



****INTERCITY TRANSIT FUNDING WORKING GROUP MEETING (ITFWG) AT 1:30 p.m.****

To occur immediately following the ITFWG:

SOLANO COUNTY INTERCITY TRANSIT CONSORTIUM MEETING

Tuesday, May 26, 2026

STA Office – 3rd Floor – Twin Sisters Conference Room

423 Main Street, Suisun City

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

Zoom Info:

<https://us02web.zoom.us/j/89137405685?pwd=Z3ZyUjFyVm5wVU8rZCtKRllnbXA3UT09>

Webinar ID: 891 3740 5685

Passcode: 515662

MEETING AGENDA

ITEM

STAFF PERSON

1. CALL TO ORDER

Lori DaMassa, Chair,
Vacaville City Coach

2. APPROVAL OF AGENDA

3. OPPORTUNITY FOR PUBLIC COMMENT

4. REPORTS FROM MTC, STA STAFF AND OTHER AGENCIES

(1:50 – 1:55 p.m.)

5. CONSENT CALENDAR

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

Sheila Ernst

Recommendation:

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

(1:55 – 2:00 p.m.)

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6. ACTION FINANCIAL

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

Debbie McQuilkin

Recommendation:

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

(2:00 – 2:05 p.m.)

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Bruce Barrett

Shaun Vigil
(Vice Chair)

Greg Malcolm

Beth Kranda

Nouae Vue

Lori DaMassa
(Chair)

Gwendolyn Gill

Debbie McQuilkin

Dixon
Readi-Ride

Fairfield (FAST)

Rio Vista
Delta Breeze

SolTrans

Suisun City

Vacaville
City Coach

County of Solano

Solano Mobility

Robert Guerrero
STA

2026 CONSORTIUM MEMBERS

- B. Release a Request for Proposals (RFP) for Support or Enhanced On-Demand WAV Services** Steven Lowe
Recommendation:
 Forward a recommendation to the STA TAC and Board to authorize the Executive Director to release an RFP to support or enhance on-demand WAV services for three years with the option of two additional years for an amount not-to-exceed \$300,000. (2:05 – 2:10 p.m.)
Pg. 13
- C. Programming of FY 2026-27 State Transit Assistance Funds (STAF) Population Based Funds** Ron Grassi
Recommendations:
 Approve the following:
 1. Programming of \$9,144,119 in STAF Population-Based funds to support Lifeline Transit Services, Solano Mobility Programs, Capital Projects, and Planning Projects in FY 2026-27, as specified in Attachment B; and
 2. Authorize SolTrans to claim \$1,409,232 of new STAF for Solano Express Operations in FY 2026-27 once the 1st amendment of Solano Express Intercity Funding and Cost-Sharing is fully executed between STA, the funding partners, and SolTrans.
 (2:10 – 2:15 p.m.)
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- D. Fiscal Year (FY) 2026-27 Transportation Development Act (TDA) Matrix – June 2026, which includes TDA Claims for STA, STA on behalf of Solano County, and STA on behalf of Suisun City** Ron Grassi
Recommendation:
 Approve the June 2026 TDA Matrix for FY 2026-27, which includes TDA claims for STA, STA on behalf of Solano County, and STA on behalf of the city of Suisun City, as shown in Attachment B.
 (2:15 – 2:15 p.m.)
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- E. Revised First Amendment to Solano Express Intercity Transit Funding and Cost-Sharing Agreement for FY 2026-27** Ron Grassi
Recommendation:
 Recommend to the STA TAC and Board on how to utilize the available 2,831 revenue service hours, which are valued at \$698,578, and modify the 1st Amendment to Solano Express Intercity Transit Funding and Cost Sharing Agreement for FY 2026-27 and the attachments accordingly. (Attachment B, D & E)
 i. Solano Express Cost Per Revenue Hour (\$246.76)
 ii. Solano Express Service Hours by Route
 iii. FY 2026-27 Solano Express Budget
 iv. FY 2026-27 Funding Plan and 5 Year Financial Forecast
 (2:15 – 2:25 p.m.)
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7. ACTION NON-FINANCIAL

- A. Adopt the STA’s Final Overall Work Plan for FY 2026-27 and FY 2027-28** Robert Guerrero
Nick Burton
Ron Grassi
Recommendation:
 Forward a recommendation to the STA TAC and STA Board to approve STA’s Overall Work Plan (OWP) for FY 2026-27 and FY 2027-28 as shown in Attachment B
Pg. 81 (2:25 – 2:35 p.m.)

B. Legislative Update

Sean Person

Recommendations:

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

(2:35 – 2:40 p.m.)

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8. INFORMATIONAL - DISCUSSION

A. Solano Express Quarterly Reports

Beth Kranda, Soltrans

Recommendation: Informational.

(2:40 – 2:50 p.m.)

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

Robert Guerrero
Dulce Jimenez

Recommendation: Informational.

(2:50 – 2:55 p.m.)

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

Debbie McQuilkin

Recommendation: Informational.

(2:55 – 3:00 p.m.)

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NO DISCUSSION ITEMS

D. Summary of Funding Opportunities

Jasper Alve

Recommendation: Informational.

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9. FUTURE AGENDA TOPICS

Group

June 2026

1. TDA Claim for FY 2026-27
2. Connected Mobility Plan / Solano Express Coordination Update
3. Solano Mobility Programs FY 2025-26 Q3 Report for Commuter, Employer and Student Programs
4. Solano Mobility Express Pilot Program Service to Vacaville, Dixon, and Davis (Memorial Union)
5. Solano Express Intercity Bus Replacement Capital Plan Update
6. Wayfinding & Mapping Implementation Plan

August 2026

1. TDA Claim for FY 2026-27
2. Solano Mobility Program – Call Center 4th Quarter Report for FY 2025-26
3. MTC Presentation: Clipper 2.0 Update

10. ADJOURNMENT

The next regular meeting of the **Solano County Intercity Transit Consortium** is scheduled for 1:30 p.m., **Tuesday, June 23, 2026**, at STA Office, 423 Main Street, Suisun City.

Meeting Schedule for the Calendar Year 2026

No Meeting in July – Summer Recess

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

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

No Meeting in October

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

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

**SOLANO COUNTY INTERCITY TRANSIT CONSORTIUM
DRAFT Meeting Minutes of April 28, 2026**

1. CALL TO ORDER

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

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

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

Also Present (In Alphabetical Order by Last Name):

Jasper Alve	STA
Ana Lee Bernard	STA Intern
Kristina Botsford	SolTrans
Erika Dohina	STA
Sheila Ernst	STA
Christopher Fong	City of Dixon
Lorene Garrett	STA
Leslie Gould	STA
Ron Grassi	STA
Kathrina Gregana	STA
Daryl Halls	STA
Tateyana Hendricks	Vacaville City Coach
Steven Lowe	STA
Johanna Masiclat	
Sean Person Natalie	STA
Quezada Jason	STA
Riley Brandon	STA
Thomson	City of Fairfield STA

2. APPROVAL OF AGENDA

On a motion by Gwendolyn Gill and a second by Shaun Vigil, the Solano County Intercity Transit Consortium approved the agenda with the amendment to move Agenda Item 8.A to Agenda Item 6.B and an update to the Capitol Corridor was added under Reports from MTC. (9 Ayes)

3. OPPORTUNITY FOR PUBLIC COMMENT

None.

4. REPORTS FROM MTC, STA STAFF AND OTHER AGENCIES

- Bike to Wherever Day Update
Steven Lowe presented on Bike Month activities, including Bike to Work Day and various community events planned for May.

5. CONSENT CALENDAR

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

A. Minutes of the Consortium Meeting of March 24, 2026

Recommendation:

Approve the Minutes of the Consortium Meeting of March 24, 2026

6. ACTION FINANCIAL ITEMS

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

Recommendation:

Forward a recommendation to the STA TAC and Board to approve the 1st Amendment to Solano Express Intercity Transit Funding and Cost Sharing Agreement for FY 2026-27

(Attachment C, D & E) with the updated:

1. Solano Express Cost Per Revenue Hour
2. Solano Express Service Hours by Route
3. FY 2026-27 Solano Express Budget
4. FY 2026-27 Funding Plan and 10 Year Financial Forecast

Ron Grassi provided a brief update on the budget. He explained that he will follow up with service hours by route. He added that this item was presented to the Intercity Funding Working Group on March 19, 2026, to the Intercity Transit Consortium on March 24, 2026, and to the STA Board on April 8, 2026.

Chair Damassa anticipates that an increase in the cost per hour may increase.

Beth Kranda concurred with the proposed amendment but noted her desire to modify the funding agreement in 2026.

Director Grassi requested the service hours from Kristina Botsford by Monday, May 4, 2026.

On a motion from Robert Guerrero, and a second by Gwendolyn Gill, the Solano County Intercity Transit Consortium approved the recommendation. (9 Ayes)

B. Update on Regional Mapping and Wayfinding

Recommendation:

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

1. Authorize the route naming revisions to the SolanoExpress Network
2. Approve up to \$500,000 in funding for Solano transit wayfinding sign replacement, in accordance with the Regional Mapping and Wayfinding Design Guidance, and prioritizing regional signage, with any remaining funds allocated to local transit sign updates.

Katherina Gregana provided a brief update on the Regional Mapping and Wayfinding pilot program. She explained that MTC has requested that Solano Express routes transition from color-based names back to numbers, and the goal is to maintain color coding for rail systems and use numbers for bus services to essentially make it easier for riders to distinguish between the two returning SolanoExpress to its original numbering convention. She added that the \$500,000 in wayfinding funds that were returned to the STA, which were originally, match funding that was going to be given to the two pilot projects in Solano.

Robert Guerrero discussed regional and local sign improvements, with a focus on flagpole signs, and agreed to move forward with recommendations while working out funding details with local agencies.

On a motion from Beth Kranda, and a second by Robert Guerrero, the Solano County Intercity Transit Consortium approved the recommendation. (9 Ayes)

7. ACTION NON-FINANCIAL

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

Recommendation:

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

Robert Guerrero provided a presentation on planning and accomplishments for 2025-26. He added that STA adopted a Safe Routes to School Plan Update and that staff is focusing on the housing element implementation. He explained that the STA has been working with the Solano Economic Development Corporation on priority production areas, primarily the designated areas for higher employment in the county. He explained that these plans are being funded with grants from MTC and ABAG. He concluded that staff is planning to present the Comprehensive Transportation Plan to the group in June or July.

Robert Guerrero and Kristina Botsford further discussed the signage concepts and funding with the group. He explained that the STA presented their draft overall work plan for fiscal years 2026-27 and 2027-28, highlighting accomplishments from the previous year including housing element implementation, Safe Routes to School plan adoption, and various transportation projects.

Nick Burton project delivery projects and packages on I-80 and Highway 12 He highlighted State Route (SR) 37/Fairgrounds Drive project that is forecasted to begin its construction phase using Regional Measure 3 funds obtained. He added that staff is working with MTC to initiate the design phase for SR 37 Interim Congestion Relief project. Nick announced that we also obtained an SB 1 \$129M grant for the I-80 Westbound Truck Scales project. He concluded that STA is collaborating with the City of Fairfield and Solano County on the I-80/680/HWY 12 interchange.

Ron Grassi provided a presentation on the program highlights from 2024-25. He announced that the call center helped 8,200 individuals by phone, almost 500 people in person, and had about 122,000 website hits. He concluded that 174 travel training were conducted.

Directors Guerrero, Burton, and Grassi provided updates on packages pertaining to Planning, Projects, and Programs.

On a motion Debbie McQuilkin, and a second by Lori Damassa, the Solano County Intercity Transit Consortium approved the recommendation. (9 Ayes)

8. INFORMATIONAL – DISCUSSION

A. ~~Update on MTC Regional Mapping and Wayfinding Signs Pilot Program in Solano County~~

B. Solano Mobility Programs – Call Center 2nd Quarter Report for FY 2025-26
Erica Dohina shared the Solano Mobility Call Center's second quarter report, noting increased engagement and website visits.

C. Solano Express Fares
Christina Botsford discussed potential fare increases, proposing a multi-year approach and suggesting initial discussions take place in the Intercity Transit Fund Working Group.

Shaun Vigil and the group discussed the Senior Clipper Card and other affordable transit programs.

NO DISCUSSION

D. Legislative Update

E. Summary of Funding Opportunities

9. FUTURE INTERCITY TRANSIT CONSORTIUM AGENDA ITEMS

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

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

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

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

11. ADJOURNMENT

The meeting adjourned at 2:32 p.m. The next regular meeting of the Solano County Intercity Transit Consortium is scheduled for **1:30 p.m. on Tuesday, May 26, 2026.**



DATE: May 1, 2026
TO: Solano County Intercity Transit Consortium
FROM: Debbie McQuilkin, Program Manager
RE: Fiscal Year (FY) 2024-25 Reconciliation and review of 2026-27
Taxi Card/PEX Program Transportation Development Act (TDA) Funding and
FY 2024-25 Reconciliation

Background:

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

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

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

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

Discussion:

STA staff are presenting the proposed contributions for FY 2026-27, based on the reconciliation from FY 2024-25 (Attachment A). Staff is requesting that any modifications to this matrix be submitted by June 15, 2026, to allow for the revised matrix to be presented to the June Consortium and then forwarded for recommendation to the STA TAC and Board in July.

Fiscal Impact:

The total FY 2024-25 TDA partner contribution for the Intercity Taxi Card program is \$200,000. The total proposed program funding for FY 2026-27 is \$306,058. County TDA will match each transit operator/city's contribution and cover the program's administrative costs.

Recommendation:

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

Attachments:

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

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

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

Taxi Card TDA Funding Matrix

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



DATE: May 26, 2026
TO: Solano Intercity Transit Consortium
FROM: Ron Grassi, Director of Programs
Steven Lowe, Program Coordinator I
RE: Release a Request for Proposals (RFP) for Support or Enhanced On-Demand WAV Services

Background:

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

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

Discussion:

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

Fiscal Impact:

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

Recommendations:

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

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DATE: May 20, 2026
 TO: Solano County Intercity Transit Consortium
 FROM: Ron Grassi, Director of Programs
 RE: Programming of FY 2026-27 State Transit Assistance Funds (STAF)
 Population-Based Funds

Background:

On February 27, 2019, the Metropolitan Transportation Commission (MTC) adopted Resolution 4360, which continues the County Block Grant funding policy framework, originally established with MTC Resolution 4321 on February 28, 2018, for the use of State Transit Assistance Funds (STAF) Population-Based (Public Utilities Code § 99313) funds in the region. MTC also combined Northern County, Regional Paratransit, and Lifeline STAF funds with population-based funds, effective in FY 2020-21, awarded through a County Block Grant.

The STAF Population-Based County Block Grant is accompanied by several regional policy conditions, largely aimed at improving transit coordination and efficiency while stabilizing funding. Under MTC Resolution 4321, Congestion Management Agencies (CMAs), now known as County Transportation Agencies (CTAs), were tasked with coordinating roles in developing a STAF Population-Based distribution program within their respective counties. This regional approach is modeled after the approach used by the Solano Transportation Authority (STA) for distributing STAF Population-Based funds within Solano County.

MTC Resolution 4360 also includes a policy that extends the performance measures established as a part of the Transit Sustainability Project (TSP) to the region’s smaller transit operators. State law specifies that STAF Population-Based funds are to be used to provide financial assistance for public transportation, including funding for transit planning, operations, and capital acquisition projects.

In Solano County, STAF Population-Based funds have been programmed to leverage over \$25 million of other funding and support a wide range of transit activities, which includes funds for Solano Express Operating, Marketing, Ridership Studies, Intercity Bus Capital Replacement Plans, and Electrification; Transit Corridor and Rail Studies; Solano Mobility Programs; Community Base Transportation Plans (CBTP); Solano’s Consolidated Transportation Services Agency(CTSA); Paratransit Coordination Council(PCC); and Transit Priority Capital Projects.

Discussion:

The February 25, 2026, MTC estimate of Solano County’s Population-based STAF funds for FY 2026-27 is \$5,116,242, which is \$554,375 or 10% less than FY 2025-26. There is also carry-over balance of \$10,701,872 for a total available funding of \$15,818,114 in FY 2026-27. (Attachments A & B) The FY 2026-27 funding of \$15,818,114 is recommended to be allocated as follows:

SOLANO EXPRESS		
Solano Express Carryover balance	\$502,005	
Solano Express Operating Funds	\$1,409,232	
TOTAL STAF Dedicated to Solano Express Service	\$1,911,237	10%

PROJECTS, PROGRAMS, PLANNING & LIFELINE TRANSIT SERVICE		
Transit Priority Capital Projects	\$3,364,013	17%
Solano Mobility Programs	\$2,801,279	14%
One-Time Planning (CTP, SRTP, CBTP, Rail Study)	\$800,000	4%
Lifeline Transit Service (Solano Express Route 30 Pilot)	\$1,252,853	6%
Bus Capital Purchase (Solano Express Route 30)	\$965,974	5%
TOTAL STAF Allocated in FY 2026-27 to Projects, Programs, Planning, and Lifeline Transit Service	\$9,184,119	47%

RESERVE		
Solano Express Reserve (for Future Years)	\$3,599,973	19%
Transit Priority Capital Projects and Special Projects Reserve	\$4,686,798	24%

In FY 2024-25, the STA Board allocated \$8,162,058 towards future years of Solano Express Operating to backfill ARPA funds, which were exhausted by the end of FY 2024-25. The STA Board also allocated \$965,974 to the Solano Express Capital Bus Replacement Reserves to backfill FTA 5307 funds used to replace 16 CNG engines, bringing the total to \$9,128,032 allocated to Solano Express operations, capital, and reserves. In FY 2025-26, SolTrans claimed \$3,296,020 in STAF for Solano Express Operations, and the STA Board allocated \$965,974 toward Lifeline Transit capital purchases. In FY 2026-27, \$502,005 in carryover funds is available, and \$1,409,232 in new operating funds are required, leaving a Solano Express Reserve balance of \$3,599,973 for future years. Once the FY 2026-27 1st amendment to the Solano Express Intercity Funding and Cost-Sharing Agreement is fully executed between STA, the funding partners, and SolTrans. SolTrans will be able to claim \$1,409,232 of STAF funds.

STA staff is recommending an allocation of \$9,184,119 (47%) in STAF Population-Based funds for FY 2026-27 to fund Lifeline Transit Service, a comprehensive list of Mobility Programs, One-time Planning Projects, and Transit Priority Capital Projects based on prior STA Board approval and STA’s Overall Work Plan tasks.

The remaining balance of \$3,599,973 in Solano Express Reserve and \$1,122,785 Transit Priority Capital and Special Projects Reserve are recommended to remain in reserves for future years.

Lifeline Transit Service (Solano Express Route 30 Pilot):

The Solano Mobility Express Vanpool Pilot Program was launched during the first quarter of FY 2023-24, following the SolTrans Board's approval of a realignment that recommended coordinating and funding vanpools as an alternative for riders traveling to Sacramento. Solano Mobility Express Vanpool vans travel between Dixon, Vacaville, and Sacramento during morning and afternoon/evening commute hours. Initially, the program began with three 7-passenger vans and quickly expanded to four due to increased ridership. Currently, two 14-passenger vans and two 9-passenger vans service the program. Since the program began, through April 30, 2026, a total of 12,033 rides have been provided. To date, the program has been reliable, with only two missed routes (rider accommodations provided), and has achieved a 4.98/5 performance rating from riders. As a result of Solano Express service cuts made through the SolTrans Comprehensive Operational Analysis, the STA Board approved the expansion of the Lifeline transit service on March 11, 2026, to service Vacaville, Dixon, UC Davis (Memorial Union), and Sacramento. The expansion increases revenue hours from 4,800 to 7,922 at a cost of \$126.76 per revenue hour, requiring an allocation of \$1,252,853 for FY 2026-27. This includes the contractor's cost plus a contingency for increased fuel costs, vehicle maintenance, and any unknowns.

Solano Mobility Programs:

The FY 2026-27 Mobility Programs recommended funding amount of \$2,801,279 supports 18 Mobility Programs that serve older adults, people with disabilities, commuters, employers, and veterans. STAF provides 48% of the funding to support the Consolidated Transportation Services Agency (CTSA), Paratransit Coordinating Council (PCC), Transit Corridor Planning and Implementation, Solano Express Marketing, Transit Coordination/Programs, Rail Network Integration/Solano Rail Hub, the Solano Mobility Call Center, Employer/Commuter Programs, and the Solano Mobility Programs. Pursuant to the STA Board-approved Transit 2030 Policy Recommendations, \$3 million is being programmed to fund Mobility Programs, leveraging an additional \$4 million in funding sources.

STA Board Approved Transit Priority Capital Projects:

Blue Ribbon Transit Recovery Task Force (BTRTF) Mapping and Wayfinding Pilot Program –

In FY 2024-25, the STA Board approved allocating \$500,000 of STAF as match funds to initiate the Mapping and Wayfinding Pilot Program in Solano County. The MTC regional mapping and wayfinding project will make it easier for travelers to navigate and explore the Bay Area using public transit and connecting services. On May 13, 2026, the STA Board approved using these funds to support regional transit signage as the 1st priority and, secondarily, to assist transit agencies with implementing the MTC mapping and wayfinding guidelines for local service.

Suisun City Mobility Hub Improvements - The mobility hub project, consistent with the recommendations of the Suisun City Community-Based Transportation Plan and the Solano Connected Mobility Implementation Plan, will provide a secure parking facility for multiple agencies. The parking lot with controlled access will house the vehicles of the Suisun City Microtransit Program and STA’s Vehicle Share Program. This lot also includes electric vehicle infrastructure. The facility also includes public parking stalls for community events within the city. Construction of the facility is nearing completion, and the \$424,742 of State Transit Assistance funding is a carryover from previous allocations to cover closing costs, including a retention payment to the contractor.

Fairgrounds Improvement Project - The project will construct a transit stop and shelter in the new Diverging Diamond Interchange at Fairgrounds Drive and State Route 37. Bike and pedestrian improvements are incorporated into the interchange design to enhance safety and non-motorized mobility. The project commenced construction in the fall of 2025. It is expected to be open to the public by the end of 2026. \$2,291,751 of STAF was initially allocated towards this project in FY 2025-26. \$1,473,677 in carryover funds is available for FY 2026-27.

West Texas Solano Express Bus Stop and Ped Connection - This project has been postponed indefinitely. It was intended to construct a new in-line Solano Express bus stop on the I-80 WB on-ramp at West Texas St. The project would also construct a new Class I path on the south side of West Texas St, connecting the Fairfield Transit Center with the new proposed bus stop. STAF matching funds of \$695,000 are being held over until STA identifies a substitute project in FY 2026-27. STAF funds provide a \$2.55M match for Transit and Intercity Rail Capital Funds (TIRCP).

Inductive Charging (TICRCP Grant Match Funds)—This project was intended to construct inductive chargers at five regionally significant transit facilities, including the El Cerrito del Norte BART Station, Fairfield Transit Center, Suisun-Fairfield Amtrak Station, Vallejo Transit Center, and Walnut Creek BART Station. STAF, of \$270,584 in match funds, is providing support for a \$1.7 million TIRCP grant; these funds will be carried over to FY 2026-27.

STA Board Approved One-Time Planning Projects:

Solano County Short-Range Transit Plan (SRTP)

The Metropolitan Transportation Commission (MTC) is expected to release its guidelines and funding plan in FY 2026-27. MTC anticipates small and medium-sized operators will be eligible for up to \$40,000 in reimbursements. Funding levels are contingent upon approval of MTC's FY 2026-27 Budget.

STA and the Solano County transit Operators last completed their SRTPs in 2022. STA coordinated the SRTPs for all of Solano County, and each transit operator represented a chapter within the Solano County Coordinated Short-Range Transit Plan (SRTP). For this SRTP cycle, STA, in collaboration with the cities of Dixon, Fairfield, Rio Vista, Suisun City, and Vacaville, will select a consultant to complete the SRTPs. STA recommends carrying over \$160,000 in STAF to cover the cost difference above the MTC reimbursement for transit operators participating in the coordinated plan. SolTrans plans to enlist its own consultant to perform its SRTP.

Community-Based Transportation Plan (CBTP) the Unincorporated County, Benicia, and/or Fairfield - STA staff received requests from Solano County and the City of Benicia to develop Community-Based Transportation Plans (CBTPs) in their respective jurisdictions. The STA previously developed a CBTP for the Cities of Vallejo, Suisun City, Rio Vista, and Dixon. New requests have been received from Solano County and the City of Benicia. The City of Fairfield has also expressed interest in a Community-Based Transportation Plan.

STA will engage community residents as a Consolidated Transportation Services Agency (CTSA), in coordination with the Solano County Equity Working Group, using the recently adopted STA Equity Guiding Principles, and in partnership with the city, community, and local transit operator. \$150,000 of STAF is being allocated towards these projects in FY 2026-27 to match MTC's Care Act funding.

Comprehensive Transportation Plan - Transit Element Implementation: Rail, Ferry, and Waterways - The Solano Transportation Authority's (STA) Comprehensive Transportation Plan (CTP) serves as the primary long-range planning document that guides and prioritizes the STA's transportation investments. It also serves as the foundational document from which transportation projects and programs are considered for the Metropolitan Transportation Commission's (MTC) Regional Transportation Plan (RTP), known as Plan Bay Area (PBA).

As a follow-up to the Solano Comprehensive Transportation Plan Update and the Solano Priority Production Area Plan, both anticipated to be completed in Summer 2026, STA will use \$125,000 of STAF to initiate an updated Water Transit Study as a key implementation step. The previous Water Transit Study was completed in 2019, and this new study would build on that work, focusing on dredging needs, implications for port operations, and broader goods movement considerations.

State Route 12 and State Route 113 Corridor Studies, Transit and TDM - The STA is in the process of updating the SRs 12 and 113 Comprehensive Multimodal Corridor Plan (CMCP), which will include transit and transportation demand management (TDM) planning along both corridors. The \$125,000 of STAF will supplement the One Bay Area Grant federal funds that have been programmed to develop the CMCPs. The CMCPs are needed, given that the previous Major Investment Study (MIS) for SR 12 was completed in 2001, while the MIS for SR 113 was completed in 2009. The proposed comprehensive plans will identify transit and TDM improvements.

Passenger Rail Implementation - Working with Solano member agencies, the STA has completed several rail planning studies to advance the future of Solano passenger rail service in the region. A key priority is the Solano Rail Hub in Suisun City, which the STA is advancing, together with the cities of Suisun City and Fairfield, to realize the vision for the station outlined in the California State Rail Plan. The STA is also completing the Solano-Napa North Bay Passenger Rail Feasibility Study in partnership with Napa Valley Transportation Authority and the cities of Vallejo and Napa, which is evaluating potential passenger rail connections to the statewide rail network and is expected to be completed in Summer 2026. To support implementation of these efforts, the STA is allocating \$50,000 of STAF in FY 2026-27. The STA will participate in the State's Corridor Identification and Development Program while continuing related coordination with the Capitol Corridor Joint Powers Authority and supporting member agencies to advance the 2024 Solano Rail Crossing Plan Update, as needed.

Fiscal Impact:

Solano County's Population-based STAF funds for FY 2026-27 are \$5,116,242 plus a carryover balance of \$10,701,872 for a total available funding of \$15,818,114. STAF funds support Solano Express, lifeline transit services, mobility programs, planning projects, capital projects, and contributions to other agencies that serve the residents and employers of Solano County. \$1,252,853 is allocated to Lifeline Transit Services, \$2,801,279 is allocated to Solano Mobility Programs, \$800,000 is allocated to Planning Projects, and \$3,364,013 is allocated to Capital Projects, as included in the FY 2026-27 Overall Work Plan. Approval of this item provides the guidance MTC needs to allocate STAF for continuing lifeline services, mobility programs, planning projects, and capital projects that support older adults, people with disabilities, commuters, employers, students, and veterans. STAF funds to be claimed by other agencies include \$1,911,237 for FY 2026-27 Solano Express Operations and \$ 965,974 for Solano Express Route 30 Bus Capital Purchase. \$3,599,973 reserved for Solano Express future years, and \$1,122,785 is being held in reserves for future Transit Priority Capital and Special Projects.

Recommendations:

Approve the following:

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

Attachments:

- A. FY 2026-27 STAF Estimate for Solano County dated February 25, 2026
- B. STAF Solano Express Allocations, Lifeline Transit Services, Mobility Program Allocations, Capital Projects Allocations, and One-Time Planning Projects Allocations for FY 2026-27

**FY 2026-27 FUND ESTIMATE
STATE TRANSIT ASSISTANCE
POPULATION-BASED FUNDS (PUC 99313) - FY 2018-19 ONWARDS**

Attachment A
Res No. 4742
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2/25/2026

FY2025-26 STA Revenue Estimate		FY2026-27 STA Revenue Estimate	
1. State Estimate (Aug, 25) ³	\$77,115,439	4. Projected Carryover (Jan, 26)	\$102,199,076
2. Actual Revenue (Aug, 26)		5. State Estimate (Jan, 26)	\$69,595,684
3. Revenue Adjustment (Lines 2-1)		6. Total Funds Available (Lines 4+5)	\$171,794,760

STA POPULATION-BASED COUNTY BLOCK GRANT AND REGIONAL PROGRAM APPORTIONMENT

Column	A	C	D	E=Sum(A:D)	F	G=Sum(E:F)
	6/30/2025	FY2024-26	FY2025-26	6/30/2025	FY2026-27	Total
Apportionment Jurisdictions	Balance (w/interest) ¹	Outstanding Commitments ²	Revenue Estimate ³	Projected Carryover ⁴	Revenue Estimate ⁵	Available For Allocation
County Block Grant^b						
Alameda	2,226,007	(8,550,980)	9,542,245	3,217,272	8,611,752	11,829,024
Contra Costa	1,504,533	(12,016,700)	11,974,307	1,462,140	10,806,657	12,268,797
Marin	151,199	(3,081,290)	3,080,386	150,295	2,780,009	2,930,304
Napa	-	(1,884,278)	1,884,278	-	1,700,537	1,700,537
San Francisco	2,547,440	(5,755,937)	4,564,339	1,355,842	4,119,257	5,475,099
San Mateo	7,649,211	(4,527,390)	2,732,788	5,854,609	2,466,306	8,320,915
Santa Clara	-	(7,087,177)	7,606,983	519,806	6,865,204	7,385,010
Solano	16,742,718	(11,709,894)	5,669,048	10,701,872	5,116,242	15,818,114
Sonoma	183,913	(6,326,203)	6,926,433	784,143	6,251,015	7,035,158
SUBTOTAL	31,005,022	(60,939,849)	53,980,807	24,045,979	48,716,979	72,762,958
Regional Program	59,561,009	(35,767,623)	23,134,632	46,928,018	12,878,705	59,806,723
Means-Based Transit Fare Program	38,217,327	(7,999,999)	-	30,217,328	8,000,000	38,217,328
Transit Emergency Service Contingency Fund^f	1,007,751	-	-	1,007,751	-	1,007,751
GRAND TOTAL	\$129,791,109	(\$104,707,471)	\$77,115,439	\$102,199,076	\$69,595,684	\$171,794,760

1. Balance as of 6/30/25 is from the MTC FY2024-25 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.
2. The outstanding commitments figure includes all unpaid allocations as of 6/30/25, and FY2025-26 allocations as of 1/31/2026.
3. FY 2025-26 STA estimates are based on State Controller's Office report from August 2025.
4. Projected carryover as of 6/30/26 does not include interest accrued in FY2025-26.
4. Projected carryover as of 6/30/26 does not include interest accrued in FY2025-26.
6. County Block Grant adopted through MTC Resolution 4321 in February 2018, and funded through a 70% share of STA Population-Based funds.
7. Funds for the Transit Emergency Service Contingency Fund are taken "off the top" from the STA Population-Based program.

**State Transit Assistance Funds (STAF)
FY 2026-27 STAF FUNDING PRIORITIES**

Attachment B

	FY 2024-25	FY 2025-26	FY 2026-27	% of Funding
Use of Carryover from Prior Years' Capital Projects, Fund Balance, & Interest	7,347,692	14,476,518	10,701,872	
MTC Fiscal Year Funding	6,636,050	5,670,617	5,116,242	
STAF FUND ESTIMATE	13,983,742	20,147,135	15,818,114	
Solano Express Bus Capital				
Solano Express Bus Replacement, approved by the STA Board to purchase (7) F550 24-passenger buses on March 11, 2026	5,965,974	965,974	965,974	
Solano Express Reserve for Future Operating Funds to Replace ARPA	1,461,168			
TOTAL STAF RESERVES	7,427,142	965,974	965,974	6%
Solano Express Operating: STAF To Be Claimed by Other Agencies				
FAST - Transitional Cost, Approved by STA Board 12/8/21 subject to a funding agreement				
SolTrans - Transitional Cost, Approved by STA Board 12/8/21 subject to a funding agreement				
SolTrans - Solano Express Reconciliation/ Carryover Funds	388,145		502,005	
Solano Express Operating funds of \$8,162,058 for FY 2025-26, FY 2026-27, and FY 2027-28	346,771	3,296,020	1,409,232	
TOTAL TO BE CLAIMED BY OTHER AGENCIES	734,916	3,296,020	1,911,237	12%
Lifeline Transit Services				
Solano Mobility Express Vanpool Program/ Solano Express Route 30 Approved by STA Board March 11, 2026	516,750	598,340	1,252,853	8%
Solano Mobility Programs:				
	FY 2024-25	FY 2025-26	FY 2026-27	
ADA in Person Eligibility Program	TDA	TDA	TDA	
Paratransit Coordinating Council/PCC	18,000	18,000	18,000	
Concierge Medical Services	200,000	300,000	300,000	
Vehicle Share Program	70,000	75,000	75,000	
CTSA/Mobility Management/Programs	50,000	50,000	45,000	
Transit Planning & Administration	430,113	463,644	463,644	
Expenditure Plan	25,000	25,000	25,000	
SolanoExpress Marketing/Guarantee Ride Home	385,000	450,000	200,000	
Transit Corridor Implementation/Solano Express/ Blue Ribbon Transit Recovery Task Force Implementation	200,314	225,000	225,000	
Countywide Travel Training/Ambassador Program	150,000	150,000	150,000	
One Stop Transportation Call Center Program	85,000	350,000	350,000	
Suisun Amtrak Operation/Maintenance	TDA	TDA	TDA	
Transit Coordination/Programs/ Solano Community College (SCC)/(Napa Vine Route 21 (NVTA)	200,000	200,000	200,000	
Employer/Commuter Program/ 1st Last Mile	670,386	749,635	749,635	
1st/Last Mile Program (Benicia)	20,000			
MOBILITY PROGRAMS ALLOCATION TOTAL	2,503,813	3,056,279	2,801,279	18%

STA Board Approve Capital Projects:	FY 2024-25	FY 2025-26	FY 2026-27	
BRTRTF Mapping and Wayfinding Pilot Program or New Transit Priority Project (Prior Year Carryover)	500,000	500,000	500,000	
Priority Signalization Project approved STA Board 03/13/19, Project Completed				
Countywide Parking Demand Study approved STA Board 03/13/19				
Suisun City Mobility Hub Improvements, Approved by STA Board on 01/08/20 (Prior Year Carryover)			424,752	
City of Vallejo Community Base Transportation Plan (CBTP) Lifeline Funding, STA Board approved 4/08/20				
Fairgrounds/Transit Facility Study (TPI Swap for \$1 M)				
York St. Vallejo Transportation Center (VTC) approved by STA Board 03/13/19, Project Completed				
Fairgrounds Improvement Project, Approved by STA Board 5/11/22 (Prior Year Carryover)	800,000	2,291,751	1,473,677	
Vacaville Transit Center /TSP Ticketing/ Matching Funds for TIRCP Grant				
'EV Charging Station (Vallejo)				
TIRCP Grant Repayment Access Project, West Texas, and Inductive Charging (Prior Year Carryover)	623,677	695,000	695,000	
Inductive Charging (TIRCP Grant Match Funds), Approved by STA Board 7/14/21 (Prior Year Carryover)	270,584	270,584	270,584	
CAPITAL PROJECTS ALLOCATIONS TOTAL	2,194,261	3,757,335	3,364,013	21%
STA Board Approved One-Time Planning Projects:	FY 2024-25	FY 2025-26	FY 2026-27	
Transit Coordination Equipment/Connection Protection TIRCP Match Funds	50,000			
Short Range Transit Plan (Prior Year Carryover)		160,000	160,000	
SolanoExpress Ridership Survey				
Community-Based Transportation Planning (CBTP)	115,000	150,000	150,000	
Comprehensive Transportation Plan - Transit Element Implementation Rail, Ferry, Waterways		200,000	125,000	
State Route 12 and State Route 113 Corridor Studies, Transit and TDM			125,000	
TIRCP Grant Match for SolanoExpress/Connected Mobility Implementation Plan, Approved by STA Board 3/10/21	67,898		150,000	
Countywide Electrification Plan/Manager (TIRCP)	25,000			
Rail Crossing Update/Study, Approved by the STA Board on 04/13/23				
North Bay Passenger Rail Feasibility Study	200,000	200,000		
Passenger Rail Implementation			50,000	
Rail Network Integration/Solano Rail Hub (Prior Year Carryover)	40,000	40,000	40,000	
SolSTEP/CARB Grant Matching Funds, Approved by the STA Board on 6/14/23	108,962			
ONE-TIME PLANNING PROJECTS ALLOCATION TOTAL	606,860	750,000	800,000	5%
TOTAL STAF TO BE CLAIMED BY STA	5,304,934	8,161,954	9,184,119	
TOTAL ALLOCATED STAF FUNDS	13,983,742	12,423,948	11,095,356	
Solano Express Operating funds for FY 2027-28, and FY 2028-28		4,866,038	3,599,973	23%
Reserve for Transit Priority Capital Projects, and Special Projects		2,857,149	1,122,785	7%
Total Available STAF Funds		20,147,135	15,818,114	100%



DATE: May 26, 2026
TO: Solano County Intercity Transit Consortium
FROM: Ron Grassi, Director of Programs
Mary Pryor, Transit Finance Consultant
RE: Fiscal Year (FY) 2026-27 Transportation Development Act (TDA) Matrix –
June 2026, which includes TDA Claims for STA, STA on behalf of Solano
County, and STA on behalf of Suisun City

Background:

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

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

Discussion:

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

Solano County TDA Summary (Claimed by STA)

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

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

City of Suisun City TDA Summary (Claimed by STA)

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

Fiscal Impact:

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

Recommendation:

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

Attachments:

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

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

Attachment A
Res No. 4742
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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 - June 2026

Attachment B

Date Prepared May 20, 2026
 STA Board Action

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

USES

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

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

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

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

Date Prepared May 20, 2026

STA Board Action

Notes (continued on next page)

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

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DATE: May 20, 2026
TO: Solano County Intercity Transit Consortium
FROM: Ron Grassi, Director of Programs
RE: Revised First Amendment to Solano Express Intercity Transit Funding and Cost-Sharing Agreement for FY 2026-27

Background:

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

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

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

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

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

interagency communication and partner roles and responsibilities. The updated Solano Express Intercity Funding and Cost-Sharing Agreement aligns with the Solano Transit 2030 Policy Recommendations. On January 16, 2025, the SolTrans Board discussed the Solano Express Intercity Funding and Cost-Sharing Agreement and provided recommendations to the SolTrans staff. STA has incorporated the SolTrans Board recommendations in the updated Intercity Funding and Cost-Sharing Agreement. The Agreement was presented to the January 28, 2025, Intercity Transit Funding Working Group, where SolTrans Staff provided additional comments. The additional comments are included in the final version of the Intercity Funding and Cost-Sharing Agreement (Attachment A).

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

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

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

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

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

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

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

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

Discussion:

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

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

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

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

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

On May 19, 2026, as part of the SolTrans Board Agenda, STA staff received Attachment C, a SolTrans staff report regarding the authorization to continue Solano Express Route 82 Service. The SolTrans staff report indicated that the Total Revenue Service Hours for the Solano Express Red,

Yellow, Blue, and Green lines were only 42,169. SolTrans Staff was requesting authority to add back route 82, with 2,424 revenue hours, to bring the total revenue hours to 44,593. The following is the revised breakdown of the STA Board-approved Solano Express Lines with Revenue Service Hours by route:

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

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

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

This agenda item was discussed at the SolTrans Board on May 21, 2026, and the SolTrans Board approved rescinding the Board action to discontinue Route 82 and authorizing staff to Continue Route 82 service as part of the Systemwide Redesign, effective August 2, 2026, subject to concurrence from the Solano County Intercity Transit Consortium and the STA TAC. The Intercity Transit Funding Working Group will meet on May 26, 2026, to discuss this item and make a recommendation to the Consortium. Solano Express Intercity Consortium will meet on May 26, 2026, and make a recommendation to the STA TAC and Board. The STA TAC will meet on May 27, 2026, and make a recommendation to the STA Board. The STA Board will meet on June 10, 2026, to make a final decision on the 2,831 available Revenue Hours.

Fiscal Impact:

The Solano Express's approved budget for FY 2026-27 is \$11.1 million, an increase of \$737,663 from FY 2025-26. The approved cost per revenue hour for FY 2026-27 is \$246.76, a 7.1% increase from FY 2025-26. The Revenue hours were programmed at 45,000. Funding is provided with Regional Measure 2 (\$2.1 million), Regional Measure 3 (\$3 million), State Transit Assistance funds (STAF) (\$1.9 million), and TDA contributions from partner agencies. The Funding Plan, including the variable elements of the cost-sharing agreement for FY 2026-27, is included as Attachment B. The Solano Express Draft Budget for FY 2026-27 is reflected as Attachment D, and the FY 2026-27 Solano Express 5 Year Financial Forecast is Attachment E.

Recommendation:

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

- i. Solano Express Cost Per Revenue Hour (\$246.76)
- ii. Solano Express Service Hours by Route
- iii. FY 2026-27 Solano Express Budget
- iv. FY 2026-27 Funding Plan and 5 Year Financial Forecast

Attachments:

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

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

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

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

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

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

RECITALS

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

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

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

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

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

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

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

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

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

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

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

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

AGREEMENT

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

Part I Transit Coordination and Guiding Principles

Principle 1:

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

Principle 2:

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

Principle 3:

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

Principle 4:

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

Part II Service Plan Review

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

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

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

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

4. Policy/Coverage Requirements:

- Provides connectivity between cities.
- Provides regional transit connections.
- Meets unmet transit needs.
- Minimize stops in each city.
- Is user friendly.

The Solano Express Performance Benchmarks were initially developed in fiscal year (FY) 2012-13 and updated in October 2016 in order to better monitor and evaluate the consolidated seven routes system into initially a four-route system and with the addition of Route 82 now a five-route system known as Solano Express and will specify the metrics and performance standards against which actual performance of the Intercity Routes will be measured.

Part III
Intercity Transit Funding and Cost Sharing Agreement

A. Included Intercity Transit Routes/ Intercity Transit Route Definition

To be included in this Agreement, a route must meet all five of the following criteria:

1. Operates between two cities; and
2. Has a monthly ridership of at least 2,000; and
3. Operates at least five (5) days per week; and
4. Has been operating for at least a year and is not scheduled for deletion within the fiscal year; and
5. Maintains service that meets at least one of the performance standards identified in the Coordinated Short Range Transit Plan (SRTP) with regards to service productivity, cost efficiency, and cost effectiveness.

B. Baseline Cost Data Source

Annually each Intercity Transit Operator shall prepare a baseline cost estimate. The baseline cost estimate for the fiscal year shall be based on the Intercity Transit Operators' preliminary budget for that fiscal year prepared in the Spring preceding the start of the fiscal year. The preliminary budget estimate shall include unit cost or line-item cost escalation (as appropriate), cost changes due to service changes (e.g., changes to service hours), changes due to contract changes and estimates of allocated overhead costs by mode. The preliminary budget estimate shall include a comparison to the most recent audited year's actual expenses and revenues, and estimated budget vs. actual expenses and revenues for the preceding and any unaudited fiscal years.

The baseline cost estimate shall be submitted with the Intercity Transit Operators' completed three variable cost allocation model that includes an estimate of fares by route and other subsidies by route. Sources for other subsidies shall be identified in the cost allocation model or by another means to make clear the amounts and sources of other subsidies.

C. Mid-Year Budget or Cost Changes

Each Intercity Transit Operator shall report to the ITFWG and Solano Express Intercity

Transit Consortium (“**Transit Consortium**”) variances from the planned/budgeted costs and revenues for each intercity transit route no later than February 1st of each year. Budget variances and changes in subsidy requirements shall be considered by the ITFWG and Transit Consortium.

D. Baseline Data Definitions

The definitions for revenue service miles, and revenue service hours as used for the cost allocation model shall follow the definitions provided by the National Transit Database (NTD) and shall be consistent with the NTD data reported by the Intercity Transit Operators. In the event that routes are interlined, peak vehicles shall be allocated by the proportion of the peak period operated by each intercity transit bus. In any case, the total peak vehicles used in the cost allocation model shall not exceed the total peak fleet reported in NTD.

E. Cost Allocation Model

The ITFWG has agreed to use a three variable cost model for allocating intercity transit costs by route. This model is based on the NTD’s recommended approach for allocating transit costs by vehicle hours, and vehicle miles. The ITFWG uses this model to assign intercity transit costs by route. The results of the cost model form the basis for allocating subsidies to each jurisdiction. Each Intercity Transit Operator shall input data into the model and the models shall be submitted to STA and each jurisdiction for further use and review.

F. Net Costs to be Shared

The net cost of each intercity transit route is the total cost of the route minus farebox revenue, RM 2 and RM 3 funds, STAF, FTA, and other non-TDA operating funds that are applied to the route.

G. Ridership Survey Data

On-board ridership surveys have been taken periodically since 2006 to provide the ITFWG with data regarding the number of riders by jurisdiction of residence by intercity route. This data is assembled for use in establishing the cost sharing formula set forth in this Agreement. The on-board survey will be conducted periodically and no less frequently than every three (3) years by STA for purposes of updating the ridership information in this Agreement. The last Solano Express Ridership Survey was completed during the Spring of 2022 and subsequently adopted by the STA Board in October 2022. The Ridership Survey update was completed as scheduled for 2024 and will be provided to the ITFWG in preparation for fiscal year 2025-26. The next Ridership Survey will be scheduled in 2026.

H. Population Data

City and County Unincorporated population data for Solano County shall be obtained from the most current publication of the State of California Department of Finance E-4 Population Estimates for Cities, Counties and State. This information shall be updated and incorporated into this Agreement’s cost sharing formula annually.

I. Intercity Transit Cost Sharing Formula

Intercity transit costs shall be shared among the jurisdictions based upon an agreed upon formula whereby the net cost of each route is further reduced by the County Unincorporated Area’s agreed upon proportionate share for each route, up to an agreed upon maximum for the County share. The County share is negotiated annually and is based on either the proportion of the County’s population share of the net subsidy required, or by increasing the prior year County share by the Consumer Price Index. The resulting net cost is shared twenty percent (20%) by population share and 80% by ridership by jurisdiction of residence. The subsidy amounts provided by each jurisdiction will be included in the annual TDA matrix prepared by STA and submitted to MTC.

J. Cost Estimates and Actual Costs -- Year End Reconciliation

The baseline cost information used in the cost allocation model is based on preliminary budget information for the next fiscal year. As such, the costs are estimates only and are subject to change.

1. After annual audited financial statements are presented to and/or approved by the Intercity Transit Operators’ governing body, transit operator staff will update the data in the Cost Allocation Model (“CAM”) for the audited fiscal year. Updated actual cost, revenue (fares and other revenue), hours, miles, and peak vehicle data shall be included in the cost allocation model, consistent with the data reported to NTD.

2. Using results of the CAM populated with actual audited data, STA will recalculate the subsidy shares owed by each jurisdiction for the fiscal year and compare the amounts to the amounts paid according to the cost sharing formula in the Agreement.

3. Differences between the planned/budgeted subsidies included in the Agreement and the actual subsidy requirements based on audited data will be identified and a “true-up” will be performed. Subsidy surpluses (overpayments by a jurisdiction for its formula share of intercity transit services) and deficits (underpayments by a jurisdiction for its formula share of intercity transit services) will be applied to the subsequent year’s amount due for intercity transit services. Based on the availability of audited data after the close of a fiscal year, there will be a two-year lag for applying actual results for a given fiscal year to the subsidy shares for the upcoming budget year. That is, reconciliation for Year 1 (for example, Fiscal Year 2023-24) will be applied to the subsidy shares due for Year 3 (for example, Fiscal Year 2025-26). The Parties intend to begin this reconciliation process with FY 2022-23, which will inform the amount to be contributed by each Party in FY 2024-25.

K. Application of the Intercity Transit Cost Sharing Formula

The Intercity Transit Operator shall provide the actual mid-year cost for the current fiscal year and the estimated cost for the forthcoming fiscal year no later than March 15th. The intercity transit cost sharing formula shall be calculated and the results presented to the ITFWG, Transit Consortium, and Technical Advisory Committee (“TAC”) no later than April annually, unless a different date is agreed-to by the parties to this Agreement. The results of these calculations are shown in **Attachment A** to this Agreement. **Attachment A** shall be modified administratively and recommendation of the ITFWG will be presented to the Transit

Consortium and TAC for consideration and approved by a vote of the STA Board no later than May each year.

L. Reporting

The Intercity Transit Operators shall report at least quarterly to the STA and ITFWG the following information by intercity route in accordance with the established benchmarks:

- Budget vs. actual cost for the quarter;
- Budget vs. actual cost per revenue service hour for the quarter;
- Budget vs. actual fares for the quarter;
- Ridership;
- Service hours;
- Missed trips by route;
- Missed stops by route;
- Service design;
- Service productivity;
- Cost efficiency; and
- Cost effectiveness.

M. Role and Responsibility of the ITFWG

Recognizing that seven of eight local jurisdictions within Solano County participate in funding intercity transit routes, all proposed fare and service changes shall be presented by the Intercity Transit Operators to the ITFWG, Transit Consortium, TAC and approved by the STA Board at least one hundred eighty (180) days prior to implementation and in sufficient time for the ITFWG’s consideration. All participating jurisdictions are responsible for participating in the ITFWG and for meeting their financial obligations under this Agreement.

Part IV

General Terms and Conditions

1. Term of Agreement

This Agreement is effective as of the date written above and shall continue through fiscal year 2025-26, with an option to renew, unless it is terminated or modified in writing with approval by the STA Board and a majority of the other signatories representing a majority of the population of Solano County.

2. Method for Claims

All funding claims for TDA, STAF, or RM 2 and RM 3 funds for intercity transit services identified under this Agreement shall be made by the eligible Parties to MTC and shall be consistent with the annual funding matrix prepared by STA in coordination with the Parties. As required under current policy, TDA claims must be approved by the STA Paratransit Coordinating Council (PCC), Transit Consortium, TAC, and STA Board prior to approval by MTC.

3. Independent Contractors

STA shall perform this Agreement as an independent contractor. STA shall, at its own risk and expense, determine the method and manner by which duties imposed on STA by this Agreement shall be performed; provided however that the County and Cities may monitor the work performed by STA. For projects or studies undertaken pursuant to this Agreement by the County or any of the Cities, said County or City shall perform this Agreement as an independent contractor. Said County or City shall, at its own risk and expense, determine the method and manner by which duties imposed on them by this Agreement shall be performed; provided however, that the other Parties may monitor the work performed by said County or City.

4. Transit Services

STA contracts with Intercity Transit Operators to provide any and all labor, equipment, tools, fuel, material, management, data management, financial services, and operations services related to and necessary for implementation and operation of said SERVICES upon the terms and conditions set forth. Intercity Transit Operators shall provide the SERVICES pursuant to the provisions set forth in the attached exhibits which are incorporated into this Agreement as though set forth in full:

Exhibit A: (Scope of Services)

Exhibit B: (Routes, Schedule and Fares for Service)

Exhibit C: (Performance Measures)

5. Indemnification

The Parties and STA shall defend, indemnify and hold harmless each other and their respective officers, agents, employees, or subcontractors from any claim, loss or liability, including, without limitation, those for personal injury (including death) or damage to property, arising out of or connected with any aspect of the performance by any of the Parties or STA, or their respective officers, agents, employees, or subcontractors of activities required under this Agreement, and any fees and/or costs reasonably incurred by the staff attorneys or contract attorneys of the Party(ies) to be indemnified, and any and all costs, fees and expenses incurred in enforcing this provision.

6. Insurance

During the term of this Agreement, Intercity Transit Operators shall ensure their contractor maintains insurance coverage and lists STA and SolTrans as additional insured at least as broad as:

- Commercial General Liability Insurance
- Automobile Liability Insurance
- Workers' Compensation insurance

Minimum Limits of Insurance:

(1)	General Liability: (Including operations,	\$10,000,000	per occurrence for bodily injury, personal injury, and property damage. If Commercial General Liability insurance or other form with a general
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	products and completed operations.)		aggregate limit is used, either the general aggregate limit shall apply separately to this project/location or the general aggregate limit shall be twice the required occurrence limit.
(2)	Automobile Liability:	\$10,000,000	per accident for bodily injury and property damage.
(3)	Workers' Compensation:	As required by the State of California.	

The endorsements should be on forms provided by the STA or on other than the STA's forms, provided those endorsements or policies conform to the requirements stated in this clause. All certificates and endorsements must be received and approved by the STA. STA reserves the right to require complete, certified copies of all required insurance policies, including endorsements effecting coverage required by these specifications.

7. Termination

Any individual Party may terminate this Agreement at the end of the fiscal year for the future fiscal year upon thirty (30) days written notice to the Parties. Request for termination of the Agreement is to come from the policy board of the agency requesting termination of their participation in the Agreement.

8. Authority of STA

STA, following consultation with Parties, shall decide all questions which may arise as to the quality or acceptability of work performed and as to the manner of performance of the work performed and all questions as to the acceptable fulfillment of this Agreement on the part of Parties.

STA reserves the right to assign its responsibilities under Agreement to a successor governmental entity for the provision of the public transportation services herein addressed. Unless otherwise agreed, such assignment shall constitute a complete novation between STA and Parties and receipt by Parties from STA of sums then due and payable for services rendered pursuant to Agreement prior to assignment shall constitute a complete accord and satisfaction as between STA and Parties.

9. No Waiver

The waiver by any Party of any breach or violation of any requirement of this Agreement shall not be deemed to be a waiver of any such breach in the future, or of the breach of any other requirement of this Agreement.

10. Notices

All notices required or authorized by this Agreement shall be in writing and shall be delivered in person, by e-mail, or by deposit in the United States mail, by certified mail, postage prepaid, return- receipt requested. Any mailed notice, demand, request, consent, approval, or communication that a Party desires to give to the other Parties shall be addressed to the other Parties at the addresses set forth below. A Party may change its address by notifying the other Parties of the change of address. Any notice sent by mail in the manner prescribed by this paragraph shall be deemed to have been received on the date noted on the return receipt or five (5) days following the date of deposit, whichever is earlier.

CITY OF DIXON

Louren Kotow
Public Works Director
600 East A Street
Dixon, CA 945620
lkotow@cityofdixon.us

CITY OF FAIRFIELD

Sanjay Mishra
Public Works Director
1000 Webster Street
Fairfield, CA 94533
smishra@fairfield.ca.gov

CITY OF SUISUN CITY

Nouae Vue
Public Works Director
701 Civic Center Boulevard
Suisun City, CA 94585
bprebula@suisun.com

CITY OF VACAVILLE

Brian McLean
Public Works Director
650 Merchant Street
Vacaville, CA 95688
brian.mclean@cityofvacaville.com

COUNTY OF SOLANO

Matt Tuggle
Engineering Manager
675 Texas Street, Suite 5500
Fairfield, CA 94533
mrtuggle@solanocounty.com

SOLANO COUNTY TRANSIT

Beth Kranda
Executive Director
311 Sacramento Street
Vallejo, CA 94590
beth@soltransride.com

SOLANO TRANSPORTATION AUTHORITY

Daryl K. Halls
Executive Director
423 Main Street
Suisun City, CA 94585
dkhalls@sta.ca.gov

11. Subcontracts

Within the funds allocated to the Parties under this Agreement. All Parties are hereby given the authority to contract for any and all of the tasks necessary to undertake the projects or studies contemplated by this Agreement.

12. Amendment/Modification

Except as specifically provided herein, this Agreement may be modified or amended only in writing and with the prior written consent of STA and the Parties.

13. Interpretation

Each Party has reviewed this Agreement, and any question of doubtful interpretation shall not be resolved by any rule or interpretation providing for interpretation against the drafting Party. This Agreement shall be construed as if all Parties drafted it. The headings used herein are for convenience only and shall not affect the meaning or interpretation of this Agreement. The terms of the Agreement are set out in the text under the headings. This Agreement shall be governed by the laws of the State of California.

14. Disputes and Dispute Resolution

If a dispute should arise between some or all of the Parties to this Agreement relative to the performance and/or enforcement of any provision of this Agreement, the dispute shall first be considered by the ITFWG. A recommended resolution based on the deliberations of the ITFWG will be presented to the Transit Consortium and TAC for their consideration. Final resolution of disputes will be determined by the STA Board of Directors following consideration of the Transit Consortium and TAC.

15. STA's Remedies on Breach

It is understood and agreed that in the event the Intercity Transit Operators do not perform the SERVICES in the manner required by the terms of this Agreement, then, in addition to all other remedies, penalties and damages provided by law, STA may provide such SERVICES and deduct the cost of doing so from the fund sources contemplated by this Agreement, including TDA amounts or historical funding shares claimed, due, or to become due to the Intercity Transit Operators.

16. Status of Parties

Parties shall be independent contractors and neither Parties nor any of its employees, agents or volunteers shall be employees of STA for any purpose related to this Agreement. This Agreement is by and between independent contractors and is not intended to and shall not be construed to create the relationship of agent, servant, employee, partnership, joint venture, or any type of association between and among the Parties.

17. Permits to Operate

At its sole cost and expense, Intercity Transit Operators shall obtain any and all permits, licenses, certifications, or entitlements to operate as are now or hereafter required by the State of California or any federal agency to enable Intercity Transit Operators to perform the SERVICES, and shall provide copies of all such entitlements to STA when received by Intercity Transit Operators. STA and Intercity Transit Operators shall cooperate and share equally in the cost and expense and process for obtaining any and all permits, licenses, certifications or entitlements required by any local agency for the provision of the SERVICES.

18. Severability

If any provision of this Agreement, or any portion thereof is found by any court of competent jurisdiction to be unenforceable or invalid for any reason, such provision shall be severable and shall not in any way impair the enforceability of any other provision of this Agreement.

19. Local Law Compliance

The Parties shall observe and comply with all applicable Federal, State, and local laws, ordinances, and Codes.

20. Non-Discrimination Clause

a) During the performance of this Agreement, the Parties and their subcontractors shall not deny the benefits thereof to any person on the basis of race, religion, color, ethnic group identification, national origin, ancestry, physical handicap, mental disability, medical condition, marital status, age, sex or sexual orientation, nor shall they discriminate unlawfully against any employee or applicant for employment because of race, religion, color, ethnic group identification, national origin, ancestry, physical handicap, mental disability, medical condition, marital status, age, sex or sexual orientation. STA shall ensure that the evaluation and treatment of employees and applicants for employment are free of such discrimination.

b) The Parties shall comply with the provisions of the Fair Employment and Housing Act (Government Code section 12900. et seq.), the regulations promulgated thereunder (Title 2. California Code of Regulations. section 7285.0, et seq.), the provisions of Article 9.5, Chapter I, Part I, Division 3, Title 2 of the Government Code (sections 11135-1139.5) and any state or local regulations adopted to implement any of the foregoing as such statutes and regulations may be amended from time to time.

21. Force Majeure

Parties shall not be held responsible for/losses, delays, failure to perform, or excess costs caused by unforeseeable events beyond the control of Parties. Such events may include, but are not restricted to, the following: Acts of God, fire, epidemics, pandemic, quarantine, stay-at-home or shelter in place orders and unforeseen modification to those orders, earthquake, flood, or other natural disaster; riots, strike, war, and unavailability of fuel.

If the performance of this Agreement, or of any obligations hereunder, is prevented, restricted or interfered with by reason of natural disaster, war, civil disturbance, labor dispute or other cause beyond Parties' reasonable control, Parties, upon giving prompt notice to STA, shall be excused from such performance on a day-to-day basis to the extent of such prevention, restriction, or interference and STA shall likewise be excused from performance of its obligations on a day-for-day basis where performance is so prevented, restricted or interfered with; provided that STA and Parties shall each use its best efforts to avoid or remove such causes of nonperformance and both parties shall proceed to perform with dispatch whenever such causes are removed or cease. In the event of a delaying condition having more than ninety (90) days duration, the non-delaying party or parties may terminate this Agreement.

22. Audit

a) Parties shall permit the authorized representatives of STA, the MTC, the State of California, the U.S. Department of Transportation, and/or the Comptroller General of the United States to inspect and audit all data and records of the Parties relating to performance under this Agreement.

b) Parties agree to accept responsibility for receiving and replying to and/or complying with

the audit exceptions by appropriate STA, Solano County, State of California, or federal audit agencies occurring as a result of its performance of this Agreement.

23. Financial Records/Separate Records

Intercity Transit Operators shall maintain accurate and complete books, records, data, and documents on generally accepted accounting principles in accordance with Uniform System of Accounts and records adopted by the State Controller pursuant to section 99243 of the Public Utilities Code and as required by MTC. Such records shall be kept in such detail and form to meet applicable local, state, and federal requirements.

A complete and separate set of books, accounts, and/or records shall be maintained by Intercity Transit Operators, which records shall show details of transactions pertaining to the management, maintenance, and operation of this service under the terms of this Agreement. Intercity Transit Operators' records shall be kept with sufficient detail to constitute an audit trail to verify that any and all costs charged to the system created by this Agreement are in fact due to operations pursuant in this Agreement and not due to other operations by Intercity Transit Operators.

24. Access to Records

STA, the MTC, any other agency responsible for funding or oversight of this operation, or any of their duly authorized representatives, shall have access to any books, documents, papers, and records of the Intercity Transit Operators which are directly pertinent to this Agreement, for the purpose of making audit, examination, excerpts, and transcriptions of Intercity Transit Operators' files. Intercity Transit Operators shall maintain all these records for a period of at least four (4) years following contract closeout to allow for audits, examinations, excerpts, and transcriptions of Intercity Transit Operators' files.

25. Conflict of Interest

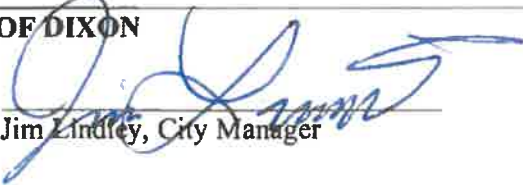
The Parties hereby covenant that they presently have no interest not disclosed, and shall not acquire any interest, direct or indirect, which would conflict in any manner or degree with the performance of its obligations hereunder, except for such conflicts that the Parties may consent to in writing prior to the acquisition by a Party of such conflict.

26. Entirety of Agreement



This Agreement constitutes the entire agreement between the Parties relating to the subject matter of this Agreement and supersedes all previous agreements, promises, representations, understandings and negotiations, whether written or oral, among the Parties with respect to the subject matter hereof.

[signatures on the next page]


IN WITNESS WHEREOF, this Agreement was executed by the Parties hereto as of the date first above written.

<p>CITY OF DIXON</p> <p>By:  <u>Jim Lindley, City Manager</u></p>	<p>APPROVED AS TO FORM</p> <p>By: _____ City Attorney</p>
<p>CITY OF FAIRFIELD</p> <p>By: _____ David Gassaway, City Manager</p>	<p>APPROVED AS TO FORM</p> <p>By: _____ City Attorney</p>
<p>CITY OF SUISUN CITY</p> <p>By: _____ Bret Prebula, City Manager</p>	<p>APPROVED AS TO FORM</p> <p>By: _____ City Attorney</p>
<p>CITY OF VACAVILLE</p> <p>By: _____ Savita Chaudry, City Manager</p>	<p>APPROVED AS TO FORM</p> <p>By: _____ City Attorney</p>
<p>COUNTY OF SOLANO</p> <p>By: _____ Bill Emlen, County Administrator</p>	<p>APPROVED AS TO FORM</p> <p>By: _____ County Counsel</p>
<p>SOLANO COUNTY TRANSIT (SOLTRANS)</p> <p>By: _____ Beth Kranda, Executive Director</p>	<p>APPROVED AS TO FORM</p> <p>By: _____ SolTrans Legal Counsel</p>
<p>SOLANO TRANSPORTATION AUTHORITY (STA)</p> <p>By: _____ Daryl K. Halls, Executive Director</p>	<p>APPROVED AS TO FORM</p> <p>By: _____ STA Legal Counsel</p>

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<p>CITY OF SUISUN CITY</p> <p>By: _____ Bret Prebula, City Manager</p>	<p>APPROVED AS TO FORM</p> <p>By: _____ City Attorney</p>
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<p>SOLANO TRANSPORTATION AUTHORITY (STA)</p> <p>By: _____ Daryl K. Halls, Executive Director</p>	<p>APPROVED AS TO FORM</p> <p>By: _____ STA Legal Counsel</p>



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<p>CITY OF SUISUN CITY</p> <p>By:  _____ Bret Prebula (Jun 18, 2025 11:16 PDT) Bret Prebula, City Manager</p>	<p>APPROVED AS TO FORM</p> <p>By: _____ City Attorney</p>
<p>CITY OF VACAVILLE</p> <p>By: _____ Savita Chaudry, City Manager</p>	<p>APPROVED AS TO FORM</p> <p>By: _____ City Attorney</p>
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<p>SOLANO COUNTY TRANSIT (SOLTRANS)</p> <p>By: _____ Beth Kranda, Executive Director</p>	<p>APPROVED AS TO FORM</p> <p>By: _____ SolTrans Legal Counsel</p>
<p>SOLANO TRANSPORTATION AUTHORITY (STA)</p> <p>By: _____ Daryl K. Halls, Executive Director</p>	<p>APPROVED AS TO FORM</p> <p>By: _____ STA Legal Counsel</p>


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<p>SOLANO TRANSPORTATION AUTHORITY (STA)</p> <p>By: _____ Daryl K. Halls, Executive Director</p>	<p>APPROVED AS TO FORM</p> <p>By: _____ STA Legal Counsel</p>

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<p>CITY OF SUISUN CITY</p> <p>By: _____ Bret Prebula, City Manager</p>	<p>APPROVED AS TO FORM</p> <p>By: _____ City Attorney</p>
<p>CITY OF VACAVILLE</p> <p>By: _____ Savita Chaudry, City Manager</p>	<p>APPROVED AS TO FORM</p> <p>By: _____ City Attorney</p>
<p>COUNTY OF SOLANO</p> <p>By:  Bill Emlen, County Administrator</p>	<p>APPROVED AS TO FORM</p> <p>By:  Deputy County Counsel</p>
<p>SOLANO COUNTY TRANSIT (SOLTRANS)</p> <p>By: _____ Beth Kranda, Executive Director</p>	<p>APPROVED AS TO FORM</p> <p>By: _____ SolTrans Legal Counsel</p>
<p>SOLANO TRANSPORTATION AUTHORITY (STA)</p> <p>By: _____ Daryl K. Halls, Executive Director</p>	<p>APPROVED AS TO FORM</p> <p>By: _____ STA Legal Counsel</p>

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ATTACHMENT A
INTERCITY TRANSIT FUNDING AND COST SHARING AGREEMENT
FY 2024-25 COST SHARING FORMULA CALCULATION

A. Included Intercity Transit Routes

The following intercity transit routes meet the definition and criteria described in Part III(A) of the Intercity Transit Funding and Cost Sharing Agreement and thereby are qualified to be included in the cost sharing formula for FY 2024-25:

Transit Operator	RT	Dixon	Fairfield	SolTrans	Suisun City	Vacaville	County
SolTrans	Blue Line	x	x	x		x	x
SolTrans	Green Line		x		x		x
SolTrans	Yellow Line			x			x
SolTrans	Red Line		x	x	x		x
SolTrans	Rt. 82		x	x			x

B. Cost Allocation Models

Cost allocation models provided by SolTrans used in the calculation of intercity cost shares will follow the definitions included in the Agreement.

C. Ridership Survey Data

Ridership Survey data collected in 2022 was used as input to the FY 2023-24 intercity cost sharing calculations. Ridership Survey data collected in 2024 will be used as input to the FY 2025-26 intercity cost sharing calculations.

D. County Share

The County agreed upon share for FY 2024-25 is based on the prior year share increased by the Consumer Price Index (CPI) for the previous year. CPI data for this calculation is based on the Bureau of Labor Statistics, All Urban Consumers, San Francisco, Oakland, and San Jose Urban Area. The maximum County share used in calculating the FY 2024-25 intercity cost sharing amounts will be \$198,776.

E. FY 2024-25 Intercity Cost Sharing Formula Results

The Fiscal Year 2024-25 Solano Express Intercity Operating Budget and Cost Sharing Plan was approved by the STA Board on July 10, 2024, which is outlined below:

PERCENTAGE OF FUNDING CONTRIBUTION

	FY 25-26 DRAFT
Solano Express Service	
Revenue Service Hours	45,000
IFA Cost/Hr	\$ 230.37
Total Estimated Cost	\$ 10,366,650
Revenues	
Fares	\$ 1,060,068
RM-2	\$ 2,149,916
RM-3	\$ 1,000,000
STAF	\$ 3,150,131
STAF Carryover	\$ 145,889
Solano College Pass	\$ 50,000
Benicia	\$ 146,629
Dixon	\$ 37,913
Fairfield	\$ 537,074
Suisun City	\$ 126,648
Vacaville	\$ 336,036
Vallejo	\$ 1,426,451
Balance of County	\$ 199,895
FTA ARP	\$ -
Total Revenue	\$ 10,366,650

F. Annual Update to the Intercity Transit Cost Sharing Formula Calculation

This attachment shall be modified administratively and shall be presented by the Intercity Transit Operators to the ITFWG, Transit Consortium, TAC and approved by the STA Board each year.

EXHIBIT A

BLUE LINE, GREEN LINE, YELLOW LINE, RED LINE, AND ROUTE 82

SCOPE OF WORK

I. SERVICES

A. Operations Generally

Intercity Transit Operators shall provide turnkey express route transportation services in compliance with the requirements outlined in this Scope of Work, the Routes and Schedule for the Services included as **Exhibit B**.

B. Personnel Generally

Intercity Transit Operators shall provide all administrative, operations, and maintenance personnel necessary to responsibly operate the Blue Line, Green Line, Yellow Line, Red Line, and Route 82 of the Solano Express Transit system, including any required on-board security or supervision.

C. Items provided by Intercity Transit Operators

1. Intercity Transit Operators shall provide computer hardware and software necessary for dispatch, maintenance, administration, recordkeeping, on-board infrastructure, and reports required to operate the service, including a fully functioning automatic vehicle locator (AVL) and automatic passenger counts (APC) once certified, used to operate and dispatch the system, and a mechanism to communicate timely and accurate service information to passengers.

2. Intercity Transit Operators shall provide all facilities, buses, tools, equipment, fuel, oil, tires, batteries, parts, cleaning supplies, office supplies, office equipment and such other items or materials required to professionally operate, maintain, and administer the Service.

3. Intercity Transit Operators shall provide:

i. All tools and equipment to perform the preventive maintenance inspection and repair activities required in this Scope of Work.

ii. All tools and equipment necessary to perform, periodic service and adjustments and make mechanical repairs.

iii. All cleaning equipment and supplies necessary to clean the buses and maintain equipment in accordance with this Scope of Work.

II. INTERCITY TRANSIT OPERATORS REGULATORY COMPLIANCE

Intercity Transit Operators shall comply with all applicable state and federal laws and regulations, and shall conform to all instructions and make all corrections required by the CHP, other applicable regulatory agencies regarding the use and maintenance of buses and overall operations of the service.

III. REPORTS; RECORDS; INSPECTIONS BY STA

A. Operating Reports: Each quarter, Intercity Transit Operators shall collect and after validation, submit by the twenty-fifth (25th) day of the following month to the STA operating, financial and user data for the Blue Line, Green Line, Yellow Line, Red Line, and Route 82. The format of Intercity Transit Operators' reports shall be mutually agreed to by STA and Intercity Transit Operators. Such data shall include, but not be limited to, the following:

1. Reports submitted on a Quarterly basis:
 - a) Budget versus actual report for operating expenses, breakdown of actual fare revenue, actual cost, actual revenue hours, actual ridership, and fare box recovery ratio.
 - b) On-time performance by route.
 - c) Ridership by route, day, trip, and fare collection method and amount.
 - d) Total revenue recorded from data reporting subsystem.
 - e) Missed trips by route (partially or fully).
 - f) Summary log of all complaints whether valid or not.
 - g) Summary of Accident Reports (separated by collision/non-collision and preventable/non-preventable).
 - h) Summary of operational problems, if any, including a critique and evaluation of the system and the service, trends on vehicle reliability and maintenance costs and recommended corrective action(s) where appropriate.

2. Other Reports:
 - a) CHP Safety Compliance Reports - Submitted to STA annually after CHP submits said report(s) to Intercity Transit Operators.

B. On-Board Survey: STA shall fund, and Intercity Transit Operators shall help coordinate the conducting of ridership surveys in accordance with regulatory guidelines as set forth by the MTC requiring agencies to prepare an SRTP and furnish the data to STA.

The Intercity Transit Operators shall cooperate to conduct boarding surveys on the Blue Line, Green Line, Yellow Line, Red Line, and Route 82 summarizing and reporting to the STA boarding activity by stop, and trip. STA may conduct other surveys during the term of this Agreement. These surveys will determine matters such as socioeconomic, ridership patterns and fare-type characteristics of system users. Intercity Transit Operators shall cooperate in the conduct of these surveys including having its in-service drivers and supervisory personnel participate, where operationally possible, at no additional charge to STA.

C. State/Federal Reporting: Intercity Transit Operators shall prepare and file all reports required by State and Federal authorities, to include as necessary those required by the California Transportation Development Act of 1971 and FTA's National Transit Database. Intercity Transit Operators shall collect data required for TDA, State Controllers Report, NTD, and all other data required by funding and regulatory agencies and provide a copy of these reports to STA upon completion.

D. Data: Intercity Transit Operators agrees that all information required to be furnished by this Agreement shall be free from proprietary restrictions. Intercity Transit Operators further agrees that all such data is public and in the public domain.

E. Financial Records/Separate Records: Intercity Transit Operators shall maintain accurate and complete books, records, data and documents on generally accepted accounting principles in accordance with Uniform System of Accounts and records adopted by the State Controller pursuant to section 99243 of the Public Utilities Code and as required by MTC. Such records shall be kept in such detail and form to meet applicable local, state and federal requirements.

A complete and separate set of books, accounts, and/or records shall be maintained by Intercity Transit Operators, which records shall show details of transactions pertaining to the management, maintenance, and operation of this service under the terms of this Agreement. Intercity Transit Operators' records shall be kept with sufficient detail to constitute an audit trail to verify that any and all costs charged to the system created by this Agreement are in fact due to operations pursuant in this Agreement and not due to other operations by Intercity Transit Operators.

F. Record Access: STA, MTC, any other agency responsible for funding or oversight of this operation, or any of their duly authorized representatives, shall have access to any books, documents, papers, and records of the Intercity Transit Operators which are directly pertinent to this Agreement, for the purpose of making audit, examination, excerpts, and transcriptions of Intercity Transit Operators' files. Intercity Transit Operators shall maintain all these records for a period of at least four (4) years following contract closeout to allow for audits, examinations, excerpts and transcriptions of Intercity Transit Operators' files.

IV. TELEPHONE INFORMATION SERVICE

A. Intercity Transit Operators shall provide telephone customer information service to the public during regular business hours, Monday through Sunday. Intercity Transit Operators will ensure STA has up-to-date information on the Blue Line, Green Line, Yellow Line, Red Line, and Route 82 to ensure customer service provided by STA is accurate.

B. Intercity Transit Operators and STA shall also mutually establish processes and standards for responses to requests for service, complaints, and inquiries.

V. ROUTE, SCHEDULE, SERVICE AREAS

Intercity Transit Operators shall provide service in compliance with the bus routes, schedule, service area, and holidays described in **Exhibit B** to this Agreement or any amendments thereto, providing service on schedule in a safe, professional, and courteous manner. Changes to vehicle revenue hours and bus stops shall be presented to the IITFWG, Transit Consortium, and TAC for consideration, and approved by the STA Board prior to implementation.

VI. COMMUNITY RELATIONS; USE OF BUS FOR COMMUNITY RELATIONS; ADDITIONAL STA SERVICES

Intercity Transit Operators shall undertake the community outreach program to sustain and maintain good rapport with the public, including but not limited to: **1)** printing and distributing the Blue Line, Green Line, Yellow Line, Red Line, and Route 82 schedules in a timely manner and maintaining an adequate supply to the STA for outreach and customer service; **2)** maintaining the Blue Line, Green Line, Yellow Line, Red Line, and Route 82 schedules online and ensuring changes are made in a timely manner; **3)** consulting with the STA on special outreach activities to promote Solano Express; and **4)** schedules and marketing materials will include Solano Express logo. STA agrees to pay \$45,000 for fiscal year (FY) 2025-26 exclusively for Solano Express marketing. Solano Express marketing funding is contingent upon compliance with the above tasks one through four.

Pursuant to the STA's JPA, STA shall undertake countywide transportation planning, programming transportation funds, managing and providing transportation programs and services, delivering transportation projects, and setting transportation priorities. STA will provide Solano Mobility Commuter Information services to Intercity Transit Operators in support of the Blue Line, Green Line, Yellow Line, Red Line, and Route 82. Solano Mobility services will include personalized assistance for traveling within and beyond Solano County as well as community outreach, incentive programs, individual commute assistance, and emergency ride home and emergency ride programs. STA's Solano Mobility program staff will provide general marketing service for the Blue Line, Green Line, Yellow Line, Red Line, and Route 82 throughout Solano County and in coordination with agencies outside Solano County. The Blue Line, Green Line, Yellow Line, Red Line, and Route 82 will be promoted and marketed with available funding and grants. STA will pursue available and appropriate funding opportunities for replacement of the Blue Line, Green Line, Yellow Line, Red Line, and Route 82 vehicles and for marketing of the Blue Line, Green Line, Yellow Line, Red Line, and Route 82 service. STA will distribute the Blue Line, Green Line, Yellow Line, Red Line, and Route 82 Comment Cards to the operators for display on all their intercity buses for passenger's feedback, compile feedback received, and distribute to Intercity Transit Operators.

STA will be responsible for development of a funding plan for the operation of the Blue Line, Green Line, Yellow Line, Red Line, and Route 82 as part of the update of the Intercity Transit Funding and Cost Sharing Agreement, which covers the operating costs for Solano Express routes given in each fiscal year, in partnership with Intercity Transit Operators and the other Parties in the Intercity Transit Funding and Cost Sharing Agreement.

EXHIBIT B

**LATEST ROUTE SCHEDULE AND THE LATEST FARE SCHEDULE FOR THE
BLUE LINE, GREEN LINE, YELLOW LINE, RED LINE, AND ROUTE 82
ADOPTED BY STA AND SOLTRANS**

Solano Express Fare Table

Fare Type	Trips Within Solano County (Blue, Green, Red, and Yellow}	Trips Outside Solano County (Blue, Green, Red, and Yellow,	Route 82
Adult	\$2.75	\$5.00	\$6.00
Youth	\$2.00	\$4.00	\$5.00
Reduced	\$1.35	\$2.50	\$3.00
31 Day Passes			
Adult	\$70.00	\$114.00	1 Pass Swipe + Upcharge
SOM/Reduced	\$35.00	\$57.00	
Adult	\$5.50	\$10.00	
Youth	\$4.00	\$8.00	
SOM/Reduced	\$2.75	\$5.00	\$5.00

EFFECTIVE APRIL 6, 2025 / A PARTIR DE 06 A ABRIL 2025

B BLUE LINE

Davis - Walnut Creek

SOUTHBOUND / SALIENTE							NORTHBOUND / ENTRANTE						
Davis	Dixon	Vacaville	Fairfield		Bericia	Walnut Creek	Walnut Creek	Bericia	Fairfield		Vacaville	Dixon	Davis
UC Davis Mondavi Center	Dixon Park & Ride	Vacaville Trans- portation Center	Fairfield Trans- portation Center	Suisun Valley & West- laco	Bericia Park & Ride	Walnut Creek BART	Walnut Creek BART	Bericia Park & Ride	Suisun Valley & Kaiser	Fairfield Trans- portation Center	Vacaville Trans- portation Center	Dixon Park & Ride	Mark Hill & Alumni
MONDAY - FRIDAY / LUNES - VIERNES													
		3:54	4:14		4:32	4:50	5:35	5:53	6:07	6:22	6:37	6:49	7:06
		5:15	5:35		5:53	6:11	6:21	6:39	6:53	7:08	7:23	7:35	7:52
							6:51	7:09	7:23	7:38	7:53	8:05	
	5:49	6:05	6:25	6:34	6:52	7:18							
		7:05	7:25	7:35	7:53	8:11	8:51	9:09	9:23	9:38	9:53	10:05	
7:07	7:49	8:05	8:25	8:35	8:53	9:11	9:21	9:39	9:53	10:08			
7:52	8:49	9:05	9:25	9:35	9:53	10:11	10:21	10:39	10:53	11:08	11:23		
							11:10	11:28	11:42	11:57			
			10:25	10:35	10:53	11:11							
		11:23	11:43				1:10	1:28	1:42	1:57			
							2:00	2:18	2:32	2:47	3:02	3:14	
			2:14	2:24	2:42	3:00	3:10	3:28	3:42	3:57	4:12	4:24	4:41
							4:10	4:28	4:42	4:57	5:12	5:24	5:41
	3:38	3:54	4:14	4:23	4:41	5:05	5:10	5:28	5:42	5:57	6:12	6:24	
			5:14	5:24	5:42	6:00	6:10	6:28	6:42	6:57	7:12	7:24	
5:16	5:38	5:54	6:14	6:24	6:42	7:00	7:10	7:28	7:42	7:57	8:12		
5:56	6:18	6:34	6:54	7:04	7:22	7:40							
SATURDAY / SABADO													
							7:15	7:33	7:47	8:02	8:17	8:29	
							9:03	9:21	9:35	9:50	10:05	10:17	
							10:05	10:23	10:37	10:52	11:07	11:19	
	9:05	9:21	9:41	9:50	10:08	10:34							
	11:00	11:16	11:36	11:45	12:03	12:29	1:05	1:23	1:37	1:52	2:07	2:19	
	12:00	12:16	12:36	12:45	1:03	1:29	3:22	3:40	3:54	4:09	4:24	4:36	
	2:35	2:51	3:11	3:20	3:44	4:08	6:20	6:38	6:52	7:07	7:22	7:34	
	5:00	5:16	5:36	5:45	6:03	6:27							

PM trips indicated in bold / Viajes PM indican en negrita



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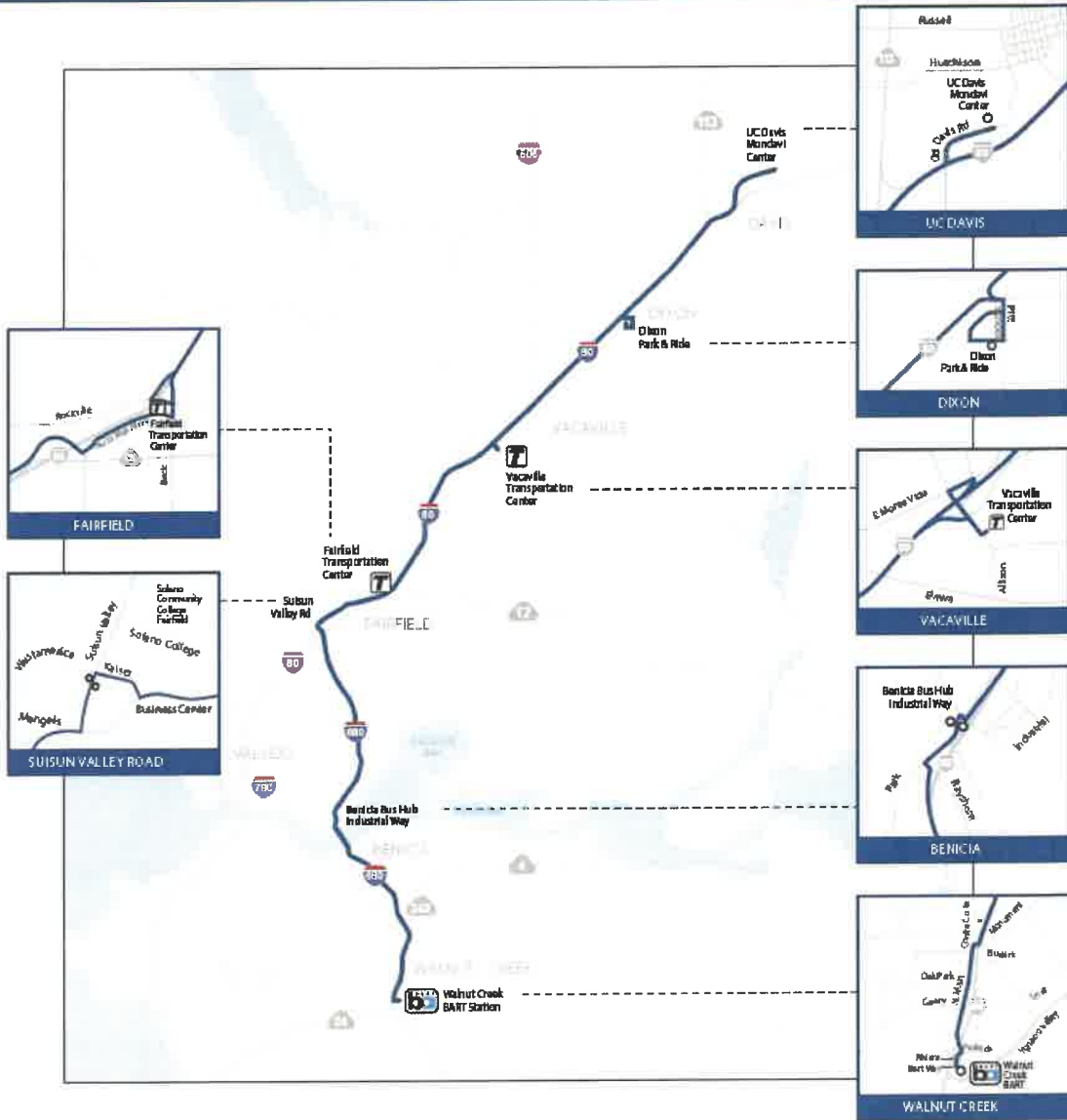


Token Transit

Free language assistance | Asistencia gratis en su idioma | Libreng tulong para sa wika | 免費語言幫助 | Hỗ trợ giúp thông dịch miễn phí | 무료 언어 지원 | सलूक भाव
सपर्य | безплатнај речник на јазик

B BLUE LINE

Davis - Walnut Creek



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Free language assistance | Asistencia gratis en su idioma | Libreng tulong para sa wika | 免費語言幫助 | Hỗ trợ giúp thông dịch miễn phí | 무료 언어 지원 | सलुक् मका सलुक् मका | Бескоштанная речевае помашча

EFFECTIVE APRIL 6, 2025 / A PARTIR DE 06 A ABRIL 2025



GREEN LINE

Fairfield - El Cerrito

SOUTHBOUND / SALIENTE			NORTHBOUND / ENTRANTE		
Suisun City	Fairfield	El Cerrito	Fairfield	Benicia	
Spring & Suisun Fairfield Amtrak	Fairfield Transportation Center	El Cerrito del Norte BART	El Cerrito del Norte BART	Spring & Suisun Fairfield Amtrak	Fairfield Transportation Center
MONDAY - FRIDAY / LUNES - VIERNES					
	4:06	4:46	4:56	5:41	5:51
4:31	4:46	5:26	5:36	6:21	6:31
5:11	5:26	6:06	6:16	7:01	7:11
5:41	6:06	6:46	6:56	7:41	7:51
6:21	6:43	7:23	7:33	8:18	8:28
7:01	7:21	8:01	8:11	8:56	9:06

SOUTHBOUND / SALIENTE			NORTHBOUND / ENTRANTE		
Fairfield	Suisun	El Cerrito	Fairfield	Suisun	
Fairfield Transportation Center	Spring & Suisun Fairfield Amtrak	El Cerrito del Norte BART	El Cerrito del Norte BART	Fairfield Transportation Center	Spring & Suisun Fairfield Amtrak
MONDAY - FRIDAY AFTERNOON / LUNES - VIERNES POR LA TARDE					
2:30	2:40	3:15	3:25	4:10	4:40
3:30	3:40	4:15	4:25	5:10	5:40
4:05	4:15	4:50	5:05	5:50	6:20
4:20	4:40	5:15	5:38	6:23	6:43
5:20	5:40	6:15	6:38	7:23	
6:10	6:20	6:55	7:05	7:50	
6:33	6:43	7:18	7:28	8:13	

PM trips indicated in bold / Viajes PM indican en negrita



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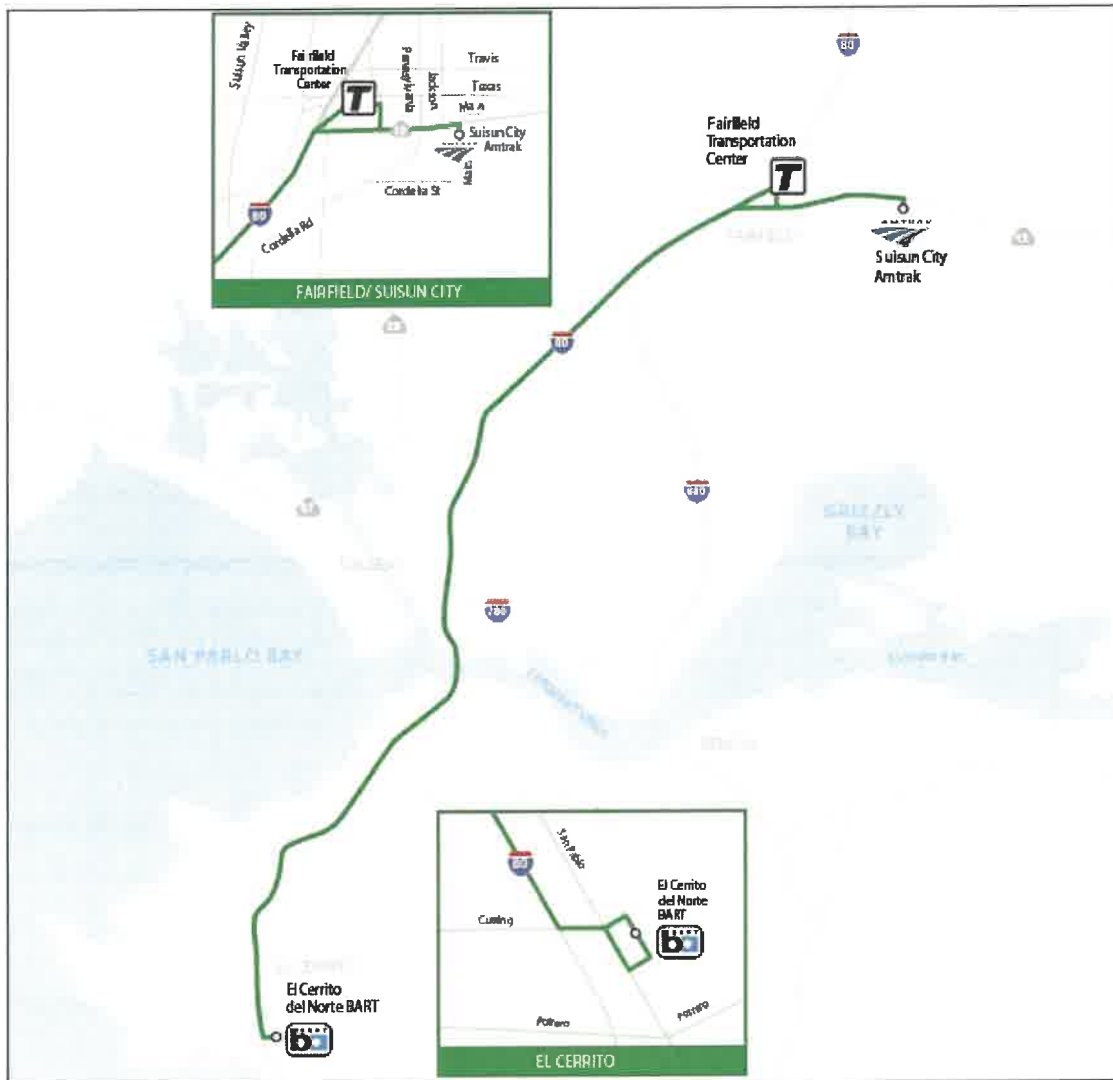
Free language assistance | Asistencia gratis en su idioma | Libreng tulung para sa wika | 免費語言幫助 | Hỗ trợ giúp thông dịch miễn phí | 무료 언어 지원 | যত্ন সহায়তা
 सहायता | Бесплатная языковая помощь

EFFECTIVE APRIL 6, 2025 / A PARTIR DE 06 A ABRIL 2025



GREEN LINE

Fairfield - El Cerrito



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EFFECTIVE APRIL 6, 2025 / A PARTIR DE 06 A ABRIL 2025

Y YELLOW LINE

Vallejo - Benicia - Walnut Creek

EASTBOUND						WESTBOUND					
Vallejo			Benicia	Concord	Walnut Creek	Walnut Creek	Concord	Benicia	Vallejo		
Vallejo Transit Center	Vallejo Ferry Terminal	Curtola Park & Ride	Benicia City Park	Sunvalley Shopping Center	Walnut Creek BART	Walnut Creek BART	Sunvalley Shopping Center	Benicia City Park	Curtola Park & Ride	Vallejo Ferry Terminal	Vallejo Transit Center
MONDAY - FRIDAY / LUNES - VIERNES											
4:45	-	4:49	5:01	-	5:25	5:02	5:13	5:29	5:39	5:44	5:47
5:50	-	5:54	6:06	-	6:30	7:21	7:32	7:48	7:58	8:03	8:06
8:15	-	8:19	8:31	-	8:55	9:21	9:32	9:48	9:58	-	10:04
10:15	-	10:19	10:31	-	10:55	11:21	11:32	11:48	11:58	-	12:04
11:15	-	11:19	11:31	11:46	11:58	12:10	-	12:30	12:40	-	12:46
12:15	-	12:19	12:31	12:46	12:58	2:10	-	2:30	2:40	-	2:46
1:00	-	1:04	1:16	1:31	1:43	3:10	-	3:30	3:40	-	3:46
2:00	-	2:04	2:16	2:31	2:43	4:10	-	4:30	4:40	-	4:46
3:00	-	3:04	3:16	3:31	3:43	5:10	-	5:30	5:40	-	5:46
4:00	4:03	4:08	4:20	4:35	4:47	6:10	-	6:30	6:40	-	6:46
5:00	5:03	5:08	5:20	5:35	5:47	7:10	-	7:30	7:40	-	7:46
6:00	6:03	6:08	6:20	6:35	6:47	7:50	-	8:10	8:20	-	8:26
8:50	-	8:54	9:06	9:21	9:33	9:40	-	10:00	10:10	-	10:16
SATURDAY / SABADO											
6:15	-	6:19	6:31	6:46	7:03	8:15	-	8:35	8:45	8:51	8:54
7:15	-	7:19	7:31	7:46	8:03	11:05	-	11:25	11:35	11:41	11:44
8:05	-	8:09	8:21	8:36	8:53	12:40	-	1:00	1:10	-	1:16
9:05	-	9:09	9:21	9:36	9:53	1:40	-	2:00	2:10	-	2:16
12:02	-	12:06	12:18	12:33	12:50	4:25	4:36	4:52	5:02	-	5:08
2:21	-	2:25	2:37	-	3:01	6:40	6:51	7:07	7:17	-	7:23
5:20	-	5:24	5:36	-	6:00	8:20	8:31	8:47	8:57	-	9:03
7:35	7:38	7:43	7:55	-	8:05	-	-	-	-	-	-
SUNDAY / DOMINGO											
8:07	-	8:11	8:23	8:38	8:55	9:10	-	9:30	9:40	9:46	9:49
10:07	-	10:11	10:23	10:38	10:55	11:05	-	11:25	11:35	11:41	11:44
12:03	-	12:07	12:19	12:34	12:50	1:00	-	1:20	1:30	-	1:36
1:42	-	1:46	1:58	2:13	2:30	2:40	-	3:00	3:10	-	3:16
3:21	-	3:25	3:37	-	4:01	4:20	4:31	4:47	4:57	-	5:03
5:11	-	5:15	5:27	-	5:51	6:20	6:31	6:47	6:57	-	7:03
7:11	7:14	7:19	7:31	-	7:55	8:20	8:31	8:47	8:57	-	9:03

PM trips indicated in bold / Viajes PM indican en negrita



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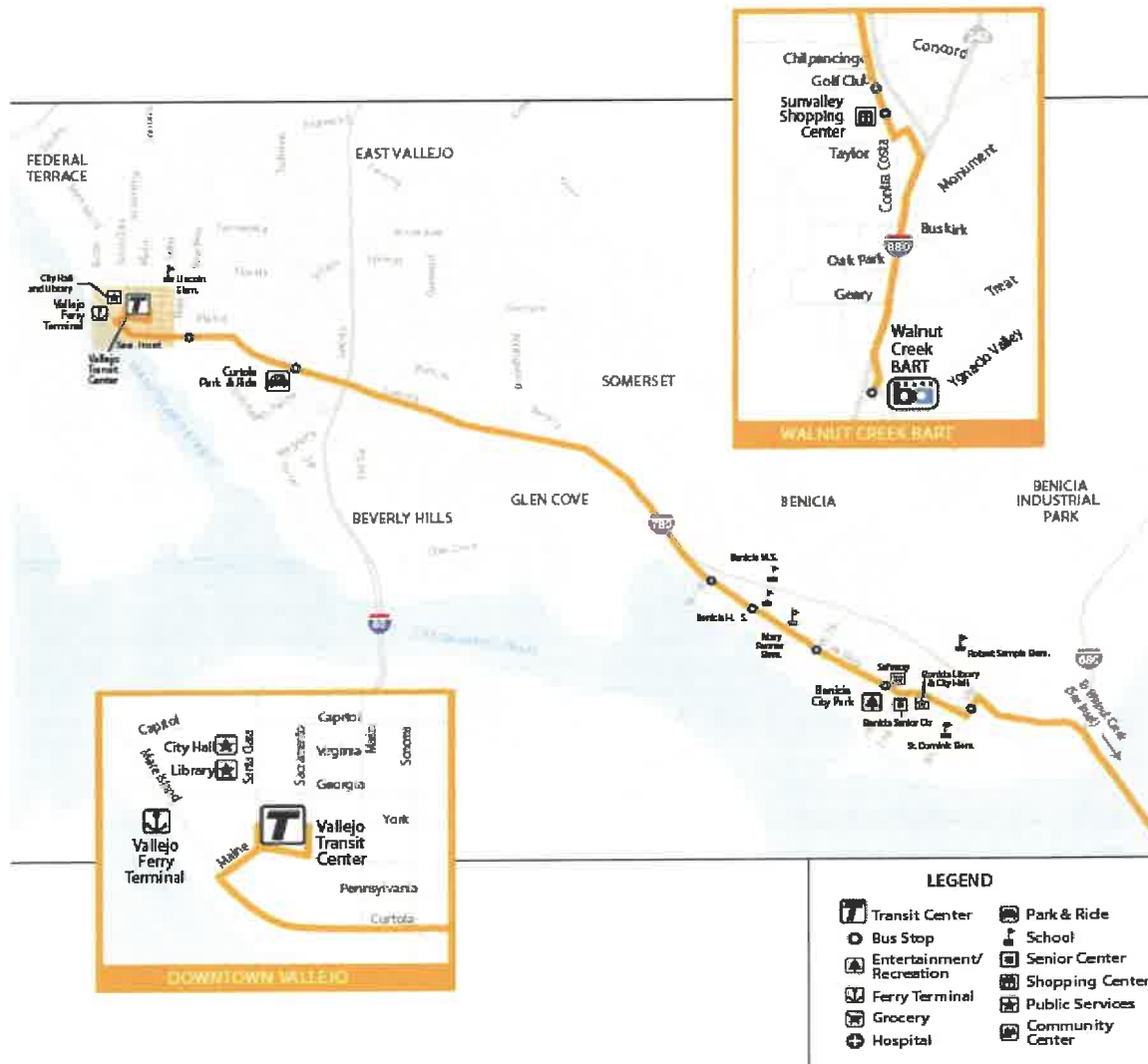


Free language assistance | Asistencia gratis en su idioma | Libreng tulong para sa wika | 免費語言幫助 | Hỗ trợ giúp thông dịch miễn phí | 무료 언어 지원 | सहायक भाषा समर्थन | Бесплатная языковая помощь

EFFECTIVE APRIL 6, 2025 / A PARTIR DE 06 A ABRIL 2025

Y YELLOW LINE

Vallejo - Benicia - Walnut Creek



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Token Transit

Free language assistance | Asistencia gratis en su idioma | Libreng tulung para sa wika | 免費語言幫助 | Hỗ trợ giúp thông dịch miễn phí | 무료 언어 지원 | ସମୃଦ୍ଧ | бесплатная языковая помощь

EFFECTIVE APRIL 6, 2025 / A PARTIR DE 06 A ABRIL 2025

R RED LINE

Fairfield - El Cerrito

SOUTH-BOUND/SALIENTE								NORTH-BOUND/ENTRANTE							
Suisun City	Fairfield		Valejo				El Cerrito	El Cerrito	Valejo				Fairfield		Suisun City
Spring A Station-Fairfield Insk	Fairfield Transportation Center	Suisun Valley & Westcott	Hwy 37 WB & Fairgrounds	Sonoma & Serrano	Valejo Transit Center	Curiale Park & Ride	El Cerrito Old North BART	El Cerrito Old North BART	Curiale Park & Ride	Valejo Transit Center	Sonoma & Serrano	Hwy 37 EB & Fairgrounds	Suisun Valley & Kaler	Fairfield Transportation Center	Spring & Suisun-Fairfield Insk
MONDAY - FRIDAY / LUNES - VIERNES															
										5:04	5:09	5:14	5:28	5:36	5:46
					*4:22	4:28	4:48	4:58	5:16	5:20					
					*4:42	4:48	5:08	5:18	5:36	5:52	5:57	6:01	6:15	6:23	6:32
					5:34	5:40	6:00	6:15	6:33	7:04	7:09	7:13	7:27	7:35	7:45
					*6:01	6:07	6:27	6:45	7:03	7:07					
					*6:34	6:40	7:00	7:15	7:33	7:37					
5:57	6:07	6:15	6:27	6:32	6:52	6:58	7:23	7:35	7:53	8:02	8:07	8:11	8:25	8:33	8:43
					7:17	7:23	7:43	7:53	8:11	8:15					
6:57	7:07	7:15	7:27	7:32	7:52	7:58	8:23	8:35	8:53	9:02	9:07	9:11	9:25	9:33	9:43
					8:35	8:41	9:01	9:15	9:33	9:37					
7:57	8:07	8:15	8:28	8:33	8:53	8:59	9:18	9:28	9:46	9:55	10:00	10:04	10:18	10:26	10:36
8:57	9:07	9:15	9:28	9:33	9:53	9:59	10:18	10:28	10:46	10:55	11:00	11:04	11:18	11:26	11:36
9:57	10:07	10:15	10:28	10:33	10:53	10:59	11:18	11:28	11:46	11:55	12:00	12:04	12:18	12:26	12:36
10:57	11:07	11:15	11:28	11:33	11:53	11:59	12:18	12:28	12:46	12:50					
										1:00	1:05	1:10	1:24	1:32	1:42
11:57	12:07	12:15	12:28	12:33	12:53	12:59	1:18	1:28	1:46	1:50					
										2:00	2:05	2:10	2:24	2:32	2:42
12:57	1:07	1:15	1:28	1:33	1:53	1:59	2:18	2:28	2:46	2:50					
										3:00	3:05	3:10	3:24	3:32	3:42
1:57	2:07	2:15	2:28	2:33	2:53	2:59	3:18	3:28	3:46	4:00	4:05	4:10	4:24	4:32	4:42
					3:14	3:20	3:38	3:48	4:17	4:21					
2:57	3:07	3:15	3:28	3:33	3:54	4:00	4:18	4:28	4:57	5:06	5:11	5:16	5:32	5:40	5:50
					4:14	4:20	4:38	4:48	5:17	5:21					
3:57	4:07	4:15	4:28	4:33	4:54	5:00	5:18	5:38	6:07	6:16	6:21	6:26	6:42	6:50	7:00
					5:14	5:20	5:38	5:48	6:17	6:21					
					5:34	5:40	5:58	6:08	6:37	6:41**					
4:57	5:07	5:15	5:28	5:33	5:54	6:00	6:18	6:28	6:46	6:55	7:00	7:05	7:21	7:29	7:39
					6:34	6:40	6:58	7:08	7:26	7:30					
5:57	6:07	6:15	6:28	6:33	6:54	7:00	7:18	7:28	7:46	7:55	8:00	8:05	8:21	8:29	8:39
					7:45	7:51	8:09	8:25	8:43	8:47					
7:26	7:36	7:44	7:57	8:02	8:23	8:29	8:47	9:05	9:23	9:27					
8:17	8:27	8:35	8:48	8:53	9:14	9:20	9:38	9:48	10:06	10:10**					
9:22	9:32	9:40	9:53	9:58	10:19	10:25	10:43	10:55	11:13	11:17**					

* Stops at Serrano Transit Center 8 minutes before the stop.

** Stops at Serrano Transit Center 7 minutes after the stop.

PM trips indicated in bold / Viajes PM indican en negrita

EFFECTIVE APRIL 6, 2025 / A PARTIR DE 06 A ABRIL 2025

R RED LINE

Fairfield - El Cerrito

SOUTHBOUND / SALIENTE								NORTHBOUND / ENTRANTE							
Suisun City	Fairfield		Vallejo				El Cerrito	El Cerrito	Vallejo				Fairfield		Suisun City
Spring & Suisun-Fairfield Link	Fairfield Transportation Center	Suisun Valley & Westlake	Hwy 37 WB & Fairgrounds	Sacramento & Serrano	Vallejo Transit Center	Curcio Park & Ride	El Cerrito del Norte BART	El Cerrito del Norte BART	Curcio Park & Ride	Vallejo Transit Center	Sacramento & Serrano	Hwy 37 EB & Fairgrounds	Suisun Valley & Kaiser	Fairfield Transportation Center	Spring & Suisun-Fairfield Link
SATURDAY / SABADO															
					7:04	7:10	7:28	7:38	7:56	8:05	8:10	8:15	8:29	8:37	8:47
					8:04	8:10	8:28	8:38	8:56	9:00					
					9:05	9:11	9:29	9:39	9:57	10:06	10:11	10:16	10:30	10:38	10:48
9:07	9:17	9:25	9:38	9:43	9:56	10:02	10:20	10:30	10:48	10:52					
					11:04	11:10	11:28	11:43	12:01	12:10	12:15	12:20	12:34	12:42	12:52
11:07	11:17	11:25	11:38	11:43	11:56	12:02	12:20	12:30	12:48	12:52					
					1:04	1:10	1:28	1:43	2:01	2:10	2:15	2:20	2:34	2:42	2:52
1:07	1:17	1:25	1:38	1:43	1:56	2:02	2:20	2:30	2:48	2:52					
					2:54	3:00	3:18	3:28	3:46	3:55	4:00	4:05	4:19	4:27	4:37
3:07	3:17	3:25	3:38	3:43	3:55	4:01	4:19	4:29	4:47	5:01					
					4:42	4:48	5:06	5:25	5:43	5:52	5:57	6:02	6:16	6:24	6:34
4:57	5:07	5:15	5:28	5:33	5:45	5:51	6:09	6:25	6:43	6:47					
					6:54	7:00	7:18	7:28	7:46	7:55	8:00	8:05	8:19	8:27	8:37
6:57	7:07	7:15	7:28	7:34	7:45	7:51	8:09	8:25	8:43	8:47					
					8:55	9:01	9:19	9:40	9:58	10:02					
8:57	9:07	9:15	9:28	9:33	9:39										
SUNDAY / DOMINGO															
					9:04	9:10	9:28	9:43	10:01	10:04					
					10:04	10:10	10:28	10:43	11:01	11:04					
					11:04	11:10	11:28	11:43	12:01	12:04					
					12:04	12:10	12:28	12:43	1:01	1:04					
					1:04	1:10	1:28	1:43	2:01	2:04					
					2:04	2:10	2:28	2:43	3:01	3:04					
					3:04	3:10	3:28	3:43	4:01	4:04					
					4:04	4:10	4:28	4:43	5:01	5:04					
					5:04	5:10	5:28	5:43	6:01	6:04					
					6:04	6:10	6:28	6:43	7:01	7:04					
					7:04	7:10	7:28	7:43	8:01	8:04					
					8:04	8:10	8:28	8:43	9:01	9:04					
					9:04	9:10	9:28	9:43	10:01	10:04					

PM trips indicated in bold / Viajes PM indican en negrita



SolTrans.org
707-648-4666



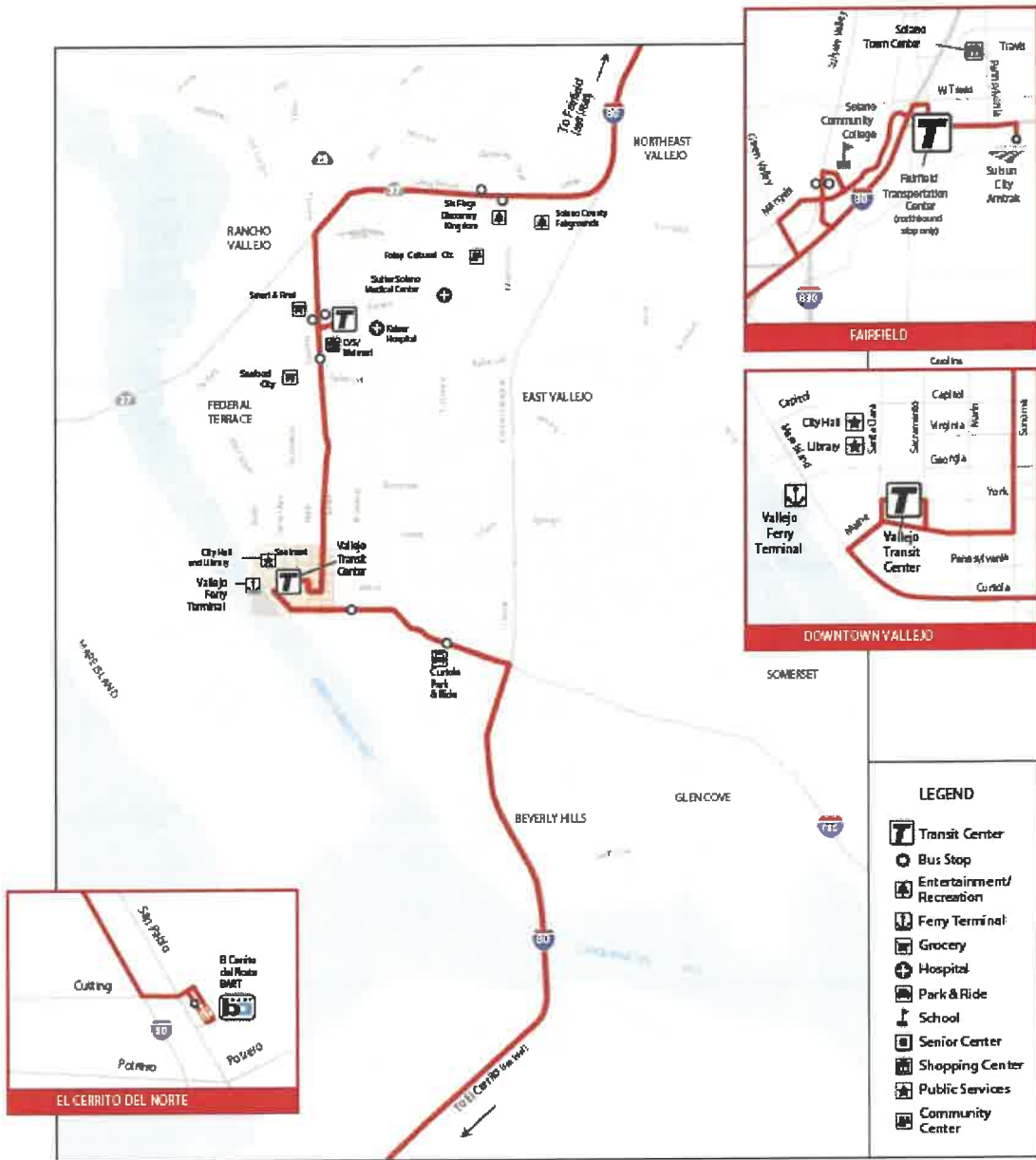
Token Transit

Free language assistance | Asistencia gratis en su idioma | Libreng tulong para sa wika | 免費語言幫助 | Hỗ trợ giúp thông dịch miễn phí | 무료 언어 지원 | सलुक् भाषा सहायता | Бесплатная языковая помощь

EFFECTIVE APRIL 6, 2025 / A PARTIR DE 06 A ABRIL 2025

R RED LINE

Fairfield - El Cerrito



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EFFECTIVE APRIL 6, 2025 / A PARTIR DE 06 A ABRIL 2025

82

ROUTE 82

Fairfield - San Francisco

SOUTHBOUND / SALIENTE				NORTHBOUND / ENTRANTE			
Fairfield	Valejo		San Francisco	San Francisco	Valejo		Fairfield
Fairfield Transportation Center	Valejo Transit Center	Curtola Park & Ride	San Francisco Ferry Building	San Francisco Ferry Building	Curtola Park & Ride	Valejo Transit Center	Fairfield Transportation Center
MONDAY - FRIDAY / LUNES - VIERNES							
4:37	5:07	5:13	6:00	6:15	6:55	6:58	-
5:37	6:07	6:13	7:00	7:15	7:55	7:58	-
-	5:24	5:30	6:15	6:30	7:15	7:19	7:49
-	9:30	9:36	10:21	10:40	11:25	11:29	-

PM trips indicated in bold / Viajes PM indican en negrita



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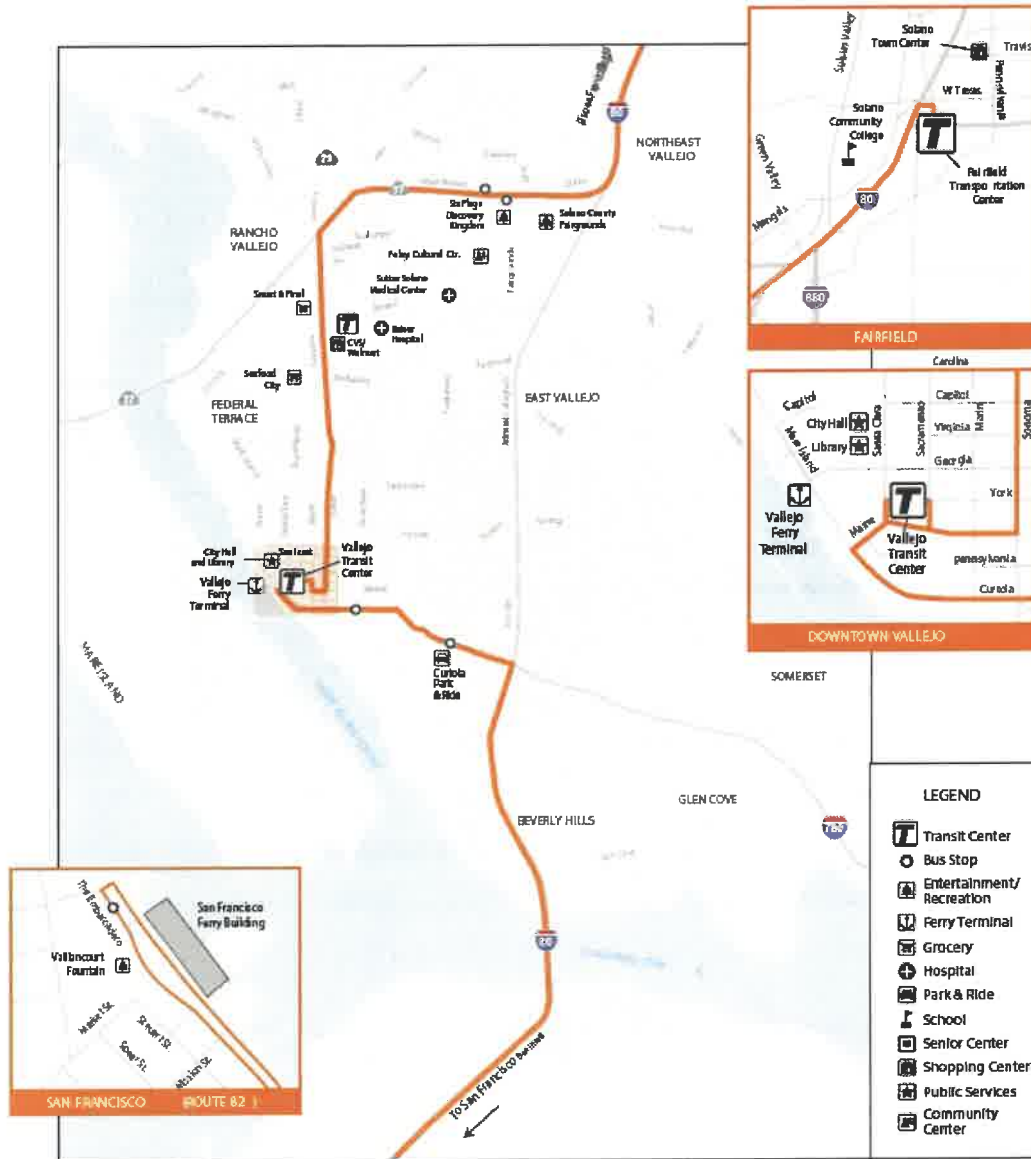
Free language assistance | Asistencia gratis en su idioma | Libreng tulung para sa wika | 免費語言幫助 | Hỗ trợ giúp thông dịch miễn phí | 무료 언어 지원 | ସମ୍ମୁକ୍ତ ସହାୟତା | Бесплатная языковая помощь

EFFECTIVE APRIL 6, 2025 / A PARTIR DE 06 A ABRIL 2025

82

ROUTE 82

Fairfield - San Francisco



SolTrans.org
707-648-4666



Free language assistance | Asistencia gratis en su idioma | Libreng tulong para sa wika | 免費語言幫助 | Hỗ trợ giúp thông dịch miễn phí | 무료 언어 지원 | यल्लुक् भाषा समर्थन | Бесплатная языковая помощь

EXHIBIT C PERFORMANCE MEASURES

Solano Express Performance Benchmarks for Fiscal Year 2024-25

Measures	FY 2024-25
SERVICE DESIGN	Benchmark
Speed - MPH	35
SERVICE PRODUCTIVITY	Benchmark
Passengers per Vehicle Revenue Hour	25.0
Passengers per Trip	15.0
Capacity Utilization	35.00%
COST EFFICIENCY	Benchmark
Cost per Vehicle Revenue Hour	\$230.07
Cost per Vehicle Revenue Mile	\$3.87
COST EFFECTIVENESS	Benchmark
Subsidy per Passenger Trip	\$3.71
Farebox Recovery Ratio	20%

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

This First Amendment (“**First Amendment**”) is made and entered into on July 1, 2026 by and among the SOLANO TRANSPORTATION AUTHORITY, a joint powers entity organized under Government Code section 6500 et seq., and the Congestion Management Agency (CMA) and the County Transportation Authority (CTA) for Solano County, hereinafter referred to as “**STA**”, and the governmental entities in Solano County providing intercity transit services to the citizens of Solano County: to wit:

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

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

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

1. RECITALS

A. The parties entered into an intercity transit funding and cost sharing agreement dated July 1, 2025 (the “**Agreement**”) to establish certain goals and principles for Intercity Transit activities for Solano Express (SE) in Solano County;

B. The parties desire to amend the Contract to extend the term and amend the performance benchmarks for SE.

C. The parties agree to amend the Agreement as set forth below.

2. AGREEMENT

A. Term

The Agreement is extended through June 30, 2027.

B. Attachment A of the Agreement is amended, in part, as follows:
Cost Per Revenue Hour: \$246.76

- C. Exhibit B of the Agreement is amended, in part, as follows:
 Service Hours by Route are estimates as:
 Red Line 24,555
 Yellow Line 10,243
 Blue Line 7,920
 Green line 2,282
 Total Service Hours 45,000

3. EFFECTIVENESS OF CONTRACT

Except as set forth in this First Amendment, all other terms and conditions specified in the Agreement remain in full force and effect.

CITY OF DIXON By: _____ Jim Lindley, City Manager	APPROVED AS TO FORM By: _____ City Attorney
CITY OF FAIRFIELD By: _____ David Gassaway, City Manager	APPROVED AS TO FORM By: _____ City Attorney
CITY OF SUISUN CITY By: _____ Bret Prebula, City Manager	APPROVED AS TO FORM By: _____ City Attorney
CITY OF VACAVILLE By: _____ Savita Chaudhary, City Manager	APPROVED AS TO FORM By: _____ City Attorney
COUNTY OF SOLANO By: _____ Ian Goldberg, County Administrator	APPROVED AS TO FORM By: _____ County Counsel
SOLANO COUNTY TRANSIT (SOLTRANS) By: _____ Beth Kranda, Executive Director	APPROVED AS TO FORM By: _____ SolTrans Legal Counsel
SOLANO TRANSPORTATION AUTHORITY (STA) By: _____ Daryl K. Halls, Executive Director	APPROVED AS TO FORM By: _____ STA Legal Counsel



Solano County Transit

TO: BOARD OF DIRECTORS
PRESENTER: MANDI RENSHAW, PLANNING AND MARKETING MANAGER
SUBJECT: SYSTEMWIDE REDESIGN: AUTHORIZATION TO CONTINUE ROUTE 82 SERVICE
ACTION: MOTION

ISSUE:

The Board is being asked to rescind its prior action to discontinue Route 82 and authorize staff to continue operation of the Route 82 pilot service as part of the Systemwide Redesign, effective August 2, 2026.

BACKGROUND:

The Route 82 pilot service was initially implemented to provide a direct commute connection between Fairfield and downtown San Francisco via the Vallejo Transit Center. The route currently operates four weekday roundtrips focused on peak commute and late-night travel periods that are not competing with Vallejo Ferry service. During the development of the COA Proposed Network, Route 82 was recommended for discontinuation in order to reinvest service hours into Route 60 (Red Line) and to increase frequency and to maintain high ridership trips on Route 90 (Green Line) as opposed to discontinuing the line.

Since adoption of the COA concepts in September 2025, staff have completed a more detailed phase of schedule development for the redesigned network. Through this process, which includes the incorporation of actual layover time, operator breaks, recovery time, union requirements, and operational scheduled revenue hours, staff identified that the proposed Solano Express redesign is currently projected at approximately 42,100 annual revenue hours: 2,900 hours below the adopted 45,000-hour Solano Express budget. This creates an opportunity to reinstate the approximately 2,400 annual revenue hours associated with Route 82 while remaining within the approved budget.

Route	40 (Blue)	60 (Red)	70 (Yellow)	90 (Green)	82	Annual Totals
Current Scheduled Hours	10,190	19,176	7,209	6,100	2,325	45,000
Early Estimation Before Blocking	7,920*	24,555	10,243*	2,282	N/A	45,000
New Scheduled Hours	10,757	21,757	7,758	1,897	2,424	44,500

*Note: * Due to the interlining at Concord BART, early planning estimations for Routes 40 and 70 (Blue and Yellow) combined the routes into one singular line from Vallejo to Dixon through Concord.*

Hours were divided based on one line before blocking, requiring more Route 70 service to adjust for the hourly all-day service on Route 40. Through the blocking process service hours were adjusted to reflect the actual concept of hourly service all day for both routes.

Route 82 currently operates just over 2,300 annual revenue hours and is being scheduled at just over 2,400 hours beginning in August to account for an increase in traffic. While these hours are meaningful for maintaining the Route 82 pilot service, they are not sufficient on their own to create an additional route or significantly expand service on other Solano Express corridors. Staff also evaluated whether the remaining available hours could support expanded service to Davis; however, the proposed hourly Davis service scenario analyzed during the COA process would have required approximately 5,100 additional annual revenue hours to provide a reliable and useful level of service. Ultimately, the Solano Transportation Authority elected not to move forward with the SolTrans proposal for hourly Davis service and instead pursued a vanpool program connection. This decision left the remaining available service hours open for reinvestment elsewhere in the Solano Express network. Staff believe reinstating Route 82 is the best and most productive use of those available hours, particularly given the route's continually growing ridership, unique market connection, and productivity. Route 82 averaged 12.7 riders per revenue hour in the previous quarter, surpassing the STA Board-approved metric of 12 riders per hour. This is significantly stronger than the existing Davis service model, which is 8.4 riders on the whole Blue Line.

Given that the proposed discontinuation of Route 82 generated significant public concern and has consistently been one of the most discussed Solano Express changes throughout the COA process, staff believe reinstating the service is appropriate and responsive to community feedback. Additionally, Route 82 ridership increased approximately 27% this quarter and has continued to show quarter-over-quarter growth trends. This route significantly reduces the commute time for Solano County residents providing a one-seat ride to San Francisco from Fairfield and Vallejo. Riders often take BART back to the East Bay to then catch the Route 60 (Red line) or 40 (Blue line).

Route 82 would continue operating under its current fare structure upon reinstatement, if approved. Staff discussions are already underway with Solano Express funding partners regarding potential future fare adjustments across the Solano Express system, and a Route 82 fare increase will be evaluated as part of those broader conversations. Preliminary conversations with riders suggest that riders are willing to pay a premium for this route and increased fares could bring farebox recovery on this route up substantially. While there is still a fiscal cliff several years out, keeping this productive, and potentially cost effective, route in place is prudent. Route 82 is also a pilot route giving us greater flexibility to make changes in the future if warranted.

FISCAL IMPACT:

There is no additional fiscal impact associated with this action beyond the previously adopted Solano Express operating budget. Current schedule estimates indicate Route 82 can be reinstated while remaining within the approved 45,000 annual Solano Express revenue hour allocation. Additionally, investing available service hours into productive, growing routes such as Route 82 supports SolTrans' long-term financial sustainability. Ridership performance directly impacts the amount of RM3 and other performance-based funding the agency receives; therefore, increasing ridership on productive services helps strengthen SolTrans' eligibility for future funding allocations. Strategically reinvesting resources into routes with strong productivity not only helps extend the agency's fiscal stability amid the approaching fiscal cliff, but also creates greater potential to generate future revenue that can be reinvested into additional service improvements throughout the system.

PERFORMANCE GOAL:

GOAL 1: Service – Deliver on-time safe transit services which meet the needs of Solano County communities. **OBJECTIVE B: Comprehensive Operational Analysis (COA) – strategy i:** Complete a comprehensive evaluation of the existing fixed-route (local and express) services to determine strengths, weaknesses, and opportunities for improvements as it relates to the goals of the Agency and the Short-Range Transit Plan; **strategy ii:** Increase ridership by analyzing and identifying gaps

and opportunities within the overall existing travel market and evaluate individual local and express fixed routes and how they function together.

RECOMMENDATION:

Rescind the prior Board action to discontinue Route 82 and authorize staff to continue Route 82 service as part of the Systemwide Redesign, effective August 2, 2026.

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SolanoExpress Costs July - December 2025			FY 25-26 Budget		FY 26-27 Budget	
	Revenue	Hours		Hours		Hours
Budget \$230.37/hr	% of SolTrans Fixed Route	51%		45,000		45,000
Contracted Rate with Transdev	update amounts in blue			\$ 85.55		\$ 89.02
Direct Costs:		Cost per hr		Cost per hr		Cost per hr
Vehicle Revenue Hours (drivers)	\$ 1,784,491	\$ 79.28	\$ 3,849,759	\$ 85.55	\$ 4,005,909	\$ 89.02
Vehicle Maintenance - Manager, Asst. Manager, Mechanics, Utility workers	\$ 612,265	\$ 27.20	\$ 1,164,305	\$ 25.87	\$ 1,237,206	\$ 27.49
Vehicle Maintenance - parts	\$ 294,532	\$ 13.09	\$ 335,000	\$ 7.44	\$ 460,000	\$ 10.22
Vehicle Maintenance - tires	\$ 79,296	\$ 3.52	\$ 80,000	\$ 1.78	\$ 126,000	\$ 2.80
Vehicle Maintenance - Lubricants and Fluids	\$ 25,643	\$ 1.14	\$ 120,000	\$ 2.67	\$ 48,750	\$ 1.08
Contracted administration costs - Transdev Mgmt (non-maint.), road Supes, dispatch, customer service, vehicle insurance, other contract overhead	\$ 799,579	\$ 35.52	\$ 1,459,996	\$ 32.44	\$ 1,511,217	\$ 33.58
Subtotal - Contracted Transit Costs	\$ 3,595,806	\$ 159.75	\$ 7,009,060	\$ 155.76	\$ 7,389,082	\$ 164.20
Fuel	\$ 508,016	\$ 22.57	\$ 1,119,000	\$ 24.87	\$ 1,373,741	\$ 30.53
Other Direct Expenses						
CNG Fueling facility maintenance (100%)	\$ 48,540	\$ 2.16	\$ 94,332		\$ 101,449	
Direct Vehicle Repairs	\$ 36,967	\$ 1.64	\$ 125,000		\$ 100,000	
Other Direct Expenses	\$ 88,664	\$ 3.94	\$ 30,047		\$ 53,260	
Subtotal - Other Direct Expenses	\$ 174,171	\$ 7.74	\$ 249,379	\$ 5.54	\$ 254,709	\$ 5.66
Total Direct SE Expenses	\$ 4,277,993	\$ 190.06	\$ 8,377,439	\$ 186.17	\$ 9,017,532	\$ 200.39
Transit Centers/Bus Stop Expenses						
Curtola Park n Ride Expenses (100%)	\$ 97,244	\$ 4.32				
Vallejo Transit Center	\$ 89,312	\$ 3.97				
1872 Broadway Land Exp	\$ 60	\$ 0.00				
Sereno Transit Center Maintenance	\$ 5,808	\$ 0.26				
Bus Stop Maintenance (pooled)	\$ 60,526	\$ 2.69				
Total Transit Center/Bus Stop Facilities	\$ 252,951	\$ 11.24	\$ 469,130	\$ 10.43	\$ 470,520	\$ 10.46
Indirect Costs (allocated based on hours)						
Administrative Salaries	\$ 572,676	\$ 25.44	\$ 1,161,000	\$ 25.80	\$ 1,215,000	\$ 27.00
Software Subscriptions/IT services	\$ 125,181	\$ 5.56	\$ 150,500	\$ 3.34	\$ 194,461	\$ 4.32
General Liab. Insurance	\$ 55,742	\$ 2.48	\$ 109,650	\$ 2.44	\$ 113,625	\$ 2.53
Professional Services	\$ 99,065	\$ 4.40	\$ 288,100	\$ 6.40	\$ 208,440	\$ 4.63
Admin Building Maintenance Costs	\$ 35,608	\$ 1.58	\$ 117,283	\$ 2.61	\$ 84,150	\$ 1.87
O&M Maintenance & Utilities	\$ 129,112	\$ 5.74	\$ 95,460	\$ 2.12	\$ 255,150	\$ 5.67
Other Indirect Overhead expenses Marketing, supplies, bank fees, armored car, etc	\$ 138,510	\$ 6.15	\$ 217,150	\$ 4.83	\$ 215,955	\$ 4.80
Subtotal - Indirect Expenses	\$ 1,155,895	\$ 51.35	\$ 2,139,143	\$ 47.54	\$ 2,286,781	\$ 50.82
Total Operating Expenses	\$ 5,686,839	\$ 252.65	\$ 10,985,712	\$ 244.13	\$ 11,774,833	\$ 261.66
Transit Centers/Bus Stop Facilities/Security	\$ (252,951)	\$ (11.24)	\$ (469,130)	\$ (10.43)	\$ (470,520)	\$ (10.46)
Fuel Contingency			\$ (150,000)	\$ (3.33)	\$ (200,000)	\$ (4.44)
SE Cost without Transit Centers and Contingencies	\$ 5,433,888	\$ 241.41	\$ 10,366,582	\$ 230.37	\$ 11,104,313	\$ 246.76

Scenario 2: 45,000 Hours @ April Budget Hourly Rates

Solano Express Service	FY 22-23 Actual	FY 23-24 Actual	FY 24-25 Actual	FY 25-26 Budget	FY 26-27 Estimate	FY 27-28 Estimate	FY 28-29 Estimate	FY 29-30 Estimate	FY 30-31 Estimate
Revenue Service Hours	48,003	44,539	44,872	45,000	45,000	45,000	45,000	45,000	45,000
Cost/Hr (SolTrans est FY26-27 forward)	\$ 207.80	\$ 204.96	\$ 216.83	\$ 230.37	\$ 246.76	\$ 255.40	\$ 264.34	\$ 273.59	\$ 283.16
Total Estimated Cost	\$ 9,974,831	\$ 9,128,532	\$ 9,729,596	\$ 10,366,650	\$ 11,104,200	\$ 11,492,847	\$ 11,895,097	\$ 12,311,425	\$ 12,742,325
Revenues									
Fares	\$ 1,360,229	\$ 1,490,659	\$ 1,120,804	\$ 1,060,068	\$ 1,081,269	\$ 1,102,894	\$ 1,124,952	\$ 1,147,451	\$ 1,170,400
RM-2	\$ 2,142,151	\$ 2,149,916	\$ 2,149,916	\$ 2,149,916	\$ 2,149,916	\$ 2,149,916	\$ 2,149,916	\$ 2,149,916	\$ 2,149,916
RM-3	\$ 1,840,625	\$ 655,951	\$ 1,018,325	\$ 1,000,000	\$ 3,041,920	\$ 3,041,920	\$ 3,041,920	\$ 3,041,920	\$ 3,041,920
STAF	\$ 388,145		\$ 2,722	\$ 3,150,131	\$ 1,409,232	\$ 2,217,758	\$ 2,536,131	\$ 2,670,000	\$ 2,670,000
STAF Carryover				\$ 145,889	\$ 502,005				
Solano College Pass	\$ 114,845	\$ 50,471	\$ 50,471	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000
Benicia	\$ 213,730	\$ 143,923	\$ 143,923	\$ 146,629	\$ 149,517	\$ 152,507	\$ 155,558	\$ 158,669	\$ 161,842
Dixon	\$ 99,102	\$ 65,603	\$ 65,603	\$ 37,913	\$ 39,460	\$ 40,249	\$ 41,054	\$ 41,875	\$ 42,712
Fairfield	\$ 710,755	\$ 624,215	\$ 624,215	\$ 537,074	\$ 547,146	\$ 558,089	\$ 569,251	\$ 580,636	\$ 592,249
Suisun City	\$ 134,087	\$ 188,536	\$ 188,536	\$ 126,648	\$ 129,153	\$ 131,736	\$ 134,371	\$ 137,058	\$ 139,799
Vacaville	\$ 594,048	\$ 315,617	\$ 315,617	\$ 336,036	\$ 343,053	\$ 349,914	\$ 356,912	\$ 364,051	\$ 371,332
Vallejo	\$ 859,029	\$ 1,272,858	\$ 1,272,858	\$ 1,426,451	\$ 1,454,637	\$ 1,483,730	\$ 1,513,404	\$ 1,543,673	\$ 1,574,546
Balance of County	\$ 182,606	\$ 182,606	\$ 198,776	\$ 199,895	\$ 206,892	\$ 214,133	\$ 221,628	\$ 229,385	\$ 237,413
FTA ARP	\$ 1,335,479	\$ 2,255,221	\$ 2,958,680	\$ -					
Total Revenue	\$ 9,974,831	\$ 9,395,576	\$ 10,110,446	\$ 10,366,650	\$ 11,104,200	\$ 11,492,847	\$ 11,895,097	\$ 12,114,633	\$ 12,202,130
Balance	\$0	\$267,044	\$380,850	\$0	\$0	\$0	\$0	(\$196,792)	(\$540,195)

Cut in Service to Balance Revenues				0	0	0	0	(719)	(1,908)
Revised Service Hours				45,000	45,000	45,000	45,000	44,281	43,092
Percent Cut in Service				0%	0%	0%	0%	-2%	-4%

Annual Rate of Change	FY 23-24	FY 24-25	FY 25-26	FY 26-27	FY 27-28	FY 28-29	FY 29-30	FY 30-31
Cost per Hour	1.1%	5.8%	6.2%	7.1%	3.5%	3.5%	3.5%	3.5%
Fares	9.6%	-24.8%	-5.4%	2.0%	2.0%	2.0%	2.0%	2.0%
RM-2	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
RM-3	-64.4%	55.2%	-1.8%	0.0%	0.0%	0.0%	0.0%	0.0%
STAF	-100.0%		115628.6%	-55.3%	57.4%	14.4%	5.3%	0.0%
TDA	0.0%	0.0%	0.0%	2.0%	2.0%	2.0%	2.0%	2.0%

STAF Reserve Balance			\$ 8,162,058	\$ 5,009,205	\$ 3,599,973	\$ 1,382,214	\$ -		
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DATE: May 21, 2026
TO: Solano County Intercity Transit Consortium
FROM: Robert Guerrero, Deputy Executive Director/Director of Planning
Nick Burton, Director of Projects
Ron Grassi, Director of Programs
RE: STA's Overall Work Plan (OWP) for FYs 2026-27 and 2027-28

Background:

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

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

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

Discussion:

STA staff presented the Draft OWP for FY 2026-27 and 2027-28 to the Consortium and STA TAC prior to the STA Board approval to release it for public comment on May 13, 2026. STA staff received comments from SolTrans and have adjusted the OWP to reflect changes as needed based on their input. Attachment A includes their comments and STA staff response. The final draft OWP is included as Attachment B with track changes on to reflect changes from the draft version. STA staff is recommending the final STA OWP for FY 2026-27 and 2027-28 at this time.

Recommendation:

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

Attachments:

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

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

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

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

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

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

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		<u>Status:</u> <ul style="list-style-type: none"> o In CON with an estimated completion in January 2029 <u>ECD:</u> Construction is began June 2025 with completion estimated for January 2029.						
STA Co-Lead Projects	4.	<p>SR 37 Corridor Improve SR 37 between I-80 in Solano County and SR 101 in Marin County to address Sea Level Rise and reduce congestion.</p> <ul style="list-style-type: none"> A. Interim Congestion Relief (Packages 1-3) B. Ultimate Project Planning and Environmental Linkages (PEL) C. SR 37/Fairgrounds Dr. Interchange D. Mare Island Interchange Supplemental PID <p><u>Milestones:</u></p> <p><u>Interim Congestion Relief Package 2</u></p> <ul style="list-style-type: none"> o Project Approval/Environmental Document (PA/ED) Interim Congestion Relief Project Draft ED released for public comment Fall 2021. Final Document completed February 2023. o MTC will apply for federal and state grants in 2026 for Interim Project. o 50 acres along Segment B purchased, Solano County holds property until needed by project o 65% PS&E completed in December 2024??? o CTC awarded \$73M June 2025 <p><u>SR 37/Fairgrounds Dr. Interchange</u></p> <ul style="list-style-type: none"> o CON phase fully funded with combination of funding sources: RM3, RTIF, TDA3, TDA 4, and STAF totaling \$30M o Fairgrounds Dr design completed and construction contract was awarded in December 2024 o Project communications plan developed <p><u>Mare Island Interchange Supplemental PID</u></p> <ul style="list-style-type: none"> o STA staff met with developer and city staff to identify the PID as the next step o STA requests Mare Island Interchange as part of the Ultimate Project <p><u>Status:</u></p> <ul style="list-style-type: none"> o Interim Project currently in design and value analysis o Ultimate Project team working on segment between US101 to Atherton o Ultimate Project design and coordination with SMART is ongoing o Mare Island Interchange improvements to be completed as part of ultimate project, will be seeking local match funds for the reconstructed Interchange from City of Vallejo/Developer. <p><u>ECD:</u> SR37/Fairgrounds Drive Interchange estimated completion of construction July 2026. Interim Package 2 estimated completion of construction 2030</p>	Caltrans/MTC/STA	Bridge Toll RTIP Local Funds	X	X	Interim B \$500M Ultimate\$11B Fairgrounds \$30M (RM3 \$20M, STIP RM3 LONP \$5.268M, STAF \$2.2M, County Funds \$4M, and RTIF \$2.271M) Mare Island Supplemental PID \$500k	<u>Projects</u> Nick Burton Leslie Gould

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

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

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

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

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

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

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

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

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

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STA Lead – Planning	24.	<p>Plan Bay Area (RTP/SCS) – Plan Bay Area 2050+ Update Regional Transportation Plan (RTP) is updated every four years by MTC. STA selects transportation projects and programs to include the RTP through an outreach and coordination with the cities and County of Solano. In addition, STA coordinates with MTC and ABAG to administer RTP policies and subsequent plans in order to be eligible for State and Federal Transportation Funds.</p> <p><u>Milestones:</u></p> <ul style="list-style-type: none"> o MTC kicked off PBA+ update in June 2023 o STA submitted two projects (Solano Rail Hub and Regional Managed Lanes I-80 Gap Closure-Dixon) for inclusion in PBA+ - September 2023 <p><u>Status:</u> MTC included STA priority projects in the PBA+ update and is coordinating with CTAs and other partners to finalize the plan by December 2025. MTC is currently in the final stage for completion by developing a programmatic EIR for the document.</p> <p><u>ECD:</u> December 2025</p>	MTC/STA	OBAG 3	X	X		<p align="center"><u>Planning</u> Robert Guerrero Kathrina Gregana</p>
STA Lead – Planning	25.	<p>Climate Adaptation Coordination and Solano Transportation Resiliency Plan Monitor State Climate Action Plan for Transportation Investments (CAPTI), MTC’s Sea Level Rise Adaptation Funding and Investment Framework, BCDC and Delta Protection Commission policies and requirements regarding climate adaptation. Work with member agencies to meet policies and requirements to address sea level rise and deal more broadly with climate change.</p> <p><u>Milestones:</u></p>	Member Agencies BCDC Delta Protection Commission CalSTA Caltrans ABAG	Caltrans State Planning Grant Funds \$30,000 Member Agency Contributions \$35,000 OBAG 3 Planning	X	X	\$565,000	<p align="center"><u>Planning</u> Robert Guerrero Kathrina Gregana</p>

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

	<ul style="list-style-type: none"> o 18 commuters participated in Bucks for Bike Program. o 685 active users participated in the Commute Solano program logging 17,000 alternative trips for 397,363 miles, saving 118 tons of CO2. o 2,141 rides provided by the Equitable Access to Justice Program o 199 new First/Last Mile participants with 49,540 rides provided. o 125 traditional vanpool subsidies provided. 65 owner-operated and Enterprise vanpools traveled to and from Solano County. o 24 Guaranteed Ride Home Program reimbursements provided. o 178 Solano Express Riders registered to receive Guaranteed Ride Uber Vouchers, bringing the total number of program registrants to 704. 7,280 rides were provided. o Solano Mobility Express Vanpool Pilot Program provided 4,591rides from Dixon/Vacaville to Sacramento with two missed runs. o The Solano Community College Falcon Flyer Vanpool provided 86 rides for 19 unique riders. o \$1,204,749 in SCC student fees has been disbursed to the transit operators since FY 2017-18 with the City of Fairfield and SolTrans both receiving 42.5%, and the City of Vacaville receiving 15%. In May of 2025, the City of Fairfield and SolTrans both received \$73,805.54, and the City of Vacaville received \$26,049.02. <p><u>FY 2025-26 Midyear</u></p> <ul style="list-style-type: none"> o 21 events reaching 721 businesses and commuters tabled/attended. o 7 Bucks for Bikes reimbursements o 344 active users participated in the Commute Solano program logging 9,300 alternative trips for 215,107 miles, saving 66.8 tons of CO2. o 28 passes provided for Capitol Corridor + Lyft program, with total enrollment at 184 participants since the start of the program in 2019. o 651 rides provided for Equitable Access to Justice pilot program o 55 new commuters registered for First/Last Mile program bringing total participation to 1,929 o 14 commuters received GRH reimbursements o 2,681 Guaranteed Ride program rides provided via Uber Voucher. 46 new registrants increasing participants to 750. o 2,096 Solano Mobility Express Vanpool rides to/from Sacramento provided at mid-year. 0 missed runs. 10,284 rides provided from the beginning of the program to the end of the second quarter. o An average of 16 vanpools received traditional vanpool subsidies.61 vanpools traveled to/from/through Solano County at midyear.2,006 Solano Community College Falcon Flyer vanpool rides provided for up to 68 unique riders. <p><u>Status:</u></p> <ul style="list-style-type: none"> o Continue to promote commuter programs. o Continue partnership with Solano EDC to reach Solano County businesses. o Continue to promote programs via website, social media, and outreach. o Continue pop-up Mobile Mobility Information Stations to inform commuters of programs and provide assistance with sign up as needed at Solano County transit hubs. o Continue to partner with Solano TMA + 50 Corridor to grow ridership for Solano Mobility Express Vanpool Pilot. o Continue Solano Community College Intercampus Vanpool Pilot and transportation fee partnership. 						
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		<ul style="list-style-type: none"> o Develop expansion of Solano Mobility Express Vanpool Pilot Program from Vacaville and Dixon to Sacramento to include service to UC Davis’s Memorial Union. <p><u>ECD:</u> Ongoing</p>						
54.		<p>Benicia Lyft As a result of the 2018 SolTrans COA, the Benicia Dial-a-Ride Service, which cost \$250,000 per year, was eliminated. At SolTrans’ request, STA developed the City of Benicia Lyft Program to enhance transportation options for Benicia Residents.</p> <p><u>Milestones:</u></p> <p><u>FY 2024-25</u> Benicia Lyft and \$5 Benicia Lyft programs provided 9,611 rides.</p> <p><u>FY 2025-26 Midyear</u> Benicia Lyft and \$5 Benicia Lyft programs provided 7,139 rides.</p> <p><u>Status:</u></p> <ul style="list-style-type: none"> o Continuing to promote the TNC programs through the Solano Mobility Call Center, website, social media, and events. o Work with the City of Benicia to reduce program costs. <p><u>ECD:</u> Ongoing</p>		STAF City of Benicia TDA	X	X	\$80,000 FY 2025-26	Transit Lorene Garrett
New		<p>Suisun Lyft The Suisun Lyft Program was developed as a result of the 2022 Suisun City Community-Based Transportation Plan. STA partnered with the City of Suisun City to create Lyft Programs that would enhance transportation options for Suisun City Residents</p> <p><u>Milestones:</u></p> <p><u>FY 2024-25</u> Suisun Lyft program provided 20,166 rides</p> <p><u>FY 2025-26 Midyear</u> Suisun Lyft program provided 11,737 rides</p> <p><u>Status</u> Continuing to promote the TNC programs through the Solano Mobility Call Center, website, social media, and events.</p> <p><u>ECD:</u> Ongoing</p>		City of Suisun City TDA	X	X	\$200,000 FY 2025-26	Transit Lorene Garrett

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

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

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PENDING STA Board Approval on June 10, 2026**

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

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

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

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

		<ul style="list-style-type: none"> ○ On average, vehicles arrived 5 minutes and 10 seconds early for pick up. ○ Attended meetings, wrote reports and collected data shared with the CPUC. <p><u>Status:</u></p> <ul style="list-style-type: none"> ● Continue to serve as LAFA. ● Continue to provide On-Demand Mobility Technology. ● Provide software to new partner agencies. 						
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DATE: May 26, 2026
TO: Solano County Intercity Transit Consortium
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 Legislature resumed session following Spring Recess and is advancing policy and fiscal deadlines ahead of the Governor’s May Revision of the Fiscal Year (FY) 2026–27 budget. A significant development includes proposed amendments by the California Air Resources Board (CARB) to the Cap-and-Invest Program, which may substantially reduce Greenhouse Gas Reduction Fund (GGRF) revenues—potentially affecting funding availability for major transportation and climate programs such as the Transit and Intercity Rail Capital Program (TIRCP) and the Affordable Housing and Sustainable Communities (AHSC) Program. Funding opportunities remain active, including approximately \$950 million anticipated for TIRCP Cycle 8 and \$750 million for AHSC Round 10, with application deadlines due in May 2026.

Congress continues to face challenges finalizing FY 2026 appropriations, particularly related to Department of Homeland Security funding, while also beginning work on the FY 2027 budget. The President’s proposed FY 2027 budget includes increased overall funding for the U.S. Department of Transportation, though it proposes reductions to key transit programs, including Capital Investment Grants and Amtrak funding, and eliminates funding for the RAISE/BUILD program. Meanwhile, several competitive grant opportunities have been announced, including nearly \$1 billion for the Safe Streets and Roads for All program and funding for multiple ferry-related programs.

STA’s state lobbyist, SYASL, is recommending that the STA take a supporting position on the following two (2) bills:

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

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

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

This bill specifies that the total cost of mitigation measures required to address a significant transportation impact required under the California Environmental Quality Act is not to exceed 5% of the estimated total project costs in rural counties (less than 200,000 people). This cap would not apply to the addition of new highway lanes. *This bill is in the Assembly Natural Resources Committee.*

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

Updates on the following are detailed in Attachment A:

- Legislative Update
- Proposed Regulations to Cap-and-Invest
- TIRCP Cycle 8 and Call for Projects
- Bills of Interest

Federal Legislative Update (Akin Gump):

Updates on the following are detailed in Attachment B:

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

Fiscal Impact:

None.

Recommendations:

Approve the following:

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

Attachments:

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



April 20, 2026

TO: Board of Directors - Solano Transportation Authority

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

RE: **STATE LEGISLATIVE UPDATE – May 2026**

General Update

On March 26, the Legislature broke for their Spring Recess and reconvened on April 6. Upon their return, policy committees and budget subcommittees in both houses continue to review legislation introduced in the session and the Governor’s budget proposals, with April 24 as the last day for policy committees to hear and report to fiscal committees fiscal bills introduced in their house; the last day for policy committees to hear and report to the Floor non-fiscal bills introduced in their house is May 1.

The Governor is expected to release the May Revise, the mid-year update to the proposed Fiscal Year 2026-27 budget, on May 14.

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

CARB Releases Proposed Regulations to Cap-and-Invest Compliance Mechanisms

On April 14, the California Air Resources Board (CARB) released its [Proposed Amendments to the Regulation for the California Cap on Greenhouse Gas Emissions and Market-Based Compliance Mechanisms](#).

The proposed amendments aim to implement the technical changes made to the Cap-and-Invest Program by [AB 1207 \(Irwin\) \[Chapter 117, Statutes of 2025\]](#), which largely focus on addressing industry leakage from California and the program's cost impacts to Californians.

The amendments propose, among other things, to significantly expand the number of free allowances provided to utility companies on the Cap-and-Invest auction market, in order to increase the size of the existing climate credit rebate returned annually to California’s utility customers. This in turn would reduce the overall number of allowances that may be sold by CARB and would result in a significant reduction in Greenhouse Gas Reduction Fund (GGRF) revenues through at least 2030. Early assumptions predict this would reduce GGRF revenues *by half*, to approximately \$2 billion annually.

Given the changes to the GGRF Expenditure Plan approved last year in [SB 840 \(Limon\) \[Chapter 121, Statutes of 2026\]](#), this reduction would likely mean that, unless the regulations are further amended, or

the new GGRF tiers reconsidered, the state will not have sufficient GGRF to fund Tier 3 programs (i.e. Affordable Housing and Sustainable Communities, Transit and Intercity Rail Capital Program, AB 617, Low Carbon Transit Operations Program, etc.).

CARB will discuss the proposed amendments at its May 28 Board meeting and we expect numerous stakeholders to speak in opposition to the proposal.

REMINDER: CalSTA Releases TIRCP Cycle 8 Guidelines and Call for Projects

On February 23, the California State Transportation Agency (CalSTA) released [final guidelines](#) and a [call for projects](#) for the Transit and Intercity Rail Capital Program (TIRCP) Cycle 8. The call for projects details the application requirements and procedures to apply for funding under the program. TIRCP Cycle 8 will program projects starting with the Fiscal Year (FY) 2026-27 and ending with the FY 2030-31. The new program cycle will include previously awarded and active projects that have not been fully allocated by the end of the FY 2025-26 fiscal year, and projects selected from Cycle 8. The new capacity available for Cycle 8 is currently estimated at least \$950 million, but could be adjusted based on auction proceeds and changing cash flow requirements of already awarded projects between now and the September 2026 award announcement.

Applications are due May 18, 2026, and CalSTA expects to announce awards no later than September 18, 2026.

REMINDER: Affordable Housing and Sustainable Communities Program Notice of Funding Availability

On March 4, the Department of Housing and Community Development (HCD) and the Strategic Growth Council (SGC) released the [Notice of Funding Availability](#) (NOFA) for Round 10 of the Affordable Housing and Sustainable Communities (AHSC) Program. The AHSC supports transit, housing, and land use projects which reduce greenhouse gas emissions. Approximately \$750 million in funding capacity is available for Round 10.

Applications are due May 4, 2026, and awards are expected to be announced in December 2026.

Bills with Recommended Positions

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

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

This bill is in the Senate Rules Committee, pending referral to policy committee.

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

This bill specifies that the total cost of mitigation measures required to address a significant transportation impact required under the California Environmental Quality Act is not to exceed 5% of the estimated total project costs in rural counties (less than 200,000 people). This cap would not apply to the addition of new highway lanes. ***This bill is in the Assembly Natural Resources Committee.***

Bills of Interest

SB 1250 (Cortese) Wildlife Connectivity – WATCH

This bill would require Caltrans to include wildlife connectivity assets (wildlife crossings, 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. ***This bill is in the Senate Natural Resources & Water Committee.***

AB 1599 (Ahrens) California Transit Stop Registry – WATCH

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

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. This authorization – originally enacted in 2022 – is set to expire on January 1, 2027. ***In the Assembly Privacy & Consumer Protection Committee.***

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. ***This bill is in the Senate Rules Committee, pending referral to policy committee.***

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

This bill would add pedestrian malls (city streets restricting vehicular traffic) to the list of projects statutorily exempt from the California Environmental Quality Act. This bill would also prohibit a city or county in California from soliciting public input on a proposed pedestrian or bicycle safety project after the project is approved and in development and a local agency may not terminate a project unless certain findings are made. This bill also makes changes to the Pedestrian Mall Law of 1960. ***In the Assembly Transportation Committee.***

AB 2074 (Haney) Regional Transit Hubs – WATCH

This bill would require major transit cities (cities with a population greater than 400,000) to designate one or more regional transit hub districts and preserve requirements for those districts by July 1, 2026. Additionally, the bill would permit housing as an allowed use in regional transit hubs, subject to certain requirements, and allow downtown housing development to be an allowed use within a regional transit hub district. The bill would establish the Downtown Revitalization Loan Fund within the California

Housing Finance Agency to finance housing development in these districts. *In the Assembly Natural Resources Committee.*

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. *In the Assembly Judiciary Committee.*

M E M O R A N D U M

April 20, 2026

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

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

Fiscal Year 2026 Appropriations

Congress has not yet passed legislation to fund the Department of Homeland Security (DHS) in fiscal year 2026. Senate Democrats and Republicans could not agree before the Easter recess on reforms to Immigration and Customs Enforcement (ICE) that would persuade Senate Democrats to vote in favor of the DHS appropriations bill. As a result, the Senators agreed to pass legislation that funded all of DHS except ICE and CBP. Republican Senators then planned to fund ICE and CBP through reconciliation legislation that only requires a majority of members to pass it. However, House Republicans are insisting that Congress pass the reconciliation legislation funding CBP and ICE before they vote on the bill funding DHS that the Senate passed. On April 3, President Trump signed an order that [directed](#) the DHS to pay all employees amid the shutdown taking some of the pressure off Congress.

Fiscal Year 2027 Appropriations

On April 3, the White House released the [President's FY 2027 discretionary budget request](#) to Congress. Keeping in mind that the President's Budget sets forth the President's priorities and is not binding and often disregarded by Congress, this budget seeks to increase defense spending by \$441 billion and decreases nondefense discretionary spending by \$73.4 billion. Highlights of the budget for the Department of Transportation include the following:

- \$26.6 billion in discretionary budget authority for DOT for FY 2027, a \$1.6 billion increase from the FY 2026 enacted level. This includes \$770 million for the Nationally Significant Multimodal Freight & Highway Projects discretionary grants program, \$714 million to repair or replace highway bridges in disrepair, and \$300 million for the Consolidated Rail Infrastructure and Safety Improvements (CRISI) program. The budget request does not fund the RAISE/BUILD grant program and provides \$2.1 billion in Amtrak funding, a \$327 million decrease from FY 2026. The budget also cuts the Federal Transit Administration Capital Investment Grants program by \$486 million compared to FY 2026.

April 20, 2026
Page 2

On April 13, House Appropriations Committee Chairman Tom Cole (R-OK) [released](#) the markup schedule for FY 2027 appropriations bills. Markups will start on April 17 with the Military Construction, Veterans Affairs, and Related Agencies bill and the Financial Services and General Government bill. Markups will continue through June 24, 2026. The Transportation, Housing and Urban Development bill is slated for markup on May 21, 2026. The Senate has started holding subcommittee [hearings](#) to review the President's 2027 budget request but has not yet released a markup schedule.

Department of Transportation Update

On March 27, DOT [announced](#) \$993 million in funding for the Safe Streets and Roads for All program. City and township governments are eligible to apply for funding to support planning and demonstration activities, as well as projects and strategies to prevent death and serious injury on roads and streets for all users. DOT expects to award 500 grants and applications are due on May 26, 2026.

On April 6, DOT [announced](#) \$105 million for the FY 2026 Competitive Funding Opportunity: Passenger Ferry Grant Program. City and township governments are eligible to apply for funding for capital projects to support passenger ferry systems in urbanized areas, such as ferry vessels, terminals, and related infrastructure. DOT expects to award 10 grants and applications are due on May 11, 2026.

On April 6, DOT [announced](#) \$98 million for the FY 2026 Electric or Low-Emitting Ferry Pilot Program. City or township governments are eligible to apply for funding for capital projects to purchase electric or low-emitting ferry vessels and related infrastructure. DOT expects to award 5 grants and applications are due on May 11, 2026.

On April 6, DOT [announced](#) \$454 million for the FY 2026 Ferry Service for Rural Communities Program. State governments are eligible to apply for funding for capital projects to purchase, construct, replace, or rehabilitate ferries, terminals, related infrastructure and equipment (including electric or low-emitting ferry vessels and related infrastructure), planning projects, and operating assistance. DOT expects to award 5 grants and applications are due on May 11, 2026.

Congressional Update

As we previously reported, the current surface transportation law expires on September 30. House Transportation and Infrastructure Committee Chair Sam Graves (R-MO), who recently announced he is retire at the end of the current Congress, is targeting April 29 for the markup of the bill. Graves is negotiating a topline number for the bill of between \$500 and \$550 billion, which is well below the Infrastructure Investment and Jobs Act (IIJA) \$1.2 trillion total. The

April 20, 2026
Page 3

topline amount will be a combination of authorizations and contract authority for five years. Senate Environment and Public Works Committee Chair Shelly Moore Capito (R-WV) has said that she would like Congress to complete work on the bill this year but has not offered any date for a markup nor have the chairs of the Senate Banking Committee (public transit) or Commerce Committee (rail and ports). With this being an election year and there being lack of agreement over funding levels and source, Congress will likely be forced to pass a short-term extension until at least after the elections and more likely until the next Congress.

Bills of Interest

On April 2, Rep. Hillary Scholten (D-MI) introduced [H.R.8186](#) in the House. The bill would require the Secretary of Transportation and the Director of the National Weather Service to establish an interagency working group to develop best practices for roadway management. There are no cosponsors for the bill. The bill was referred to the Committee on Transportation and Infrastructure, and in addition to the Committee on Science, Space, and Technology.

On April 9, Rep. Scott Perry (R-PA) introduced [H.R.8230](#) in the House. The bill would remove transit-oriented development projects as projects eligible for assistance under the Transportation Infrastructure Finance and Innovation (TIFIA) program and the Railroad Rehabilitation and Improvement Financing (RRIF) programs. There are no cosponsors for the bill. The bill was referred to the House Committee on Transportation and Infrastructure.

On April 9, Rep. Scott Perry (R-PA) introduced [H.R.8231](#) in the House. The bill would prohibit the transfer of highway formula funds to transit projects. There are no cosponsors for the bill. The bill was referred to the House Committee on Transportation and Infrastructure.

On April 9, Rep. Scott Perry (R-PA) introduced [H.R.8233](#) in the House. The bill would repeal public transportation fixed guideway capital investment grants. There are no cosponsors for the bill. The bill was referred to the House Committee on Transportation and Infrastructure.

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SOLANO COUNTY TRANSIT CONSORTIUM ITEM



Agenda Item 8.A
May 26, 2026

Solano Express Quarterly Reports

- A. Q3 System Performance Report (attached)*
- B. Q3 metrics - (to be provided under cover)*
- C. Q3 Actual cost breakdown - (to be provided under cover)*

To be presented by Beth Kranda, Soltrans

May 26, 2026

Solano Express System Performance Report – 3rd Quarter FY 26

For: Solano Transportation Authority
Board of Directors



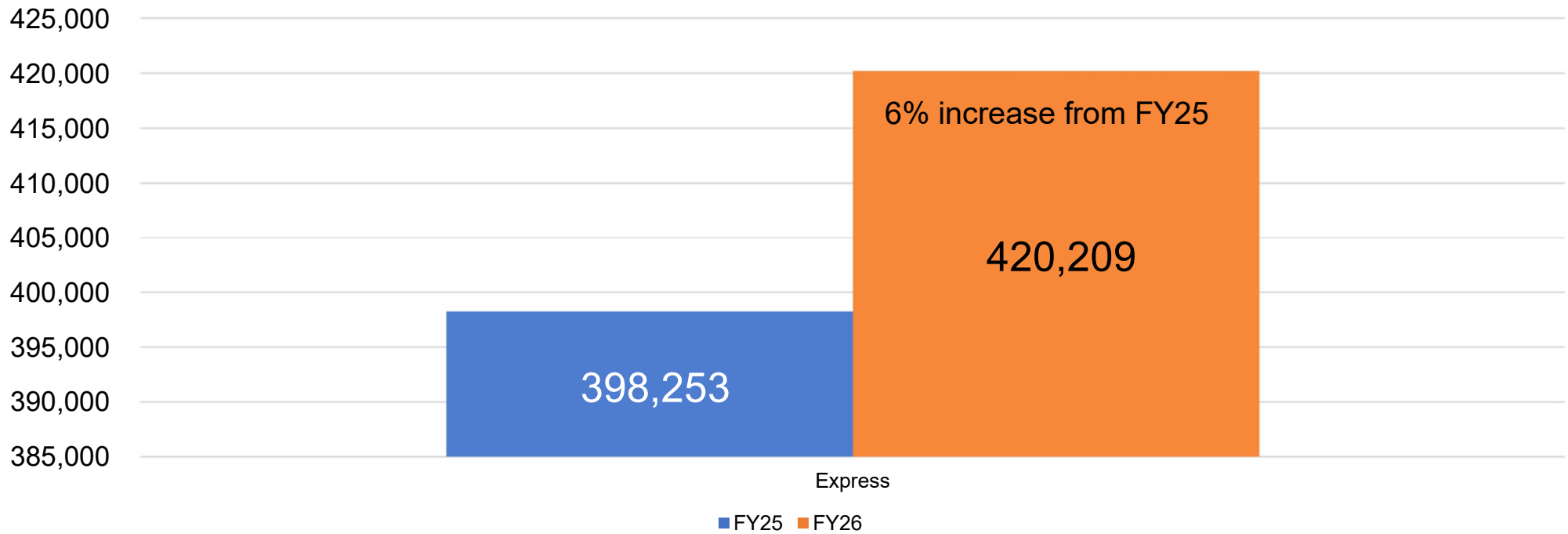
Presented by: Beth Kranda
Executive Director

Productivity

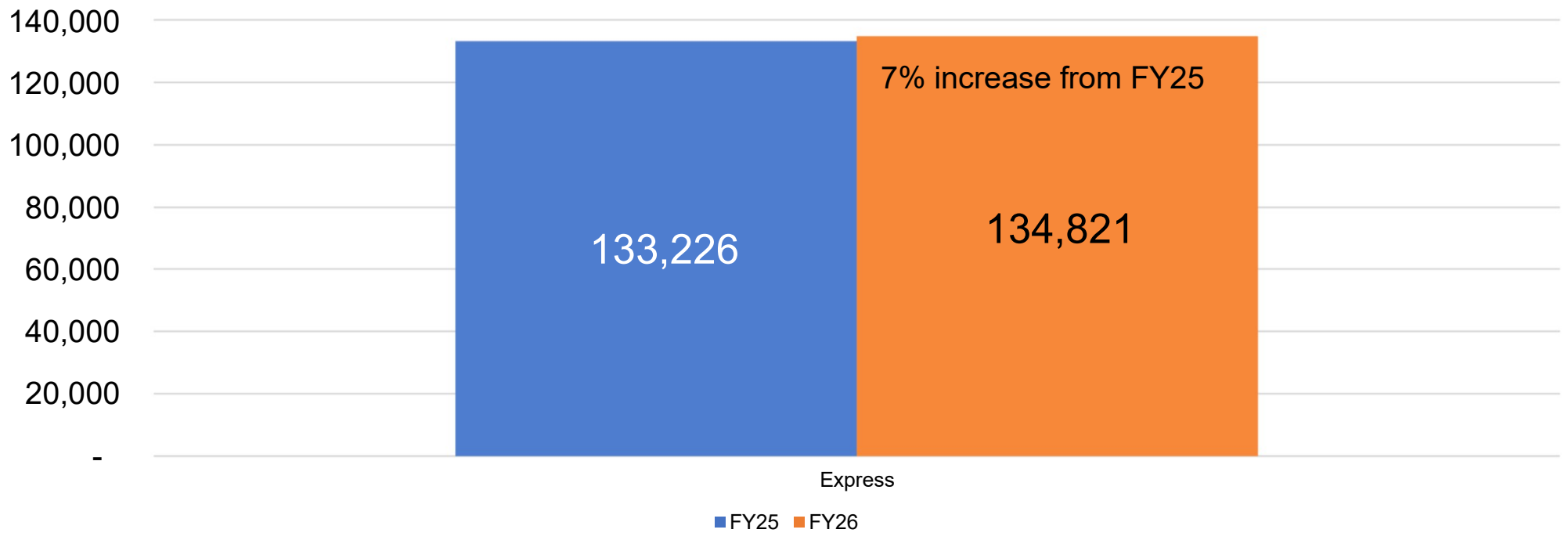
What and how much service was provided?

- Trips and Hours-Based Metrics
- Ridership and Passenger Metrics

Ridership YTD (Mode)



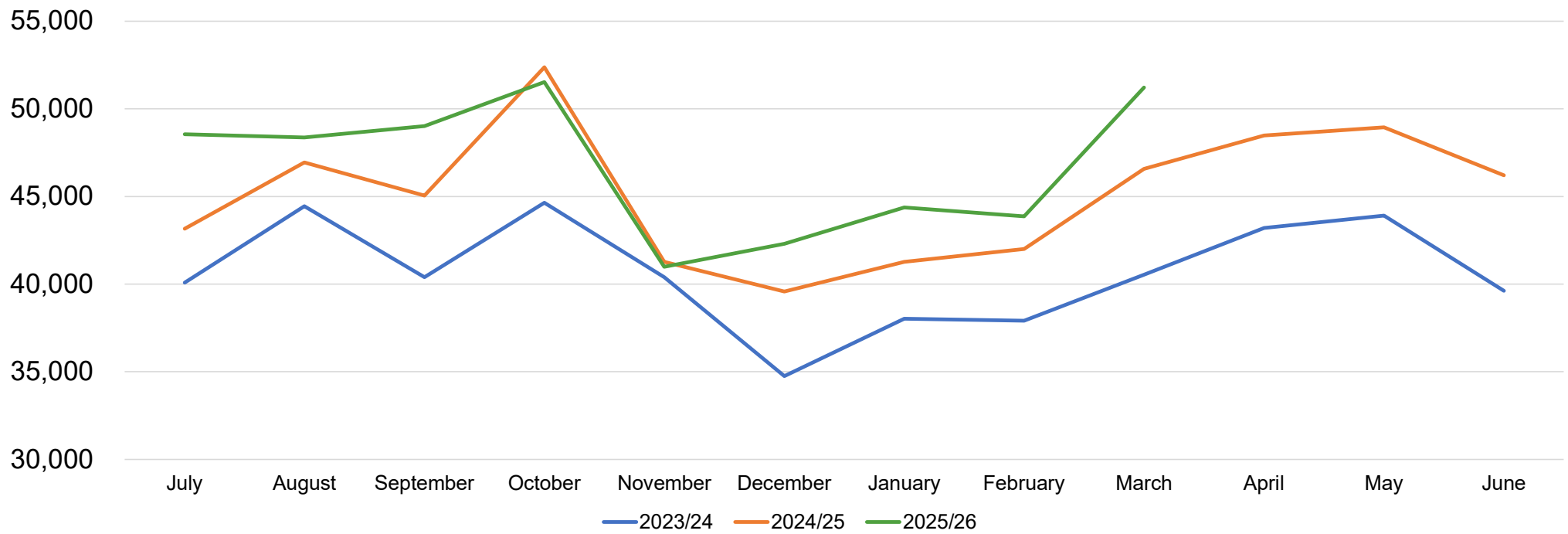
Q3 Ridership (Mode)



Slide 4

- KB1** I would call this flat
Kristina Botsford, 2026-02-06T22:03:30.158
- KB2** We need trends for ridership. The breakdown by route is good for the quarter but the overall needs to be a trend covering maybe the past 8 quarters.
Kristina Botsford, 2026-02-06T22:06:07.925
- BK3** Is this just express?
Beth Kranda, 2026-02-09T17:46:12.863
- BK3 0** or total
Beth Kranda, 2026-02-09T17:46:35.318
- 3 1** Just express
Myron Banez, 2026-02-09T18:13:10.091

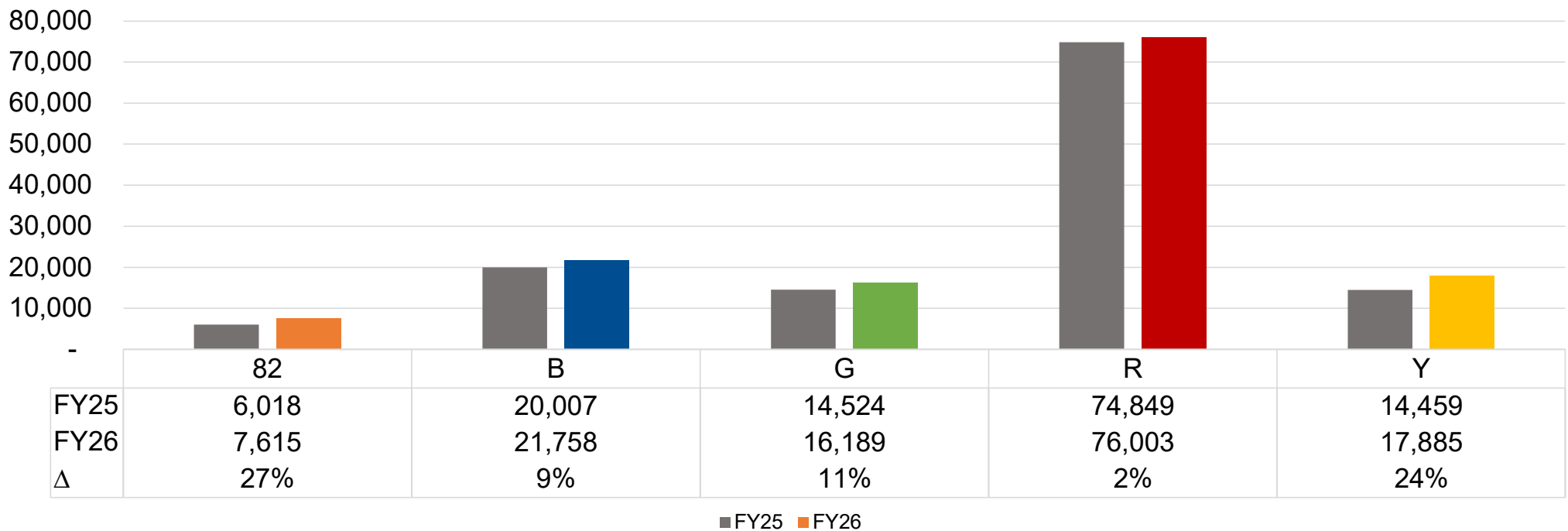
Monthly Ridership



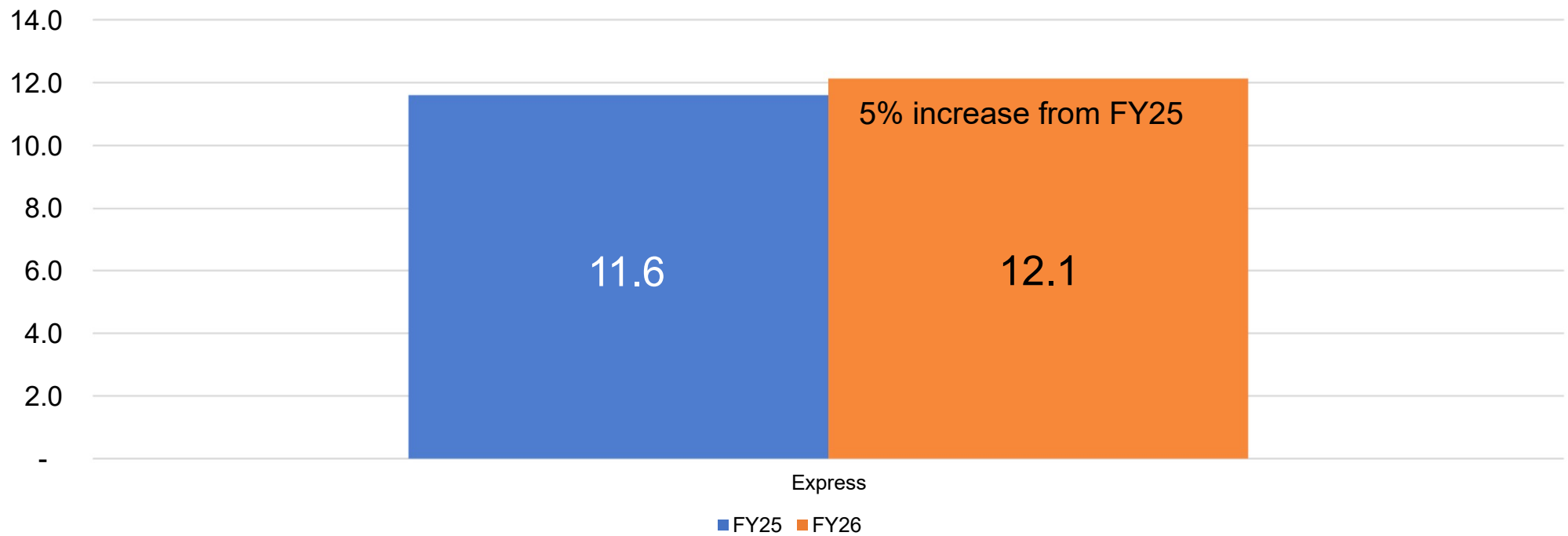
Slide 5

- KB1** I would call this flat
Kristina Botsford, 2026-02-06T22:03:30.158
- KB2** We need trends for ridership. The breakdown by route is good for the quarter but the overall needs to be a trend covering maybe the past 8 quarters.
Kristina Botsford, 2026-02-06T22:06:07.925
- BK3** Is this just express?
Beth Kranda, 2026-02-09T17:46:12.863
- BK3 0** or total
Beth Kranda, 2026-02-09T17:46:35.318
- 3 1** Just express
Myron Banez, 2026-02-09T18:13:10.091

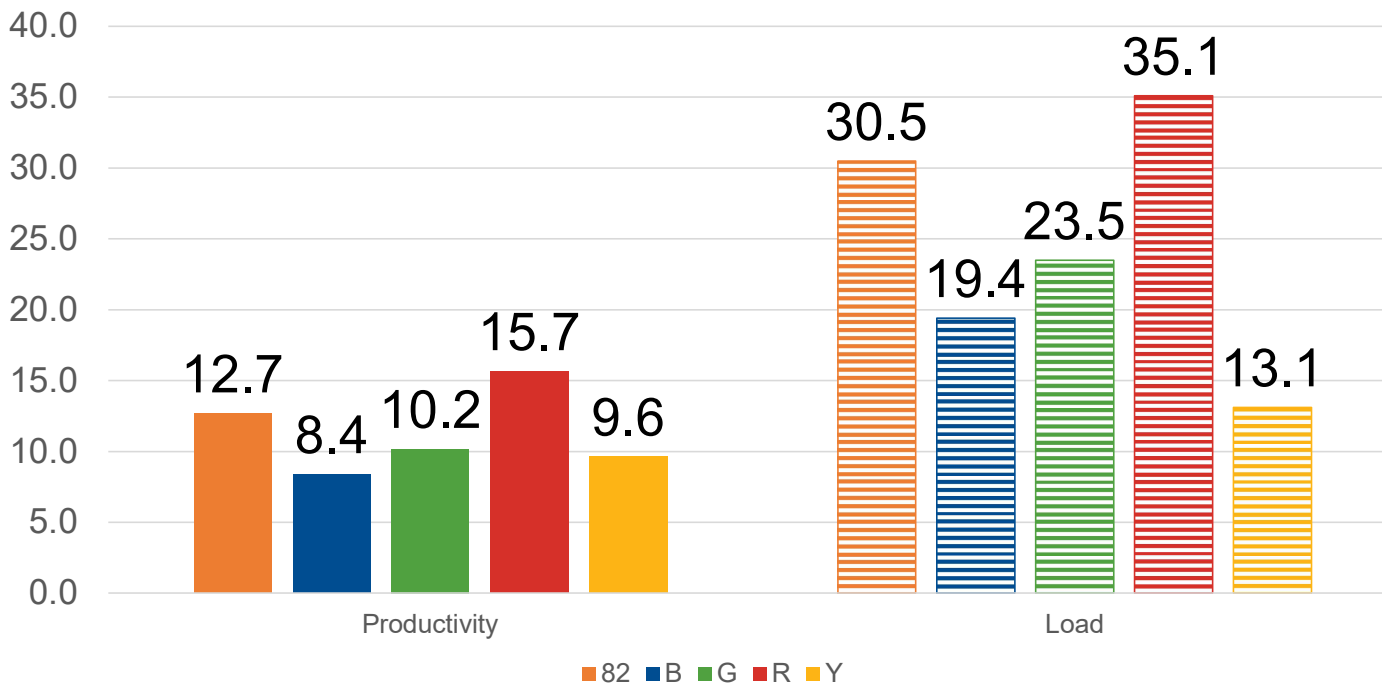
Q3 Ridership (Route)



Q3 Productivity



Express Quarterly Productivity



Productivity = Pass/Revenue Hour
Load = Pass/Roundtrip

82 – Fairfield/VTC to San Francisco
B – Davis/Dixon to WC BART
G - Fairfield to ECDN BART
R - Fairfield/VTC to ECDN BART
Y – VTC/Benicia to WC BART

Express Missed Trips (Route)

Route	Q3 FY25 Missed Trips	Q3 FY26 Missed Trips
82	5	0
B	20	10
G	5	5
R	21	23
Y	20	6
Total	71	44

Slide 9

- KB1** Just to clarify - this includes trips that were more than 15 minutes late so are considered missed but the bus actually showed up? Can you tell me so i can verbally let them know if the bus never showed vs. being very late?
Kristina Botsford, 2025-04-24T22:38:24.423
- 1 0** See speaker note
Myron Banez, 2025-04-25T16:11:46.287
- KB2** This doesn't have a heading - is this just March?
Kristina Botsford, 2025-05-06T00:18:38.697
- KB3** This can't total to zero
Kristina Botsford, 2025-05-06T00:18:55.896
- MR4** I am confused by this slide did we miss 2 trips on the 82 or 2% of the trips. The title and footer are misleading. I think we are not reporting % but just raw number of missed trips. The next slide is %. I think the title and footer need updating
Mandi Renshaw, 2026-02-06T19:52:39.476
- MB4 0** Oh yes the title and footer are off here let me adjust
Myron Banez, 2026-02-06T20:20:41.199

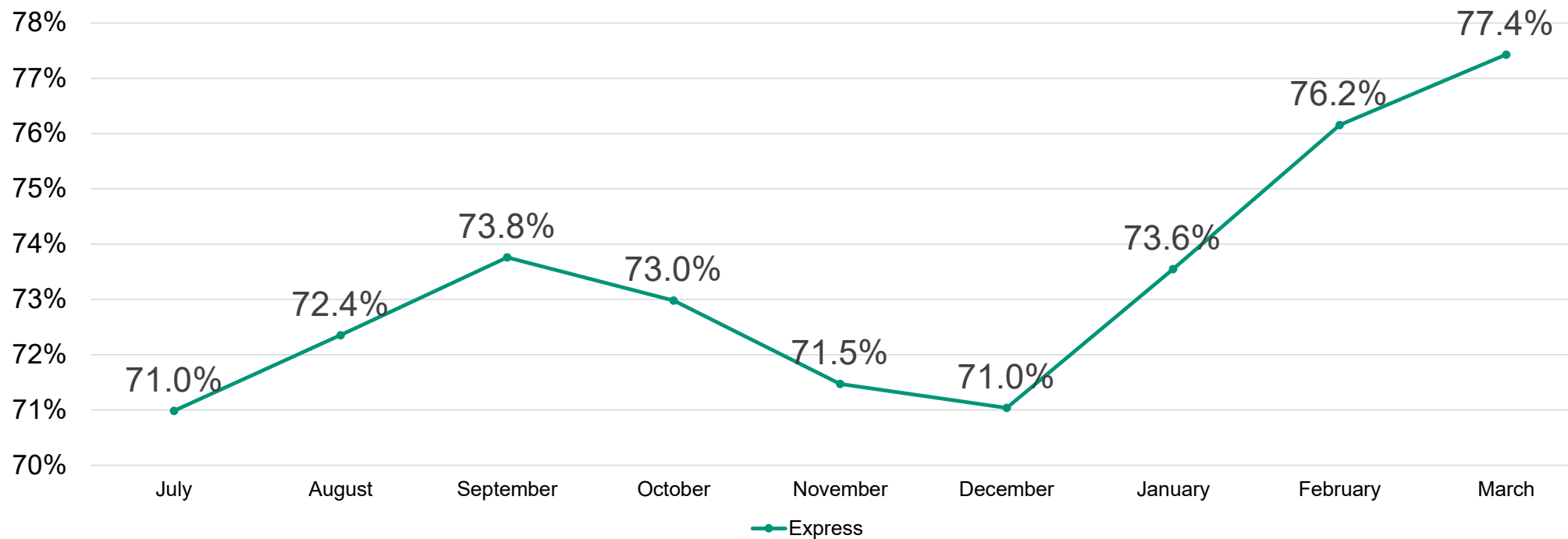
Performance

How well was service provided and communicated?

- On-Time Performance
- Verified Complaints
- Customer Service

Trending Punctuality (Mode)

Mode	Contract OTP	Goal OTP
Express	70%	80%



Slide 11

KB1 Do we know why they slipped? Was it more late trips or earlies? Any one particular reason?

Kristina Botsford, 2025-04-24T22:39:31.116

1 0 The data we use from Swiftly doesn't provide us with that level of information. I think the best bet here is to contact Ray or Shavonie if they have any qualitative data to provide you with.

I generally suspect it may be due to construction. I don't remember exactly where, but I do remember TransDev reporting that there was a period of time where there was construction on I-80 which led to buses being late.

Myron Banez, 2025-04-25T15:56:53.772

KB2 Funding partners would like to see this by route as well as overall

Kristina Botsford, 2025-05-06T00:20:48.705

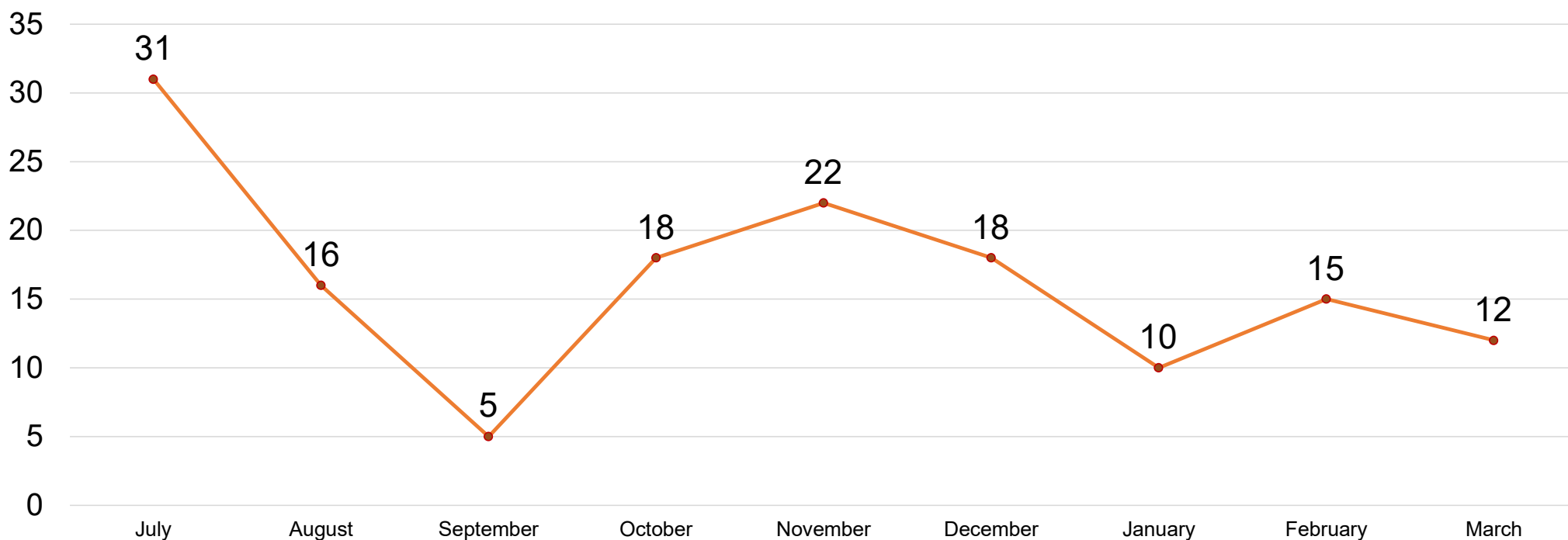
2 0 See next slide

Myron Banez, 2025-05-06T16:36:55.147

KB3 Can we flatten this a bit - it's a big scale for just a few %. Be ready to explain why we went down again in Nov/Dec. Why? weather? more accidents? buses breaking down?

Kristina Botsford, 2026-02-06T22:14:43.816

Trending Verified Complaints



Slide 12

KB1 I don't like this trend! According to Sarah the top 3 complaints are missed trips, driver complaints and I can't remember the 3rd - what else do we have

Kristina Botsford, 2025-04-24T22:42:05.784

1 0 See speaker note

On our end, the third complaint is vehicle maintenance but that's only for one trip

Myron Banez, 2025-04-25T15:57:54.601

Customer Service Calls

Quarter	Total Calls	Avg. Calls/Day	Avg. Speed of Answer	Avg. Hold Time	Avg. Handle Time
Q1	10,614	115	8s	1m 2s	1m 59s
Q2	11,012	120	9s	1m 24s	1m 57s
Q3	10,324	113	11s	1m 29s	2m 6s

Slide 13

- KB1** I don't think the delta column adds anything useful. I would take that out.
Also, the header says % but this is just actual trips
Kristina Botsford, 2025-05-09T19:39:09.245
- KB2** I think we get rid of the missed calls. Why bother reporting that
Kristina Botsford, 2025-10-09T19:51:42.131
- KB2 0** Unless trying to show we don't miss many?? I think it makes them ask questions that are of no consequence
Kristina Botsford, 2025-10-09T19:52:15.257

Safety

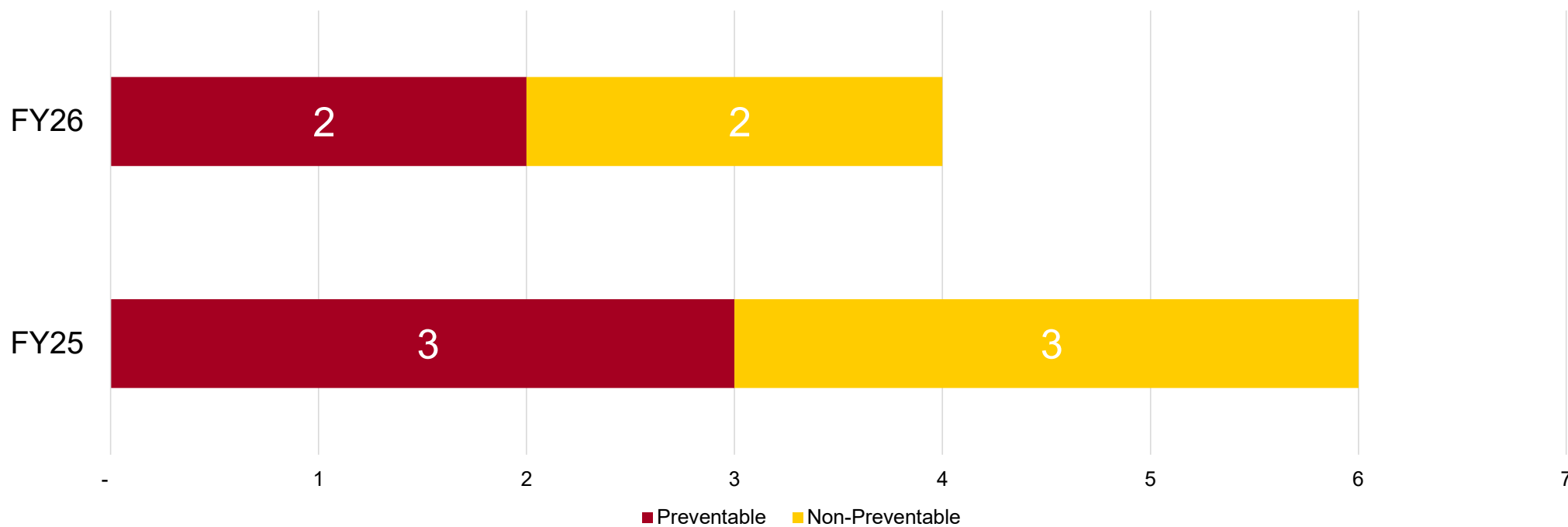
Was service provided safely?

- Accident Metrics

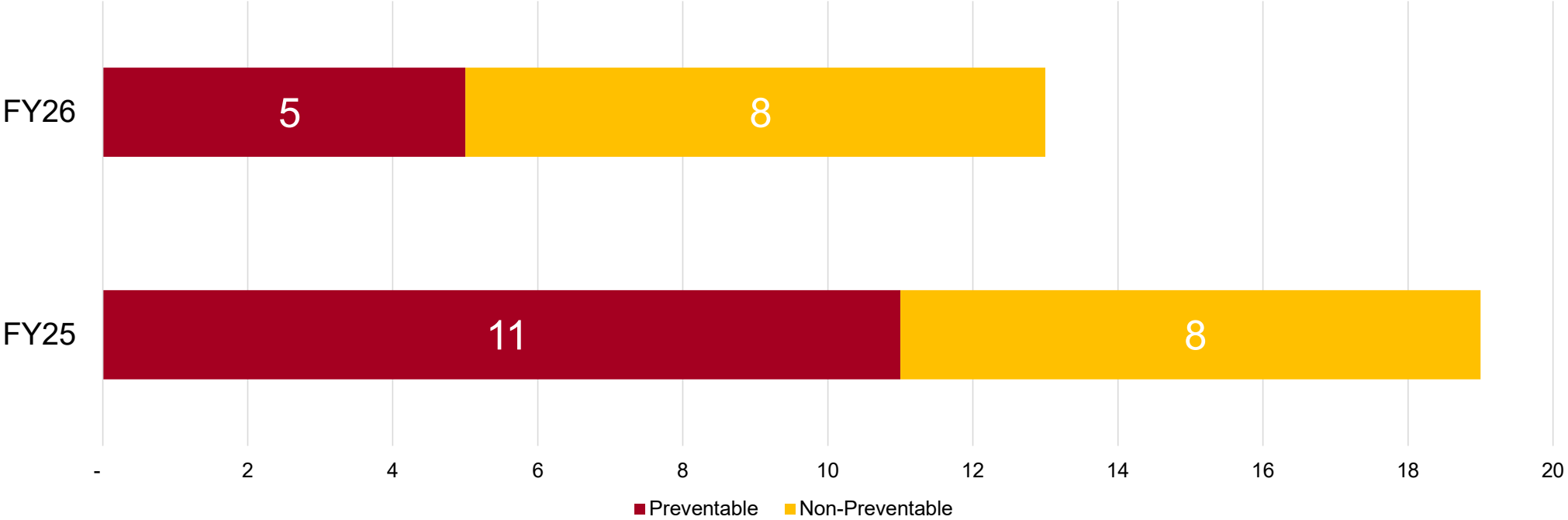
Slide 14

KB1 missing the accident slide - just show Q3 and maybe YTD - can't remember what we did for board.
Kristina Botsford, 2025-04-24T22:42:29.005

Quarterly Accidents



YTD vs PY Total Accidents



Questions?

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DATE: May 18, 2026
TO: Solano County Intercity Transit Consortium
FROM: Dulce Jimenez, Assistant Planner
RE: Final Draft of the Comprehensive Transportation Plan (CTP) – Transit Element Project List

Background:

The Solano Transportation Authority’s (STA) Comprehensive Transportation Plan (CTP) serves as the primary long-range planning document that guides and prioritizes the STA’s investments in transportation. It also serves as the foundational document from which transportation projects and programs are considered for the Metropolitan Transportation Commission’s (MTC) Regional Transportation Plan (RTP) called Plan Bay Area (PBA).

One of the primary purposes of the CTP is to identify a list of priority transportation projects and programs from the seven Solano cities and the County of Solano that will be eligible for STA’s discretionary funds (e.g. One Bay Area Grant (OBAG), Transportation Development Act (TDA) and Bay Area Air District Transportation Fund for Clean Air (TFCA) 40% Funds Program) as well as STA staff support. The intent is to submit the list of projects and programs from the CTP Update for inclusion in the MTC’s updated RTP. Doing so will make the identified Solano projects and programs eligible for current and future regional, state, and federal funding.

Discussion:

On March 11, 2026, the STA Board released the Draft Comprehensive Transportation Plan (CTP) Element Project Lists—including the Active Transportation, Arterials/Highways/Freeways, and Transit and Rideshare project lists—for a 30-day public comment period, which closed on April 20, 2026. Following the closing of the comment period, STA staff compiled all public comments and provided relevant project-specific feedback to the respective member agencies. This process allowed member jurisdictions to review public input and, where feasible, revise project scopes to address public concerns. A summary of the public comments and STA responses is provided in Attachment B, while the complete list of submitted comments is included in Attachment C.

Concurrent with the public comment process, member agencies were requested to review the Draft CTP Element Project Lists and submit any proposed project scope revisions and/or additional priority projects by May 18, 2026. The final draft of the CTP Element Project List, specifically for the Transit Element, that incorporates this feedback is included in Attachment A.

As a next step, STA staff will be bringing the CTP Element Project List for all three elements to the TAC to request their review and to forward a recommendation to the STA Board for adoption of the projects. This item is being brought to the Consortium as an informational item.

Fiscal Impact:

None.

Recommendation:

Informational.

Attachments:

- A. Final Draft List of Transit and Rideshare Projects
- B. Responses to Public Comment Submittals – Across Three CTP Elements
- C. Public Comment Submittals on the Draft CTP Element Projects

FINAL DRAFT TRANSIT AND RIDESHARE PROJECT LIST - TIER 1

Jurisdiction	Project Name	Project Description
Benicia	East 5th Sidewalk between East N St & East O St <i>* Submitted by member agency as a priority*</i> <i>*From 2020 STA ATP Plan*</i>	East 5th St sidewalk and walkability improvements from East N to East O Improve access to transit stops, install sidewalk and ADA compliant curb ramps, curb bulb outs, RRFB's, high visibility cross walks.
Benicia	Military East and East 3rd Intersection Improvements <i>* Submitted by member agency as a priority*</i> <i>*From 2020 STA ATP Plan*</i>	Install bulb outs, ADA compliant curb ramps, RRFB's, high visibility cross walks to improve access to transit and schools.
Solano County	Fairgrounds Mobility Hub <i>*From 2020 CTP Transit Element*</i>	Construct a new facility w/parking spaces and bus bays; Solano County Fairgrounds property.
Suisun City	Train Depot Improvements	Train depot improvements will resurface the pavement at train depot; repave Spring Street; replace damaged median concrete island and sidewalks; upgrade seats, landscaping/irrigation, and curb ramps; replace roundabout at end of Spring Street with mountable roundabout; and add Welcome to Suisun City mural on the It's It building.
STA	Implementation of the STA Solano Mobility Program	The Solano Mobility Program consists of the following programs that support the mobility of all Solano County residents, supporting vulnerable populations such as older adults, people with disabilities, and low-income residents: Call Center, Employer/Commuter Programs, Older Adults & People with Disabilities, and Veterans Programs.
FAST	Transit Facility Expansion Project	The project will ensure the City of Fairfield meet future service growth and regulatory demands.
STA/Suisun City/Fairfield	Solano Rail Hub Project - station improvements and pedestrian crossing <i>*From 2020 SMART Feasibility Study*</i> *Completed Planning Studies, initiating PA&ED and PS&E for the Pedestrian Crossing between Suisun City/Fairfield*	The Solano Rail Hub Project — located at the site of the current Suisun-Fairfield Amtrak/Capitol Corridor Station — seeks to make ADA upgrades and expand the current station and create seamless connections between the two cities.

FINAL DRAFT TRANSIT AND RIDESHARE PROJECT LIST - TIER 2

Jurisdiction	Project Name	Project Description
Dixon	SR-113 Improvements <i>* Submitted by member agency as a priority*</i>	TSM, TDM and ITS (e.g., incentives for carpooling, transit services, park-n-ride facilities, advance curve warning signs, speed feedback signs, fog detection).
Fairfield	Fairfield-Vacaville Hannigan Train Station Intermodal Improves <i>*From 2020 CTP Transit Element*</i>	Construct train station building and support facilities at the new Fairfield / Vacaville multimodal station.
Suisun City	Denverton Curve Parcel Development <i>* Submitted by member agency as a priority*</i>	This vacant parcel will be developed into a paved park-and-ride lot, featuring enhancements such as street lighting, fencing, landscaping, bioretention facilities, and utilities including storm drainage and stubouts for water and sanitary sewer. Additionally, a sidewalk will be constructed along the western and northern perimeters.
Vallejo	Transit Centers Lyft/Uber designated meeting zones <i>*From 2020 CTP Transit Element*</i>	Install designated meeting zones for Lyft/Uber rides at Curtola Park and Ride and downtown Vallejo Transit Center.

FINAL DRAFT TRANSIT AND RIDESHARE PROJECT LIST - TIER 3

Jurisdiction	Project Name	Project Description
Benicia	Benicia Marina/East B Street Parking Lot Pavement Project <i>* Submitted by member agency as a priority*</i>	Paving, striping, curb ramp, and sidewalk improvements to dirt parking area adjacent to the Benicia Marina main dock to improve ADA accessibility and parking quantity.
Benicia	Benicia Marina Dock Assessibility Upgrades <i>* Submitted by member agency as a priority*</i>	Upgrades to Benicia Marina floating dock to improve ADA accessibility and structure durability.
Benicia	Bridge between Schools (Study) <i>* Submitted by member agency as a priority*</i>	Bridge between schools as a transit access link in addition to linking schools (feasibility study).
Dixon Read-Ride	Electrification of transit fleets <i>* Submitted by member agency as a priority*</i>	
Rio Vista Delta Breeze	Electrification of transit fleets <i>* Submitted by member agency as a priority*</i>	
SolTrans	Solano Express Capital Bus Replacement	
Suisun Microtransit	Electrification of transit fleets <i>* Submitted by member agency as a priority*</i>	
Vacaville City Coach	Electrification of transit fleets <i>* Submitted by member agency as a priority*</i>	
Vacaville City Coach	Mapping and Wayfinding <i>* Submitted by member agency as a priority*</i>	
Transit Operators	Implementation of Short Range Transit Plans	
STA	Implementation of Community Based Transportation Plans	
STA	Implementation of Solano Rail Crossing Plan Update	
STA	Regional Mapping and Wayfinding Program Implementation	
STA	Implementation of Connected Mobility Plan	
STA	Solano Mobility Vanpool Programs	
STA	Support contactless multiagency integrated fair payment system (for example Clipper/CallTP)	
STA	Support MTC Transit Priority Policy (for example, bus on shoulder options, transit signal priority)	
STA	Support Solano Countywide port opportunities and implementation	
STA	Tentative Safe Routes to Transit Plan	

Public Comments Submitted for Comprehensive Transportation Plan Draft Element Projects Lists

CTP Draft Element Project List Public Comment was from March 18, 2026 to April 20, 2026

Member of the Public	Comments	Response
Joe Green-Heffern Fairfield PAC Rep	What is a reasonable "expectation" of funding/implementation timeline for T1 projects? If not within 5 years - could be source of misunderstanding and frustration on part of City and County stakeholders and the public.	<p>STA staff engaged with the eight Solano member agencies to identify priority projects for advancement across short-, mid-, and long-term timeframes. STA recognizes that each jurisdiction maintains extensive project lists through their Capital Improvement Programs (CIPs) and other planning efforts; however, given limited funding and resources, a strategic approach was necessary. The projects included in the CIP were therefore selected based on each agency's highest priorities, ensuring alignment with their goals and needs. It is also understandable that projects in the Tier 1 list are intended to be implemented in the short term 1-5 year timeframe as funding is made available via regional, state and federal grants.</p> <p>Transportation projects typically involve long implementation horizons, progressing from initial phases such as Project Initiation Documents (PIDs) through design and construction. Each phase may rely on different funding sources and requires sustained commitment, staff capacity, and political support. As such, the project list in the CIP is intended as a guiding, dynamic framework; projects may advance in priority as key milestones and phases are completed.</p>
Joe Green-Heffern Fairfield PAC Rep	<p>Supportive of comprehensive list that includes T2 and even T3 projects, even if unlikely to be funded/implemented in 5 to 10 years.</p> <p>1) Place to capture important ATP projects, that while not doable with ATP funds, could be implemented as part of bigger infrastructure projects (e.g. Suisun/Pittman ped/bike crossing of I-80), or with outside funding (e.g. I-80 crossing to Hiddenbrooke).</p> <p>2) Place to capture important, but politically/or otherwise temporarily downgraded projects such as Ridge Trail crossing of Rockville Rd</p>	Comment was noted. STA staff will work with member agencies to promote active transportation infrastructure into larger scale projects.
Joe Green-Heffern Fairfield PAC Rep	Imbalance in lists, especially in T2 & T3; Solano County and Regional Trails have a laundry list, while other Cities seem underrepresented. Seems other City projects from their respective ATP's could be added under T2 & T3 - even if not scored.	<p>STA has encouraged member jurisdictions to be more inclusive of project submittals for the CIP. In addition to projects formally submitted by the seven Solano cities and the unincorporated County of Solano, STA staff will also include projects identified in the following plans:</p> <ul style="list-style-type: none"> •Implementation of the STA Safe Routes to School Program Support •Support the implementation of zero-emission, alternative fuels •Implementation of Priority Development Areas (PDA), Priority Conservation Areas (PCA), Priority Production Areas (PPA) •Implementation of Climate Resiliency Plan Projects •Implementation of the STA Active Transportation Plan •Implementation of Solano County Climate Adaptation Plan •Implementation of the Local Road Safety Plan Projects •Corridor Studies •Implementation of Community Based Transit Plans •Implementation of Short Range Transit Plans •Implementation of the Solano Rail Crossing Plan Update •Implementation of the Connected Mobility Plan •Tentative Safe Routes to Transit Plan
Joe Green-Heffern Fairfield PAC Rep	<p>Generally supportive of scoring by STA staff of the County, Fairfield and Suisun T1 projects; no comments on others. I do wonder why a number of projects are not included in T2 or T3:</p> <p>1)Southside bike/ped crossing of California Ave. to Al Patch Park. It was noted during preparation of the upcoming Version Two of the Solano Walks Brochure.</p> <p>2) SR12/Rail over-crossing replacement. Being studied for Solano Rail Hub.</p> <p>3) Peabody sidewalk extension from Vanden Rd. north to Vacaville Junction.</p>	Comments have been shared with the respective member agency staff for their review and recommendation.
Joe Green-Heffern Fairfield PAC Rep	<p>How does PAC and STA advocate for important but expensive and/or multi-jurisdictional projects that have no realistic expectation of implementation using ATP funding mechanisms? For example:</p> <p>1. Missing or unsafe ped/bike crossings over I-80 and SR-12? Driving around Bay Area, I see many more separate bike/ped overcrossings that must have been added to fill gaps. ATP crossing of I-80 at Suisun/Pittman is big bucks and requires coordination of Caltrans, Fairfield and County, but there is a big need and it would benefit for both Fairfield residents, SCC students, and County's plans for Suisun Valley.</p> <p>2. Major gap in sidewalk along Peabody Rd. through industrial area north of Vanden Road to Vacaville Junction? Must be coordinated with difficult/expensive roadway widening, but key for connecting neighborhoods to Schools and Transit, and regional ATP connection between Vacaville and Fairfield.</p> <p>3. What about relatively low cost ATP projects that might be implemented more quickly solely by a City without ATP funds? (e.g. Vacaville adding ramp/signal or flashing light crossing of California Avenue from Southside bikeway to Al Patch Park that was identified by PAC for upcoming brochure).</p>	<p>Big ticketed active transportation projects generally have a longer construction horizon and require substantial coordination and funding, which includes developing funding plans, which may include leveraging STA discretionary funding programs such as Transportation Development Act Article 3 (TDA-3) and the Transportation Fund for Clean Air (TFCA) 40% Funds as matching funds for regional, state and federal grants.</p> <p>Comments on potential projects have been shared with the City of Fairfield and City of Vacaville for their review and consideration</p>
Bob Berman-PAC Bay Area Ridge Trail Representative	<p>I noticed that the Vallejo Swett project is included in the Tier 3 list of projects. Completion of the Vallejo Swett project would close a critical gap of the Bay Area Ridge Trail in Solano County. A you both are aware the Solano Land Trust is now actively working to make the trail across the Vallejo Swett property a reality. Furthermore it is my understanding the City of Vallejo has agreed to be the sponsor of the Vallejo Swett project.</p> <p>Based on this information, it is my recommendation that the Vallejo Swett project be moved up to either Tier 1 or Tier 2 in the Active Transportation Project list. I do not fully understand the criteria for a project to be included in Tier 1 but if that is not appropriate than it should at least be in Tier 2. Also under the heading Jurisdiction I suggest that the Solano Land Trust/City of Vallejo be added.</p>	<p>Solano Land Trust presented project status updates to the STA Pedestrian Advisory Committee (PAC) on December 4, 2025, and to the STA Bicycle Advisory Committee (BAC) on January 8, 2026. Following these presentations, Solano Land Trust, in coordination with Bay Area Ridge Trail staff, convened a meeting with City of Vallejo staff to provide a project briefing. As a result of this coordination, City of Vallejo staff submitted a letter expressing support for the project and requesting identification of a project sponsor. Subsequently, the City of Vallejo issued a formal sponsorship letter dated February 11, 2026, in support of the project.</p> <p>This project represents a priority for Solano Land Trust and the Bay Area Ridge Trail, and both organizations have demonstrated strong commitment and measurable progress toward advancing the project to a shovel-ready stage. STA staff agree with the recommendation to move the project from Tier 3 to Tier 2.</p>
Roberta C. Resident of Solano	Walters Road and Airbase Parkway needs safe crossing for pedestrians and bicycles. Expanded warehouses in the area bring more workers who don't drive. I work at Travis AFB and risk this crossing to get home. Between the big trucks and speeding cars it's too dangerous for me most days. I'd love to bike commute every day. Thanks for your consideration.	The area of concern was shared with the respective City of Fairfield staff for their consideration.
Joe Green-Heffern Fairfield PAC Rep	Supportive of comprehensive list that includes T2 and even T3 projects, even if unlikely to be funded/implemented in 5 to 10 years so that there is a steady pipeline of projects to guide prioritized but balanced investments across all jurisdictions.	Comment was noted.

Joe Green-Heffern Fairfield PAC Rep	Proposed Tier 1 Projects - No comments other than glad to see grade crossing at UPRR Tracks on Main Street to connect Fairfield & Suisun given importance of future Solano Rail Hub, although curious to see how this would be done.	Comment was noted.
Joe Green-Heffern Fairfield PAC Rep	Proposed Tier 2 Projects: 1. Support inclusion of Peabody Road widening under Solano County to better connect Vacaville and Fairfield. 2. Need to add a companion project under Fairfield to widen Peabody Road from 2 to 4 lanes through the industrial area between Vanden Road and Vacaville Junction so the entire route between Vacaville and Fairfield is 4 lanes. As noted in my comments on the ATP Project List, this is also essential to provide sidewalks for pedestrian as well as bike access from the Gold Ridge neighborhood to Fairfield/Vacaville Train Station and to schools on the south side of the tracks.	Comments have been shared with the City of Fairfield staff for their review and recommendation.
Joe Green-Heffern Fairfield PAC Rep	Tier 3 Projects: 1. Support inclusion of Lagoon Valley Interchange improvements under Vacaville, although could easily move this up to Tier 2 given the ongoing growth in the Lagoon Valley Area. This widening, with inclusion of sidewalk, is important to provide bike/ped access across I-80. 2. Where are the interchange improvements identified in Fairfield's General Plan (Fairfield Forward 2050)? Specifically - the upgrade of Suisun/Pittman interchange on I-80, and the Gold Hill and Ramsay Road interchanges on I-680 that were identified for study. Upgrade of these near-obsolete rural interchanges for the more urban environment, including needed bike/ped crossings is necessary. These should be added under Tier 3, although the Suisun/Pittman improvements could be added under Tier 2 given it's "gateway" location to Suisun Valley and it's importance to the County and Fairfield.	Comments have been shared with the respective member agency staff Vacaville and Fairfield, for their review and recommendation.
Scott Anderson - Solano Resident	Don't build a new parking and bus center at the Fairgrounds. Have you seen the traffic and accidents there? Vallejo already has three bus stations and nobody uses the Fairgrounds or Six Flags daily except for employees and they have a bus stop and parking for both. Adding a transit hub there is a gross misuse of public funds.	Comment was noted.
Avery Livengood PAC Member-At- Large	1. STA should prepare a clear purpose statement so that the Board, member agencies, committee members, and public can meaningfully engage on the project lists. Recommendation Over the past month, I reviewed eight other CTPs and the MTC Guidelines for Countywide Transportation Plans for inspiration. Based on this review, I prepared a draft purpose statement, below, for your consideration. I recommend that STA use this language as a starting point (and modify it for accuracy) to provide context for the project lists. Draft Purpose Statement State law requires that CTPs include a fiscally unconstrained list of transportation projects and programs. Fiscally unconstrained means that projects do not need an identified funding source to qualify to be on the list. To meet this State requirement, STA coordinated with all municipalities and transit operators within the county to compile a list of their planned transportation projects and programs. Additionally, State law requires that STA prioritize the investments that can reasonably be implemented within a 10-year period. To meet this requirement, STA evaluated how well each project would make progress toward the CTP goals and objectives. Project readiness was also considered, given the near-term nature of the 10-year list. Projects that scored higher were prioritized into Tier 1 (the 10-year list) while projects that scored lower were assigned to Tiers 2 and 3. Tier 1 projects that have identified funding sources are considered for inclusion in the next Regional Transportation Plan update, prepared by the Metropolitan Transportation Commission (MTC). This is because the RTP must assume the limitations of expected funding. Tier 1 projects that do not have identified funding sources, or that could benefit from additional funding, are given priority for consideration for STA's discretionary funding and support. Although projects on the Tier 2 and Tier 3 lists are not considered as "ready" as projects on the Tier 1 list, this does not prohibit member agencies from implementing these projects within the next 10-years. Projects can move into higher tiers as they advance through design and permitting.	STA Staff Response to the first recommendation identified in the comment letter: "Add a clear purpose statement so the Board, member agencies, committee members, and public can meaningfully engage on the project lists and CTP." STA agrees that additional context regarding the purpose of the Comprehensive Transportation Plan (CTP) and the associated project lists would be beneficial and will incorporate a clear purpose statement into the final CTP document. The purpose statement will clarify that, while the CTP fulfills State and regional planning requirements, it also serves as STA's long-range blueprint for advancing a safe, connected, and multimodal countywide transportation network that reflects the goals and priorities of STA and its member jurisdictions. The CTP is intended to identify, evaluate, and prioritize transportation investments emerging from ongoing local and countywide planning efforts to support implementation over time. The STA Bicycle Advisory Committee (BAC) and Pedestrian Advisory Committee (PAC) have been regularly informed of the CTP planning process since its initiation in 2023 through committee meetings, policy committee participation, and staff presentations. Policy Committees representing the Active Transportation, Arterials/Highways and Freeways, and Transit elements helped shape the goals, objectives, and prioritization criteria adopted by the STA Board on February 12, 2025. Following adoption of the framework, project scoring was conducted for priority projects submitted by Solano member jurisdictions. The resulting scores informed the development of a three-tiered project framework intended to provide a general indicator of project readiness, alignment with adopted priorities, and anticipated implementation horizon. Tier I projects are generally the most implementation-ready and closely aligned with the adopted prioritization framework. Tier II projects have advanced through portions of project development but require additional work prior to implementation. Tier III projects are generally longer-term concepts or projects that remain in earlier phases of development. The tier structure is intended to serve as a flexible planning and advocacy tool rather than a restrictive mechanism. Projects are not prohibited from advancing based on tier assignment, and projects may move between tiers as funding, design, environmental clearance, or other implementation factors progress. Similarly, projects may advance opportunistically when competitive grant funding or other partnership opportunities become available. Programming of discretionary funding continues to occur through competitive processes that consider eligibility, project readiness, funding source requirements, and strategic alignment. Accordingly, placement within a tier or position within a list does not solely determine whether a project may advance or receive funding support.
Avery Livengood PAC Member-At- Large	2. Supplement the Project List To address the alarming imbalance in projects across jurisdictions and elements, STA draw from existing countywide plans, Short-Range Transportation Plans, and Community-Based Transportation Plans to supplement the draft project lists. Recommendation STA staff should draw from recommendations in existing countywide plans, Short-Range Transportation Plans, and Community-Based Transportation Plans to supplement the project list and improve the balance of projects. STA should add all individual projects recommended in the following plans that have not yet been implemented: <ul style="list-style-type: none">• 2025 Solano County Safe Routes to Schools Plan• 2022 Solano Countywide Local Road Safety Plan• 2020 Solano County Active Transportation Plan – including all chapters• 2020 Vallejo Community Based Transportation Plan	STA Staff Response to the second recommendation identified in the comment letter: "Supplement the project list to address the imbalance in the number of projects across jurisdictions and elements." Projects identified by the following plans will be incorporated into the CTP Element Project Lists: <ul style="list-style-type: none">• Implementation of the STA Safe Routes to School Program Support• Support the implementation of zero-emission, alternative fuels• Implementation of Priority Development Areas (PDA), Priority Conservation Areas (PCA), Priority Production Areas (PPA)• Implementation of Climate Resiliency Plan Projects• Implementation of the STA Active Transportation Plan• Implementation of Solano County Climate Adaptation Plan• Implementation of the Local Road Safety Plan Projects• Corridor Studies• Implementation of Community Based Transportation Plans• Implementation of Short Range Transit Plans• Implementation of the Solano Rail Crossing Plan Update• Implementation of the Connected Mobility Plan• Tentative Safe Routes to Transit Plan
Avery Livengood PAC Member-At- Large	3. Adjust Scoring Method for Mode-Specific Criteria STA should adjust the scoring method so that pedestrian, bicycle, and transit projects do not default to rank lower than multimodal projects. Recommendations The Alternative Fuel Vehicles category should be moved to mode-specific and apply only to projects on the Arterials/Highways/Freeways project list. In addition, STA should recalculate project scores and reassign priorities within the Active Transportation project list and the Transit and Rideshare project list. I have identified two ways this could be accomplished (Options 1 and 2, below). Option 1: Normalize each project's score to the total points achievable for the included modes. <ul style="list-style-type: none">• Projects would only be scored based on the criteria for "all modes" and the applicable mode-specific criterion or criteria.• The total score for each project would be divided by the total possible points (varies depending on which mode-specific criteria apply).• The result is a normalized score: a percentage of total possible points. Percentages can be compared and used to rank projects because they are in equivalent units. Option 2: Omit the arterials and freeways criteria from the Active Transportation and Transit and Rideshare project lists. <ul style="list-style-type: none">• Arterials/Highways/Freeways project list – no change to scoring. Accounting for all modes improves the ranking of projects with complete streets elements relative to those that lack complete streets elements.• Active Transportation project list – remove arterials and freeways criteria (and transit and rideshare criteria from scores). Projects are only scored and ranked based on the general criteria and the bicycle and pedestrian mode-specific scores.• Transit and Rideshare project list – remove arterials and freeways criteria (and pedestrian/bicycle criteria from scores). Projects are only scored and ranked based on the based on the general criteria and the transit mode-specific scores. This approach would still dilute the scores of some single-mode projects on the Active Transportation project list. However, it might be more intuitive and easier to communicate.	STA Staff Response to the third and fourth recommendation identified in the comment letter: <i>Third recommendation: "Adjust scoring method for mode-specific criteria so that pedestrian, bicycle, and transit projects do not default to a lower score than multimodal projects and STA Staff response to the fifth recommendation identified in the comment letter." Fourth recommendation: "Add relevant project and program details to improve understanding of whether Tier 1 projects will provide measurable progress towards goals and objectives."</i> STA appreciates the detailed review and recommendations regarding the project scoring framework and individual project scores. The scoring criteria and prioritization methodology were developed over a multi-year planning process involving STA committees, member agencies, policy committees, and Board direction. The framework was intended to provide a consistent, countywide planning-level approach for organizing projects by general readiness, alignment with adopted goals, and implementation horizon across multiple transportation modes and jurisdictions. As part of this process, STA sought to balance consistency, transparency, and flexibility while recognizing that no scoring framework can fully capture the unique benefits or context of every individual project. The resulting scores and tiers are therefore intended to function as broad planning and advocacy tools rather than precise technical rankings or funding determinations. Given the extensive committee review already completed, STA does not anticipate revising the overall scoring methodology or comprehensively rescore projects at this stage of the CTP process. However, the comments provided will be documented as part of the public record and may help inform future updates to prioritization frameworks, evaluation criteria, and future CTP cycles.

	<p>4. Revise Scores of Select Projects The project lists that were posted with the request for public comment do not show criteria or scores. Therefore, the comments below are based on the Active Transportation project list and criteria scores depicted in the February 2026 PAC meeting packet and the Transit and Rideshare project list and criteria scores depicted in the March 2026 Transit and Rideshare Subcommittee meeting packet.</p>	
Avery Livengood PAC Member-At-Large	<p>5. Add Relevant Project and Program Details The final project lists, particularly the Tier 1 lists, should include relevant project and program details to improve understanding of whether projects will provide measurable progress towards goals and objectives of the CTP.</p> <p>Recommendation STA should ensure that the final Tier 1 project lists differentiate between capacity-increasing and non-capacity increasing projects, include cost estimates, and list identified funding sources.</p>	<p>STA Staff response to the fifth recommendation identified in the comment letter: <i>"Add relevant project and program details to improve understanding of whether Tier 1 projects will provide measurable progress towards goals and objectives."</i></p> <p>STA staff will include relevant project details as information is provided and shared by the project sponsor. As the project list is non-fiscal in nature, cost estimates have not been included. A list of identified funding sources will be incorporated as part of the greater Comprehensive Transportation Plan (CTP) Update. The CTP project list represents each member agency's priority projects and may include capacity-increasing improvements, which are more commonly associated with the Arterials/Highways/Freeways element.</p> <p>Regionally significant projects—such as the I-80/680/780 Interchange Project—are being implemented in phases to address congestion and improve traffic flow for Solano County residents and commuters traveling within and beyond the region. It is recognized that securing funding for capacity-increasing projects has become increasingly challenging. As a result, such projects are being encouraged, where feasible, to incorporate capacity-reducing infrastructure and/or programs that promote alternatives to single-occupancy vehicle travel. Each project is distinct and subject to varying implementation timelines; potential system impacts are evaluated as part of its own project implementation process.</p>

Joe Green-Heffern comments regarding Draft Tiered List of Active Transportation Projects for update of Comprehensive Transportation Plan (CTP)

1. What is a reasonable "expectation" of funding/implementation timeline for T1 projects? If not within 3-5 years - could be source of misunderstanding and frustration on part of PAC members and public.
2. Supportive of comprehensive list that includes T2 and even T3 projects, even if unlikely to be funded/implemented in 5 to 10 years.
 - 1) Place to capture important ATP projects, that while not doable with ATP funds, could be implemented as part of bigger infrastructure projects (e.g. Suisun/Pittman ped/bike crossing of I-80), or with outside funding (e.g. I-80 crossing to Hiddenbrooke).
 - 2) Place to capture important, but politically/or otherwise temporarily downgraded projects such as Ridge Trail crossing of Rockville Rd.
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 - 1) Vacaville - Southside bike/ped crossing of California Ave. to Al Patch Park. It was noted during preparation of the upcoming Version Two of the Solano Walks Brochure.
 - 2) Fairfield/Suisun - SR12/Rail over-crossing replacement. Being studied for Solano Rail Hub.
 - 3) Fairfield - Peabody sidewalk extension from Vanden Rd. north to Vacaville Junction.
 - 4) Fairfield/Solano County - I80 bike/ped over-crossing at Suisun/Pitman Interchange.
5. How does PAC and STA advocate for important but expensive and/or multi-jurisdictional projects that have no realistic expectation of implementation using ATP funding mechanisms? For example:
 1. Missing or unsafe ped/bike crossings over I-80 and SR-12? Driving around Bay Area, I see many more separate bike/ped overcrossings that must have been added to fill gaps. ATP crossing of I-80 at Suisun/Pittman is big bucks and requires coordination of Caltrans, Fairfield and County, but there is a big need and it would benefit for both Fairfield residents, SCC students, and County's plans for Suisun Valley.
 2. Major gap in sidewalk along Peabody Rd. through industrial area north of Vanden Road to Vacaville Junction? Must be coordinated with difficult/expensive roadway widening, but key for connecting neighborhoods to Schools and Transit, and regional ATP connection between Vacaville and Fairfield.
 3. What about relatively low cost ATP projects that might be implemented more quickly solely by a City without ATP funds? (e.g. Vacaville adding ramp/signal or flashing light crossing of California Avenue from Southside bikeway to Al Patch Park that was identified by PAC for upcoming brochure).

Joe Green-Heffern (Fairfield PAC representative) comments regarding Draft Tiered List of Arterials, Highways and Freeways Projects for update of Comprehensive Transportation Plan (CTP)

1. What is a reasonable "expectation" of funding/implementation timeline for T1 projects? If not within 5 years - could be source of misunderstanding and frustration on part of City and County stakeholders and the public.
2. Supportive of comprehensive list that includes T2 and even T3 projects, even if unlikely to be funded/implemented in 5 to 10 years so that there is a steady pipeline of projects to guide prioritized but balanced investments across all jurisdictions.
3. Proposed Tier 1 Projects - No comments other than glad to see Grade Crossing at UPRR Tracks on Main Street to connect Fairfield & Suisun given importance of future Solano Rail Hub, although curious to see how this would be done.
4. Proposed Tier 2 Projects:
 1. Support inclusion of Peabody Road widening under Solano County to better connect Vacaville and Fairfield.
 2. Need to add a companion project under Fairfield to widen Peabody Road from 2 to 4 lanes through the industrial area between Vanden Road and Vacaville Junction so the entire route between Vacaville and Fairfield is 4 lanes. As noted in my comments on the ATP Project List, this is also essential to provide sidewalks for pedestrian as well as bike access from the Gold Ridge neighborhood to Fairfield/Vacaville Train Station and to schools on the south side of the tracks..
5. Tier 3 Projects
 1. Support inclusion of Lagoon Valley Interchange improvements under Vacaville, although could easily move this up to Tier 2 given the ongoing growth in the Lagoon Valley Area. This widening, with inclusion of sidewalk, is important to provide bike/ped access across I-80.
 2. Where are the interchange improvements identified in Fairfield's General Plan (Fairfield Forward 2050)? Specifically - the upgrade of Suisun/Pittman interchange on I-80, and the Gold Hill and Ramsay Road interchanges on I-680 that were identified for study. Upgrade of these near-obsolete rural interchanges for the more urban environment, including needed bike/ped crossings is necessary. These should be added under Tier 3, although the Suisun/Pittman improvements could be added under Tier 2 given it's "gateway" location to Suisun Valley and it's importance to the County and Fairfield.

Comprehensive Transportation Plan

From Marilyn Farley <[REDACTED]>

Date Tue 3/31/2026 11:21 AM

To Dulce Jimenez <djimenez@sta.ca.gov>

You don't often get email from mjfarley01@gmail.com. [Learn why this is important](#)

Hi, Dulce, I took a quick look at your plan and didn't see anything about projects for highway 12 between Walters Rd. And Rio Vista. Did I miss anything? Thanks! Marilyn

Marilyn Farley

[REDACTED]
Fairfield CA 94533

[REDACTED]

Solano Comprehensive Plan

From Angel Anderson <[REDACTED]>

Date Tue 3/31/2026 10:55 AM

To Dulce Jimenez <djimenez@sta.ca.gov>

You don't often get email from sparkysgirl@sbcglobal.net. [Learn why this is important](#)

Don't build a new parking and bus center at the Fairgrounds. Have you seen the traffic and accidents there? Vallejo already has three bus stations and nobody uses the Fairgrounds or Six Flags daily except for employees and they have a bus stop and parking for both. Adding a transit hub there is a gross misuse of public funds.

Scott Anderson

Draft Active Transportation Project List

From Bob Berman [REDACTED] >

Date Wed 4/8/2026 2:50 PM

To Dulce Jimenez <djimenez@sta.ca.gov>; Kathrina Gregana <kgregana@sta.ca.gov>

Cc Barry Hill <barry@solanolandtrust.org>; Kyvan Elep <kyvanelep@ridgetrail.org>

Hello Dulce and Kathrina:

I again reviewed the Draft Active Transportation Project list for inclusion in the Comprehensive Transportation Plan.

I noticed that the Vallejo Swett project is included in the Tier 3 list of projects.

Completion of the Vallejo Swett project would close a critical gap of the Bay Area Ridge Trail in Solano County. As you both are aware the Solano Land Trust is now actively working to make the trail across the Vallejo Swett property a reality. Furthermore it is my understanding the City of Vallejo has agreed to be the sponsor of the Vallejo Swett project.

Based on this information, it is my recommendation that the Vallejo Swett project be moved up to either Tier 1 or Tier 2 in the Active Transportation Project list. I do not fully understand the criteria for a project to be included in Tier 1 but if that is not appropriate than it should at least be in Tier 2. Also under the heading Jurisdiction I suggest that the Solano Land Trust/City of Vallejo be added.

Thanks for your attention to the above. Let me know if either of you have any questions.

Bob Berman
[REDACTED]

Safe Crossing Recommendation

From steven jaqua [REDACTED]
Date Fri 4/17/2026 7:04 AM
To Dulce Jimenez <djimenez@sta.ca.gov>

[You don't often get email from jaqua steven@yahoo.com. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification>]

Walters Road and Airbase Parkway needs safe crossing for pedestrians and bicycles. Expanded warehouses in the area bring more workers who don't drive. I work at Travis AFB and risk this crossing to get home. Between the big trucks and speeding cars it's too dangerous for me most days. I'd love to bike commute every day.

Thanks for your consideration.

Roberta C
Suisun City

April 19, 2026

Solano Transportation Authority (STA)
423 Main Street
Suisun City, CA 94585

Delivered via email: djimenez@sta.ca.gov

Re: Comments on the Draft Countywide Transportation Plan Project Lists

Dear Dulce,

Thank you for the opportunity to comment on the Solano Transportation Authority's (STA) Countywide Transportation Plan (CTP) project lists.

As you know, I have been engaged on the CTP goals and objectives, project prioritization scoring criteria, and project lists for nearly two years. In addition to attending and participating in meetings of the Pedestrian Advisory Committee (PAC) and the CTP Transit and Rideshare Subcommittee, I have spent many hours of my personal time reading background documents and other CTPs to grow my understanding. My hope is that this time has been well spent, such that these comments are actionable and provide you with helpful ideas and options to incorporate into the CTP.

My recommendations are organized as follows:

1. **Add a clear purpose statement** so the Board, member agencies, committee members, and public can meaningfully engage on the project lists and CTP.
2. **Supplement the project list** to address the imbalance in the number of projects across jurisdictions and elements.
3. **Adjust scoring method for mode-specific criteria** so that pedestrian, bicycle, and transit projects do not default to a lower score than multimodal projects.
4. **Revise scores of select projects** on the Active Transportation and Transit and Rideshare project lists.
5. **Add relevant project and program details** to improve understanding of whether Tier 1 projects will provide *measurable* progress towards goals and objectives.

1. Add a Clear Purpose Statement

STA should prepare a clear purpose statement so that the Board, member agencies, committee members, and public can meaningfully engage on the project lists.

Problem Statement

Neither the [request for public comment](#) nor the draft project lists are accompanied by introductory or supporting materials that explain to the public the purpose of the list, the meaning of the tiers, nor how projects were allocated to the tiers. Members of the public who have not previously been involved in the CTP update will lack sufficient information to provide informed comments and meaningfully engage on this request for public comment.

Indeed, the purpose of the project list and the purpose of tiers has not been clearly articulated even to the PAC. The November 21, 2025 memo you prepared for the December 2025 PAC meeting packet states that the CTP, “... serves as the foundational document from which transportation projects and programs are considered for the Metropolitan Transportation Commission’s (MTC) Regional Transportation Plan (RTP)...” but does not discuss which projects and programs are considered for the RTP, nor how it relates to the project tiers. The memo continues, “the project scores will inform the tiering process, through which projects will be categorized by element and by jurisdiction.” Again, the meaning of the tiers is not defined.

When PAC members asked at the December 2025 meeting about the significance of the tiers, STA staff told PAC members that the tiers don’t matter. I sincerely doubt that STA would waste years of staff time, committee members’ time, and consultant resources on an exercise that “doesn’t really matter.” Therefore, STA should be able to articulate answers to these questions:

- What is the purpose of dividing projects into three tiers (as opposed to fewer or more tiers)?
- Is consideration for the RTP predicated on assignment to a specific tier?
- Is consideration for STA’s discretionary funding predicated on assignment to a specific tier?
- Within a tier, what does it mean if the project is ranked at the top of the list versus at the bottom?

Recommendation

Over the past month, I reviewed eight other CTPs and the MTC *Guidelines for Countywide Transportation Plans* for inspiration. Based on this review, I prepared a draft purpose statement, below, for your consideration. **I recommend that STA use this language as a starting point** (and modify it for accuracy) **to provide context for the project lists.**

Draft Purpose Statement

State law requires that CTPs include a fiscally unconstrained list of transportation projects and programs. Fiscally unconstrained means that projects do not need an identified funding source to qualify to be on the list. To meet this State requirement, STA coordinated with all municipalities and transit operators within the county to compile a list of their planned transportation projects and programs.

Additionally, State law requires that STA prioritize the investments that can reasonably be implemented within a 10-year period. To meet this requirement, STA evaluated how well each project would make progress toward the CTP goals and objectives. Project readiness was also considered, given the near-term nature of the 10-year list. Projects that scored higher were prioritized into Tier 1 (the 10-year list) while projects that scored lower were assigned to Tiers 2 and 3.

Tier 1 projects that have identified funding sources are considered for inclusion in the next Regional Transportation Plan update, prepared by the Metropolitan Transportation Commission (MTC). This is because the RTP must assume the limitations of expected funding. Tier 1 projects that do not have identified funding sources, or that could benefit from additional funding, are given priority for consideration for STA's discretionary funding and support.

Although projects on the Tier 2 and Tier 3 lists are not considered as "ready" as projects on the Tier 1 list, this does not prohibit member agencies from implementing these projects within the next 10-years. Projects can move into higher tiers as they advance through design and permitting.

2. Supplement the Project List

To address the alarming imbalance in projects across jurisdictions and elements, STA draw from existing countywide plans, Short-Range Transportation Plans, and Community-Based Transportation Plans to supplement the draft project lists.

Problem Statement

The imbalance in the number of projects was previously identified as a concern by PAC member Joseph Green-Heffern, and I echo his comments here. It is concerning that the most populous cities in the county have so few projects on the CTP list, despite extreme need in all three categories (Arterials/Highways/Freeways, Active Transportation, and Transit). Indeed, as shown in Table 1 on the next page, the cities of Vallejo and Fairfield

make up more than half of the population of Solano County and have a combined total of 18 projects on the list, whereas Solano County makes up only 4% of the population and has 75 projects on the list. Vallejo and Fairfield have three projects each on the Tier 1 list, second only to Rio Vista. Three Tier 1 projects, each, will not even begin to address Vallejo and Fairfield’s extensive transportation needs over the next 10 years.

Table 1. Percent of Solano County Population compared to Number of Projects on CTP List, by Agency (Ordered from most to least projects on CTP List. Table does not count projects submitted by transit operators, STA, or other entities)

Agency	Percent of Population	No. of Projects on CTP List	No. of Projects on Tier 1 List
Solano County	4%	75	6
City of Dixon	4%	17	4
City of Benicia	6%	16	9
City of Suisun City	6%	14	4
City of Fairfield	27%	10	3
City of Vallejo	28%	8	3
City of Vacaville	23%	7	5
City of Rio Vista	2%	6	2

While I understand that STA does not control the member jurisdictions’ submittals, it is important to recognize that member jurisdictions may not have equivalent familiarity with the CTP process, understand the importance of the project list, nor have adequate staff capacity to prepare a comprehensive list for submittal to STA.

In addition, to the imbalance across jurisdictions, there is a notable imbalance across elements. Given the importance of transit in reducing VMT, it is problematic that the Transit and Rideshare project list has only six projects in Tier 1 and Short-Range Transportation Plan projects have been relegated to Tier 3.

Recommendation

STA staff should draw from recommendations in existing countywide plans, Short-Range Transportation Plans, and Community-Based Transportation Plans to supplement the project list and improve the balance of projects. STA should add all individual projects recommended in the following plans that have not yet been implemented:

- [2025 Solano County Safe Routes to Schools Plan](#)
- [2022 Solano Countywide Local Road Safety Plan](#)
- [2020 Solano County Active Transportation Plan](#) – including all chapters
- [2020 Vallejo Community Based Transportation Plan](#)

See **Attachment A** for a recommended list of projects to supplement the City of Vallejo submittal to the Active Transportation projects list.

3. Adjust Scoring Method for Mode-Specific Criteria

STA should adjust the scoring method so that pedestrian, bicycle, and transit projects do not default to rank lower than multimodal projects.

Problem Statement

The MTC *Guidelines for Countywide Transportation Plans* emphasizes that, “the state[needs] to significantly reduce vehicle miles traveled (VMT) and increase walking, biking, and transit usage” and that, “transportation projects and policies that reduce VMT are expected to receive higher priority...”

Nevertheless, STA has applied mode-specific criteria to all projects, thus diluting the scores of single-mode pedestrian, bicycle, and transit projects relative to multimodal projects that include arterials or freeways elements. A multimodal project that provides Class II bike lanes and benefits the movement of goods and freight should not be ranked higher than a single-mode project than provides a Class I bike path, simply because it can acquire more points from more mode-specific categories. This inherently biases the rankings against single-mode bicycle, pedestrian, and transit improvements.

In addition, the “Sustainability and Resiliency” criterion that is on the list of general criteria applicable to all modes disadvantages bicycle and pedestrian projects, which are unable to obtain the three points available for Alternative Fuel Vehicles. The draft ATP list shared with the PAC at our February 2026 meeting indicates that none of the ATP projects obtained a high score for “Sustainability and Resiliency,” despite bike/ped being the very definition of sustainable – 100% free of fossil fuels!

Recommendations

The Alternative Fuel Vehicles category should be moved to mode-specific and apply only to projects on the Arterials/Highways/Freeways project list.

In addition, STA should recalculate project scores and reassign priorities within the Active Transportation project list and the Transit and Rideshare project list. I have identified two ways this could be accomplished (Options 1 and 2, below).

Option 1: Normalize each project’s score to the total points achievable for the included modes.

- Projects would only be scored based on the criteria for “all modes” and the applicable mode-specific criterion or criteria.

- The total score for each project would be divided by the total possible points (varies depending on which mode-specific criteria apply).
- The result is a normalized score: a percentage of total possible points. Percentages can be compared and used to rank projects because they are in equivalent units.

For example: In Table 2, the pedestrian-only project achieved a total score of 60 and would have ranked lower than the multimodal project shown in Table 3, which has a total score of 61 points. However, the pedestrian-only project appears to have better pedestrian elements because it received 10 points instead of 6. By normalizing the scores, the higher-quality pedestrian project ends up with a higher score.

Table 2. Example Application to a Pedestrian-Only Project

Criterion	Points Awarded	Total Possible Points
All Modes		
Various	50	65
Mode-Specific		
Arterials, Hwys, & Fwys	0	<i>Not applicable</i>
Bicycle	0	<i>Not applicable</i>
Pedestrian	10	10
Transit	0	<i>Not applicable</i>
Total	60	75
Normalized Score	$60 \div 75 = 80\%$	

Table 3. Example Application to a Multimodal Project that Includes Arterials and Pedestrian Modes

Criterion	Points Awarded	Total Possible Points
All Modes		
Various	50	65
Mode-Specific		
Arterials, Hwys, & Fwys	5	5
Bicycle	0	<i>Not applicable</i>
Pedestrian	6	10
Transit	0	<i>Not applicable</i>
Total	61	80
Normalized Score	$61 \div 80 = 76\%$	

This approach is the fairest way to accomplish mode-specific scores.

Option 2: Omit the arterials and freeways criteria from the Active Transportation and Transit and Rideshare project lists.

- **Arterials/Highways/Freeways** project list – no change to scoring. Accounting for all modes improves the ranking of projects with complete streets elements relative to those that lack complete streets elements.
- **Active Transportation** project list – remove arterials and freeways criteria (and transit and rideshare criteria from scores). Projects are only scored and ranked based on the general criteria and the bicycle and pedestrian mode-specific scores.
- **Transit and Rideshare** project list – remove arterials and freeways criteria (and pedestrian/bicycle criteria from scores). Projects are only scored and ranked based on the based on the general criteria and the transit mode-specific scores.

This approach would still dilute the scores of some single-mode projects on the Active Transportation project list. However, it might be more intuitive and easier to communicate.

4. Revise Scores of Select Projects

The project lists that were posted with the [request for public comment](#) do not show criteria or scores. Therefore, the comments below are based on the Active Transportation project list and criteria scores depicted in the February 2026 PAC meeting packet and the Transit and Rideshare project list and criteria scores depicted in the March 2026 Transit and Rideshare Subcommittee meeting packet.

Active Transportation Projects

- **Solano County, Sidewalk Gap Closures/PCA (“Farm to Market/ Gateway to Suisun Valley”)**: The PAC has received two presentations on this project from County staff, and on both occasions, PAC members have expressed extensive concerns about the safety of the limited pedestrian and bicycle elements. No changes appear to have been made to the project design in response to these comments. The safety score should reflect PAC concerns. The transit scores should also be reduced, as a wine bus stop does not constitute a significant transit capital investment, nor does it improve access to a regional or local transit center.
- **Solano County, Benicia Road Phase 2 (Beach St to Starr Ave)**: This project should achieve 4 points and score “high” in the Access category. When combined with the County’s planned improvements to other segments of Benicia Road, it will provide needed access between the east and west sides of Vallejo (across I-80), ultimately connecting eastern Vallejo to the Central Corridor East PDA. It also improves safe access to the Benicia Road / Starr Ave stop for the SolTrans 8 bus (Glen Cove / Hogan Middle School route) and provides safe routes to transit on the eastern side

of I-80 to access SolTrans 38 bus (Jesse Bethel High School route). It provides safe pedestrian access to the Greater Vallejo Recreation District sports facility on Starr Avenue. Finally, when combined with the sidewalk improvements currently under construction in the neighborhood south of Benicia Road, it provides safe pedestrian connections to the Curtola Park & Ride.

- **Vallejo, Bluff Trail:** I appreciate that the trail is adjacent to Sonoma Blvd. and level of traffic stress on that road is high, but a Class I separated trail is the best option to reduce that stress and improve safety. There is no other, safer option, as far as I am aware. This project should be rated “high” for the pedestrian mode criteria, as it will significantly improve pedestrian safety and comfort relative to existing conditions. At the very least, the project should attain 3 points for “new facility” and 5 points for “other improvements effective at improving pedestrian safety,” for a total of 8 points.
- **Vallejo, Mare Island Causeway bike/ped access:** Similarly, I appreciate that the level of traffic stress on the Mare Island Causeway is high, but a Class I separated trail is the best option to reduce that stress and improve safety. As with the Bluff Trail, this project should be rated “high” for the pedestrian mode criteria, as it will significantly improve pedestrian safety and comfort relative to existing conditions.
- **Vallejo, Swett Ranch trail:** This project should receive higher criteria scores for connectivity, access, and pedestrian criteria. Currently, the high-resource Hiddenbrook neighborhood cannot be accessed from elsewhere in Vallejo by any means other than driving. You cannot walk there, as there are no local roads, and there is no bus access. This trail would grant access to people who cannot drive.

Transit and Rideshare Projects

- **SolTrans, Solano Express Capital Bus Replacement:** This project should receive points for Sustainability/Resilience, Equity, System Maintenance, and Transit Utilization for the following reasons:
 - Transit reduces VMT by supporting more passengers per trip and should achieve maximum points in the Sustainability and Resilience category.
 - Transit also enhances equity by giving people who cannot drive access to school, work opportunities, and social services. SolTrans bus routes in particular serve many disadvantaged populations within the City of Vallejo and Solano County, including youth, people with disabilities, and people experiencing homelessness. The 2022 SolTrans SRTP states that, “Much of the area served by SolTrans’ local fixed-route service is considered to be an equity priority community, as defined by the [MTC]...”
 - Bus replacement is the very definition of system maintenance.

- Bus replacement supports transit utilization by increasing reliability and ridership. When buses break down and have to be taken out of service, it means cancelled or late service. Replacing old buses with new, more reliable buses will make the system more reliable and improve rider experience, and sustain or improve transit utilization.

This project should also be moved to Tier 1 or 2; there is no design or permitting needed and it should therefore be counted as fully “ready” in those categories.

- **STA, Tentative Safe Routes to Transit Plan:** Why is this plan tentative? A plan is easily achievable within a 10-year period and would be a relatively low-cost way to make progress towards improving transit in Solano County. It does not appear that STA has evaluated this project against the scoring criteria, though I believe it would perform well across nearly all categories. Please consider reprioritizing this item.

5. Add Relevant Project and Program Details

The final project lists, particularly the Tier 1 lists, should include relevant project and program details to improve understanding of whether projects will provide measurable progress towards goals and objectives of the CTP.

Problem Statement

The MTC *Guidelines for Countywide Transportation Plans* states that the project list should describe the design concept and scope, system capacity impacts (i.e., new lane miles), cost, funding, and schedule. The MTC guidelines indicate that the list should differentiate between projects and programs that increase transportation system capacity and those that do not. Presumably, this differentiation is important to understand the effects of the projects on important performance indicators like VMT. (The MTC guidelines say to, “forecast and report outcomes of implementing the investments and policies in the CTP, including... changes in passenger car VMT compared to a performance baseline.”)

The draft CTP project lists include a “Project Description,” but in many cases this field lacks the type of information recommended in the guidelines. There is no systematic indication of which projects are capacity-increasing, nor what the system capacity impacts are. Not only does this obfuscate how STA arrived at its Sustainability and Resiliency scores for the Arterials/Highways/Freeways projects (VMT goals are a subset of this category), it also raises questions about how STA will properly forecast changes in VMT.

Additionally, the draft CTP project lists do not include any information about project cost nor funding sources. Not only does this obfuscate how STA arrived at its Readiness scores, it also raises questions about how STA will identify the list of projects that can reasonably be implemented (i.e., funded) in the next 10 years.

Recommendation

STA should ensure that the final Tier 1 project lists differentiate between capacity-increasing and non-capacity increasing projects, include cost estimates, and list identified funding sources.

Conclusion

I am only able to submit these detailed comments because my involvement on the PAC has granted me access to presentations and hard copy information on scoring criteria and project scores that are not currently available to members of the public. The draft project lists that are posted online do not contain any information about scoring criteria nor project scores, and members of the public are therefore at a disadvantage to meaningfully engage on this request for public comment.

STA should be more transparent about the process to develop, score, and tier the project lists in future documentation and requests for public comment. Tabular information should be published in a digitally accessible format so that people with disabilities – many of whom rely on STA programs for transportation – can properly access and engage with the process.

I would be happy to discuss my comments and recommendations at your convenience, to support STA to address my concerns.

Thank you for your consideration.

Avery Livengood

Attachment A. Additional Projects to Add to the Active Transportation Project List

Plan and Reference	Project
2020 STA Active Transportation Plan: Vallejo chapter , Table VL-1 (p. 10) and VL-5 (p. 36)	Safety Project: Install HAWK signals at Springs Rd and Tregaskis, Heartwood, and Lassen/Hilton
2020 STA Active Transportation Plan: Vallejo chapter , Table VL-1 (p. 10)	Safety Project: Install curb extensions; provide school route improvements on Springs Rd from Miller Ave to Rollingwood Dr
2020 STA Active Transportation Plan: Vallejo chapter , p. 31	East Vallejo Cross-town Connectivity Network: Tennessee St Class IV Separated Bikeways in the western portions of the corridor and Class II Bicycle Lanes or Class III Bicycle Blvd in the eastern portion. Provides safe routes to Vallejo Charter School, Elmer Cave Language Academy, Independent Study Academy, Vallejo High School Annex Campus, and Vallejo Educational Academy. It closes a gap to transit for SolTrans Transit routes 1, 4, 6, 7B, and 38. Connects through two PDAs.
2020 STA Active Transportation Plan: Vallejo chapter , p. 31	East Vallejo Cross-town Connectivity Network: Georgia St Class II Buffered Bicycle Lanes with a short segment of Class IV Separated Bikeways. Provides safe routes to Hogan Middle School, Annie Pennycook Elementary School, Steffan Manor Elementary School, and Franklin Jr. High School. Closes a gap to transit for SolTrans Transit routes 6, 8, and 38.
2020 STA Active Transportation Plan: Vallejo chapter , p. 31	East Vallejo Cross-town Connectivity Network: Oakwood Ave Class II Buffered Bicycle Lanes. Provide safe routes to Hogan Middle School and Vallejo Charter School. Closes a gap to transit for SolTrans Transit routes 6, 8, and 38.
2020 STA Active Transportation Plan: Vallejo chapter , p. 31	Mare Island Way and Curtola Parkway Separated Bikeway Two-way Class IV Separated Bikeway along the western side of the street. Closes a high-priority gap to regional transit access for the SF Bay Ferry and to the Vallejo Transit Center which is serviced by Napa Vine Transit (routes 11 and 11X) and SolTrans Transit (routes 1, 2, 3, 4, 5, 6, 7A, 7B, 8, 11, 82, R, and Y). This route connects through two PDAs.
2020 STA Active Transportation Plan: Vallejo chapter , p. 31	Solano Avenue Corridor Connectivity Class IV separated bikeway with striped buffers and soft-tipped posts and Class II Buffered Bicycle Lanes where necessary due to driveway conflicts. Provides safe routes to Franklin Jr. High School. Closes gaps to transit for SolTrans Transit routes 3, 4, 8, and 7A. This route connects one PDA.

Plan and Reference	Project
2020 STA Active Transportation Plan: Vallejo chapter , p. 31, 34	North Vallejo Cross-town Separated Bikeway Class IV Separated Bikeway with striped buffers and soft-tipped posts on Couch Street and Broadway. Protected intersection treatments at the intersection of Coach Street/Broadway and Sonoma Boulevard/ Coach Street. Provides safe routes to Vallejo High School, Caliber: ChangeMakers Academy, Griffin Academy Middle School, and Dan Mini Elementary School. Closes gaps to transit for SolTrans Transit routes 1, 2, 4, and 7A and Napa Vine Transit route 11. This route connects one PDA.
2020 STA Active Transportation Plan: Vallejo chapter , Table VL-4 (p. 34)	Sidewalk Gap Closures on the Active Transportation Backbone Network: Magazine Street (Lincoln Rd to Pin St)
2020 STA Active Transportation Plan: Vallejo chapter , Table VL-4 (p. 34)	Sidewalk Gap Closures on the Active Transportation Backbone Network: Sonoma Blvd (Magazine St to Cherry St)
2020 STA Active Transportation Plan: Vallejo chapter , Table VL-4 (p. 34)	Sidewalk Gap Closures on the Active Transportation Backbone Network: Solano Ave (Curtola Pkwy to Maine St, Amador St to Georgia St, Georgia St to Virginia St)
2020 STA Active Transportation Plan: Vallejo chapter , Table VL-4 (p. 34)	Sidewalk Gap Closures on the Active Transportation Backbone Network: Springs Rd (Avian Dr to Columbus Pkwy)
2020 STA Active Transportation Plan: Vallejo chapter , Table VL-4 (p. 34)	Sidewalk Gap Closures on the Active Transportation Backbone Network: Columbus Pkwy (Springs Rd to Benicia Rd)
2020 STA Active Transportation Plan: Vallejo chapter , Table VL-4 (p. 34)	Sidewalk Gap Closures on the Active Transportation Backbone Network: Sacramento St (Denio St to SF Bay Trail)
2020 STA Active Transportation Plan: Vallejo chapter , Table VL-4 (p. 34)	Sidewalk Gap Closures on the Active Transportation Backbone Network: Couch St (Broadway St to Redwood St)
2020 STA Active Transportation Plan: Vallejo chapter , Table VL-4 (p. 34)	Sidewalk Gap Closures on the Active Transportation Backbone Network: Broadway (Couch St to Sereno Dr, Sereno Dr to Lewis Brown Dr). Provides safe routes to transit (Sereno Transit Center).
2020 STA Active Transportation Plan: Vallejo chapter , Table VL-4 (p. 34)	Sidewalk Gap Closures on the Active Transportation Backbone Network: Mariposa St (Arkansas St to Nebraska St, Greenfield Ave to Claremont Ave, Redwood St to Greenfield Ave).

Plan and Reference	Project
2020 STA Active Transportation Plan: Vallejo chapter , Table VL-4 (p. 34)	Sidewalk Gap Closures on the Active Transportation Backbone Network: Fairgrounds Dr (Sereno Dr to Sage St) Provides safe routes to transit (future Fairgrounds Transit Center).
2020 STA Active Transportation Plan: Vallejo chapter , Table VL-4 (p. 34)	Sidewalk Gap Closures on the Active Transportation Backbone Network: Admiral Callaghan Ln (Redwood Pkwy to Plaza Dr)
2020 STA Active Transportation Plan: Vallejo chapter , Table VL-4 (p. 34)	Sidewalk Gap Closures on the Active Transportation Backbone Network: Redwood St (Admiral Callaghan Ln to Fairgrounds Dr, Fairgrounds Dr to Moorland St).
2020 STA Active Transportation Plan: Vallejo chapter , Table VL-5 (p. 36)	Crossing improvements on Georgia Street at Georgia St/Mayo Ave, Georgia St/12 th St, Georgia St/Gleason Ave, and Georgia St/Wallace Ave
2020 STA Active Transportation Plan: Vallejo chapter , Table VL-5 (p. 36)	Safe Routes to School crossing improvements for Vallejo High School and John W. Finney at Amador St/ Indiana St, Nebraska St/El Dorado St, Nebraska St/Napa St
2020 STA Active Transportation Plan: Vallejo chapter , Table VL-5 (p. 36)	Safe Routes to School crossing improvements for Cooper Elementary School at Tuolumne St/Panorama Dr
2020 STA Active Transportation Plan: Vallejo chapter , Table VL-5 (p. 36)	Safe Routes to School crossing improvements for St. Vincent at Florida St
2020 STA Active Transportation Plan: Vallejo chapter , Table VL-5 (p. 36)	Safe Routes to Transit crossing improvements on Alameda St, at Alameda St/Maine St and Alameda St/Carolina St; Tuolumne St, at Tuolumne St /La Cadena St and Tuolumne St / Illinois St; Georgia St / Delwood St
2020 STA Active Transportation Plan: Vallejo chapter , Table VL-5 (p. 36)	Sidewalk Gap Closures on Azuar Dr, Railroad Ave, Walnut Ave; Benicia Rd, Rollingwood Dr; Admiral Callaghan Ln, Fairgrounds Dr; Mare Island Dr, Maine St, Georgia St; Broadway St north of HWY 37, and Fairgrounds Dr north of Taper Ave; Broadway St, Redwood St, Fairgrounds Dr; Redwood St, Sacramento St, Valle Vista Ave; Valle Vista St, Broadway St, Admiral Callaghan Ln, Camino Alto; Alameda St, Solano Ave, Amador St, 5th St; Solano Ave, Georgia St, Benicia Rd, Springs Rd, Maple Av; Lake Herman Rd, Ascot Pkwy, Redwood Pkwy, Admiral Callaghan Ln; Magazine St, Laurel St, Lincoln Rd, Porter St

Plan and Reference	Project
2020 Vallejo Community Based Transportation Plan , Table 5 (p. 68), pp. 83, 93	Sidewalk Gap Closures on Broadway: east side from Delaware Street to Texas Street, and other gaps (also identified in the 2020 STA ATP)
2020 Vallejo Community Based Transportation Plan , p. 95	Sidewalk Gap Closures on Admiral Callaghan Dr: Rotary Way to Turner Pkwy, and other sidewalk gaps (also identified in the 2020 STA ATP)
2020 Vallejo Community Based Transportation Plan , pp. 54, 86 and Table 5 (p. 68)	Sidewalk Gap Closures on Benicia Road: north side near Columbus Parkway and crossing improvements
2020 Vallejo Community Based Transportation Plan , Table 5 (p. 68), pp. 85-86, 94	Sidewalk Gap Closures on Fairgrounds Drive: west side, Concoran to Borges Ln, and other sidewalk gaps (also identified in the 2020 STA ATP)
2025 Solano County Safe Routes to School Plan , p. 83	Safe Routes to Schools Improvements at Vallejo HS: Installation of curb extensions and curb cuts at crossing locations, refresh striping, consistent and accurate signage for drop-off and pick-up locations



DATE: April 13, 2026
TO: Solano County Intercity Transit Consortium
FROM: Debbie McQuilkin, Mobility Program Manager
RE: Solano Mobility Programs FY 2025-26 Q3 Report for
Older Adults and People with Disabilities, and Veterans Programs

Background:

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

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

Discussion:

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

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

Program highlights are listed below, and program details are included in Attachment A, “Solano Mobility Program Update for FY 2025-26 Q3” and Attachment B, “Solano Mobility Program Details for FY 2025-26 Q3”.

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

FY2025-26 Q3 Outreach

- STA’s mobility staff presented, attended or tabled at 54 locations throughout Solano County, reaching a total of 379 individuals. This outreach specifically targets locations and organizations that serve or house Seniors, People with Disabilities and Veterans within our county.
- STA staff continues to engage the Solano County Paratransit Coordinating Council (PCC) members and the Consolidated Transportation Services Agency Advisory Committee (CTSA-AC) members for feedback and recommendations for program improvements. Both the PCC and the CTSA-AC advocate for the betterment of transportation and mobility for the Older Adult and Persons with Disabilities.

FY 2025-26 Q3 Highlights

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

FY 2025-26 Goals

The main goal for this fiscal year is to continue extensive outreach to bring awareness of the Mobility Programs for Older Adults, People with Disabilities and Veterans to the community, while monitoring each program’s performance and growth. Outreach staff continue to bring a fresh perspective to this activity.

Performance Measures and Benchmarks

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

Fiscal Impact:

The program budget amounts for FY 2025-26 are as follows:

Intercity Taxi Card Program	\$550,000
Medical Trip Concierge Program (GoGo)	\$600,000
Countywide Travel Training Program	\$200,000
ADA In-Person Eligibility Program	\$200,000
Faith In Action Volunteer Driver Program	\$45,000

These programs are funded by several sources: Transportation Development Act (TDA) funds, State Transit Assistance Funds (STAF), FTA 5310 funds, and Kaiser Northern California Community Benefit Grant Funding.

Recommendation:

Informational.

Attachments:

- A. Solano Mobility Program Update for FY 2025-26 Q3
- B. Solano Mobility Program Details for FY 2025-26 Q3
- C. STA Connected Mobility Implementation Plan Guidelines, Performance Measures, & Benchmarks Goals and Objectives

Solano Mobility Program 3rd Quarter Program Update for FY 2025-26

Travel Training Program

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

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

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

- A total of 22 Travel Trainings (Individual, Field Trip and Classroom) were conducted in the 3rd Quarter of FY2025-26.
- 19 presentations to 252 audience members were completed.
- 1511 individuals received information during 23 Outreach activities (Tabling/Flyer Distribution).

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

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

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

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

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

The program provides eligibility evaluations for individuals who are unable to use fixed-route public transit due to a cognitive or physical disability, allowing them to become ADA paratransit certified. Certification provides access to curb-to-curb paratransit services and reduced-fare taxi programs across Solano County. Paratransit, Inc. now administers the program, ensuring fair, respectful, and standardized evaluations for all applicants.

- A total of 103 Evaluations were conducted.
- Interviews are conducted in each of the County’s transit jurisdictions except for Rio Vista. All Rio Vista residents are provided with transportation to the Suisun City location for evaluations.

Taxi Card Program utilizing the PEX Card:

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

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

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

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

- 547 Intercity Taxi trips were taken in the 3rd Quarter of FY 2025-26. This is slightly up from 489 Rides taken in Q2.
- 79 Wheelchair accessible (WAV) rides were provided in the 3rd Quarter.

Medical Trip Concierge Program (GoGo Grandparents): The Solano Older Adults Medical Trip Concierge Program, operated through GoGo Grandparent, was developed in direct response to the *highest priority mobility need* identified by older adults and individuals with disabilities across Solano County—access to reliable transportation for

medical appointments. This need was highlighted through extensive outreach conducted countywide by STA during community summits held in Fiscal Year 2017–18 as part of the update to the *Solano County Mobility Plan for Older Adults and People with Disabilities*.

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

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

- 6021 rides were taken using the GoGo Programs in Q3. 397 of these were Wheelchair Accessible Vehicle (WAV) rides.

Veterans Mobility Program:

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

- 203 rides were provided to Veterans in Q3 of FY 2025-26.
- *The statistics for this program are shown separately, but also incorporated into the total of the main GoGo data on Attachment A.*

Faith In Action Volunteer Driver Program:

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

- FIA provided 485 rides through Q3 of FY 2025-26.

ATTACHMENT B

Solano Mobility Q3 Program Details for FY 2025-26

Travel Training FY Comparison by Category

Travel Training Yearly Comparison							
	FY19-20	FY20-21	FY21-22	FY22-23	FY23-24	FY24-25	FY25-26*
Individual Trainings	49	52	56	57	17	6	22
Group/Classroom Trainees	82	0	8	68	62	43	93
Field Trip Totals	16	2	18	14	23	1	11
Field Trip Trainees	83	13	97	74	214	125	66
Presentations Total	20	1	15	16	23	36	57
Audience Members	534	8	112	426	580	884	772
Outreach Activities	98	33	17	32	45	67	82
Number of People Reached	1480	239	817	2295	2264	4410	3875

*Through Q3

ADA Eligibility Results FY Comparison by Eligibility

ADA Eligibility Program FY25-26 Comparison								
	FY18-19	FY19-20	FY20-21	FY21-22	FY22-23	FY23-24	FY 24-25	FY 25-26**
Unrestricted	877	590	516	619	576	389	354	292
Conditional	76	53	47	35	56	45	74	44
Trip-by-trip	2	11	6	1	4	0	0	0
Temporary	56	19	13	19	31	12	12	3
Denied	13	6	7	0	1	37	14	9
Totals	1024	679	589	674	668	483	454	348

*Through Q3

Intercity Taxi Card Program FY Comparison by Month

ITX Trips Per Month FY Comparison							
	FY19-20	FY20-21	FY21-22	FY22-23	FY23-24	FY24-25	FY25-26
Month	Taxi and PEX	PEX	PEX	PEX	PEX	PEX	PEX
July	413	267	240	278	186	193	205
August	482	262	316	298	203	233	168
September	408	289	347	286	197	207	175
October	452	259	266	238	185	200	170
November	455	260	249	240	191	189	151
December	500	292	253	216	176	171	168
January	516	269	299	274	265	247	153
February	460	262	296	277	238	228	185
March	346	318	313	284	268	242	209
April	203	303	263	311	257	210	0
May	259	273	273	247	282	186	0
June	251	260	355	259	237	176	0
Totals:	4,745	3,314	3,470	3,208	2,685	2,482	1,584

*Through Q3

GoGo Program Trips FY Comparison by Month

Gogo Program Trips FY Comparison								
Month	FY18-19	FY19-20	FY20-21	FY21-22	FY22-23	FY23-24	FY24-25	FY25-26
July	0	491	240	529	812	1194	1851	2825
August	0	894	146	558	848	1452	2257	2777
September	0	740	228	624	865	1433	2158	2693
October	0	809	494	662	935	1516	2372	3030
November	0	277	389	698	855	1597	2109	2503
December	0	273	430	663	871	1650	2082	2497
January	0	282	464	768	865	1621	2372	2046
February	0	264	425	716	965	1695	2235	1682
March	0	155	549	784	1163	1873	2579	2293
April	3	83	505	746	1049	2055	2598	
May	90	178	462	752	1153	2189	2600	
June	304	267	504	795	1167	2041	2495	
Total		4713	4836	8295	11548	20316	27708	22,346

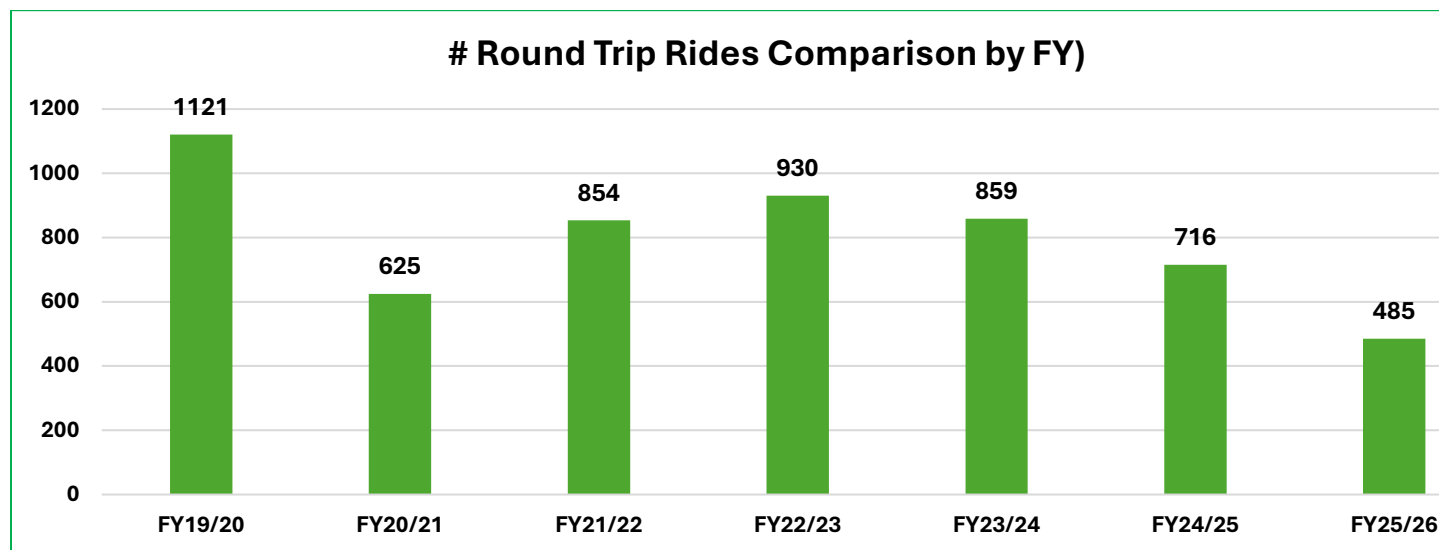
***Through Q3**

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

Veterans Program and WAV (NEMT) Rides								
	Veterans				WAV/NEMT			
Month	FY22-23	FY23-24	FY24-25	FY25-26	FY22-23	FY23-24	FY24-25	FY25-26*
July	17	13	33	67	0	98	252	151
August	7	7	17	79	0	143	212	147
September	8	44	30	97	0	178	126	182
October	21	95	37	98	0	178	162	163
November	5	114	8	55	0	194	142	120
December	7	116	39	74	0	154	19	131
January	4	140	50	61	0	180	156	142
February	4	122	60	82	0	194	190	103
March	0	125	58	60	2	176	188	152
April	11	113	88		32	242	138	
May	8	85	73		98	240	162	
June	16	66	62		69	208	148	
Totals	108	1040	555	673	201	2185	1895	1,291

*Through Q3

Faith in Action Volunteer Driver Program



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

1. Travel Training:

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

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

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

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

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

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

These include:

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

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

3. Taxi Card Program utilizing the PEX Card:

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

- Ensuring taxi company and driver compliance with regulations.
- Responding to valid complaints within 48 hours of complaint receipt.

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

4. Medical Trip Concierge Program (GoGo Grandparents):

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

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

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

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DATE: May 18, 2026
 TO: Solano County Intercity Transit Consortium
 FROM: Jasper Alve, Senior Project Manager
 RE: Summary of Funding Opportunities

Discussion:

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

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

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

Fiscal Impact:

None.

Recommendation:

Informational.