SOLANO TRANSPORTATION AUTHORITY

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

Solano Transportation Authority
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Email: info@sta.ca.gov ♦ Website: sta.ca.gov

TECHNICAL ADVISORY COMMITTEE (TAC)

1:30 p.m., Wednesday, August 26, 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

ITEM	STAFF PERSON
1. CALL TO ORDER	Nick Burton
2. APPROVAL OF AGENDA	
3. OPPORTUNITY FOR PUBLIC COMMENT	
4. REPORTS FROM MTC, STA, AND OTHER AGENCIES (1:35 – 1:45 p.m.) ▪ Plan Bay Area 2060 Update (MTC) ▪ Transit Priority Roadway Assessment: STA Summer Outreach ▪ OBAG 4 Call for Projects ▪ STA Annual Awards Nomination Submittals ▪ Route 30 Service Update	Robert Guerrero Joel Shaffer, MTC Jasper Alve Amy Antunano Ron Grassi Lorene Garrett
5. CONSENT CALENDAR Recommendation: Approve the following consent items in one motion.	Sheila Ernst
A. Minutes of the TAC Meeting of June 24, 2026 Recommendation: Approve TAC Meeting Minutes of June 24, 2026. (1:45 – 1:50 p.m.) **Pg. 5**	

TAC MEMBERS

Neil Leary	Christopher Fong	Sanjay Mishra	Greg Malcolm	Nouae Vue	Brian Oxley	Leonard Job	Matt Tuggle
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** Nick Burton **STA**

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

6. **ACTION FINANCIAL - None**

7. **ACTION NON-FINANCIAL**

   A. **Safe Routes to School Technical Advisory Committee Appointment** — Amy Antunano
   Recommendation: Approve the appointment of a TAC nominated representative to fill the vacant engineering position on the SR2S-AC.
   1:50 – 1:55 p.m.)
   Pg. 9

8. **INFORMATIONAL ITEMS – DISCUSSION**

   A. **H.R.1 Transportation Support Pilot** — Robert Guerrero, Lorene Garrett, David Hubble, Emory Cowan
   Recommendation:
   Informational.
   (1:55 – 2:00 p.m.)
   Pg. 15

   B. **Solano County Coordinated Call-for-Projects Funding Scenario Summary** — Kathrina Gregana, Jasper Alve, Dulce Jimenez
   Recommendation:
   Informational.
   (2:00 – 2:05 p.m.)
   Pg. 17

   C. **Solano Express Service Update** — Kristina Botsford
   Recommendation:
   Informational.
   (2:05 – 2:10 p.m.)
   Pg. 27

   D. **Proposed Solano Express Fare Increase** — Kristina Botsford
   Recommendation: Informational.
   (2:10 – 2:15 p.m.)
   Pg. 31

   E. **Solano Rail Hub Priority Development Area (PDA) Plan – Draft Report** — Kathrina Gregana
   Recommendation:
   Informational.
   (2:15 – 2:20 p.m.)
   Pg. 43

   F. **North Bay Passenger Rail Feasibility Study – Draft Report** — Kathrina Gregana
   Recommendation:
   Informational.
   (2:20 – 2:25 p.m.)
   Pg. 45

9. **NO DISCUSSION**

   A. **Regional Transportation Impact Fee (RTIF) – Fiscal Year 2025-26 3rd Quarter Revenue Update** — Leslie Gould
   Recommendation: Informational.
   Pg. 91

B. Funding Opportunities Jasper Alve

Recommendation: Informational.

Pg. 95

10. FUTURE AGENDA TOPICS

September 2026

1. OBAG 4 Call for Projects
2. Solano Transportation Resiliency Plan Update
3. OBAG Recommendations
4. CARE Recommendations

11. ADJOURNMENT

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

Meeting Schedule for the Calendar Year 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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Agenda Item 5.A
August 26, 2026

TECHNICAL ADVISORY COMMITTEE
Draft Minutes for the Meeting of
June 24, 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:

Robert Armijo for Brian Oxley	City of Vacaville
Christopher Fong	City of Dixon
Brad Job	City of Vallejo
Christine Ball for Greg Malcolm	City of Rio Vista
Neil Leary	City of Benicia
Sanjay Mishra	City of Fairfield
Matt Tuggle (Zoom)	County of Solano
Noaue Vue	City of Suisun City

TAC Members Absent:

Greg Malcolm	City of Rio Vista
Brian Oxley	City of Vacaville

STA Staff and Others Present:

Jasper Alve	STA
Ana Lee Bernard	STA
Nick Burton	STA
Tony Chu	City of Vallejo
Sheila Ernst	STA
Lorene Garrett	STA
Leslie Gould	STA
Ron Grassi	STA
Kathrina Gregana	STA
Robert Guerrero	STA
Josue Jimenez	STA
Riley Martinson	County of Solano
Sean Person	STA
Dan Sutton	City of Vacaville
Brandon Thomson	STA

2. APPROVAL OF THE AGENDA

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

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

3. OPPORTUNITY FOR PUBLIC COMMENT

None.

4. REPORTS FROM MTC, STA, AND OTHER AGENCIES

Nick Burton provided an update on the plant establishment period contract for the I-80 Express Lanes project and reminded the group of the upcoming State Route 37 Fairgrounds Ribbon Cutting Ceremony on July 7, 2026, at 10:00 am.

Jasper Alve provided updates on the SR12-113 Corridor Study, including the formation of a Project Leadership Team and the hiring of a consultant to develop a comprehensive multimodal corridor plan. He guided the group through funding opportunities and announced that OBAG Cycle 4 applications are due June 30th. He concluded that $75 million is available through MTC's Regional Measure 3 Safe Route to Transit program.

Robert Guerrero added that we do have the CARE program funds, TFCA funds, and TDA funds. He noted that there is about $5 million dollars in addition to the pool of OBAG funds.

5. CONSENT CALENDAR

A Minutes of the TAC Meeting of May 27, 2026

Recommendation:
Approve TAC Meeting Minutes of May 27, 2026.

On a motion by Matt Tuggle, and a second by Robert Armijo, the STA TAC unanimously approved the minutes of May 27, 2026. (9 Ayes)

6. ACTION FINANCIAL ITEMS

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

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

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

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

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

7. ACTION NON-FINANCIAL

A. 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.

Robert Guerrero guided the group through the topics under consideration to present to the STA Board during the study session.

Sanjay Mishra recommended to add regional routes as an additional topic.

Matt Tuggle commented that it is time to review due to the amount of changes in routes and in leadership and thanked staff for bringing the item to the TAC.

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

8. INFORMATIONAL ITEMS – DISCUSSION

A. Dredging Update — Leslie Gould

Recommendation: Informational.

Leslie Gould provided an update on dredging.

Brad Job discussed dredging in Vallejo and the rest of the County.

Nouae Vue and Niel Leary discussed the need for dredging in Suisun and Benicia marinas.

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

Recommendation: Informational.

Lorene Garrett discussed the Solano Mobility Programs serving Solano County and guided the group the purpose of the programs. She focused on the First/Last Mile program, criteria, and benefits.

C. Legislative Update — Sean Person

Recommendation: Informational.

Sean Person provided a legislative update on three State/Federal legislation bills.

The group discussed AB1421, Advanced Fleet Clean (AFC), and carb related issues.

9. NO DISCUSSION – None

10. FUTURE TAC AGENDA TOPICS

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

11. ADJOURNMENT

The meeting adjourned at 3:30 p.m. The next regular meeting of the STA Technical Advisory Committee (TAC) is scheduled at **1:30 p.m., Wednesday, August 26, 2026** at STA Office located at 423 Main Street, Suisun City, Twin Sisters Conference Room.``

Agenda Item 7.A
August 26, 2026

DATE: August 10, 2026
TO: STA TAC
FROM: Amy Antunano, Program Manager-SR2S
RE: Safe Routes to School Technical Advisory Committee Appointment

Background:
The Solano Transportation Authority's Safe Routes to School Advisory Committee (SR2S-AC) advises STA on the development and implementation of projects and programs that support safe and healthy transportation options for students. The committee also reviews and prioritizes Safe Routes to School projects and participates in the development, review, and implementation of the Countywide Safe Routes to School Plans.

Under the current SR2S-AC Bylaws, which can be viewed in Attachment A, the committee includes two representatives from the engineering profession who are appointed by the STA Technical Advisory Committee (TAC). The SR2S-AC currently has one vacancy in an engineering representative position. The previous representative filling this position was from the City of Fairfield. The bylaws provide that appointments may be made through a nomination or volunteer from the applicable representative category.

Discussion:
STA staff are requesting that the TAC appoint a representative to fill the vacant engineering position on the SR2S-AC. The representative should be a member or professional within the engineering category and work within the cities or County of Solano, consistent with the SR2S-AC Bylaws.

The appointed representative will participate in quarterly SR2S-AC meetings and provide technical input related to Safe Routes to School projects, programs, and planning efforts throughout Solano County, and provide updates on their agency's Safe Routes to School-related activities.

Fiscal Impact:
There is no fiscal impact.

Recommendation:
Approve the appointment of a TAC nominated representative to fill the vacant engineering position on the SR2S-AC.

SAFE ROUTES TO SCHOOL ADVISORY COMMITTEE BY-LAWS

ARTICLE I

Name of Organization:
The name of this organization shall be the Solano Transportation Authority Safe Routes to School (SR2S) Advisory Committee (AC), hereafter called the SR2S-AC.

ARTICLE II

Authorizing Agency:
The Solano Transportation Authority (STA), as the Congestion Management Agency (CMA) of Solano County, authorizes the establishment of the SR2S-AC and shall approve all appointments to the SR2S-AC, the SR2S-AC by-laws, and all amendments to the SR2S-AC by-laws.

ARTICLE III

Purpose:
Section 1: Duties/Responsibilities
The SR2S-AC shall act to advise the STA on the development of projects and programs in the categories of Education, Encouragement, Enforcement, Engineering, and Evaluation to promote healthy and safe alternative modes of travel.

The SR2S-AC shall review and prioritize SR2S projects and participate in the development, review and implementation of the Countywide SR2S Plan.

Additionally, SR2S-AC will participate in the review of future countywide and city general plans, plans for new schools and specific plans for new developments and may provide comments and/or recommendations to decision makers regarding these plans.

Section 2: Review Process
The SR2S-AC review process shall ensure that SR2S projects within the seven (7) Cities (Benicia, Dixon, Fairfield, Rio Vista, Suisun City, Vacaville, and Vallejo), the County of Solano, and School Districts Countywide continue to promote the primary goal of the program to encourage walking and bicycling to and from school most days of the week; thereby reducing motor vehicle trips, reducing motor vehicle congestion, increasing carpooling, increasing safety, and improving health and air quality benefits.

ARTICLE IV

Membership:
Section 1. Representation
The SR2S-AC shall be composed of engineering, school, enforcement, public health, BAC, PAC, and air quality representatives who live or work in the Cities and County of Solano.

The SR2S-AC shall include: two (2) representatives from engineering profession appointed by the STA Technical Advisory Committee (TAC), two (2) from schools, one (1) from law enforcement appointed by Solano County Police Chiefs' Association, one (1) from public health, one (1) STA Bicycle Advisory Committee (BAC), one (1) STA Pedestrian Advisory Committee (PAC), one (1) Member at Large position voted on by the STA Board, and one (1) from air quality for a total membership of ten (10). Members of the SR2S-AC shall be approved by majority vote of the STA Board of Directors. Each representative shall be a member or professional in the category they represent.

Section 2: Voting Members
Voting privileges are vested exclusively in the SR2S-AC members or their alternates. Voting members of the SR2S-AC shall be the aforementioned ten (10) members representing the categories as stated in Article IV, Section 1. Each member of the SR2S-AC shall have one (1) vote.

Section 3: Non-Voting Members
Non-voting members of the SR2S-AC may consist of representatives from each of Solano County's member jurisdiction's planning, law enforcement and public works staff, Solano County Public Health, School District staff and the public at large. Non-voting member may act as an alternate in the absence of a voting member in the same category.

Section 4: Appointments
Appointments to the SR2S-AC shall be derived from a nomination or volunteer from each category group and appointed to the SR2S-AC by the STA Board. Voting members have the option to appoint an alternate within the same category group with no specific jurisdiction requirement. In the event an active voting member is unable to fulfill their duties (e.g. retirement, new position) on the committee, they are requested to nominate a new representative of the same category/group. If said voting member is unable to fill their seat, appointments will be requested through STA's member agencies and forwarded to the STA Board for approval.

Section 5: Vacancies
If and when vacancies occur, they must be filled according to Article IV, Sections 2 and 4.

Section 6: Role of STA Staff
The STA shall, under direction of the STA Board of Directors, provide staff and organizational support to the SR2S-AC.

ARTICLE V

Officers:
Section 1: Elected Officers
The elected officers of the SR2S-AC shall be the Chair and Vice-Chair.

Section 2: Election of Officers
The SR2S-AC shall, at the last meeting of each calendar year, nominate and elect the Chair and the Vice-Chair for one (1) calendar year term. No officer shall serve more than two (2) consecutive terms in a given office.

Section 3: Role of Chair

The Chair shall preside over all SR2S-AC meetings, coordinate the meeting agendas with STA staff, represent the SR2S-AC's actions to appropriate agencies or designate a representative(s) to do so, and have general direction and control over the activities of the SR2S-AC.

Section 4: Role of Vice-Chair
The Vice-Chair shall assist the Chair in the execution of the duties of the Chair office. In the absence of the Chair, the Vice-Chair shall preside over the meetings, and when so acting, shall have all the powers of the Chair.

Section 5: Vacancy in the Office of Chair
In the event of a vacancy in the office of the Chair, the Vice-chair shall be elevated to the office of Chair for the remainder of the calendar year term, and the SR2S-AC shall nominate and elect a new Vice-chair

ARTICLE VI

Meetings:

Section 1: Meetings/Attendance
The SR2S-AC shall hold a regular meeting at least once a calendar year quarter and as necessary to fulfill the mandate of Article III, Sections 1 and 2. Members of the SR2S-AC that do not attend three scheduled meetings in succession and do not contact staff to indicate that they will not be present is considered to be an 'un-contacted absence' which may have their position declared vacant by the STA Board. Absence after contacting staff is considered a 'contacted absence.' Contacted absences and un-contacted absences shall be documented in the minutes of each meeting. If a SR2S-AC member has missed a combination of four contacted and un-contacted absences in any one-year period, he or she will be sent a written notice of intent to declare the position vacant. If there is no adequate response before or at the next scheduled meeting, and based upon a recommendation from the SR2S-AC, the position may be declared vacant by the STA Board.

Section 2: Special Meetings
The SR2S-AC may convene special meetings as necessary to conduct its business.

Section 3: Public Process
All meetings shall be posted public meetings conducted in compliance with the Brown Act.

Section 4: Definition of a Quorum
A quorum shall consist of the majority of the then appointed SR2S-AC members of the engineers, schools, enforcement, public health, BAC, PAC, and air quality seats.

Section 5: Actions
Actions of the SR2S-AC require a quorum and the majority vote of the voting members present.

ARTICLE VII

Subcommittees:
The Chair may establish subcommittees or special task forces when they are deemed necessary to carry out the SR2S-AC's mandate.

ARTICLE VIII

Parliamentary Authority:
The SR2S-AC shall use "Robert's Rules of Order" as a general guide for meeting procedures when they are consistent with the SR2S-AC by-laws. When applicable and consistent with STA Board policies, the SR2S-AC may use any rules of order the Committee may adopt.

ARTICLE IX

Adoption and Amendments to the By-Laws:
Section 1. Adoption of the SR2S-AC By-laws
Adoption of the SR2S-AC by-laws will be by a majority vote of the STA Board of Directors.

Section 2. Amendments to the SR2S-AC By-laws
The SR2S-AC may take action, by two-thirds vote, to propose amendments to the by-laws at any regular meeting of the SR2S-AC, provided that the amendment has been submitted in writing for the SR2S-AC to review prior to voting. Suggested amendments to the SR2S-AC by-laws by the SR2S-AC shall be forwarded to the STA Board of Directors.

Section 3. Approval of Amendments to SR2S-AC By-laws
Official amendments to the SR2S-AC by-laws will be by a majority vote of the STA Board of Directors.

ARTICLE X

Safe Routes to School Advisory Committee Letter Writing Policy:
Letters written by the Safe Routes to School Advisory Committee that are directed outside the Authority must be reviewed by the STA Executive Director. If in the opinion of the STA Executive Director, the contents and intent of the letter is either non-controversial or is consistent with STA Board policies, the letter will be sent out. In all other cases the letter must be approved by STA Board action.

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DATE: August 11, 2026
TO: STA TAC
FROM: Ron Grassi, Director of Programs
Lorene Garrett, Senior Transit Mobility Coordinator
RE: H.R.1 Transportation Support Pilot

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

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

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

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

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

Short Term Solution
STA's current programs can provide Call Center access to existing program information, program enrollment, trip planning, and transportation options. Partial reimbursement for commuter bike purchases is available for students and employees who are age 18+. The First/Last Mile program

provides in-county transit connections for working commuters. However, given the potential magnitude of the issue, additional solutions and resources are needed.

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

H.R.1 18-Month Pilot
STA's existing commuter programs do not address transportation needs for unpaid work, volunteer or community services. Subject to available funding, STA staff may propose piloting a First/Last Mile to transit based on the current Equitable Access to Justice Program model that would assist H.R.1impacted individuals.

Fiscal Impact:
Unknown.

Recommendations:
Informational.

Attachments:

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

Agenda Item 8.B
August 26, 2026

DATE: August 18, 2026
TO: STA TAC
FROM: Jasper Alve, Senior Projects Manager
Kathrina Gregana, Senior Planner
Dulce Jimenez, Assistant Planner
RE: Solano County Coordinated Call-for-Projects Funding Scenario Summary

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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 Develop Act – Article 3 (TDA-3), and Transportation Funds for Clean Air (TFCA).

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

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

Discussion:

Following the grant application deadline, STA received competitive grant applications from most of the agencies in the County for each grant program. The STA will maximize the funding capacity of each grant program to ensure 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. The draft funding plan scenarios identified

in this staff report offer the most funding to the County – approximately $21.137 million as shown in Attachment A.

CARE

There are two categories of funding within CARE – (1) CBTP Technical Assistance (CBTP TA) for project development and preliminary engineering (PE) activities, and (2) Participatory Budgeting and Implementation (PBI) for construction activities. The initial funding target for each category is $1,044,000, with up to $313,000 available to flex between the two funding categories.

Because the CARE funding requests received were primarily for PBI, the STA will utilize the available funding flexibility and operate under revised funding targets of $730,000 for CBTP-TA and $1,357,000 for PBI.

STA received three (3) grant applications: 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 regarding 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 were not open to transferring the funding at this time. However, MTC staff indicated that CARE funding could potentially be used to provide project development and PE funding for projects that requested funding under the OBAG Program, provided those projects are consistent with the CARE program guidelines.

STA staff identified two projects that could potentially 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.

STA staff is currently evaluating options for addressing the remaining $85,030 in PBI funding capacity and will provide an update at the STA TAC's September meeting.

OBAG Cycle 4

The STA received a total of nine (9) grant applications with a funding request totaling $20.804 million. This funding request exceeds the OBAG 4 funding capacity of $16.190 million by $4.614 million as shown in Attachment C. However, the City of Rio Vista also submitted its OBAG grant application for consideration under the CARE and TDA-3 grant programs. Accordingly, the City's request will not be considered for OBAG. Additionally, Solano County requested $700,000 in OBAG funding for its Farm to Market Road Phase 4 Project. This project will be considered for TDA-3 funding instead of OBAG. Given the revised funding plan, seven (7) grant applications will now be considered for OBAG funding totaling $19.222M, which still exceeds the initial funding capacity by $3.032 million.

Since MTC staff are amenable to providing PE funding to projects that align with the CARE Program guidelines, STA staff are proposing to offset the construction funding requests of two (2) projects. First, Solano County's OBAG 4 construction funding request for its Benicia Road Phase 3 Project is $1.935 million. This request could potentially be reduced by $310,000; the project will receive the same amount for PE from CARE. Similarly, Suisun City's OBAG construction request could potentially be reduced by $288,000. The same amount will be provided for PE through the CARE Program. Combined, the funding request now total $18.624M, which is still higher than the initial OBAG funding capacity by $2.434M. This oversubscription will be reduced by potentially reducing the City of Vacaville's request by $834,000 and programming $1.6 million in Transit and Intercity Rail Capital Program funds to the project.

Overall, the funding scenario presented here ensures that all the projects that have requested OBAG Cycle 4 will be funded.

TDA-3

STA staff conducted an internal review of nine grant applications requesting a total of $3.4 million in funding. The projects evaluated for TDA-3 funding included the Solano County Farm to Market Phase 4 Project, which was an OBAG 4 project recommended for funding through TDA-3. Additionally, it included the Solano County Vallejo Sidewalk Gap Connector Project that was a TFCA project recommended for funding through the TDA-3 funding pot. Following a review of the applications against the criteria established in MTC's TDA-3 guidelines, STA staff developed a multi-year draft funding proposal for TDA-3 funds, outlined in Attachment D.

Of the nine grant applications evaluated, three projects are recommended for funding through alternative funding sources that are considered a better fit based on each project's eligibility and funding criteria. The City of Rio Vista's Safe Routes to School to D. H. White Elementary School project is recommended for funding through the CARE Fund Program. The City of Benicia's East 5th Street Transit Access, Pedestrian Safety and Access Improvements Project and the City of Suisun City's Rectangular Rapid Flashing Beacon are recommended for funding through the Transportation Fund for Clean Air (TFCA) 40% Fund Program.

As part of the TDA-3 funding process, project sponsors recommended for TDA-3 funds are required to present their projects at the Joint Bicycle and Pedestrian Advisory Committee meeting scheduled for September 3, 2026, in which STA staff will discuss the multi-year draft funding proposal for TDA-3 funds to the BAC/PAC. STA staff is requesting that project sponsors review the draft funding proposal and provide feedback as to how the proposed funding schedule aligns with their anticipated project development and construction timelines. Feedback will be incorporated into the final draft proposal for TDA-3 funding that will be brought back to the TAC for action at its September 30, 2026 meeting.

TFCA 40% Fund Program

STA staff conducted an internal review of five grant applications requesting a total of $1.6 million in funding. The projects evaluated for TFCA 40% funding included two projects that were previously considered for TDA-3 funding and are now recommended for funding through the

TFCA 40% Fund Program: the City of Benicia's East 5th Street Transit Access, Pedestrian Safety and Access Improvements Project and the City of Suisun City's Rectangular Rapid Flashing Beacon Project.

Following a review of the applications against the eligibility and funding criteria established in the Bay Area Air District's TFCA 40% Fund Grant Guidelines, STA staff developed a draft proposal for the TFCA 40% Fund. The proposed funding allocations are outlined in Attachment E. STA staff request that project sponsors recommended for TFCA funding review the funding allocations and their alignment with project construction schedules. Submitted feedback will be incorporated into the final draft proposal for TFCA funding that will be brought to the TAC for action at its September 30, 2026 meeting.

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

Recommendation:
Informational.

Attachments:
A. Coordinated Call-for-Projects Draft Funding Scenario Summary
B. CARE
C. OBAG 4 Draft Funding Scenario Summary
D. Draft Funding Scenario Summary for Transportation Development Act Article 3 Funds
E. Draft Funding Scenario Summary for Transportation Clean Air 40% Fund Program

Attachment A: Coordinated Call for Projects Funding Scenario Summary

PROJECT SPONSOR	PROJECT NAME	Funding Request	Funding Scenario Summary						
			OBAG 4 (CON)	CARE TA (PA&ED)	CARE PBI (CON)	TDA-3 (4-Year) FYs 2026/27-2029/30	TFCA (4-Year) FYs 2026/27-2029/30	**TIRCP Pending Approval	Total Funding
City of Benicia	Downtown Complete Streets Improvements (First Street)	$ 2,775,000	$ 2,600,000						$ 2,600,000
City of Benicia	East 5th St. Transit Access, Pedestian Safety, and Accessibility Improvement Project	$ 644,000					$ 644,000		$ 644,000
City of Benicia	East 3rd St/ Military East Intersection	$ 133,963					$ 103,865		$ 103,865
City of Benicia	Military West/ West K St/ I-780 Intersection in Benicia	$ 252,135					$ 252,135		$ 252,135
City of Rio Vista	Safe Routes to D.H. White Elementary School	$ 511,340			$ 511,340				$ 511,340
City of Rio Vista	Safe Routes to Rio Vista High School	$ 268,733				$ 268,733			$ 268,733
City of Rio Vista	Safe Routes to Riverview Middle School	$ 102,890				$ 102,890			$ 102,890
City of Suisun City	State Route 12 Refuge Island Project	$ 545,630		$ 80,000	$ 465,630				$ 545,630
City of Suisun City	Pedestrian Improvements (Transit Center & Surrounding Area)	$ 1,301,000	$ 725,000	$ 288,000					$ 1,013,000
City of Suisun City	Rectangular Rapid Flashing Beacons Project	$ 133,325					$ 133,325		$ 133,325
City of Vacaville	Ulatis Creek	$ 8,710,000	$ 6,276,000					$ 4,200,000	$ 6,276,000
City of Vacaville	Alamo School Safe Routes to School	$ 240,000				$ 240,000			$ 240,000
City of Vallejo	Broadway/Alameda Street Road Diet	$ 2,914,000	$ 2,914,000						$ 2,914,000
City of Vallejo	Fairgrounds Dr. Sidewalk & Speed Radar Signs	$ 310,000		$ 53,000	$ 295,000				$ 348,000
County of Solano	Benicia Road Phase 3	$ 2,245,000	$ 1,625,000	$ 310,000					$ 1,935,000
County of Solano	Farm to Market Phase 4	$ 700,000				$ 700,000			$ 700,000
County of Solano	Vaca Valley Bike Route Connection Project	$300,000 *$200k minimum*				$ 200,000			$ 200,000
County of Solano	Vallejo Sidewalk Gap Connector	$500,000 *$300k minimum*				$ 300,000			$ 300,000
STA	Mobility Program	$ 1,200,000	$ 1,200,000						$ 1,200,000
STA	Safe Routes to School Program	$ 850,000	$ 850,000						$ 850,000
	Total Funding Scenario	$ 24,637,016	$ 16,190,000	$ 731,000	$ 1,271,970	$ 1,811,623	$ 1,133,325	$ 4,200,000	$ 21,137,918
	Funding Capacity	$ 21,658,692	$ 16,190,000	$ 731,000	$ 1,357,000	$ 1,930,692	$ 1,450,000	$ -	$ 21,658,692
	Remaining Funding	$ (2,978,324)	$ -	$ -	$ 85,030	$ 119,069	$ 316,675	$ -	$ 520,774

**TIRCP: STA is currently working with the California State Transportation Agency (CalSTA) to reprogram this funding away from other TIRCP projects and into the City of Vacaville's Ulatis Creek Class I Project

Draft Funding Proposal for Solano CARE Program

PROJECT SPONSOR	PROJECT NAME	FUNDING REQUESTED		DRAFT FUNDING RECOMMENDATIONS	
		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	$511,340	N/A	$511,340
City of Suisun City	State Route 12 Refuge Island Project	$80,000	$465,630	$80,000	$465,630
City of Vallejo	Fairgrounds Dr. Sidewalk & Speed Radar Signs	$53,000	$295,000	$53,000	$295,000
Solano County	Benicia Road Project ***This is an OBAG4 Project being considered for CARE-TA****	$310,000	$1,935,000	$310,000	**Recommended for OBAG**
Ciyt of Suisun City	Solano Rail Hub Pedestrian Improvement Project ***This is an OBAG4 Project being considered for CARE-TA****	$288,000	$1,013,000	$288,000	**Recommended for OBAG**
			Total Funding Request	$731,000	$1,271,970
			Total Funding Capacity	$731,000	$1,357,000
			Remaining Funding	**$0**	**$85,030**

Attachment C: OBAG 4 Draft Funding Plan Scenario

One Bay Area Grant Cycle 4 Draft Funding Plan Scenario									
	Applicant	**Project Name**	**CON**	**CARE CON**	**TDA-3**	**CARE PE**	**TIRCP**	**Reduction**	Funding Plan (120% Capacity)
1	Benicia	Downtown Complete Streets Improvements (First Street)	$ 2,600,000						$ 2,600,000
2	Rio Vista	SR2S Safety Improvements	$ 882,963	$ 511,340	$ 371,623				$ -
3	Vacaville	Ulatis Creek Class I	$ 8,710,000				$ 1,600,000	$ 834,000	$ 6,276,000
4	Vallejo	Broadway/Alameda Street Road Diet	$ 2,914,000						$ 2,914,000
5	Solano County	Benicia Road Phase 3	$ 1,935,000			$ 310,000			$ 1,625,000
6	Solano County	Farm to Market Phase 4	$ 700,000		$ 700,000				$ -
7	Suisun City	Pedestrian Improvements (Transit Center & Surrounding Area)	$ 1,013,000			$ 288,000			$ 725,000
8	STA	Mobility Program	$ 1,200,000						$ 1,200,000
9	STA	Safe Rotues to School Program	$ 850,000						$ 850,000
		Total	**$ 20,804,963**						**$ 16,190,000**
		OBAG 4 Funding Capacity	$ 16,190,000						
		Over/Under	**$ (4,614,963)**	**$ (4,103,623)**	**$ (3,032,000)**	**$ (2,434,000)**	**$ (834,000)**	**$ -**	**$ -**

Draft Funding Proposal for Transportation Development Act Article 3 Funds - FY26/27 - FY29-30

						FY26-27		FY27-28		FY28-29			FY29-30	
PROJECT SPONSOR	PROJECT NAME	PROJECT COST	FUNDING REQUESTED	COMMITTED FUNDING	MINIMUM FUNDING	TDA-3 Funding Available $430,692	TFCA Funding Available $1,000,000	TDA-3 *Estimated Funding $500,000	FY27-28 TFCA *Estimated Funding $150,000	TDA-3 *Estimated Funding $500,000	TFCA *Estimated Funding $150,000	FY28-29 CARE	TDA-3 *Estimated Funding $500,000	TFCA *Estimated Funding $150,000
Solano County	Farm to Market Phase 4 ***This is an OBAG4 project being considered for TDA-3 Funds***	$3,210,000	$700,000	$2,510,000	$700,000	$327,802		$372,198						
City of Rio Vista	City of Rio Vista Safe Routes to Rio Vista High School	$303,550	$268,733	$34,817	$268,733			$127,802		$140,931				
City of Rio Vista	City of Rio Vista Safe Routes to Riverview Middle School	$116,220	$102,890	$13,330	$102,890	$102,890								
City of Vacaville	Alamo Safe Routes to School Project	$287,000	$240,000	$47,500	$240,000					$240,000				
Solano County	Vaca Valley Bike Route Connection Project	$1,250,731	$300,000	$950,731	$200,000					$119,069			$80,931	
Solano County	Vallejo Sidewalk Gap Connector ***This is a TFCA project being considered for TDA-3 Funds***	$1,704,000	$500,000	$1.2M	$300,000								$300,000	
City of Benicia	East 5th St. Transit Access, Pedestrian Safety, and Accessibility Improvement Project ***Project is being considered for TFCA funding***	$644,000	$644,000	$0	$644,000		$644,000							
City of Rio Vista	City of Rio Vista Safe Routes to D.H. White Elementary School ***Project is being considered for CARE***	$577,590	$511,340	$66,250	$511,340							$511,340		
City of Suisun City	Rectangular Rapid Flashing Beacons Project ***Project is being considered for TFCA funding***	$133,325	$133,325	$0	$133,325				$133,325					

Draft Funding Proposal for Transportation Fund For Clean Air 40% Fund Program - FY26/27 - FY29-30

						FY26-27	FY27-28	FY28-29	FY29-30	
PROJECT SPONSOR	PROJECT NAME	PROJECT COST	FUNDING REQUESTED	COMMITTED FUNDING	MINIMUM FUNDING	TFCA Funding Available $1,000,000	TFCA *Estimated Funding $150,000	TFCA *Estimated Funding $150,000	TFCA *Estimated Funding $150,000	TDA-3 *Estimated Funding $500,000
City of Benicia	East 5th St. Transit Access, Pedestian Safety, and Accessibility Improvement Project	$644,000	$644,000	$0	$644,000	$644,000				
City of Benicia	East 3rd St/ Military East Intersection	$133,963	$133,963	$0	$133,963	$103,865				
City of Benicia	Military West/ West K St/ I-780 Intersection in Benicia	$252,135	$252,135	$0	$252,135	$252,135				
Solano County	Vallejo Sidewalk Gap Connector ***TFCA project being considered for TDA-3 funding **	$1,704,000	$500,000	$1.2M	$300,000					$300,000
City of Suisun City	Rectangular Rapid Flashing Beacons Project	$133,325	$133,325	$0	$133,325		$133,325			

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Agenda Item 8.C
August 26, 2026

DATE: August 20, 2026
TO: STA TAC
FROM: Kristina Botsford, SolTrans Deputy Director
RE: Solano Express Service Update

Please see the attached handouts.

Agenda Item 7.A
August 25, 2026

Updated
8/17/2026

SolTrans
Bus Operations - Solano Express Metrics
Fiscal Year 2025-26
For Period: July 2025 - June 2026

PRELIMINARY

Route	Total Cost	Farebox Revenue **	Farebox Recovery Ratio	Ridership	Average Fare Per Rider	Subsidy per rider	Cost per Rider	Riders per VRH	Riders per VRM	Revenue Hours	Total Cost per Hour	Revenue Miles	Total Cost per Mile
82	$ 600,523	$ 101,983	17%	29,928	$ 3.41	$ 16.66	$ 20.07	12.8	0.4	2,335	$ 257.20	75,557	$ 7.95
B	$ 2,686,298	$ 152,726	6%	85,242	$ 1.79	$ 29.72	$ 31.51	8.2	0.2	10,378	$ 258.85	343,184	$ 7.83
G	$ 1,643,250	$ 158,722	10%	63,499	$ 2.50	$ 23.38	$ 25.88	10.1	0.3	6,317	$ 260.15	212,412	$ 7.74
R	$ 4,607,678	$ 772,855	17%	306,118	$ 2.52	$ 12.53	$ 15.05	15.9	0.6	19,202	$ 239.96	479,188	$ 9.62
Y	$ 1,716,793	$ 124,133	7%	68,003	$ 1.83	$ 23.42	$ 25.25	9.4	0.4	7,248	$ 236.88	171,280	$ 10.02
All Costs*	$ 11,254,543	**$ 1,310,419**	11.6%	**552,791**	**$ 2.37**	$ 17.99	$ 20.36	**12.2**	**0.4**	45,479	$ 247.47	**1,281,621**	$ 8.78
Transit Ctr Costs	$ (515,307)												
Funded Costs	**$ 10,739,235**	**$ 1,310,419**	**12.2%**	**552,791**	**$ 2.37**	**$ 17.06**	**$ 19.43**	**12.15**	**0.43**	**45,479**	**$ 236.14**	**1,281,621**	**$ 8.38**
Budget	**$ 10,366,650**	**$ 1,110,068**	**10.7%**							**45,000**	**$ 230.37**		
FY 25 Actuals	*$ 10,334,482*	*$ 1,132,079*	*11.0%*	*520,867*	*$ 2.17*	*$ 17.67*	*$ 19.84*	*11.6*	*0.4*	*44,872*	*$ 230.31*	*1,257,628*	*$ 8.22*
Change from PY	$ 404,754	$ 178,340	1.2%	$ 31,924	$ 0.20	$ (0.61)	$ (0.41)	0.5	0.0	607	$ 5.82	23,993	$ 0.16

** All Costs Allocated to modes per Accounting rules and reported to NTD.*

*** Includes Solano College Fees*

NOTE: Total Hours and Miles may change as we finalize June data. Total Cost not final until the books are closed.

					FY 25-26 Budget	
SolanoExpress Costs	Revenue	Hours			Hours
July 2025 - June 2026		45,479			45,000
Budget $229.08/hr	% of SolTrans Fixed Route	51%			
Contracted Rate with Transdev					***$ 85.55***
Direct Costs:		**Cost per hr**			**Cost per hr**
Vehicle Revenue Hours (drivers)	$ 3,705,995	$ 81.49		$ 3,849,759	$ 85.55
Vehicle Maintenance - Manager, Asst. Manager, Mechanics, Utility workers	$ 1,224,530	$ 26.93		$ 1,164,305	$ 25.87
Vehicle Maintenance - parts	$ 486,372	$ 10.69		$ 335,000	$ 7.44
Vehicle Maintenance - tires	$ 132,663	$ 2.92		$ 80,000	$ 1.78
Vehicle Maintenance - Lubricants and Fluids	$ 51,945	$ 1.14		$ 120,000	$ 2.67
Contracted administration costs	$ 1,593,966	$ 35.05		$ 1,459,996	$ 32.44
- Transdev Mgmt (non-maint.), road Supes, dispatch, customer service, vehicle insurance, other contract overhead					
Subtotal - Contracted Transit Costs	**$ 7,195,472**	**$ 158.21**		**$ 7,009,060**	**$ 155.76**
Fuel	**$ 1,042,280**	**$ 22.92**		**$ 1,119,000**	**$ 24.87**
Other Direct Expenses					
CNG Fueling facility maintenance (100%)	$ 98,535	$ 2.17		$ 94,332	
Direct Vehicle Repairs	$ 46,407	$ 1.02		$ 45,000	
Other Direct Expenses *(armored car,*	$ 179,255	$ 3.94		$ 110,047	
AVL cellular, Fire suppression on buses, etc)					
Subtotal - Other Direct Expenses	**$ 324,197**	**$ 7.13**		**$ 249,379**	**$ 5.54**
Total Direct SE Expenses	**$ 8,561,949**	**$ 188.26**		**$ 8,377,439**	**$ 186.17**
Transit Centers/Bus Stop Expenses					
Curtola Park n Ride Expenses (100%)	$ 200,938	$ 4.42			
Vallejo Transit Center	$ 181,367	$ 3.99			
1872 Broadway Land Exp	$ 179	$ 0.00			
Sereno Transit Center Maintenance	$ 11,381	$ 0.25			
Bus Stop Maintenance (pooled)	$ 121,442	$ 2.67			
Total Transit Center/Bus Stop Facilities	**$ 515,307**	**$ 11.33**		**$ 469,130**	**$ 10.43**
Indirect Costs (allocated based on hours)					
Administrative Salaries	$ 1,117,465	$ 24.57		$ 1,161,000	$ 25.80
Software Subscriptions/IT services	$ 230,818	$ 5.08		$ 250,500	$ 5.57
General Liab. Insurance	$ 107,014	$ 2.35		$ 109,650	$ 2.44
Professional Services	$ 146,002	$ 3.21		$ 188,100	$ 4.18
Admin Building Maintenance Costs	$ 124,670	$ 2.74		$ 117,283	$ 2.61
O&M Maintenance & Utilities	$ 204,248	$ 4.49		$ 95,460	$ 2.12
Marketing and Advertising	$ 96,046	$ 2.11		$ 100,000	$ 2.22
Other Indirect Overhead expenses	$ 151,023	$ 3.32		$ 117,150	$ 2.60
Printing, supplies, bank fees, etc					
Subtotal - Indirect Expenses	**$ 2,177,286**	**$ 47.87**		**$ 2,139,143**	**$ 47.54**
Total Operating Expenses	**$ 11,254,542**	**$ 247.47**		**$ 10,985,712**	**$ 244.13**
Transit Centers/Bus Stop Facilities	$ (515,307)	$ (11.33)		$ (469,130)	$ (10.43)
Fuel Contingency				$ (150,000)	$ (3.33)
SE Cost without Transit Centers and Contingencies	**$ 10,739,235**	**$ 236.14**		**$ 10,366,582**	**$ 230.37**
Budget variance					
Grand total Expenses on SolExp Metrics sheet	$ 11,254,543				
	$ 0	*check figure*			
Indirect Cost Allocation Methodology					
Costs are allocated between Fixed Route (90%) and Paratransit (10%) if the expense applies to both					
Costs allocated to FR are then allocated between Local and Express based on Rev. Hours					
Note: direct and indirect totals from Cost Allocation sheet won't match this analysis due to pulling out the Transit Centers and Bus Stops which include direct and indirect costs					

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Agenda Item 08.D
August 26, 2026

DATE: August 20, 2026
TO: STA TAC
FROM: Kristina Botsford, SolTrans Deputy Director
RE: Proposed Solano Express Fare Increase

Background:
SolTrans is proposing a fare increase to support long-term financial sustainability of the Solano Express system while maintaining equitable and affordable access to the public. Solano Express fares have remained the same or even decreased for certain fares since the creation of SolTrans 15 years ago. Fares have not kept pace with operating costs or the rise in bridge tolls. SolTrans' Board-approved fare policy directs Staff to annually evaluate the need for a possible fare analysis. SolTrans reviewed fare revenue during this last 10-year forecast process and determined that a fare increase will be necessary for Solano Express to sustain the current level of service.

The intercity funding working group has discussed the need for a fare increase on multiple occasions, with the last meeting being held in April 2026. At that time, a document was shared with the group that outlined the decisions to be made on fares, fare payment methods, and a possible timeline. After discussions with SolTrans, it was determined that public outreach on a fare increase needed to wait until after the major service change was completed on August 2nd. The timeline of an increase is dependent on other factors; such as the timing of Intercity Consortium, STA and SolTrans board meetings, the need to determine which boards need to approve an increase, and informing Clipper of fare changes.

On July 16, 2026, SolTrans staff brought an information report to the SolTrans Board for a possible fare increase and presented a tentative timeline. That report outlined the next steps which was to bring information to the Intercity Consortium to facilitate a discussion on various fare increase scenarios. Included in this report is a summary of our the SolTrans Board-approved Fare Policy, current transit fares and bridge tolls, information on other agencies' fares, proposed fare increase scenarios, and a timeline for July 1, 2027 fare change.

Discussion:

Many transit agencies in the Bay Area have had fare increases within the last five (5) years. SolTrans has reviewed the local and express fares for eight (8) transit agencies including BART and San Francisco Bay Ferry. Taking into consideration service area, mileage to and from destinations, and for express routes crossing toll bridges, SolTrans covers a large service area in comparison to peer agencies who also offer commuter services. While some agencies may have lower fares or have made smaller fare increases, most are not providing the same level of regional connectivity or traversing bridges.

SolTrans has a Fare Policy that includes Solano Express that was adopted by its Board in 2015 and amended in November 2018 (Attachment A). The policy needs to be updated to reflect the current state of fares and decisions that were made during the pandemic. However, the guiding principles still stand and are relevant to today. Solano Express does not have its own Fare Policy and that is something the funding partners could consider adopting.

Fare Comparison to Other Agencies

The current Solano Express one-way adult fare is $5 for out of county, $2.75 for travel within the county and $6 for the Route 82 to San Francisco. There are very few operators that offer regional commuter service and very few cross a bridge. Transbay fares for AC Transit are $6.50, and for WestCat, they are $5. Both operators travel a short distance between their county to San Francisco via the Bay Bridge. NVTA charges $6 and travels through Solano County to El Cerrito del Norte BART. The SF Bay Ferry from Vallejo to San Francisco charges $10.00.

Agency & Last Fare Increase Date	SolTrans 7/1/2019	NVTA 7/01/2024	WestCAT -	Tri-Delta 2015	County Connection 3/10/2019	LAVTA 4/1/2026	AC Transit 7/1/2025		SF Bay Ferry Vallejo - SF 7/1/2026	BART ECDN - EMB 1/1/2026	BART N. CON - EMB 1/1/2026	BART CON - EMB 1/1/2026
Adult Fare Categories	**2026 Fare Costs**											
CASH												
Express In County	$ 2.75	$ 3.50	$ 1.75	$ 2.50	$ 2.50	$ 2.50						
Day Pass - Express In County	$ 5.50					$ 4.00						
Express Out of County	$ 5.00	$ 6.00	$ 5.00				$ 6.50					
Day Pass - Express Out of County	$ 10.00											
Route 82 (2 bridges)	$ 6.00											
CLIPPER												
Express In County		$ 3.50	$ 1.75	$ 2.50	$ 2.00	$ 2.50						
Day Pass - Express In County			$ 3.75	$ 3.75	$ 3.75	$ 3.75						
Express Out of County	$ 5.00	$ 6.00	$ 5.00				$ 6.50					
Day Pass - Express Out of County	$ 10.00											
Route 82 (2 bridges)	$ 6.00								$ 10.00	$ 5.90	$ 7.95	$ 7.70
31-DAY PASS												
Express In County *	$ 70.00			$ 57.00	$ 60.00	$ 70.00						
Express Out of County/Transbay	$114.00	$125.00	$140.00				$234.00					
** Token Transit Only*												

We have noted the date of the last fare increase in the table. The recent increases from other agencies demonstrate that transit providers from the Bay Area are responding to the increase in costs. Unlike agencies that have implemented more frequent incremental fare adjustments, Solano Express has absorbed years of increasing costs without increasing passenger contribution. A measured adjustment now would help address the accumulated gap while avoiding the need for a significantly larger adjustment in the future. The Solano Express current fares cover 11-12% of the cost of the service. This is down from a 2019 pre-pandemic farebox recovery rate of 43%, when SolTrans ran the Yellow (70) Line, Red (60) Line and Route 82.

Increasing Bridge Tolls

The cost of transportation in the Bay Area is also increasing for automobile users. Bridge tolls continue to increase in response to the last voter-approved Regional Measure 3 (RM3) toll increase that added $3 over three years to the toll. The toll rate update also includes an increase

of 50 cents a year from 2026 through 2030 to cover increased maintenance costs, bringing expected bridge tolls from the current $8.50 to $10.50 by 2030.

The Solano Express lines run service over one or more Bay Area bridges. The 40 and 70 lines provide service to North Concord and Concord via the Benicia bridge. The 60 and 90 lines cross the Carquinez Bridge to provide service to El Cerrito del Norte BART, and Route 82 crosses the Carquinez and Bay Bridges to provide service to the San Francisco Ferry Building. The BART fare from North Concord to SF Embarcadero is currently $7.95 and from El Cerrito del Norte to SF Embarcadero is $5.90. Staff used this information to determine the cost for residents to drive over the bridge (parking fees at final destination would be another cost we haven't quantified due to the variability) vs. taking the bus and then BART vs. taking the ferry.

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). Only 2-axle vehicles are eligible. You must use the same toll tag or same vehicle license plate for both tolls and can receive a maximum of two discounts per calendar day, per toll tag or vehicle.*

Cost of Taking Bus then BART to San Francisco vs SF Bay Ferry* *Single Ride*										
Routes 40 & 70	**BART N.CON - EMB**	**TOTAL**	**Routes 40 & 70**	**BART CON - EMB**	**TOTAL**	**Routes 60 & 90**	**BART ECDN - EMB**	**TOTAL**		**SF Bay Ferry VAL-EMB**
$5.00	$7.95	$12.95	$5.00	$7.70	$12.70	$5.00	$5.90	$10.90		$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 a transfer discount. Clipper riders transferring from one transit agency to another will receive a discount of up to $2.85 on their second ride, and any subsequent rides with any transit agency — if that ride happens within two hours of the first ride.*

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 sustainable while preserving current service levels for riders. The proposed change should be evaluated not just as a fare increase, but as an effort to restore balance between the costs of providing service, public investment, and our commitment to equitable access, while understanding the economic impact to our residents

The Solano Express forecast prepared by SolTrans staff assumes at least a $150,000 increase in fare revenue each year for three years to stabilize the finances for the next seven years. This would require at least a $1 increase in the fares each year for three years potentially spread over a five-year period – meaning we would have a fare increase on July 1, 2027 (FY 28), 2029 (FY 30) and 2031 (FY 32). The amount of the increase could be offset by better collection ratios.

Proposed Increase Amount

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.

Intra-County Fare

Another consideration is the intra-county fare. This is a reduced fare on Solano Express for riders traveling within the county. This fare is unusual for commuter routes and no other agency that we know of has this fare unless they can charge zone fares. Solano Express is trying to meet the needs of the commuters headed out of the county but also to riders traveling within the county. However, the Clipper system has no way to charge different fares depending on destination. The system can only send one fare based on the route. This makes fare collection challenging and leaves the fare payment amount up to the honesty of the rider. Based on SolTrans' analysis of the Blue line prior to the service change, there are very few riders using the intra-county fare. However, this may change with the increased service frequency.

Fare Types

The last consideration is looking at the number of fare products we offer. SolTrans would like to eliminate day passes issued on the bus. Riders can buy day passes or have fares accumulate to a day pass while using Clipper or Token Transit. Issuing day passes requires costly fareboxes, maintenance of fareboxes while a bus is in service causing delays, lifetime maintenance of fareboxes, and maintaining and refilling the paper stock in each farebox. Many of our peer agencies have moved to clipper only day passes.

Next Steps

1. SolTrans is seeking feedback from the funding partners on this report and the proposals, as well as the timeline.
2. SolTrans will bring feedback from the funding partners to the SolTrans Board in September.
3. The STA and SolTrans Boards will meet in October to discuss roles and give the funding partners guidance on which Board(s) need to approve fare increases for Solano Express.

Fiscal Impact:

There is no fiscal impact related to this informational report.

Recommendation:

Discussion item.

Attachments:

A. SolTrans Fare Policy
B. 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

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	**18**	**2026**	**SolTrans PAC Meeting**
November	**19**	**2026**	**SolTrans Board Meeting**
November	18	2026	Option 1: Public Outreach | Bring to PAC*
November	17	2026	Option 2: Bring to Consortium & Vote on Increase
November		*2026*	*No STA Board Meeting*
January	27	2027	Option 2: Public Outreach | Bring to PAC*
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)
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: August 14, 2026
TO: STA TAC
FROM: Kathrina Gregana, Senior Planner
RE: Solano Rail Hub Priority Development Area (PDA) Plan – Draft Report

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Background:

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

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

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

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

Discussion:

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

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

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

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

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

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

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

This item will be brought back next month with a recommendation for approval.

Fiscal Impact:
None.

Recommendation:
Informational.

Attachments:
A. ***Click here for immediate review and printing:***
Solano Rail Hub Priority Development Area Draft Final Report

DATE: August 14, 2026
TO: STA TAC
FROM: Kathrina Gregana, Associate Planner
RE: North Bay Passenger Rail Feasibility Study – Draft Report

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

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

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

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

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

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

The study scope included the following objectives:

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

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

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

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

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

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

STA staff is presenting this to the STA Consortium and TAC this month, followed by the STA Board as an informational item and will subsequently bring this item back next month with a recommendation to the STA Board to approve the Solano Napa North Bay Passenger Rail Study Draft Final Report.

Fiscal Impact:
None

Recommendation:
Forward a recommendation to the STA Board to approve the following the Solano Napa North Bay Passenger Rail Study Draft Final Report as shown in Attachment A.

Attachments:

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

August 2026

SOLANO-NAPA North Bay Passenger Rail Feasibility Study

Final Report

Solano Transportation Authority

NAPA VALLEY TRANSPORTATION AUTHORITY

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Key Acronyms and Terms

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

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

Executive Summary

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

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

Key findings supporting this recommendation include:

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

[1] See **Travel Market** section.
[2] See **Addressable Market** section.

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

Introduction

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

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

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

About the Solano Transportation Authority

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

About the Napa Valley Transportation Authority

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

Partners

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

Existing Conditions

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

Study Area

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

Previous Plans and Studies

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

Table 1: Previous Plans and Studies Reviewed

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

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

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

Vallejo Passenger Rail Study

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

California State Rail Plan

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

SMART East-West Study

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

Existing Rail Infrastructure

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

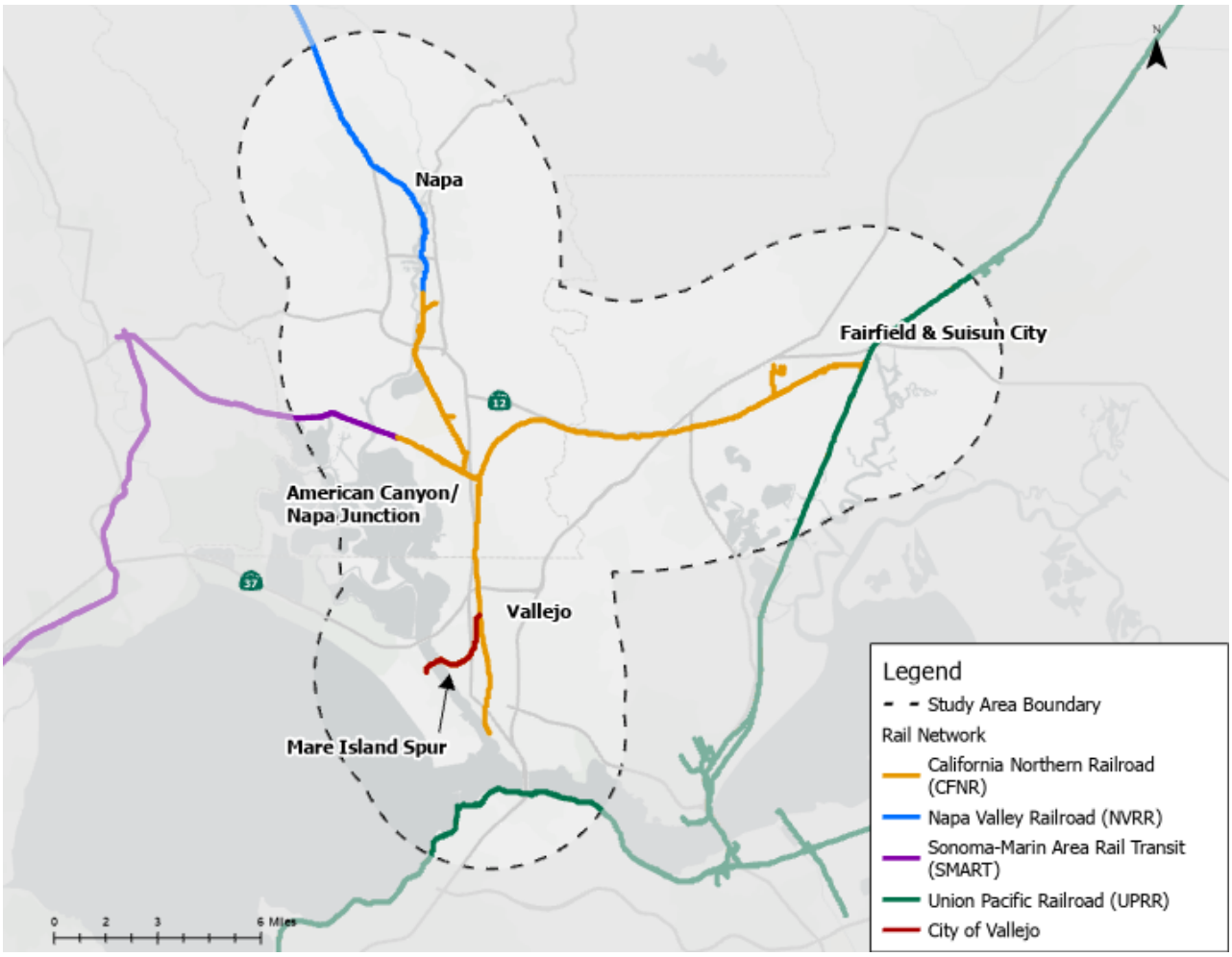

Figure 1: North Bay Current Rail Ownership

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

Table 2: Current Infrastructure Conditions

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

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

Travel Market and Addressable Market

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

[3] Trip volumes include all modes, excluding commercial vehicles, as well as all trip purposes, excluding pass-through trips and freight trips.
[4] Replica is an activity-based travel model that simulates daily travel patterns for an average weekday and weekend. This analysis excludes trips designated as a commercial or freight purpose to model only transit serviceable trips.

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

Travel Market

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

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

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

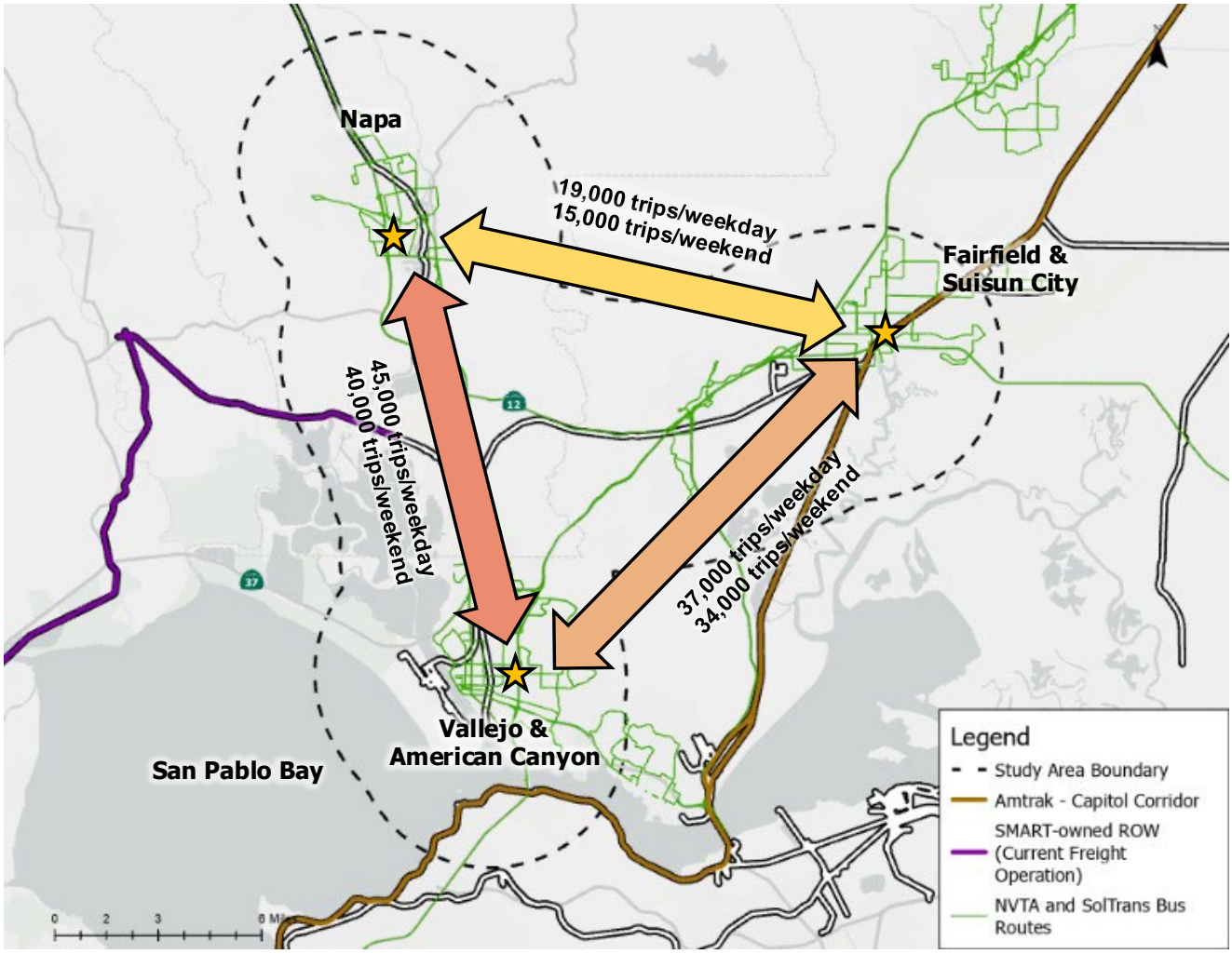

Figure 2: City-to-City Flows within Study Area (Replica – Spring 2024 Weekday)

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

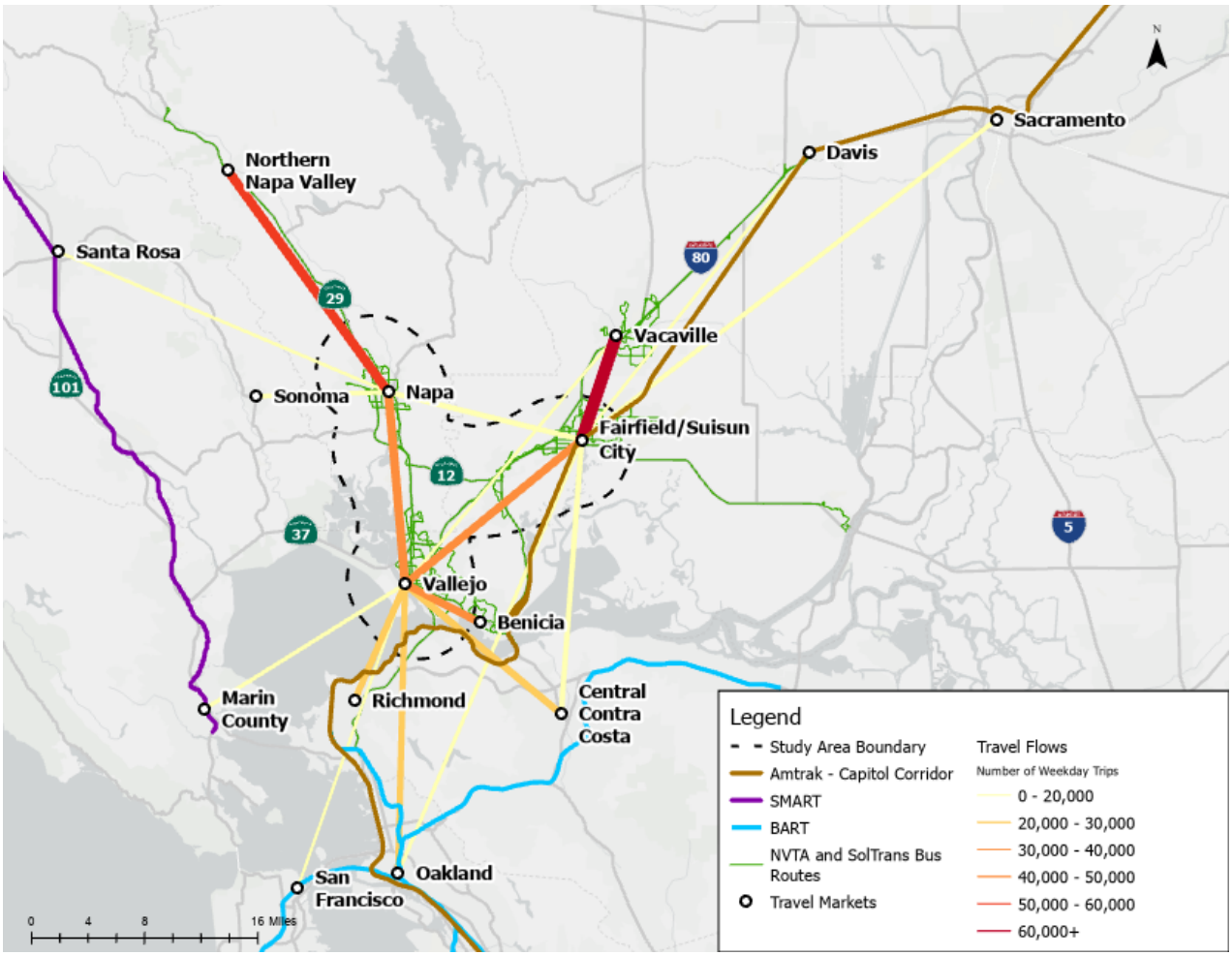

Figure 3: Travel Patterns within Region (Replica – Spring 2024 Weekday)

Addressable Market

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

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

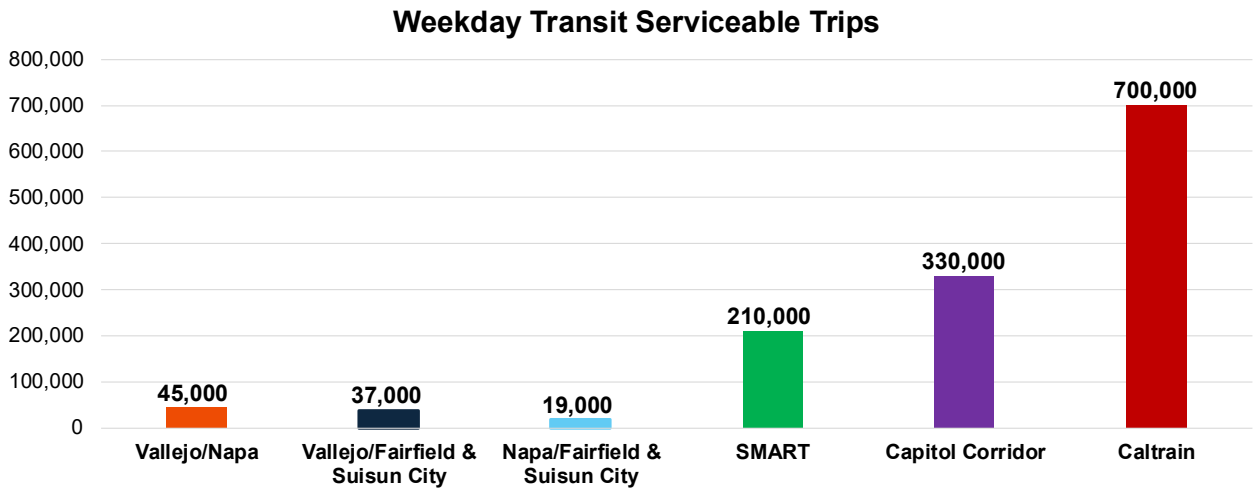

Figure 4: Weekday Transit Serviceable Trips (Replica – Spring 2024 Weekday)

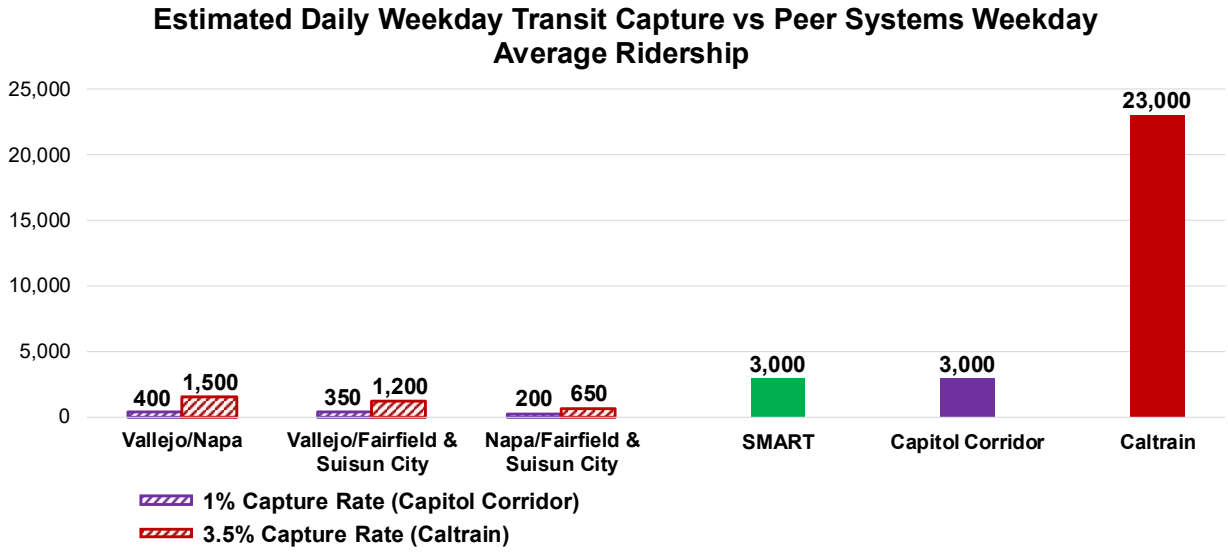

Figure 5: Estimated Daily Weekday Transit Capture vs Peer Systems Weekday Average Ridership (2024)[6]

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

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

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

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

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

Conceptual Transit Service

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

Service Plan Development

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

Corridors Considered

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

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

California State Rail Plan Integration

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

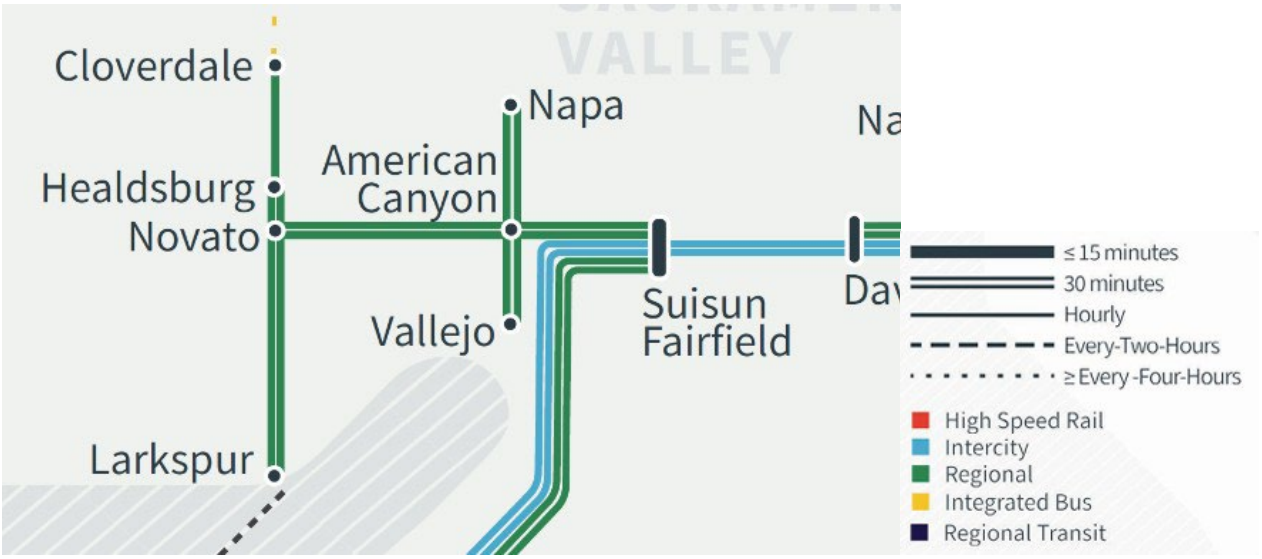

Figure 6: California State Rail Plan Map - North Bay

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

Travel Times

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

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

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

Table 3: Class III and Class IV Track Upgrades

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

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

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

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

Conceptual Station Areas

The conceptual transit service plans for the North-South corridor use station assumptions outlined in the Vallejo Passenger Rail Study. These conceptual station areas include[7]:

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

Conceptual Service Plans

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

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

Table 4: Conceptual Service Plans

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

**Double track miles reflect North-South corridor only*

Service Plan Selection

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

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

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

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

Operations Infrastructure

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

Table 5: Operations Infrastructure Required

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

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

Vehicle Assessment

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

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

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

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

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

Cost Estimates

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

Capital Costs

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

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

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

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

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

Table 6: Capital Cost Estimate

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

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

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

Operations Costs

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

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

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

- Potential staffing at stations
- Environmental mitigation

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

Table 7: O&M Cost Estimate

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

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

Revenue Generation

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

Table 8: Peer System Farebox Recovery Ratios

Peer Service	Farebox Recovery Ratio	Source Year
Caltrain[8]	28%	FY2024
Capitol Corridor[9]	46%	FY2023-2024
SMART[10]	8%	FY2024-2025

Community Impacts

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

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

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

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

Table 9: Community Impacts Assessed

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

[11] Source: Metropolitan Transportation Commission Plan Bay Area 2050+
[12] Source: Solano County Thresholds for Disadvantaged Communities
[13] Source: Napa Valley Transportation Authority Community-Based Transportation Plan
[14] Source: Draft CalEnviroScreen 5.0

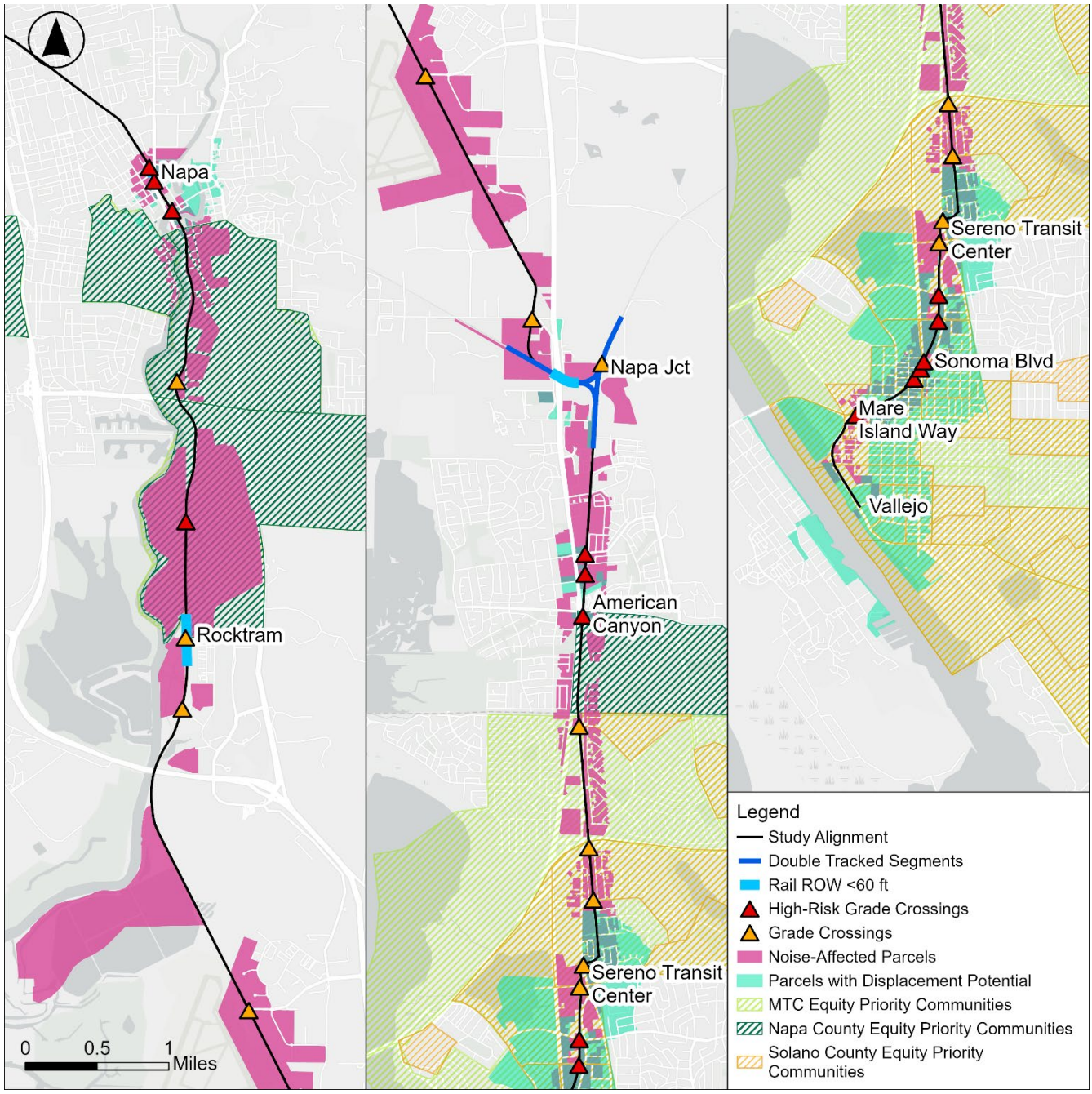

Figure 7: Concept 2B Community Impacts

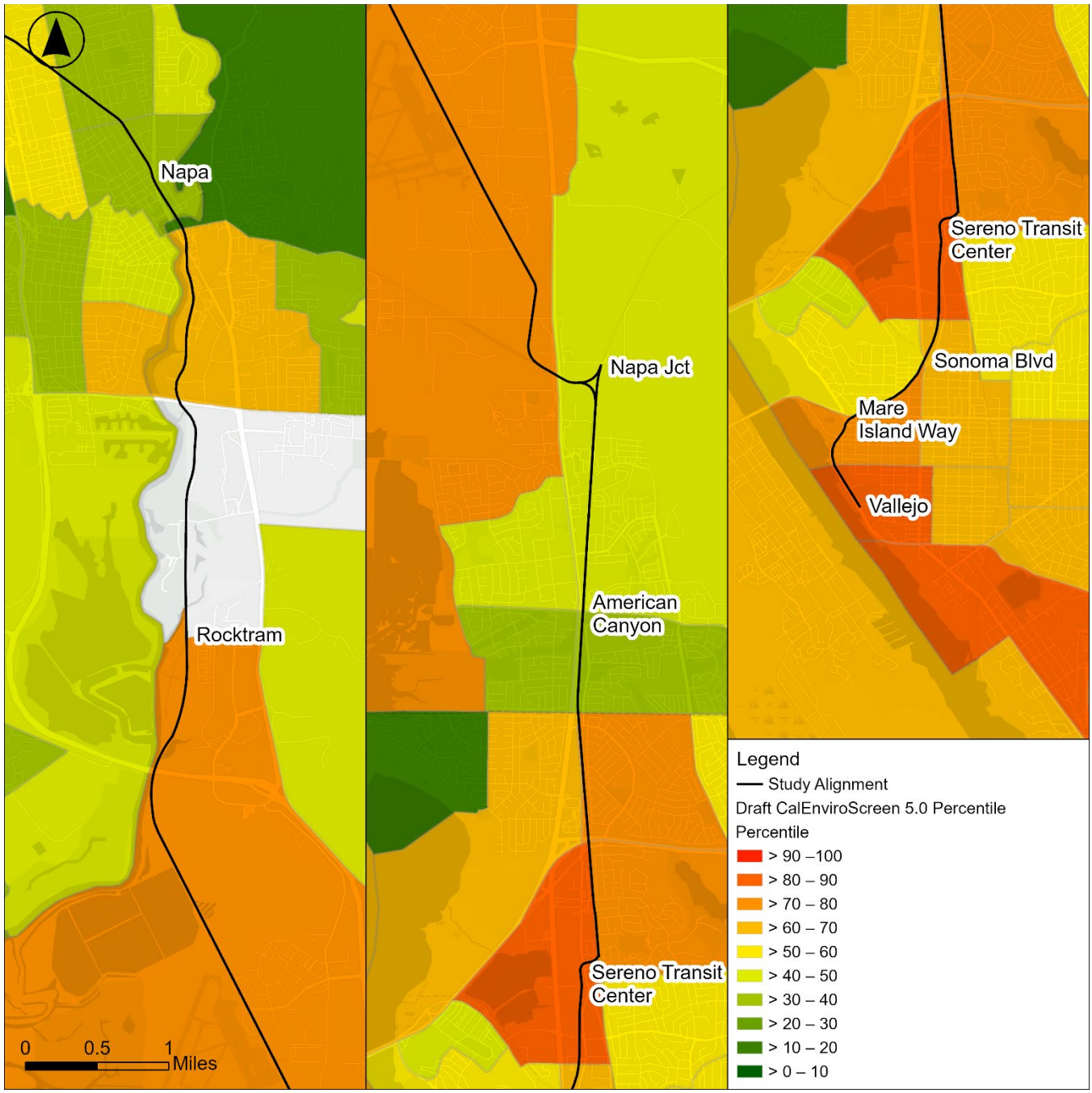

Figure 8: Study Area CalEnviroScreen 5.0 Percentile

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

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

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

Community Benefits

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

[15] Source: Federal Railroad Administration Crossing Safety Program/Railroad Crossing Elimination Grant Program
[16] Source: California High-Speed Rail Noise and Vibration Mitigation Guidelines; Federal Railroad Administration Quiet Zone Establishment Process
[17] Source: Vallejo Passenger Rail Study

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

Table 10: Community Benefits Assessed

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

[18] Source: Metropolitan Transportation Commission Plan Bay Area 2050+
[19] Parcels where land value exceeds improvement value may indicate development potential, but may also signal displacement risk in residential areas.

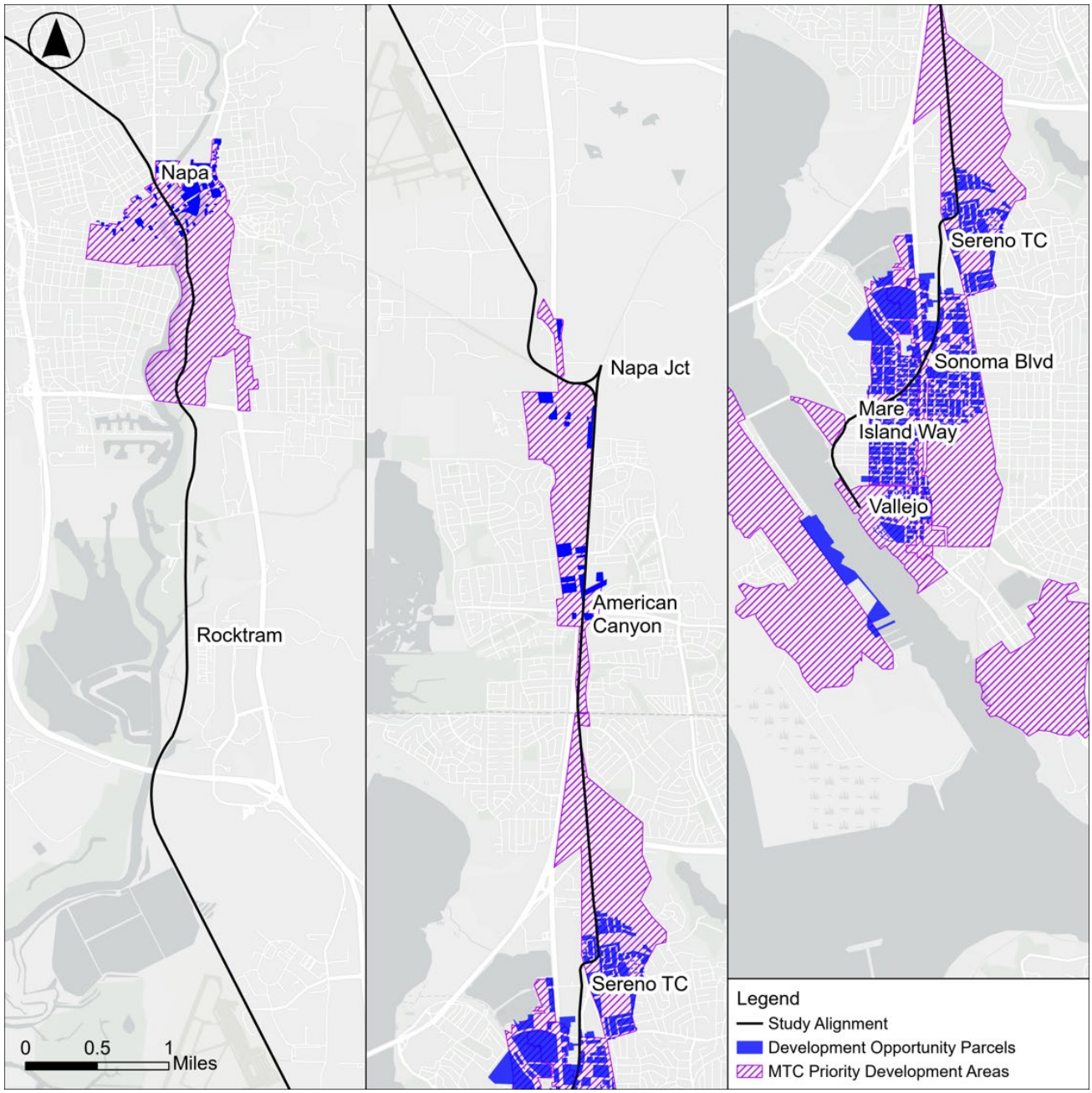

Figure 9: Concept 2B Community Benefits

Additional Benefits

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

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

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

Governance Models

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

Current Governance Structure

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

Peer Services

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

Table 11: Peer Service Governance Models

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

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

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

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

Phased Implementation

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

Service Improvements

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

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

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

Table 12: Proposed Service Phases

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

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

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

Next Steps

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

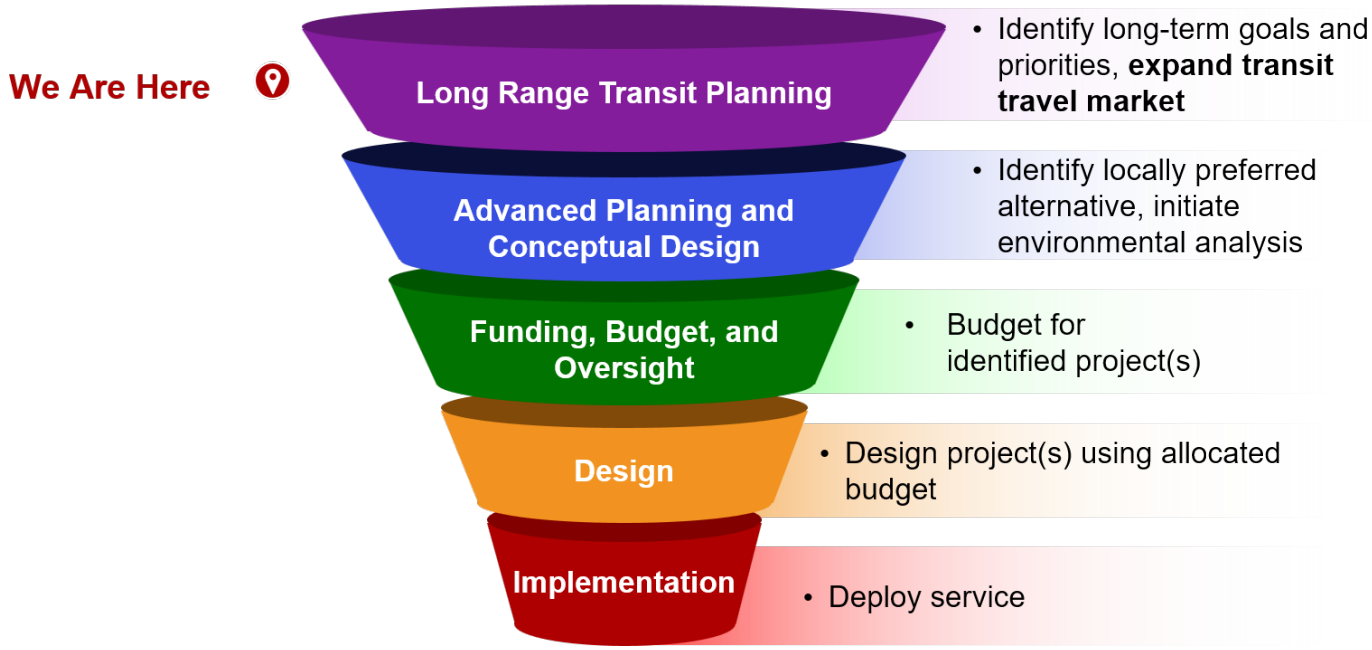

Figure 10: Passenger Rail Implementation Process

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

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

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

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

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

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

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

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

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

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Background:

The STA and the County of Solano coordinate with all seven cities in the County on the collection and management of the Regional Transportation Impact Fee (RTIF), which is a transportation component of the County's Public Facilities Fee (PFF) Program. The County Board of Supervisors approved the RTIF Program as part of the PFF on December 3, 2013. The RTIF collection formally began on February 3, 2014.

The RTIF is collected from five (5) geographic RTIF districts in the County. The boundaries of these RTIF districts overlap with local jurisdiction boundaries. Accordingly, there are a few local jurisdictions that are in multiple RTIF districts. These include the City of Fairfield, which is in Districts 1, 2, and 4, as well as the County of Solano, which is in all RTIF districts. The rest of the local jurisdictions are just in a single district based on their respective geographic location as shown in Attachment A.

The distribution of the RTIF revenue is proportionally divided between seven (7) RTIF districts. These include the five geographic districts mentioned previously, as well as two (2) additional districts. These additional districts are specifically for regional transit improvements (District 6) and road improvements in the unincorporated area of the County (District 7). Together, the transit and unincorporated roadway improvement districts receive ten (10) percent of the RTIF revenue or five (5) percent each. The remaining RTIF revenue is proportionally distributed based on the amount collected from each of the five geographic RTIF districts.

Each of the seven (7) RTIF districts is governed by a Working Group. These Working Groups, except for Transit, are made up of Public Works Directors (PWDs) from local jurisdictions representing the RTIF district. The South County RTIF district (District 3), for instance, is made up of PWDs from the County of Solano and the Cities of Benicia and Vallejo. Altogether, the Working Groups are required to meet annually and are responsible for prioritizing and implementing eligible projects, as well as providing status updates and recommending projects to be included in the RTIF Nexus Study.

The Nexus Study for the County's PFF Program is required by law to be updated every five (5) years. The most recent update to this Study was completed in April of 2019. Part of this update was a recommendation presented by County staff to increase the amount collected for the RTIF from $1,500 to $2,500 for each dwelling unit equivalent (DUE). This increase to $2,500 per DUE was projected to raise the RTIF revenue to $2M per year, rather than the $1.2M per year it had been averaging. As a result, the County of Solano, in partnership with the seven cities, began collecting the updated RTIF on October 6, 2019, according to the new approved fee schedule. Since the program began in 2013, the STA has managed a total of $28.31M in RTIF revenue as of the second quarter of fiscal year (FY) 2025-26. The majority of these RTIF funds have been committed to eligible projects throughout the County.

Discussion:
The total revenue collected for the third quarter was $295,568. Attachment A shows the first quarter RTIF revenues distributed to each district. District 1 received the most revenue with $242,565. This was followed by Districts 2 and 5 earning $97,899 and $99,634, respectively.

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

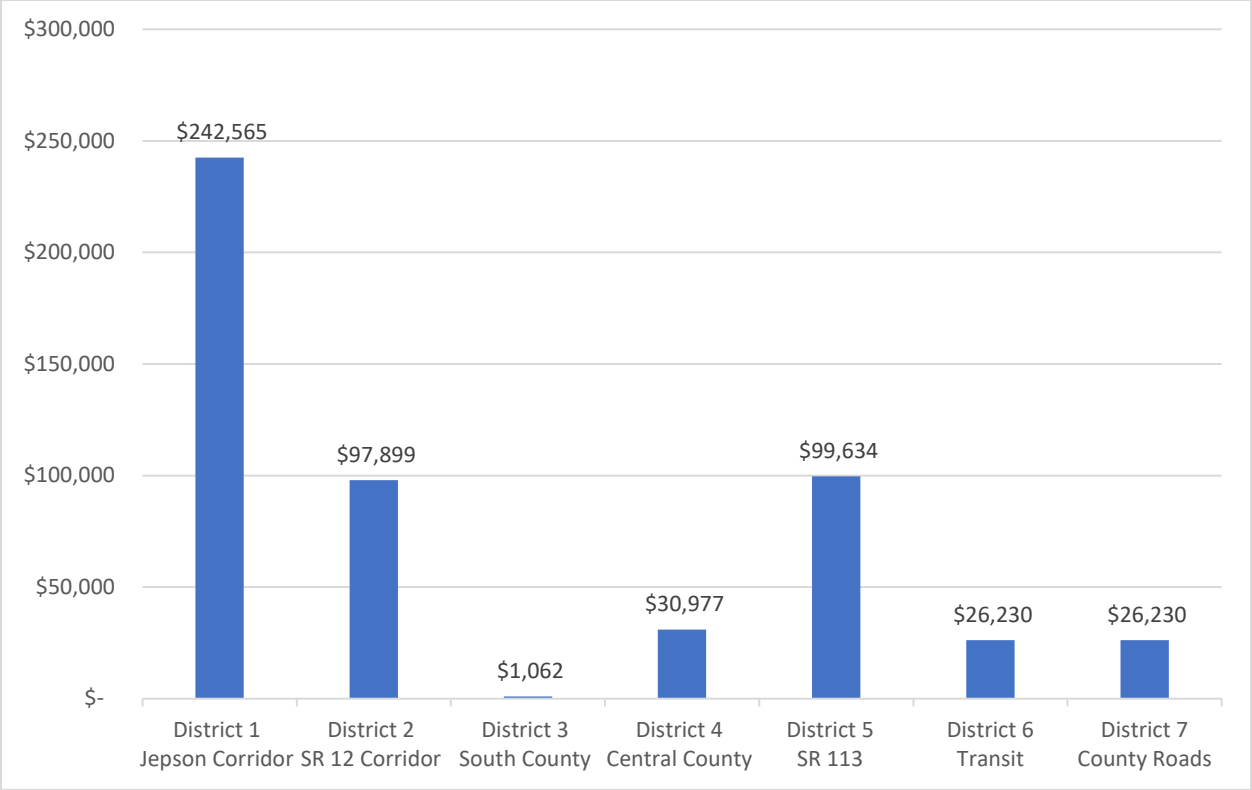
Fiscal Impact:
None.

Recommendations:
Informational.

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

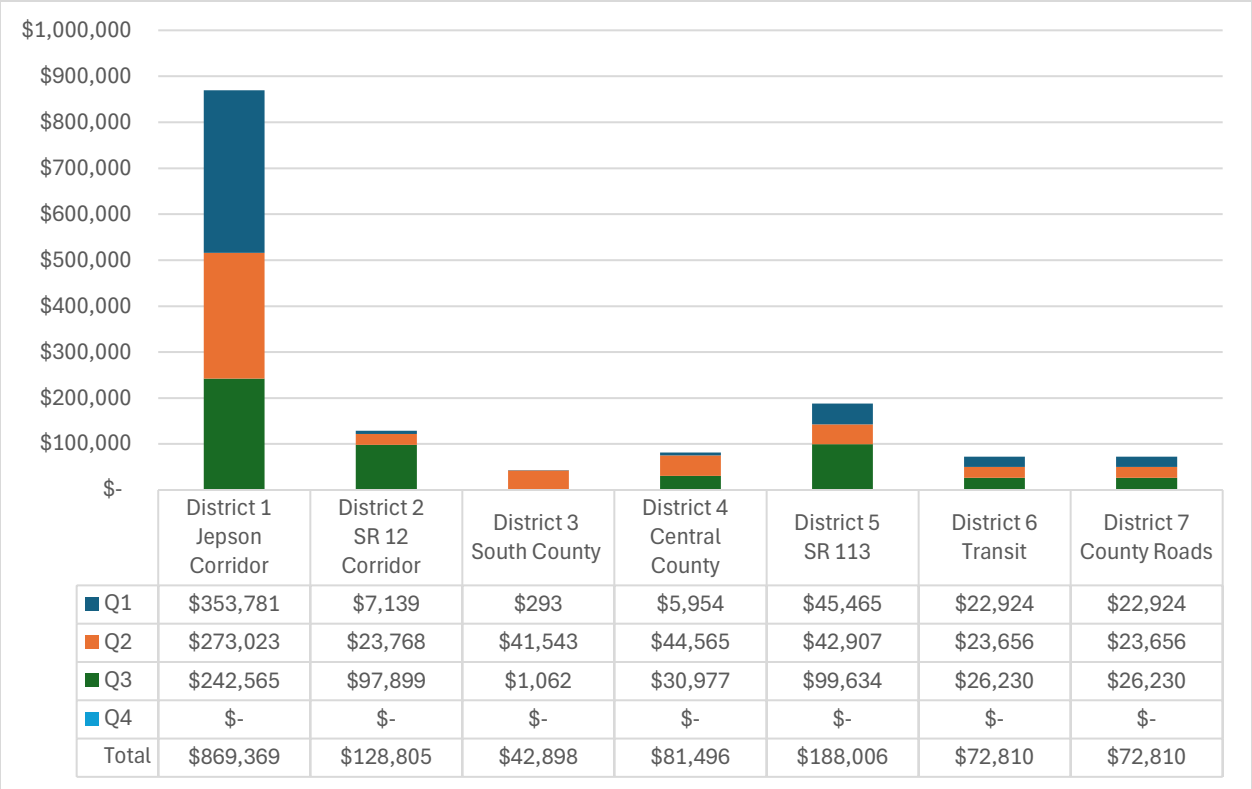
Attachment A

FY2025/26 Q3 RTIF Revenue Distribution by District



Attachment B

FY2025/26 YTD RTIF Revenue Totals



	District 1 Jepson Corridor	District 2 SR 12 Corridor	District 3 South County	District 4 Central County	District 5 SR 113	District 6 Transit	District 7 County Roads
Q1	$353,781	$7,139	$293	$5,954	$45,465	$22,924	$22,924
Q2	$273,023	$23,768	$41,543	$44,565	$42,907	$23,656	$23,656
Q3	$242,565	$97,899	$1,062	$30,977	$99,634	$26,230	$26,230
Q4	$-	$-	$-	$-	$-	$-	$-
Total	$869,369	$128,805	$42,898	$81,496	$188,006	$72,810	$72,810

Agenda Item 9.B
August 26, 2026

DATE: August 14, 2026
TO: STA TAC
FROM: Jasper Alve, Senior Project Manager
RE: Summary of Funding Opportunities

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

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

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

Fiscal Impact:
None.

Recommendation:
Informational.