



SOLANO COUNTY INTERCITY TRANSIT CONSORTIUM MEETING

Tuesday, September 29, 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

5. PRESENTATIONS – None

6. CONSENT CALENDAR (1:35 – 1:40 p.m.)

A. Minutes of the Consortium Meeting of August 25, 2026 (1:40 – 1:45 p.m.)

Sheila Ernst

Recommendation:

Approve the Minutes of the Consortium Meeting of August 25, 2026.

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7. ACTION FINANCIAL (1:45 – 1:50 p.m.)

A. Benicia Lyft Program Update and Funding – October TDA Matrix

Lorene Garrett

Recommendation:

Forward a recommendation to the STA TAC and STA Board to:

1. Reduce the allotted number of rides for each rider in each Benicia Lyft category to 20 (from 60) unless a hardship waiver is submitted and approved.

Bruce Barrette

Dixon
Readi-Ride

Shaun Vigil

(Vice Chair)
Fairfield (FAST)

Greg Malcolm

Rio Vista
Delta Breeze

Beth Kranda

SolTrans

Nouae Vue

Suisun City

Lori DaMassa

(Chair)
Vacaville
City Coach

Gwendolyn Gill

County of Solano

Debbie McQuilkin

Solano Mobility

Robert Guerrero
STA

2026 CONSORTIUM MEMBERS

2. Increase the cost of \$5 Benicia to \$7.
3. Approve the October TDA Matrix which includes \$120,000 for the FY 2026-27 Benicia Lyft program.
4. Authorize the Executive Director to execute an amendment with the City of Benicia to extend the TDA funding agreement for FY 2027-28.

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

Ron Grassi

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

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8. ACTION NON-FINANCIAL (1:50 – 1:55 p.m.)

A. Comments on MTC’s Bay Area Transit Priority Policy

Ron Grassi

Recommendation: Forward a recommendation to the STA TAC and Board to authorize the Executive Director to comment on MTC’s Transit Priority Network related to including missing segments of I-80, SR 12 West to Napa County and I-60.

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9. INFORMATIONAL – DISCUSSION

A. Solano Mobility Call Center Annual Report FY 2025-26

Erika Dohina

Recommendation: Informational.
(1:55 – 2:00 p.m.)

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

Jasper Alve

Recommendation: Informational.
(2:00 – 2:05 p.m.)

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C. Solano Community Action Resource and Empowerment (CARE) Program – Funding Nominations

Kathrina Gregana

Recommendation: Informational.
(2:05 – 2:10 p.m.)

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D. Solano Transportation Resiliency Plan – Feedback on Transit Recommendations

Kathrina Gregana

Recommendation: Informational.
(2:10 – 2:15 p.m.)

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- | | |
|---|--|
| <p>E. Governor’s Executive Order N-7-26 on Transit – Caltrans Transit Priority Projects List
 <u>Recommendation:</u> Informational.
 (2:15 – 2:20 p.m.)
 Pg. 79</p> | <p>Kathrina Gregana</p> |
| <p>F. Solano Express FY 2026-27 Funding and Potential Fare Increase for FY 2027-28
 <u>Recommendation:</u> To be determined.
 (2:20 – 2:25 p.m.)
 Pg. 81</p> | <p>Ron Grassi
 Kristina Botsford</p> |
| <p>G H.R.1 Transportation Support
 <u>Recommendation:</u> Informational.
 (2:25 – 2:30 p.m.)
 Pg. 103</p> | <p>Ron Grassi</p> |

10. NO DISCUSSION ITEMS

- | | |
|---|--------------------|
| <p>A. Legislative Update
 <u>Recommendation:</u> Informational.
 Pg. 105</p> | <p>Sean Person</p> |
| <p>B. Funding Opportunities
 <u>Recommendation:</u> Informational.
 Pg. 117</p> | <p>Jasper Alve</p> |

11. FUTURE AGENDA TOPICS

November 2026

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

12. ADJOURNMENT

The next regular meeting of the **Solano County Intercity Transit Consortium** is scheduled for 1:30 p.m., **Tuesday, November 17, 2026**, at STA Office, 423 Main Street, Suisun City.

Group

Meeting Schedule for the Calendar Year 2026

No Meeting in October

- 1:30 p.m., Tues., November 17, 2026 (Earlier Date)
 1:30 p.m., Tues., December 15, 2026 (Earlier Date)

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**SOLANO COUNTY INTERCITY TRANSIT CONSORTIUM
DRAFT Meeting Minutes of August 25, 2026**

1. CALL TO ORDER

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

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

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

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

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

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

2. APPROVAL OF AGENDA

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

3. OPPORTUNITY FOR PUBLIC COMMENT

None.

4. REPORTS FROM MTC, STA STAFF AND OTHER AGENCIES

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

5. PRESENTATIONS

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

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

Sanjay Mishra and Britt Thesen discussed “The Toolkit”.

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

6. CONSENT CALENDAR

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

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

Recommendation:

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

7. STANDING ITEM

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

- A. Solano Express Service Update**

Recommendation: Informational.

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

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

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

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

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

6. ACTION FINANCIAL ITEMS – None

7. ACTION NON-FINANCIAL – None

8. INFORMATIONAL – DISCUSSION

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

Recommendation: Informational.

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

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

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

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

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

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

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

Recommendation: Informational.

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

C. North Bay Passenger Rail Feasibility Study – Draft Report

Recommendation: Informational.

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

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

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

E. Proposed Solano Express Fare Increase

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

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

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

NO DISCUSSION ITEMS

A. Summary of Funding Opportunities 7

9. FUTURE INTERCITY TRANSIT CONSORTIUM AGENDA ITEMS

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

10. TRANSIT CONSORTIUM OPERATOR UPDATES

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

11. ADJOURNMENT

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



DATE: September 18, 2026
TO: Solano County Intercity Transit Consortium
FROM: Ron Grassi, Director of Programs
Lorene Garrett, Senior Transit Mobility Coordinator
RE: Benicia Lyft Program Update and Funding - October TDA Matrix

Background:

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

Discussion:

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

Fiscal Impact:

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

Recommendation:

Forward a recommendation to the STA TAC and STA Board to:

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

Attachments:

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

History of the Benicia Lyft Program

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

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

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

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

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

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

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

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

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

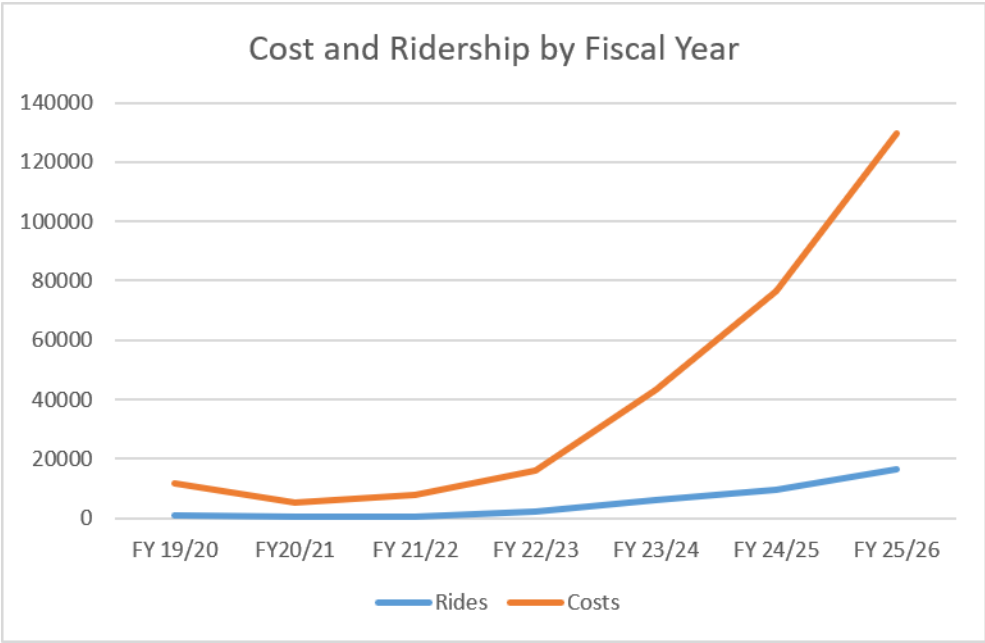
March 2026: The SolTrans Board of Directors passed a resolution authorizing STA to claim \$40,000 in TDA for a Mobility Program.

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

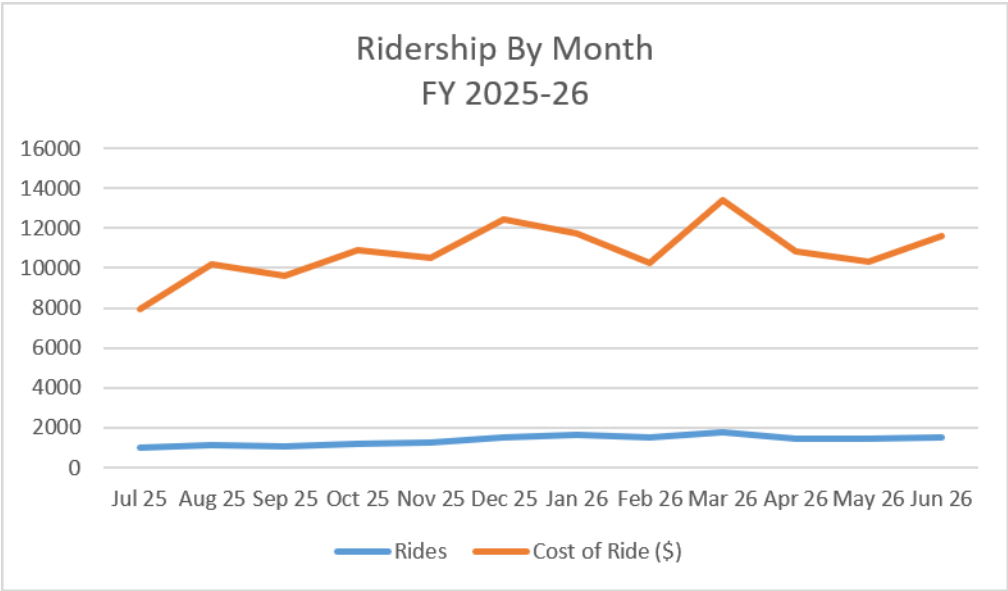
Benicia Lyft Ridership by Fiscal Year

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

Benicia Lyft Ridership by Fiscal Year



Benicia Lyft FY 2025-26 Ridership by Month



FY 2026-27 TDA Matrix - Oct 2026

Date Prepared September 16, 2026
STA Board Action

Attachment D

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

FY 2026-27 TDA Matrix - Oct 2026

Attachment D

Date Prepared September 16, 2026
STA Board Action

Notes (continued on next page)

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

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DATE: September 24, 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 –
July 2026, which includes the TDA Claim for SolTrans

Background:

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

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

Discussion:

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

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

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

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

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

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

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

Fiscal Impact:

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

Recommendation:

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

Attachments:

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

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

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

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

TDA APPORTIONMENT BY JURISDICTION

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

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

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

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

FY 2026-27 TDA Matrix - Oct 2026

Date Prepared September 24, 2026
STA Board Action

Attachment B

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

FY 2026-27 TDA Matrix - Oct 2026

Attachment D

Date Prepared September 24, 2026
STA Board Action

Notes (continued on next page)

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

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DATE: September 18, 2026
TO: Solano County Intercity Transit Consortium
FROM: Ron Grassi, Director of Programs
RE: Comments on MTC's Bay Area Transit Priority Policy

Background:

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

Discussion:

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

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

Fiscal Impact:

None.

Recommendations:

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

Attachments:

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



ATTACHMENT A

MTC Transit Priority Update

Definition of Transit Priority

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

Some examples include:

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

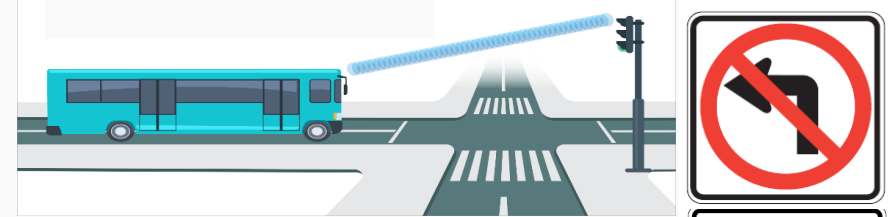
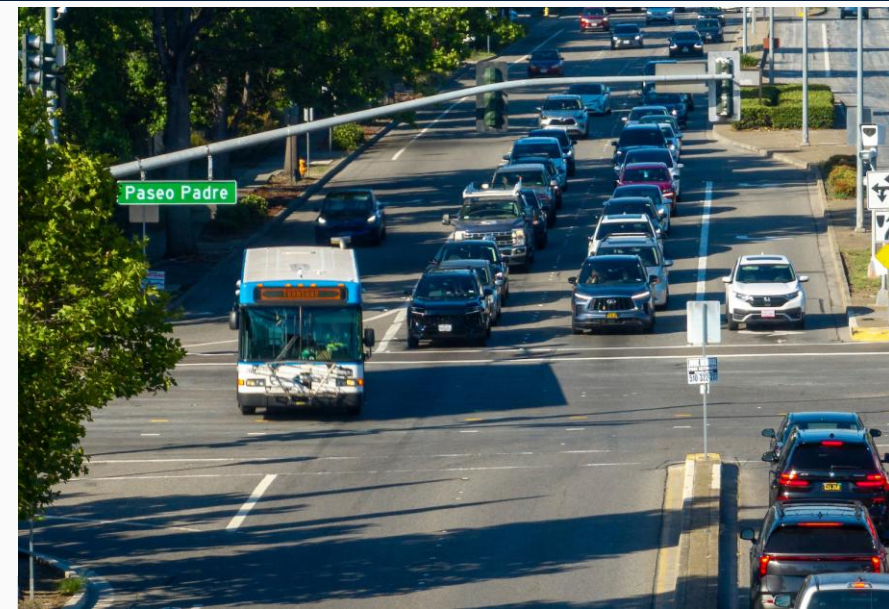


Photo credit: Karl Nielsen/MTC; Jeremy Menzies/SFMTA; Sinwaves, Inc; FHWA MUTCD

MTC's Regional Transit Priority Efforts

Policy



Transit Priority Policy for Roadways

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

Planning



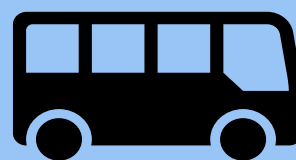
Transit Priority Roadway Assessment

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

Caltrans Coordination

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

Funding & Technical Assistance



Transit Performance Initiative (TPI)

Bus Accelerated Infrastructure Delivery (BusAID)

Innovative Deployments to Enhance Arterials (IDEA)

Project Delivery



Forward Initiatives

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

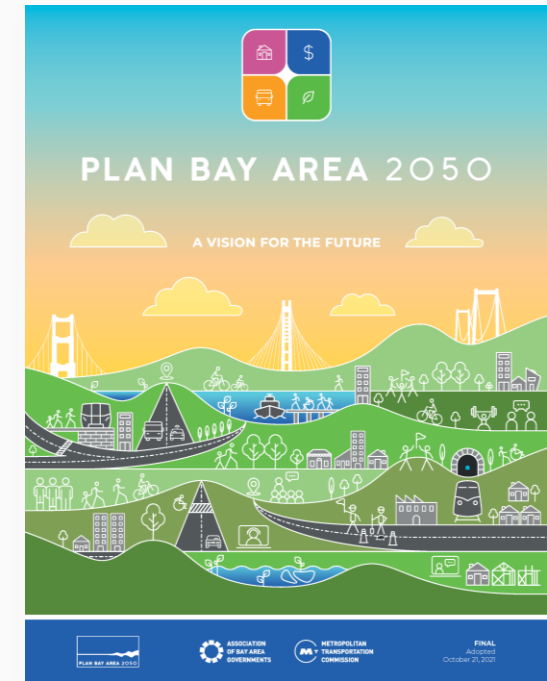
Transit Priority Policy for Roadways (TPPR)

What:

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

Goals:

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



Implements Plan Bay Area 2050+ Strategy

Optional: Local Resolution on Transit Priority

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

Examples

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

TPPR Requirements added to Complete Streets Checklist

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

Transit Priority Roadway Assessment

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

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

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

Transit Priority Network (TPN)

Defines a regional network of key transit roadways:

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

Transit Agencies Included:

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

TPN Development Approach Principles



Coherent and cohesive regional network



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



Informed by stakeholders



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



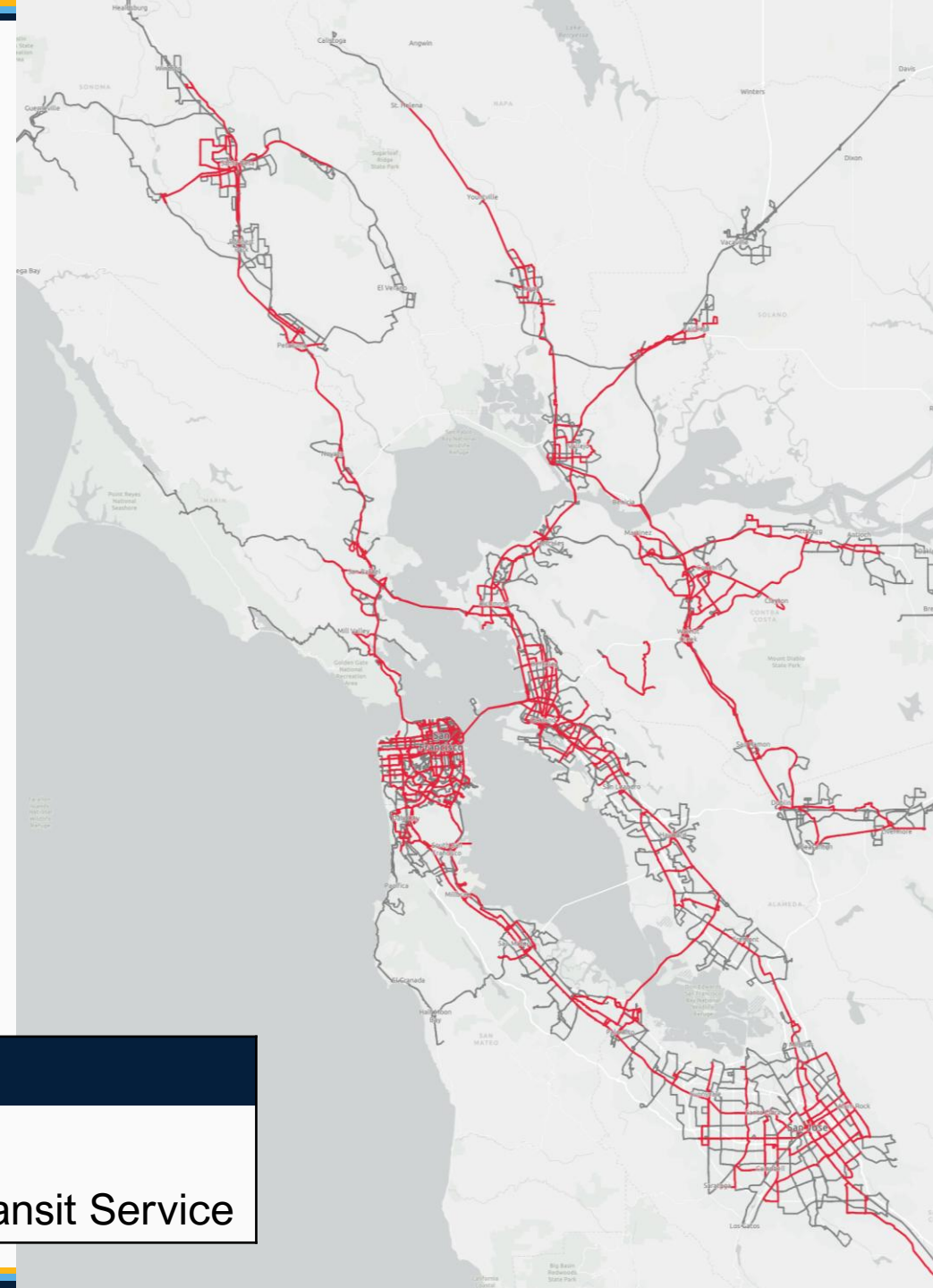
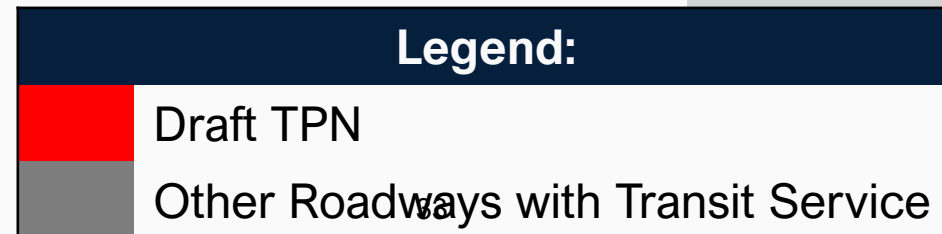
Considers varied local contexts to guide regional investment

Draft TPN

Regionwide Summary Statistics*

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

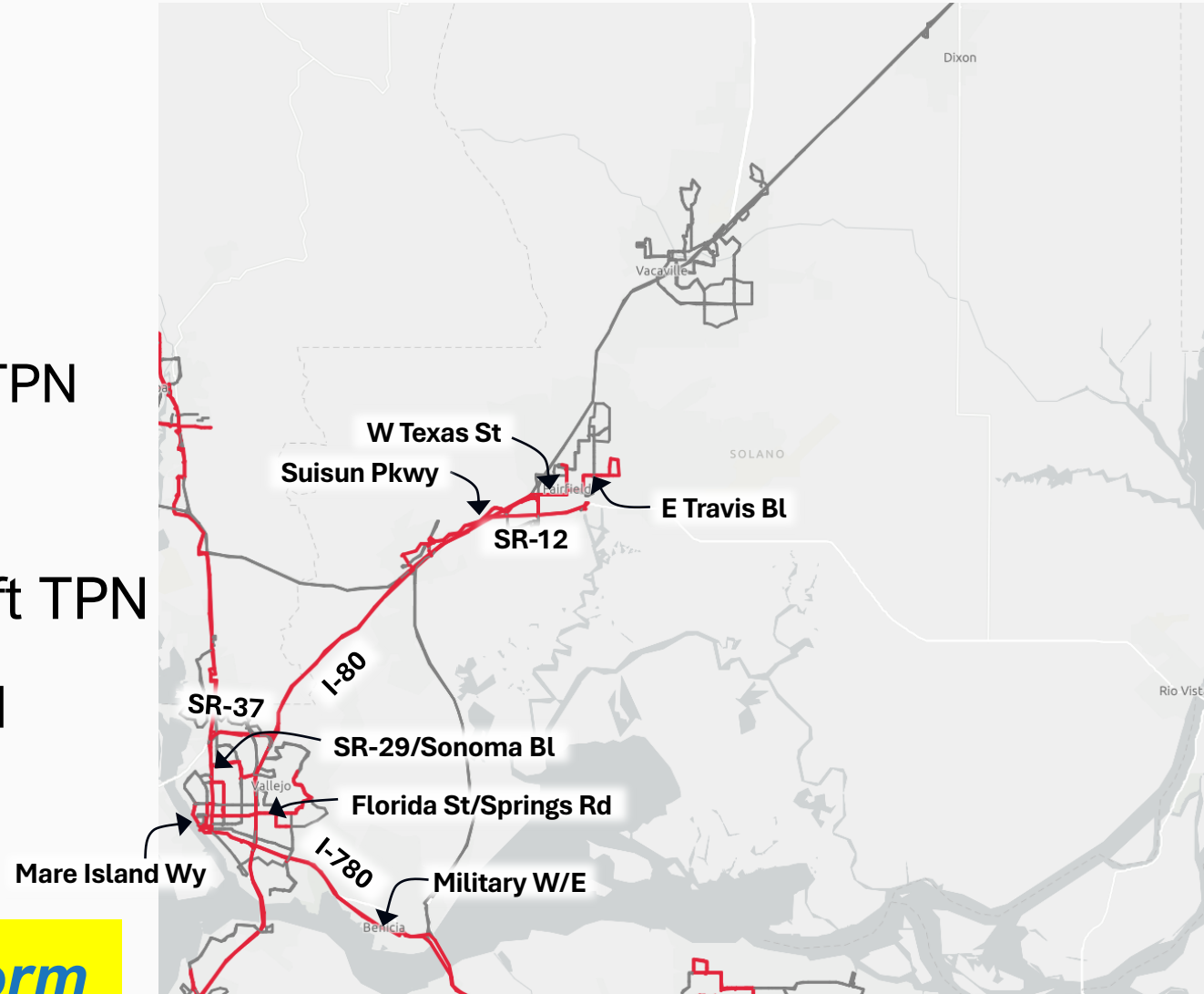
**preliminary values –
for discussion purposes only*



Solano County Summary Statistics*

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

Please provide feedback [in this form](#)



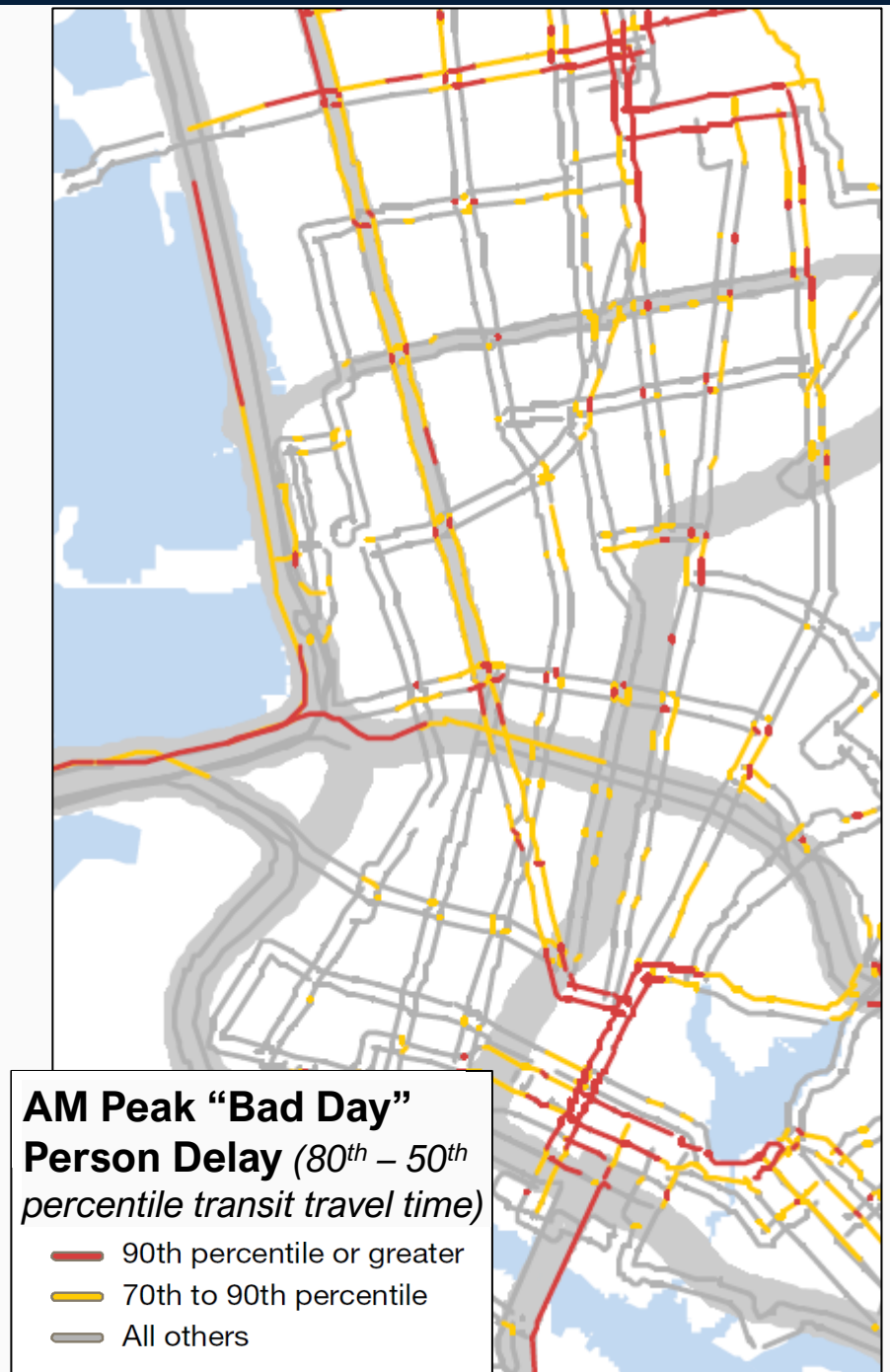
**preliminary values – for discussion purposes only*

Integrating the Transit Priority Network into the 2027 BusAID Program

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

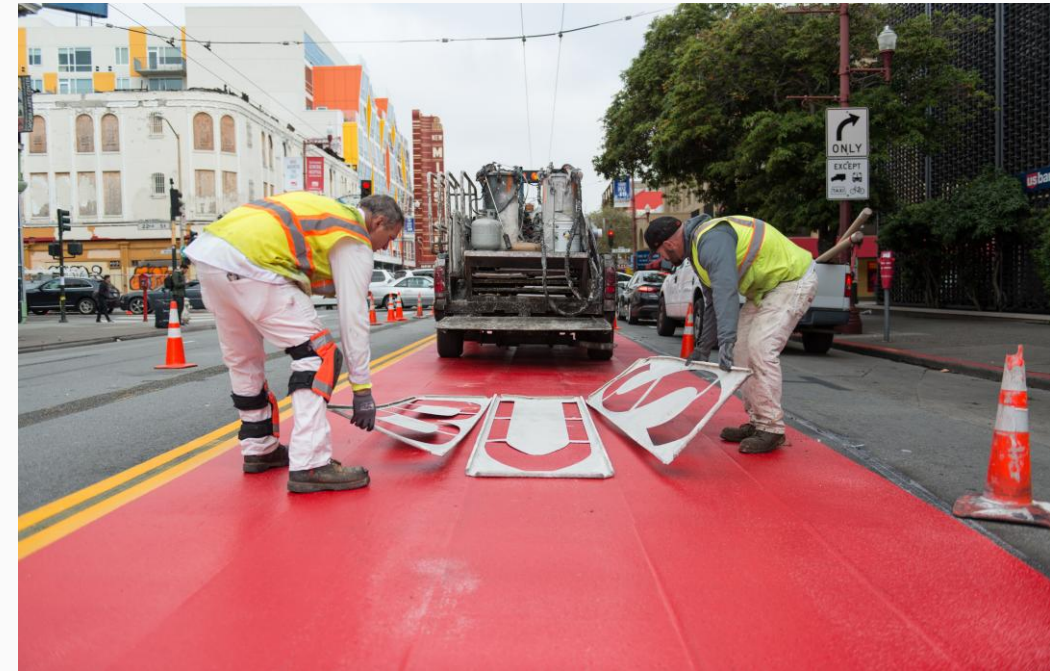
Existing Conditions Baseline Analysis

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



Near-Term Implementation Strategy

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



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Transit-Supportive Roadway Design Toolkit

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

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

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



Short Bus Lane

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

Benefits

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

Challenges

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

Complementary Treatments

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

- 1 Painting Treatment:** Short bus lanes should be painted red with "BUS ONLY" or "BUS BIKE ONLY" markings.
- 2 Queuing:** Ensure short bus lane is long enough for buses to bypass general purpose traffic queues and reach the short bus lane. If queues span multiple intersections along a corridor, consider implementing a dedicated bus lane instead.
- 3 Bus-bike Interactions:** If the street cannot accommodate a separated bike lane, allow bicycles in the short bus lane with a bike box at the head of the bus lane, if possible.
- 4 Enforcement:** Ensure there is a strategy in place to prevent illegal driving in short bus lane.
- 5 Roadway Type:** Short bus lanes are most impactful at approaches to TSP-enabled intersections, intersections where transit vehicles operate in a curbside lane, or at crossings where a right-turn queue jump lane is not viable.



Assessment & Transit Priority Network Outreach Plan*

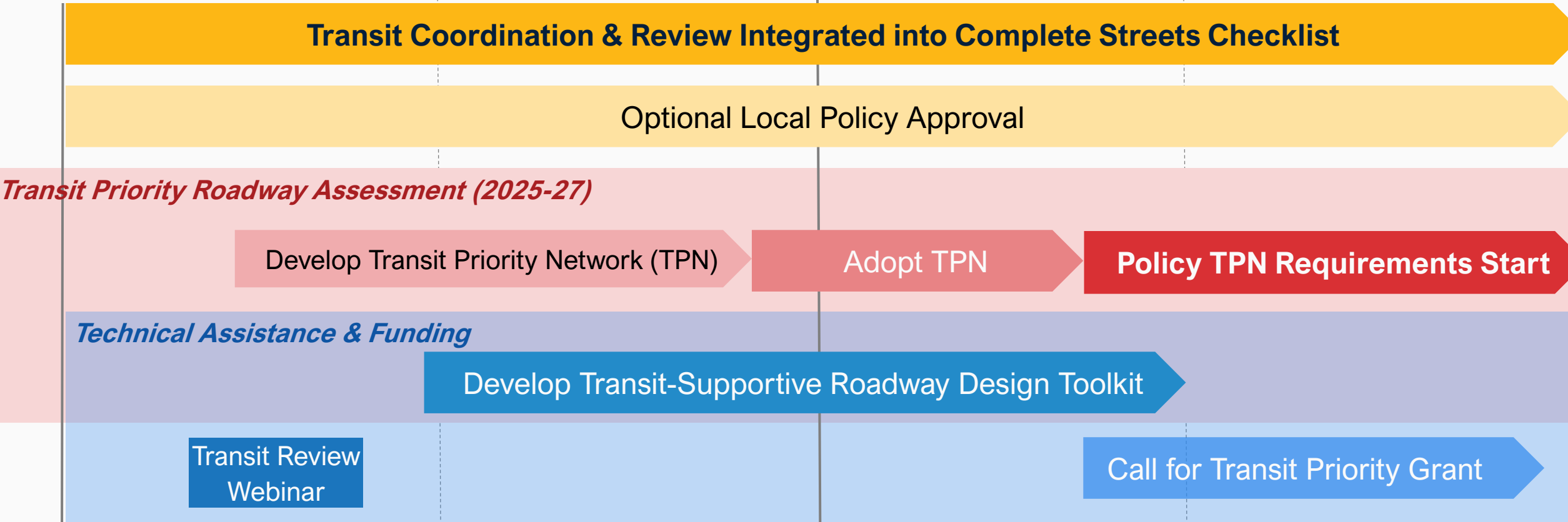
Content	Date	Group
Introduction to Assessment	Spring 2026	Staff Working Groups
	Spring/Summer 2026	MTC Regional Network Management (RNM) Bodies
Draft Transit Priority Network	Summer/Fall 2026	Outreach to cities through County Transportation Agency committees
		<i>Solano:</i> <i>Solano County Intercity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

Overall Transit Priority Timeline*

*Policy Adopted
January 2026*

2026

2027



**schedule subject to change*

Thank You

Email: transitpriority@bayareametro.gov

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

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DATE : September 24, 2026
TO: Solano County Intercity Transit Consortium
FROM: Erika Dohina, Program Services Supervisor
RE: Solano Mobility Call Center Annual Report FY 2025-2026

Background:

The Solano Mobility Program of the Solano Transportation Authority (STA) began as part of a statewide network of rideshare programs funded primarily by Caltrans for the purpose of managing countywide and regional rideshare programs in Solano County and providing air quality improvements through trip reduction.

In February 2014, the STA expanded its Mobility Program services to include the Solano Mobility Call Center. It was originally one of four Solano Mobility priorities identified in 2011 recent Solano Transportation Study for Older Adults and People with Disabilities. The Mobility Call Center has since provided commuters and Solano County employers with information on a variety of transit services and incentive programs, as well as Older Adults and people with disabilities with a range of various mobility information.

Discussion:

Solano Mobility Call Center

For FY 2025-26, the Solano Mobility Call Center assisted 8,089 customers in person and over the phone. There were also 102,319 website hits. The approved FY 2025-26 budget for the One-Stop Call Center programs is \$400,000 funded through FTA 5310 (\$200,000) and State Transit Assistance Funds (STAF: \$188,908.60). Actual expenditure from July 1, 2025, through June 30, 2026, total \$388,908.60.

The Call Center Activity Summary:

- Assisted 388 walk in customers.
- Processed 443 applications received through Solano Mobility website
- Processed 37 Clipper Access (formerly known as RTC) Applications
- Processed 654 PEX cards (PEX: The Intercity Taxi card program can be used by ADA (American Disabilities Act) certified individuals to pay discounted taxi fare in Solano County)
- Attended 28 events and spoke with almost 1,000 Solano County residents

Geographical breakdown of City of Residence of callers:

<i>City</i>	<i>% of Calls</i>	<i># of calls</i>
Vallejo	34%	1343
Fairfield	23%	880
Suisun City	14%	544
Vacaville	14%	529
Benicia	6%	236
Rio Vista	3%	140
Dixon	2%	91
Other (outside of Solano County)	4%	145

The efficiency and effectiveness of these services are determined using the corresponding STA Connected Mobility Implementation Plan Guidelines, Performance Measures, & Benchmarks, which were approved and adopted by the STA Board on June 28, 2022. The Plan Guidelines, Performance Measures and Benchmarks are plan is included below. Using the performance measures, STA can determine the ongoing relevance, usability, adaptability, and sustainability of the mobility services currently offered in Solano County. All standards meet the criteria as defined in the evaluation methodology.

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

Solano Mobility Call Center: Inquiries and requests are handled clearly and responsively in a way that enhances mobility program usability and accessibility, and in a manner that meets the quantifiable conditions listed below.

Overall, Solano Mobility’s call center should be oriented around customer service quality, with a focus on effective responsiveness to caller inquiries. To ensure quality, the program should have customer service standards that detail methods of effectively handling responses, as well as detailing acceptable answer speeds or hold times. These conditions include the following:

- Consistent communication with partnered agencies to keep up to date with relevant information. Fully staffed call center to ensure little to no hold times between the hours of 8-5pm M-F.
- Average call answer time is less than 20 seconds.
- Average call hold time is less than 30 seconds.
- Return messages within one business day of message receipt.
- Respond to valid complaints within 48 hours of complaint receipt.
- Five percent increase in program participation annually.

Evaluation Methodology:	Meets Criteria if:
Coordinate with Solano Mobility to review Call Center policies and processes.	Solano Mobility Call Center program has clearly defined customer service standards that meet the conditions listed above and are oriented to ensure quality, effectiveness, and efficiency of responsiveness.

Fiscal Impact:

No impact to STA’s approved budget.

Recommendation:

Informational.

Attachments:

A. : Call Center Activity Chart: Annual Comparisons

CALL CENTER ACTIVITY CHART

FY comparisons

		<u>FY 24/25</u>	<u>FY 25/26</u>
Public Transportation	Solano Express	715	393
	Local Routes	536	399
	Travel Training	61	188
	Trip Planning	363	192
ADA/ PT	ADA/Paratransit	690	744
Taxi/PEX	PEX Inquiry	1271	1059
	PEX Add	703	537
Private Transit	FIA, Partnership, Northbay	116	123
RTC/ Clipper	RTC	117	93
	Clipper	128	110
Programs	GGG	1477	1844
	Microtransit	506	433
	Commuter Incentives	423	537
	Veterans	77	101
Other	Other	554	877
	Amtrak/Greyhound	79	71
Calls 7+ minutes		1025	566 (10+ min)
Bilingual:		29	41
TOTAL CALLS:		7,816	7701
Walk-In	RTC App Submitted	40	37
	Clipper Senior/Youth	51	38
	POYNT Transaction	38	31
	SMT Transaction	7	5
	Clipper Transaction	0	0
	Other	295	276
TOTAL WALK-INS		431	388
TOTAL WEBSITE VIEWS:		167,716	102,319
TOTAL STAFFED EVENTS:		17	28

(Some data may not have been captured or available in the previous years as a result of call center log changes, updates and/or program availability)

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DATE: September 17, 2026
TO: Solano County Intercity Transit Consortium
FROM: Jasper Alve, Senior Project Manager
RE: Solano County One Bay Area Grant Cycle 4 Call for Projects Nomination

Background:

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

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

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

Discussion:

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

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

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

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

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

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

Fiscal Impact:

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

Recommendation:

Informational.

Attachments:

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

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

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

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

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DATE: September 18, 2026
TO: Solano County Intercity Transit Consortium
FROM: Kathrina Gregana, Senior Planner
RE: Solano Community Action Resource and Empowerment (CARE) Program –
Funding Nominations

Background:

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

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

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

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

Discussion:

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

The CARE Program includes two funding categories:

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

- 2) Participatory Budgeting and Implementation (PBI):
 - a. Funding Available: \$850,000 (+/- \$313,000)
 - b. Eligible Activities: CON

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

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

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

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

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

Based on the proposed funding approach, STA staff is recommending that four (4) projects be nominated to MTC under the CBTP-TA category and three (3) projects under the PBI category. The Solano CARE Project Evaluation Summary and CARE Evaluation Criteria that was used are included as Attachments A and B, respectively. The proposed CARE Project Nominations would fully utilize the \$2,088,000 total CARE funding target. The Solano CARE Project Evaluation Summary is included as Attachment A and the Solano CARE Project Nominations are included as Attachment B.

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

Fiscal Impact:

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

Recommendations:

Informational.

Attachments:

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

Solano CARE Project Evaluation Summary

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

Solano CARE Program Funding Nominations

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

314,744

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DATE: September 16, 2026
TO: Solano County Intercity Transit Consortium
FROM: Kathrina Gregana, Senior Planner
RE: Solano Transportation Resiliency Plan – Feedback on Transit Recommendations

Background:

In recent years, Solano County has experienced impacts from extreme weather events that have posed threats to the transportation system. Severe storm events, wildfires, and heat waves experienced in the County have impacted evacuation routes and caused disruptions and damage to vital transportation routes. More critically, these events have posed serious risks to the safety and well-being of Solano residents. Unfortunately, these extreme weather events and climate change impacts are expected to become more frequent and severe in the coming years.

In 2023, the STA secured a \$500,000 Sustainable Communities Grant award from Caltrans to develop a Solano Transportation Resiliency Plan (STRP). The objective of this planning effort is to be proactive on this front by identifying transportation assets in Solano County that are vulnerable or at risk to extreme weather events and recommending transportation infrastructure improvements to make them more resilient. The scope covers Solano County Routes of Regional Significance, Transit Centers of Regional Significance, rail and ferry facilities and some active transportation facilities.

Discussion:

The STRP kicked off in early 2025. A Project Leadership Team (PLT) was established to guide the plan development and includes public works staff from the eight Solano member agencies and representatives from the Capitol Corridor Joint Powers Authority, San Francisco Bay Ferry, and California Office of Emergency Services.

To date, significant progress has been made on this plan, including completion of the following tasks identified in the scope of work:

- Literature Review and Goals & Project Framework
- Existing Conditions
- Public Outreach – Phase 1
- Transportation-Specific Vulnerability Assessment
- Project Prioritization Metrics

Building on the findings from these completed tasks, the consultant is currently developing a list of recommended resiliency projects and jurisdiction-specific strategies to improve the resilience of transportation assets in Solano County.

To ensure that the recommended projects and strategies are consistent with local jurisdiction priorities and align with current and planned efforts, STA staff has been scheduling one-on one meetings with each agency represented in the PLT. These meetings provide an opportunity for agencies to review and provide feedback on the draft projects and strategies. This will help ensure that the recommendations reflect each agency's respective goals, priorities, and ongoing or future efforts. This feedback also helps in identifying the projects and programs that jurisdictions and partner agencies are interested in advancing in the near-term and for which STA can assist with identifying and securing funding opportunities.

Given that the plan also includes several transit-related recommendations, STA staff would like to engage in a discussion with the Consortium to review these potential transit-related resiliency projects and programs and obtain feedback on their relevance, priority, and potential for implementation. This feedback will help inform which transit-related recommendations are ultimately incorporated into the plan and how they are prioritized. The draft STRP Transit-Recommendations are included as Attachment A.

Once the feedback from the PLT and Transit Consortium has been collected, the consultant will use this input to refine and finalize the recommendations included in the plan.

The STRP is anticipated to be completed in December 2026.

Fiscal Impact:

None.

Recommendation:

Informational.

Attachments:

- A. Solano Transportation Resiliency Plan (STRP) – Transit Recommendations Slide Deck



Solano Transportation Resiliency Plan: STA Consortium Meeting

September 29th, 2026

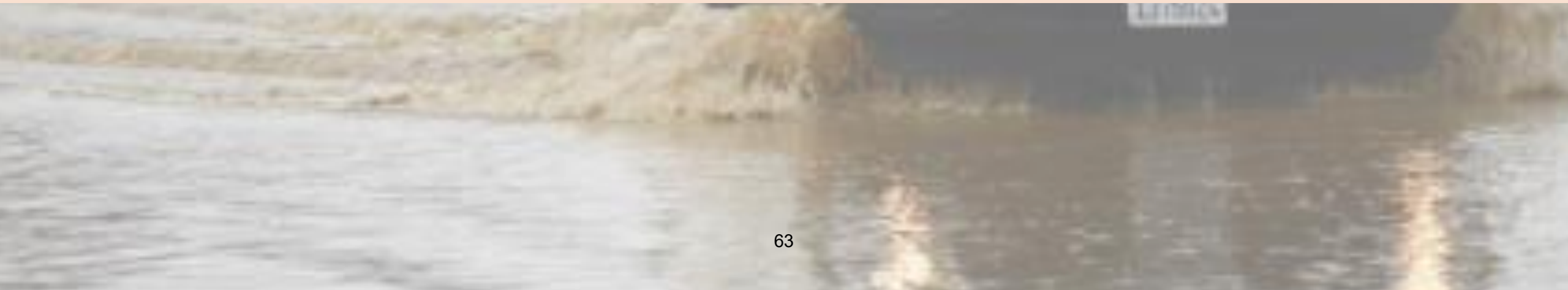


Meeting Agenda

1. STRP Project Introduction
2. Transit-Specific Hazard Exposure
3. Transit-Specific Recommendations
4. Resilience Strategy Funding and Financing



STRP Project Overview



Project Background

Extreme weather events threaten transportation systems, creating a need for resilience plans.

The Solano Transportation Resiliency Plan (STRP) will identify infrastructure vulnerabilities and recommend improvements to make the county's transportation network more resilient to present and future extreme weather.



Glen Cove Fire in Vallejo (2019)

Project Goals

Proactively strengthen Solano County's transportation infrastructure resilience.

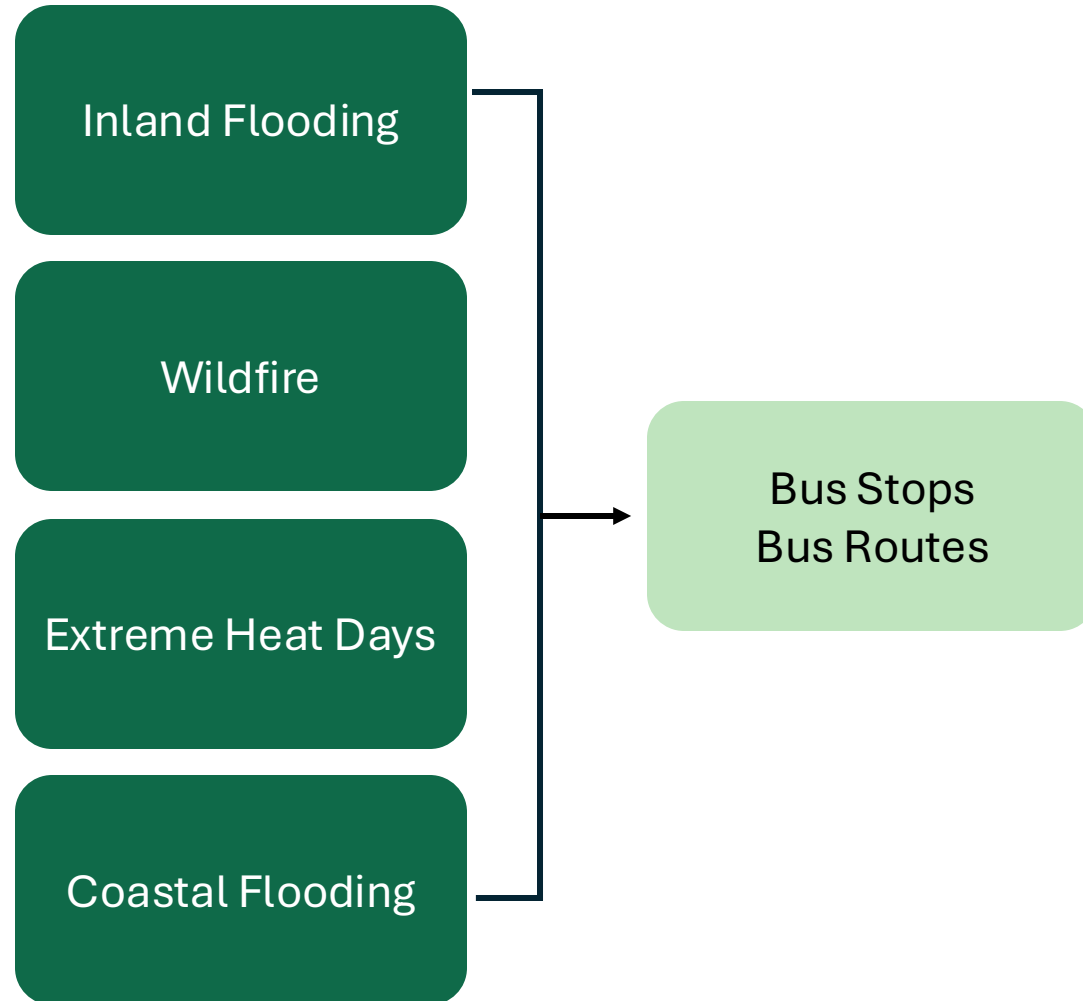
Advance **equitable and sustainable** mobility options.

Foster **regional collaboration**, capacity building, and stakeholder engagement to **integrate resiliency** into transportation planning and project delivery.



Pleasants Valley Road during severe storms in Unincorporated County

Transit Asset Vulnerability Findings



- Transit systems face extensive inland flooding hazards today
 - Increasingly intense storms are projected to worsen local flooding events
- Increases in extreme heat days by mid-century can impact transit operators and riders
- Several transit assets are in CAL FIRE Fire Hazard Severity Zones
 - Hotter and drier conditions can lead to more frequent and severe wildfire events
- By mid-century, coastal flooding will temporarily flood several bus stops if no action is taken to protect the shoreline



Potential Resilience Projects and Programs



Operational investments



Ensure back-up generation or energy redundancy is available

The availability of electricity is important for continuity of operations (communications, equipment, lighting) and real-time arrival notification systems. Distributed energy resources can ensure reliable energy supply during grid disruptions. This project will require a feasibility study to assess the power needs for specific facilities or systems.

Example measures: solar photovoltaic panels, battery energy storage system, diesel-powered generators.

Hazards: Power outages due to extreme weather (heat, wildfire, flooding) or PSPS

Relative cost (\$-\$\$\$): \$\$

Owners: Department of Public Works, transit agencies

Potential Partners: Transit agencies

Timeframe: Short-term (< 5 years)

Potential assets for implementation

- FAST Maintenance Yard
- SolTrans Maintenance Yard
- Other bus yards or planned charging facilities



Battery energy storage system and solar PV (Source: PowerFlex)



Implement cooling mechanisms for enclosed spaces or facilities

Sensitive equipment can overheat and malfunction when ambient temperatures are high and do not allow for cooling. Similarly, transportation personnel are at higher risk of heat illness if they work under high heat conditions. Cooling mechanisms, which include facility-wide air conditioning or evaporative cooling, can reduce equipment breakdowns and support thermal comfort, improving operational efficiency.

Hazards: Extreme heat

Relative cost (\$-\$\$\$): \$\$

Owners: Department of Public Works, transit agencies

Potential Partners: Transit agencies

Timeframe: Short-term (< 5 years)

Potential assets for implementation

- FAST Maintenance Yard
- SolTrans Maintenance Yard
- Buses with insufficient HVAC systems



Bus air conditioner (Source: Nesco)



Bus air conditioner (Source: TKT HVAC)



Portable evaporative cooler (Global Industrial)

Policies



Review worker safety policies and align them with state requirements to adequately address projected extreme weather events

Ensuring transportation staff, who are more likely to be exposed to outdoor environments while working, and other employees are protected and comfortable has benefits for worker health and well-being.

Cal/OSHA requires employers to protect workers from heat illness in both indoor and outdoor workplaces under California Code of Regulations, Title 8, sections 3395 and 3396. Cal/OSHA also has requirements for wildfire smoke under Title 8, section 5141.1.

Additional policies can include, but are not limited to, upgrading air conditioning systems or establishing thresholds to trigger their usage, mandating breaks, installing drinking water fountains or providing water on-site.

Hazards: Extreme heat, inland flooding, wildfire

Relative cost (\$-\$\$\$): Unknown

Owners: Transit agencies

Potential Partners: Unknown

Timeframe: Short-term (< 5 years)



(Source: The New York Times)

Programs



Understand heat impacts to battery electric buses and implement necessary power redundancy or alternative fuels

Transit agencies in Solano County are electrifying bus fleets, which are vulnerable to natural hazards even if they are not stationary assets (like bus routes or transit centers). Several examples of heat impacts include increased energy usage, decreased vehicle range, reliability concerns, lower battery efficiency. Ensuring adequate charging infrastructure and redundant power generation will support operational continuity if grid outages occur during extreme heat events.

Hazards: Extreme heat

Relative cost (\$-\$\$\$): Unknown

Owners: Transit agencies

Potential Partners: Department of Public Works

Timeframe: Short-term (< 5 years)



Battery-electric school bus fleet (Source: Reuters)

Programs



Offer free public transit rides or high-quality masks during high heat or poor air quality days

Free high-quality masks protect passenger (and transit operator) health during wildfire events. Offering free rides, especially when there are designated cooling centers or clean air centers along bus routes, increases equitable transportation outcomes

Hazards: Extreme heat, wildfire

Relative cost (\$-\$\$\$): Unknown

Owners: Transit agencies

Potential Partners: Solano County cities

Timeframe: Short-term (< 5 years)



Free fare signage on buses (Source: amNewYork)



High-quality masks worn during wildfire (Source: USA Today)

Programs



Identify specific bus routes/stops as pick-up locations for transport to resilience hubs/cooling centers during extreme weather events

Identifying routes/stops that are accessible to disadvantaged/equity priority communities helps to reduce risk of heat illness or wildfire smoke exposure across transit-users, increasing equitable transportation outcomes.

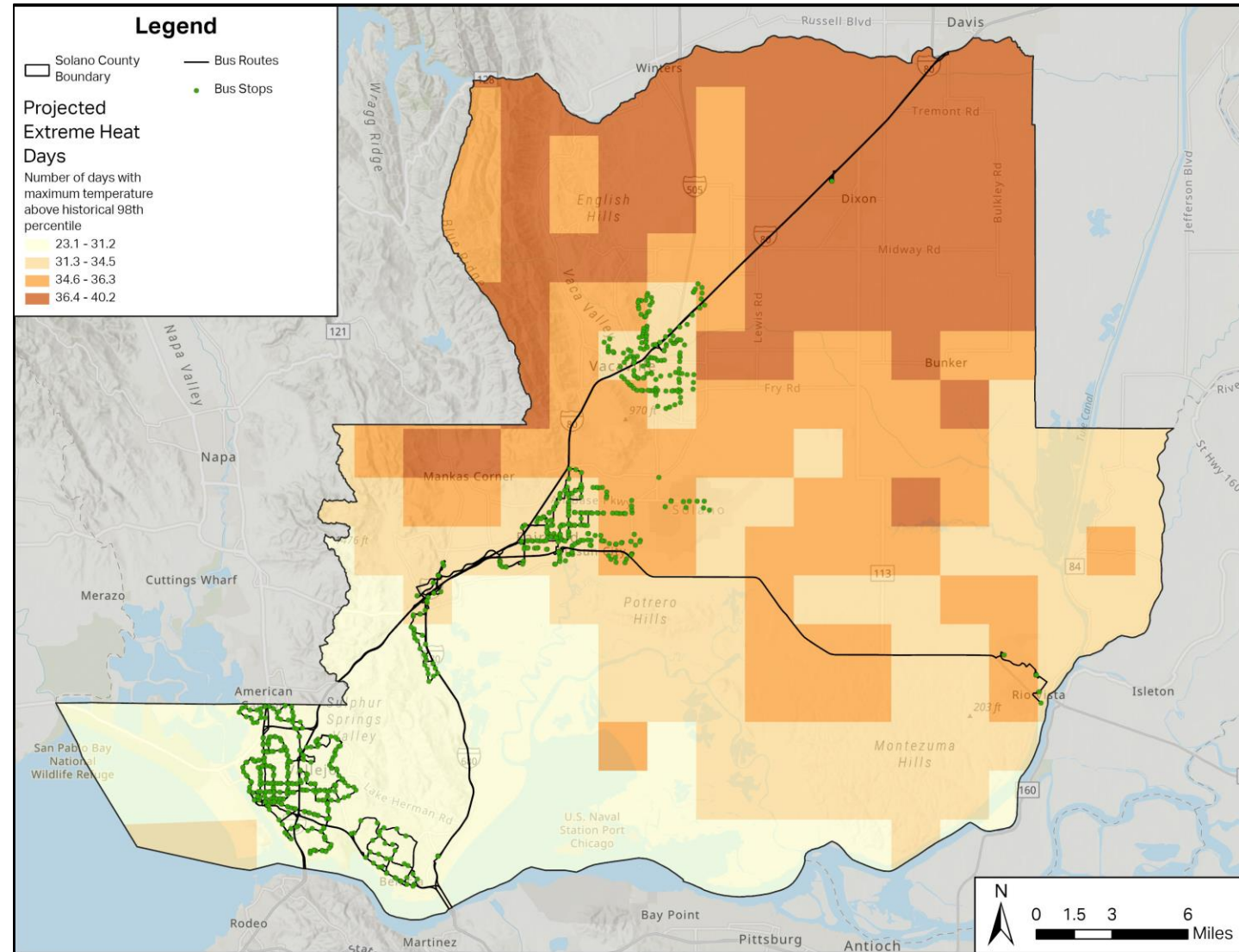
Hazards: Extreme heat, inland flooding, wildfire

Relative cost (\$-\$\$\$): Unknown

Owners: Transit agencies

Potential Partners: Solano County cities

Timeframe: Short-term (< 5 years)



Programs



Identify alternative routes and stops for events where normal infrastructure is damaged or closed

Preparedness for emergency events ensures connectivity and continued operations (especially important for transit-dependent individuals). Transit agencies should also consider alternative routes around landslide-prone areas.

Alternative route identification should also be paired with evaluating and establishing effective means of communicating rerouting and closures to the public and/or internal operations. For example, the Solano County Office of Emergency Services has an "Alert Solano" program.

Hazards: Inland flooding, wildfire

Relative cost (\$-\$\$\$): Unknown

Owners: Transit agencies

Potential Partners: Solano County OES

Timeframe: Short-term (< 5 years)



Local flooding along bus route in New York City (Source: PIX11)



Bus route closed due to flooding (Source: Sun Sentinel)



Funding and Implementation



Funding Agencies and Grant Programs

Level	Agency	Grant Program	Potential Uses
Federal	FHWA	PROTECT	Resilience planning; facility hardening; backup power; extreme heat, flooding, and wildfire adaptation; evacuation routes
	FTA	Sections 5307, 5311, 5339(b), and 5339(c)	Facility cooling upgrades; backup power and energy redundancy; charging infrastructure resilience, transit facility and bus stop improvements
State	CTC	Local Transportation Climate Adaptation Program (LTCAP)	Transit facilities capital projects; energy resilience; critical transportation assets; emergency access improvements
	Caltrans	Sustainable Transportation Planning Grants	Transit resilience plans; vulnerability assessments; emergency transportation planning; adaptation strategies; multimodal resilience planning



Questions?

Contact Kathrina Gregana (kgregana@sta.ca.gov)



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

Background:

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

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

Discussion:

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

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

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

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

Fiscal Impact:

None

Recommendation:

Informational.

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DATE: September 18, 2026
TO: Solano County Intercity Transit Consortium
FROM: Ron Grassi, Director of Programs
RE: Solano Express FY 2026-27 Funding and Potential Fare Increase for
FY 2027-28

Background:

Before 2005, local jurisdictions shared funding for Solano Express 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 are regularly monitored so that all the funding partners are aware of their performance. This data helps guide future funding, service planning, and marketing decisions.

The STA Board approves the Solano Express operating budget annually after the Intercity Transit Funding Working Group review, and it presents recommendations to the Solano County Intercity Transit Consortium and STA Technical Advisory Committee (TAC).

On May 13, 2026, the STA Board approved, by unanimous vote, the FY 2026-27 1st Amendment to the Solano Express Intercity Funding and Cost-sharing Agreement. On June 10, 2026, the STA Board approved a revised 1st Amendment based on updated service hours and the restoration of Route 82. Attachment A reflects the Solano Express Funding Plan and percentage of funding by revenue source. Attachment B reflects the Solano Express 7-year Financial Forecast.

Discussion:

On September 15, 2026, the Intercity Transit Funding Working Group met to discuss Solano Express Fares and a proposal from SolTrans to increase fares in FY 2027-28. Attachment C is the SolTrans Staff Report, which includes Solano Express Fares. The consensus was that fares have not been increased in a very long time, and a potential fare increase should be explored. The Intercity Transit Working Group discussed with the need to develop a fare policy for Solano Express and re-agendize the topic to discuss details and timing of the fare increase. This topic is agendized for October 14th Transit Study Session.

Fiscal Impact:

The Solano Express's approved budget for FY 2026-27 is \$11.1 million, and potential fare increase is anticipated to increase revenue by roughly \$150k.

Recommendation:

Informational.

Attachments:

- A. FY 2026-27 Solano Express Funding Plan and Percentage of Funding by Revenue Source
- B. Solano Express 7-year Financial Forecast
- C. SolTrans Staff Report on Solano Express Fares

Solano Express Operating Costs and Revenues

Revenue Hours: 44,593 Hours

22-May-26

	FY 22-23 Actual	FY 23-24 Actual	FY 24-25 Actual	FY 25-26 Budget	FY 26-27 Estimate	% of Contribution
Solano Express Service						
Revenue Service Hours	48,003	44,539	44,872	45,000	44,593	
Cost/Hr (SolTrans est FY26-27 forward)	\$ 207.80	\$ 204.96	\$ 216.83	\$ 230.37	\$ 246.76	
Total Estimated Cost	\$ 9,974,831	\$ 9,128,532	\$ 9,729,596	\$ 10,366,650	\$ 11,003,769	
Revenues						
Fares	\$ 1,360,229	\$ 1,490,659	\$ 1,120,804	\$ 1,060,068	\$ 1,081,269	9.74%
RM-2	\$ 2,142,151	\$ 2,149,916	\$ 2,149,916	\$ 2,149,916	\$ 2,149,916	19.36%
RM-3	\$ 1,840,625	\$ 655,951	\$ 1,018,325	\$ 1,000,000	\$ 3,041,920	27.39%
STAF	\$ 388,145		\$ 2,722	\$ 3,150,131	\$ 1,409,232	12.69%
STAF Carryover				\$ 145,889	\$ 502,005	4.52%
Solano College Pass	\$ 114,845	\$ 50,471	\$ 50,471	\$ 50,000	\$ 50,000	0.45%
Benicia	\$ 213,730	\$ 143,923	\$ 143,923	\$ 146,629	\$ 149,517	1.35%
Dixon	\$ 99,102	\$ 65,603	\$ 65,603	\$ 37,913	\$ 39,460	0.36%
Fairfield	\$ 710,755	\$ 624,215	\$ 624,215	\$ 537,074	\$ 547,146	4.93%
Suisun City	\$ 134,087	\$ 188,536	\$ 188,536	\$ 126,648	\$ 129,153	1.16%
Vacaville	\$ 594,048	\$ 315,617	\$ 315,617	\$ 336,036	\$ 343,053	3.09%
Vallejo	\$ 859,029	\$ 1,272,858	\$ 1,272,858	\$ 1,426,451	\$ 1,454,637	13.10%
Balance of County	\$ 182,606	\$ 182,606	\$ 198,776	\$ 199,895	\$ 206,892	1.86%
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	100.00%
Balance	\$0	\$267,044	\$380,850	\$0	\$100,431	

22-May-26

Solano Express Service	FY 22-23 Actual	FY 23-24 Actual	FY 24-25 Actual	FY 25-26 Budget	FY 26-27 Estimate	FY 27-28 Estimate	FY 28-29 Estimate	FY 29-30 Estimate	FY 30-31 Estimate	FY 31-32 Estimate	FY 32-33 Estimate
Revenue Service Hours	48,003	44,539	44,872	45,000	44,593	44,593	44,593	44,593	44,593	44,593	44,593
Cost/Hr (SolTrans est FY26-27 forward)	\$ 207.80	\$ 204.96	\$ 216.83	\$ 230.37	\$ 246.76	\$ 255.40	\$ 264.34	\$ 273.59	\$ 283.16	\$ 293.07	\$ 303.33
Total Estimated Cost	\$ 9,974,831	\$ 9,128,532	\$ 9,729,596	\$ 10,366,650	\$ 11,003,769	\$ 11,388,901	\$ 11,787,512	\$ 12,200,075	\$ 12,627,078	\$ 13,069,025	\$ 13,526,441
Revenues											
Fares	\$ 1,360,229	\$ 1,490,659	\$ 1,120,804	\$ 1,060,068	\$ 1,081,269	\$ 1,102,894	\$ 1,124,952	\$ 1,147,451	\$ 1,170,400	\$ 1,193,808	\$ 1,217,685
RM-2	\$ 2,142,151	\$ 2,149,916	\$ 2,149,916	\$ 2,149,916	\$ 2,149,916	\$ 2,149,916	\$ 2,149,916	\$ 2,149,916	\$ 2,149,916	\$ 2,149,916	\$ 2,149,916
RM-3	\$ 1,840,625	\$ 655,951	\$ 1,018,325	\$ 1,000,000	\$ 3,041,920	\$ 3,041,920	\$ 3,041,920	\$ 3,041,920	\$ 3,041,920	\$ 3,041,920	\$ 3,041,920
STAF	\$ 388,145		\$ 2,722	\$ 3,150,131	\$ 1,409,232	\$ 2,113,812	\$ 2,428,546	\$ 2,670,000	\$ 2,670,000	\$ 2,670,000	\$ 2,670,000
STAF Carryover				\$ 145,889	\$ 502,005						
Solano College Pass	\$ 114,845	\$ 50,471	\$ 50,471	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000
Benicia	\$ 213,730	\$ 143,923	\$ 143,923	\$ 146,629	\$ 149,517	\$ 152,507	\$ 155,558	\$ 158,669	\$ 161,842	\$ 165,079	\$ 168,381
Dixon	\$ 99,102	\$ 65,603	\$ 65,603	\$ 37,913	\$ 39,460	\$ 40,249	\$ 41,054	\$ 41,875	\$ 42,712	\$ 43,566	\$ 44,438
Fairfield	\$ 710,755	\$ 624,215	\$ 624,215	\$ 537,074	\$ 547,146	\$ 558,089	\$ 569,251	\$ 580,636	\$ 592,249	\$ 604,094	\$ 616,176
Suisun City	\$ 134,087	\$ 188,536	\$ 188,536	\$ 126,648	\$ 129,153	\$ 131,736	\$ 134,371	\$ 137,058	\$ 139,799	\$ 142,595	\$ 145,447
Vacaville	\$ 594,048	\$ 315,617	\$ 315,617	\$ 336,036	\$ 343,053	\$ 349,914	\$ 356,912	\$ 364,051	\$ 371,332	\$ 378,758	\$ 386,333
Vallejo	\$ 859,029	\$ 1,272,858	\$ 1,272,858	\$ 1,426,451	\$ 1,454,637	\$ 1,483,730	\$ 1,513,404	\$ 1,543,673	\$ 1,574,546	\$ 1,606,037	\$ 1,638,158
Balance of County	\$ 182,606	\$ 182,606	\$ 198,776	\$ 199,895	\$ 206,892	\$ 214,133	\$ 221,628	\$ 229,385	\$ 237,413	\$ 245,723	\$ 254,323
FTA ARP	\$ 1,335,479	\$ 2,255,221	\$ 2,958,680	\$ -							
Total Revenue	\$ 9,974,831	\$ 9,395,576	\$ 10,110,446	\$ 10,366,650	\$ 11,104,200	\$ 11,388,901	\$ 11,787,512	\$ 12,114,633	\$ 12,202,130	\$ 12,291,497	\$ 12,382,776
Balance	\$0	\$267,044	\$380,850	\$0	\$100,431	\$0	\$0	(\$85,442)	(\$424,948)	(\$777,529)	(\$1,143,666)
Cut in Service to Balance Revenues				0	407	0	0	(312)	(1,501)	(2,653)	(3,770)
Revised Service Hours				45,000	45,000	44,593	44,593	44,281	43,092	41,940	40,823
Percent Cut in Service				0%	1%	0%	0%	-1%	-3%	-6%	-8%

Annual Rate of Change		FY 23-24	FY 24-25	FY 25-26	FY 26-27	FY 27-28	FY 28-29	FY 29-30	FY 30-31	FY 31-32	FY 32-33
Cost per Hour		1.1%	5.8%	6.2%	7.1%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%
Fares		9.6%	-24.8%	-5.4%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
RM-2		0.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
RM-3		-64.4%	55.2%	-1.8%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
STAF		-100.0%		115628.6%	-55.3%	50.0%	14.9%	9.9%	0.0%	0.0%	0.0%
TDA		0.0%	0.0%	0.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
STAF Reserve Balance			\$ 8,162,058	\$ 5,009,205	\$ 3,599,973	\$ 1,486,161	\$ -				

***Solano County Transit***

TO: BOARD OF DIRECTORS
PRESENTER: KRISTINA BOTSFORD, DEPUTY DIRECTOR
SUBJECT: FARE POLICY AND PROPOSED FARE CHANGES
ACTION: MOTION

ISSUE:

Transit Operators are facing rising costs and flat revenue growth. Without another source of operating revenue, operators will be forced to cut service. Fare revenue is one funding source that has not kept pace with inflation. Historically fare revenue was required to be at least 20% of the operating budget. This is called farebox recovery and that rate has fallen precipitously since the pandemic. SolTrans just implemented a major service change after two years of study and outreach. This change was to maintain service levels in a way that would increase ridership and therefore increase fare revenue and other funding sources that are based on ridership. Now that this is complete, we need to look at increasing fare revenue to help bridge the funding gap as we work to increase ridership.

For local fares, the last fare increase was in 2019. This was intended to be the first of three increases, but the remaining increases were canceled due to the pandemic. The previous increase was in 2006 when the system was operated by the City of Vallejo prior to SolTrans taking over operations in July 2011.

Solano Express Fares have not increased since SolTrans began operations in July 2011 and have in fact decreased with the addition of the intra-county fare in 2019 and the lowering of the Route 82 fare after the pandemic in response to the ferry lowering their fare temporarily.

SolTrans has a Board-approved fare policy that provides guidelines for setting fares. Staff is requesting direction from the Board on changes to the Fare Policy and potential fare changes for Local and Solano Express Service. Following the initial presentation to the Board in July, Staff has continued to evaluate fare options, revenue impacts, implementation timing, and equity considerations. This report provides an update to the Board regarding the ongoing fare analysis and potential fare increase scenarios. Staff presented fare information on Solano Express to the Intercity Consortium in August and received feedback. The group determined it wanted to further discuss this in a separate meeting of the Intercity Transit Funding Working Group.

DISCUSSION:**Fare Policy**

Staff are proposing an update to the SolTrans Fare Policy (Attachment A) to ensure that the policy remains current, clearly reflects existing practices, and provides an appropriate framework for SolTrans' future fare structure. The fare policy has not been updated since the November 2018 amendment. Staff have identified proposed revisions by type to distinguish housekeeping updates from substantive policy changes. The substantive changes require feedback and direction to Staff. The Fare Policy Proposed Changes are shown in Attachment B.

Staff will present the proposed revised policy based on the September 17th Board of Directors discussion at the October Board meeting, with attention to identifying any provisions that warrant additional considerations or further analysis prior to adoption. The updated Fare Policy will provide a clearer and current framework for administering fares and supporting upcoming fare decisions.

Local Service

Analysis of Need

SolTrans staff presented the 10-year forecast to the Board in March 2026. This forecast assumed local fare revenue would have a slight increase for FY 27 due to the service change and then remain flat for the next nine years. However, with the rise in costs, the amount of TDA needed to balance the budget for local and paratransit service increases each year. For FY 27 and FY 28, the increase is more significant since we are using LCTOP funds to fund youth ride free and to help fund the service change for the first two years until we can increase ridership, address fares, or find an alternative source of operating revenue.

The amount of additional TDA needed in FY 28 is \$550,000 and jumps to \$850,000 in FY 29 due to the assumption there is no additional LCTOP funding. The remaining years need about \$350,000 more each year, compounded. This is due to costs increasing at a rate of 5% based on inflation, the transit contract escalations and contingencies.

To keep pace with same or increased farebox recovery level, and growing costs, fare revenue would need to double initially and then increase at a rate that is not sustainable to cover all costs. However, additional fare revenue would help to offset the cost increases, lower the need to cut service, and buy us time to find other revenue sources. Modest increases in local fares result in very little fare revenue in total unless we increase ridership and increase fare compliance. A 25-cent increase would result in an average increase across all riders of less than \$0.12 resulting in total additional revenue of \$50,000 based on current ridership. This is less than 1% of operating costs. The average local fare collected for FY 26 was \$0.56 per rider. If you back out youth ridership that is free, the average fare of paying riders is \$0.87. This is based on our current adult fare of \$2.00 with seniors and disabled paying \$1.00. If riders accumulate enough rides for a day or monthly pass, then their average fare declines.

Historically and prior to the suspended requirement, TDA required that the farebox recovery ratio be at least 20%. Currently the local farebox recovery ratio is 4%, which includes youth ridership that is driving the percentage lower. In FY 19, local farebox recovery was 12%.

Local Fares

This chart shows local fares for neighboring agencies and whether or not they have a difference in price between cash and Clipper. The single adult ride fare ranges from \$1.50 to \$3.00 with the mean being \$2.00. However, the mid-sized East Bay agencies located closer to the bay have increased fares to \$2.50.

Agency & Last Fare Increase Date	SolTrans 7/1/2019	NVTA 7/01/2024	FAST 7/1/2023	City Coach 2/1/2023	WestCAT	Tri-Delta 2015	County Connection 3/10/2019	LAVTA 4/1/2026	AC Transit 7/1/2026
Adult Fare Categories	2026 Fare Costs								
CASH									
Single Ride	\$ 2.00	\$ 2.00		\$ 1.50	\$ 1.75	\$ 2.00	\$ 2.50	\$ 2.50	\$ 3.00
Day Pass - Local	\$ 4.50	\$ 7.00	No Cash	\$ 3.25	\$ 3.50	\$ 3.75		\$ 4.00	\$ 6.50
CLIPPER									
Local	\$ 2.00	\$ 2.00	\$ 2.00	\$ 1.50	\$ 1.75	\$ 2.00	\$ 2.00	\$ 2.50	\$ 2.75
Day Pass - Local	\$ 4.50	\$ 7.00		\$ 3.25	\$ 3.50	\$ 3.75	\$ 3.75	\$ 3.75	\$ 6.00
31-DAY PASS: Clipper/Cash varies by Agency									
	\$ 60.00	\$ 55.00	\$ 80.00	\$ 36.00	\$ 40.00	\$ 57.00	\$ 60.00	\$ 70.00	\$ 99.00
<i>* Clipper fare lower than Cash fare</i>									

Local Fare Proposed Increase by 2030

SolTrans is proposing to increase Local and Day Pass fares. Below is a chart of the proposed increase.

Fare Type	Current Fare	Increase Amount	Proposed Fare by 2030	Total Fare Increase %
Local Single Ride	\$2.00	\$0.75	\$2.75	37.5%
Local Day Pass/Daily Max	\$4.50	\$1.00	\$5.50	22.2%
31-Day Pass/Monthly Max	\$60.00	TBD	TBD based on policy	TBD

<i>Accelerated 3-Year Increase</i>		
<i>Year of Increase</i>	<i>Local Single Ride</i>	<i>Local Day Pass/Daily Max</i>
Year 1 (FY28)	\$2.50	\$5.00
Year 2 (FY 29)	\$2.50 (no change)	\$5.00 (no change)
Year 3 (FY 30)	\$2.75	\$5.50

<i>Gradual 3-Year Increase</i>		
<i>Year of Increase</i>	<i>Local Single Ride</i>	<i>Local Day Pass/Daily Max</i>
Year 1 (FY28)	\$2.25	\$4.75
Year 2 (FY 29)	\$2.50	\$5.00
Year 3 (FY 30)	\$2.75	\$5.50

The proposed increase would increase our fare revenue in 2030 by at least \$100,000 annually, assuming no ridership growth and we were able to increase fare adherence.

Fare Discount Programs

There are several discount programs through Clipper for riders to utilize, as well as federally-mandated fares to help alleviate the cost of transit. The programs are detailed below:

1. Federally-mandated reduced fare for seniors/disabled are set at 50% of the adult fare
2. Clipper Start program – 50% off adult fares for qualifying low-income riders
3. Clipper BayPass Program – discounts for certain riders using multiple systems around the Bay Area
4. Clipper transfer discounts – pilot program offering up to \$2.85 discount when you transfer between systems (i.e. BART to Solano Express) within a two-hour window. This program began December 10, 2025 and runs for 18 or 24 months depending on available funding.
5. Clipper fare accumulator – riders can tap Clipper card and once they reach the day or monthly pass dollar limit, they will not be charged for any trips beyond that set dollar limit.

Solano Express

Analysis of Need

As operating costs continue to increase and a pending fiscal cliff continues to remain a reality, a reasonable fare increase helps to ensure that Solano Express remains reliable, safe, and financially

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

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

***Multi-Bridge Discount: If you travel over more than one state-owned bridge per day during peak commute hours and pay bridge tolls with a FasTrak toll tag or License Plate Account, you will receive a \$1.00 discount off your second toll (\$0.50 for carpools).*

Staff then looked at the cost to the rider for taking the bus and then BART to San Francisco vs the ferry.

Cost of Taking Bus then BART to San Francisco vs SF Bay Ferry*									
Single Ride									
Routes 40 & 70	BART N.CON - EMB	TOTAL with Transfer Discount	Routes 40 & 70	BART CON - EMB	TOTAL with Transfer Discount	Routes 60 & 90	BART ECDN - EMB	TOTAL with Transfer Discount	SF Bay Ferry VAL-SF
\$5.00	\$7.95	\$12.95 (\$2.50) \$10.45	\$5.00	\$7.70	\$12.70 (\$2.50) \$10.20	\$5.00	\$5.90	\$10.90 (\$2.50) \$8.40	\$10.00

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

The transfer discount pilot program is only funded through July 2027 and may be extended to December 2027. At that time, if no additional funding is identified by the region, operators will be asked if they wish to absorb the cost of the discounted fares. Fares are already so low compared to cost that most operators will probably not be able to absorb the lost fare revenue unless we see a large increase in ridership over the next year.

Solano Express Proposed Increase

SolTrans is proposing to increase both out-of-county and Route 82 fares. Below is a chart of the proposed increase amount:

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

Multi-Year Increase

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

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

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

**Note: Route 82 fare pre-pandemic*

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

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

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

Feedback from Funding Partners

On August 25, 2026, SolTrans discussed the proposed fare increase and timeline with the Solano County Intercity Transit Consortium. The feedback consisted of the following:

1. A concern regarding a fare increase after a service change
2. Request for ridership data since the implementation of the service change
3. Request for additional meeting times with the Intercity Transit Funding Working Group to discuss the fare increase

All parties agreed that a fare increase requires additional conversations and, if need be, additional times to meet should be scheduled to keep the conversation moving forward.

Fare Increase Timing

There are several agencies that have had service changes and fare increases. These increases are a response to several factors such as inflation and post-pandemic recovery. The planned fare increases in response to service changes are not a new concept, and they are meant to address projected funding gaps to protect service.

AC Transit had a two-phase fare increase approved in 2025. The July 1, 2026, hike increased local cash fares and day passes, with Clipper/contactless fares and Transbay fares remaining the same. On August 10, 2025, it updated its service as a part of its Realign Network Launch with 84% of bus lines being updated with changes to routes, schedules, frequency, hours of operation or replacement.

On January 1, 2026, BART raised fares by 6.2% (about \$0.30 average), to keep pace with inflation. On August 10, 2026, it launched new schedules to improve headways and transfers.

Timeline

As previously noted, a fare increase will require input from the SolTrans Board, SolTrans PAC, transit agency funding partners (for Solano Express), the STA Board, and the public. Proposed fare changes will need to be determined and approved by the Board for public comment. The Board will open a public comment period with a public hearing held at least 30 days later. Once final fare changes are approved, the implementation process will begin and a marketing campaign to educate will commence.

MTC requires a minimum of 90-day notice to change fares on Clipper and accepts them on a quarterly basis with implementation on the 1st of the next quarter. Staff have determined the earliest potential effective date with July 1, 2027, as the next opportunity. The tentative timeline for an effective date of July 1, 2027 is shown in Attachment C.

Next Steps

1. Staff will meet with the Intercity Transit Funding Working Group in October to continue the fare increase conversation and will return with feedback to the October SolTrans Board meeting.
2. Staff will return in October with a revised Fare Policy.
3. Staff will return in October with a revised proposal for fare increases for the Board's comments and further direction to staff.
4. SolTrans and STA Boards meet October 14th to discuss authority over changes to Solano Express.
5. Additional Fare Decisions once the base adult fare is determined:
 - a. Day Pass and 31-day Pass/fare capping maximum prices
 - b. Solano Express intra-county fares
 - c. Paratransit one-way fare & 10-ride pass
 - d. Paratransit fare for out of service area and for possible regional service
 - e. Discontinuation of day passes on the bus (Clipper or mobile app only)

FISCAL IMPACT:

There is no fiscal impact related to this informational report.

PERFORMANCE GOAL:

Goal 2: Operational Support – Enhance Agency and personnel resources to remain effective, relevant and sustainable; **Objective D** - Finance and long-term financial sustainability; **Strategy iv:** Evaluate fares and fare payment and collection systems to increase and reduce costs.

RECOMMENDATION:

- 1) Provide feedback to staff on Fare Policy changes;
- 2) Provide feedback and direction to staff on local proposed fare change; and
- 3) Provide feedback and direction to staff on Solano Express proposed fare change.

Attachments:

- A. Fare Policy
- B. Proposed Fare Policy Changes
- C. Proposed Fare Change Timeline



Fare Policy

Adopted: 12-17-15

Amended: 11-15-18

Purpose

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

1. General Principles

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

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

2. Farebox Recovery

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

3. Fare Structure

a. Local Fares

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

b. Solano Express Fares

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

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

c. Transfers

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

d. Paratransit Fares

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

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

e. General Public Dial-a-Ride Fares

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

4. Fare Media

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

5. Promotions and Special Events

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

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

6. Fare Adjustments

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

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

Guiding Principle #	Policy Area	Section	Current	Issue	Proposed	Change Type
	2 Farebox Recovery	-	TDA requires that the farebox recovery ratio be at least 20%.	Suspended	Remove from policy until reinstated	Substantive
	3 Fare Structure	a. Local Fares	vii. 10 Ride Passes - shall be equivalent to the cost of 10 rides less a discount of no more than 20%	10 Ride passes have been eliminated	Remove from policy	Housekeeping
	3 Fare Structure	a. Local Fares	viii. 31 Day Passes - shall be priced to provide commuters with a discount but shall be, at a minimum, 20 times more than the cost of cash fare	Additional analysis required to ensure proposed fare aligns with the guideline.	TBD	Substantive
	3 Fare Structure	b. Solano Express Fares	Solano Express Fares will follow the same guidelines as Local fares with the following exceptions: i. Day Passes – shall be equivalent to at least 2 single fares ii. 31 Day Passes – Shall be priced to provide commuters with a discount but shall be, at a minimum, 15 times more than the cost of the cash fare iii. Solano Express fares shall be developed in consultation with the Solano Transportation Authority and other Solano Express partners.	Additional analysis is required to ensure fare aligns with the Guidelines; Define Consultation with STA and funding partners	TBD	Substantive
	3 Fare Structure	Local and Solano Express Fares on Clipper	Clipper Fares same as cash fares currently	Determine if fares should be lower on clipper with a higher fare if cash is used to discourage use of cash; the cost of cash collections is increasing as a percentage of the actual cash collected.	TBD	Substantive
	3 Fare Structure	c. Transfers	i. Transfers shall be charged at the full fare rate ii. Inter-agency Transfers – To the extent that SolTrans has executed Inter-Agency Transfer agreements, such Transfers would be governed by Interagency Transfer agreements and SolTrans will accept appropriate fare media from other agencies.	Missing Clipper Transfer information; SolTrans doesn't have transfer agreements outside of Clipper	Keep language vague since the clipper transfer policy is a pilot program and may change; refer to MOUs that the SolTrans Board signs with MTC for these programs	Housekeeping

3 Fare Structure	d1. Paratransit Fares	ii. Solano Express ADA Paratransit Fare - standard cash fare plus minimum \$2.50 upgrade	We currently don't have regional paratransit; need to address this fare	TBD	Substantive
	d2. Paratransit Fares	None	Policy doesn't address paratransit service outside our required local boundaries	TBD	Substantive
3 Fare Structure	e. General Public Dial-A-Ride	i. Adult Fare – shall be equal equivalent to at least 2 Adult Local Fares to reflect the demand-responsive nature of the service ii. Concession Fares – Reduced fares may be offered to Youth, Senior, Disabled, Medicare, and/or ADA-Certified at the discretion of the Board, including at specific times of the day and/or days of the week. iii. Multi-Ride Tickets/Passes – Multi-ride tickets (e.g. 10-Ride Ticket) and/or period passes (e.g. 31-Day Pass) may be offered either at a discount of no more than 20% or at the equivalent of full cash fare at the discretion of the Board.	As of March 31, 2019, this no longer exists	Remove from policy	Housekeeping
3 Fare Structure	NEW - e. Fare Discount Programs	N/A	Add to policy; all have been approved by the Board and are covered under various MOUs	i. Clipper START - Riders ages 19-64 with qualifying income can apply to the Clipper START program to receive 50% off single-ride bus, BART, rail and ferry transit fares. ii. Clipper Access - Formerly known as RTC, Clipper Access is a Bay Area transit discount card that riders under age 65 with qualifying disabilities can apply for. iii. Clipper BayPass - Discounts for certain riders using multiple systems around the Bay Area iv. Clipper Fare Accumulator - Riders can tap Clipper card and once they reach the day or monthly pass dollar limit, they will not be charged for any trips beyond the set dollar limit.	Housekeeping

4 Fare Media	-	a. Riders may pay their fare using the acceptable media as determined by the current SolTrans fare media procedures in effect, which may include: i. Cash – bills, coins, or as cash loaded on a Clipper Card ii. Day Pass – paper punch or magnetic-stripe pass which can be purchased on the bus at the time of the first boarding of the day iii. 10 Ride Pass – paper punch or magnetic-stripe pass iv. 31-Day Pass – paper punch or magnetic-stripe pass or as a pass loaded onto a Clipper Card b. All Passes vary in Color and Type to differentiate between Local and Solano Express, as well as to differentiate between Adult, Youth or SDM	SolTrans sells no fare media except a 10 ride Paratransit pass; day passes are currently printed on the bus	a. Riders may pay their fare using the acceptable media as determined by the current SolTrans fare media procedures in effect, which may include: i. Cash – bills or coins ii. Day Pass – magnetic-stripe pass can be purchased on the bus at the time of the first boarding of the day; Clipper maximums iii. 10 Ride Pass – available for Paratransit only iv. 31-Day Pass – pass loaded onto a Clipper Card or Token Transit b. Clipper Card and Token Transit are the preferred fare media types	Housekeeping
4 Fare Media	Day Passes		Eliminate Day passes printed on the bus and have available on Clipper or Token Transit only	TBD	Substantive
6 Fare Adjustments	-	Paragraph notes "...SolTrans Technical Advisory committee"	SolTrans TAC no longer exists	Remove committee from paragraph	Housekeeping

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July 1, 2027 Fare Increase Timeline

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

*2027 SolTrans PAC meeting dates are not finalized

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DATE: September 18, 2026
TO: Solano County Intercity Transit Consortium
FROM: Ron Grassi, Director of Programs
Lorene Garrett, Senior Transit Mobility Coordinator
RE: H.R.1 Transportation Support

Background:

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

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

Discussion:

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

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

On September 15, 2026, H&SS, WDB, the Transit Operators, and STA staff met at an Intercity Transit Funding Working Group meeting to discuss transportation services, assess the magnitude of assistance needed, and identify solutions to support the residents impacted by HR1.

HR1 Assistance for impacted residents

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

However, given the potential magnitude of the issue, additional solutions and resources may be needed. The transit operators also suggested that these residents would qualify for the Clipper START Program. The Clipper START is a means-based fare discount program administered by the Metropolitan Transportation Commission (MTC). It helps reduce transportation costs for low-income riders across the San Francisco Bay Area by offering a uniform 50% discount on single-ride fares. The City of Fairfield and Vacaville also suggested offering a limited number of bus passes to individuals with the greatest need. Guidelines and an implementation plan still need to be developed.

Fiscal Impact:

The Fiscal Impact is unknown at this time, but it could be substantial based on the number of low-income residents affected.

Recommendations:

Informational.

Attachments:

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



DATE: September 29, 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 California Legislature concluded the second year of the 2025-26 Legislative Session on September 1, 2026, sending more than 900 bills to the Governor. The Governor has until September 30 to sign or veto legislation passed during the final weeks of the session. The Legislature and Governor reached agreement on the Fiscal Year 2026-27 Greenhouse Gas Reduction Fund (GGRF) spending plan, including \$230 million for the Zero-Emission Transit Capital Program, \$48 million for the Low Carbon Transit Operations Program (LCTOP), \$95 million for the Transit and Intercity Rail Capital Program (TIRCP), and \$107 million for Sustainable Communities.

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

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

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

Updates on the following are detailed in Attachment A:

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

Federal Legislative Update (Akin Gump):

Updates on the following are detailed in Attachment B:

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

Fiscal Impact:

None.

Recommendation:

Informational.

Attachments:

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



September 8, 2026

TO: Board of Directors - Solano Transportation Authority

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

RE: **SEPTEMBER 2026 STATE LEGISLATIVE UPDATE**

General Update

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

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

Cap-and-Invest

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

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

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

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

Ballot Propositions

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

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

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

Bills with Positions

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

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

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

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

Other Bills of Interest

SB 741 (Blakespear) LCTOP Reform – SUPPORT

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

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

SB 1250 (Cortese) Wildlife Connectivity – WATCH

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

AB 1599 (Ahrens) California Transit Stop Registry – WATCH

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

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

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

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

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

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

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

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

AB 2002 (Solache) Regional Early Action Planning – WATCH

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

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

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

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

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

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

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

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

M E M O R A N D U M

August 18, 2026

To: Solano Transportation Authority

From: Akin Gump Strauss Hauer & Feld LLP

Re: August Report

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

Fiscal Year 2027 Appropriations: State of Play and Updates

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

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

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

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Department of Transportation Update

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

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

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

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

Surface Transportation Legislation

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

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

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

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

Bills of Interest

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

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

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

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

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

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

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DATE: September 17, 2026
TO: Solano County Intercity Transit Consortium
FROM: Jasper Alve, Senior Project Manager
RE: Summary of Funding Opportunities

Discussion:

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

	FUND SOURCE	TOTAL AMOUNT AUTHORIZED	APPLICATION DEADLINE
Federal			
1.	Fiscal Year 2026 Buses and Bus Facilities Program	\$21.690M	September 21, 2026
	https://simpler.grants.gov/opportunity/a3c4d6ca-08b3-44e1-a334-9f15d7605031		
2.	Fiscal Year 2026 Low or No Emission Program	\$588.971M	September 21, 2026
	https://simpler.grants.gov/opportunity/ce5bd4c5-9911-4f2c-ba1b-15dfd9337d55		
State			
1.	Transformative Climate Communities Round 6 Project Development Grant	\$15M	September 30, 226
	https://www.grants.ca.gov/grants/transformative-climate-communities-round-6-project-development-grant-fy-25-26/		
2.	Local Highway Safety Improvements Program (HSIP)	\$370M	November 2, 2026
	https://www.grants.ca.gov/grants/local-highway-safety-improvement-program-hsip-3/		
Regional			
1.	Regional Measure 3 Safe Routes to Transit and Bay Trail Program	\$75M	October 5, 2026
	https://mtc.ca.gov/funding/funding-opportunities/regional-measure-3-safe-routes-transit-bay-trail-program		

Fiscal Impact:

None.

Recommendation:

Informational.