



SOLANO TRANSPORTATION AUTHORITY

Member Agencies:

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

Solano Transportation Authority
... working for you!

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

TECHNICAL ADVISORY COMMITTEE (TAC)

1:30 p.m., Wednesday, September 30, 2026

STA Office – 3rd Floor – Twin Sisters Conference Room

423 Main Street, Suisun City

Zoom Link Info:

<https://us02web.zoom.us/j/87514463138?pwd=OGI4aHZTSzdhUVA0Ym90T0l1bE92Zz09>

Webinar ID: 875 7446 3138

Passcode: 166103

MEETING AGENDA

ITEM

STAFF PERSON

1. CALL TO ORDER

Nick Burton

2. APPROVAL OF AGENDA

3. OPPORTUNITY FOR PUBLIC COMMENT

4. REPORTS FROM MTC, STA, AND OTHER AGENCIES (1:35 – 1:45 p.m.)

A. I-80 Adaptive Ramp Metering

Jing Li, MTC

5. CONSENT CALENDAR (1:45 – 1:50 p.m.)

Recommendation:

Approve the following consent items in one motion.

A. Minutes of the TAC Meeting of August 26, 2026

Sheila Ernst

Recommendation:

Approve TAC Meeting Minutes of August 26, 2026.

Pg. 5

B. Solano Rail Hub Priority Development Area (PDA) Plan – Final Report

Kathrina Gregana

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

Pg. 11

TAC MEMBERS

Neil Leary
City of
Benicia

Christopher Fong
City of
Dixon

Sanjay Mishra
City of
Fairfield

Greg Malcolm
City of
Rio Vista

Nouae Vue
City of
Suisun City

Brian Oxley
City of
Vacaville

Leonard Job
City of
Vallejo

Matt Tuggle
County of
Solano

Nick Burton
STA

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

- C. Solano-Napa North Bay Passenger Rail Feasibility Study –Final Report** Kathrina Gregana
Recommendation: Forward a recommendation to the STA Board to approve the Solano Rail Hub Priority Development Area (PDA) Plan Final Report as shown in Attachment A.
Pg. 13

- D. Benicia Lyft Program Update and Funding - October TDA Matrix** Ron Grassi
Recommendations: Forward a recommendation to the STA Board to: Lorene Garrett
1. Reduce the allotted number of rides for each rider in each Benicia Lyft category to 20 (from 60) unless a hardship waiver is submitted and approved.
 2. Increase the cost of \$5 Benicia to \$7.
 3. Approve the October TDA Matrix, which includes \$120,000 for the FY 2026-27 Benicia Lyft program (Attachment D).
 4. Authorize the Executive Director to execute an amendment with the City of Benicia to extend the TDA funding agreement for FY 2027-28.

Pg. 59

- E. Comments on MTC’s Bay Area Transit Priority Policy** Ron Grassi
Recommendation: Forward a recommendation to the STA Board to authorize the Executive Director to comment on MTC’s Transit Priority Network related to including missing segments of I-80, SR 12 West to Napa County and I-680.
Pg. 67

6. ACTION FINANCIAL (1:50 – 2:20 p.m.)

- A. Solano County One Bay Area Grant Cycle 4 Call for Projects Nomination** Jasper Alveo
Recommendation: Approve forwarding the recommendation to the STA Board for approval authorizing the STA to submit to MTC the OBAG 4 grant application and funding nominations totaling \$16.190 million.
Pg. 87
- B. Solano Community Action Resource and Empowerment (CARE) Program – Funding Nominations** Kathrina Gregana
Recommendation: Forward a recommendation to the STA Board to include the following projects in the Solano CARE Project Nominations List for submission to MTC as shown in Attachment B.
Pg. 93
- C. Bay Area Air District Transportation Funds for Clean Air (TFCA) 40% Fund Program Funding Recommendations** Dulce Jimenez
Recommendations: Forward the recommendation to the STA Board to approve the allocation of Bay Area Air District TFCA 40% Funds for:
1. Program \$644,000 in FY2026-2027 for the City of Benicia East 5th Street Transit Access, Pedestrian Safety, and Accessibility Improvement Project
 2. Program \$252,135 in FY2026-2027 for the City of Benicia Military West/ West K St/I-780 Intersection Project
 3. Program \$103,865 in FY2026-2027 for the City of Benicia East 3rd Street/ Military East Intersection Project
 4. Program \$133,325 in FY2027-2028 for the City of Suisun City Rectangular Rapid Flashing Beacon Project

Pg. 99

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

D. Transportation Development Act Article 3 (TDA-3) Funding Recommendations

Dulce Jimenez

Recommendation: Forward a recommendation to the STA Board to approve the Multi- Year Funding Scenarios for Transportation Development Act Article 3 Funds (FY26-27 to FY29-30) as shown in Attachment A.

Pg. 103

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

Ron Grassi

Recommendation: Forward a recommendation to the STA Board to approve the October 2026 TDA Matrix for FY 2026-27, which includes the TDA claim for the City of Vacaville (City Coach) and STA on behalf of the City of Benicia, as shown in Attachment B. **Pg. 107**

7. ACTION NONE-FINANCIAL - None

8. INFORMATIONAL ITEMS – DISCUSSION (2:20 – 2:25 p.m.)

A. Governor’s Executive Order N-7-26 on Transit – Caltrans Transit Priority Projects List

Kathrina Gregana

Recommendation: Informational.

Pg. 113

9. NO DISCUSSION

A. Legislative Update

Sean Person

Recommendation: Informational.

Pg. 115

B. Funding Opportunities

Jasper Alve

Recommendation: Informational.

Pg. 127

10. FUTURE AGENDA TOPICS

November 2026

1. Water Ways/Dredging Update
2. Plan Bay Area 2060 Update (MTC)
3. Solano Transportation Resiliency Plan Update

11. ADJOURNMENT

The next regular meeting of the STA Technical Advisory Committee (TAC) is scheduled at **1:30 p.m., Wednesday, November 18, 2026**, at STA Office located at 423 Main Street, Suisun City, Twin Sisters Conference Room.

Meeting Schedule for the Calendar Year 2026

No Meeting in October

1:30 p.m., Wed., November 18, 2026 (Earlier Date)

1:30 p.m., Wed., December 16, 2026 (Earlier Date)

This page intentionally left blank.



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
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.

This page intentionally left blank.



DATE: September 17, 2026
TO: STA TAC
FROM: Kathrina Gregana, Senior Planner
RE: Solano Rail Hub Priority Development Area (PDA) Plan – Final 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 Suisun City Planning Commissions in the coming months, while a presentation was recently provided to the Fairfield Planning Commission on September 23rd. 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 report was presented as an informational item to the STA Consortium, TAC and Board at their meetings on August 25th, August 26th and September 9th, respectively. STA staff is bringing this item back with a recommendation to the STA Board to approve the Solano Rail Hub PDA Plan Final Report.

Fiscal Impact:

None.

Recommendation:

Forward a recommendation to the STA Board to approve the Solano Rail Hub Priority Development Area (PDA) Plan Final Report as shown in Attachment A.

Attachments:

A. *Click here for immediate review and printing:*

[Solano Rail Hub Priority Development Area Draft Final Report](#)



DATE: September 17, 2026
TO: STA TAC
FROM: Kathrina Gregana, Senior Planner
RE: Solano-Napa North Bay Passenger Rail Feasibility Study –Final Report

Background:

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

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

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

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

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

Discussion:

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

The study scope included the following objectives:

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

In August 2025, the STA consultant completed the Solano Napa North Bay Passenger Rail Feasibility Study Draft Report, with input provided by a project leadership team that includes NVRTA and the cities of Vallejo and Napa.

The study identifies a long-term passenger rail service concept consisting of hourly service between Vallejo and Napa, 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, NVRTA 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 Solano-Napa North Bay Rail Study's recommendations.

This report was presented as an informational item to the STA Consortium, TAC and Board at their meetings on August 25th, August 26th and September 9th, respectively. STA staff is bringing this item back with a recommendation to the STA Board to approve the Solano-Napa North Bay Passenger Rail Feasibility Study Final Report.

Fiscal Impact:

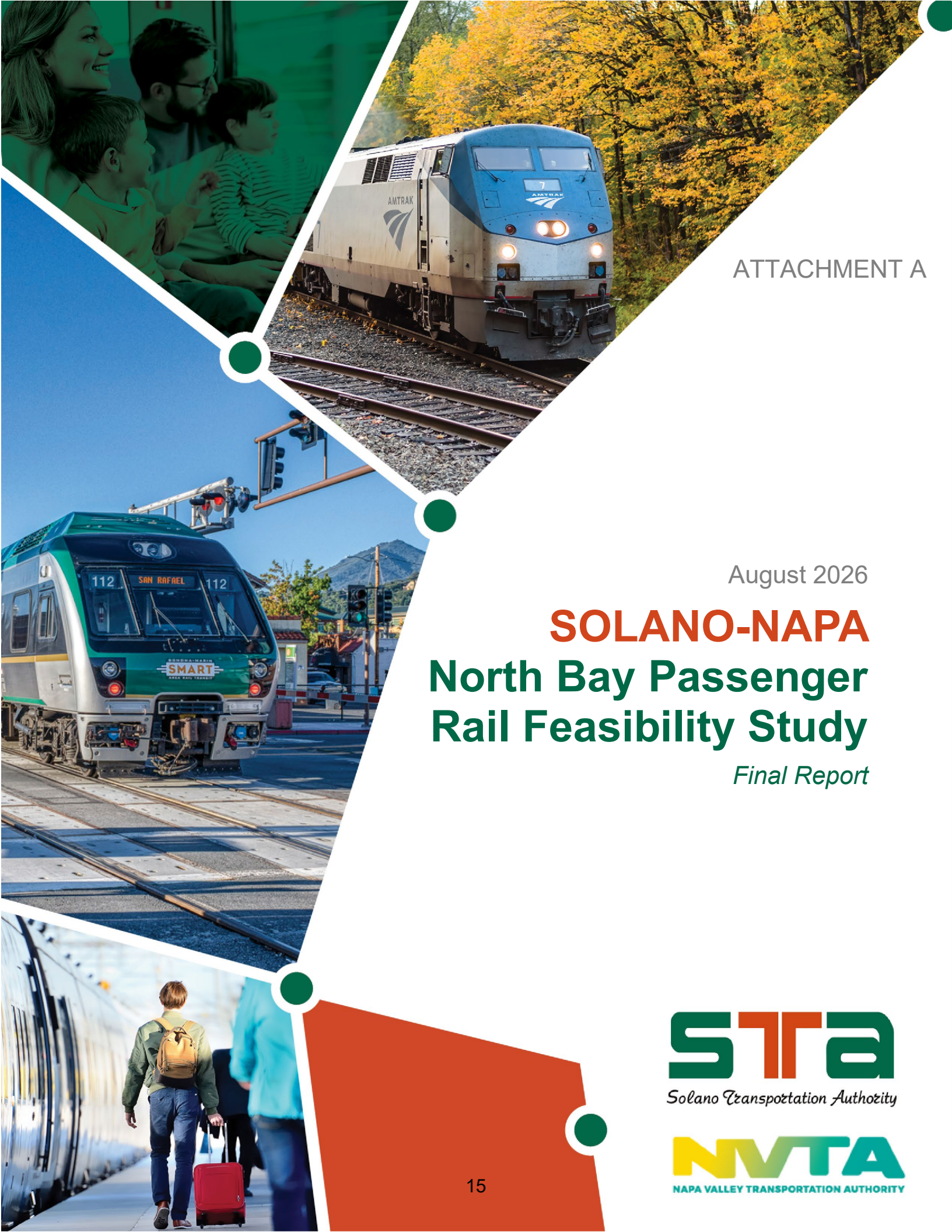
None.

Recommendation:

Forward a recommendation to the STA Board to approve the Solano Rail Hub Priority Development Area (PDA) Plan Final Report as shown in Attachment A.

Attachments:

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



ATTACHMENT A

August 2026

SOLANO-NAPA
North Bay Passenger
Rail Feasibility Study

Final Report

STra
Solano Transportation Authority

NVTA
NAPA VALLEY TRANSPORTATION AUTHORITY



Table of Contents

Key Acronyms and Terms.....	3
Executive Summary	5
Introduction	7
About the Solano Transportation Authority	7
About the Napa Valley Transportation Authority.....	7
Partners	8
Existing Conditions.....	9
Study Area	9
Previous Plans and Studies.....	9
Existing Rail Infrastructure.....	11
Travel Market and Addressable Market	13
Conceptual Transit Service	19
Service Plan Development	19
Conceptual Service Plans.....	22
Service Plan Selection.....	23
Operations Infrastructure	24
Vehicle Assessment.....	24
Cost Estimates.....	25
Community Impacts.....	28
Community Benefits.....	32
Governance Models	36
Current Governance Structure.....	36
Peer Services	36
Phased Implementation.....	38
Service Improvements	38
Next Steps.....	40



List of Figures

Figure 1: North Bay Current Rail Ownership	12
Figure 2: City-to-City Flows within Study Area (Replica – Spring 2024 Weekday)	15
Figure 3: Travel Patterns within Region (Replica – Spring 2024 Weekday)	16
Figure 4: Weekday Transit Serviceable Trips (Replica – Spring 2024 Weekday)	17
Figure 5: Estimated Daily Weekday Transit Capture vs Peer Systems Weekday Average Ridership (2024)	17
Figure 6: California State Rail Plan Map - North Bay	20
Figure 7: Concept 2B Community Impacts	30
Figure 8: Study Area CalEnviroScreen 5.0 Percentile	31
Figure 9: Concept 2B Community Benefits	34
Figure 10: Passenger Rail Implementation Process	40

List of Tables

Table 1: Previous Plans and Studies Reviewed	9
Table 2: Current Infrastructure Conditions	13
Table 3: Class III and Class IV Track Upgrades	21
Table 4: Conceptual Service Plans	23
Table 5: Operations Infrastructure Required	24
Table 6: Capital Cost Estimate	26
Table 7: O&M Cost Estimate	27
Table 8: Peer System Farebox Recovery Ratios	28
Table 9: Community Impacts Assessed	29
Table 10: Community Benefits Assessed	33
Table 11: Peer Service Governance Models	36
Table 12: Proposed Service Phases	38



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**.

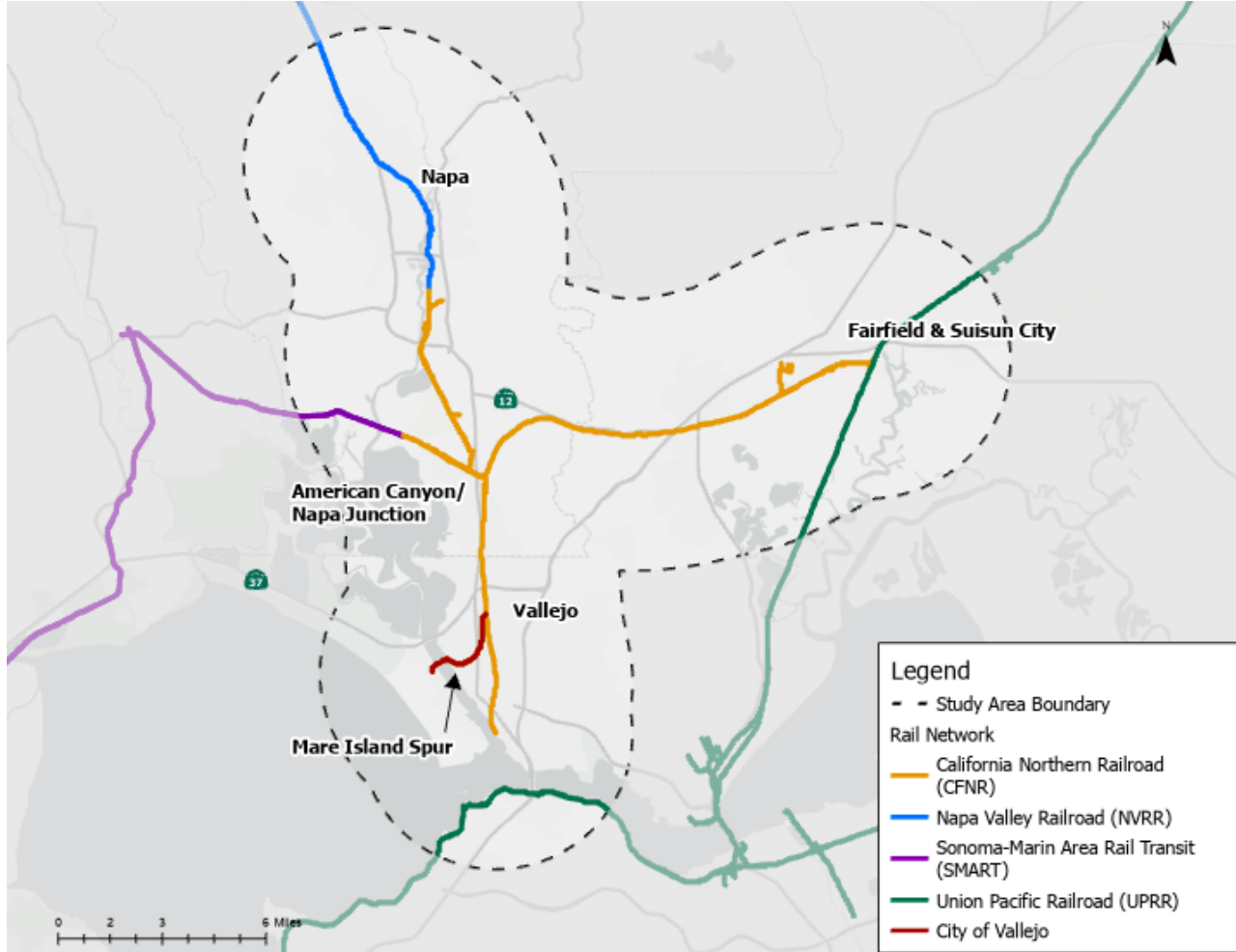


Figure 1: North Bay Current Rail Ownership

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.

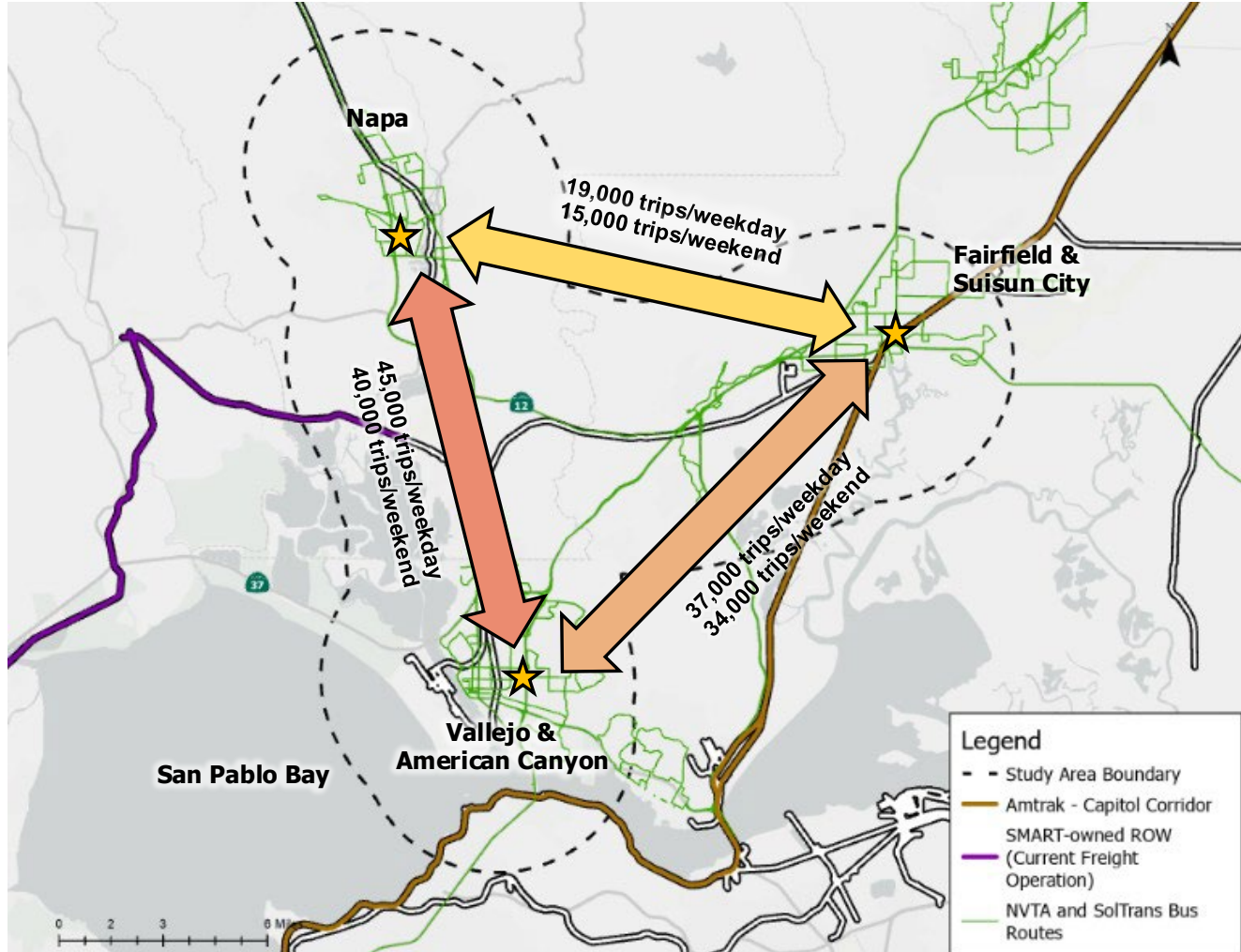


Figure 2: City-to-City Flows within Study Area (Replica – Spring 2024 Weekday)

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**.

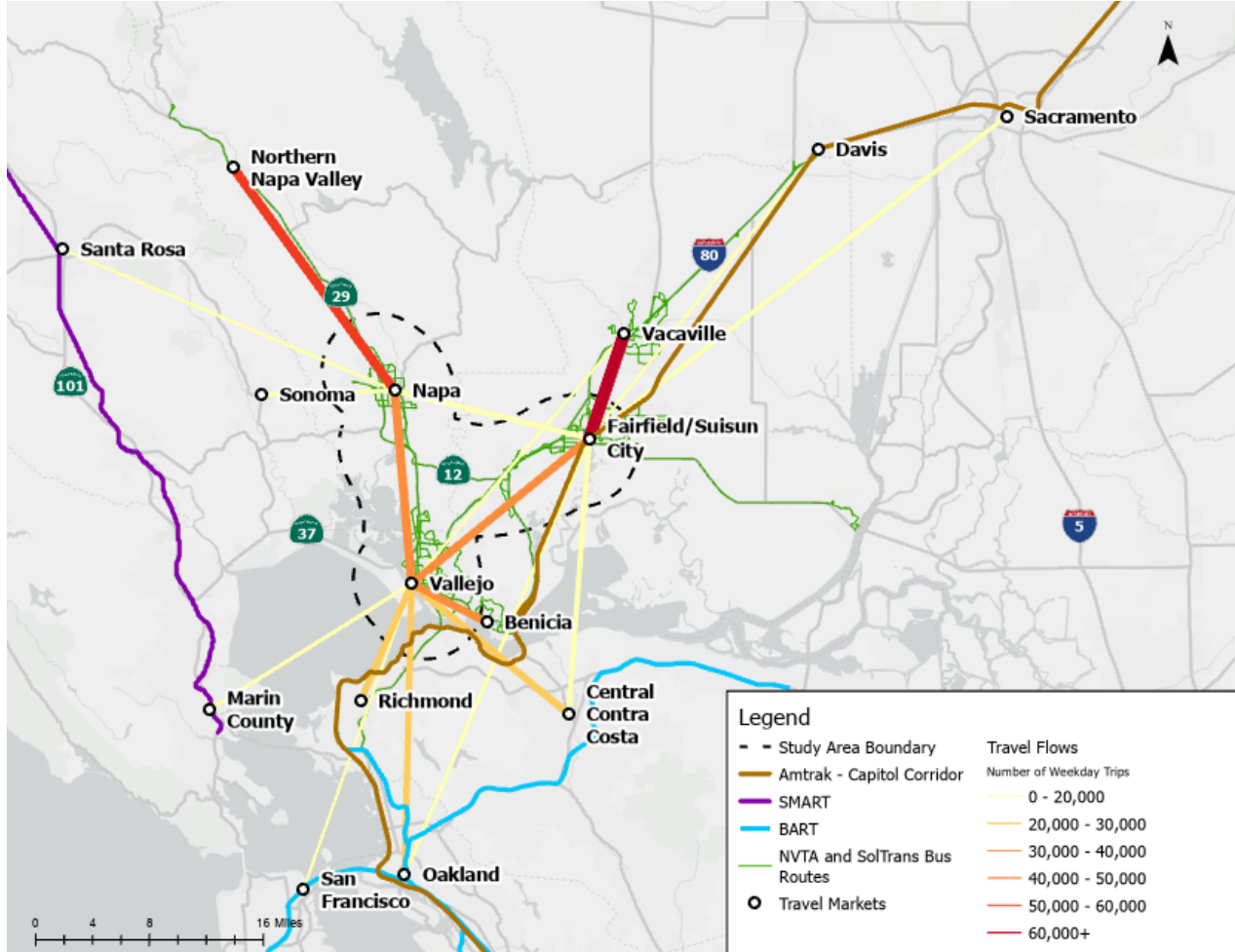


Figure 3: Travel Patterns within Region (Replica – Spring 2024 Weekday)

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

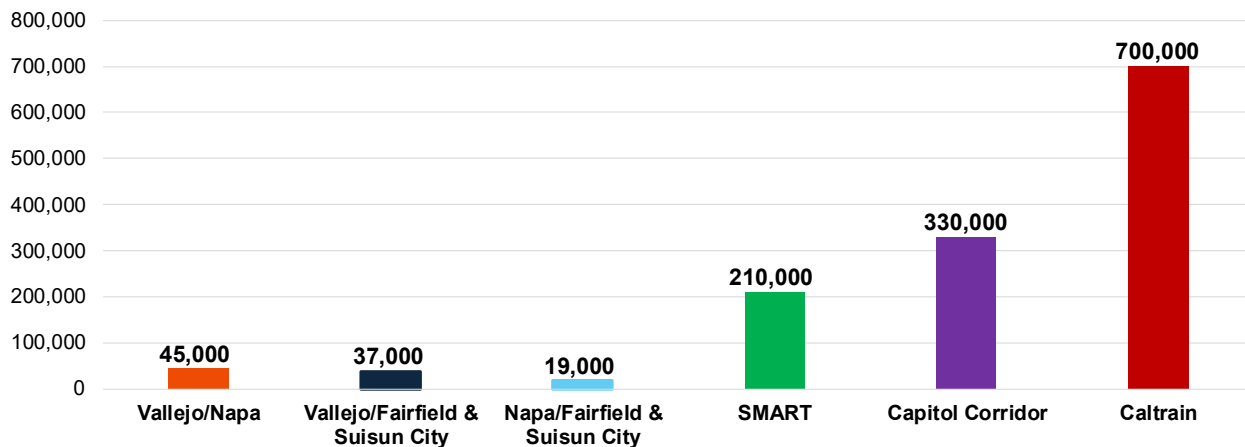


Figure 4: Weekday Transit Serviceable Trips (Replica – Spring 2024 Weekday)

Estimated Daily Weekday Transit Capture vs Peer Systems Weekday Average Ridership

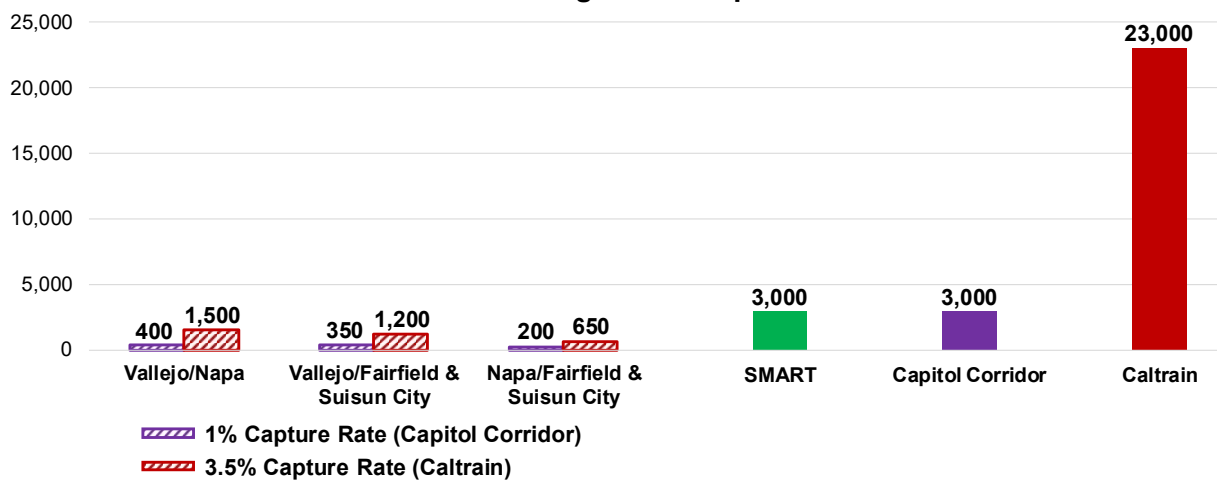


Figure 5: Estimated Daily Weekday Transit Capture vs Peer Systems Weekday Average Ridership (2024)⁶

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**.

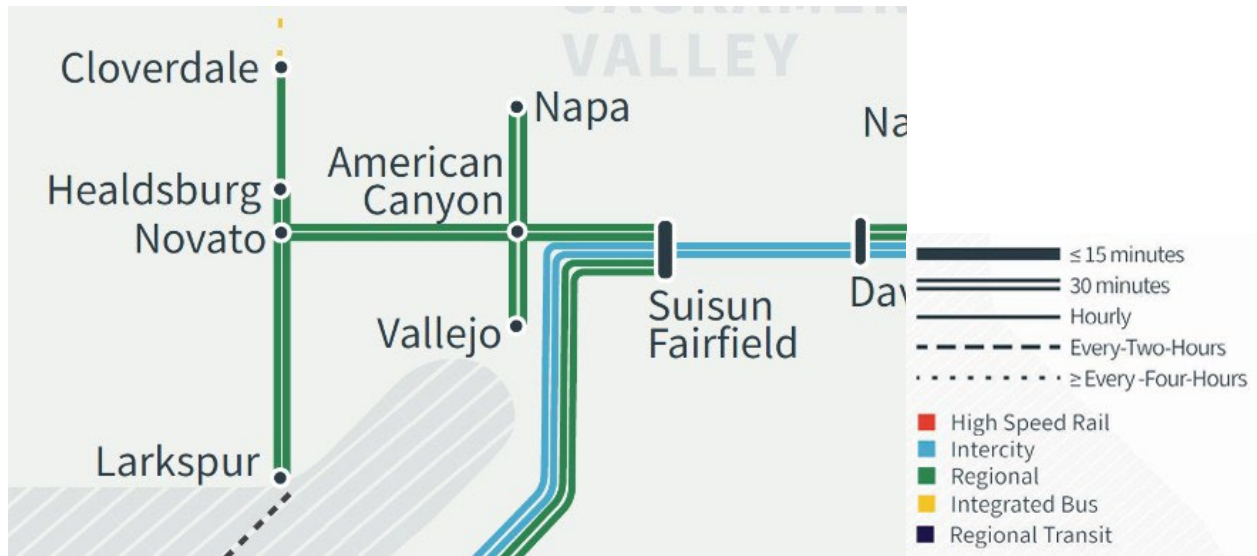


Figure 6: California State Rail Plan Map - North Bay

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

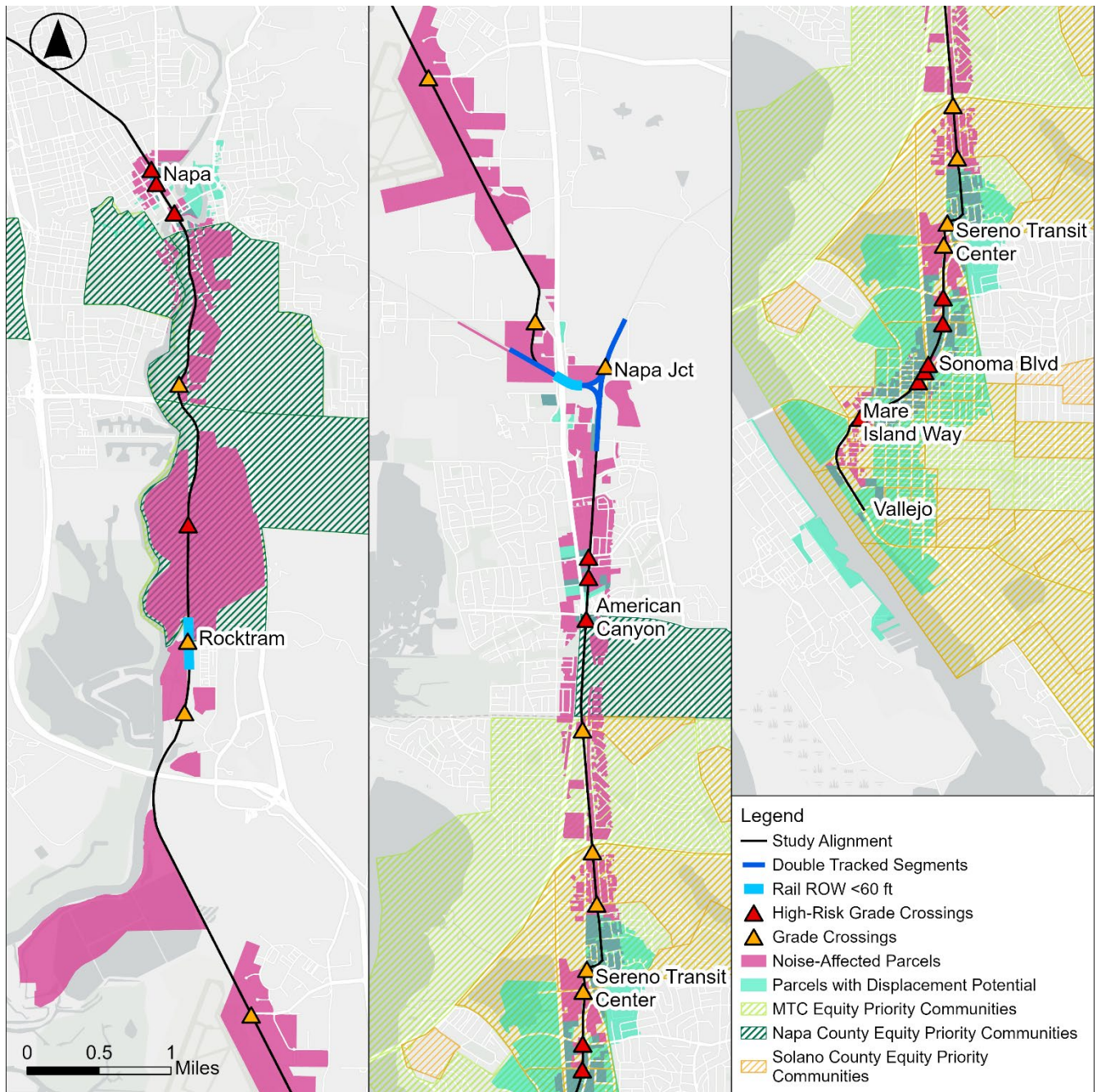


Figure 7: Concept 2B Community Impacts

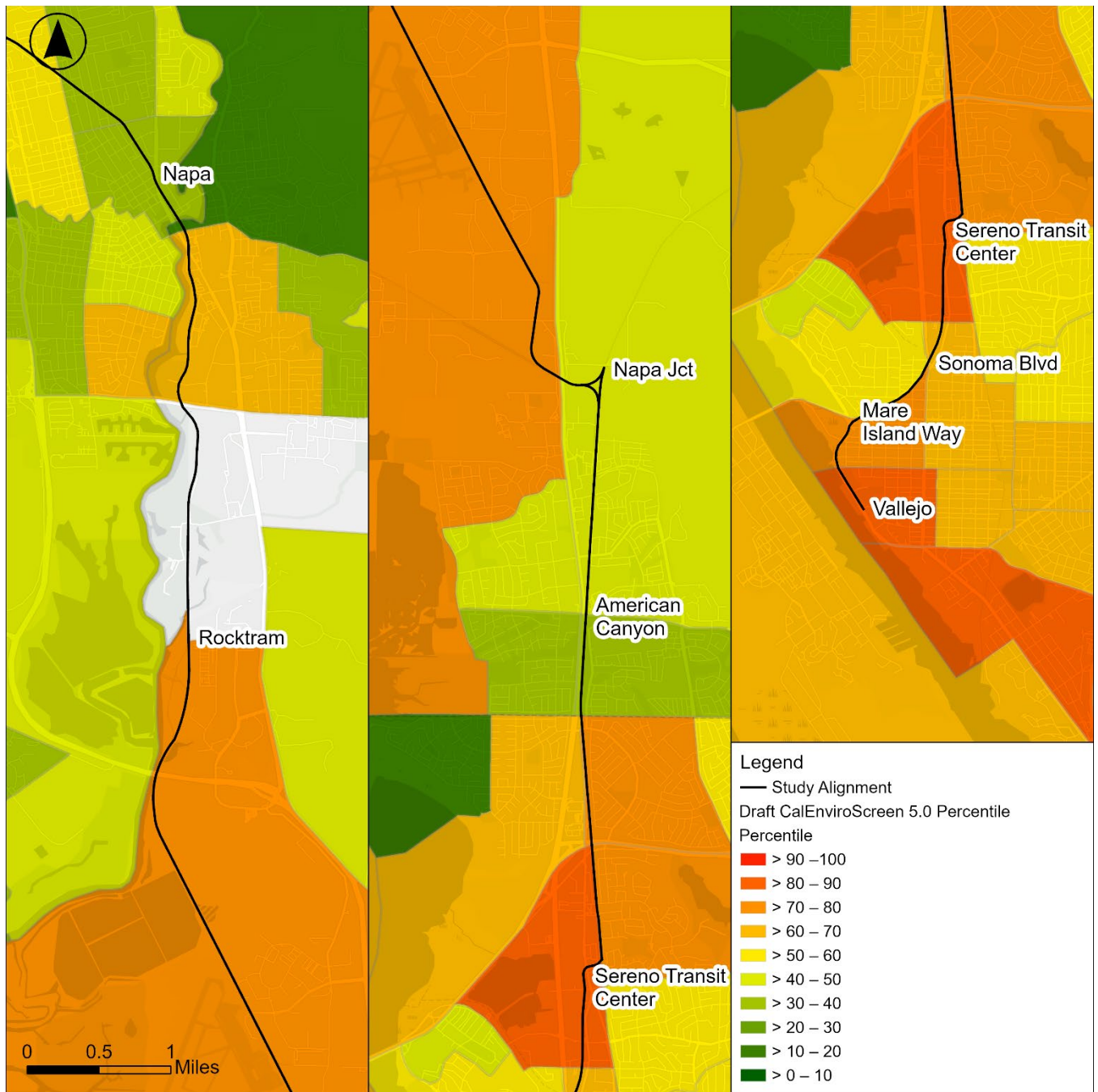


Figure 8: Study Area CalEnviroScreen 5.0 Percentile

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.

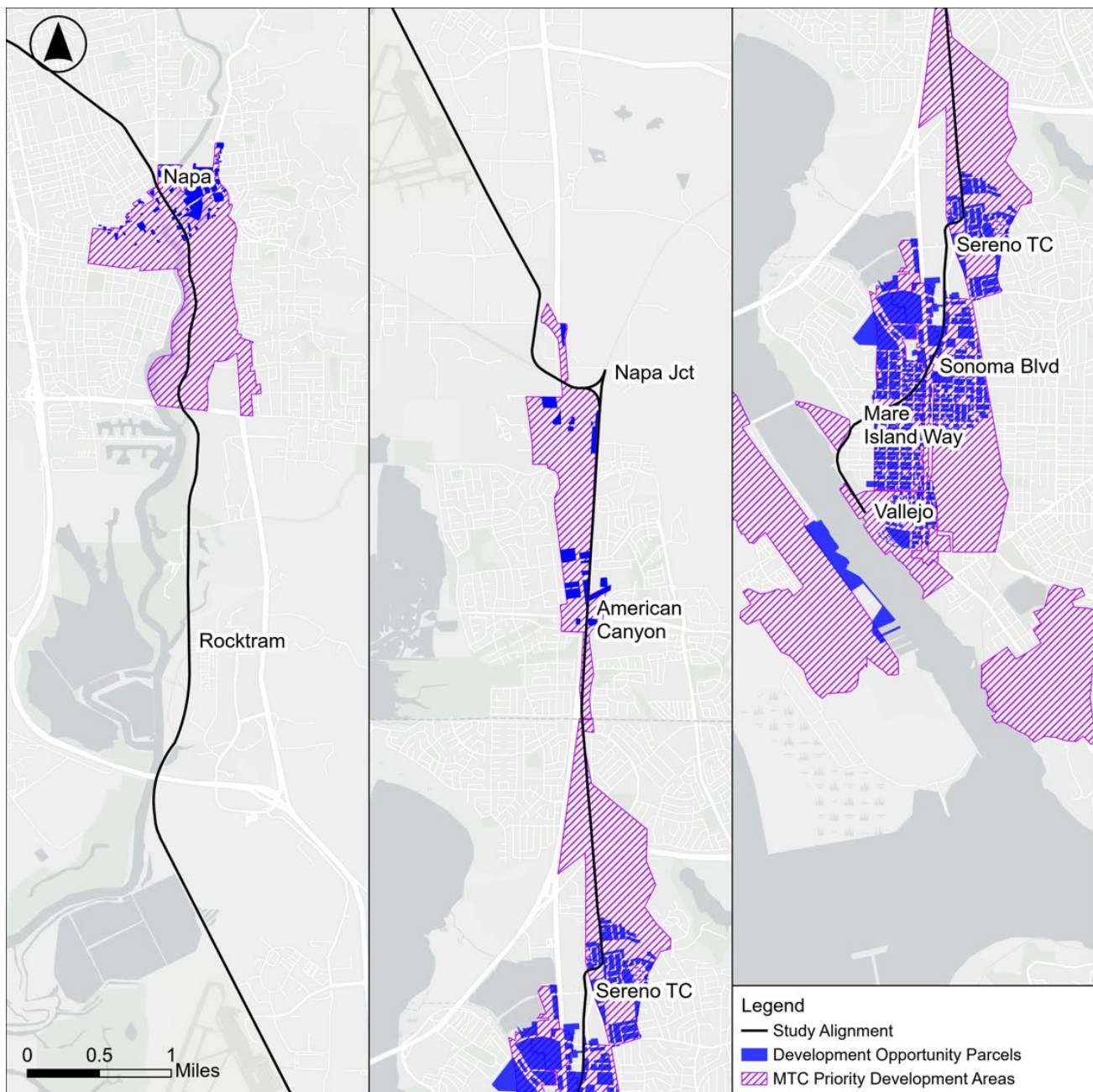


Figure 9: Concept 2B Community Benefits

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.

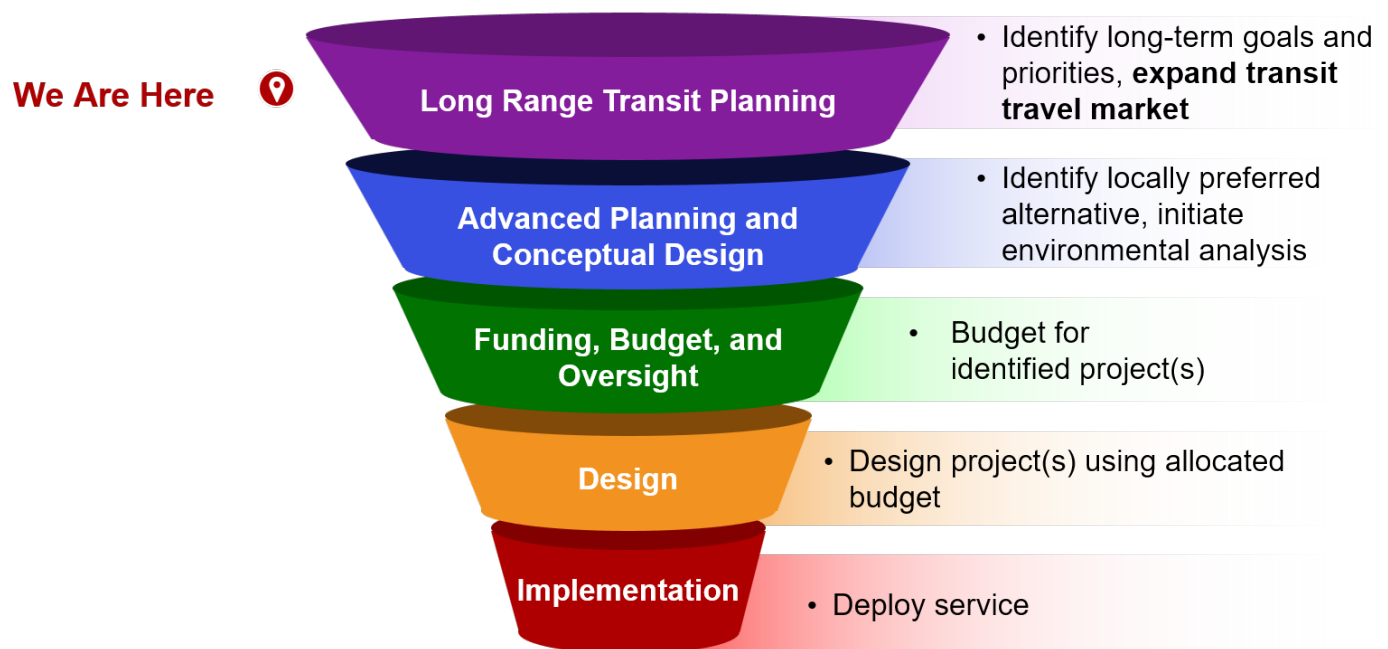


Figure 10: Passenger Rail Implementation Process

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.

This page intentionally left blank.



DATE: September 9, 2026
TO: STA TAC
FROM: Ron Grassi, Director of Programs
Lorene Garrett, Senior Transit Mobility Coordinator
RE: Benicia Lyft Program Update and Funding - October TDA Matrix

Background:

The City of Benicia partners with STA, and Lyft to provide subsidized Lyft rides throughout the city of Benicia, to the Springstowne Center in Vallejo and to the Martinez Amtrak station for Benicia residents. See Attachment A for a history of the Benicia Lyft Program.

Discussion:

Program use increased tremendously in FY 2025-26. There were 16,471 rides provided for \$129,774.74 (see Attachments B and C). At their City Council meeting on August 18th the City of Benicia approved a resolution maintaining the \$3 and \$4 rates for qualified Benicia registered in those programs. To decrease costs of the program, the resolution increased the \$5 Benicia rate to \$7. In addition, the City of Benicia approved decreasing the maximum allowable rides from 60 to 20 per month unless a hardship waiver is submitted and approved. Lastly, the City of Benicia authorized the Solano Transportation Authority to claim Benicia Transportation Development Act funds (TDA) funds in the amount of \$160,000 for the FY 2026/27 Benicia Lyft Program on behalf of the City of Benicia. \$80,000 was budgeted for the Benicia Lyft program in FY 2025-26. The program expended \$129,774.74. The City of Benicia has a two-year agreement with STA for a total of \$160,000 to cover FY 25-26 and FY 26-27. SolTrans approved payment of \$40,000 for FY 25-26 and STA will claim \$120,00 in FY 26-27.

Fiscal Impact:

STA to Claim \$160,000 in TDA funds. No impact to the STA approved budget.

Recommendations:

Forward a recommendation to the STA Board to:

1. Reduce the allotted number of rides for each rider in each Benicia Lyft category to 20 (from 60) unless a hardship waiver is submitted and approved.
2. Increase the cost of \$5 Benicia to \$7.
3. Approve the October TDA Matrix, which includes \$120,000 for the FY 2026-27 Benicia Lyft program (Attachment D).
4. Authorize the Executive Director to execute an amendment with the City of Benicia to extend the TDA funding agreement for FY 2027-28.

Attachments:

- A. History of the Benicia Lyft Program
- B. Benicia Lyft Ridership by Fiscal Year (Table)
- C. Benicia Lyft Ridership by Fiscal Year (Chart) and Benicia Lyft Ridership by Month for FY 2025-26 (Chart)
- D. October TDA Matrix

History of the Benicia Lyft Program

November 18, 2018: Following the completion of a 2018 SolTrans Comprehensive Operational Analysis (COA), SolTrans discontinued local Route 20 and requested replacing the Benicia General Public Dial a Ride (DAR) system with a Transportation Network Company. Local Route 20 elimination was estimated to yield a cost savings of \$252,900 per year. SolTrans requested Solano Transportation Authority (STA) implement a Lyft program to replace Benicia DAR.

September 2019: The City of Benicia partnered with SolTrans, STA, and Lyft to introduce the Benicia DAR replacement program. The program provides subsidized Lyft rides throughout the city of Benicia and to the Springstowne Center in Vallejo for qualified Benicia residents. To qualify, Benicia residents must be veterans with a military or veterans ID; disabled with an ADA card, RTC card, Medicare card or DMV placard; or 65 years old or older. The cost is \$4 one-way (up to \$20), or \$3 one-way (up to \$20) for individuals qualified for the low-income fare. To qualify for the low-income fare individuals must be a part of a Solano County program like Medi-Cal, Cal Fresh, Cal Works, SSI, etc., or on PG&E CARE/FERA.

Customers must have a smart phone and be ambulatory to use Lyft for the Dial-a-Ride replacement program. If not, they are provided with the Veteran's Cab number after registration. Customers are informed that this service is in addition to the SolTrans (Benicia) paratransit service that continues to take qualified individuals within $\frac{3}{4}$ mile of the SolTrans fixed route service (including trips between Benicia and Vallejo).

August 2021: The City of Benicia partnered with SolTrans, STA, and Lyft to help reduce traffic and parking congestion along the Benicia First Street corridor by expanding STA's First/Last Mile program to include the \$5 Benicia Lyft Program. Lyft rides within the City of Benicia cost \$5 (up to \$20) and can be accessed by entering the code 5Benicia in Lyft apps. There is no signup required. The program is open to residents and visitors. The customer pays any additional amount over \$20. There is no daily limit, although there is a monthly limit of 60 rides. The \$5 Benicia Lyft Program currently operates between 6 am and 11 pm every day.

2022: Due to a finding during a Federal Transit Administration (FTA) audit, SolTrans was no longer able to partner on the Lyft programs. The paratransit and Veteran's Cab option for non-ambulatory customers did not provide equivalent response time to Lyft service. STA added Uber as an option for customers because Uber provides a WAV option.

July 2023: The City of Benicia entered into a two-year funding agreement with STA for STA to continue to provide Benicia's Lyft programs.

April 2024: The Uber option was implemented after Benicia Lyft customers experienced Lyft surge pricing.

August 2024: The Martinez Amtrak Station was added to the geofence for all Benicia Lyft programs.

July 2025: The City of Benicia entered into a two-year funding agreement with STA for STA to continue to provide Benicia's Lyft programs.

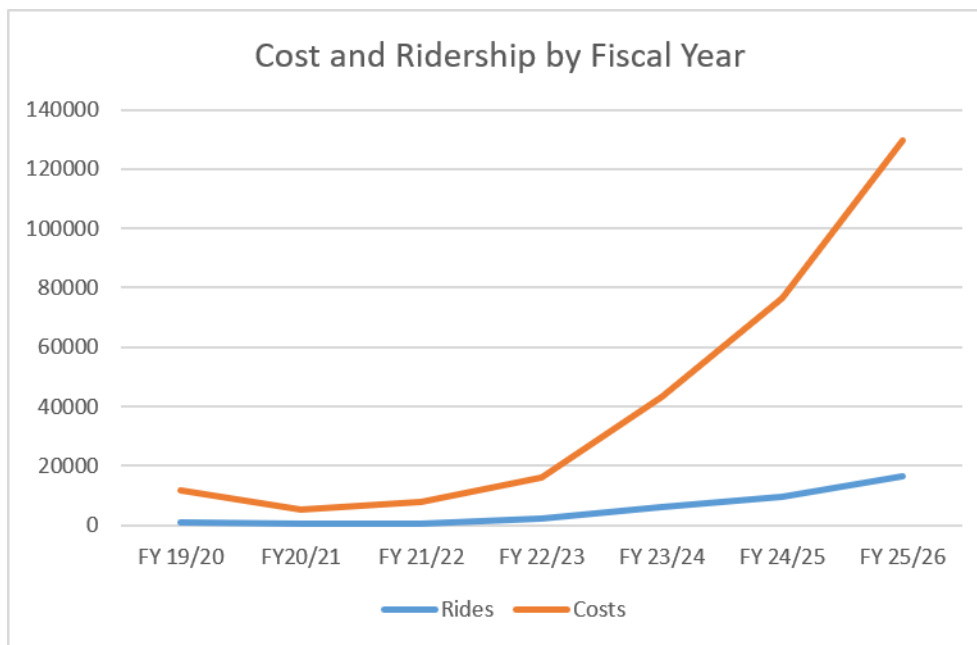
March 2026: The SolTrans Board of Directors passed a resolution authorizing STA to claim \$40,000 in TDA for a Mobility Program.

April 2026: The City of Benicia directed STA staff to provide analysis to reduce the cost of the program. Based on data for the 1st through 3rd quarter of FY 2025-26, STA staff estimated \$25,800 in savings could be obtained by reducing the maximum number of rides per person per month to 20 from 60 and increasing the cost of \$5 Benicia to 7, increasing the cost of \$3 Benicia to \$4, and increasing the cost of \$4 Benicia to \$5.

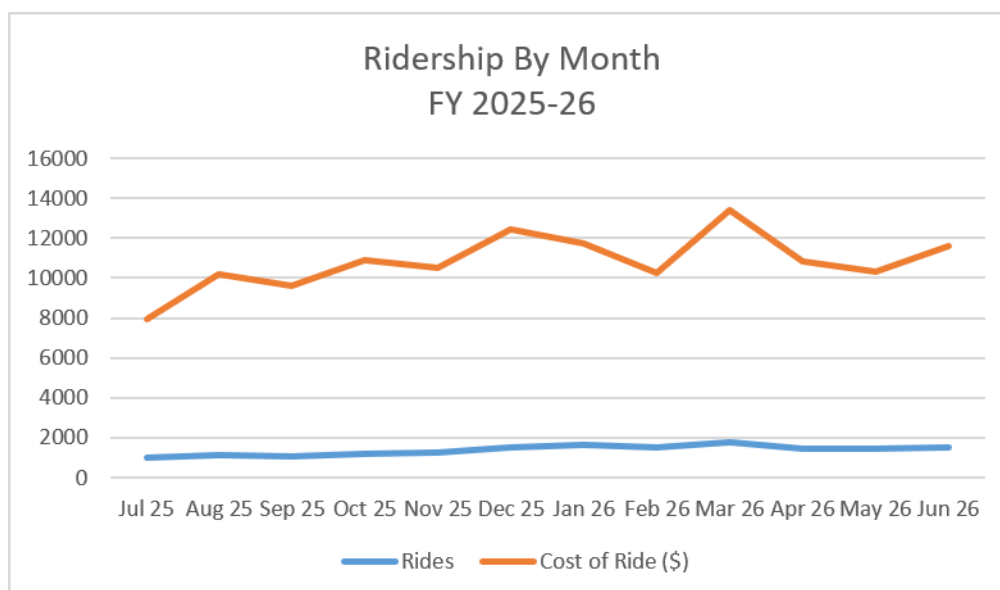
Benicia Lyft Ridership by Fiscal Year

	No of Trips 21/22	No of Trips 22/23	No of Trips 23/24	No of Trips 24/25	No of Trips 25/26
Veteran's Corp. DBA Yellow Cab	12	233	281	257	405
Lyft \$3	59	295	927	854	1222
Lyft \$4	3	221	331	652	1424
Benicia \$5	240	1335	4754	7848	13420
Total Trips	314	2084	6293	9611	16471
	Cost 21/22	Cost 22/23	Cost 23/24	Cost 24/25	Cost 25/26
Veteran's Corp. DBA Yellow Cab	\$ 2,662.00	\$ 3,897.00	\$ 3,559.03	\$ 2,827.00	\$ 4,240.00
Lyft \$3	\$ 2,106.87	\$ 2,254.84	\$ 5,681.54	\$ 8,168.99	\$ 10,689.22
Lyft \$4	\$ 59.52	\$ 1,166.66	\$ 2,643.33	\$ 6,026.41	\$ 12,150.46
Benicia \$5	\$ 2,794.13	\$ 8,691.31	\$ 31,307.68	\$ 59,584.61	\$ 102,695.06
Total Cost	\$ 7,622.52	\$ 16,009.81	\$ 43,191.58	\$ 76,607.01	\$ 129,774.74

Benicia Lyft Ridership by Fiscal Year



Benicia Lyft FY 2025-26 Ridership by Month



FY 2026-27 TDA Matrix - Oct 2026

Date Prepared September 16, 2026
STA Board Action

Attachment D

	Note #	Dixon	Fairfield	Rio Vista	Suisun City	Vacaville	Vallejo/Benicia (SolTrans)	Solano County	Total
TDA Revenue Available									
FY26-27 TDA Revenue Estimate from MTC	1	\$ 1,170,354	\$ 7,003,327	\$ 599,738	\$ 1,684,465	\$ 5,985,838	\$ 8,609,243	\$ 1,043,538	\$ 26,096,503
Projected Carryover from MTC	1	\$ 4,397,179	\$ 7,247,117	\$ 2,515,347	\$ 1,691,200	\$ 5,323,932	\$ 1,805,708	\$ 1,668,646	\$ 24,649,129
Available for Allocation per MTC	1	\$ 5,567,533	\$ 14,250,444	\$ 3,115,085	\$ 3,375,665	\$ 11,309,770	\$ 10,414,951	\$ 2,712,184	\$ 50,745,632
FY25-26 Allocations/Transfers/Refunds	1	\$ (907,960)	\$ (949)	\$ (568,090)	\$ (77,898)		\$ (40,000)		\$ (1,594,897)
Total TDA Revenue Available for Allocation		\$ 4,659,573	\$ 14,249,495	\$ 2,546,995	\$ 3,297,767	\$ 11,309,770	\$ 10,374,951	\$ 2,712,184	\$ 49,150,735
USES									
Paratransit									
Intercity Taxi Scrip	2	\$ 50	\$ 14,175	\$ 400	\$ 13,575	\$ 18,125	\$ 28,175	\$ 345,500	\$ 420,000
Paratransit	3						\$ 1,602,378	\$ 220,000	\$ 1,822,378
Microtransit	3								\$ -
Local Taxi Scrip, Local 1st/Last Mile, Go-Go, Benicia LYFT	3				\$ 230,000		\$ 120,000	\$ 315,000	\$ 665,000
Subtotal Paratransit		\$ 50	\$ 14,175	\$ 400	\$ 243,575	\$ 18,125	\$ 1,750,553	\$ 880,500	\$ 2,907,378
Local Transit Service (Fixed Route) & Administration	3				\$ 986,500		\$ 4,507,826		\$ 5,494,326
SolanoExpress Intercity Bus									
To SolTrans	4	\$ 39,460	\$ 547,146	\$ -	\$ 129,153	\$ 343,053	\$ 1,902,119	\$ 206,892	\$ 3,167,823
Subtotal SolanoExpress Intercity Bus		\$ 39,460	\$ 547,146	\$ -	\$ 129,153	\$ 343,053	\$ 1,902,119	\$ 206,892	\$ 3,167,823
Transit Capital	3						\$ 378,250		\$ 378,250
STA Planning	6								
Swaps / Other									
LCTOP swap (FY24-25 Pop& Rev funds): Dixon to claim from Suisun City	7				\$ 48,967				\$ 48,967
LCTOP swap (FY24-25 Population funds): STA to claim for Solano County from Suisun City	7				\$ 46,354				
LCTOP swap (FY24-25 Pop& Rev funds): Rio Vista to claim from Suisun City	7				\$ 25,455				
Fairfield-Vacaville Train Station claimed by FAST for FY23-24 costs	11					\$ 75,860			\$ 75,860
Suisun City Train Station O&M, claimed by STA	12				\$ 318,000				\$ 318,000
Suisun City Train Depot Capital Improvements, claimed by STA	13								\$ -
Suisun City Mobility Hub, claimed by STA	14								\$ -
Faith in Action, claimed by STA	15							\$ 45,000	\$ 45,000
Equitable Access to Justice, claimed by STA	16							\$ 40,000	\$ 40,000
Dixon Redi-Ride/Financial Management Services Claimed by STA	17	\$ 85,900							\$ 85,900
Lifeline Transit Service Capital Purchase for Solano Express Route 30 to be claimed by STA	18	\$ 242,131				\$ 484,261			\$ 726,392
Subtotal Swaps / Other		\$ 328,031	\$ -	\$ -	\$ 438,776	\$ 560,121	\$ -	\$ 85,000	\$ 1,340,119
Total To Be Claimed by All Agencies		\$ 367,541	\$ 561,321	\$ 400	\$ 1,798,004	\$ 921,299	\$ 8,538,748	\$ 1,172,392	\$ 13,287,896
Balance		\$ 4,292,032	\$ 13,688,174	\$ 2,546,595	\$ 1,499,763	\$ 10,388,471	\$ 1,836,203	\$ 1,539,792	\$ 35,862,839

FY 2026-27 TDA Matrix - Oct 2026

Attachment D

Date Prepared September 16, 2026
STA Board Action

Notes (continued on next page)

- (1) MTC February 25, 2026 Fund Estimate; Reso 4742; columns I, H, J; FY25-26 Outstanding Commitments include allocations as of January 31, 2026. FY25-26 TDA allocations for Rio Vista, Dixon and STA Community Transit shown as negative amounts, which will be incorporated into MTC's July Fund Estimate available for allocation balance.
- (2) STA will be the claimant. Based on FY 2026-27 Intercity Taxi Card Funding Amounts from May 26, 2026 Consortium staff report. Subject to revision by STA Board.
- (3) From each agency's annual TDA claim. STA's claim from Solano County is for ADA assessments. STA's claim from Suisun City covers fixed-route and micro-transit service (\$986,500) and first-last mile (\$230,000). Solano County (\$315,000) is for the Medical Concierge Go-Go claimed by STA. Vacaville and Fairfield amounts listed under paratransit include both paratransit and microtransit. **(\$120,000) Benicia TDA to be claimed by STA for Benicia LYFT**
- (4) Based on FY 2026-27 Intercity Transit Funding Plan approved by STA Board June 10, 2026, subject to the Solano Express Funding and Cost-Sharing agreement being fully executed by all funding partners.
- (5) TBD
- (6) MTC's Fund Estimate deducts the 2.7% from the annual revenue estimate for each jurisdiction; therefore, the STA Planning amount is no longer shown on this line of the TDA Matrix.
- (7) LCTOP Swaps included in TDA claims.
- (8) State of Good Repair (SGR) swaps, included in TDA claims.
- (9) TBD
- (10) TBD
- (11) FAST to claim from Vacaville based on the 2002 agreement for the operation of Fairfield - Vacaville Train Station. Amount covers half of costs incurred by Fairfield in FY23-24.
- (12) To be claimed by STA for Suisun Amtrak station operations and maintenance
- (13) To be claimed by STA for Suisun Train Depot Capital Improvements
- (14) To be claimed by STA for Suisun City Mobility Hub
- (15) To be claimed by STA for Faith in Action
- (16) To be claimed by STA for Equitable Access to Justice Pilot Program
- (17) To be claimed by STA to support Dixon Redi-Ride with Financial Management Services
- (18) Lifeline Transit Service Capital Purchase for Solano Express Route 30 to be claimed by STA pending concurrence from Vacaville and Dixon City Councils

This page intentionally left blank.



DATE: September 21, 2026
TO: STA TAC
FROM: Ron Grassi, Director of Programs
RE: Comments on MTC's Bay Area Transit Priority Policy

Background:

MTC's Bay Area Transit Priority Policy for Roadways (Policy). The Policy aims to enhance the transit rider experience by supporting the implementation of transit priority infrastructure and policies that improve transit travel times and reliability and promote the active interagency engagement necessary to be successful. The Policy applies to projects in the nine-county Bay Area seeking over \$250,000 of regional discretionary funding or MTC endorsement along any public roadway, including surface streets and access-controlled highways, with public transit service that operates in shared or semi-dedicated right-of-way (i.e., bus, light rail, and streetcar services). Roadways included in the network will be eligible for future grant related funding.

Discussion:

On August 25 & 26, 2026, the Solano County Intercity Transit Consortium and STA TAC received an update from MTC staff on MTC's Bay Area Transit Priority Policy (Attachment A). The Consortium and TAC members' observations and comments focused on the fact that the draft Transit Priority Network does not include the northeastern portion of Solano County. The Network map stopped at the City of Fairfield. The Solano Express Regional Service provides lifeline transit service to the City of Vacaville and the City of Dixon. Effective August 3, 2026, STA launched new lifeline transit service Solano Express Route 30 that connects the Cities of Vacaville and Dixon to the UC Davis Campus and downtown Sacramento. The City of Vacaville not only provides local service but is also the main transit hub that connects the Solano Express Regional Service with Route 30.

In addition, the draft network did not capture two other corridors important to Solano County's current and future transit services on SR 12 from I-80 to Solano/Napa County Line and service on I-680 from I-80 to Contra Costa. Therefore, STA staff is recommending MTC to include those missing corridors in the Bay Area Transit Priority Roadway.

Fiscal Impact:

None.

Recommendations:

Forward a recommendation to the STA Board to authorize the Executive Director to comment on MTC's Transit Priority Network related to including missing segments of I-80, SR 12 West to Napa County and I-680.

Attachments:

- A. MTC's Transit Priority Policy for Roadways Presentation



ATTACHMENT A

MTC Transit Priority Update

Definition of Transit Priority

Transit-supportive infrastructure, design, and policies that can decrease transit vehicle travel times and enable them to move more reliably by avoiding traffic congestion and minimizing delays.

Some examples include:

- Bus bulbs and boarding islands to so buses do not need to pull out of traffic
- Transit Signal Priority (TSP) and transit queue jumps to reduce delays at red lights
- Relocating bus stops to optimize stop placement

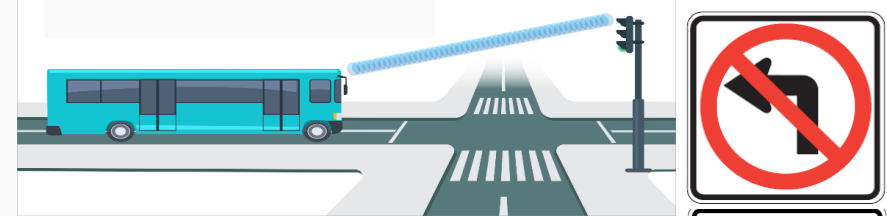


Photo credit: Karl Nielsen/MTC; Jeremy Menzies/SFMTA; Sinwaves, Inc; FHWA MUTCD

MTC's Regional Transit Priority Efforts

Policy



Transit Priority Policy for Roadways

*Adopted January 2026
(MTC Resolution No. 4739)*

Planning



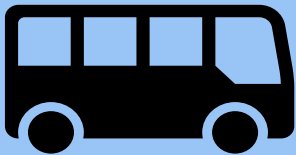
Transit Priority Roadway Assessment

**Plan Bay Area 2050+
(and Transit 2050+)**

Caltrans Coordination

- District 4 Transit Plan
- Director's Policy on Transit
- Transit Implementation Plan

Funding & Technical Assistance



Transit Performance Initiative (TPI)

**Bus Accelerated
Infrastructure Delivery
(BusAID)**

**Innovative Deployments
to Enhance Arterials
(IDEA)**

Project Delivery



Forward Initiatives

- Bay Bridge Forward
- Richmond-San Rafael Bridge Forward
- Dumbarton Bridge Forward

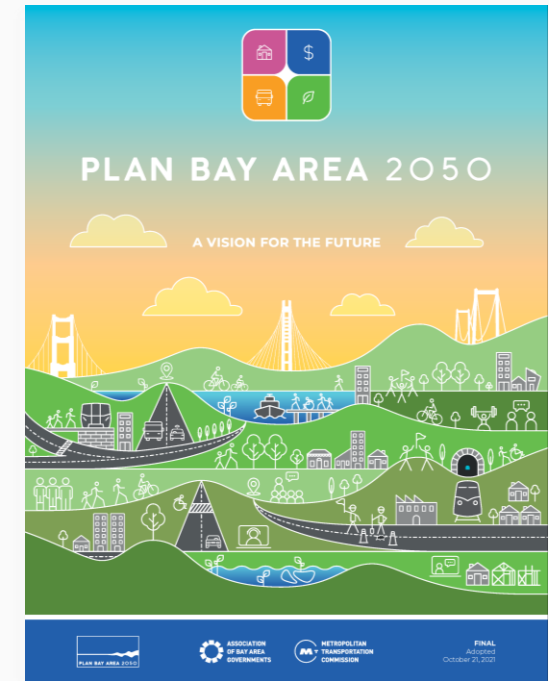
Transit Priority Policy for Roadways (TPPR)

What:

- New MTC Policy approved January 2026 to emphasize transit priority
- Implemented via existing Complete Streets Checklist

Goals:

1. Establish a common definition of transit priority
2. Strengthen interjurisdictional coordination and guide agencies to consider transit in roadway projects.
3. Inform prioritization of funding for transit priority projects



Implements Plan Bay Area 2050+ Strategy

Optional: Local Resolution on Transit Priority

- **Purpose: Promote broader local support of transit priority**
- MTC provides several templates for a local policy or resolution:
 - Local resolution supporting the regional Policy
 - Local transit priority policy
 - Update to local complete streets resolution
- ***Funding incentives to be applied on a program-by-program basis***
- See [Policy Webpage](#) for various resources

Examples

- City of San Francisco Transit First Policy (*City Charter*)
- City of Berkeley Transit First Policy (*General Plan*)
- City of El Cerrito Transit First Policy (*General Plan*)
- City of San José Transit First Policy (*City Council Policy, Move San José*)

TPPR Requirements added to Complete Streets Checklist

- Transit Priority Policy for Roadways requires that projects receiving MTC discretionary funding must coordinate with transit agencies.
 - **Projects on any street with regular scheduled transit service:**
must consider the needs of transit and work to mitigate project impacts to transit, where feasible
 - **Projects on the regional Transit Priority Network (forthcoming):**
should consider best-practice transit-supportive design elements (i.e., not only mitigate project impacts to transit, but also strive to improve transit) and should be prioritized for transit priority investments
- View materials on Policy Webpage at <http://mtc.ca.gov/TransitPriorityPolicy>

Transit Priority Roadway Assessment

The Transit Priority Roadway Assessment will develop the regional Transit Priority Network and help MTC and its partners better understand roadway transit existing conditions in the Bay Area.

Deliverable	Timeframe
Existing Conditions Transit Baseline Analysis including "Hotspot" locations with notable delay/reliability issues	Summer 2026
Regional Transit Priority Network (TPN) key transit corridors throughout the Bay Area	Draft: Summer 2026 Final: Winter 2027
Near-Term Implementation Strategy	Spring 2027
Transit-Supportive Roadway Design Toolkit technical resource	Spring 2027

Check out the [Transit Priority Roadway Assessment webpage](#) for updates.

Transit Priority Network (TPN)

Defines a regional network of key transit roadways:

- Where projects should consider best-practice transit-supportive design elements
- Where transit-supportive investments should be prioritized for funding

Transit Agencies Included:

- | | | |
|----------------------------|-------------------------|----------------------------|
| ■ AC Transit | ■ Muni (SFMTA) | ■ Union City Transit |
| ■ County Connection | ■ Petaluma Transit | ■ Vacaville City Coach |
| ■ Dumbarton Express | ■ SamTrans | ■ Vine Transit (NVTA) |
| ■ FAST (City of Fairfield) | ■ Santa Rosa CityBus | ■ VTA (Santa Clara Valley) |
| ■ Golden Gate Transit | ■ SolTrans | ■ WestCAT |
| ■ Marin Transit | ■ Sonoma County Transit | ■ Wheels (LAVTA) |
| | ■ Tri-Delta Transit | |

TPN Development Approach Principles



Coherent and cohesive regional network



Based on ridership, service frequency, local plans/policies, regional growth geographies (e.g., equity priority communities)



Informed by stakeholders



Focuses on transit use, not performance (travel time, delay)



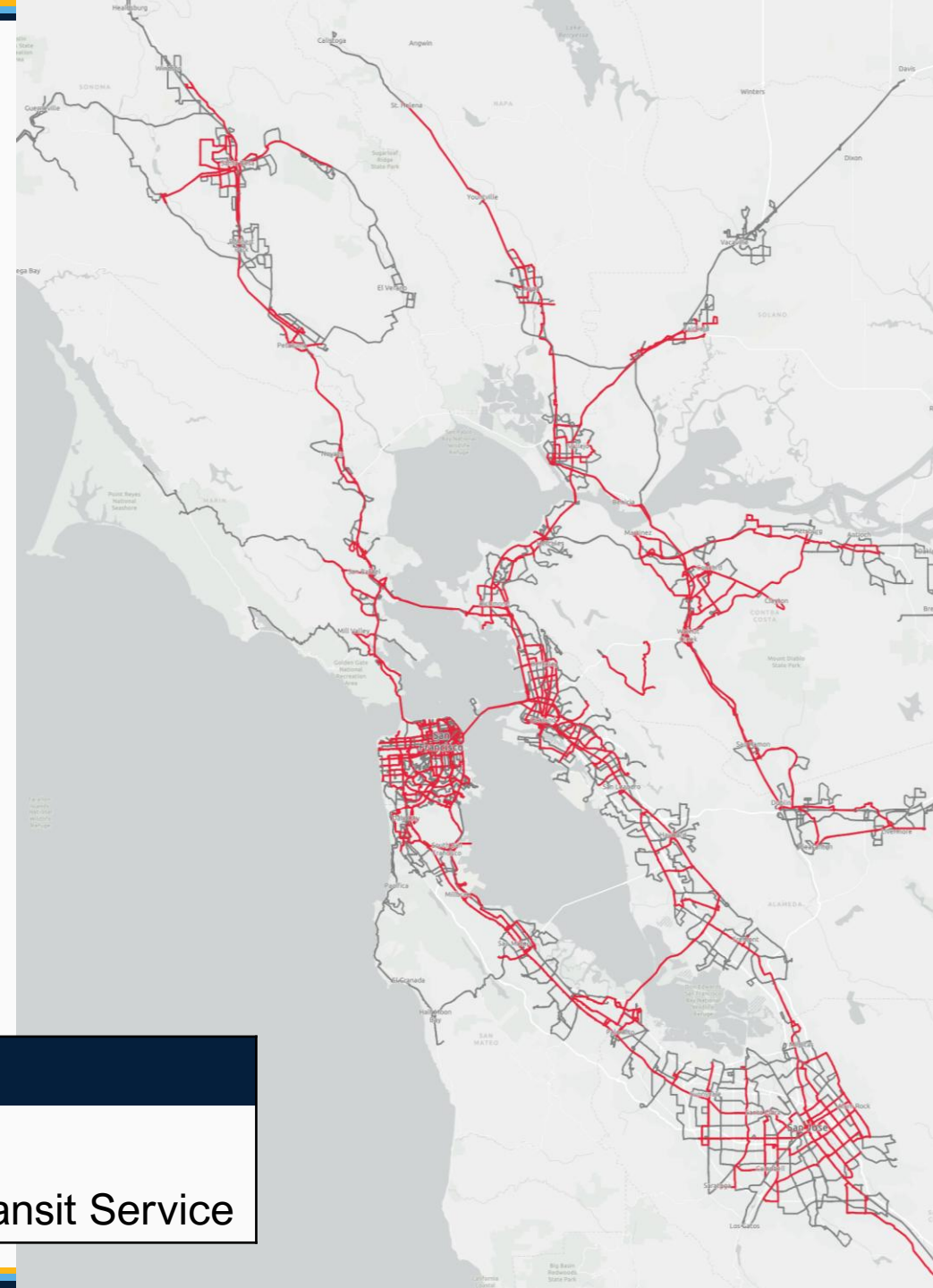
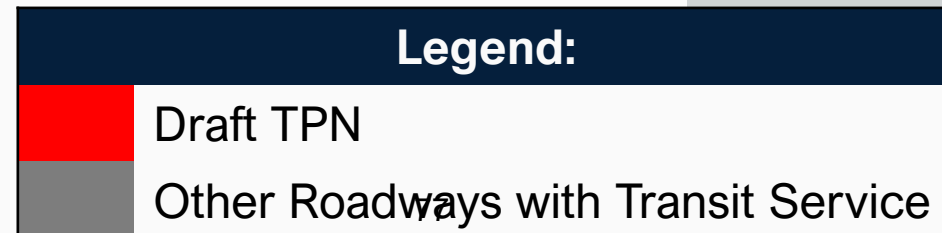
Considers varied local contexts to guide regional investment

Draft TPN

Regionwide Summary Statistics*

- **4% of roadway miles** on Draft TPN
 - 9% of roadway miles have transit
 - 41% of transit roadway miles on Draft TPN
- **74% of ridership** on Draft TPN
- **79% of routes serving EPCs** on Draft TPN
- **79 of 101 local jurisdictions** on Draft TPN

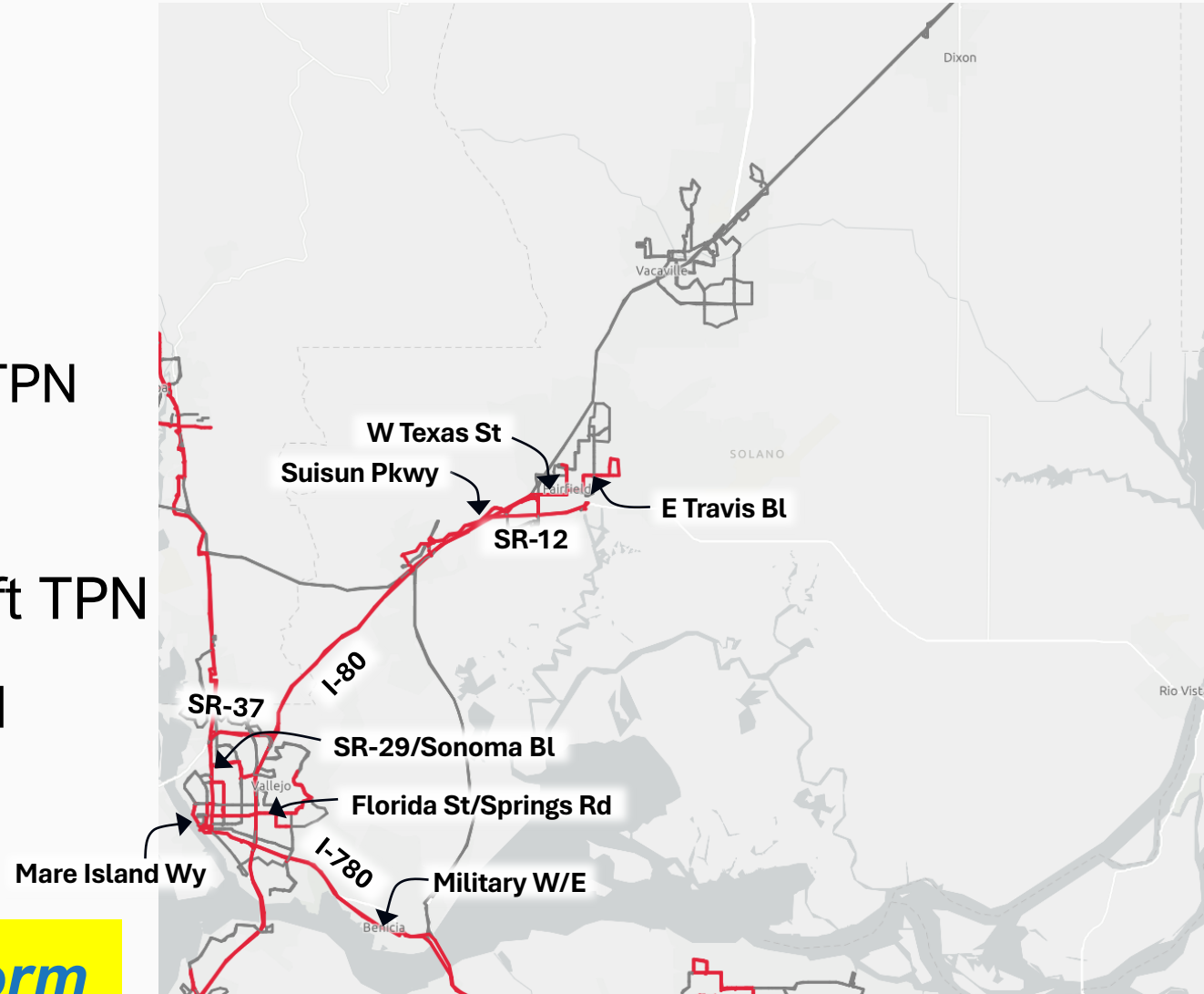
**preliminary values –
for discussion purposes only*



Solano County Summary Statistics*

- **3% of roadway miles** on Draft TPN
 - 9% of roadway miles have transit
 - 31% of transit roadway miles on Draft TPN
- **61% of ridership** on Draft TPN
- **100% of routes serving EPCs** on Draft TPN
- **4 of 7 local jurisdictions** on Draft TPN

Please provide feedback [in this form](#)



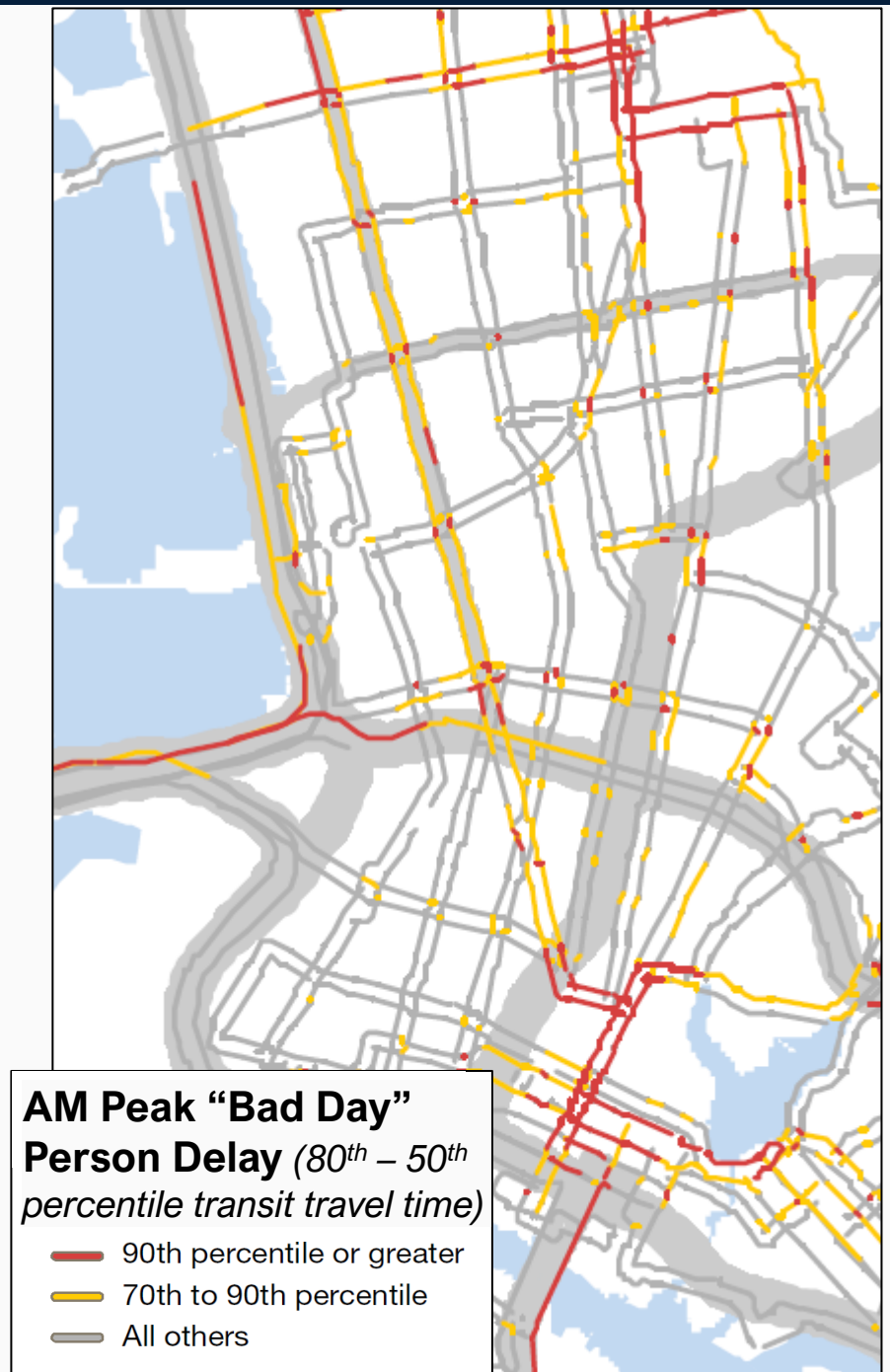
**preliminary values – for discussion purposes only*

Integrating the Transit Priority Network into the 2027 BusAID Program

- **Preparing for next Call for Projects mid-2027 (after adopting Transit Priority Network)**
 - ~\$25 million anticipated, state and federal funds
- Revised guidelines will provide **bonus points for transit projects located along the Transit Priority Network** (subject to Commission approval)

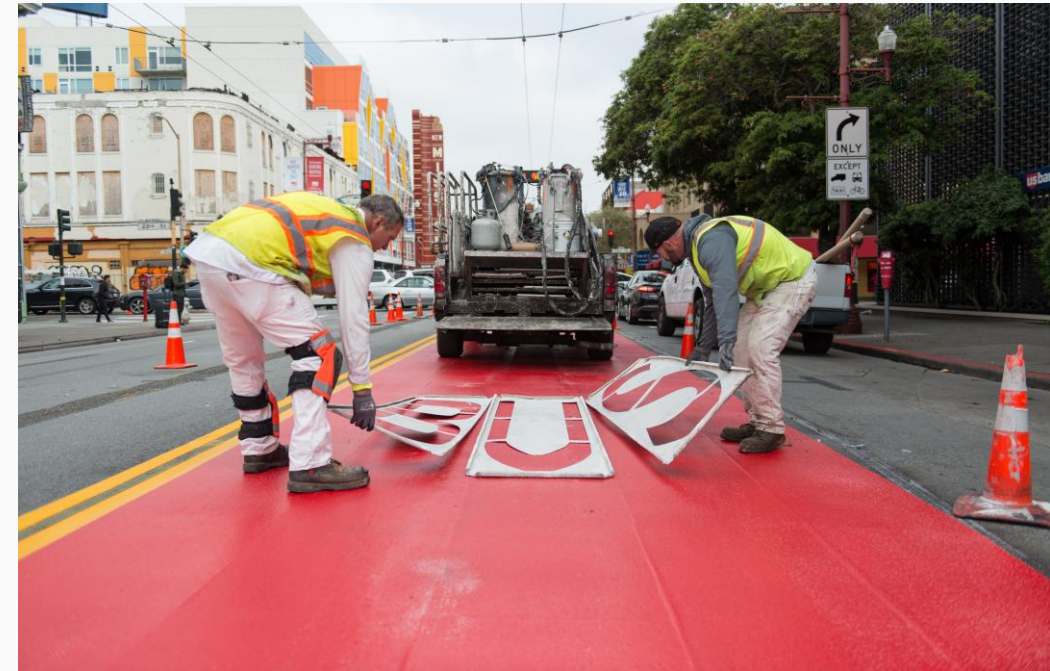
Existing Conditions Baseline Analysis

- **Service Levels**
 - Route-miles & service-hours
 - Peak frequencies
 - Upcoming major service changes
- **Ridership**
 - Boardings per mile
 - Vehicle passenger loads
- **Delay & Reliability (including “hotspots”)**
 - Vehicle median speeds
 - Transit vs. auto speeds
 - Vehicle-minutes & person-minutes of delay/mile
 - Span of delay
- **Transit Priority Infrastructure**
 - Segment treatments (e.g., transit lanes)
 - Intersection treatments (e.g., transit signal priority)



Near-Term Implementation Strategy

- **Support near-term action and enhance local capacity to deliver transit priority:**
 - Determine needs for potential MTC technical assistance programs
 - Define agency roles and responsibilities
 - Inform future transit priority funding allocations
 - Identify challenges in delivering transit priority projects and action plans for faster implementation
 - Determine frequency of updates to Transit Priority Policy for Roadways, Transit Priority Roadway Assessment, and regional Transit Priority Network



© SFMTA/Jeremy Menzies

Transit-Supportive Roadway Design Toolkit

- Toolkit will provide context-specific guidance for different Bay Area roadway types, including benefits and tradeoffs
- Toolkit will address:
 - Existing state and local standards, design guidance, and local & national best practices
 - Design and cost considerations for transit-supportive treatments

We are seeking subject matter experts at local jurisdictions and transit agencies to guide Toolkit development.

If interested, please email us at:
transitpriority@bayareametro.gov



Short Bus Lane

Short bus lanes—also called transit approach lanes, queue bypass lanes, or queue jump lanes—are segments of traffic lanes dedicated to buses approaching an intersection. Often paired with TSP (see TSP in a Queue Jump Lane), short bus lanes reduce transit delay at intersections by allowing buses to bypass queues and travel through the intersection more quickly.

Benefits

- Improves speed and reliability by allowing buses to bypass general traffic queues. Can use existing stops (if not creating bus stop curb extensions).
- Can implement in areas without space for a longer dedicated lane
- Can lengthen or reconfigure in any lane to meet the needs of a given corridor

Challenges

- Must be long enough to allow buses to bypass queues of through lane and turn lane general purpose traffic
- Enforcement is difficult, as the lane is not typically physically separated, and vehicles are only in the lane for a short time
- Intersections where right turns on red are prohibited may result in longer queues and reduce the benefit of the short bus lane

Complementary Treatments

- Bus Bulbs (p. 90)
- TSP in Queue Jump Plan (p. 40)

1 **Painting Treatment.** Short bus lanes should be painted red with "BUS ONLY" or "BUS BIKE ONLY" markings.

2 **Queueing.** Ensure short bus lane is long enough for buses to bypass general purpose traffic queues and reach the short bus lane. If queues span multiple intersections along a corridor, consider implementing a dedicated bus lane instead.

3 **Bus-bike Interactions.** If the street cannot accommodate a separated bike lane, allow bicycles in the short bus lane with a bike box at the head of the bus lane, if possible.

4 **Enforcement.** Ensure there is a strategy in place to prevent illegal driving in short bus lane.

5 **Roadway Type.** Short bus lanes are most impactful at approaches to TSP-enabled intersections, intersections where transit vehicles operate in a curbside lane, or at crossings where a right-turn queue jump lane is not viable.



Assessment & Transit Priority Network Outreach Plan*

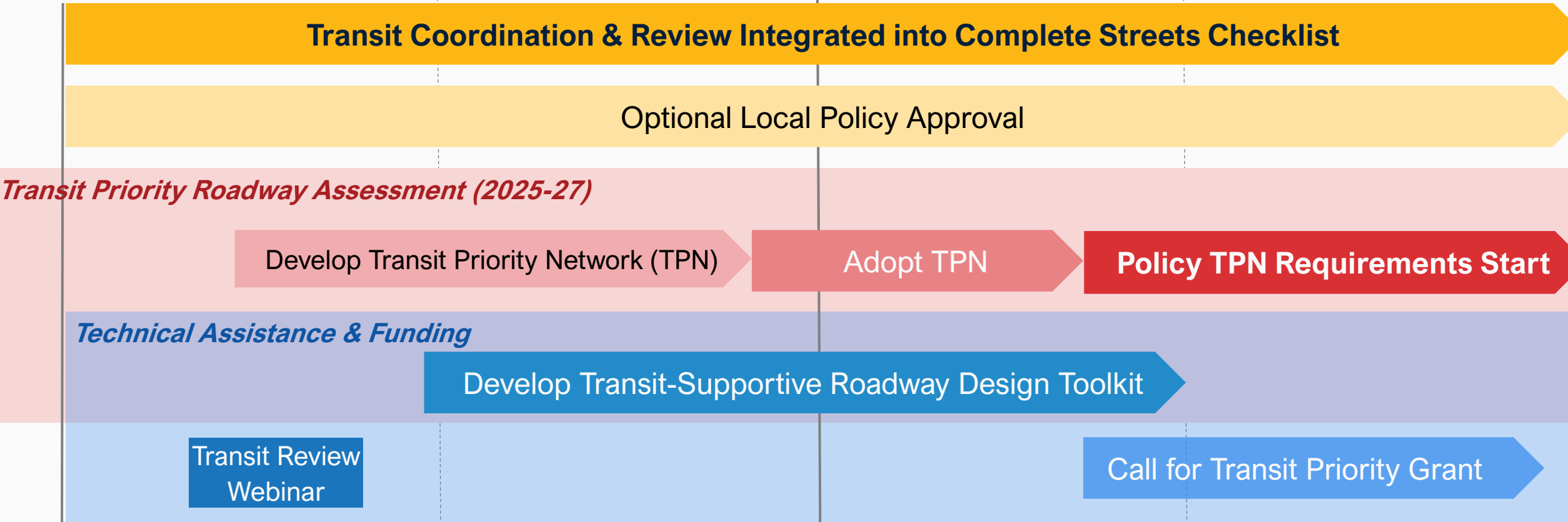
Content	Date	Group
Introduction to Assessment	Spring 2026	Staff Working Groups
	Spring/Summer 2026	MTC Regional Network Management (RNM) Bodies
Draft Transit Priority Network	Summer/Fall 2026	Outreach to cities through County Transportation Agency committees
		<i>Solano:</i> <i>Solano County Intercity Transit Consortium (8/25)</i> <i>STA Technical Advisory Committee (8/26)</i>
		For full list of meetings see the Assessment webpage
	Fall 2026	MTC RNM Bodies
Final Transit Priority Network	Winter/Spring 2027	MTC RNM Bodies

Overall Transit Priority Timeline*

*Policy Adopted
January 2026*

2026

2027



**schedule subject to change*

Thank You

Email: transitpriority@bayareametro.gov

For more information: [Transit Priority webpage](#)

Britt Thesen, P.E. Principal Program Coordinator, Transit Priority bthesen@bayareametro.gov  METROPOLITAN TRANSPORTATION COMMISSION	Joel Shaffer, P.E. Program Coordinator, Transit Priority jshaffer@bayareametro.gov  METROPOLITAN TRANSPORTATION COMMISSION	Mika Miyasato, AICP Principal Planner, Transit Priority mmiyasato@actransit.org 
--	--	--

This page intentionally left blank.



DATE: September 21, 2026
TO: STA TAC
FROM: Jasper Alve, Senior Project Manager
RE: Solano County One Bay Area Grant Cycle 4 Call for Projects Nomination

Background:

The Solano Transportation Authority (STA) coordinates with the Metropolitan Transportation Commission (MTC) to program federal transportation funding. This coordination was formally part of the federal cycle process until MTC renamed it to the One Bay Area Grant (OBAG) Program beginning in 2013. The OBAG Program combines federal Surface Transportation Program (STP) and Congestion Mitigation Air Quality (CMAQ) federal funding into four- or five-year grant cycles. Each cycle, MTC develops the program framework for how the region will utilize this funding for the OBAG Regional and County Programs.

The MTC approved in February 2026 the program framework for OBAG Cycle 4 (OBAG 4). This framework, which covers fiscal years 2026-27 through 2029-30 outlined in Attachment A, identifies the requirements associated with programming federal funds as part of the OBAG County Program. One of the requirements is for County Transportation Agencies (CTAs), such as the STA, to administer a competitive Call for Projects (CFP) for Solano County. The competitive CFP process will allow eligible local agencies in the County to submit grant applications for OBAG 4 funding consideration.

The funding target that is available for the County CFP is between \$12.885 to \$16.190 million. This means that the County could receive up to \$16.190 million in OBAG 4 funding. The final award amount will be based on the competitiveness of each grant application received and evaluated. The evaluation of each grant application will be conducted in two phases. The first phase is where STA will evaluate the grant applications and nominate them to MTC. The second phase is where MTC will further evaluate the grant applications nominated against the criteria they have developed.

Discussion:

Following the STA Board meeting on May 13, 2026, STA staff received approval to release the coordinated CFP for the OBAG 4 Solano County Program. The CFP was open to Solano County agencies for close to seven (7) weeks and potential project sponsors had until June 30, 2026 to submit their grant applications.

The STA received a total of nine (9) OBAG 4 grant applications from local agencies following the deadline. These applications requested OBAG 4 construction funding ranging from as low as \$700,000 to as high as \$8.8710 million as shown in Attachment A. Altogether, the total request was \$20.804 million. This amount exceeded the initial funding target of OBAG 4 by \$4.614 million. The STA, however, planned to leverage, as part of the coordinated CFP, other funding sources such as the Transportation Development Act – Article 3 (TDA-3), Transportation Funds for Clean Air (TFCA), and Community Action Resource and Empowerment (CARE) to maximize the number of grant applications nominated for funding.

Based on grant program fit and funding availability, STA staff identified two (2) of the nine (9) OBAG 4 grant applications as more appropriate for TDA-3 and CARE funding. These applications include, first, the City of Rio Vista's Safe Routes to School (SR2S) Project at D.H. White Elementary School, Riverview Middle School, and Rio Vista High School and, second, Solano County's Farm to Market Road Phase 4 Project. Both the City and the County were in agreement with the funding plans proposed in Attachment A as these would not federalize their respective projects. Combined, the amount of OBAG 4 construction funding request was reduced by \$1.582 million.

STA staff has completed the evaluation of the remaining seven (7) OBAG 4 grant applications. The evaluation team utilized the screening and evaluation criteria shown in Attachment B to score and rank each grant application. These criteria were approved by the STA Board at their meeting in May 2026 and consistent with MTC's OBAG 4 evaluation framework. This framework provides County Transportation Agencies such as the STA to score each grant application up to 75 points.

The results of the evaluations are shown in Attachment A. This attachment shows a tight range of scoring between the grant applications from as high as 70.33 points to as low as 62 points. This tight scoring range illustrates the competitiveness of the applications in terms of how they address MTC's evaluation criteria framework. The lowest scoring application, for instance, was only 13 points off from the maximum points allowed as part of the initial evaluation phase. The second phase, as noted earlier, is for MTC to score up to 25 points (or up to 35 points for applications seeking more than \$1 million in CMAQ funding) the applications that are nominated.

STA staff is proposing to nominate to MTC the seven (7) OBAG 4 grant applications evaluated. The amounts of OBAG 4 construction funding recommended to these applications are shown in Attachment C. It is important to note that STA staff have backfilled the reduced OBAG 4 funding recommendations for a few projects with either TDA-3, CARE, or Transit and Intercity Rail Capital Program (TIRCP) funding. Given these reallocations, there is sufficient OBAG 4 funding capacity to proceed with this nomination as the total amount requested matches the initial OBAG 4 funding target for the County.

Fiscal Impact:

The OBAG 4 grant application recommendations nominated to MTC are being funded with OBAG 4 County Program. The total funding recommendation is \$16.190 million.

Recommendation:

Approve forwarding the recommendation to the STA Board for approval authorizing the STA to submit to MTC the OBAG 4 grant application and funding nominations totaling \$16.190 million.

Attachments:

- A. OBAG 4 Evaluation Results Summary
- B. OBAG 4 Solano County Call for Projects Screening and Evaluation Criteria
- C. OBAG 4 Funding Recommendation Nomination List

Project	Agency	Max Score	Average Score	Rank	Infrastructure (Capital - All Criteria Applicable) + Non-Infrastructure (Programs - Some Criteria Not Applicable)														Non-Infrastructure Only		OBAG 4 Construction Request	Funding Recommendations					
					MTC Growth Geographies	Statement of Project Need	Improve Safety	Multimodal Accessibility	Reduce VMT	Accessibility for All	State of Good Repair (Capital Only)	Equity Impact	Protect Natural Lands	Resilience (Capital Only)	Stormwater Mgmt (Capital Only)	Community Support	Schedule and Funding	Affordability	Health Impacts	TDA 3		CARE		TIRCP	OBAG 4	Total	
																						PE	CON				
Max:	5	10	10	5	8	4	4	10	3	4	2	7	3	5	5	-	-	\$ 16,190,000	-	-	-	-					
Benicia Road Phase 3	Solano County	75	70.33	1	5.00	9.33	9.33	4.67	7.33	4.00	4.00	9.33	3.00	3.00	2.00	7.00	2.33	N/A	N/A	\$ 1,935,000		\$ 310,000.00		\$ 1,625,000.00	\$ 1,935,000.00		
Safe Routes to School Program	STA		69	2	4.33	9.33	8.67	4.33	7.33	4.00	N/A	9.67	2.00	N/A	N/A	6.33	3.00	5.00	5.00	\$ 850,000				\$ 850,000.00	\$ 850,000.00		
Vallejo Broadway/Alameda Street Road Diet Improvements Project	City of Vallejo		68.33	3	5.00	7.67	9.00	4.67	7.33	4.00	4.00	10.00	2.33	3.67	2.00	6.33	2.33	N/A	N/A	\$ 2,914,000				\$ 2,914,000.00	\$ 2,914,000.00		
MobilityProgram	STA		68	4	4.33	9.00	8.33	4.00	7.33	4.00	N/A	9.67	2.00	N/A	N/A	7.00	3.00	5.00	4.33	\$ 1,200,000				\$ 1,200,000.00	\$ 1,200,000.00		
Transit Center & Surrounding Area Pedestrian Improvement Project	City of Suisun City		65	5	5.00	7.67	8.33	5.00	8.00	4.00	4.00	10.00	2.33	2.33	1.33	4.00	3.00	N/A	N/A	\$ 1,013,000	\$ 288,000.00			\$ 725,000.00	\$ 1,013,000.00		
Ulatis Creek Bike Path Extension Project - Phase I	City of Vacaville		62.67	6	5.00	8.00	8.33	4.33	7.67	3.33	3.00	10.00	1.67	3.00	1.33	5.00	2.00	N/A	N/A	\$ 8,710,000			\$ 1,600,000.00	\$ 6,276,000.00	\$ 7,876,000.00		
Downtown Benicia Complete Streets Project	City of Benicia		62	7	5.00	8.67	8.00	4.67	7.33	4.00	4.00	2.00	2.67	3.67	2.00	7.00	3.00	N/A	N/A	\$ 2,600,000				\$ 2,600,000.00	\$ 2,600,000.00		
Safe Routes to School Project	City of Rio Vista		Not Scored																		\$ 882,963	\$ 371,623.00	\$ 511,340.00		\$ -	\$ 882,963.00	
Farm to Market Phase 4	Solano County		Not Scored																		\$ 700,000	\$ 700,000.00		\$ 511,340.00		\$ -	\$ 700,000.00
																Total	\$ 20,804,963	\$ 1,071,623	\$ 598,000.00	\$ 511,340.00		\$ 16,190,000					
																OBAG 4 Initial Funding Target (Over/Under)		\$ (4,614,963)				\$ -					

Solano County OBAG 4 Call for Projects Screening Eligibility				
Proposed projects and programs will need to be identified in the Solano County Comprehensive Transportation Plan project list to be eligible for OBAG 4 funding.				
Proposed OBAG 4 Evaluation Criteria and Scoring				
Criteria	Description		Revised Score	
1. MTC Growth Geographies	Project is located within a mile of a Priority Development Area or Transit Oriented Community.		5	
2. Statement of Project Need	Applications that (1) clearly demonstrate the project need in the project area/regionally significant networks or facilities/jurisdiction and (2) how the proposed project will address the need will receive the maximum points.		10	
3. Specific Project Benefits	Environment	Multimodal Accessibility: Does the project/program have the potential for mode shift (including to rail, transit, or active transportation)?	5	
		Reduce Vehicle Miles Traveled (VMT): What is the potential for the project/program to impact VMT?	8	
		Natural and Working Lands: Describe how the project/program plans to protect and preserve natural and working lands.	3	
	Mobility	Accessibility for All: Describe any elements associated with the project/program that support accessibility for all ages and abilities including people with disabilities as demonstrated through alignment with applicant's ADA Transition Plan or other applicable means.	4	
	Safety	Improve Safety: Describe any safety improvements associated with the proposed project/program and potential for these improvements to reduce serious/fatal injury collisions or increase safety for motorists, transit riders, and vulnerable roadway users.	10	
	Infrastructure/Capital Projects	Asset Management	State of Good Repair: Describe how the project plans to improve or preserve the condition of existing transportation assets within the project area or jurisdiction.	4
			Resilience: Describe elements of the project that will make it more resilient to climate change stressors or will increase the resilience of other transportation assets within the project area/jurisdiction.	4
			Stormwater Management: Application identifies project's stormwater runoff impact(s), if any, and addresses how to minimize any impact(s) including incorporating any green stormwater infrastructure project elements.	2
	Non-Infrastructure/Programs (Pick Two)	Asset Management	State of Good Repair/Resilience: Describe how the program supports preserving the existing conditions and increasing the resiliency to climate change of the County's overall transportation assets.	5
		Economy	Transportation Affordability: Describe how the program will make transportation options more affordable in the community/County.	5
		Welfare	Health: How does the program support the <i>Plan Bay Area 2050+</i> vision of a healthy Solano County/Bay Area?	5
4. Equity Impacts (Following designations will be used: (1) MTC Equity Priority Community, (2) Area Median Income ≤ 80% State, (3) CalEnviroScreen 4.0, or (4) Solano County Equity Community Designation (communities w/low income + 2 or 3 additional indicators))	Project Location	The OBAG 4 framework guidelines prioritize projects that provide benefits to historically marginalized or underserved groups. Projects that are located within or in proximity to an Equity Priority Community or other similar local and state designations will receive the maximum score.	5	
	Equity Impacts	Applications that clearly describe how the project/program will benefit the population within the Equity Priority Community or similar other local and state designations will receive the maximum points.	5	
5. Local Priority Project/Community Support	Describe any community support for the project including any letters of support and additional applicable local plans that prioritize the project including the Solano Countywide Active Transportation Plan, Local Road Safety Plan, Community-Based Transportation Plan, as well as Safe Routes to School Plan.		7	
6. Schedule and Funding Plan	Does the project/program provide sufficient local match, request CON funding only, and allow the schedule to meet timely obligation of funding by September 30, 2031.		3	
Base CTA Evaluation Scoring Total			75	

Project	Agency	Max Score	Average Score	Rank	Funding Recommendation
Benicia Road Phase 3	Solano County	75	70.33	1	\$ 1,625,000.00
Safe Routes to School Program	STA		69	2	\$ 850,000.00
Vallejo Broadway/Alameda Street Road Diet Improvements Project	City of Vallejo		68.33	3	\$ 2,914,000.00
MobilityProgram	STA		68	4	\$ 1,200,000.00
Transit Center & Surrounding Area Pedestrian Improvement Project	City of Suisun City		65	5	\$ 725,000.00
Ulatis Creek Bike Path Extension Project - Phase I	City of Vacaville		62.67	6	\$ 6,276,000.00
Downtown Benicia Complete Streets Project	City of Benicia		62	7	\$ 2,600,000.00
Safe Routes to School Project	City of Rio Vista		Not Scored		\$
Farm to Market Phase 4	Solano County		Not Scored		\$
Total					\$ 16,190,000.00

This page intentionally left blank.



DATE: September 21, 2026
TO: STA TAC
FROM: Kathrina Gregana, Senior Planner
RE: Solano Community Action Resource and Empowerment (CARE) Program – Funding Nominations

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 STA, after obtaining STA Board approval on May 13, 2026, released the following day on May 14th 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.

As part of the Coordinated Call for Projects process, STA staff developed funding recommendations to maximize the funding capacity of each grant program and ensure that the optimum number of projects are funded either in whole or in combination of CARE, OBAG, TDA-3, or TFCA funds. One of the main goals of the STA with this Coordinated Call for Projects is to match projects with each grant program where it will be eligible and competitive for funding.

This item is focused on the Solano CARE Program funding nominations, which is outlined in Attachment C.

Discussion:

The Solano Community Action Resource and Empowerment (CARE) Program aims to support implementation of adopted Community Based Transportation Plans (CBTPs) by providing funding to advance CBTP-identified transportation projects to facilitate their progression from planning through project delivery.

The CARE Program includes two funding categories:

- 1) CBTP Project Development Technical Assistance (CBTP TA):
 - a. Funding Available: \$1,044,000 (+/- \$313,000)
 - b. Eligible Activities: Project Development - early to final design stages, alternatives analysis or public outreach
- 2) Participatory Budgeting and Implementation (PBI):
 - a. Funding Available: \$850,000 (+/- \$313,000)
 - b. Eligible Activities: CON

The STA has the ability to flex up to 30% of the total funding available between CBTP TA and PBI Implementation, which represents approximately +/-313,200 in flexible funding between the two funding categories. Because the CARE funding requests received were primarily for PBI requesting CON funds, the STA is utilizing the available funding flexibility and is revising the funding targets to \$730,000 for CBTP-TA and \$1,357,000 for PBI to inform the draft CARE project nominations.

STA received three (3) grant applications for CARE: one project requested PBI funds only while two projects requested both CBTP TA and PBI funding. Collectively, the applications requested \$133,000 in CBTP TA, leaving the category undersubscribed by \$598,000, and \$1,271,970 in PBI funding, leaving the category undersubscribed by \$85,030 relative to the revised funding target.

STA staff notified MTC of the significant undersubscription in the CBTP TA project development category and requested that the remaining CBTP-TA funding be transferred to the PBI funding target. MTC staff indicated that they were not open to transferring the funds between the two categories. As an alternative approach to fully utilize the available funding, STA staff reviewed projects that had requested funding through the OBAG program to identify projects that could utilize the remaining CTBP-TA funding, provided they were consistent with CARE Program guidelines.

STA staff identified two projects that could be considered for CBTP TA funding: Solano County's Benicia Road Project, which requested \$310,000 for project development activities and Suisun City's Solano Rail Hub Pedestrian Improvement Project, which requested \$288,000. Together, these projects requested a total of \$598,000 in additional CBTP-TA funding needs, which utilizes the remaining CBTP-TA funding target capacity. The CON funds needed for these projects is being nominated for OBAG 4 funding. In combination, the CARE and OBAG 4 funds would provide the projects with the funding needed to advance through project delivery and implementation.

Following meetings with the three project sponsors requesting PBI funds, STA staff determined that all three projects could utilize additional contingency funding to help address potential cost overruns and inflationary cost increases. This approach would utilize the remaining ~\$85,000 in PBI funding capacity.

Based on the proposed funding approach, STA staff is recommending that four (4) projects be nominated to MTC under the CBTP-TA category and three (3) projects under the PBI category. The proposed CARE Project Nominations would fully utilize the \$2,088,000 total CARE funding target.

The Solano CARE Project Evaluation Summary and CARE Evaluation Criteria that was used are included as Attachments A and B, respectively. The Solano CARE Project Nominations are included as Attachment C.

This item will be presented to the STA TAC on September 30th and subsequently to the STA Board on October 14th for consideration and approval. The deadline to submit CARE Project Nominations to MTC is in October.

Fiscal Impact:

\$2.088 million is available for the CARE Program. STA has the role of administering this grant program. There is no impact to the STA Budget.

Recommendation:

Forward a recommendation to the STA Board to include the following projects in the Solano CARE Project Nominations List for submission to MTC as shown in Attachment B.

Attachments:

- A. Solano CARE Program Project Evaluation Summary
- B. Solano CARE Program Funding Nominations

Solano CARE Project Evaluation Summary

PROJECT SPONSOR	PROJECT NAME	Equity (Max 20)	Community Support (Max 25)	Project Scope/ Need and Benefits (Max 20)	Regional Plans and Policies (Max 15)	Project Deliverability (Max 20)	Total Average Score (Max: 100)
Rio Vista	D.H. White Elementary Safe Routes to School	20	23	19.7	13.7	17.3	93.7
Suisun City	State Route 12 Refuge Island Project	20	25	20	14.7	14.7	94.4
Suisun City	Solano Rail Hub Pedestrian Improvement Project	18.3	22	18.7	15	18.3	92.3
Vallejo	Fairgrounds Dr. Sidewalk & Speed Radar Signs	20	22	16.7	11	18.3	88
Solano County	Benicia Road Project	17.7	25	20	13.3	17.7	93.7

Solano CARE Program Funding Nominations

PROJECT SPONSOR	PROJECT NAME	FUNDING REQUESTED		DRAFT FUNDING NOMINATIONS	
		CBTP-TA (PA&ED) Avail Funding: \$1,044,000 Min Funding: \$250,000	PBI (CON) Avail Funding: \$1,044,000 Min Funding: \$50,000	CBTP-TA (PA&ED) Avail Funding: \$731,000 Min Funding: \$250,000	PBI (CON) Avail Funding: \$1,357,000 Min Funding: \$50,000
City of Rio Vista	D.H. White Elementary Safe Routes to School	N/A	\$ 545,510.00	N/A	\$ 545,510.00
City of Suisun City	State Route 12 Refuge Island Project	\$ 80,000.00	\$ 496,746.00	\$ 80,000.00	\$ 496,746.00
City of Suisun City	Solano Rail Hub Pedestrian Improvement Project	\$ 288,000.00		\$ 288,000.00	
City of Vallejo	Fairgrounds Dr. Sidewalk & Speed Radar Signs	\$ 53,000.00	\$ 314,744.00	\$ 53,000.00	\$ 314,744.00
Solano County	Benicia Road Project	\$ 310,000.00		\$ 310,000.00	
			Total Funding Request	\$ 731,000.00	\$ 1,357,000.00
			Total Funding Available	\$ 731,000.00	\$ 1,357,000.00
			Remaining Funding	\$ -	\$ -

314,744

This page intentionally left blank.



DATE: September 21, 2026
TO: STA TAC
FROM: Dulce Jimenez, Assistant Planner
RE: Bay Area Air District Transportation Funds for Clean Air (TFCA) 40% Fund
Program Funding Recommendations

Background:

At the May 13, 2026, meeting the STA Board approved the release of a coordinated call-for-projects for One Bay Area Grant (OBAG), Community Action Resource and Empowerment (CARE), Transportation Development Act Article 3 (TDA-3), and Transportation Fund for Clean Air (TFCA) 40% Fund Program, for a combined total of \$21 million in funding available. The coordinated call-for-projects was essential in enabling STA staff to match projects with the appropriate grant program where they would be eligible and competitive for funding. All grant applications were due on June 30, 2026. As a result, STA received 20 competitive grant applications from most of the agencies in the County for each grant program, with a total funding request up to \$24 million.

To maximize the funding capacity of each grant program and ensure the optimum number of projects are funded either in whole or in combination of OBAG, CARE, TDA-3, or TFCA 40% funds, draft funding plan scenarios were developed. The funding scenarios were previewed at the STA TAC at their August 26, 2026, meeting for their initial review and feedback.

Discussion:

STA staff initially reviewed five TFCA grant applications requesting a total of \$1.6 million in funding, which included the City of Benicia's East 5th Street Transit Access and Suisun City's Pedestrian Safety and Access Improvements Project, which were previously TDA-3 projects recommended for funding through TFCA. Additionally, the County of Solano's Vallejo Sidewalk Gap Connector Project was recommended for Transportation Development Act Article 3 funds and therefore was removed from consideration during the grant application evaluation for TFCA. The remaining four (4) applications were reviewed against the criteria established in TFCA 40% Fund guidelines provided by the Bay Area Air District.

In coordination with the OBAG, CARE, and TDA-3 funding recommendation, staff developed a TFCA funding scenario which included allocating the \$1 million available in Fiscal Year (FY) 2026-27 to fund three projects proposed by the City of Benicia. With this proposed approach, East 5th Street Transit Access, Pedestrian Safety, and Accessibility Improvement, and Military West/West K St/I-780 Intersection projects will be funded at their full funding request. Lastly, the East 3rd Street/Military East Intersection project is being recommended for a lower amount than its requested amount. In discussions with the City of Benicia staff, they have expressed project will still be able to be completed despite the lower recommended amount for this project.

Due to the limited funding capacity for FY 2026-27, staff is recommending that the remaining Rectangular Rapid Flashing Beacon Project proposed by the City of Suisun City be recommended for TFCA funding in FY 2027-28. City of Suisun City staff were in concurrence with this

recommendation, noting that the funding allocation for this fiscal year is in alignment with their project schedule.

Attachment A provides a summary table of all project submittals and their respective TFCA funding recommendations.

Fiscal Impact:

The FY 2026-27 Bay Area Air District Transportation Fund for Clean Air (TFCA) 40% Fund discretionary capacity for active transportation projects is \$1 million. Funding capacity for FY 2027-28 is estimated to be \$150,000.

Recommendations:

Forward the recommendation to the STA Board to approve the allocation of Bay Area Air District TFCA 40% Funds for:

1. Program \$644,000 in FY2026-2027 for the City of Benicia East 5th Street Transit Access, Pedestrian Safety, and Accessibility Improvement Project
2. Program \$252,135 in FY2026-2027 for the City of Benicia Military West/West K St/I-780 Intersection Project
3. Program \$103,865 in FY2026-2027 for the City of Benicia East 3rd Street/Military East Intersection Project
4. Program \$133,325 in FY2027-2028 for the City of Suisun City Rectangular Rapid Flashing Beacon Project

Attachment:

- A. TFCA Funding Recommendations – FY 2026-27 & FY 2027-28

Transportation Fund For Clean Air 40% Fund Program
Funding Recommendations - FY26/27 - FY27/28

							FY26-27	FY27-28
							TFCA Funding Available \$1,000,000	TFCA *Estimated Funding \$150,000
Recommended for Funding	City of Benicia	East 5th St. Transit Access, Pedestian Safety, and Accessibility Improvement Project	\$644,000	\$644,000	\$0	\$644,000	\$644,000	
	City of Benicia	Military West/ West K St/ I-780 Intersection in Benicia	\$252,135	\$252,135	\$0	\$252,135	\$252,135	
	City of Benicia	East 3rd St/ Military East Intersection	\$133,963	\$133,963	\$0	\$133,963	\$103,865	
	City of Suisun City	Rectangular Rapid Flashing Beacons Project	\$133,325	\$133,325	\$0	\$133,325		\$133,325
Solano County <i>Vallejo Sidewalk Gap Connector</i> <i>*Project is recommended for TDA-3 funding *</i>								
			\$1,704,000	\$500,000	\$1.2M	\$300,000 *Recommended for TDA-3*		

This page intentionally left blank.



DATE: September 21, 2026
TO: STA TAC
FROM: Dulce Jimenez, Assistant Planner
RE: Transportation Development Act Article 3 (TDA-3) Funding Recommendations

Background:

At the May 13, 2026, meeting the STA Board approved the release of a coordinated call-for-projects for One Bay Area Grant (OBAG), Community Action Resource and Empowerment (CARE), Transportation Development Act Article 3 (TDA-3), and Transportation Fund for Clean Air (TFCA) 40% Fund Program, for a combined total of \$21 million in funding available. The coordinated call-for-projects was essential in enabling STA staff to match projects with the appropriate grant program where they would be eligible and competitive for funding. All grant applications were due on June 30, 2026. As a result, STA received 20 competitive grant applications from most of the agencies in the County for each grant program, with a total funding request up to \$24 million.

To maximize the funding capacity of each grant program and ensure the optimum number of projects are funded either in whole or in combination of OBAG, CARE, TDA-3, or TFCA 40% funds, draft funding plan scenarios were developed. The funding scenarios were previewed at the STA TAC at their August 26, 2026, meeting for their initial review and feedback.

Discussion:

STA staff initially reviewed nine TDA-3 grant applications requesting a total of \$3.4 million in funding, which included the Solano County Farm to Market Phase 4 Project and the Vallejo Sidewalk Gap Connector Project recommended for funding through the TDA-3 funding pot. Over the next four fiscal years, there is an estimate of \$2 million in TDA-3 funding available to allocate to active transportation projects. Understanding that the funding requests surpassed the estimated funding available, STA staff, in coordination with the OBAG, CARE and TFCA funding recommendations, identified the following three projects to be recommended for alternative funding sources:

- The City of Rio Vista's Safe Routes to School to D. H. White Elementary School project is recommended for funding through the CARE Fund Program.
- The City of Benicia's East 5th Street Transit Access, Pedestrian Safety and Access Improvements Project was recommended for TFCA funding.
- City of Suisun City's Rectangular Rapid Flashing Beacon was recommended for TFCA funding.

Accounting for the three projects recommended for alternative funding sources, there are six (6) projects evaluated against the criteria established in MTC's TDA-3 guidelines. To meet the funding requests for the remaining projects, a Draft Multi-Year Funding Scenarios was developed, as shown in Attachment A. The funding scenarios were developed based on the anticipated construction timelines for each project, in which the project sponsors have concurred that the allocation times are in alignment with the respective project schedules.

As per the requirements set by the TDA-3 guidelines, the Draft Multi-Year Funding Scenarios were presented at the September 3, 2026, Joint Bicycle and Pedestrian Advisory Committee (BAC/PAC) meetings, in which committee members were in concurrence with the staff recommendations, with the understanding that the TDA-3 funding for over the next four years would be committed to funding the projects in the Draft Multi-Year Funding Scenarios. In discussion with the BAC/PAC it was recommended that the STA and project sponsors have the discretion to modify the Draft Multi-Year Funding Scenario as necessary to meet project needs and requirements. This modification to the recommendation is included as part of the STA TAC recommendation in addition to approving the Draft Multi-Year Funding Scenarios as shown in Attachment A.

Future years identified in the Draft Multi-Year Funding Scenarios include estimated TDA-3 funds, which will be adjusted as MTC releases updated estimates each spring. Accordingly, projects scheduled for future TDA-3 funding allocations, in coordination with STA staff, will need to be submitted to MTC for the fiscal year in which funding is being requested. For immediate next steps, the Solano County Farm to Market Phase 4 Project and the City of Rio Vista Riverview Projects will be submitted as part of the FY 2026-27 TDA-3 allocation request. The City of Rio Vista will then be submitting its TDA-3 request for its Rio Vista High School Project as part of Fiscal Year 2027-28. Subsequently, the City of Vacaville's Alamo Safe Routes to School and Solano County's Vaca Valley and Vallejo Sidewalk Gap Closure will be submitting their TDA-3 during the indicated future fiscal year recommended for funding.

STA staff will coordinate with project sponsors and keep them aware of the submittal process and requirements as each fiscal year approaches.

Fiscal Impact:

None to the STA approved budget. The average annual TDA-3 discretionary fund capacity is \$500,000. Funds are provided through the Transportation Development Act funds. STA staff is considering an allocation recommendation of up to four years of TDA-3 funding estimated to be close to \$2M.

Recommendation:

Forward a recommendation to the STA Board to approve the Multi- Year Funding Scenarios for Transportation Development Act Article 3 Funds (FY26-27 to FY29-30) as shown in Attachment A.

Attachment:

A. Multi-Year Funding Scenarios for TDA-3 – FY 2026-27 to FY 2029-30

**Multi-Year Funding Scenarios for Transportation Development Act Article 3 Funds -
FY26/27 - FY29/30**

							FY26-27	FY27-28	FY28-29	FY29-30
PROJECT SPONSOR	PROJECT NAME	PROJECT COST	FUNDING REQUESTED	COMMITTED FUNDING	MINIMUM FUNDING		TDA-3 Funding Available \$430,692	TDA-3 *Estimated Funding \$500k	TDA-3 *Estimated Funding \$500k	TDA-3 *Estimated Funding \$500k
Projects being considered for TDA-3 funds - FY26/27 - FY29/30	Solano County	Farm to Market Phase 4 <i>*This is an OBAG4 project being considered for TDA-3 Funds*</i>	\$3,210,000	\$700,000	\$2,510,000	\$700,000	\$327,802	\$372,198		
	City of Rio Vista	City of Rio Vista Safe Routes to Riverview Middle School	\$116,220	\$102,890	\$13,330	\$102,890	\$102,890			
	City of Rio Vista	City of Rio Vista Safe Routes to Rio Vista High School	\$303,550	\$268,733	\$34,817	\$268,733		\$127,802	\$140,931	
	City of Vacaville	Alamo Safe Routes to School Project	\$287,000	\$240,000	\$47,500	\$240,000			\$240,000	
	Solano County	Vaca Valley Bike Route Connection Project	\$1,250,731	\$300,000	\$950,731	\$200,000			\$119,069	\$80,931
	Solano County	Vallejo Sidewalk Gap Connector <i>*This is a TFCA project being recommended for TDA-3 Funds*</i>	\$1,704,000	\$500,000	\$1.2M	\$300,000				\$300,000

The following are projects that applied for TDA-3 funds, however they are recommended for funding through an alternative discretionary fund source	City of Benicia	East 5th St. Transit Access, Pedestrian Safety, and Accessibility Improvement Project *Project is being recommended for TFCA funding*	\$644,000	\$644,000	\$0	\$644,000 *Recommended for TFCA*	
	City of Rio Vista	City of Rio Vista Safe Routes to D.H. White Elementary School *Project is being recommended for CARE*	\$577,590	\$511,340	\$66,250	\$511,340 *Recommended for CARE*	
	City of Suisun City	Rectangular Rapid Flashing Beacons Project *Project is being recommended for TFCA funding*	\$133,325	\$133,325	\$0	\$133,325 *Recommended for TFCA*	



DATE: September 24, 2026
TO: STA TAC
FROM: Ron Grassi, Director of Programs
Mary Pryor, Transit Finance Consultant
RE: Fiscal Year (FY) 2026-27 Transportation Development Act (TDA) Matrix –
July 2026, which includes the TDA Claim for SolTrans

Background:

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

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

Discussion:

The TDA apportionment for FY 2026-27 includes revenue estimates and projected carryover. The following claim for SolTrans is within the parameters of available TDA funds and is being brought forward for review:

City of Vacaville (City Coach) for FY 2026-27

City Coach operates several public transportation services, comprising the following:

- Fixed Route. Large buses operate along a predetermined route and schedule, stopping at designated locations to pick up and drop off passengers.
- City Coach Direct Microtransit. First in Solano County, City Coach Direct is an Uber style service that provides point-to-point transportation based on the patron's origin and desired destination within the city limits of Vacaville.
- Paratransit. Provides origin-to-destination transportation for eligible individuals with disabilities who are unable to use the regular fixed route service due to their disability.
- Local Subsidized Taxi Program. Local (within Vacaville) subsidized taxi service for qualified seniors and disabled individuals.

- Intercity Subsidized Taxi Program. In partnership with the cities of Solano County and the Solano Transportation Authority, City Coach participates in the funding of a countywide subsidized taxi service program which provides transportation services between the cities of Solano County for qualified seniors and disabled individuals.

For Fiscal Year 2026-2027, the total TDA operating funds request is \$7,968,826, comprised of \$3,638,826 in operating funds and \$4,330,000 in capital funds. City Coach TDA capital funding needs for Fiscal Year 2026-2027 include the following projects:

<u>Project Description</u>	<u>Amount</u>
Project 1: Procure Transit Amenities	\$150,000
Project 2: Replace 10 aged CNG buses	\$2,850,000
Project 3: Fixed Route Transit Fleet Improvements & Spare Parts	\$550,000
Project 4: Replace Transit Staff CNG Vehicle	\$30,000
Project 5: Repair Transit Bus Yard Storm Drain	\$450,000
<u>Project 6: Repair and Replace Real-Time Arrival Signage and Technology</u>	<u>\$300,000</u>
Total FY 2026-2027 Capital Projects	\$4,330,000

Fiscal Impact:

The fiscal impact is described above, and the claim amounts match the City of Vacaville (City Coach) FY 2026-27 Budget. The STA Board's approval of the October 2026 TDA matrix provides the guidance MTC needs to process the City of Vacaville's \$7,968,826 TDA claim and STA's \$120,000 TDA claim on Behalf of the City of Benicia.

Recommendation:

Forward a recommendation to the STA Board to approve the October 2026 TDA Matrix for FY 2026-27, which includes the TDA claim for the City of Vacaville (City Coach) and STA on behalf of the City of Benicia, as shown in Attachment B.

Attachments:

- A. FY 2026-27 Metropolitan Transportation Commission TDA Fund Estimate dated February 2026
- B. FY 2026-27 TDA Matrix – October 2026, which includes the TDA Claim for the City of Vacaville and STA on Behalf of the City of Benicia.

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

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

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

TDA APPORTIONMENT BY JURISDICTION

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

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

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

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

FY 2026-27 TDA Matrix - Oct 2026

Date Prepared September 24, 2026
STA Board Action

Attachment B

	Note #	Dixon	Fairfield	Rio Vista	Suisun City	Vacaville	Vallejo/Benicia (SolTrans)	Solano County	Total
TDA Revenue Available									
FY26-27 TDA Revenue Estimate from MTC	1	\$ 1,170,354	\$ 7,003,327	\$ 599,738	\$ 1,684,465	\$ 5,985,838	\$ 8,609,243	\$ 1,043,538	\$ 26,096,503
Projected Carryover from MTC	1	\$ 4,397,179	\$ 7,247,117	\$ 2,515,347	\$ 1,691,200	\$ 5,323,932	\$ 1,805,708	\$ 1,668,646	\$ 24,649,129
Available for Allocation per MTC	1	\$ 5,567,533	\$ 14,250,444	\$ 3,115,085	\$ 3,375,665	\$ 11,309,770	\$ 10,414,951	\$ 2,712,184	\$ 50,745,632
FY25-26 Allocations/Transfers/Refunds	1	\$ (907,960)	\$ (949)	\$ (568,090)	\$ (77,898)		\$ (40,000)		\$ (1,594,897)
Total TDA Revenue Available for Allocation		\$ 4,659,573	\$ 14,249,495	\$ 2,546,995	\$ 3,297,767	\$ 11,309,770	\$ 10,374,951	\$ 2,712,184	\$ 49,150,735
USES									
Paratransit									
Intercity Taxi Scrip	2	\$ 50	\$ 14,175	\$ 400	\$ 13,575	\$ 18,125	\$ 28,175	\$ 345,500	\$ 420,000
Paratransit	3						\$ 1,602,378	\$ 220,000	\$ 1,822,378
Microtransit	3								\$ -
Local Taxi Scrip, Local 1st/Last Mile, Go-Go, Benicia LYFT	3				\$ 230,000		\$ 120,000	\$ 315,000	\$ 665,000
<i>Subtotal Paratransit</i>		<i>\$ 50</i>	<i>\$ 14,175</i>	<i>\$ 400</i>	<i>\$ 243,575</i>	<i>\$ 18,125</i>	<i>\$ 1,750,553</i>	<i>\$ 880,500</i>	<i>\$ 2,907,378</i>
Local Transit Service (Fixed Route) & Administration	3				\$ 986,500	\$ 3,638,826	\$ 4,507,826		\$ 9,133,152
SolanoExpress Intercity Bus									
To SolTrans	4	\$ 39,460	\$ 547,146	\$ -	\$ 129,153	\$ 343,053	\$ 1,902,119	\$ 206,892	\$ 3,167,823
<i>Subtotal SolanoExpress Intercity Bus</i>		<i>\$ 39,460</i>	<i>\$ 547,146</i>	<i>\$ -</i>	<i>\$ 129,153</i>	<i>\$ 343,053</i>	<i>\$ 1,902,119</i>	<i>\$ 206,892</i>	<i>\$ 3,167,823</i>
Transit Capital	3					\$ 4,330,000	\$ 378,250		\$ 4,708,250
STA Planning	6								
Swaps / Other									
LCTOP swap (FY24-25 Pop& Rev funds): Dixon to claim from Suisun City	7				\$ 48,967				\$ 48,967
LCTOP swap (FY24-25 Population funds): STA to claim for Solano County from Suisun City	7				\$ 46,354				
LCTOP swap (FY24-25 Pop& Rev funds): Rio Vista to claim from Suisun City	7				\$ 25,455				
Fairfield-Vacaville Train Station claimed by FAST for FY25-26 costs	11					\$ 75,860			\$ 75,860
Suisun City Train Station O&M, claimed by STA	12				\$ 318,000				\$ 318,000
Suisun City Train Depot Capital Improvements, claimed by STA	13								\$ -
Suisun City Mobility Hub, claimed by STA	14								\$ -
Faith in Action, claimed by STA	15							\$ 45,000	\$ 45,000
Equitable Access to Justice, claimed by STA	16							\$ 40,000	\$ 40,000
Dixon Redi-Ride/Financial Management Services Claimed by STA	17	\$ 85,900							\$ 85,900
Lifeline Transit Service Capital Purchase for Solano Express Route 30 to be claimed by STA	18	\$ 242,131				\$ 484,261			\$ 726,392
<i>Subtotal Swaps / Other</i>		<i>\$ 328,031</i>	<i>\$ -</i>	<i>\$ -</i>	<i>\$ 438,776</i>	<i>\$ 560,121</i>	<i>\$ -</i>	<i>\$ 85,000</i>	<i>\$ 1,340,119</i>
Total To Be Claimed by All Agencies		\$ 367,541	\$ 561,321	\$ 400	\$ 1,798,004	\$ 8,890,125	\$ 8,538,748	\$ 1,172,392	\$ 21,256,722
Balance		\$ 4,292,032	\$ 13,688,174	\$ 2,546,595	\$ 1,499,763	\$ 2,419,645	\$ 1,836,203	\$ 1,539,792	\$ 27,894,013

FY 2026-27 TDA Matrix - Oct 2026

Attachment D

Date Prepared September 24, 2026
STA Board Action

Notes (continued on next page)

- (1) MTC February 25, 2026 Fund Estimate; Reso 4742; columns I, H, J; FY25-26 Outstanding Commitments include allocations as of January 31, 2026. FY25-26 TDA allocations for Rio Vista, Dixon and STA Community Transit shown as negative amounts, which will be incorporated into MTC's July Fund Estimate available for allocation balance.
- (2) STA will be the claimant. Based on FY 2026-27 Intercity Taxi Card Funding Amounts from May 26, 2026 Consortium staff report. Subject to revision by STA Board.
- (3) From each agency's annual TDA claim. STA's claim from Solano County is for ADA assessments. STA's claim from Suisun City covers fixed-route and micro-transit service (\$986,500) and first-last mile (\$230,000). Solano County (\$315,000) is for the Medical Concierge Go-Go claimed by STA. Vacaville and Fairfield amounts listed under paratransit include both paratransit and microtransit. **(\$120,000) Benicia TDA to be claimed by STA for Benicia LYFT**
- (4) Based on FY 2026-27 Intercity Transit Funding Plan approved by STA Board June 10, 2026, subject to the Solano Express Funding and Cost-Sharing agreement being fully executed by all funding partners.
- (5) TBD
- (6) MTC's Fund Estimate deducts the 2.7% from the annual revenue estimate for each jurisdiction; therefore, the STA Planning amount is no longer shown on this line of the TDA Matrix.
- (7) LCTOP Swaps included in TDA claims.
- (8) State of Good Repair (SGR) swaps, included in TDA claims.
- (9) TBD
- (10) TBD
- (11) FAST to claim from Vacaville based on the 2002 agreement for the operation of Fairfield - Vacaville Train Station. Amount covers half of costs incurred by Fairfield in FY23-24.
- (12) To be claimed by STA for Suisun Amtrak station operations and maintenance
- (13) To be claimed by STA for Suisun Train Depot Capital Improvements
- (14) To be claimed by STA for Suisun City Mobility Hub
- (15) To be claimed by STA for Faith in Action
- (16) To be claimed by STA for Equitable Access to Justice Pilot Program
- (17) To be claimed by STA to support Dixon Redi-Ride with Financial Management Services
- (18) Lifeline Transit Service Capital Purchase for Solano Express Route 30 to be claimed by STA pending concurrence from Vacaville and Dixon City Councils

This page intentionally left blank.



DATE: September 17, 2026
TO: STA TAC
FROM: Kathrina Gregana, Senior Planner
RE: Governor's Executive Order N-7-26 on Transit – Caltrans Transit Priority Projects List

Background:

The California Department of Transportation (Caltrans) is the state agency responsible for designing, building, maintaining, and operating the state's highway, bridge and intercity rail systems. Caltrans District 4 recently completed the the [Caltrans Bay Area Transit Plan](#), the state's first district-level transit blueprint for the State Transportation Network (STN).

In June 2026, [Governor Newsom released EO-N-7-26](#) – the Executive Order on Transit that directs California's transportation agencies to accelerate transit projects and increase transit ridership statewide. As part of the executive order, Caltrans was directed to develop within 120 days *"a list of transit priority projects statewide that be updated regularly with location needs and specific projects identified in the District Transit Plans."*

Discussion:

To develop the statewide list of transit priority projects, Caltrans District 4 Transit Branch is currently conducting outreach to each county within the District to discuss transit infrastructure projects that could be included. This includes projects currently in development, projects identified in adopted or ongoing plans, and new project concepts that have been identified as local priorities.

Caltrans has indicated a preference for projects within Tier 1 or 2 locations from their recently developed [Transit Needs Assessment](#). Caltrans is also seeking to include a range of Transit Priority infrastructure from their [Transit Toolbox](#).

Caltrans' deadline to submit the District 4 transit priority projects list to Caltrans Headquarters and CalSTA is in early October.

STA staff has scheduled a meeting with Caltrans District 4 Transit Branch staff, with Soltrans staff participating, to discuss potential Solano Transit Priority Projects for inclusion on the statewide list. STA staff will provide updates on this effort and subsequent discussions as they occur.

Fiscal Impact:

None.

Recommendation:

Informational.

This page intentionally left blank.



DATE: September 21, 2026
TO: STA TAC
FROM: Sean Person, Legislative Assistant
RE: Legislative Update

Background:

Each year, STA staff monitors state and federal legislation that pertains to transportation and related issues. On January 14, 2026, the STA Board approved its 2026 Legislative Platform to provide policy guidance on transportation legislation and the STA's legislative activities during 2026.

Monthly legislative updates are provided by STA's state and federal lobbyists and are attached for your information (Attachments A and B). An updated Legislative Bill Matrix listing state bills of interest is available at: <https://sta.ca.gov/operations/legislative-program/current/>

Discussion:

The California Legislature concluded the second year of the 2025-26 Legislative Session on September 1, 2026, sending more than 900 bills to the Governor. The Governor has until September 30 to sign or veto legislation passed during the final weeks of the session. The Legislature and Governor reached agreement on the Fiscal Year 2026-27 Greenhouse Gas Reduction Fund (GGRF) spending plan, including \$230 million for the Zero-Emission Transit Capital Program, \$48 million for the Low Carbon Transit Operations Program (LCTOP), \$95 million for the Transit and Intercity Rail Capital Program (TIRCP), and \$107 million for Sustainable Communities.

Additionally, Senate Bill (SB) 1087 (Cabaldon) was moved to the Governor's desk. Supported by the STA, SB 1087 aims to modernize the Sustainable Communities Strategy framework and make changes to Regional Transportation Plan/Sustainable Communities Strategy requirements, greenhouse gas reduction targets, and regional planning. Other transportation measures being monitored include legislation addressing transit bus-lane enforcement cameras, zero-emission bus axle weights, pedestrian and bicycle facilities, vehicle-miles-traveled mitigation, and e-bike safety.

At the federal level, Congress continued work on Fiscal Year 2027 appropriations and surface transportation reauthorization. The Senate passed H.R. 6500, a Continuing Resolution (CR) that would extend federal government funding through December 11, 2026, including a temporary extension of federal surface transportation programs and related Highway Trust Fund expenditure authority. Longer-term surface transportation reauthorization remains under development in both the House and Senate. In addition, the U.S. Department of Transportation announced several competitive grant opportunities, including \$588.9 million for the Low or No Emission Program, \$21.6 million for Buses and Bus Facilities, and \$20 million for innovative traffic safety enforcement.

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

Updates on the following are detailed in Attachment A:

- Legislative Update
- Cap-and-Invest Update
- Ballot Propositions
- Bills with Positions

Federal Legislative Update (Akin Gump):

Updates on the following are detailed in Attachment B:

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

Fiscal Impact:

None.

Recommendation:

Informational.

Attachments:

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



September 8, 2026

TO: Board of Directors - Solano Transportation Authority

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

RE: **SEPTEMBER 2026 STATE LEGISLATIVE UPDATE**

General Update

The Legislature recessed the second year of the two-year 2025-26 Legislative Session on September 1, sending more than 900 bills to the Governor in the final weeks of session. The Governor will have until September 30 to sign or veto bills sent to his desk in the final weeks of session. On November 3, the general election will occur. We will welcome several new members to Sacramento for the 2027-28 Legislative Session, which will convene on December 7 for one day until they begin their work in earnest in early January. There are nine Senate and thirteen Assembly seats that are considered “open” heading into November.

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

Cap-and-Invest

On August 29, the Legislature and Governor reached an agreement on a GGRF spending plan for Fiscal Year 2026-27, reflected in [AB 113 \(Gabriel\)](#). As it relates to transportation and housing, the agreement:

- Fully honors the \$230 million FY 2026-27 SB 125 commitment for the Zero-Emission Transit Capital Program;
- \$48 million for LCTOP (slight increase from \$38 million in the latest July projection);
- \$95 million for TIRCP (slight increase from \$76 million in the latest July projection);
- \$133 million for Affordable Housing (slight increase from \$107 in the latest July projection);
- \$107 million for Sustainable Communities (includes \$50 million one-time for agricultural land preservation).

In addition, a companion GGRF [trailer bill](#) directs interest earned on GGRF to the GGRF expenditure plan, beginning in FY 2027-28. This will have the effect of directing approximately \$500 million annually to the GGRF in the near-term, which will help bolster funding for the Tier 3 programs.

As a reminder, this tier system was implemented as a result of negotiations last year, which reauthorized the Cap-and-Trade program (now Cap-and-Invest) and recast the expenditure plan. Specifically, [SB 840](#) substantially modified appropriations from GGRF and effectively established “priority tiers” for the GGRF appropriations. Off the top, the legislation appropriates GGRF revenue for a variety of backfills and administrative expenses – “Tier 1.” The legislation then appropriates \$1 billion in GGRF revenue for high-speed rail and \$1 billion in GGRF revenue for the Legislature’s discretionary priorities – “Tier 2.” Then, the legislation appropriates nearly \$2 billion for the historic continuous appropriations, including AH/SCP and transit programs – “Tier 3.”

Ballot Propositions

Fourteen statewide ballot propositions are on the November 3 ballot in California. This includes nine ballot initiatives and five measures from the California Legislature. For the official voter guide, please visit [here](#).

- Proposition 1: Issue \$11.25 billion in bonds to fund Multifamily Housing Program, CalVet Home Loan Program, and youth housing
- Proposition 2: Increase the Budget Stabilization Account (BSA) cap from 10% of general fund revenue to 20% and excluding deposits into the BSA from the Gann Limit
- Proposition 3: Renew the additional income taxes enacted with the approval of Proposition 38 in 2012 that fund education and early childhood programs
- Proposition 4: Allow the state and local governments to create programs that provide candidates with public funds under spending limits and eligibility rules
- Proposition 5: Eliminate the successor election when a state officer is recalled, thereby leaving the office vacant until it is filled according to state law
- Proposition 37: Establish a second mortgage homebuyer program for qualified homebuyers on qualifying homes and issue \$25 billion in bonds to fund the program
- Proposition 38: Issue \$8.4 billion in general obligation bonds to fund immunology and immunotherapy research
- Proposition 39: Require voters to present government-issued identification when casting ballots and require election officials to use government data to confirm voter citizenship and report verification rates
- Proposition 40: Levy a one-time 5% tax on the accumulated wealth of taxpayers and trusts with covered assets valued over \$1 billion to fund state health care programs, food assistance programs, and public education

- Proposition 41: Require state laws or ballot initiatives levying a new special tax enacted after January 1, 2026 to require the government entities or departments receiving revenue from the new tax to eliminate their lowest-performing programs and reinvest those savings in higher-performing programs
- Proposition 42: Prohibit the enactment of new taxes after January 1, 2026 on ownership or accumulation of retirement holdings, individually-owned assets, and other forms of personal savings
- Proposition 43: Require two-thirds vote by electorate to enact, extend, or increase local special tax initiatives and prohibit local governments and ballot initiatives from enacting ad valorem property taxes except those authorized elsewhere in the state constitution
- Proposition 44: Prohibit healthcare clinics, specifically federally-qualified health centers and related organizations, from spending less than 90% of their annual revenue on mission-related purposes
- Proposition 45: Establish timelines for local and state agencies to review plans and solicit public comment for essential projects, such as housing, improvements to water supply, transportation, energy, and facilities for health and public safety

Bills with Positions

SB 1087 (Cabaldon) Sustainable Communities Strategy Modernization Bill – SUPPORT

This bill is co-sponsored by MTC-ABAG and seeks to modernize SB 375, the 2008 law that established the sustainable communities strategies regional planning framework. This bill makes numerous changes to existing Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) guidelines and requirements, including how greenhouse gas emissions (GHG) reduction targets are set, the timeline for updating the plans, and how GHG reduction strategies are evaluated. It also extends GHG reduction targets to 2045. ***Governor's Desk.***

AB 1421 (Wilson) Road Usage Charge Technical Advisory Committee – SUPPORT

This bill requires the California Transportation Commission (CTC), in partnership with the Transportation Agency (CalSTA), to consolidate and prepare research and recommendations related to a road user charge or a mileage-based fee system. The report would be due to the Legislature by January 1, 2027. ***This bill was held in the Senate.***

Other Bills of Interest

SB 741 (Blakespear) LCTOP Reform – SUPPORT

Sponsored by the California Transit Association, this bill would update and streamline the Low Carbon Transit Operations Program (LCTOP). The LCTOP receives funding through the GGRF and directs millions of dollars annually to transit agencies around the state on a formula basis. Unfortunately, since its inception a decade ago, LCTOP's requirements have proven to be in some cases duplicative and overly burdensome. SB 741 would

simplify Caltrans' administrative role, expand eligible uses of program funds to include transit maintenance, and eliminate redundant GHG demonstration requirements for continuing projects. **Governor's Desk.**

SB 1250 (Cortese) Wildlife Connectivity – WATCH

This bill would require Caltrans to include wildlife connectivity assets (wildlife crossings on the state highways system, improved culverts and bridges, habitat corridors, and fencing guiding animals to crossings) in its asset management plan and to targets and goals in this regard. Caltrans would also be required to work with the California Department of Fish and Wildlife to establish an inventory of wildlife connectivity needs on the state highway system where these assets could reduce wildlife-vehicle collisions or enhance wildlife connectivity. **Governor's Desk.**

AB 1599 (Ahrens) California Transit Stop Registry – WATCH

This bill would require Caltrans to create an online registry of all transit stops in California and would further obligate all transit operators to ensure that each of their transit stops are accurately reflected in the registry. Recent amendments require that Caltrans engage with transit operators during the development of the registry, limit the information that must be reported by transit agencies, and ensure agencies won't need to change their own unique identifying numbers for their respective transit stops. **Governor's Desk.**

AB 1837 (Mark Gonzalez) Forward Facing Camera Reauthorization – WATCH

Sponsored by the California Transit Association, this bill would extend the existing authorization for transit agencies to install forward-facing automated parking cameras to combat the issue of cars parked in bus lanes and help ensure transit reliability until January 1, 2034. This authorization – originally enacted in 2022 – is set to expire on January 1, 2027. **Governor's Desk.**

AB 1944 (Lee) Zero-Emission Bus Axle Weight Limit – WATCH

Also sponsored by the California Transit Association, this bill would amend the axle weight limits that apply to zero-emission buses purchased by California transit agencies by postponing the dates by which certain axle weight limits apply. This proposal would provide for a near-term increase in axle weight limits to help facilitate continued compliance with the California Air Resources Board's Innovative Clean Transit (ICT) regulation. **Governor's Desk.**

AB 1976 (Wicks) Streets and highways: pedestrian and bicycle facilities – WATCH

This bill would add pedestrian malls (city streets restricting vehicular traffic) to the list of projects statutorily exempt from the California Environmental Quality Act. This bill would also prohibit a city or county in California from soliciting public input on a proposed pedestrian or bicycle safety project after the project is approved and in development and a

local agency may not terminate a project unless certain findings are made. This bill also makes changes to the Pedestrian Mall Law of 1960. **Governor's Desk.**

AB 2002 (Solache) Regional Early Action Planning – WATCH

This bill codifies the Regional Early Action Planning grant program (REAP 1.0) to support future RHNA implementation and local planning. If funded by the legislature through a one-time allocation, the bill proposes distributing funding on a population basis to support regional governments' Regional Housing Needs Assessment (RHNA) responsibilities. ***This bill was held in the Senate.***

AB 2051 (Wicks) Coastal Resilience Permitting Working Group – WATCH

This bill directs the California Natural Resources Agency (CNRA), in consultation with the California Environmental Protection Agency (CalEPA), to convene an interagency Coastal Resilience Permitting Working Group to identify administrative actions and legislative recommendations to streamline and accelerate permitting for coastal resilience and sea level rise adaptation projects. **Governor's Desk.**

AB 2059 (Wilson) Vehicle Miles Traveled Mitigation Costs – WATCH

This bill specifies that transportation projects are presumed to have a less-than-significant transportation impact as determined by the vehicle-miles-traveled metric if at least 70% of the project lies within one or more non-metropolitan counties. This bill would also require Caltrans to develop guidance on VMT mitigation measures for transportation projects in nonmetropolitan counties. **Governor's Desk.**

AB 2346 (Wilson) Safer E-Bikes, Safer Communities Act – WATCH

This bill makes lower-speed electric bicycles (class 1 and 2 e-bikes) safer by requiring speedometers and integrated lights on all e-bikes. This bill also provides local governments with the authority to impose e-bike speed limits and sets a state-wide speed limit of 15 mph for minors under 15 years old operating any device. Lastly, AB 2346 requires manufacturers and retailers of e-bikes to provide consumers with disclosures on the type of bike and a clear summary of e-bikes laws and regulations. **Governor's Desk.**

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

MEMORANDUM

August 18, 2026

To: Solano Transportation Authority

From: Akin Gump Strauss Hauer & Feld LLP

Re: August Report

In August, Akin monitored developments in Washington that impact Solano Transportation Authority, including Fiscal Year (FY) 2027 appropriations, reauthorization of the surface transportation law and funding opportunities.

Fiscal Year 2027 Appropriations: State of Play and Updates

On August 8, the Senate voted 90–6 to pass [H.R.6500](#), a Continuing Resolution (CR) to fund the government through December 11. The bill continues funding at FY 2026 levels for the 12 major appropriations divisions, including the Department of Transportation, while including a series of targeted funding allocations, rescissions and program-specific provisions, including the following:

- Incorporates the Surface Transportation Extension Act of 2026, which provides a clean extension of federal surface transportation programs through December 11, 2026, and extends related Highway Trust Fund (HTF) expenditure authority through December 12, 2026.
- Allows the Navy to reimburse the Department of Transportation's (DOT) Maritime Administration during the period covered.
- Extends the period of availability of certain expiring highway funds through September 30, 2027.
- Prevents specified one-time FY2026 repurposing of transportation funding previously appropriated under the Infrastructure Investment and Jobs Act (IIJA; P.L. 117-58) from continuing under the CR, including provisions affecting airport, highway, passenger rail, transit infrastructure, and highway safety accounts.

The House previously passed its own CR before leaving for the August recess; however, since the Senate made changes to the House bill, the House must now pass the Senate bill when it returns from the recess. The expectation is that the House will quickly pass the CR and President Trump will sign the bill into law preventing a government shutdown.

August 18, 2026
Page 2

Department of Transportation Update

On July 27, DOT [announced](#) \$588.9 million for the FY 2026 Low or No Emission Program enabling eligible recipients to apply for funding for the purchase or lease of low-emission and zero-emission transit buses and supporting facilities. DOT expects to award 50 grants and applications are due on September 21.

On July 27, DOT [announced](#) \$21.6 million for the FY 2026 Buses and Bus Facilities Program. DOT expects to award 5 grants and applications are due on September 21.

On August 3, DOT [announced](#) \$20 million - for the Innovative Traffic Safety Enforcement Grant Program. State, city and county governments may apply for funding to develop innovative traffic safety enforcement programs. DOT expects to award 10 grants and applications are due on September 1.

On August 10, DOT [announced](#) \$5 million for the FY2026 Stopping Threats On Pedestrian Competitive Grant Program. State, city and county governments may apply for funding for bollard installation projects designed to prevent pedestrian injuries and acts of terrorism in areas used by large numbers of pedestrians. DOT expects to award 9 grants and applications are due on September 9.

Surface Transportation Legislation

On May 17, House Transportation and Infrastructure Committee Chair Sam Graves (R-MO) and Ranking Member Rick Larsen (D-WA) released the text of the five-year surface transportation reauthorization bill, the BUILD America 250 Act (H.R. 8870). The Committee advanced the bill on May 22 by a vote of 62 to 2. However, the House did not take up the measure before leaving for the August recess, and the bill remains pending further House action.

Meanwhile, Senate Environment and Public Works Committee Chair Shelley Moore Capito (R-WV) has indicated that the Committee is nearing release of its highway title in September. However, Ranking Member Sheldon Whitehouse (D-RI) has stated publicly that Committee leadership has not yet reached agreement on a topline funding level for the legislation, highlighting ongoing negotiations over the scope and cost of a long-term reauthorization.

As noted above, the Senate passed a bipartisan CR that includes the Surface Transportation Extension Act of 2026. The measure would provide for a clean extension of federal surface transportation programs until December 11, 2026, and extend related HTF expenditure authority through December 12, 2026. If enacted, the temporary extension would prevent current surface transportation authorities from expiring on September 30 while providing Congress additional time to complete work on a longer-term reauthorization package.

August 18, 2026
Page 3

With House floor action still pending and the Senate yet to release its own multiyear reauthorization proposal, including the highway title being developed by the Senate Environment and Public Works Committee, and with lawmakers still negotiating a topline funding level for the legislation, final action may not occur until after the midterm elections.

Bills of Interest

On July 22, Rep. Valerie Foushee (D-NC) introduced [H.R.9852](#) in the House. The bill would amend title 23, United States Code, to include super speeder programs in State highway safety programs. There are no cosponsors for the bill. The bill was referred to the House Committee on Transportation and Infrastructure.

On July 23, Rep. Lauren Boebert (R-CO) introduced [H.R.9897](#) in the House. The bill would amend title 23, United States Code, to withhold apportioned surface transportation funding from a State if the State fails to enact certain requirements for proof of citizenship for individuals to register to vote in Federal elections. There are no cosponsors for the bill. The bill was referred to the House Committee on Transportation and Infrastructure.

On July 23, Rep. Burgess Owens (R-UT) introduced [H.R.9926](#) in the House. The bill would amend title 49, United States Code, to include certain ridership forecasting methods in determinations of whether a project under the fixed guideway capital investment grants program is justified. There are [3 cosponsors](#) for the bill. The bill was referred to the House Committee on Transportation and Infrastructure. Sen. John Curtis (R-UT) introduced the Senate companion bill, [S.5114](#), on July 23. Sen. Mark Kelly cosponsored the bill and the bill was referred to the Committee on Commerce, Science, and Transportation.

On July 30, Sen. John Curtis (R-UT) introduced [S.5181](#) in the Senate. The bill would require the Secretary of Transportation to establish a grant program relating to the digitization of county roads and the creation of publicly accessible road datasets. Sen. Mark Kelly (D-AZ) cosponsored the bill. The bill was referred to the Committee on Commerce, Science, and Transportation.

On August 3, Rep. Mark DeSaulnier (D-CA) introduced [H.R.10019](#) in the House. The bill would direct the Department of Transportation to provide technical assistance grants and establish policies helping state and local governments use “value capture” strategies to fund public transit and reduce emissions. There are no cosponsors for the bill. The bill was referred to the House Committee on Transportation and Infrastructure.

August 18, 2026
Page 4

On August 6, Rep. Seth Moulton (D-MA) introduced [H.R.10059](#) in the House. The bill would provide for consideration of all modes of transportation and all road users in certain highway and transit programs. Rep. Ed Case (D-HI) cosponsored the bill. The bill was referred to the House Committee on Transportation and Infrastructure.

This page intentionally left blank.



DATE: September 17, 2026
TO: STA TAC
FROM: Jasper Alve, Senior Projects Manager
RE: Summary of Funding Opportunities

Discussion:

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

	FUND SOURCE	TOTAL AMOUNT AUTHORIZED	APPLICATION DEADLINE
Federal			
1.	Fiscal Year 2026 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.	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/		
2.	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.