



SOLANO TRANSPORTATION AUTHORITY

Member Agencies:

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

Solano Transportation Authority
... working for you!

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

TECHNICAL ADVISORY COMMITTEE (TAC)

1:30 p.m., Wednesday, June 24, 2026

STA Office – 3rd Floor – Twin Sisters Conference Room

423 Main Street, Suisun City

Zoom Link Info:
<https://us02web.zoom.us/j/87514463138?pwd=OGl4aHZTSzdhUVA0Ym90T0l1bE92Zz09>
Webinar ID: 875 7446 3138
Passcode: 166103

MEETING AGENDA

<u>ITEM</u>	<u>STAFF PERSON</u>
1. CALL TO ORDER	Robert Guerrero
2. APPROVAL OF AGENDA	
3. OPPORTUNITY FOR PUBLIC COMMENT	
4. REPORTS FROM MTC, STA, AND OTHER AGENCIES (1:35 – 1:40 p.m.)	
<u>Projects</u>	
▪ SR 37 Fairgrounds	Nick Burton
▪ SR 12 and SR 113 Corridor Updates	Jasper Alve
▪ Funding Opportunities	
<u>Planning</u>	Robert Guerrero
<u>Programs</u>	Ron Grassi
5. CONSENT CALENDAR	
<u>Recommendation:</u>	
Approve the following consent items in one motion.	
A. Minutes of the TAC Meeting of May 27, 2026	Sheila Ernst
<u>Recommendation:</u>	
Approve TAC Meeting Minutes of May 27, 2026.(1:40 – 1:45 p.m.)	
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TAC MEMBERS

<u>Neil Leary</u>	<u>Christopher Fong</u>	<u>Sanjay Mishra</u>	<u>Greg Malcolm</u>	<u>Nouae Vue</u>	<u>Brian Oxley</u>	<u>Leonard Job</u>	<u>Matt Tuggle</u>
City of Benicia	City of Dixon	City of Fairfield	City of Rio Vista	City of Suisun City	City of Vacaville	City of Vallejo	County of Solano
							<u>Nick Burton</u> STA

6. ACTION FINANCIAL

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

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

1. The July 2026 TDA Matrix for FY 2026-27, which includes the TDA claim for SolTrans, as shown in Attachment B.
2. Authorize SolTrans to claim TDA funds in the amount of \$1,265,704 from partner agencies once the 1st Amendment to the Solano Express Intercity Transit Funding and Cost Sharing Agreement is fully executed by all funding partners.
(1:45 – 2:00 p.m.)

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7. ACTION NON-FINANCIAL

A. STA Board Study Session: Solano Express

Robert Guerrero

Recommendation: Forward a recommendation to the STA Board on suggested topics to consider as part of a future Solano Express Service Study Session.
(2:00 – 2:10 p.m.)

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8. INFORMATIONAL ITEMS – DISCUSSION

A. Dredging Update

Leslie Gould

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

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

Lorene Garrett

Recommendation: Informational.
(2:15 – 2:20 p.m.)

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C. Legislative Update

Sean Person

Recommendation: Informational.
(2:20 – 2:25 p.m.)

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9. NO DISCUSSION – NONE

10. FUTURE AGENDA TOPICS

August 2026

1. Solano Transportation Resiliency Plan Update
2. Water Ways/Dredging Update
3. OBAG 4 Recommendations
4. CARE Recommendations
5. RTIF Working Group Recommendations

11. ADJOURNMENT

The next regular meeting of the STA Technical Advisory Committee (TAC) is scheduled at **1:30 p.m., Wednesday, August 26, 2026**, at STA Office located at 423 Main Street, Suisun City, Twin Sisters Conference Room.

Meeting Schedule for the Calendar Year 2026

No Meeting in July – Summer Recess

1:30 p.m., Wed., August 26, 2026

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

No Meeting in October

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

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

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

1. CALL TO ORDER

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

TAC Members Present:

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

TAC Members Absent:

Oscar Alcantara	City of Vallejo
Christopher Fong	City of Dixon

STA Staff and Others Present:

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

2. APPROVAL OF THE AGENDA

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

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

3. OPPORTUNITY FOR PUBLIC COMMENT

None.

4. REPORTS FROM MTC, STA, AND OTHER AGENCIES

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

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

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

5. CONSENT CALENDAR

A Minutes of the TAC Meeting of May 27, 2026

Recommendation:

Approve TAC Meeting Minutes of May 27, 2026.

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

Recommendation:

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

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

Recommendation:

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

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

6. ACTION FINANCIAL ITEMS

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

Recommendation:

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

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

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

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

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

Recommendation:

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

Ron Grassi guided the TAC through the TDA Matrix.

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

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

Recommendations:

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

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

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

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

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

Recommendation:

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

Robert Guerrero guided the group through the OWP matrix.

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

7. **ACTION NON-FINANCIAL**

A. **Legislative Update**

Recommendation:

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

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

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

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

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

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

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

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

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

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

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

Recommendation:

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

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

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

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

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

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

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

8. INFORMATIONAL ITEMS – DISCUSSION

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

Recommendation: Informational.

(2:35 – 2:40 p.m.)

B. Solano Priority Production Area (PPA) Plan Update

Recommendation: Informational.

(2:40 – 2:45 p.m.)

9. NO DISCUSSION

A. Summary of Funding Opportunities

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

10. FUTURE TAC AGENDA TOPICS

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

11. ADJOURNMENT

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



June 15, 2026
TO: STA TAC
FROM: Ron Grassi, Director of Programs
Mary Pryor, Transit Finance Consultant
RE: Fiscal Year (FY) 2026-27 Transportation Development Act (TDA) Matrix – July 2026, which includes the TDA Claim for SolTrans

Background:

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

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

Discussion:

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

Solano County Transit (SolTrans) From FY 2026-27

SolTrans is claiming a total of \$9,278,027 in operating funds, as follows: \$1,602,378 for paratransit services, \$4,507,826 for local transit services, and \$3,167,823 for Solano Express services. The claim for Solano Express service includes the funding shares from the FY 2026-27 Solano Express funding plan approved by the STA Board on June 10, 2026. TDA Funds totaling \$1,265,704 from partner agencies and State Transit Assistance Funds of \$1,409,232 cannot be claimed until the 1st Amendment to the Solano Express Intercity Transit Funding and Cost Sharing Agreement is fully executed by all funding partners.

The SolTrans TDA claim includes a total of \$378,250 in capital funds for the following projects: Facility Improvements (\$80,000), New Paratransit Software Implementation (\$85,000), Bus

equipment and tools (\$76,000), Bus Components and Tools (\$111,250), IT Server/Storage Room Redesign (\$26,000). SolTrans TDA claim amounts are included in the July 2026 TDA matrix (Attachment B).

Fiscal Impact:

The fiscal impact is described above, and the claim amounts are consistent with the Solano Express and SolTrans FY 2026-27 Budget. The STA Board's approval of the July 2026 TDA matrix provides the guidance MTC needs to process TDA claims submitted by SolTrans.

Recommendation:

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

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

Attachments:

- A. FY 2026-27 Metropolitan Transportation Commission TDA Fund Estimate for SolTrans, dated February 2026
- B. July 2026 TDA Matrix for FY 2026-27, which includes the TDA Claim for SolTrans

**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 - June 2026

Attachment B

Date Prepared June 16, 2026
 STA Board Action

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

USES

Paratransit									
Intercity Taxi Scrip	2	\$ 50	\$ 14,175	\$ 400	\$ 13,575	\$ 18,125	\$ 28,175	\$ 345,500	\$ 420,000
Paratransit	3						\$ 1,602,378	\$ 220,000	\$ 1,822,378
Microtransit	3								\$ -
Local Taxi Scrip, Local 1st/Last Mile, Go-Go	3				\$ 230,000			\$ 315,000	\$ 545,000
Subtotal Paratransit		\$ 50	\$ 14,175	\$ 400	\$ 243,575	\$ 18,125	\$ 1,630,553	\$ 880,500	\$ 2,787,378

Local Transit Service (Fixed Route) & Administration	3				\$ 986,500		\$ 4,507,826		\$ 5,494,326
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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 Claimed by each agency	3						\$ 378,250		\$ 378,250
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STA Planning Claimed by STA (2.7%)	6								
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Swaps / Other									
LCTOP swap (FY24-25 Pop& Rev funds): Dixon to claim from Suisun City	7				\$ 48,967				\$ 48,967
LCTOP swap (FY24-25 Population funds): STA to claim for Solano County from Suisun City	7				\$ 46,354				
LCTOP swap (FY24-25 Pop& Rev funds): Rio Vista to claim from Suisun City	7				\$ 25,455				
Fairfield-Vacaville Train Station claimed by FAST for FY23-24 costs	11					\$ 75,860			\$ 75,860
Suisun City Train Station O&M, claimed by STA	12				\$ 318,000				\$ 318,000
Suisun City Train Depot Capital Improvements, claimed by STA	13								\$ -
Suisun City Mobility Hub, claimed by STA	14								\$ -
Faith in Action, claimed by STA	15							\$ 45,000	\$ 45,000
Equitable Access to Justice, claimed by STA	16							\$ 40,000	\$ 40,000
Dixon Redi-Ride/Financial Management Services Claimed by STA	17	\$ 85,900							\$ 85,900
Lifeline Transit Service Capital Purchase for Solano Express Route 30 to be claimed by STA	18	\$ 242,131				\$ 484,261			\$ 726,392
Subtotal Swaps / Other		\$ 328,031	\$ -	\$ -	\$ 438,776	\$ 560,121	\$ -	\$ 85,000	\$ 1,340,119

Total To Be Claimed by All Agencies		\$ 367,541	\$ 561,321	\$ 400	\$ 1,798,004	\$ 921,299	\$ 8,418,748	\$ 1,172,392	\$ 13,167,896
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Balance		\$ 4,292,032	\$ 13,688,174	\$ 2,546,595	\$ 1,499,763	\$ 10,388,471	\$ 1,956,203	\$ 1,539,792	\$ 35,982,839
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FY 2026-27 TDA Matrix - June 2026

Date Prepared June 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. Amount claimed from Solano County by STA is for ADA assessments. Amount claimed from Suisun City by STA for fixed route and micro-transit service (\$986,500), first-last mile (\$230,000). Solano County (\$315,000) is for the Medical Concierge Go-Go claimed by STA. **Vacaville and Fairfield amounts listed under paratransit includes both paratransit and microtransit.**

(4) Based on FY 2026-27 Intercity Transit Funding 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: June 15, 2026
TO: STA TAC
FROM: Robert Guerrero, STA Deputy Executive Director/Director of Planning
RE: STA Board Study Session: Solano Express

BACKGROUND:

The Solano Express Bus service is funded by the cities of Dixon, Fairfield, Suisun City, Vacaville, the County of Solano, Solano Transportation Authority (STA) and SolTrans (representing Vallejo and Benicia). The STA and the funding partners contract SolTrans to operate the Solano Express Bus service through the Solano Express Intercity Transit Fund Agreement.

Two key milestones were completed this past year:

- 1) The SolTrans led Solano Express Comprehensive Operations Analysis
The STA Board approved the recommendations of the COA which included system wide bus route changes to maximize passenger trips.

- 2) Approval of the FY 2026-27 Solano Express Intercity Transit Fund Agreement
The fund agreement provides agreed upon service hours for each route with a budget that includes all contributions provided by the funding partners.

DISCUSSION:

By general consensus, the STA Board agreed on the desire to have a study session on Solano Express Bus service now that the two key milestones have been completed. In addition, the STA Board and the SolTrans Board have agreed upon the need to re-evaluate the Solano Express Intercity Transit Fund Agreement in advance of it expiring next year. STA staff are seeking input from the Consortium and TAC on topics to be provided at the STA Board's Solano Express Study Session. Topics currently under consideration include:

- 1) History of the Solano Express Service
- 2) Roles and responsibilities of the STA as defined by its JPA bylaws and reaffirmed by the Transit 2030 Subcommittee
- 3) Goals of the service
- 4) Programs that support or compliment the service
- 5) Service budget and fare revenue
- 6) Other topics?

STA staff is also seeking input on the date and time of the study session. The earliest months currently under consideration are September or October immediately before the STA Board meeting. However, other committee meetings may have to be taken into account with regard to the SR 12/SR 113 Corridor Study and possibly the City County Coordinating Council (4Cs).

FISCAL IMPACT:

None at this time.

RECOMMENDATION:

Forward a recommendation to the STA Board on suggested topics to consider as part of a future Solano Express Service Study Session.



DATE: June 16, 2026
TO: STA TAC
FROM: Leslie Gould, Project Manager
RE: Dredging Update

Background:

Solano County is adjacent to several bodies of water. San Pablo Bay, Napa River, Carquinez Strait, Grizzly Bay, Suisun Bay, Honker Bay, and Sacramento River all touch the county's shores within one or more jurisdictions. Each of these jurisdictions has a distinct set of needs concerning its waterways.

In February 2025, the Solano Transportation Authority (STA) shared a memorandum (Attachment A) with all member agencies which summarized the United States Army Corps of Engineers' (USACE) funding process for harbor dredging. Within the memo, three factors are highlighted when identifying needs and prioritizing projects:

- **Shipping Traffic and Navigation Needs:** One of the most critical factors in the Corps' prioritization of dredging projects is maintaining navigable waterways for commercial shipping. Dredging projects that directly support national or regional economic development, such as ports handling high volumes of cargo, tend to be prioritized.
- **Economic Impact:** Projects that affect critical transportation routes, such as the Mississippi River or major coastal ports, are often prioritized due to their key role in the U.S. economy. When evaluating the economic impact of dredging projects, the Corps considers the cost effectiveness (i.e., the economic return) of the project. For example, a project to maintain a deep channel for large ships contributing to trade may be prioritized over smaller or less economically valuable waterways.
- **Safety Concerns:** If sediment buildup is causing navigation hazards, these projects are given higher priority. This includes shallow spots that could lead to grounding or general accidents.

Along with the memo, each agency was queried about its individual needs. Each city's needs varied due to wide spectrum of waterway uses ranging from commerce to recreation. Additionally, some cities cooperate with other agencies to address their issues such as the public-private partnership between the City of Benicia and Amports.

Discussion:

As the maritime landscape continues to change, each respective city's economy and associated needs also fluctuate. For example, Mare Island Dry dock LLC is attempting to restructure and avoid closure.

The STA is currently gathering the county’s collective list of needs, as well as each staff’s point of contact, to identify possible consolidation of effort and potential sources of funding listed below are the current needs identified by each respective jurisdiction:

Jurisdiction	Location	Need/Comment
Benicia	Benicia Marina	Annual engineering, permitting, and dredging – Completed by Amports
	Sulphur Springs Creek (between Lake Herman outfall and Carquinez Straits outfall)	To relieve flooding on the industrial park development and public infrastructure/properties
Suisun City	Suisun Slough	Should be every 5-8 years
Vallejo	Gas pumps	Try to align work with WETA and Line Marine permits

Although no current funding source has been identified, information related to sediment management, the USACE, and dredging may be found at the following websites:

- [Regional Sediment Management](https://experience.arcgis.com/experience/008394d6b24944f0af4499a1511e7b85/)
- [USACE Navigation Website](https://navigation.usace.army.mil/)
- [DOTS | Guidance Documents](https://dots.el.erdc.dren.mil/guidance.html)

Fiscal Impact:

None.

Recommendation:

Informational.

Attachments:

- A. United States Army Corps of Engineers Memorandum

M E M O R A N D U M

February 6, 2025

To: Solano Transportation Authority

From: Akin Gump Strauss Hauer & Feld LLP

Re: U.S. Army Corps of Engineers and Harbor Dredging Funding Process

Introduction:

The U.S. Army Corps of Engineers (hereinafter, “USACE” or “the Corps”) is a federal agency responsible for managing and maintaining the nation’s infrastructure related to water resources, including navigable waterways, ports, and harbors. USACE provides critical funding for harbor dredging through its Civil Works Program, which is managed and allocated in collaboration with federal, state, and local stakeholders.

1. Overview of the USACE Funding Process

The USACE funding process is largely dependent on federal budget allocations, congressional approval, and project prioritization. Funding comes through both discretionary and mandatory spending channels, with projects typically being categorized by their level of importance and compliance with national priorities. The USACE undertakes federal water resource development projects and assists with nonfederal environmental infrastructure (“EI,” typically municipal water and wastewater) projects.

Federal Budget Allocation: Each year, the President submits a budget to Congress, which includes allocations for USACE projects. The Corps then submits its funding requirements, prioritizing critical projects, such as harbor dredging, water infrastructure improvements, flood control, and environmental restoration.

Congressional Appropriations: Congress often considers new USACE authorization legislation biennially and discretionary USACE appropriations annually. The authorization bill is typically titled a Water Resources Development Act (“WRDA”). Section 204 of the WRDA allows for the funding of projects that restore aquatic ecosystems, which may include dredging to improve navigation channels while minimizing environmental impacts. The program has specific emphasis on habitat restoration, so any dredging work that promotes ecological balance can be eligible. The most recent WRDA law was enacted last year. The next WRDA bill is scheduled for 2026.

After a study, project, project modification, or EI assistance authorization is included in an enacted WRDA, USACE action on the authorization requires federal funding. Congress typically funds a

subset of authorized USACE activities through annual Energy and Water Development appropriations bills.

USACE Civil Works Program: The USACE allocates funds through its Civil Works Program to maintain, improve, and restore the nation's water resources infrastructure, including harbor dredging projects. STA can apply for these funds through the USACE's annual budget process. A non-federal entity submits a detailed proposal to the USACE outlining the project, its objectives, and benefits. USACE evaluates submitted projects for their alignment with national and regional priorities. If selected, the funding request moves through the Corps' budget process. This may include a feasibility study and environmental review. This competitive process determines project funding based on the national significance, economic impact, and environmental considerations of proposed projects.

Project Approvals and Execution: Once funding is allocated, USACE is tasked with executing the approved projects. Depending on the project, there may be additional steps, including environmental assessments, design, and engineering reviews.

2. Federal Water Resource Projects

USACE develops federal water resource projects to improve navigable channels, reduce flood risks along rivers and coasts, and restore aquatic ecosystems. The standard process for a USACE project consists of four phases: study, design, construction, and operations. This process requires congressional authorization for studying feasibility and a separate, subsequent authorization for undertaking the project. For most activities, Congress requires a nonfederal sponsor to share some portion of study and construction costs and to provide the necessary real estate interests for the project

3. Assistance for Nonfederal Environmental Infrastructure

Congress, typically through a WRDA, authorizes USACE to assist with the design and construction of publicly owned and operated water-related infrastructure. WRDAs contain EI assistance authorizations mostly related to water distribution works, stormwater management, and environmental restoration in specified municipalities, counties, and states. Following authorization, appropriations for EI assistance are required before USACE can proceed, generally at a 75% federal cost share.

These cost-share agreements are typically required for non-federal entities to receive funding, with the federal government covering a portion of the cost and the non-federal entity responsible for the remainder.

For ongoing maintenance of harbors and channels, the USACE allocates annual Operation and Maintenance (“O&M”) funding to dredging projects, with priority given to high-traffic ports and strategic economic centers. Non-federal entities may apply for O&M funds to maintain existing channels and ensure ongoing navigability. Transportation authorities or municipalities request funding through the annual USACE budget process. These requests are prioritized based on need, frequency of dredging, and the harbor’s role in regional or national commerce.

4. Harbor Dredging Process

Identifying Needs: The need for dredging is identified by port authorities, local governments, or shipping companies. The Corps assesses the situation and prioritizes dredging projects based on various factors, including:

- **Shipping Traffic and Navigation Needs:** One of the most critical factors in the Corps’ prioritization of dredging projects is maintaining navigable waterways for commercial shipping. Dredging projects that directly support national or regional economic development, such as ports handling high volumes of cargo, tend to be prioritized.
- **Economic Impact:** Projects that affect critical transportation routes, such as the Mississippi River or major coastal ports, are often prioritized due to their key role in the U.S. economy. When evaluating the economic impact of dredging projects, the Corps considers the cost-effectiveness (i.e., the economic return) of the project. For example, a project to maintain a deep channel for large ships contributing to trade may be prioritized over smaller or less economically valuable waterways.
- **Safety Concerns:** If sediment buildup is causing navigation hazards, these projects are given higher priority. This includes shallow spots that could lead to grounding or general accidents.

Additionally, the Corps has two models, the Dredge Project Selection Optimization model and the Dredge Fleet Scheduling Optimization model, that they utilize to assist with project selection and prioritization. Using artificial intelligence and operations research methods, these models provide the Corps with data on locations that are most critical from a nationwide perspective.

Budget and Appropriations: Harbor dredging projects are often funded through the Energy and Water Development appropriations bill passed annually by Congress. This bill allocates money for dredging maintenance, as well as new harbor deepening and expansion projects.

Cost Sharing: Harbor dredging projects often involve cost-sharing between the federal government and local stakeholders (such as port authorities and state governments). Federal funding typically

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covers the majority of maintenance dredging costs, with local stakeholders contributing to the costs of new or deepening dredging projects.

Execution of Dredging Projects: Once the funding is allocated, USACE coordinates with contractors to perform the dredging. The Corps is responsible for overseeing the environmental and safety aspects of dredging operations, ensuring that they meet legal and regulatory standards (such as those set by the Clean Water Act).



DATE: May 22, 2026
 TO: STA Technical Advisory Committee
 FROM: Lorene Garrett, Transit Mobility Coordinator I
 Steven Lowe, Program Coordinator I
 Julie Davidson, Customer Service Representative II
 Eavan Swanson, Intern
 RE: Solano Mobility Programs Third Quarter Report for FY 2025-26
 Employer, Commuter, and Student Programs

Background:

The original Solano County Rideshare Program began as part of a statewide network of rideshare programs in the early 1990s, funded primarily by Caltrans to manage countywide and regional rideshare programs in Solano County, and to provide air quality improvements through trip reduction. In 2000, Solano Commuter Information was transferred from Solano County to STA and became Solano Napa Commuter Information a few years later. Today, the Solano Mobility Employer Commuter Program provides commuter incentives to encourage sustainable mode shift for residents and employees in the county. Solano Mobility staff engage businesses, homeowner associations, community clubs, and organizations to promote commuter benefits.

Discussion:

STA’s Solano Mobility provides commuter incentives and subsidies to residents and employees of Solano County through the ten countywide and three local programs as listed below:

Countywide Programs	
1.	Bucks for Bikes (B4B)
2.	Capitol Corridor + Lyft
3.	Commute Solano (RideAmigos)
4.	Equitable Access to Justice Pilot
5.	First/Last Mile
6.	Guaranteed Ride Home
7.	Solano Community College Falcon Flyer Vanpool
8.	Solano Express 2 for 1
9.	Solano Express Guaranteed Ride
10.	Solano Mobility Express Vanpool
11.	Traditional Vanpool
12.	Vehicle Share
Local Programs	
1.	Benicia Lyft
2.	Suisun City Lyft
3.	Miscellaneous Lyft Programs (Benicia and Vallejo)

A full description and update for each program active in the second quarter of FY 2025-26 is included as Attachment A. Program participation for the third quarter of FY 2025-26 is included in Attachment B.

Outreach

During the third quarter of FY 2025-26, the STA Employer Commuter program and Solano Economic Development Corporation (EDC) staff led/taled/attended 26 events reaching 4,128 commuters and businesses. The program continues outreach via the Solano Mobility website and social media. The Commuter Programs page was the third most viewed page on the Solano Mobility website (Monster Analytics) during the third quarter. STA continued marketing Solano Mobility Commuter Programs in print and other mediums. In partnership with Solano EDC, staff attended Chamber Mixers and business events to develop contacts with local businesses.

Performance Measures and Benchmarks

The efficiency and effectiveness of these programs are determined using the corresponding STA Connected Mobility Implementation Plan Guidelines, Performance Measures, & Benchmarks, which were approved and adopted by the STA Board on July 13, 2022. The plan is included in Attachment C. Using the performance measures, STA can determine the ongoing relevance, usability, adaptability, and sustainability of the mobility programs currently offered in Solano County. Specifically, the STA Connected Mobility Implementation Plan Guidelines, Performance Measures, & Benchmarks goals and objectives support the recommendations of the Metropolitan Transportation Commission's (MTC's) Blue Ribbon Transit Recovery Task Force. The program supports clean air goals and addresses transportation equity as well. STA Mobility staff has evaluated the programs to determine they meet the criteria as defined in the evaluation methodology.

Fiscal Impact:

STA's Solano Mobility Employer Commuter Program is funded by: One Bay Area Grant 3 Congestion Mitigation and Air Quality (CMAQ) program funds, Transportation Fund for Clean Air (TFCA) funds through the Bay Area Air District (BAAD), Clean Air Funds through the Yolo Solano Air Quality Management District (YSAQMD), Solano County Transportation Development Act (TDA) funds, State Transit Assistance Funds (STAF), an MTC Bike to Wherever Days Stipend, and the Capitol Corridor JPA Marketing Agreement. Attachment D provides a budget summary related to the STA's Solano Mobility Program.

STA's Solano Mobility Employer Commuter Program FY 2025-26 approved budget:

- The Employer/Commuters/First Last Mile Program in the amount of \$1 million is funded through, including \$725,000 of State Transit Assistance Funds, \$175,000 of Bay Area Air District Funding (TFCA), and \$100,000 of One Bay Area Grant 3 (OBAG 3). This account funds 5 Countywide Commuter Programs. The First/Last Mile Program, with a \$750,000 budget, is the most popular commuter program. \$200,000 is allocated for Commuter Rewards, Bucks for Bikes, and Capital Corridor Plus Lyft. The Traditional Vanpool program is funded with \$50,000 in State Transit Assistance Funds matched with \$500/van from MTC. The \$100,000 in OBAG Funds is used for Salaries and Overhead.
- Equitable Access to Justice Pilot - \$50,000 with \$40,000 funded by Solano County TDA and matched with \$10,000 in Grant Funds provided by Solano Superior Courts.
- Solano Mobility Express Vanpool Pilot - \$606,840 funded with State Transit Assistance Funds and \$50,000 in YSAQMD grant.
- SCC Falcon Flyer Program - \$400,000 funded by Solano Community College District
- Solano Express Guaranteed Ride Program - \$250,000 funded with State Transit Assistance Funds

- Suisun Lyft Program - \$200,000 funded with the City of Suisun City TDA
- Benicia Lyft Program - \$160,000 for FY 2025-26 and FY 2026-27 funded with the City of Benicia/SolTrans TDA
- Miscellaneous Lyft Programs for the Cities of Benicia and Vallejo - \$30,000 in State Transit Assistance Funds.

Recommendations:

Informational.

Attachments:

- A. STA Countywide Commuter Programs, Employer Program, Local Programs, and Student Programs Summary
- B. Commuter Program Participation Fiscal Year Comparison
- C. STA Connected Mobility Implementation Plan Guidelines, Performance Measures, & Benchmarks Goals and Objectives
- D. STA's Solano Mobility Employer Commuter Program Budget Summary

ATTACHMENT A

STA Countywide Commuter Programs, Employer Program, Local Programs and Students Programs Summary

Countywide Commuter Programs

Bucks for Bikes (B4B) (Funded by Bay Area Air District)

The Bucks for Bikes program was implemented in 2003 to encourage Solano County residents to bike to work for all or a portion of their commute. Approved applicants can receive reimbursement for 60% of the cost of a new commuter bike and helmet up to \$300. Riders are encouraged to log their trips on the Commute Solano (RideAmigos) platform to earn additional incentives.

2 reimbursements for a total of \$600.00 were provided during the third quarter. See Attachments B.1 and B.2 for participation comparisons.

Capitol Corridor Lyft (CC+L) (Funded by Capitol Corridor JPA)

The Capitol Corridor + Lyft Program was designed to reduce greenhouse gas emissions by reducing the number of single occupancy vehicles on the road. For \$20, the Program provides participants with a 10-ride Amtrak pass plus free Solano County train station Lyft connections (up to \$25). Participants must be residents of or employed in Solano County, and new to Capitol Corridor for commuting. Participants can use this program up to 3 times.

23 passes for \$2,953 at an average cost of \$12.80/ride were purchased during the third quarter of FY 2025-26. Twelve new commuters enrolled in the program in the third quarter, increasing the total enrollment to 196 participants since the start of the program in 2019. See Attachments B.1 and B.2 for fiscal year participation comparisons.

Commute Solano (Rideamigos) Online Platform (Bay Area Air District Funds)

The website platform provides access to Solano Mobility commuter programs, rideshare matching, trip planning, and e-incentives for alternative commutes. Commuters can connect with other employees in their networks. Platform users can log alternative transportation modes such as transit, ridesharing, active transportation, and teleworking to earn points and receive gift cards as a Commute Reward.

During the third quarter, 134 active commuters logged 4,000 alternative commute trips for 90,842.3 miles and an estimated savings of 28.7 tons of CO2. 103 new users joined during the third quarter. See Attachment B.1 for fiscal year comparisons.

Equitable Access to Justice (County TDA, Solano Superior Courts)

In partnership with the Solano Superior Courts, the Equitable Access to Justice pilot program eliminates transportation as a barrier to court participation by providing 100% subsidized rides to court appointments for jurors and collaborative court participants.

The program provided 510 rides for \$12,867.90 for an average cost of \$25.23 per ride during the third quarter.

First/Last Mile (FLM) (Bay Area Air District, State Transit Assistance Funds)

The First/Last Mile program provides 60% off subsidized Lyft rides (up to a maximum of \$20 per ride) to and from 12 Solano County transit hubs (Amtrak stations and Solano Express fixed stops) for Solano County employees and residents who have trouble connecting to transit for their work commute. Commuters qualifying for the low-income subsidy receive 80% off subsidized Lyft rides.

During the third quarter of this fiscal year, 33 commuters registered for the First/Last Mile program, increasing program registration to 1,962 commuters. 12,608 rides were provided for \$127,384.50 at an average cost of \$10.10/ride. See Attachments B.1 and B.2 for fiscal year comparisons. See Attachment B.3 for origin/destination ridership for the second quarter.

Guaranteed Ride Home (GRH) (State Transit Assistance Funds)

The Guaranteed Ride Home (GRH) Program supports Solano County residents and employees who commute by reimbursing the cost of a ride home (up to \$100) if an unexpected emergency arises. Program participants may use taxi, Uber, or Lyft for their ride home. To participate in the program, commuters must live or work in Solano County. Participants who commute into Solano County for employment must live within 100 miles of Solano County. Participants can use the program no more than three times per calendar month, and no more than six times during a calendar year. All Commute Solano members are registered for the program.

10 commuters received GRH reimbursements for \$539.43 during the third quarter of this year. See Attachments B.1 and B.2 for fiscal year comparisons.

Solano Express 2-for-1 Incentive (State Transit Assistance Funds)

To encourage new ridership on the Solano Express bus lines, the STA initiated a 2-for-1 incentive in October 2021. Anyone working or living in Solano County is eligible to receive a Clipper Card valued at \$125 with the purchase of a monthly or daily pass.

There was one 2-for-1 incentive redeemed by Solano Express riders during the third quarter. See Attachments B.1 and B.2 for fiscal year comparisons.

Solano Express Guaranteed Ride (GR) (State Transit Assistance Funds)

The Guaranteed Ride program was initiated in September 2022, to increase equity and accessibility for those who cannot afford to pay for their ride and wait for reimbursement under the GRH program. GRH provides an Uber Voucher option for Solano Express riders with a route cancellation, acting as insurance to maintain Solano Express ridership. Riders must register for the program at Commute Solano to receive an Uber Voucher valid for 4 rides each month.

During the third quarter of this fiscal year, 15 Solano Express Riders registered to receive Uber Vouchers. During the third quarter 1,063 rides were provided for \$50,512.81 at an

average cost of \$47.52/ride. See Attachments B.1 and B.2 for fiscal year comparisons. See attachment B.5 for rides, cost, number of riders.

Traditional Vanpool Program (VP) (State Transit Assistance Funds with \$500/van matching from MTC)

STA's Solano Mobility provides a \$200 per month subsidy for two years to new, qualifying, traditional vanpools through Commute with Enterprise. This subsidy adds to the Metropolitan Transportation Commission's (MTC's) \$500 subsidy for a total of \$700 per month to help offset the cost of new vanpools.

STA subsidized 13 vanpools in January, 14 vanpools in February and 13 in March for \$8,000 in subsidies. The number of STA subsidized vanpools decreases as vans reach the two-year subsidy limit. See Attachments B.1 and B.2 for vanpool comparisons (note the number of vanpools at the end of the year is noted in the chart, rather than the total subsidized for the year). During the third quarter, 69 Commute with Enterprise vanpools traveled to, from, or through Solano County (see attachment B.9).

Vehicle Share (State Transit Assistance Funds with Capital Funds from Yocha Dehe Wintun Nation)

In November 2018 the Solano County Board of Supervisors approved an intergovernmental agreement with Yocha Dehe Wintun Nation for \$1,000,000 to implement five projects to improve the health and well-being of Solano County residents. One of the projects was to improve transportation options for non-ambulatory low-income older adults and people with disabilities to access medical appointments, social services, and other activities. \$100,000 was allocated to partner with Solano Transportation Authority (STA) to purchase two wheelchair-accessible vans unveiled to the public in June 2019 for the Vehicle Share Program. The Vehicle Share Program allows vehicles to be shared amongst multiple non-profits, the public, or any other 501(c)(3) organization that provides services for older adults and people with disabilities in Solano County. Since the unveiling, eight Community Based Organizations (CBOs)/Non-profit organizations have used the vans to transport their clients. In addition, the STA and City of Suisun City have used vehicles to transport students and ADA eligible riders on an emergency basis when a micro transit vehicle was inoperable. Currently 4 organizations are enrolling in the program.

Regional/Countywide Transit Programs

Solano Mobility Express Vanpool Program (State Transit Assistance Funds and YSAQMD Grant)

This program provides a replacement option for Solano Express Blue Line riders traveling between Vacaville, Dixon and Sacramento during commute hours. 4 vans travel to and from Sacramento each day. The introductory rate is no more than \$50/month. Solano Express Blue Line riders transfer for free.

1,074 rides were provided during the third quarter. There were no missed runs this quarter. 11,613 rides were provided from the beginning of the program to the end of the second

quarter. See Attachment B.4 for third quarter ridership data.

Solano Community College Falcon Flyer (Solano Community College)

In November of 2024 the Solano Community College District (SCCD) asked STA to partner in piloting an Intercampus Vanpool Program to connect the Vacaville, Fairfield, and Vallejo campuses to meet a critical need and one of the major initiatives of the college's three-year Student Equity and Achievement Plan. This initiative assists students with transportation challenges, allowing them to stay engaged and graduate in a timely manner by providing access to courses at campuses outside their home location. In addition, the vanpool facilitates student access to essential resources and participation in extra-curricular activities across campuses. The program launched April 14, 2025.

During the third quarter, the Falcon Flyer vanpool program provided 888 rides. The program was renewed for another fiscal year by the STA Board at the request of SCC.

Local Transit Replacement Programs

Benicia Lyft (The City of Benicia)

The program (started in 2019 to provide a replacement option for the Benicia Dial-a-Ride program) provides subsidized Lyft rides throughout the city of Benicia and to the Springstowne Center in Vallejo for qualified Benicia residents. To qualify, Benicia residents must be veterans with a military or veterans ID; disabled with an ADA card, RTC card, Medicare card or DMV placard; or 65 years old or older. The cost is \$4 one-way, or \$3 one-way 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. Residents must contact the Call Center to sign up.

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 ¾ mile of the SolTrans fixed route service (including trips between Benicia and Vallejo).

The \$5 Benicia Lyft Program (started in 2021) provides Lyft rides within the City of Benicia for \$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.

During the third quarter, the Benicia Lyft, and \$5 Benicia Lyft programs provided 4,902 rides for \$35,390.22 at an average cost of \$7.22/ride. See attachment B.6 for fiscal year comparisons.

Benicia residents are also able to travel from Benicia City Park and the Benicia Bus Hub to Gateway Plaza in Vallejo by entering STGATEWAYPLAZA in their Lyft app.

Suisun Lyft (The City of Suisun City)

The Suisun City \$2 Lyft program (started in 2021) provides one-way Lyft rides for residents

traveling within Suisun City. Residents enter SUISUN2 in their Lyft app.

The Suisun City \$3 Lyft program (started in 2021) provides one-way Lyft rides for residents traveling to 5 locations in Fairfield: Sutter Health, North Bay Medical Center, Kaiser Clinic, Ole Health Clinic, and the Fairfield Transportation Center. Residents enter SUISUN3 in their Lyft app. In January 2025, the Suisun City Council approved the addition of Rush Ranch to the geofence for the Suisun City \$3 Lyft program.

Residents who qualify for the low-income fare (must be a part of a Solano County program like Medi-Cal, Cal Fresh, Cal Works, SSI, etc., or on PG&E CARE/FERA) can travel one-way within Suisun City and to the 5 Fairfield locations for \$1.50. Residents must contact the Call Center to sign up for the low-income fare.

During the third quarter, 7,006 Suisun City Lyft rides for \$\$61,507.68 for an average cost of \$8.78/ride were provided. See attachment B.7 for fiscal year comparisons.

Miscellaneous Lyft Programs for the Cities of Benicia and Vallejo (State Transit Assistance Funds)

The Vallejo/Benicia Lyft programs (started in 2019) provide subsidized one-way Lyft rides for residents traveling to/from 9 locations in Vallejo and Benicia. Riders pay 20% of Lyft fares plus the difference in fares over \$20. Designated locations: Vallejo Transit Center to/from Carquinez Mobile Home Park, Vallejo Ferry Center to/from Carquinez Mobile Home Park, Vallejo Transit Center to/from Cal Maritime Academy, Vallejo Ferry Terminal to/from Cal Maritime Academy, Benicia City Park to/from Gateway Plaza, Benicia Bus Hub to/from Gateway Plaza, Vallejo Transit Center to/from Mare Island, and Vallejo Ferry Terminal to/from Mare Island. There is no signup required. The program is open to residents and visitors.

During the third quarter, 564 Vallejo/Benicia Lyft rides were provided for \$5,563.17 at an average cost of \$9.86/ride. See attachment B.8.

Employer Program (Bay Area Air District)

To consolidate Solano Mobility commuter programs and services, the Employer Program was created in October 2017. The Program informs Solano County employers about the benefits and services available to assist their employees with their commutes. Solano EDC continues to partner with Solano Mobility to promote STA's commuter benefits via direct mail, social media and in person events.

During the third quarter, Solano EDC attended 12 chamber/business events speaking with 65 employers. The EDC also presented Solano Mobility programs to local businesses during Business Retention and Expansion visits.

Solano Community College (SCC) Transportation Fee (Solano Community College)

In 2016, Solano Community College students passed a measure providing reduced transit

fares through a transportation fee. In April of 2019, the student body voted overwhelmingly to continue the transportation fee for the next decade. SCC students can ride the bus within Solano County. Currently, FREE rides are provided on Solano Express, FAST, SolTrans, and Vacaville City Coach for Solano Community College students showing their IDs. The program was also expanded to allow students to access all Solano Express stops, even those outside the county.

Each of the transit operators is directly reimbursed for the cost. The current distribution is 42.5% for SolTrans and the City of Fairfield, and 15% for the City of Vacaville. \$1,204,749 has been disbursed to the transit operators since FY 2017-18. In May of 2025, the City of Fairfield and SolTrans both received \$73,805.54, and the City of Vacaville received \$26,049.02. \$235,410.50 will be provided to the transit operators in June 2026.

COMMUTER PROGRAM FISCAL YEAR COMPARISON

FISCAL YEAR COMPARISON					
PROGRAM	FY 21-22	FY 22-23	FY 23-24	FY 24-25	FY 25-26 Q1 - Q3
Bucks for Bikes (B4B) Reimbursements	12	12	11	18	9
Capitol Corridor + Lyft (CC+L) Passes	7	46	73	70	71
Commute Solano Active Participants	421	733	639	685	453
First/ Last Mile (FLM) Rides	7,115	26,479	54,393	49,540	38,140
Guaranteed Ride Home (GRH) Redemptions	5	20	7	24	24
Solano Express Guaranteed Ride (GR) Total Registrants	--	276	526	704	765
Solano Express 2-for-1 Redemptions	67	65	62	6	3
Vanpools Subsidized	12	23	9	16	13
Solano Mobility Express Vanpool Rides	--	--	3,946	4,591	3,170
SCC Falcon Flyer Rides	--	--	--	170	2,352
Equitable Access to Justice Completed Rides			602	2141	1161

COMMUTER PROGRAM *NEW* PARTICIPATION COMPARISON

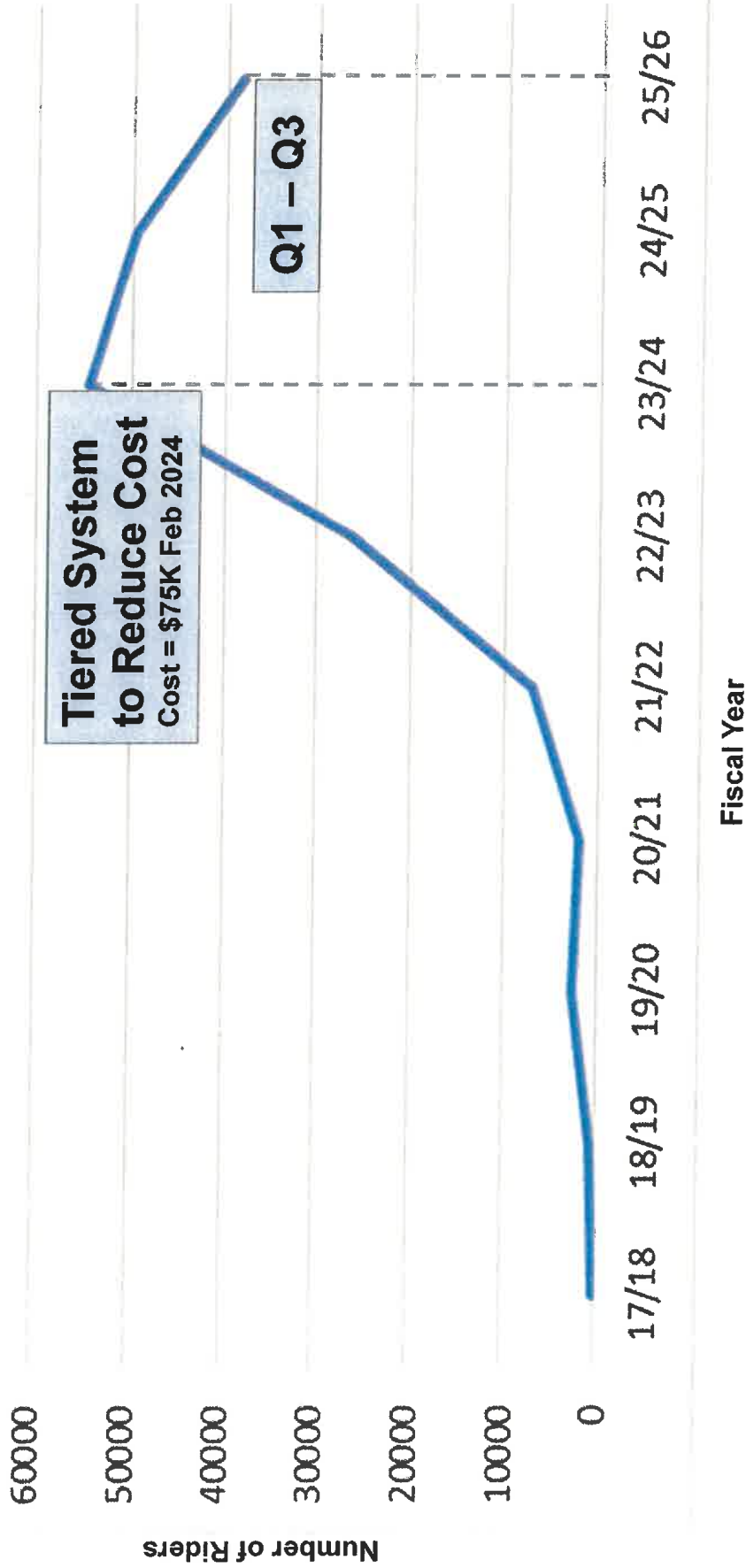
Participation by City Q1 - Q3 FY 2025-26

Origin	2 for 1	B4B	CC+L	FLM	GRH	GR	Vanpool
Benicia	0	1	2	9	0	1	1
Dixon	0	0	1	2	0	0	1
Fairfield	1	3	7	15	3	14	4
Rio Vista	0	0	1	1	0	0	0
Suisun City	0	1	5	10	5	8	0
Vacaville	0	3	9	9	1	12	6
Vallejo	2	0	4	33	2	23	1
Other	0	1	10	9	13	4	0
Total:	3	9	39	88	24	61	13

Destination	2 for 1	B4B	CC+L	FLM	GRH	GR	Vanpool
Benicia	0	0	0	1	2	1	0
Dixon	0	0	0	0	0	1	0
Fairfield	0	4	4	14	5	4	0
Rio Vista	0	0	0	0	0	0	0
Suisun City	0	0	3	1	0	0	0
Vacaville	0	1	3	4	3	4	0
Vallejo	0	0	0	7	0	4	0
Other	3	4	29	61	14	47	13
Total:	3	9	39	88	24	61	13

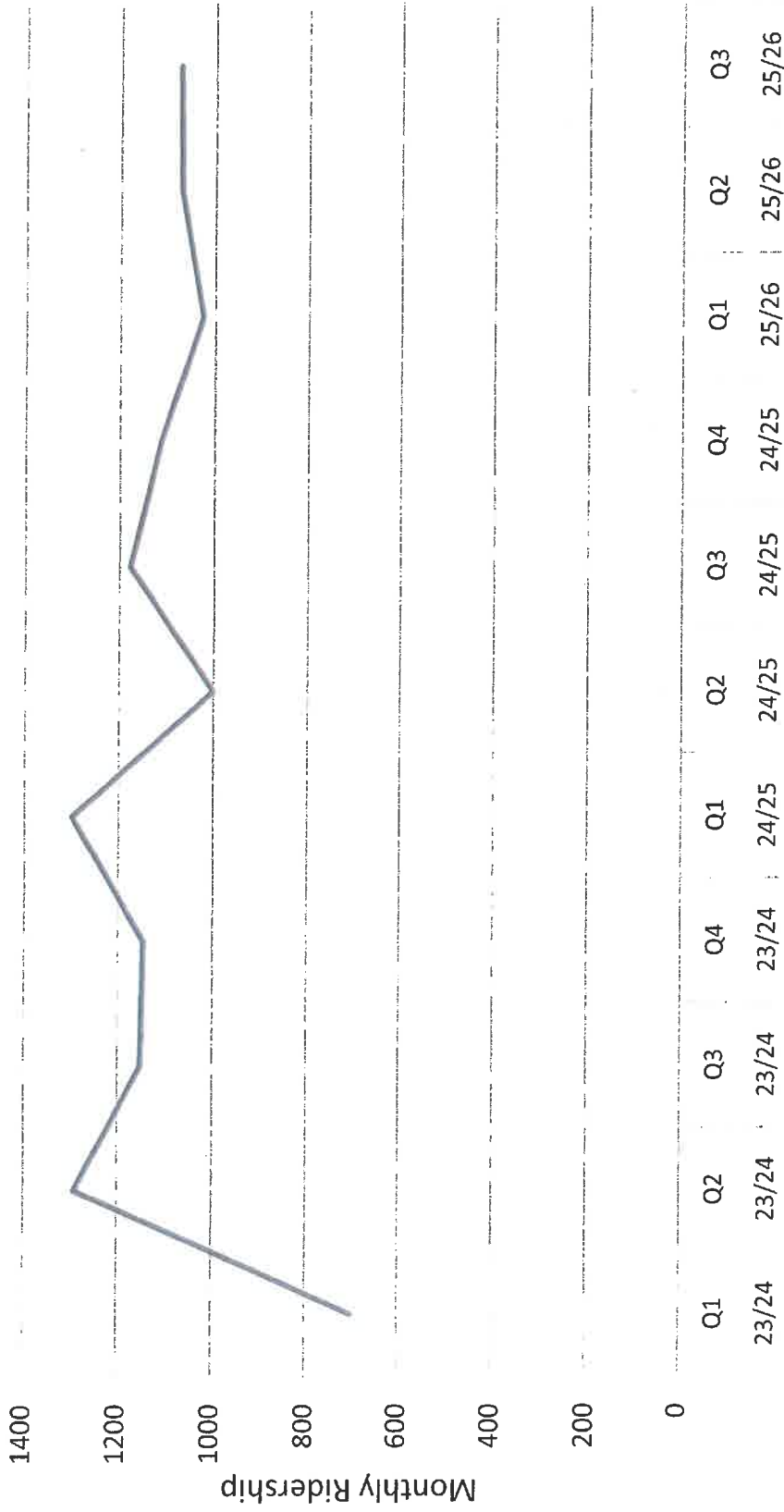
First/Last Mile Program Ridership

First/ Last Mile Ridership by Fiscal Year



Solano Mobility Express Vanpool Ridership

Express Vanpool Ridership (Q1 FY 23/24 - Q3 FY 25/26)



ATTACHMENT B.5

Solano Express Guaranteed Ride (Based on Invoice)						
2022						
Month	Missed Trips	# Rides	Cost	# Riders		
August	230					
September		28	\$1,039.67	15		
October		136	\$5,101.41	49		
November		203	\$9,376.43	66		
December		270	\$11,214.70	77		
TOTAL		637	\$26,732.21			
2023						
January		333	\$12,547.41	103		
February	89	339	\$12,880.77	100		
March	35	319	\$12,503.24	97		
April	60	236	\$8,851.88	87		
May	83	220	\$8,538.91	75		
June	200	281	\$11,224.55	95		
July	88	332	\$12,917.23	119		
August		315	\$12,524.57	117		
September		406	\$16,615.17	132		
October		392	\$16,391.97	146		
November		386	\$15,211.45	130		
December		512	\$21,842.83	162		
TOTAL		4,071	\$162,049.98			
2024						
January		494	\$18,923.65	158		
February		513	\$21,384.16	155		
March		644	\$27,914.64	189		
April		565	\$25,860.39	181		
May	28 (2 weeks)	549	\$24,630.42	183		
June		549	\$25,089.28	181		
2024 (Continued)						
Month	Missed Trips	# Rides	Cost	# Riders		
July	18	514	\$24,403.93	180		
August	35	528	\$25,202.74	176		
September	8	543	\$25,155.14	185		
October	48	574	\$25,978.17	191		
November	44	575	\$26,886.99	200		
December	74	653	\$30,922.29	223		
TOTAL		6,703	\$302,350.80			
2025						
January	29	593	\$26,374.53	198		
February	21	578	\$28,029.84	194		
March	13	702	\$33,914.99	226		
April	6	685	\$33,495.24	214		
May	3	678	\$33,939.72	224		
June	3	657	\$34,034.57	212		
July	11	697	\$36,225.34	226		
August	9	494	\$25,104.03	187		
September	5	431	\$21,116.34	161		
October	6	383	\$19,239.16	142		
November	10	339	\$16,710.32	121		
December		377	\$18,596.04	137		
TOTAL		6,191	\$310,069.80			
2026						
January		366	\$16,876.72	157		
February		325	\$15,719.51	117		
March		372	\$17,916.58	134		
TOTAL		1,063	\$50,512.81			

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	266
Lyft \$3	59	295	927	854	877
Lyft \$4	3	221	331	652	1080
Benicia \$5	240	1335	4754	7848	9818
5Benicia UBER					17
Total Trips	314	2084	6293	9611	12041

	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	\$ 2,783.00
Lyft \$3	\$ 2,106.87	\$ 2,254.84	\$ 5,681.54	\$ 8,168.99	\$ 7,890.81
Lyft \$4	\$ 59.52	\$ 1,166.66	\$ 2,643.33	\$ 6,026.41	\$ 9,347.36
Benicia \$5	\$ 2,794.13	\$ 8,691.31	\$ 31,307.68	\$ 59,584.61	\$ 76,970.86
Total Cost	\$ 7,622.52	\$ 16,009.81	\$ 43,191.58	\$ 76,607.01	\$ 96,992.03

Suisun City Lyft Ridership by Fiscal Year

Suisun City Lyft Program

Program	FY 21-22	FY 22-23	FY 23-24	FY 24-25	FY 25-26 Q1-Q3
	Rides				
Lyft \$3	228	692	3288	6431	5654
Lyft \$2	403	2842	6726	12060	10863
Lyft \$1.50	35	252	769	1675	2226
Total Number of Trips	706	3786	10783	20166	18743

Program	FY 21-22	FY 22-23	FY 23-24	FY 24-25	FY 25-26 Q1-Q3
	Cost				
Lyft \$3	\$ 3,194.20	\$ 8,868.37	\$ 39,949.47	\$ 75,733.60	\$60,873.44
Lyft \$2	\$ 4,662.97	\$ 25,309.28	\$ 56,956.15	\$ 99,196.84	\$90,551.79
Lyft \$1.50	\$ 558.03	\$ 3,775.00	\$ 9,454.90	\$ 16,456.10	\$20,564.56
Total Costs	\$ 8,415.20	\$ 37,952.65	\$ 106,360.52	\$191,386.54	\$171,989.79

ATTACHMENT B.8

Miscellaneous Lyft Programs for the Cities of Benicia and Vallejo

FY 23-24 Totals		
	Rides	Cost
Gateway	458	\$ 4,817.89
Carquinez	83	\$ 804.16
Mare Island	272	\$ 2,772.48
Total	813	\$ 8,394.53

FY 24-25 Totals		
	Rides	Cost
Gateway	1773	\$ 21,987.17
Carquinez	98	\$ 878.17
Mare Island	486	\$ 4,401.42
Total	2357	\$ 27,266.76

FY 25-26 Q1 - Q3 Totals		
	Rides	Cost
Gateway	1130	\$ 11,015.83
Carquinez	234	\$ 2,539.45
Mare Island	446	\$ 4,924.51
Total	1810	\$ 18,479.79

ATTACHMENT B.9

**Traditional Vanpools Traveling To/From and Through Solano County
3rd Quarter FY 2025-26**

Home City	Number of Vans
Benicia	2
Dixon	1
Fairfield	26
Suisun	1
Vacaville	15
Vallejo	11
Rio Vista	1
Work City	Number of Vans
Fairfield	3
Dixon	2
Through County	Number of Vans
American Canyon/Vallejo-Fremont	1
Carmichael- Berkeley	1
West Sac -San Quentin	2
West Sac- Foster City	1
West Sac- SF	1
West Sac- Fremont	1
Total	69

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

Solano Mobility Vanpool Program: The program should sustain 90% of its existing vanpools annually, grow at least five vanpools per year, and be managed, funded, operated, marketed, priced, and evaluated in adherence to industrywide best practices.

Solano Mobility’s Vanpooling is oriented to provide transportation to work services to individuals who live at least 15 miles from their workplaces. To ensure its effectiveness, the program must be administered in a way that aligns with the industrywide standards generally recognized as encouraging success. Currently the program is partnered with Commute by Enterprise to provide outreach support and additional subsidies to Solano County employers. Key program aspects include:

- Ensuring broad service coverage with an established, consistent turnkey agreement process between STA and long-serving contractors and vendors.
- Establishing meeting structures that encourage collaboration and idea-sharing between contractors and vendors.
- Ensuring strategic oversight of program services and delivery and clear definition of agency and vendor responsibilities.
- Delivering consistent program administration with clear billing/invoicing, outreach, and customer service practices.
- Maintaining a single source of vanpooling information that is easily communicated, marketed, and promoted to customers, and that enhances public understandability of the program.
- Conducting incentive programs to encourage participation and use.
- Collecting program use data for performance monitoring purposes.

Evaluation Methodology:	Meets Criteria if:
Coordinate with Solano Mobility to review Vanpool program policies and processes.	Solano Mobility Vanpool program sustains 90% of existing vanpools annually, grows at least five vanpools per year, and meets the conditions listed above.
Relates to: MTC Task Force Recommendation #17	

Solano Mobility Guaranteed Ride Home Program: The program should be accessible to all Solano County employees, should be administered in adherence to industrywide best practices, and should meet the quantifiable service goals listed below.

Solano Mobility’s Guaranteed Ride Home program provides a free ride home from workplaces for individuals who do not drive alone to work, serving as a lifeline for transit and other mobility program commuters and enabling greater access to the mobility system in general. To ensure its effectiveness, the program must be administered in a way that aligns with the industrywide standards generally recognized as encouraging success. Key program aspects and service goals include:

- Allowing all permanent part-time or full-time employees who work to or from Solano County eligibility to participate.

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DATE: June 24, 2026
TO: STA TAC
FROM: Sean Person, Legislative Assistant
RE: Legislative Update

Background:

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

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

Discussion:

Governor Newsom’s May Revision projects approximately \$16 billion in additional state revenues compared to January estimates; however, the proposal largely directs these funds toward addressing future budget deficits rather than expanding ongoing programs. The May Revision remains largely silent on public transit priorities and continues to exclude the scheduled SB 125 appropriation. Revised estimates project reduced Greenhouse Gas Reduction Fund (GGRF) revenues, creating concerns regarding future funding availability for programs such as the Transit and Intercity Rail Capital Program (TIRCP), Low Carbon Transit Operations Program (LCTOP), and Affordable Housing and Sustainable Communities Program.

Additionally, there are ongoing concerns regarding the California Air Resources Board’s (CARB) proposed amendments to the Cap-and-Invest Program. The proposed changes are intended to address industry leakage and consumer cost impacts but are expected to reduce GGRF revenues by approximately \$2 billion annually. Transportation and transit stakeholders statewide, led in part by the California Transit Association, have organized coalitions of nearly 70 organizations to advocate for modifications to the proposal due to the potentially significant impacts on transit funding programs. CARB is expected to consider adoption of the amendments at its May 28–29 meeting.

Several statewide ballot initiatives and legislative measures continue to advance. The “Local Taxpayer Protection Act” qualified for the November 2026 ballot and, if approved, would increase voter approval thresholds for local special taxes and potentially constrain local transportation revenue generation. Another initiative, the “Building an Affordable California Act,” seeks to streamline California Environmental Quality Act (CEQA) processes for infrastructure, housing, and transit projects.

On May 11, 2026, the Department of Transportation (DOT) announced \$28.4 million for the Fiscal Year (FY) 2026 Pilot Program for Transit Oriented Development (TOD) Planning. The program provides funding to local communities to integrate land use and transportation planning

around a new fixed guideway or core capacity improvement project. Applications are due on July 10, 2026.

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

Updates on the following are detailed in Attachment A:

- Legislative Update
- Governor's May Revise
- CARB Proposed Regulations to Cap-and-Invest Program
- Bills of Interest

Federal Legislative Update (Akin Gump):

Updates on the following are detailed in Attachment B:

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

Fiscal Impact:

None.

Recommendation:

Informational.

Attachments:

- A. State Legislative Update



May 19, 2026

TO: Board of Directors - Solano Transportation Authority

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

RE: **JUNE 2026 STATE LEGISLATIVE UPDATE**

General Update

On May 14, the appropriations committees held their suspense hearings, which decided the fate of bills with significant fiscal impact to the state. May 29 marks the house of origin deadline, with bills needing to cross from one house to the other in order to continue moving forward. Additionally, the Legislature must send the Governor a balanced budget by June 15, with the new fiscal year beginning July 1. Lastly, the Legislature will break for its month-long Summer Recess on July 2.

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

Governor Releases May Revise

Also on May 14, Governor Newsom released the [May Revise](#), the mid-year update to the proposed Fiscal Year 2026-27 budget. The Governor’s May Revise upgraded the state’s fiscal outlook relative to the initial January budget, with projections of \$16 billion in more-than-expected revenue. However, the Governor has proposed to use this revenue increase to help address the outyear budget deficits, and as such, does not propose any new ongoing spending, relative to January’s budget proposal. The May Revise is also largely silent on public transit. It continues to exclude the scheduled SB 125 appropriation. And, significantly, it provides reduced estimates in Greenhouse Gas Reduction Fund (GGRF) revenues (meaning: less money for the Transit and Intercity Rail Capital Program (TIRCP) and Low Carbon Transit Operations Program (LCTOP)) and makes no mention of the California Air Resources Board (CARB) proposed Cap-and-Invest program amendments, which would severely impact these same transit programs.

CARB Releases Proposed Regulations to Cap-and-Invest Program

As mentioned above, on April 14, CARB released proposed amendments to California’s Cap-and-Invest program to significantly expand free allowances for regulated entities and create a new manufacturing decarbonization incentive allowance reserve. While intended to address industry leakage and consumer cost impacts, the changes are projected to slash GGRF revenues by roughly \$2 billion annually. Given the updated GGRF expenditure structure adopted last year in [SB 840 \(Limon\)](#), these reductions would mean there is insufficient funding for all Tier 3 programs, including the TIRCP, LCTOP and Affordable Housing and Sustainable Communities Program.

In response to the proposed amendments, the California Transit Association established and mobilized [a coalition](#) of nearly 70 statewide and regional organizations to push back on CARB and seek additional changes to the proposed amendments. In addition, the Association has established and mobilized a [coalition](#) of transportation agencies, metropolitan planning organizations, and regional transportation planning agencies to amplify the coalition's work and localize the impacts of proposed amendments. The Association's effort has helped drive the Legislature's engagement on the proposed amendments, including through letters from the Chairs of the Senate Environmental Quality Committee, Senate Transportation Committee, Senate Budget Subcommittee No. 2 and a joint oversight hearing in the Senate Environmental Quality Committee and Senate Budget Subcommittee No. 2, as well as the Assembly Budget Subcommittee No. 4.

CARB is scheduled to hear and adopt the proposed amendments on May 28-29, 2026.

Local Taxpayer Protection Act Qualifies for November Ballot

On April 21, the California Secretary of State reported that the "[Local Taxpayer Protection Act](#)" is eligible for the November 2026 ballot. The measure would raise the voter threshold for approving local special taxes from a simple majority to two-thirds and restrict charter cities' ability to impose real estate transfer taxes beyond the existing statutory documentary transfer tax rate (0.11%). The measure would also invalidate existing voter-approved taxes that do not meet the act's requirements two years after the act passes. According to the Legislative Analyst's Office (LAO), the measure could result in an annual loss of up to several billion dollars to local governments and could further constrain future local revenue generation by increasing voting thresholds and limiting currently allowable tax structures. The LAO fiscal analysis is available [here](#). The initiative is led by taxpayer advocacy groups, including the California Business Roundtable, Howard Jarvis Taxpayers Association, and Kilroy Realty.

Building an Affordable California Act Set to Qualify for November Ballot

On April 27, the [Building an Affordable California Act](#) campaign reported that it has submitted nearly 1 million signatures to qualify their measure for the November 2026 ballot and it is now pending verification by the Secretary of State. Sponsored by the California Chamber of Commerce, and with nearly 100 organizations in support, the measure would modernize and streamline California's notoriously slow approval and permitting system under the California Environmental Quality Act (CEQA) for essential projects, including transit and transportation infrastructure, housing, clean energy projects, and more. The measure would set strict deadlines for public agencies to complete their environmental analysis and for any related judicial proceedings.

More information about the ballot effort can be found [here](#).

Bills with Recommended Positions

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

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

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

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

This bill specifies that transportation projects are presumed to have a less-than-significant transportation impact as determined by the vehicle-miles-traveled metric if at least 80% of the project lies within one or more non-metropolitan counties. *This bill is in the Senate Rules Committee, pending referral to policy committee.*

Bills of Interest

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

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

SB 1250 (Cortese) Wildlife Connectivity – WATCH

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

AB 1599 (Ahrens) California Transit Stop Registry – WATCH

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

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

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

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

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

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

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

AB 2002 (Solache) Regional Early Action Planning – SUPPORT

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

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

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

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

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