Brant Beavers reported on the City of Vacaville implementing education, enforcement, and engineering approaches, including social media campaigns and pedestrian crossing upgrades funded through HSIP grants.

Ana Petero emphasized encouraging seniors to volunteer as cross guards at schools.

D. Solano Public Health (SPH) Update

Giselle Salinas-Zavala noted outreach events, having reached 250 students and families while distributing 43 bike helmets. SPH staff are now collecting data on e-bike and e-scooter incidents from different partners throughout the county.

E. SR2S Program Coordinator Updates

1. Countywide Events

Janelle Gregorio presented the upcoming annual event of International Walk and Roll to School Day on October 7th.

2. Benicia/Rio Vista/Travis AFB Unified School Districts

Leigh Moilanen listed the summer events she attended, reaching over 300 people and servicing over 45 bikes and providing 70 helmet giveaways, across her jurisdictions. She will be attending back-to-school night for Benicia High School and Rio Vista's Airport Days.

3. Dixon/ Fairfield-Suisun Unified School Districts

Crystal Peacher acknowledged positive results from the Handlebar Helmet Program at Dixon Montessori Charter, which achieved 100% compliance after three months. She focused on summer participation events with community partners such as Solano Public Library, Fairfield PAL Teen Center, the City of Fairfield, FSUSD, and Assemblymember Lori Wilson's National Night Out. She concluded with two new schools initiating reoccurring parent teacher meeting and WOW Wednesdays.

10. COMMITTEE ROUNDTABLE AND FUTURE AGENDA TOPICS ADJOURNMENT

The next meeting of the SR2S-AC is on **Wednesday, November 18, 2026.**



**SOLANO COUNTY INTERCITY TRANSIT CONSORTIUM
DRAFT Meeting Minutes of August 25, 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:**

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

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

Bruce Barrette (Zoom)	Dixon Rendi-Ride
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STA Staff Present (In Alphabetical Order by Last Name):

Jasper Alve	STA
Amy Antunano	STA
Nick Burton	STA
Sheila Ernst	STA
Lorene Garrett	STA
Ron Grassi	STA
Robert Guerrero	STA
Kathrina Gregana	STA
Natalie Quezada	STA
Brandon Thomson	STA

2. APPROVAL OF AGENDA

On a motion by Debbie McQuilkin and a second by Gwendolyn Gill, the Solano County Intercity Transit Consortium approved the agenda (9 Ayes)

3. OPPORTUNITY FOR PUBLIC COMMENT

None.

4. REPORTS FROM MTC, STA STAFF AND OTHER AGENCIES

Lorene Garrett and Ron Grassi provided status updates on the Solano Express Route 30 Service.

5. PRESENTATIONS

- A. Transit Priority Roadway Assessment: STA Summer Outreach** *presented by Brandon Thomson and Britt Thesen.*

Britt Thesen explained that missing Solano Express service for Dixon, UC Davis/Sacramento and Vine 21 will be added to the network after STA submits their comments. She added that other missing information in the TPN for City Coach will also be updated as they meet the threshold for population.

Sanjay Mishra and Britt Thesen discussed “The Toolkit”.

- B. STA Annual Awards Nomination Submittals** *presented by Amy Antunano.*

6. CONSENT CALENDAR

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

- A. Minutes of the Consortium Meeting of June 23, 2026**

Recommendation:

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

7. STANDING ITEM

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

- A. Solano Express Service Update**

Recommendation: Informational.

Beth Kranda and Kristina Botsford provided a brief update on Solano Express service.

Jason Riley requested preliminary ridership numbers. Chair Damassa also requested a breakdown of ridership complaints received.

Sanjay Mishra asked for clarification on back up plan for call outs.

Chair Damassa requested to schedule a Transit Finance Working Group before October to review and discuss service changes, comments received, and ridership.

Kristina Botsford provided an overview of the Solano Express fourth quarter bus operation metrics and cost spreadsheets.

6. ACTION FINANCIAL ITEMS – None

7. ACTION NON-FINANCIAL – None

8. INFORMATIONAL – DISCUSSION

- A. H.R.1 Transportation Support Pilot**

Recommendation: Informational.

Emery Cowan provided a presentation on Health & Social Services (H&SS) H.R.1

workload and economic impacts. She outlined the CalFresh and Medi-Cal federal changes shift costs and financial risk to California.

David Hubble explained the magnitude and sense of urgency to prioritize now. He commented that early alignment could create more options and avoid mobility and eligibility crisis in the future. David discussed the population, labor force breakdown, and the requirements of H.R.1. He added that traffic congestion is expected to increase due to H.R.1 legal expectations.

Robert Guerrero expressed concerns regarding lack of resources. Beth Kranda concurred and shed light on resources that are available.

Robert Guerrero proposed an H.R.1 subcommittee to address needs, expectations, and impacts that will affect transit services in Solano County.

Beth Kranda recommended that we utilize future Intercity Transit Consortium meetings to have further H.R.1 discussions.

B. Solano Mobility Programs FY 2025-26 Year End Report for Older Adults and People with Disabilities, and Veterans Programs

Recommendation: Informational.

Debbie McQuilkin provided a brief overview of the FY 2025-26 year-end report.

C. North Bay Passenger Rail Feasibility Study – Draft Report

Recommendation: Informational.

Due to time constraints, Kathrina Gregana presented an abbreviated presentation of the North Bay Passenger Rail Feasibility Study Draft Report. She addressed key findings, travel market, service plan selection, governance requirements for new passenger rail service. He concluded with corridor next steps and indicators of rail readiness.

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

Kathrina Gregana provided a quick overview of the Solano Rail Hub Priority PDA Plan Draft Report. She highlighted the reasons behind the PDA and the TOC policy. She discussed the framework and pathway to maintain compliance. She touched on outreach efforts and concluded with TOC requirements and challenges discovered through the planning process.

E. Proposed Solano Express Fare Increase

Kristina Botsford reviewed comparisons and scenarios with the group and shared that an additional \$150k increase in fare revenue is needed over a three-year period for the next seven years to keep the Solano Express service sustainable. She agreed that a Transit Finance Working Group is necessary to bring back ridership data.

For each of the scenarios (3), Jason Riley requested data comparisons of the modified Solano Express Fare and the bridge toll increase.

Robert Guerrero commented that rail revenue isn't included in the fare increase.

NO DISCUSSION ITEMS

A. Summary of Funding Opportunities³²

9. FUTURE INTERCITY TRANSIT CONSORTIUM AGENDA ITEMS

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

10. TRANSIT CONSORTIUM OPERATOR UPDATES

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

11. ADJOURNMENT

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



DATE: August 27, 2026
TO: STA Board
FROM: Dulce Jimenez, Assistant Planner
RE: Bicycle Advisory Committee (BAC) and Pedestrian Advisory Committee (PAC)
Member Appointment and Reappointments

Background:

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

Attachment A provides additional details on the current BAC and PAC membership status.

Discussion:

Bicycle Advisory Committee

Dave Belef is seeking to be reappointed as the BAC representative for the City of Vallejo. Mr. Belef has served as the BAC representative for the City of Vallejo since his original appointment in 2018 and has served as the BAC Chair during 2024-2025. Mr. Belef has continued to be a strong advocate for bicycling in the community and has led numerous community bike rides as part of the May Bike Month events. He has also served as the BAC representative on the Active Transportation Committee. Mr Belef's reappointment letter is shown in Attachment B.

Pedestrian Advisory Committee

Teresa Booth is seeking to be reappointed as the PAC representative for the City of Vallejo. Mrs. Booth has also served as the PAC representative for the City of Vallejo since her original appointment in 2014, and currently she is serving as the PAC Chair. Mrs. Booth has been an active participant in various STA committees, including the Arterials/Highways and Freeways Committee, and is currently serving as the PAC representative on the STA Safe Routes to School Advisory Committee. Mrs. Booth's appointment letter is provided in Attachment C.

Bob Berman is seeking to be reappointed as the PAC representative for the Bay Area Ridge Trail. Mr. Berman was the PAC representative on the Active Transportation Committee and has continuously been a strong advocate for regional trails and access to open spaces in the County. Bob Berman was originally appointed to the committee in 2018.

Avery Livengood is seeking to be reappointed as the PAC representative for the Member-at-large position. Ms. Livengood was also the PAC representative on the Transit and Rideshare Committee and has continuously provided valuable feedback as part of the greater Comprehensive Transportation Plan (CTP) update process. Avery Livengood was originally appointed to the committee in 2023.

Barry Hill is a new member seeking to be appointed to the vacant Member-at-large position on the PAC. Mr. Hill has been a resident of Solano County for over the past 19 years and uses walking as his primary mode of transportation. He looks forward to leveraging his experience in working with Solano County Parks and Solano Land Trust to advocate for regional trails along with active transportation infrastructure in urban areas.

Fiscal Impact:

None.

Recommendations:

Approve the following:

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

Attachments:

- A. BAC/PAC Committee Membership Status August 2026
- B. Appointment Letter for Dave Belef
- C. Appointment Letter for Teresa Booth



STA Bicycle Advisory Committee (BAC)
Membership Status
August 2026

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



STA Pedestrian Advisory Committee (PAC)
Membership Status
August 2026

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



Office of the Mayor • Andrea Sorce • 555 Santa Clara St., Second Floor • Vallejo • CA • 94590 • 707.648.4377

July 23, 2026

Sent via Electronic Mail

ssernst@sta.ca.gov

Sheila Ernst, Clerk of the Board
Solano Transportation Authority
One Harbor Center, Suite 130
Suisun City, CA 94585-2473

RE: Nomination of David Belef for Appointment to Solano Transportation Authority (STA) for Bicycle Advisory Committee

Dear Ms. Masiclat:

This letter is to confirm City of Vallejo's reappointment of Dave Belef as City of Vallejo's representative to serve on the STA Bicycle Advisory Committee for another 3-year term (January 1, 2027, through December 31, 2029).

Sincerely,

A handwritten signature in blue ink, which appears to read "Andrea Sorce", is placed below the word "Sincerely,".

Andrea Sorce
Mayor, City of Vallejo

AS:er
cc:file



Office of the Mayor • Andrea Sorce • 555 Santa Clara St., Second Floor • Vallejo • CA • 94590 • 707.648.4377

July 23, 2026

Sent via Electronic Mail

ssernst@sta.ca.gov

Sheila Ernst, Clerk of the Board
Solano Transportation Authority
One Harbor Center, Suite 130
Suisun City, CA 94585-2473

**RE: Nomination of Teresa Booth for Appointment to Solano Transportation Authority (STA)
Pedestrian Advisory Committee**

Dear Ms. Ernst:

This letter is to confirm City of Vallejo's reappointment of Teresa Booth as the City of Vallejo's representative to serve on the STA Pedestrian Advisory Committee for another 3-year term (January 1, 2027, through December 31, 2029).

Sincerely,

Andrea Sorce
Mayor, City of Vallejo

AS:er
cc:file



DATE: August 28, 2026
TO: STA Board
FROM: Debbie McQuilkin, Program Manager
RE: Paratransit Coordinating Council (PCC) Membership Appointment

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:

STA staff received an application from Jeann McDougald, who has expressed interest in the Social Service Provider membership position. Ms. McDougald is a strong advocate for paratransit and sees it as a vital need for a large part of our population. Staff is recommending Ms. McDougald for a 3 year term.

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.

STA staff presented this item at the July 16, 2026, PCC meeting. The committee unanimously voted to forward a recommendation to the STA Board to appoint Jeann McDougald for the Social Service Provider membership position.

Fiscal Impact:

None.

Recommendation:

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

Attachments:

- A. PCC Membership Status for August 2026

August 2026

PCC Members and Alternates

PCC Members are community volunteers with a vested interest in supporting the Americans 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	
VACANT		Social Service Provider				
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	December 2029	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: August 27, 2026
TO: STA Board
FROM: Kathrina Gregana, Senior Planner
RE: Contract Amendment and Extension for Comprehensive Transportation Plan
Update Consultant Services

Background:

In 2024, STA retained DKS to assist with the preparation of the STA's Comprehensive Transportation Plan. Since that time, several key milestones have been completed, including:

- Existing Conditions
- CTP Goals, Objectives and Performance Measures
- Public Outreach
- Solano Equity Framework
- Priority Projects and Programs

DKS' current contract is set to expire on September 30, 2026.

Discussion:

During FY 2024-25, the STA undertook several concurrent planning efforts alongside the CTP Update. As a result, the CTP project schedule was adjusted to accommodate overlapping planning activities. For example, public outreach for the CTP was postponed to avoid conducting multiple public outreach processes concurrently and to ensure adequate staff and community engagement resources were available.

With these other planning efforts now completed, STA resumed and accelerated work on the CTP Update. The CTP Update is currently in the report development stage, and STA staff anticipate that a few additional months will be needed to complete the report and finalize the document.

To allow sufficient time for DKS to complete the remaining work, STA staff recommends extending the contract through January 31, 2027, and providing a contract augmentation of up to \$10,000.

Fiscal Impact:

The estimated cost of the proposed contract amendment for DKS is up to \$10,000 for the CTP Update in CTP Implementation funds (OBAG 3). This funding has been included in the STA's FY 2026-27 Budget.

Recommendations:

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

1. Extend the contract through January 31, 2027;
2. Approve an amount not-to-exceed \$10,000 in CTP Implementation Funds to cover the additional cost associated to complete the CTP Update

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DATE: August 25, 2026
TO: STA Board
FROM: Debbie McQuilkin, Mobility Program Manager
RE: Solano Mobility Programs FY 2025-26 Year End Report for
Older Adults and People with Disabilities, and Veterans Programs

Background:

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

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

Discussion:

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

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

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

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

FY2025-26 Year End Outreach

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

FY 2025-26 Year End Highlights

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

Performance Measures and Benchmarks

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

Program Budget Information

The Intercity Taxi Card Program was allocated a total FY 2025–26 budget of \$550,000, consisting of \$500,000 in Transit Development Act (TDA) funds and \$50,000 in partner contributions. Actual program expenditures for the fiscal year totaled \$249,730, which were due to lower-than-anticipated program utilization during the fiscal year.

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

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

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

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

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

This item was presented to the Solano County Intercity Transit Consortium at its August 25, 2026, meeting. Staff noted that journal entries are still required for both the Intercity Taxi Card and GoGo programs to accurately allocate program expenditures and complete the fiscal year reconciliation. As these journal entries have not yet been completed, the expenditure amounts presented in this report are preliminary and subject to adjustment.

Fiscal Impact:

None.

Recommendation:

Informational.

Attachments:

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

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

Travel Training Program

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

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

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

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

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

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

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

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

Before STA's management, each Solano County transit operator conducted its own ADA eligibility assessments, resulting in inconsistent processes and eligibility standards. To

create a more uniform and equitable system, STA implemented the Countywide ADA In-Person Eligibility Program on July 1, 2013, one of the plan's key elements.

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

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

Taxi Card Program utilizing the PEX Card:

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

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

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

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

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

Medical Trip Concierge Program (GoGo Grandparents): The Solano Older Adults Medical Trip Concierge Program, operated through GoGo Grandparent, was developed

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

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

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

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

Veterans Mobility Program:

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

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

Faith In Action Volunteer Driver Program:

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

- FIA provided 720 rides in FY 2025-26.

ATTACHMENT B

Solano Mobility Year End Program Details for FY 2025-26

Travel Training FY Comparison by Category

Travel Training Yearly Comparison								
		FY19-20	FY20-21	FY21-22	FY22-23	FY23-24	FY24-25	FY25-26
Individual Trainings		49	52	56	57	17	6	32
Group/Classroom Trainees		82	0	8	68	62	43	113
Field Trip Totals		16	2	18	14	23	1	16
Field Trip Trainees		83	13	97	74	214	125	95
Presentations Total		20	1	15	16	23	36	73
Audience Members		534	8	112	426	580	884	1073
Outreach Activities		98	33	17	32	45	67	111
Number of People Reached		1480	239	817	2295	2264	4410	5738

ADA Eligibility Results FY Comparison by Eligibility

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

Intercity Taxi Card Program FY Comparison by Month

ITX Trips Per Month FY Comparison							
	FY19-20	FY20-21	FY21-22	FY22-23	FY23-24	FY24-25	FY25-26
Month	Taxi and PEX	PEX	PEX	PEX	PEX	PEX	PEX
July	413	267	240	278	186	193	205
August	482	262	316	298	203	233	168
September	408	289	347	286	197	207	175
October	452	259	266	238	185	200	170
November	455	260	249	240	191	189	151
December	500	292	253	216	176	171	168
January	516	269	299	274	265	247	153
February	460	262	296	277	238	228	185
March	346	318	313	284	268	242	209
April	203	303	263	311	257	210	192
May	259	273	273	247	282	186	158
June	251	260	355	259	237	176	163
Totals:	4745	3314	3470	3208	2685	2482	2097

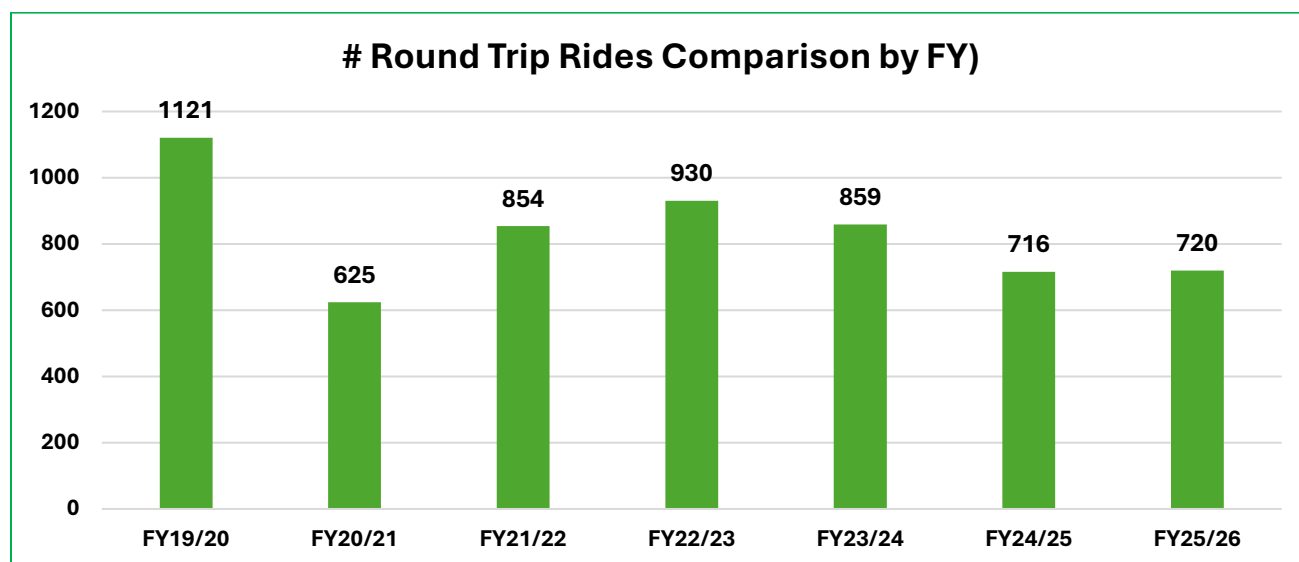
GoGo Program Trips FY Comparison by Month

Gogo Program Trips FY Comparison								
Month	FY18-19	FY19-20	FY20-21	FY21-22	FY22-23	FY23-24	FY24-25	FY25-26
July	0	491	240	529	812	1194	1851	2825
August	0	894	146	558	848	1452	2257	2777
September	0	740	228	624	865	1433	2158	2693
October	0	809	494	662	935	1516	2372	3030
November	0	277	389	698	855	1597	2109	2503
December	0	273	430	663	871	1650	2082	2497
January	0	282	464	768	865	1621	2372	2046
February	0	264	425	716	965	1695	2235	1682
March	0	155	549	784	1163	1873	2579	2293
April	3	83	505	746	1049	2055	2598	2226
May	90	178	462	752	1153	2189	2600	2255
June	304	267	504	795	1167	2041	2495	2284
Total	397	4713	4836	8295	11548	20316	27708	29,111

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

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

Faith in Action Volunteer Driver Program



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

1. Travel Training:

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

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

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

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

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

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

These include:

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

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

3. Taxi Card Program utilizing the PEX Card:

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

4. Medical Trip Concierge Program (GoGo Grandparents):

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

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

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

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

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DATE: August 27, 2026
TO: STA Board
FROM: Jasper Alve, Senior Projects Manager
Kathrina Gregana, Senior Planner
Dulce Jimenez, Assistant Planner
RE: Solano County Coordinated Call-for-Projects Update

Background:

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

The several types of grants that STA program in coordination with MTC are designed to support MTC's Plan Bay Area 2050+. The CARE Program, for instance, is designed to provide funding to implement capital projects that are identified in a Community Based Transportation Plan (CBTP) located in marginalized communities. Meanwhile, the OBAG Program provides funding to projects and programs that improve safety for all roadway users, support multimodal transportation options, and reduce greenhouse gas emissions and other criteria pollutants. Lastly, both TDA-3 and TFCA are designed to support bicycle and pedestrian facility improvements to encourage more active modes of transportation. Together, these grant programs are critical sources of funding for Solano County local agencies.

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

Discussion:

Following the grant application deadline, STA received 20 competitive grant applications from most of the agencies in the County for each grant program. As outlined by the OBAG Cycle 4 and CARE Program project evaluation criteria, projects that applied for these fund sources presented their projects at the July 8, 2026 STA Board Workshop and subsequently at the July 16, 2026 Joint Bicycle and Pedestrian Advisory Committee meetings. Shortly after these presentations, STA staff commenced project evaluations for projects that submitted OBAG and CARE grant applications.

STA staff, in parallel to the project evaluations, commenced developing funding scenarios to maximize the funding capacity of each grant program and therefore ensure the optimum number of projects are funded either in whole or in combination of CARE, OBAG, TDA-3, or TFCA funds. The initial draft Coordinated Call-for-Projects Funding Scenarios was presented to the STA TAC at their August 26, 2026 meeting, for their review and feedback. Feedback provided on the draft Coordinated Call-for-Project Funding Scenarios will be incorporated into the final draft that will be presented to the TAC at their September 30, 2026 meeting. Additionally, STA staff is coordinating with project sponsors who are being recommended for TDA-3 funds for their final presentations to the STA Bicycle and Pedestrian Advisory Committee scheduled for September 3, 2026.

Looking ahead, STA staff plan to finalize the project evaluation scores for OBAG and CARE grant applications along with the funding recommendations for the Coordinated Call for Projects. STA staff anticipate bringing to the TAC in September and Board in October for approval the prioritized list of grant applications from the County that will be nominated to the MTC for funding request, which are due in October,

Fiscal Impact:

None to the STA. The projects will be funded by OBAG/CARE/TDA-3/TFCA/TIRCP with a total funding capacity of up to \$23.258 million.

Recommendation:

Informational.



DATE: September 2, 2026
TO: STA Board
FROM: Jasper Alve, Senior Projects Manager
RE: Solano Rail Hub Pedestrian Overcrossing Project Study Report (PSR) and Project Approval and Environmental Documentation (PA&ED) Update

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 (CCJPA), and the Caltrans Department of Rail and Mass Transit, towards advancing improvements at the Suisun City and Fairfield Train Station, which the STA Board designated as the Solano Rail Hub. This hub provides access to regional and local transit services including Capitol Corridor, Napa Vine, Solano Express, Rio Vista Delta Breeze, and Suisun City microtransit.

The STA previously developed planning documents supporting the improvements at the Solano Rail Hub. The *Solano Rail Hub Advanced Planning Study Phase I*, for instance, was completed in June 2022. This planning document, which can be accessed online through the link provided in Attachment A, identified design considerations to improve rail operations and passenger safety at the hub. These included provision for a third mainline track and a grade separated passenger access to the center station platform to remove the train hold-out rule. Additionally, this document highlighted the non-compliant design standards of the existing pedestrian overcrossing with the Americans with Disabilities Act. Subsequently, the STA completed the *Solano Rail Hub Project Study Report Equivalent* in 2023, the link of which can be found in Attachment B. This report evaluated the cost, as well as advantages and disadvantages of replacing the existing pedestrian bridge with two proposed alternatives – an underground pedestrian tunnel versus a new overhead pedestrian bridge.

The alternatives proposed in the 2023 report were constrained. These constraints include, first, the location of the alternatives were within the footprint of the existing Solano Rail Hub. Second, this report did not include a climate vulnerability assessment of the project area. Finally, this report did not include evaluation criteria vetted by the public through public engagements that established a preferred alternative.

Discussion:

The STA Board authorized staff to release a Request for Proposals (RFP) in August 2024 to procure the services of a consultant to complete the Solano Rail Hub Pedestrian Crossing PSR and PA&ED. Due to funding constraints, the RFP process did not start until June 2025. This process ultimately led to the selection and awarding of the contract to complete the PA&ED phase to Arup.

Arup, with guidance and direction from the Project Leadership Team (PLT), has worked on identifying locations where to construct the new pedestrian overcrossing. The PLT includes staff from CCJPA and Cities of Fairfield and Suisun City. Currently, five (5) potential alternatives at various locations have been identified as outlined in Attachment C, four of which would be outside the footprint of the existing Solano Rail Hub. Each location includes trade-offs to be

evaluated through a multi-criteria assessment developed in alignment with the project's overall goals and objectives. However, before the evaluation process begins to narrow down the choices to the preferred alternative location, STA staff will be releasing an online public engagement survey.

The online public engagement survey will provide insight into the communities' needs, priorities, and goals and inform selection of a preferred alternative. STA staff will be attending community events to inform and encourage the public to be involved. Staff will also utilize STA's and partner agencies' website, social media platforms, and other communication channels to spread awareness. Staff have scheduled for the survey to be open to the public for four (4) weeks, but can be extended by an additional two (2) weeks, if needed. Arup will produce a PSR outlining the work on identifying alternatives before proceeding with the PA&ED work associated with the pedestrian overcrossing at the preferred location.

Fiscal Impact:

The Solano Rail Hub PSR and PA&ED work is funded by a combination of Regional Transportation Impact Fee (RTIF) and Regional Measure 3 (RM3) funds.

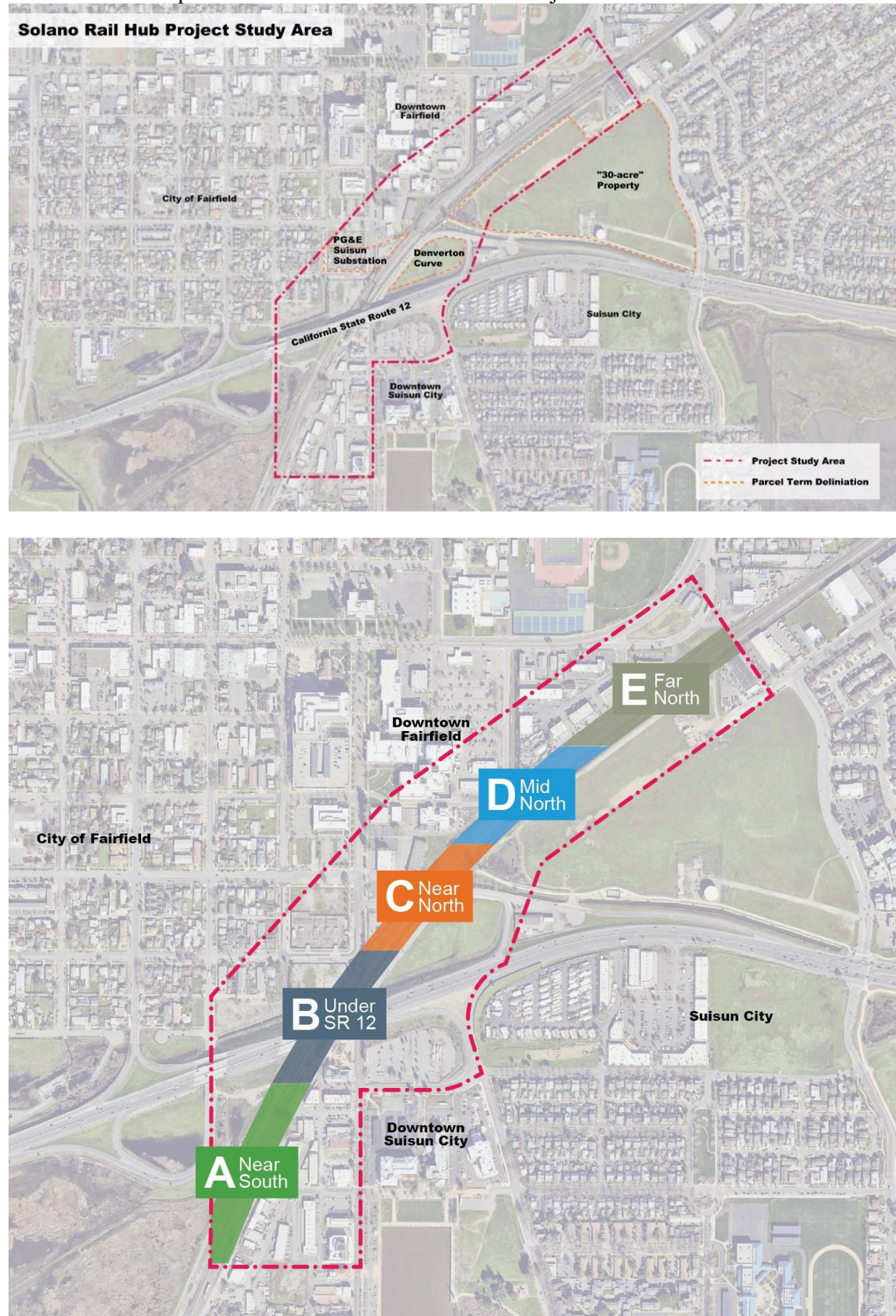
Recommendation:

Informational.

Attachment:

- A. *2022 Solano Rail Hub Advanced Planning Study Phase I* link:
https://www.sta.ca.gov/documents_and_report/solano-rail-hub-advanced-planning-study-2022/
- B. *2023 Solano Rail Hub Project Study Report Equivalent* link:
https://www.sta.ca.gov/documents_and_report/solano-rail-hub-project-study-report-equivalent-2023/
- C. Map of Alternative Locations for the New Pedestrian Overcrossing Project

Attachment C: Map of Alternative Locations within the Project Area



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DATE: August 26, 2026
TO: STA Board
FROM: Ron Grassi, Director of Programs
Lorene Garrett, Senior Transit Mobility Coordinator
RE: H.R.1 Transportation Support Pilot

Background:

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

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

Discussion:

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

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

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

This report was presented as an informational item to the Solano County Intercity Transit Consortium and the STA TAC at their meetings on August 25th and 26th, respectively.

Short Term Solution

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

Partner Involvement

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

H.R.1 18-Month Pilot

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

Fiscal Impact:

Unknown.

Recommendations:

Informational.

Attachments:

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



DATE: September 9, 2026
TO: STA Board
FROM: Leslie Gould, Project Manager
RE: Regional Transportation Impact Fee (RTIF) – Fiscal Year 2025-26 3rd Quarter Revenue Update

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. The most recent update to this Study was completed in April of 2019. Part of this update was a recommendation presented by County staff to increase the amount collected for the RTIF from \$1,500 to \$2,500 for each dwelling unit equivalent (DUE). This increase to \$2,500 per DUE was projected to raise the 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 total revenue collected for the third quarter was \$295,568. Attachment A shows the first quarter RTIF revenues distributed to each district. District 1 received the most revenue with \$242,565. This was followed by Districts 2 and 5 earning \$97,899 and \$99,634, respectively.

Attachment B depicts the year-to-date (YTD) RTIF revenue totals for each of the districts. The YTD averages indicate the same revenue pattern reflected in this quarter's revenue.

This item was presented to the STA TAC on August 26, 2026.

Fiscal Impact:

None.

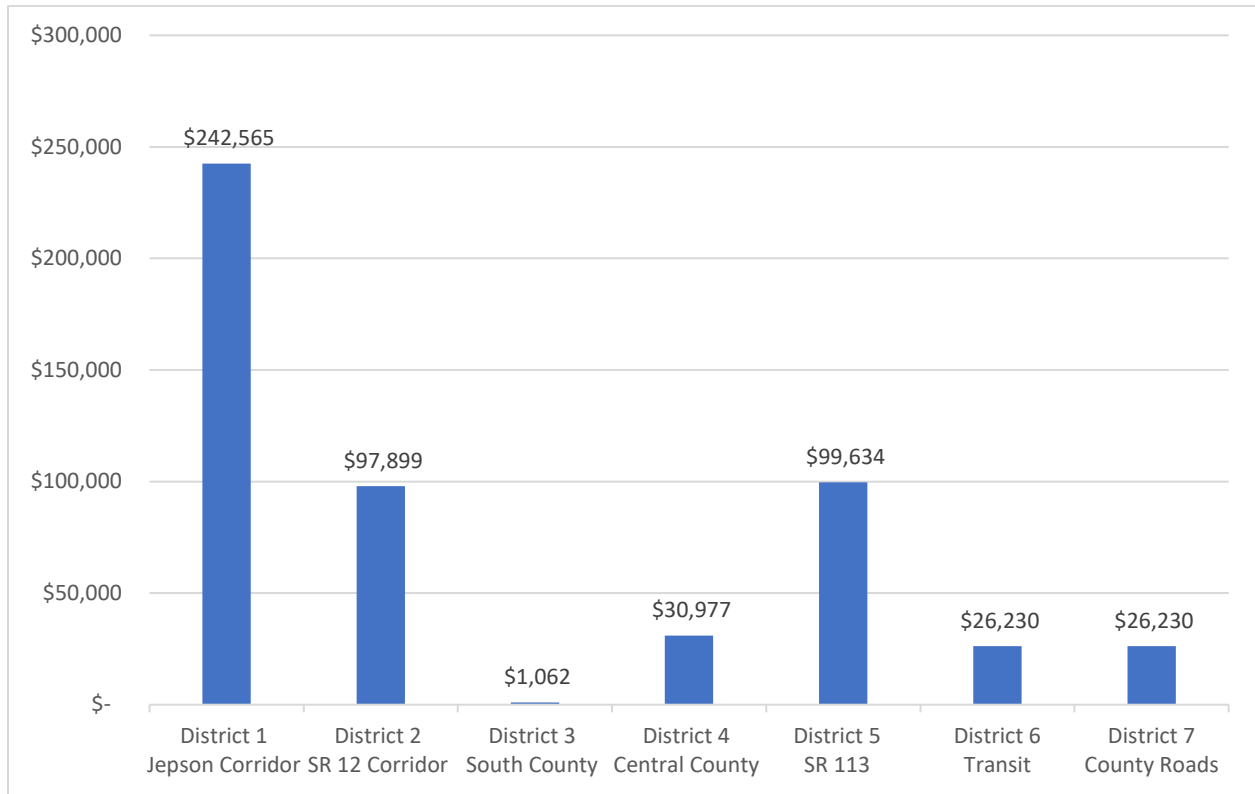
Recommendations:

Informational.

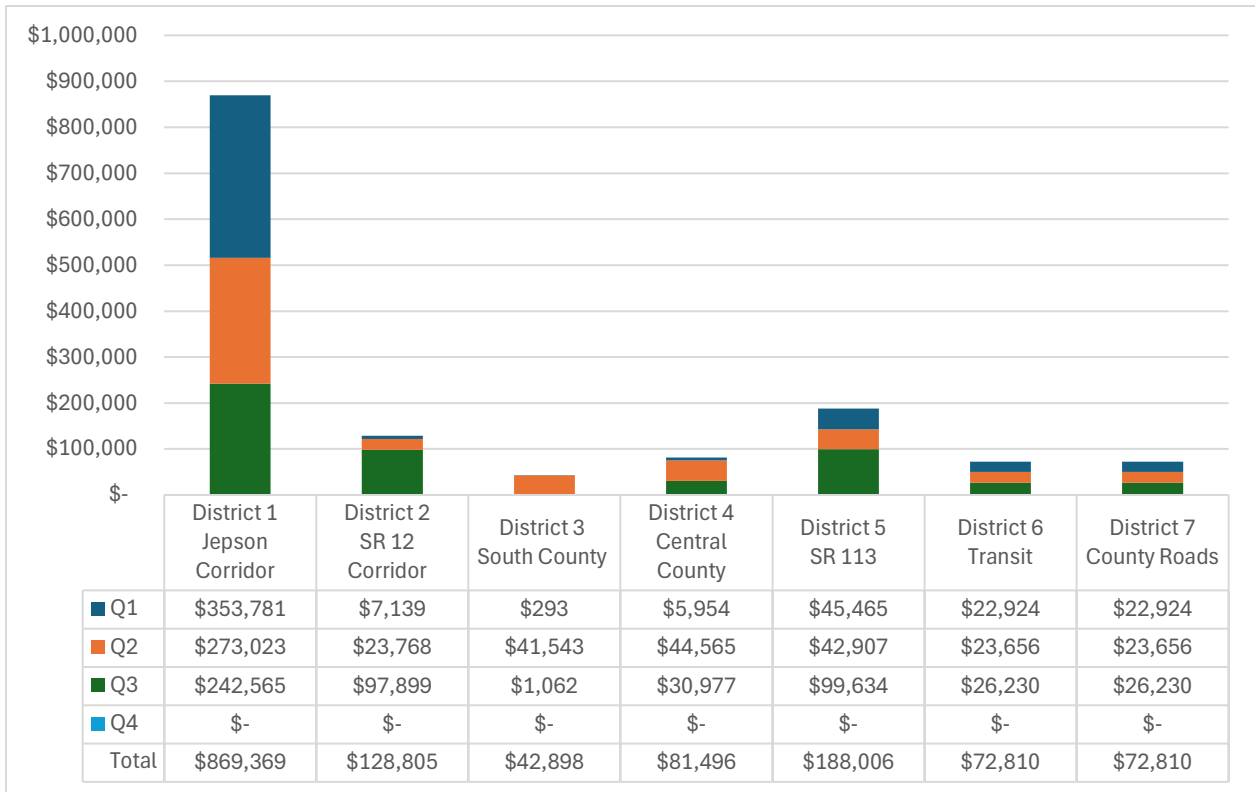
Attachments:

- A. FY 2025-26 Q3 RTIF Revenue Distribution by District
- B. FY 2025-26 YTD RTIF Revenue Totals

FY2025/26 Q3 RTIF Revenue Distribution by District



FY2025/26 YTD RTIF Revenue Totals





DATE: August 26, 2026
TO: STA Board
FROM: Kathrina Gregana, Associate Planner
RE: North Bay Passenger Rail Feasibility Study – Draft Report

Background:

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

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

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

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

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

Discussion:

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

The study scope included the following objectives:

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

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

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

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

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

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

This informational item was also presented to the STA Consortium and Technical Advisory Committee (TAC) at their meetings on August 25th and 26th, respectively. STA staff will subsequently bring this item back next month with a recommendation to the STA Board to approve the Solano Napa North Bay Passenger Rail Study Draft Report.

Fiscal Impact:

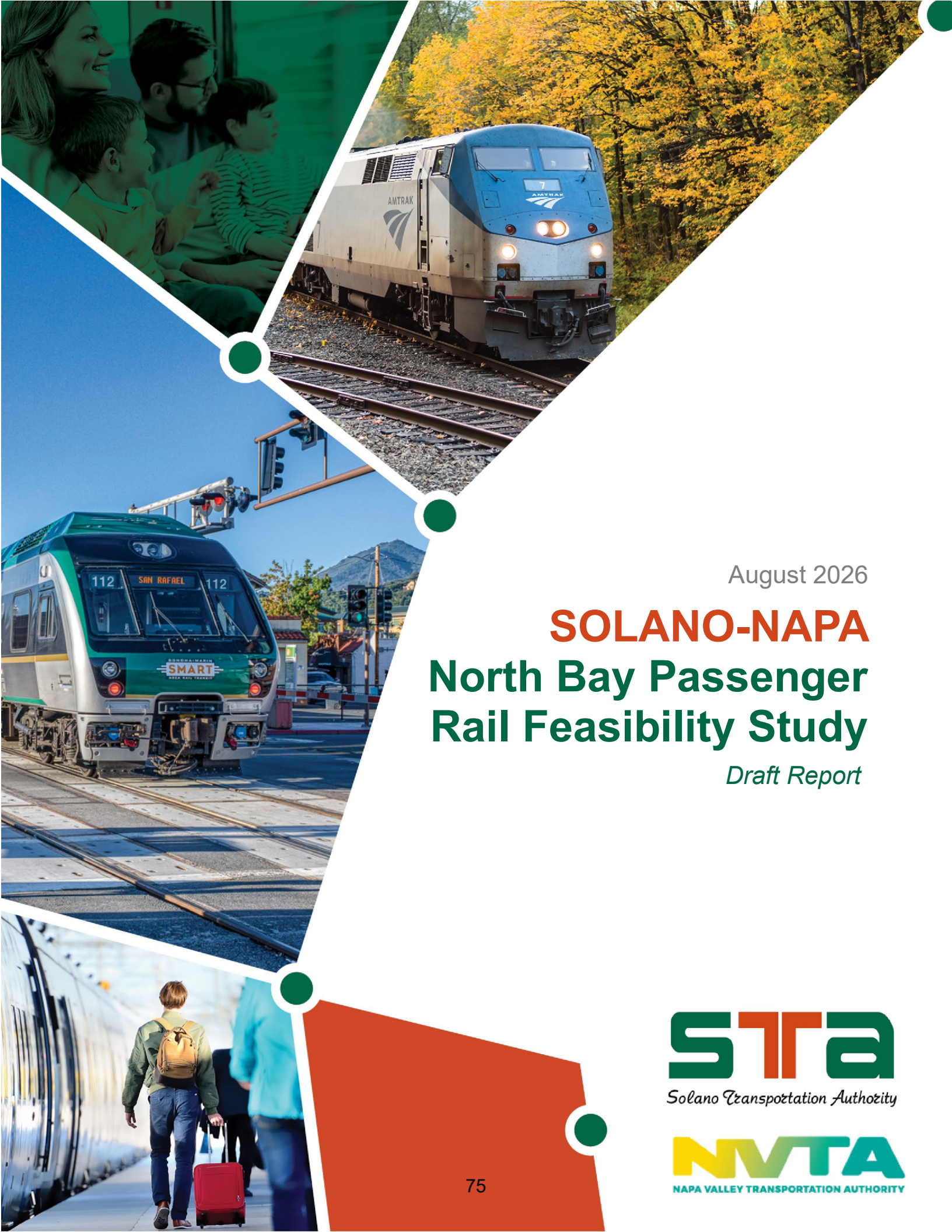
None.

Recommendation:

Informational.

Attachments:

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



August 2026

SOLANO-NAPA North Bay Passenger Rail Feasibility Study

Draft Report





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Key Acronyms and Terms

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



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



Executive Summary

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

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

Key findings supporting this recommendation include:

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

¹ See **Travel Market** section.

² See **Addressable Market** section.



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



Introduction

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

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

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

About the Solano Transportation Authority

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

About the Napa Valley Transportation Authority

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



Partners

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



Existing Conditions

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

Study Area

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

Previous Plans and Studies

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

Table 1: Previous Plans and Studies Reviewed

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



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

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



Vallejo Passenger Rail Study

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

California State Rail Plan

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

SMART East-West Study

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

Existing Rail Infrastructure

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

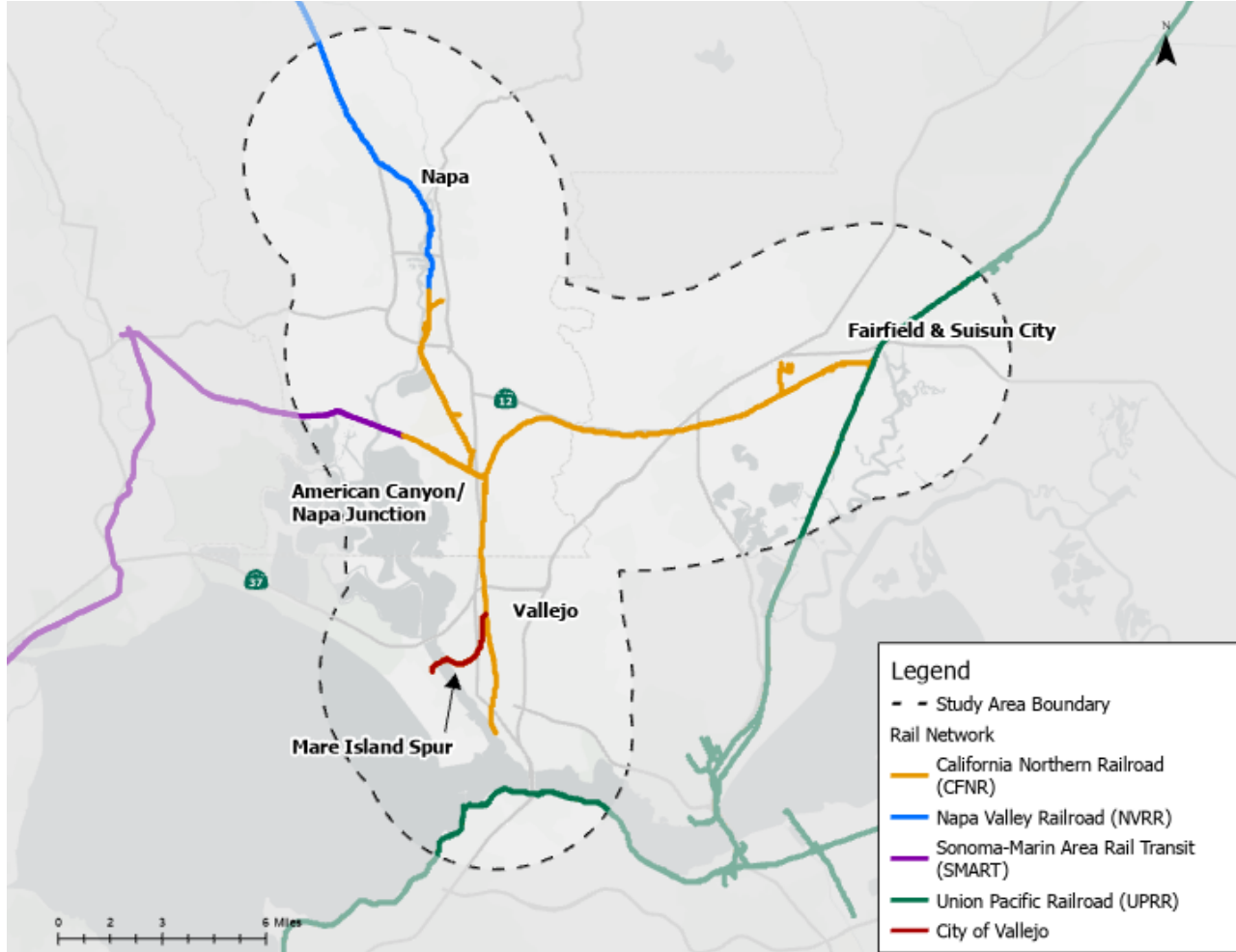


Figure 1: North Bay Current Rail Ownership

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



Table 2: Current Infrastructure Conditions

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

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

Travel Market and Addressable Market

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

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

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



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

Travel Market

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

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

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

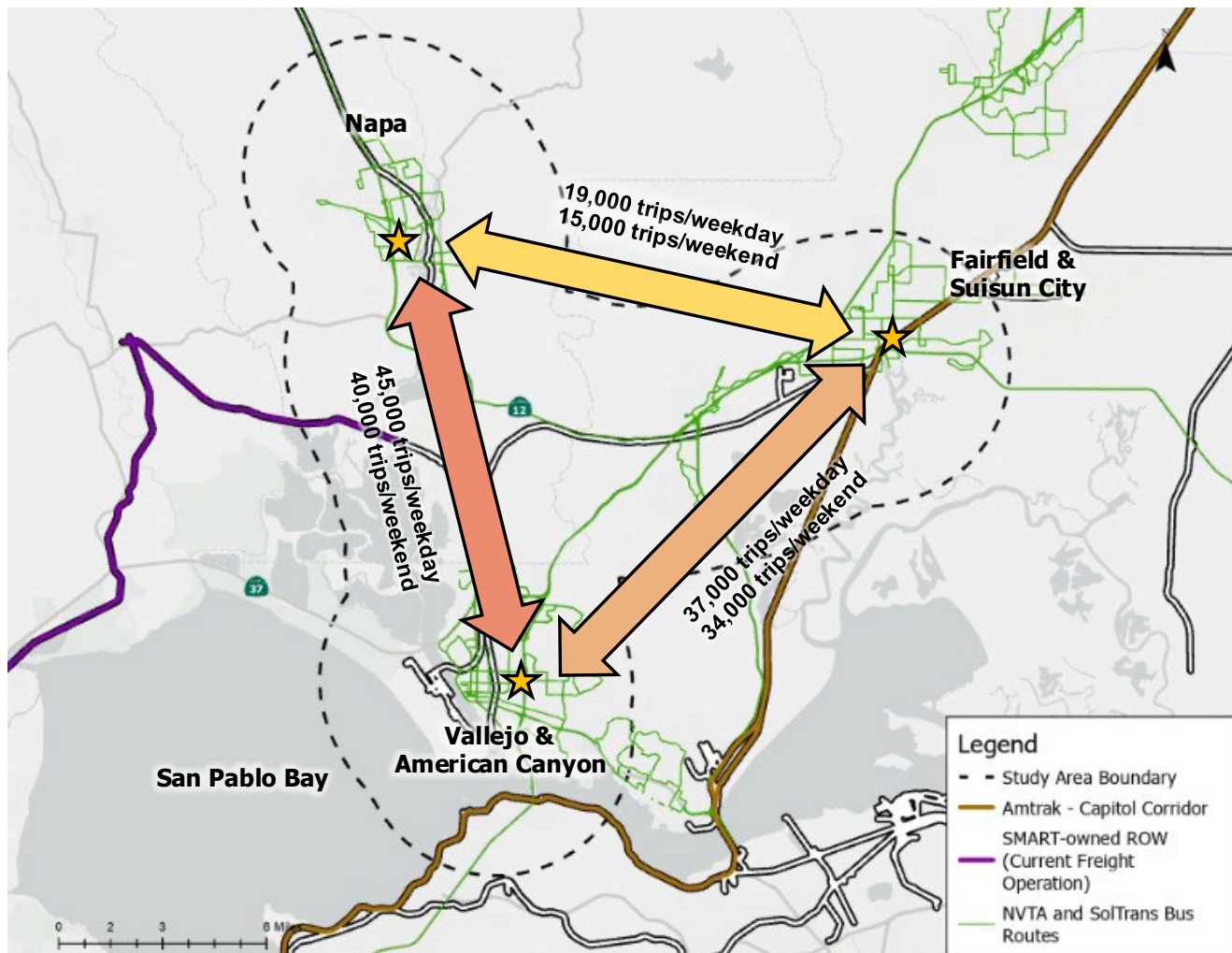


Figure 2: City-to-City Flows within Study Area (Replica – Spring 2024 Weekday)

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

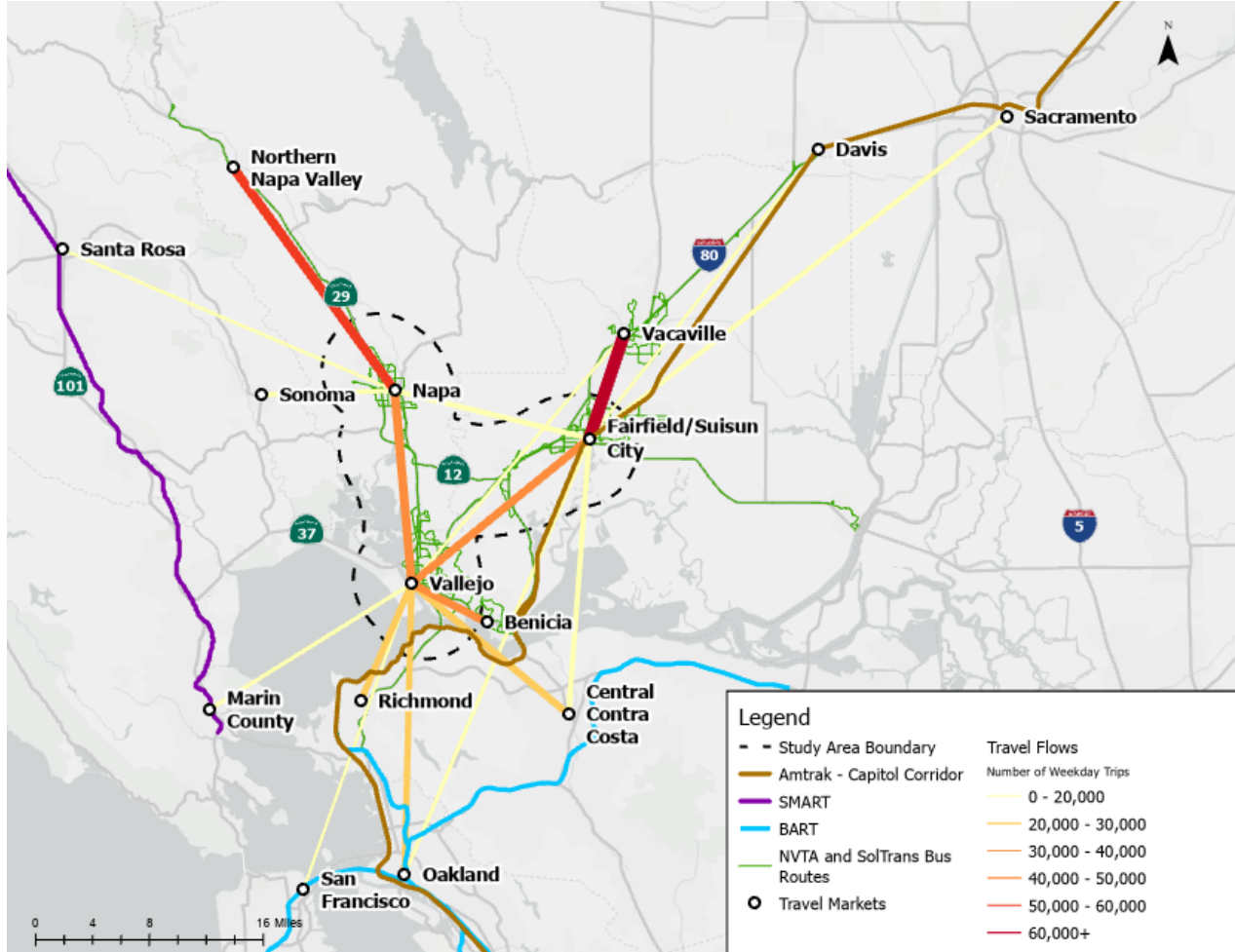


Figure 3: Travel Patterns within Region (Replica – Spring 2024 Weekday)

Addressable Market

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

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



Weekday Transit Serviceable Trips

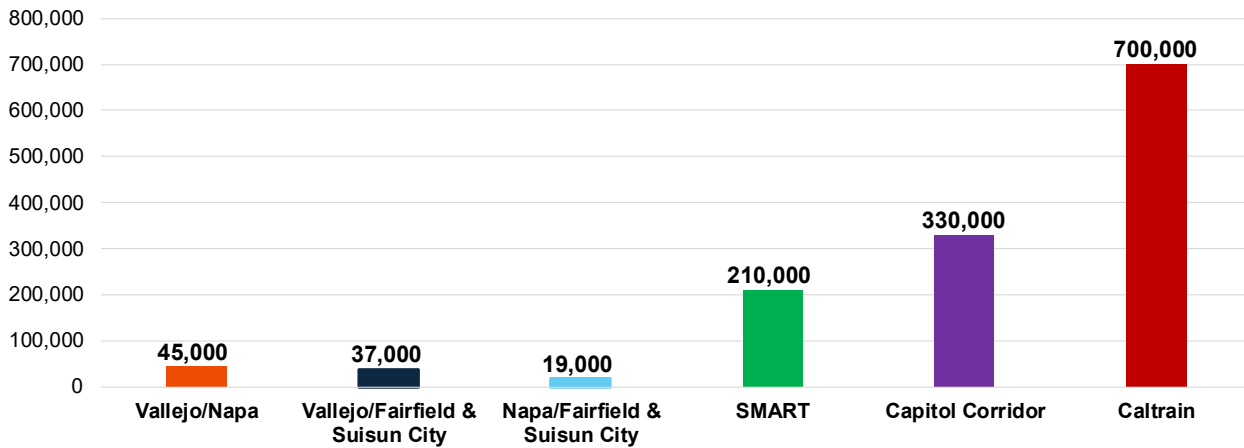


Figure 4: Weekday Transit Serviceable Trips (Replica – Spring 2024 Weekday)

Estimated Daily Weekday Transit Capture vs Peer Systems Weekday Average Ridership

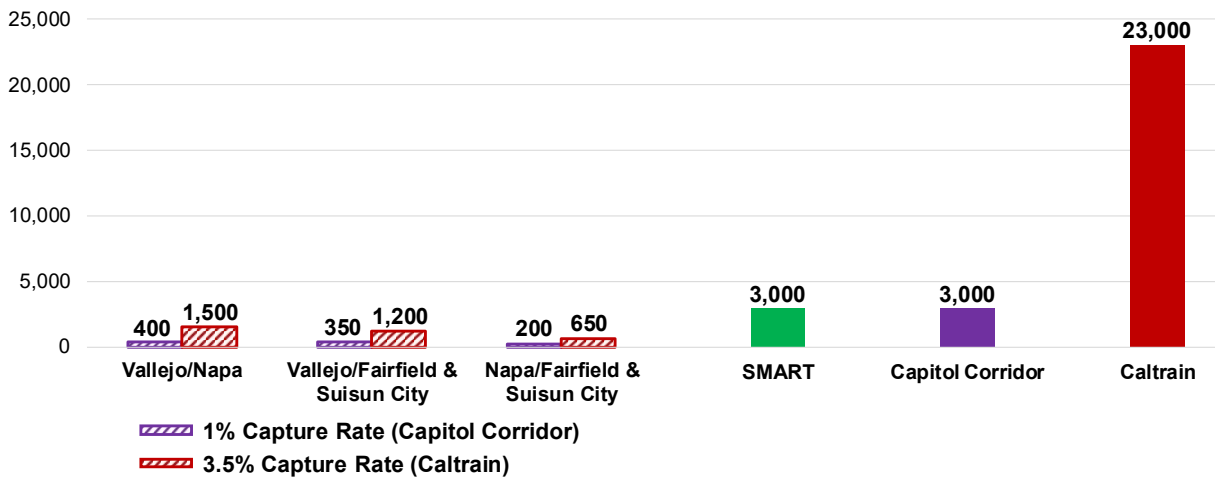


Figure 5: Estimated Daily Weekday Transit Capture vs Peer Systems Weekday Average Ridership (2024)⁶

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

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

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



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

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



Conceptual Transit Service

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

Service Plan Development

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

Corridors Considered

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

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

California State Rail Plan Integration

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

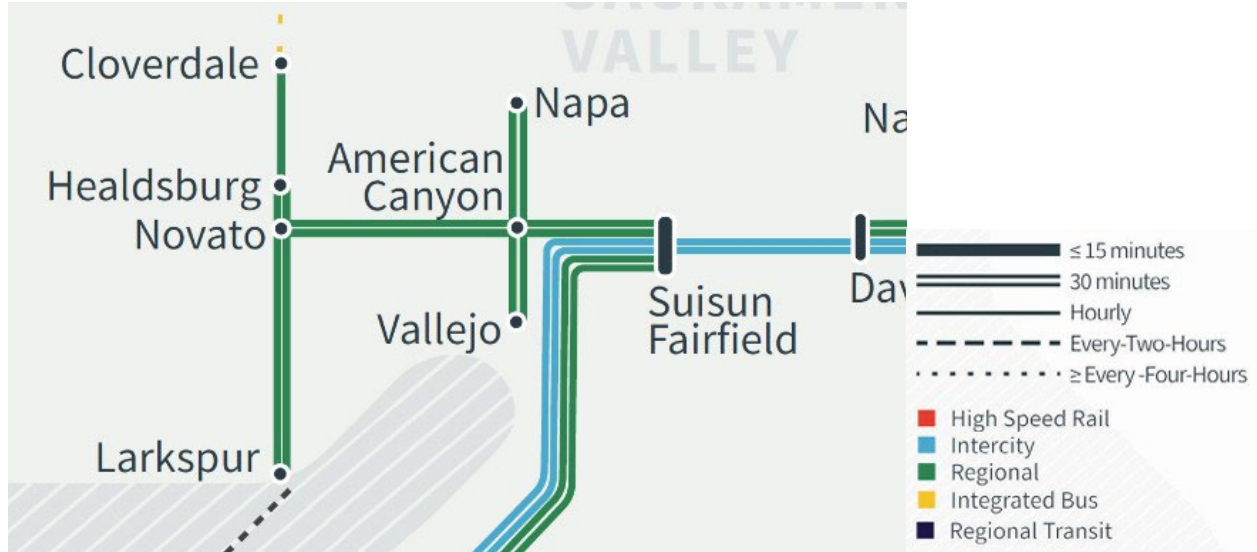


Figure 6: California State Rail Plan Map - North Bay

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

Travel Times

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

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



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

Table 3: Class III and Class IV Track Upgrades

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

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

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



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

Conceptual Station Areas

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

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

Conceptual Service Plans

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

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



Table 4: Conceptual Service Plans

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

*Double track miles reflect North-South corridor only

Service Plan Selection

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

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

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



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

Operations Infrastructure

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

Table 5: Operations Infrastructure Required

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

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

Vehicle Assessment

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



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

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

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

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

Cost Estimates

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

Capital Costs

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



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

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

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

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

Table 6: Capital Cost Estimate

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



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

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

Operations Costs

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

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

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

- Potential staffing at stations
- Environmental mitigation

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

Table 7: O&M Cost Estimate

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



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

Revenue Generation

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

Table 8: Peer System Farebox Recovery Ratios

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

Community Impacts

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

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



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

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

Table 9: Community Impacts Assessed

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

¹¹ Source: Metropolitan Transportation Commission Plan Bay Area 2050+

¹² Source: Solano County Thresholds for Disadvantaged Communities

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

¹⁴ Source: Draft CalEnviroScreen 5.0

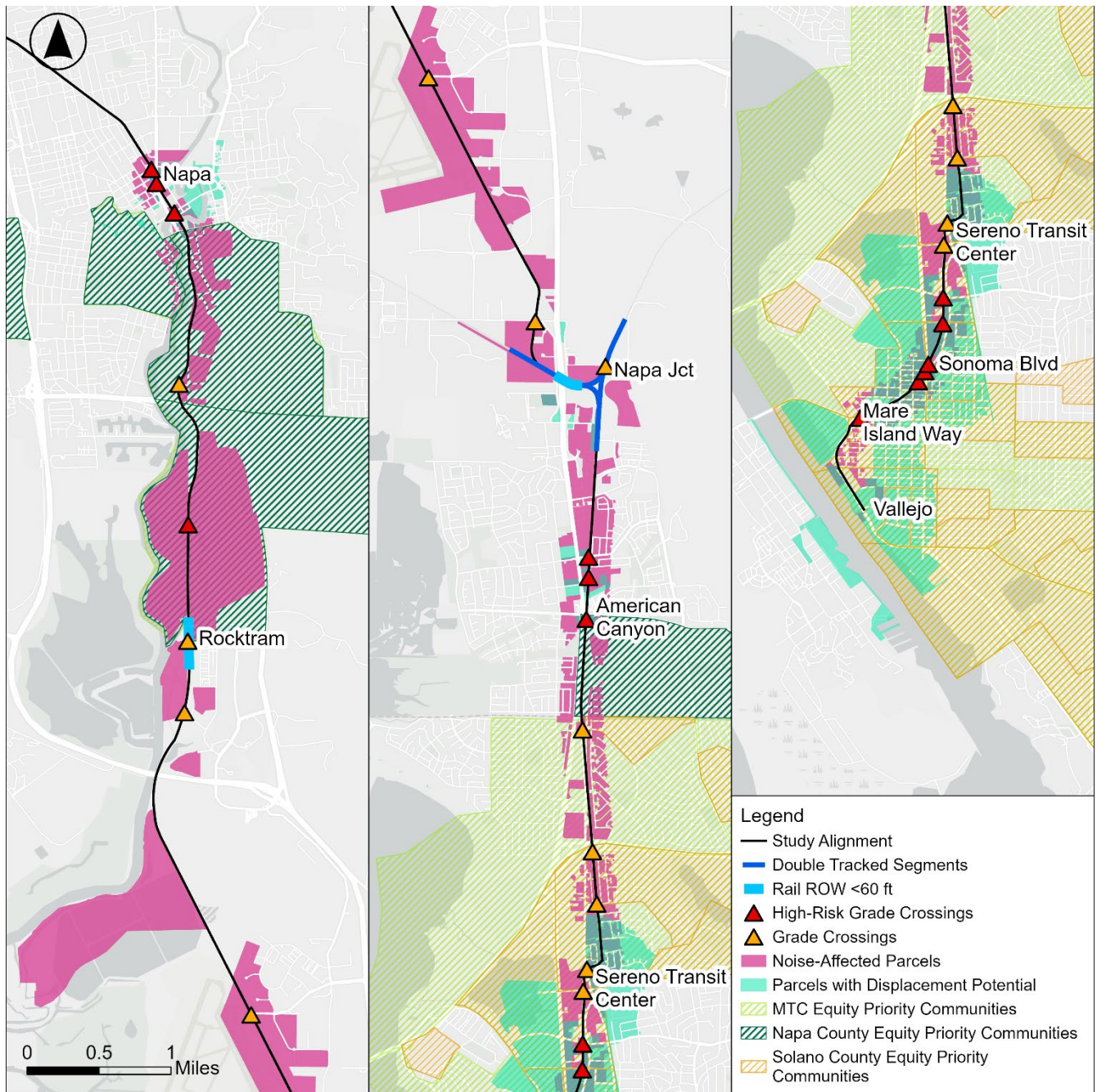


Figure 7: Concept 2B Community Impacts

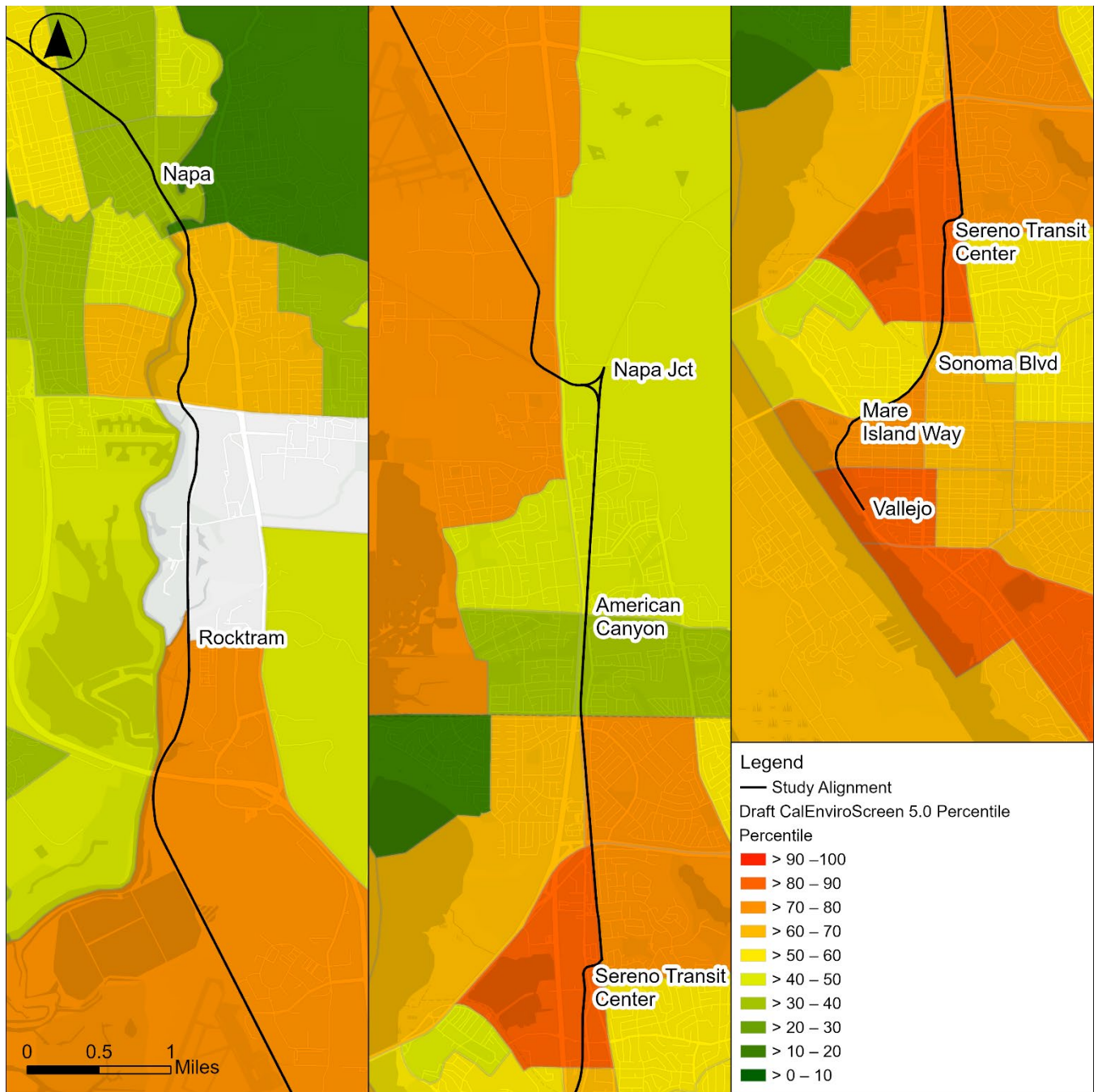


Figure 8: Study Area CalEnviroScreen 5.0 Percentile

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



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

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

Community Benefits

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

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

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

¹⁷ Source: Vallejo Passenger Rail Study



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

Table 10: Community Benefits Assessed

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

¹⁸ Source: Metropolitan Transportation Commission Plan Bay Area 2050+

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

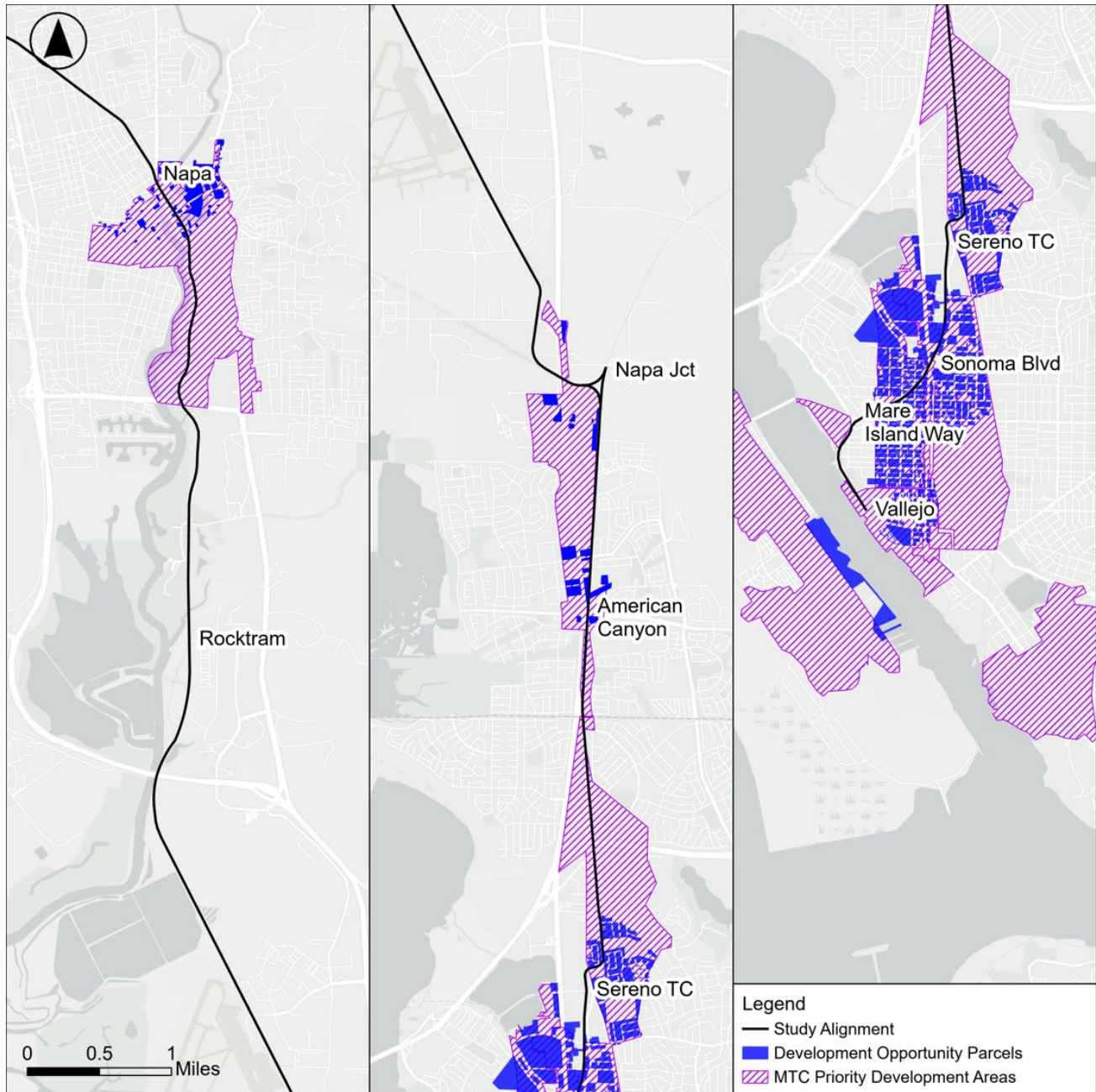


Figure 9: Concept 2B Community Benefits

Additional Benefits

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



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

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



Governance Models

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

Current Governance Structure

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

Peer Services

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

Table 11: Peer Service Governance Models

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



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

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

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



Phased Implementation

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

Service Improvements

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

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

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

Table 12: Proposed Service Phases

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



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

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



Next Steps

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

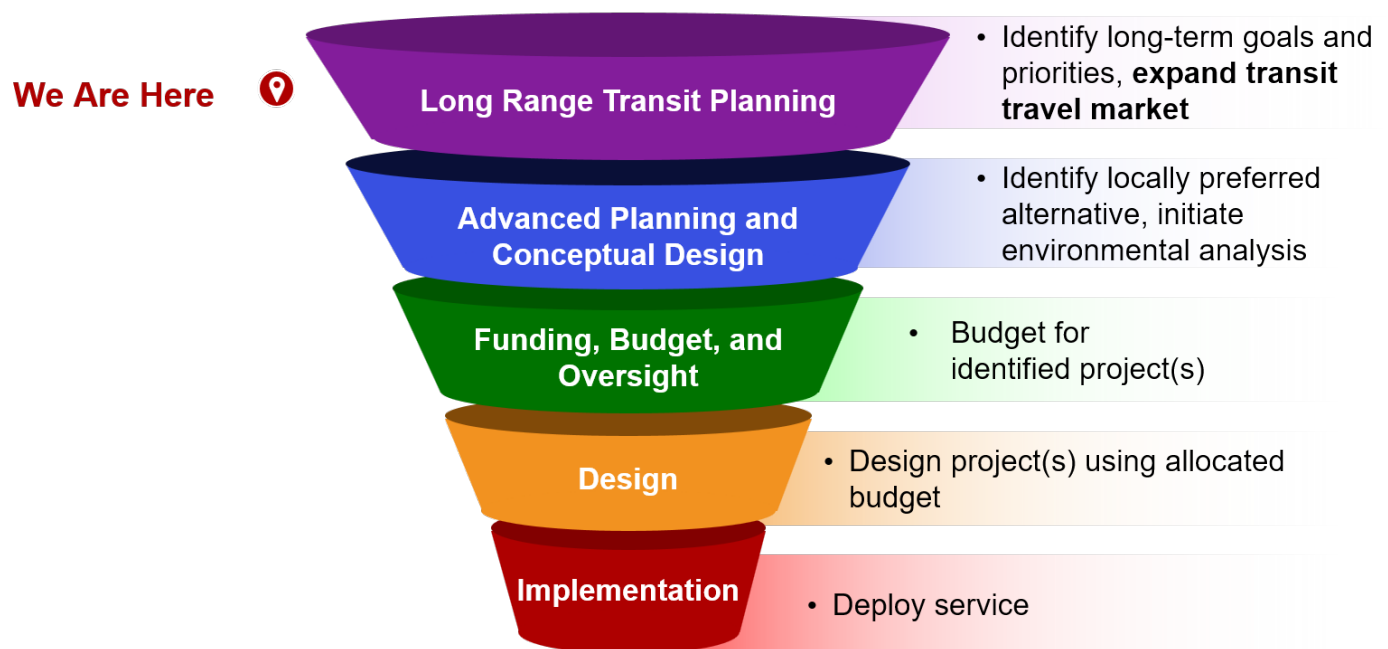


Figure 10: Passenger Rail Implementation Process

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

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



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

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

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

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

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



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

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DATE: August 26, 2026
TO: STA Board
FROM: Kathrina Gregana, Senior Planner
RE: Solano Rail Hub Priority Development Area (PDA) Plan – Draft Report

Background:

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

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

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

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

Discussion:

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

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

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

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

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

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

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

This informational item was also presented to the STA Consortium and TAC at their meetings on August 25th and 26th, respectively. STA staff will subsequently bring this item back next month with a recommendation to the STA Board to approve the Solano Rail Hub PDA Plan Draft Report.

Fiscal Impact:

None.

Recommendation:

Informational.

Attachments:

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



DATE: August 26, 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.	Fiscal Year 2026 Buses and Bus Facilities Program	\$21.690M	September 21, 2026
	https://simpler.grants.gov/opportunity/a3c4d6ca-08b3-44e1-a334-9f15d7605031		
2.	Fiscal Year 2026 Low or No Emission Program	\$588.971M	September 21, 2026
	https://simpler.grants.gov/opportunity/ce5bd4c5-9911-4f2c-ba1b-15dfd9337d55		
State			
1.	Community Resilience Planning Grant Round 2	\$3M	September 4, 2026
	https://www.grants.ca.gov/grants/community-resilience-centers-round-2-planning-grant-fy-26-27/		
2.	Rubberized Pavement Grant Program	\$6.371M	September 10, 2026
	https://www.grants.ca.gov/grants/rubberized-pavement-grant-program-6/		
3.	Community Resilience Implementation Grant Round 2	\$52M	September 25, 2026
	https://www.grants.ca.gov/grants/community-resilience-centers-round-2-implementation-grant-fy-26-27/		
4.	Transformative Climate Communities Round 6 Project Development Grant	\$15M	September 30, 226
	https://www.grants.ca.gov/grants/transformative-climate-communities-round-6-project-development-grant-fy-25-26/		
5.	Local Highway Safety Improvements Program (HSIP)	\$370M	November 2, 2026
	https://www.grants.ca.gov/grants/local-highway-safety-improvement-program-hsip-3/		

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

Fiscal Impact:

None.

Recommendation:

Informational.



STA BOARD AND ADVISORY COMMITTEE MEETING SCHEDULE CALENDAR YEAR 2026

STA Board:
Consortium:
TAC:
BAC:
PAC:
PCC
SR2S-AC

Meets 2nd Wednesday of Every Month
Meets *Last* Tuesday of Every Month
Meets *Last* Wednesday of Every Month
Meets 1st Thursday of every *Odd* Month
Meets 1st Thursday of every *Even* Month
Meets 3rd Thursday of every *Odd* Month
Meets 3rd Wednesday - Quarterly

DATE	TIME	DESCRIPTION	LOCATION	STATUS
Thurs., March 5	6:00 p.m.	Bicycle Advisory Committee (BAC)	423 Main Street, Suisun City	Confirmed
Wed., March 11	4:00 p.m.	Transit and Rideshare Committee	423 Main Street, Suisun City	Confirmed
Wed., March 11	6:00 p.m.	STA Board Meeting	423 Main Street, Suisun City	Confirmed
Thurs., March 19	1:00 p.m.	Paratransit Coordinating Council (PCC)	423 Main Street, Suisun City	Confirmed
Tues., March 24	1:30 p.m.	Solano County Intercity Transit Consortium	423 Main Street, Suisun City	Confirmed
Wed., March 25	1:30 p.m.	Technical Advisory Committee (TAC)	423 Main Street, Suisun City	Confirmed
Thurs., April 2	6:00 p.m.	Pedestrian Advisory Committee (PAC)	423 Main Street, Suisun City	Confirmed
Wed., April 8	3:00 p.m.	SR 12 Corridor Subcommittee	423 Main Street, Suisun City	Tentative
Wed., April 8	6:00 p.m.	STA Board Meeting	423 Main Street, Suisun City	Confirmed
Tues., April 28	1:30 p.m.	Solano County Intercity Transit Consortium	423 Main Street, Suisun City	Confirmed
Wed., April 29	1:30 p.m.	Technical Advisory Committee (TAC)	423 Main Street, Suisun City	Confirmed
Thurs., May 7	6:00 p.m.	Bicycle Advisory Committee (BAC)	423 Main Street, Suisun City	Confirmed
Wed., May 13	4:00 p.m.	SR 113 Corridor Subcommittee	423 Main Street, Suisun City	Confirmed
Wed., May 13	6:00 p.m.	STA Board Meeting	423 Main Street, Suisun City	Confirmed
Wed., May 20	1:30 p.m.	Safe Routes to School Advisory (SR2S-AC)	423 Main Street, Suisun City	Confirmed
Thurs., May 21	1:00 p.m.	Paratransit Coordinating Council (PCC)	423 Main Street, Suisun City	Confirmed
Tues., May 26	1:30 p.m.	Solano County Intercity Transit Consortium	423 Main Street, Suisun City	Confirmed
Wed., May 27	1:30 p.m.	Technical Advisory Committee (TAC)	423 Main Street, Suisun City	Confirmed
Thurs., May 28	9:30 a.m.	Consolidated Transportation Services Agency (CTSA-AC)	423 Main Street, Suisun City	Confirmed
Thurs., June 4	6:00 p.m.	Pedestrian Advisory Committee (PAC)	423 Main Street, Suisun City	Tentative
Wed., June 10	6:00 p.m.	STA Board Meeting	423 Main Street, Suisun City	Confirmed
Tues., June 23	1:30 p.m.	Solano County Intercity Transit Consortium	423 Main Street, Suisun City	Confirmed
Wed., June 24	1:30 p.m.	Technical Advisory Committee (TAC)	423 Main Street, Suisun City	Confirmed
Thurs., July 2	6:00 p.m.	Bicycle Advisory Committee (BAC)	423 Main Street, Suisun City	Confirmed
Wed., July 8	6:00 p.m.	STA Board Meeting	423 Main Street, Suisun City	Confirmed
Thurs., July 16	1:00 p.m.	Paratransit Coordinating Council (PCC)	423 Main Street, Suisun City	Confirmed
(No Meeting) SUMMER RECESS		Solano County Intercity Transit Consortium	N/A	N/A
		Technical Advisory Committee (TAC)	N/A	N/A
Thurs., August 6	6:00 p.m.	Pedestrian Advisory Committee (PAC)	423 Main Street, Suisun City	Confirmed
(No Meeting) SUMMER RECESS		STA Board Meeting	N/A	N/A
Wed., August 19	1:30 p.m.	Safe Routes to School Advisory (SR2S-AC)	423 Main Street, Suisun City	Confirmed
Tues., August 25	1:30 p.m.	Solano County Intercity Transit Consortium	423 Main Street, Suisun City	Confirmed
Wed., August 26	1:30 p.m.	Technical Advisory Committee (TAC)	423 Main Street, Suisun City	Confirmed
Thurs., Sept. 3	6:00 p.m.	Bicycle Advisory Committee (BAC)	423 Main Street, Suisun City	Confirmed
Wed., Sept. 9	4:00 pm	SR 12/SR 113 Corridor Joint Subcommittee	423 Main Street, Suisun City	Confirmed
Wed., Sept. 9	6:00 p.m.	STA Board Meeting	423 Main Street, Suisun City	Confirmed
Thurs., Sept. 17	1:00 p.m.	Paratransit Coordinating Council (PCC)	423 Main Street, Suisun City	Confirmed
Thurs., Sept. 24	9:30 a.m.	Consolidated Transportation Services Agency (CTSA-AC)	423 Main Street, Suisun City	Confirmed
Tues., Sept. 29	1:30 p.m.	Solano County Intercity Transit Consortium	423 Main Street, Suisun City	Confirmed
Wed., Sept. 30	1:30 p.m.	Technical Advisory Committee (TAC)	423 Main Street, Suisun City	Confirmed
Thurs., Oct. 1	6:00 p.m.	Pedestrian Advisory Committee (PAC)	423 Main Street, Suisun City	Confirmed
Wed., Oct. 14	4:00 p.m.	Special Board Meeting: Solano Express Study Session	423 Main Street, Suisun City	Confirmed
Wed., Oct. 14	6:00 p.m.	STA Board Meeting	423 Main Street, Suisun City	Confirmed
Wed., Oct. 14	7:00 p.m.	City-County Coordinating Council (CCCCs) Meeting	423 Main Street, Suisun City	Confirmed
No meeting due to STA's Annual Awards in Nov. (No STA Board Meeting)		Solano County Intercity Transit Consortium	N/A	N/A
		Technical Advisory Committee (TAC)	N/A	N/A

Thurs., Nov. 5	6:00 p.m.	Bicycle Advisory Committee (BAC)	423 Main Street, Suisun City	Confirmed
Wed., Nov. 4	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