



Intercity Transit Funding Working Group
2:30p. or immediately following the Consortium
Tuesday, March 25, 2025
STA Office – Twin Sisters CR (3rd Floor)

MEETING AGENDA

INFORMATIONAL ITEMS

STAFF

1. None.

ACTION ITEMS

2. **Future Funding of Solano Express**

Mary Pryor

Recommendation:

Approve the Solano Express funding for FY 2025-26 as shown in Attachment A to be distributed at the meeting.

Intercity Transit Funding Working Group Members

Louren Kotow – Dixon Redit-Ride

Sanjay Mishra – FAST

Beth Kranda / Kristina Botsford – SolTrans

Nouae Vue – Suisun Microtransit

Lori DaMassa / Brian McLean - Vacaville City Coach

Daryl Halls /Ron Grassi/Lorene Garrett - STA

Other Participants

Mary Pryor, NWC Partners

Scenario 1: No Service Changes

Solano Express Service	FY 22-23 Actual	FY 23-24 Est. Actual	FY 24-25 Budget	FY 25-26 Estimate	FY 26-27 Estimate	FY 27-28 Estimate	FY 28-29 Estimate	FY 29-30 Estimate
Revenue Service Hours	48,003	44,540	45,000	45,000	45,000	45,000	45,000	45,000
IFA Cost/Hr	\$ 207.80	\$ 208.08	\$ 229.08	\$ 237.10	\$ 245.40	\$ 253.99	\$ 262.87	\$ 272.08
Total Estimated Cost	\$ 9,974,831	\$ 9,268,012	\$ 10,308,600	\$ 10,669,401	\$ 11,042,830	\$ 11,429,329	\$ 11,829,356	\$ 12,243,383
Revenues								
Fares	\$ 1,360,229	\$ 1,490,659	\$ 1,337,283	\$ 1,060,068	\$ 1,081,269	\$ 1,102,894	\$ 1,124,952	\$ 1,147,451
RM-2	\$ 2,142,151	\$ 2,149,916	\$ 2,149,916	\$ 2,149,916	\$ 2,149,916	\$ 2,149,916	\$ 2,149,916	\$ 2,149,916
RM-3	\$ 1,840,625	\$ 655,951	\$ 1,018,325	\$ 1,000,000	\$ 1,000,000	\$ 1,000,000	\$ 1,000,000	\$ 1,000,000
STAF	\$ 388,145		\$ 2,722	\$ 3,447,044	\$ 3,885,745	\$ 3,496,546	\$ 2,670,000	\$ 2,670,000
STAF Carryover				\$ 145,889				
Solano College Pass	\$ 114,845	\$ 50,471	\$ 50,471	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000
Benicia	\$ 213,730	\$ 143,923	\$ 143,923	\$ 146,629	\$ 149,561	\$ 152,553	\$ 155,604	\$ 158,716
Dixon	\$ 99,102	\$ 65,603	\$ 65,603	\$ 37,913	\$ 38,671	\$ 39,444	\$ 40,233	\$ 41,038
Fairfield	\$ 710,755	\$ 624,215	\$ 624,215	\$ 537,074	\$ 547,816	\$ 558,772	\$ 569,948	\$ 581,347
Suisun City	\$ 134,087	\$ 188,536	\$ 188,536	\$ 126,648	\$ 129,181	\$ 131,765	\$ 134,400	\$ 137,088
Vacaville	\$ 594,048	\$ 315,617	\$ 315,617	\$ 336,036	\$ 342,757	\$ 349,612	\$ 356,604	\$ 363,736
Vallejo	\$ 859,029	\$ 1,272,858	\$ 1,272,858	\$ 1,426,451	\$ 1,454,980	\$ 1,484,079	\$ 1,513,761	\$ 1,544,036
Balance of County	\$ 182,606	\$ 182,606	\$ 198,776	\$ 205,733	\$ 212,934	\$ 220,387	\$ 228,100	\$ 236,084
FTA ARP	\$ 1,335,479	\$ 2,255,221	\$ 2,958,680	\$ -				
Total Revenue	\$ 9,974,831	\$ 9,395,576	\$ 10,326,925	\$ 10,669,401	\$ 11,042,830	\$ 10,735,968	\$ 9,993,518	\$ 10,079,412
Balance	\$0	\$127,564	\$18,325	\$0	\$0	(\$693,361)	(\$1,835,837)	(\$2,163,971)
Cut in Service to Balance Revenues				0	0	(2,730)	(6,984)	(7,954)
Revised Service Hours				45,000	45,000	42,270	38,016	37,046
Percent Cut in Service				0%	0%	-6%	-16%	-18%
Annual Rate of Change		FY 23-24	FY 24-25	FY 25-26	FY 26-27	FY 27-28	FY 28-29	FY 29-30
Cost per Hour		1.1%	9.1%	3.5%	3.5%	3.5%	3.5%	3.5%
Fares		9.6%	-10.3%	-20.7%	2.0%	2.0%	2.0%	2.0%
RM-2		0.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
RM-3		-64.4%	55.2%	-1.8%	0.0%	0.0%	0.0%	0.0%
STAF		-100.0%		126536.5%	12.7%	-10.0%	-23.6%	0.0%
TDA		0.0%	0.0%	0.0%	2.0%	2.0%	2.0%	2.0%
STAF Reserve Balance			\$ 8,162,058	\$ 4,712,292	\$ 826,546	\$ (2,670,000)		

Scenario 2: SolTrans Ten Year Financial Forecast (March 20, 2025)

Solano Express Service	FY 22-23 Actual	FY 23-24 Est. Actual	FY 24-25 Budget	FY 25-26 Estimate	FY 26-27 Estimate	FY 27-28 Estimate	FY 28-29 Estimate	FY 29-30 Estimate
Revenue Service Hours	48,003	44,540	45,000	45,000	45,000	45,000	45,000	45,000
IFA Cost/Hr	\$ 207.80	\$ 208.08	\$ 229.08	\$ 249.98	\$ 259.03	\$ 268.47	\$ 278.64	\$ 287.77
Total Estimated Cost	\$ 9,974,831	\$ 9,268,012	\$ 10,308,600	\$ 11,249,166	\$ 11,656,194	\$ 12,081,080	\$ 12,538,909	\$ 12,949,766
Revenues								
Fares	\$ 1,360,229	\$ 1,490,659	\$ 1,337,283	\$ 1,060,068	\$ 1,081,269	\$ 1,102,894	\$ 1,124,952	\$ 1,147,451
RM-2	\$ 2,142,151	\$ 2,149,916	\$ 2,149,916	\$ 2,149,916	\$ 2,149,916	\$ 2,149,916	\$ 2,149,916	\$ 2,149,916
RM-3	\$ 1,840,625	\$ 655,951	\$ 1,018,325	\$ 1,000,000	\$ 1,000,000	\$ 1,000,000	\$ 1,000,000	\$ 1,000,000
STAF	\$ 388,145		\$ 2,722	\$ 4,026,810	\$ 4,499,109	\$ 2,670,000	\$ 2,670,000	\$ 2,670,000
STAF Carryover				\$ 145,889				
Solano College Pass	\$ 114,845	\$ 50,471	\$ 50,471	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000
Benicia	\$ 213,730	\$ 143,923	\$ 143,923	\$ 146,629	\$ 149,561	\$ 152,553	\$ 155,604	\$ 158,716
Dixon	\$ 99,102	\$ 65,603	\$ 65,603	\$ 37,913	\$ 38,671	\$ 39,444	\$ 40,233	\$ 41,038
Fairfield	\$ 710,755	\$ 624,215	\$ 624,215	\$ 537,074	\$ 547,816	\$ 558,772	\$ 569,948	\$ 581,347
Suisun City	\$ 134,087	\$ 188,536	\$ 188,536	\$ 126,648	\$ 129,181	\$ 131,765	\$ 134,400	\$ 137,088
Vacaville	\$ 594,048	\$ 315,617	\$ 315,617	\$ 336,036	\$ 342,757	\$ 349,612	\$ 356,604	\$ 363,736
Vallejo	\$ 859,029	\$ 1,272,858	\$ 1,272,858	\$ 1,426,451	\$ 1,454,980	\$ 1,484,079	\$ 1,513,761	\$ 1,544,036
Balance of County	\$ 182,606	\$ 182,606	\$ 198,776	\$ 205,733	\$ 212,934	\$ 220,387	\$ 228,100	\$ 236,084
FTA ARP	\$ 1,335,479	\$ 2,255,221	\$ 2,958,680	\$ -				
Total Revenue	\$ 9,974,831	\$ 9,395,576	\$ 10,326,925	\$ 11,249,166	\$ 11,656,194	\$ 9,909,422	\$ 9,993,518	\$ 10,079,412
Balance	\$0	\$127,564	\$18,325	\$0	\$0	(\$2,171,658)	(\$2,545,391)	(\$2,870,354)
Cut in Service to Balance Revenues				0	0	(8,089)	(9,135)	(9,974)
Revised Service Hours				45,000	45,000	36,911	35,865	35,026
Percent Cut in Service				0%	0%	-18%	-20%	-22%
Annual Rate of Change		FY 23-24	FY 24-25	FY 25-26	FY 26-27	FY 27-28	FY 28-29	FY 29-30
Cost per Hour		1.1%	9.1%	9.1%	3.6%	3.6%	3.8%	3.3%
Fares		9.6%	-10.3%	-20.7%	2.0%	2.0%	2.0%	2.0%
RM-2		0.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
RM-3		-64.4%	55.2%	-1.8%	0.0%	0.0%	0.0%	0.0%
STAF		-100.0%		147835.7%	11.7%	-40.7%	0.0%	0.0%
TDA		0.0%	0.0%	0.0%	2.0%	2.0%	2.0%	2.0%
STAF Reserve Balance			\$ 8,162,058	\$ 4,132,527	\$ (366,583)			

Scenario 3: Near-Term Service Changes

Solano Express Service	FY 22-23 Actual	FY 23-24 Est. Actual	FY 24-25 Budget	FY 25-26 Estimate	FY 26-27 Estimate	FY 27-28 Estimate	FY 28-29 Estimate	FY 29-30 Estimate
Revenue Service Hours	48,003	44,540	45,000	42,500	40,000	40,000	40,000	40,000
IFA Cost/Hr	\$ 207.80	\$ 208.08	\$ 229.08	\$ 237.10	\$ 245.40	\$ 253.99	\$ 262.87	\$ 272.08
Total Estimated Cost	\$ 9,974,831	\$ 9,268,012	\$ 10,308,600	\$ 10,076,657	\$ 9,815,849	\$ 10,159,404	\$ 10,514,983	\$ 10,883,007
Revenues								
Fares	\$ 1,360,229	\$ 1,490,659	\$ 1,337,283	\$ 1,060,068	\$ 1,060,068	\$ 1,081,269	\$ 1,102,894	\$ 1,124,952
RM-2	\$ 2,142,151	\$ 2,149,916	\$ 2,149,916	\$ 2,149,916	\$ 2,149,916	\$ 2,149,916	\$ 2,149,916	\$ 2,149,916
RM-3	\$ 1,840,625	\$ 655,951	\$ 1,018,325	\$ 1,000,000	\$ 1,000,000	\$ 1,000,000	\$ 1,000,000	\$ 1,000,000
STAF	\$ 388,145		\$ 2,722	\$ 2,854,300	\$ 2,679,966	\$ 2,941,607	\$ 2,670,000	\$ 2,670,000
STAF Carryover				\$ 145,889		\$ 0	\$ 0	\$ -
Solano College Pass	\$ 114,845	\$ 50,471	\$ 50,471	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000
Benicia	\$ 213,730	\$ 143,923	\$ 143,923	\$ 146,629	\$ 149,561	\$ 152,553	\$ 155,604	\$ 158,716
Dixon	\$ 99,102	\$ 65,603	\$ 65,603	\$ 37,913	\$ 38,671	\$ 39,444	\$ 40,233	\$ 41,038
Fairfield	\$ 710,755	\$ 624,215	\$ 624,215	\$ 537,074	\$ 547,816	\$ 558,772	\$ 569,948	\$ 581,347
Suisun City	\$ 134,087	\$ 188,536	\$ 188,536	\$ 126,648	\$ 129,181	\$ 131,765	\$ 134,400	\$ 137,088
Vacaville	\$ 594,048	\$ 315,617	\$ 315,617	\$ 336,036	\$ 342,757	\$ 349,612	\$ 356,604	\$ 363,736
Vallejo	\$ 859,029	\$ 1,272,858	\$ 1,272,858	\$ 1,426,451	\$ 1,454,980	\$ 1,484,079	\$ 1,513,761	\$ 1,544,036
Balance of County	\$ 182,606	\$ 182,606	\$ 198,776	\$ 205,733	\$ 212,934	\$ 220,387	\$ 228,100	\$ 236,084
FTA ARP	\$ 1,335,479	\$ 2,255,221	\$ 2,958,680	\$ -				
Total Revenue	\$ 9,974,831	\$ 9,395,576	\$ 10,326,925	\$ 10,076,657	\$ 9,815,849	\$ 10,159,404	\$ 9,971,461	\$ 10,056,913
Balance	\$0	\$127,564	\$18,325	\$0	\$0	\$0	(\$543,522)	(\$826,095)
Cut in Service to Balance Revenues				0	0	0	(2,068)	(3,036)
Revised Service Hours				42,500	40,000	40,000	37,932	36,964
Percent Cut in Service				0%	0%	0%	-5%	-8%
Annual Rate of Change		FY 23-24	FY 24-25	FY 25-26	FY 26-27	FY 27-28	FY 28-29	FY 29-30
Cost per Hour		1.1%	9.1%	3.5%	3.5%	3.5%	3.5%	3.5%
Fares		9.6%	-10.3%	-20.7%	0.0%	2.0%	2.0%	2.0%
RM-2		0.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
RM-3		-64.4%	55.2%	-1.8%	0.0%	0.0%	0.0%	0.0%
STAF		-100.0%		104760.4%	-6.1%	9.8%	-9.2%	0.0%
TDA		0.0%	0.0%	0.0%	2.0%	2.0%	2.0%	2.0%
STAF Reserve Balance			\$ 8,162,058	\$ 5,305,036	\$ 2,625,070	\$ (316,537)		

Scenario 4: Balanced Budget Longer Term

Solano Express Service	FY 22-23 Actual	FY 23-24 Est. Actual	FY 24-25 Budget	FY 25-26 Estimate	FY 26-27 Estimate	FY 27-28 Estimate	FY 28-29 Estimate	FY 29-30 Estimate
Revenue Service Hours	48,003	44,540	45,000	42,500	40,000	40,000	37,850	36,800
IFA Cost/Hr	\$ 207.80	\$ 208.08	\$ 229.08	\$ 237.10	\$ 245.40	\$ 253.99	\$ 262.87	\$ 272.08
Total Estimated Cost	\$ 9,974,831	\$ 9,268,012	\$ 10,308,600	\$ 10,076,657	\$ 9,815,849	\$ 10,159,404	\$ 9,949,802	\$ 10,012,367
Revenues								
Fares	\$ 1,360,229	\$ 1,490,659	\$ 1,337,283	\$ 1,060,068	\$ 1,060,068	\$ 1,081,269	\$ 1,081,269	\$ 1,081,269
RM-2	\$ 2,142,151	\$ 2,149,916	\$ 2,149,916	\$ 2,149,916	\$ 2,149,916	\$ 2,149,916	\$ 2,149,916	\$ 2,149,916
RM-3	\$ 1,840,625	\$ 655,951	\$ 1,018,325	\$ 1,000,000	\$ 1,000,000	\$ 1,000,000	\$ 1,000,000	\$ 1,000,000
STAF	\$ 388,145		\$ 2,722	\$ 2,854,300	\$ 2,679,966	\$ 2,941,607	\$ 2,670,000	\$ 2,670,000
STAF Carryover				\$ 145,889		\$ 0	\$ 0	\$ 33
Solano College Pass	\$ 114,845	\$ 50,471	\$ 50,471	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000
Benicia	\$ 213,730	\$ 143,923	\$ 143,923	\$ 146,629	\$ 149,561	\$ 152,553	\$ 155,604	\$ 158,716
Dixon	\$ 99,102	\$ 65,603	\$ 65,603	\$ 37,913	\$ 38,671	\$ 39,444	\$ 40,233	\$ 41,038
Fairfield	\$ 710,755	\$ 624,215	\$ 624,215	\$ 537,074	\$ 547,816	\$ 558,772	\$ 569,948	\$ 581,347
Suisun City	\$ 134,087	\$ 188,536	\$ 188,536	\$ 126,648	\$ 129,181	\$ 131,765	\$ 134,400	\$ 137,088
Vacaville	\$ 594,048	\$ 315,617	\$ 315,617	\$ 336,036	\$ 342,757	\$ 349,612	\$ 356,604	\$ 363,736
Vallejo	\$ 859,029	\$ 1,272,858	\$ 1,272,858	\$ 1,426,451	\$ 1,454,980	\$ 1,484,079	\$ 1,513,761	\$ 1,544,036
Balance of County	\$ 182,606	\$ 182,606	\$ 198,776	\$ 205,733	\$ 212,934	\$ 220,387	\$ 228,100	\$ 236,084
FTA ARP	\$ 1,335,479	\$ 2,255,221	\$ 2,958,680	\$ -				
Total Revenue	\$ 9,974,831	\$ 9,395,576	\$ 10,326,925	\$ 10,076,657	\$ 9,815,849	\$ 10,159,404	\$ 9,949,835	\$ 10,013,262
Balance	\$0	\$127,564	\$18,325	\$0	\$0	\$0	\$33	\$896
Cut in Service to Balance Revenues				0	0	0	0	3
Revised Service Hours				42,500	40,000	40,000	37,850	36,803
Percent Cut in Service				0%	0%	0%	0%	0%
Annual Rate of Change		FY 23-24	FY 24-25	FY 25-26	FY 26-27	FY 27-28	FY 28-29	FY 29-30
Cost per Hour		1.1%	9.1%	3.5%	3.5%	3.5%	3.5%	3.5%
Fares		9.6%	-10.3%	-20.7%	0.0%	2.0%	0.0%	0.0%
RM-2		0.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
RM-3		-64.4%	55.2%	-1.8%	0.0%	0.0%	0.0%	0.0%
STAF		-100.0%		104760.4%	-6.1%	9.8%	-9.2%	0.0%
TDA		0.0%	0.0%	0.0%	2.0%	2.0%	2.0%	2.0%
STAF Reserve Balance			\$ 8,162,058	\$ 5,305,036	\$ 2,625,070	\$ (316,537)		

SOLANO COUNTY POPULATION ESTIMATES¹

Solano County	Without County Uninc. And without			
	DOF Value	Share	Rio Vista	Share
Benicia	26,033	5.8%	26,033	6.22%
Dixon	19,403	4.3%	19,403	4.64%
Fairfield	120,339	27.0%	120,339	28.77%
Rio Vista	10,004	2.2%	0	0.00%
Suisun City	28,840	6.5%	28,840	6.89%
Vacaville	102,173	22.9%	102,173	24.42%
Vallejo	121,558	27.2%	121,558	29.06%
Balance Of County	18,076	4.0%	0	0.00%
Incorporated	428,350	96.0%	418,346	100.00%
County Total	446,426	100.0%	418,346	100.00%

1. State of California, Department of Finance, Table 2: E-4 Population Estimates for Cities, Counties, and State 2021-2024 with 2020 Benchmark. Sacramento, California, May 2024

Figure 43. City of Residence – Individual Routes

Route Number	All	Blue B	Green GX	Yellow Y	Red/RT 82
City of Residence	n=1181	n=211	n=112	n=173	n=685
Vallejo	45.5%	1.9%	0.9%	49.4%	89.3%
Fairfield	19.3%	34.6%	58.6%	1.2%	8.2%
Vacaville	7.7%	31.3%	9.9%	1.2%	1.0%
Suisun City	6.2%	6.6%	23.4%		2.8%
Benicia	4.5%	1.4%		27.9%	2.1%
Dixon	1.7%	9.0%	0.9%		
Rio Vista	0.1%	0.5%			
Unincorporated Solano County	0.3%	0.5%			0.4%
Outside Solano County	14.8%	14.2%	8.3%	20.3%	16.0%

From 2022 On-Board Transit Survey

SolanoExpress Ridership By City of Residence (all)

SolanoExpress Ridership	Without Outside County, Balance of County, or			
	Share	Rio Vista	Share	
Outside Solano County	20.8%	0.0	0.0%	
Balance of County	0.6%	0.0	0.0%	
Benicia	4.3%	4.3	5.5%	
Dixon	0.5%	0.5	0.7%	
Fairfield	14.5%	14.5	18.5%	
Rio Vista	0.1%	0.0	0.0%	
Suisun City	3.4%	3.4	4.3%	
Vacaville	7.8%	7.8	10.0%	
Vallejo	47.9%	47.9	61.0%	
County Total	100.0%	78.5	100.0%	

Figure 46. City of Residence – Individual Routes

Route Number	All	Blue Line	Green Line	Red Line	Yellow Line	Route 82	Vine 21
City of Residence	n=1390	n=204	n=123	n=861	n=162	n=25	n=15
Vallejo	45.6%	2.9%	8.9%	64.7%	47.5%	28.0%	
Fairfield	16.7%	24.0%	60.2%	7.4%	1.2%	44.0%	40.0%
Vacaville	8.3%	38.7%	9.8%	1.7%	0.6%	4.0%	20.0%
Suisun City	4.0%	4.4%	12.2%	2.3%		12.0%	13.3%
Benicia	3.6%	1.5%		1.5%	26.5%		
Dixon	0.5%	2.5%	1.6%				
Rio Vista	0.2%		1.6%				
Unincorporated Solano County	0.6%	1.0%		0.8%			
Outside Solano County	20.4%	25.0%	5.7%	21.5%	24.1%	12.0%	26.7%

From 2024 On-Board Transit Survey

Total Shares by Jurisdiction with 2024 Data			
	2024	2024	
	Ridership	Population	Total
	80%	20%	100.0%
Benicia	4.4%	1.2%	5.6%
Dixon	0.5%	0.9%	1.5%
Fairfield	14.8%	5.8%	20.6%
Suisun City	3.5%	1.4%	4.9%
Vacaville	8.0%	4.9%	12.9%
Vallejo	48.8%	5.8%	54.6%
Total	80.0%	20.0%	100.0%

	Previous Shares	Updated Shares	Change
Benicia	5.5%	5.6%	0.1%
Dixon	2.5%	1.5%	-1.1%
Fairfield	23.9%	20.6%	-3.3%
Suisun City	7.2%	4.9%	-2.4%
Vacaville	12.1%	12.9%	0.8%
Vallejo	48.8%	54.6%	5.9%
Total	100.0%	100.0%	0.0%



Intercity Transit Funding Working Group
12 Noon, Tuesday, May 27, 2025
STA Office – Twin Sisters CR (3rd Floor)

MEETING AGENDA

ACTION ITEMS

1. Development of a 5-Year Funding Plan for Solano Express

Ron Grassi

Recommendation:

Approve the Solano Express funding for FY 2025-26 as shown in Attachment A to be distributed at the meeting.

Intercity Transit Funding Working Group Members

Louren Kotow – Dixon Redit-Ride

Sanjay Mishra – FAST

Beth Kranda / Kristina Botsford – SolTrans

Nouae Vue – Suisun Microtransit

Lori DaMassa / Brian McLean - Vacaville City Coach

Daryl Halls /Ron Grassi/Lorene Garrett - STA

Other Participants

Mary Pryor, NWC Partners



Intercity Transit Funding Working Group (ITFWG)

May 27, 2025



Transit 2030 Policy Committee Recommendations

- **Intercity Transit**

- 1- STA should continue its current intercity transit services governance and advisory structure.
- 2- STA and SolTrans should execute a Solano Express Funding and Operating Agreement, following consultation with all funding partners.
- 3- Working with the Intercity Transit Funding Working Group (ITFWG), STA should develop a proposed multi-year funding plan for Solano Express.
- 4- STA should utilize the results of SolTrans' Comprehensive Operational Assessment (COA) and STA's Connected Mobility Plan to assess future Solano Express services during 2025.
- 5- The Transit Consortium should establish what Intercity Transit information is adequate to evaluate Solano Express performance and invite SolTrans to present its reports quarterly at the STA Board.
- 6- The Transit Consortium should agendize a review of its voting structure and explore opportunities to strengthen the working relationship between STA and SolTrans.

- **Solano Mobility**

- 1- All current Solano Mobility programs should continue unchanged during this fiscal year. Potential modifications to improve services or efficiency in subsequent budgets should be evaluated through STA's existing Review and approval framework: 1) Intercity Transit Consortium, 2) Paratransit Coordinating Council, 3) Technical Advisory Committee and finally 4) STA Board
- 2- STA's current year \$3M budget in STAF funds for Solano Mobility should remain in place and continue to be used in support of Solano Mobility programs. If future specific program efficiencies produce cost savings, those funds should be retained within the Solano Mobility budget for use on other improvements.
- 3- No change to STA's cost allocation practices is necessary to adequately evaluate the Solano Mobility Program.

- **Transit Agency Collaboration**

- 1- The STA and SolTrans Boards should publicly acknowledge the fractured working relationship between STA and SolTrans and commit to help re-build healthy, respectful collaboration by identifying staff behavior expectations and providing resources to support that.

Highlights From The Solano Express Ridership Survey

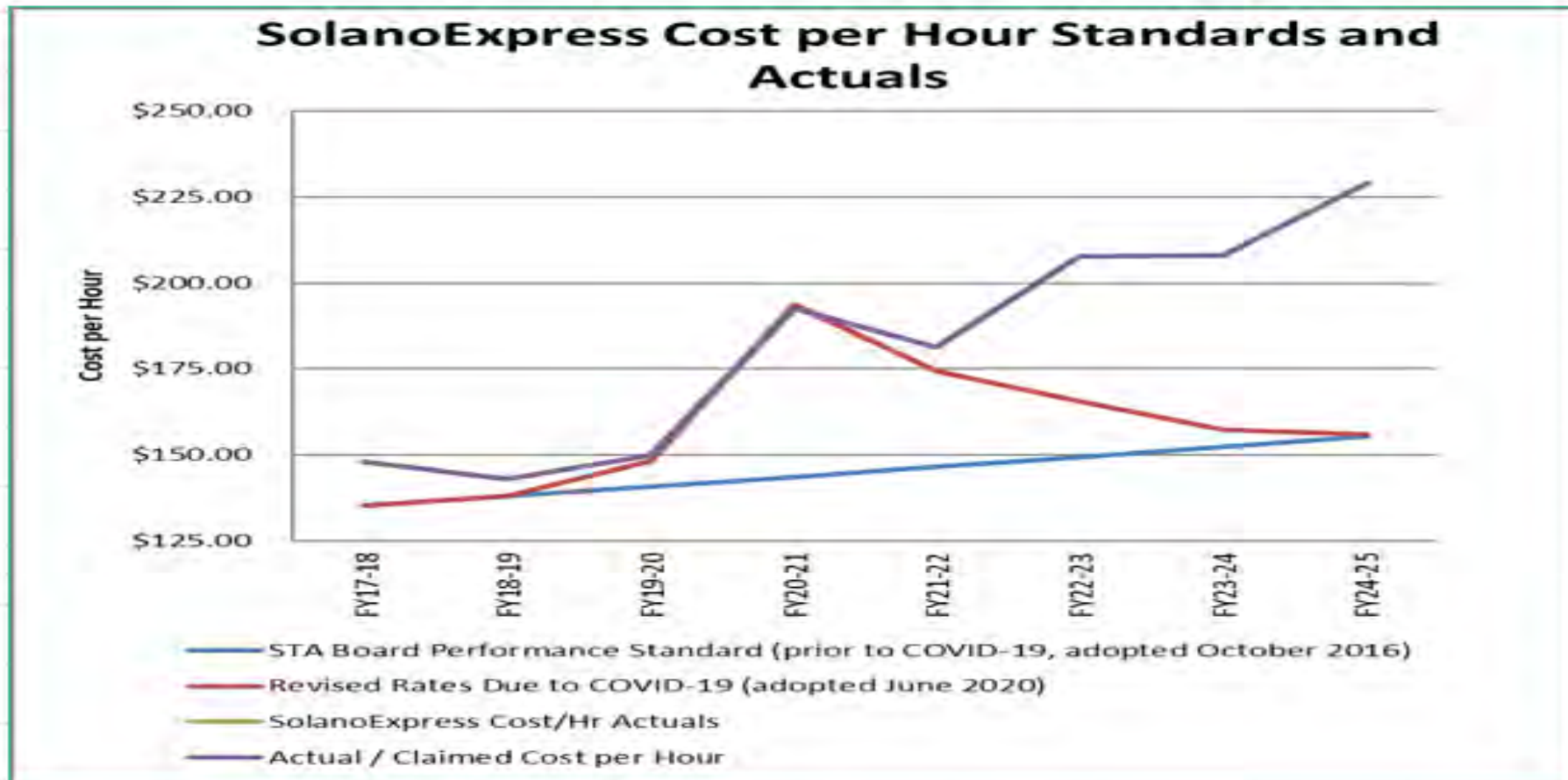
- Solano Express Ridership has declined from 2022 to 2024
- Frequency and on-time performance are customers' top priorities
- The majority of riders are commuters
- The intercity bus is just **one** leg of their commute
- After disembarking, most take BART or another bus to their final destination
- Riders are heavily transit-dependent, and many are commuting to and from low-wage jobs



Actual/Proposed Cost per Hour									
Year	FY 2017-18	FY 2018-19	FY 2019-20	FY 2020-21	FY 2021-22	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26
	Actual	Actual	Actual	Actual	Actual	Actual	Actual	Actual	Proposed
FAST	\$ 157.56	\$ 142.12	\$ 149.43	\$ 191.70	\$ 185.27				
SolTrans	\$ 140.49	\$ 143.59	\$ 150.27	\$ 193.05	\$ 178.03	\$ 207.80	\$ 208.08	\$ 229.08	\$ 230.37
Escalation Rate		-3.3%	4.9%	28.4%	-5.8%	14.7%	0.1%	10.1%	0.0%
SolanoExpress 1	\$ 147.84	\$ 142.90	\$ 149.90	\$ 192.46	\$ 181.20	\$ 207.80	\$ 208.08	\$ 229.08	\$ 229.08

Average
Annual
Change

6.1%



Solano's Annual Transit Funding FY2024/25							Total by Agency	%	
	TDA	STAF Revenue Based	STAF Population Based	FTA 5307	FTA 5339	FTA 5311*	FY 2024-25	%	Fiscal Cliff
Dixon	\$ 1,123,910	\$ 10,124				\$ 466,781	\$ 1,600,815	3%	TBD
Fairfield	\$ 7,063,650	\$ 183,986		\$ 4,614,942	\$ 299,585		\$ 12,162,163	25%	TBD
Rio Vista	\$ 590,263	\$ 3,219				\$ 298,345	\$ 891,827	2%	none projected
Solano County	\$ 1,069,777	\$ -					\$ 1,069,777	2%	
STA *			\$ 6,636,050				\$ 6,636,050	14%	
Suisun City	\$ 1,682,566	\$ -					\$ 1,682,566	3%	none projected
Vacaville	\$ 5,957,351	\$ 32,928		\$ 3,679,628	\$ 238,868		\$ 9,908,775	20%	none projected
Benicia (SolTrans)	\$ 1,516,226						\$ 1,516,226	3%	TBD
Vallejo (SolTrans)	\$ 7,220,584	\$ 432,435		\$ 5,231,490	\$ 348,890		\$ 13,233,399	27%	FY 2025/26
Total	\$ 26,224,327	\$ 662,692	\$ 6,636,050	\$ 13,526,060	\$ 887,343	\$ 765,126	\$ 48,701,598	100%	
*5311 Programed by the STA Board									

Solano's FY 2025-26 Transit Funding

							Total by Agency	%
	TDA	STAF Revenue Based	STAF Population Based	FTA 5307	FTA 5339	FTA 5311		
Dixon	\$ 1,134,738	\$ 8,648				\$ 406,134	\$ 1,549,520	3%
Fairfield	\$ 7,037,740	\$ 157,146		\$ 4,614,942	\$ 299,585		\$ 12,109,413	26%
Rio Vista	\$ 585,060	\$ 2,749				\$ 259,583	\$ 847,392	2%
Solano County*	\$ 1,057,132	\$ -	\$ 5,670,617				\$ 6,727,749	14%
Suisun City	\$ 1,686,639	\$ -					\$ 1,686,639	4%
Vacaville	\$ 5,975,344	\$ 28,125		\$ 3,679,628	\$ 238,868		\$ 9,921,965	21%
SolTrans Vallejo/Benicia	\$ 8,631,508	\$ 369,349		\$ 5,231,490	\$ 348,890		\$ 14,581,237	31%
Total	\$ 26,108,161	\$ 566,017	\$ 5,670,617	\$ 13,526,060	\$ 887,343	\$ 665,717	\$ 47,423,915	100%
Reduction From Prior Year	\$ 116,166	\$ 96,675	\$ 965,433			\$ 99,409.0	\$ 1,277,683	

SOLANO TRANSPORTATION AUTHORITY		Scenario 1: No Service Changes						
Solano Express Operating Costs and Revenues								
22-Apr-25								
Solano Express Service	FY 22-23 Actual	FY 23-24 Est. Actual	FY 24-25 Budget	FY 25-26 Estimate	FY 26-27 Estimate	FY 27-28 Estimate	FY 28-29 Estimate	FY 29-30 Estimate
Revenue Service Hours	48,003	44,540	45,000	45,000	45,000	45,000	45,000	45,000
IFA Cost/Hr	\$ 207.80	\$ 208.08	\$ 229.08	\$ 230.37	\$ 238.43	\$ 246.78	\$ 255.42	\$ 264.35
Total Estimated Cost	\$ 9,974,831	\$ 9,268,012	\$ 10,308,600	\$ 10,366,650	\$ 10,729,483	\$ 11,105,015	\$ 11,493,690	\$ 11,895,969
Revenues								
Fares	\$ 1,360,229	\$ 1,490,659	\$ 1,337,283	\$ 1,060,068	\$ 1,081,269	\$ 1,102,894	\$ 1,124,952	\$ 1,147,451
RM-2	\$ 2,142,151	\$ 2,149,916	\$ 2,149,916	\$ 2,149,916	\$ 2,149,916	\$ 2,149,916	\$ 2,149,916	\$ 2,149,916
RM-3	\$ 1,840,625	\$ 655,951	\$ 1,018,325	\$ 1,000,000	\$ 1,000,000	\$ 1,000,000	\$ 1,000,000	\$ 1,000,000
STAF	\$ 388,145		\$ 2,722	\$ 3,150,131	\$ 3,578,440	\$ 3,871,846	\$ 2,670,000	\$ 2,670,000
STAF Carryover				\$ 145,889				
Solano College Pass	\$ 114,845	\$ 50,471	\$ 50,471	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000
Benicia	\$ 213,730	\$ 143,923	\$ 143,923	\$ 146,629	\$ 149,561	\$ 152,553	\$ 155,604	\$ 158,716
Dixon	\$ 99,102	\$ 65,603	\$ 65,603	\$ 37,913	\$ 38,671	\$ 39,444	\$ 40,233	\$ 41,038
Fairfield	\$ 710,755	\$ 624,215	\$ 624,215	\$ 537,074	\$ 547,816	\$ 558,772	\$ 569,948	\$ 581,347
Suisun City	\$ 134,087	\$ 188,536	\$ 188,536	\$ 126,648	\$ 129,181	\$ 131,765	\$ 134,400	\$ 137,088
Vacaville	\$ 594,048	\$ 315,617	\$ 315,617	\$ 336,036	\$ 342,757	\$ 349,612	\$ 356,604	\$ 363,736
Vallejo	\$ 859,029	\$ 1,272,858	\$ 1,272,858	\$ 1,426,451	\$ 1,454,980	\$ 1,484,079	\$ 1,513,761	\$ 1,544,036
Balance of County	\$ 182,606	\$ 182,606	\$ 198,776	\$ 199,895	\$ 206,892	\$ 214,133	\$ 221,628	\$ 229,385
FTA ARP	\$ 1,335,479	\$ 2,255,221	\$ 2,958,680	\$ -				
Total Revenue	\$ 9,974,831	\$ 9,395,576	\$ 10,326,925	\$ 10,366,650	\$ 10,729,483	\$ 11,105,015	\$ 9,987,046	\$ 10,072,713
Balance	\$0	\$127,564	\$18,325	\$0	\$0	\$0	(\$1,506,645)	(\$1,823,257)
Cut in Service to Balance Revenues				0	0	0	(5,899)	(6,897)
Revised Service Hours				45,000	45,000	45,000	39,101	38,103
Percent Cut in Service				0%	0%	0%	-13%	-15%
Annual Rate of Change		FY 23-24	FY 24-25	FY 25-26	FY 26-27	FY 27-28	FY 28-29	FY 29-30
Cost per Hour		1.1%	9.1%	0.6%	3.5%	3.5%	3.5%	3.5%
Fares		9.6%	-10.3%	-20.7%	2.0%	2.0%	2.0%	2.0%
RM-2		0.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
RM-3		-64.4%	55.2%	-1.8%	0.0%	0.0%	0.0%	0.0%
STAF		-100.0%		115628.6%	13.6%	8.2%	-31.0%	0.0%
TDA		0.0%	0.0%	0.0%	2.0%	2.0%	2.0%	2.0%
STAF Reserve Balance			\$ 8,162,058	\$ 5,009,205	\$ 1,430,765	\$ (2,441,082)		

Percentage of Funding Contribution

SOLANO TRANSPORTATION AUTHORITY				
Solano Express Operating Costs and Revenues				
6-May-25				
Solano Express Service	FY 2024-25	Percent of Contribution	FY 2025-26	Percent of Contribution
Revenue Service Hours	45,000		45,000	
IFA Cost/Hr	\$ 229.08		\$ 230.37	
Total Estimated Cost	\$ 10,308,600	%	\$10,366,650	%
Revenues				
Fares	\$ 1,337,283	12.97%	\$ 1,060,068	10.23%
RM-2	\$ 2,149,916	20.86%	\$ 2,149,916	20.74%
RM-3*	\$ 1,000,000	9.70%	\$ 1,000,000	9.65%
STAF	\$ 2,722	0.03%	\$ 3,296,020	31.79%
Solano College Pass	\$ 50,471	0.49%	\$ 50,000	0.48%
Benicia	\$ 143,923	1.40%	\$ 146,629	1.41%
Dixon	\$ 65,603	0.64%	\$ 37,913	0.37%
Fairfield	\$ 624,215	6.06%	\$ 537,074	5.18%
Suisun City	\$ 188,536	1.83%	\$ 126,648	1.22%
Vacaville	\$ 315,617	3.06%	\$ 336,036	3.24%
Vallejo	\$ 1,272,858	12.35%	\$ 1,426,451	13.76%
Balance of County	\$ 198,776	1.93%	\$ 199,895	1.93%
FTA ARP	\$ 2,958,680	28.70%	\$ -	0.00%
Total Revenue	\$ 10,308,600	100.00%	\$ 10,366,650	100.00%
Balance	\$0		\$0	

Future Funding of Solano Express

Recommendation:

Forward a Recommendation to the Solano County Intercity Transit Consortium. To approve the Solano Express funding for FY 2025-26 as shown in Attachment A

Solano Express Service	FY 22-23 Actual	FY 23-24 Est. Actual	FY 24-25 Budget	FY 25-26 Estimate
Revenue Service Hours	48,003	44,540	45,000	45,000
IFA Cost/Hr	\$ 207.80	\$ 208.08	\$ 229.08	\$ 230.37
Total Estimated Cost	\$ 9,974,831	\$ 9,268,012	\$ 10,308,600	\$ 10,366,650
Revenues				
Fares	\$ 1,360,229	\$ 1,490,659	\$ 1,337,283	\$ 1,060,068
RM-2	\$ 2,142,151	\$ 2,149,916	\$ 2,149,916	\$ 2,149,916
RM-3	\$ 1,840,625	\$ 655,951	\$ 1,018,325	\$ 1,000,000
STAF	\$ 388,145		\$ 2,722	\$ 3,150,131
STAF Carryover				\$ 145,889
Solano College Pass	\$ 114,845	\$ 50,471	\$ 50,471	\$ 50,000
Benicia	\$ 213,730	\$ 143,923	\$ 143,923	\$ 146,629
Dixon	\$ 99,102	\$ 65,603	\$ 65,603	\$ 37,913
Fairfield	\$ 710,755	\$ 624,215	\$ 624,215	\$ 537,074
Suisun City	\$ 134,087	\$ 188,536	\$ 188,536	\$ 126,648
Vacaville	\$ 594,048	\$ 315,617	\$ 315,617	\$ 336,036
Vallejo	\$ 859,029	\$ 1,272,858	\$ 1,272,858	\$ 1,426,451
Balance of County	\$ 182,606	\$ 182,606	\$ 198,776	\$ 199,895
FTA ARP	\$ 1,335,479	\$ 2,255,221	\$ 2,958,680	\$ -
Total Revenue	\$ 9,974,831	\$ 9,395,576	\$ 10,326,925	\$ 10,366,650
Balance	\$0	\$127,564	\$18,325	\$0
Cut in Service to Balance Revenues				0
Revised Service Hours				45,000
Percent Cut in Service				0%
Annual Rate of Change		FY 23-24	FY 24-25	FY 25-26
Cost per Hour		1.1%	9.1%	0.6%
Fares		9.6%	-10.3%	-20.7%
RM-2		0.4%	0.0%	0.0%
RM-3		-64.4%	55.2%	-1.8%
STAF		-100.0%		115628.6%
TDA		0.0%	0.0%	0.0%
STAF Reserve Balance			\$ 8,162,058	\$ 5,009,205



**Intercity Transit Funding Working Group
11:00 a.m., Tuesday, September 23, 2025
STA Office – Twin Sisters CR (3rd Floor)**

Join Zoom Meeting

<https://us02web.zoom.us/j/88461593108?pwd=aMiynjjjInd3ZG1jMLuCLiF3LvnAsi.1>

Meeting ID: 884 6159 3108

Passcode: 053752

MEETING AGENDA

DISCUSSION/ACTION ITEMS

- 1. Solano Express Funding Agreement for FY 2025-26** Ron Grassi
Recommendation:
Informational.
Pg.
- 2. Solano Express Intercity 5-Year Operating Budget Forecast and Solano Express Service Hours for FY 2026-27** Mary Pryor/
Ron Grassi
Recommendation:
Forward a recommendation to the Solano County Intercity Transit Consortium, TAC and STA Board regarding Solano Express Service Hours for FY 2026-27.
Pg.
- 3. Solano Express Service Changes**
 - A. SolTrans' COA Recommendations for Solano Express Service Changes - [SolTrans Final COA](#)** SolTrans Staff
 - B. STA's Solano Express Recommendations** Robert Guerrero
 - C. ITFWG Committee Discussion/Recommendations** Ron Grassi
ITFWG GroupRecommendation:
Informational.
Pg.
- 4. Intercity Transit Funding Working Group for Solano Express Service Changes for FY 2026-27** ITFWG Group
Recommendation:
Forward a recommendation to the Solano County Intercity Transit Consortium, TAC and STA Board regarding Solano Express Service Changes for FY 2026-27 for the following:
 1. Blue Line
 2. Green Line
 3. Route 82
 4. Yellow Line
 5. Red Line

Continued Next Page.....

Intercity Transit Funding Working Group Members

Louren Kotow – Dixon Read-Ride
Garland Wong / Shaun Vigil – FAST
Beth Kranda / Kristina Botsford – SolTrans
Nouae Vue – Suisun Microtransit
Lori DaMassa / Brian McLean - Vacaville City Coach
Daryl Halls /Ron Grassi/Robert Guerrero - STA

Other Participants

Mary Pryor, NWC Partners



**Intercity Transit Funding Working Group
11:00 a.m., Tuesday, September 23, 2025
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MEETING AGENDA

DISCUSSION/ACTION ITEMS

- 1. Solano Express Funding Agreement for FY 2025-26** Ron Grassi
Recommendation:
Informational.
Pg. 3
- 2. Solano Express Intercity 5-Year Operating Budget Forecast and Solano Express Service Hours for FY 2026-27** Mary Pryor/
Ron Grassi
Recommendation:
Forward a recommendation to the Solano County Intercity Transit Consortium, TAC and STA Board regarding Solano Express Service Hours for FY 2026-27.
Pg. 7
- 3. Solano Express Service Changes**
 - A. SolTrans' COA Recommendations for Solano Express Service Changes - [SolTrans Final COA](#) - Pg. 13** SolTrans Staff
 - B. STA's Solano Express Recommendations - Pg. 15** Robert Guerrero
 - C. ITFWG Committee Discussion/Recommendations** Ron Grassi
ITFWG GroupRecommendation:
Informational.
Pg.
- 4. Intercity Transit Funding Working Group for Solano Express Service Changes for FY 2026-27** ITFWG Group
Recommendation:
Forward a recommendation to the Solano County Intercity Transit Consortium, TAC and STA Board regarding Solano Express Service Changes for FY 2026-27 for the following:
 1. Blue Line
 2. Green Line
 3. Route 82
 4. Yellow Line
 5. Red Line

Continued Next Page.....

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Daryl Halls /Ron Grassi/Robert Guerrero - STA

Other Participants

Mary Pryor, NWC Partners



Solano Transportation Authority
... working for you!



Intercity Transit Funding Working Group (ITFWG)

September 23, 2025





Status of Solano Express Intercity Funding and Cost Sharing Agreement as of September 1, 2025

AGENCY	Approved/or Pending approval by Governing Board	Executed the Agreement	Notes
Solano Transportation Authority	June 11, 2025		STA Board approved on June 11, 2025, STA Business Practice is to sign last
Solano County Transit (SolTrans)	June 12, 2025	August 26, 2025	Executed Agreement
The City of Dixon	June 20, 2025	June 20, 2025	Executed Agreement with City Manager's Delegated Authority
The City of Fairfield	July 15, 2025	July 28, 2025	Executed Agreement
The City of Vacaville	August 12, 2025	August 21, 2025	Executed Agreement
The City of Suisun City	August 19, 2025	August 19, 2025	Executed Agreement
Solano County	September 9, 2025	September 18, 2025	Executed Agreement

FY 2025-26 Funding Plan

Solano Express Service	FY 22-23 Actual	FY 23-24 Est. Actual	FY 24-25 Budget	FY 25-26 Estimate
Revenue Service Hours	48,003	44,540	45,000	45,000
IFA Cost/Hr	\$ 207.80	\$ 208.08	\$ 229.08	\$ 230.37
Total Estimated Cost	\$ 9,974,831	\$ 9,268,012	\$ 10,308,600	\$ 10,366,650
Revenues				
Fares	\$ 1,360,229	\$ 1,490,659	\$ 1,337,283	\$ 1,060,068
RM-2	\$ 2,142,151	\$ 2,149,916	\$ 2,149,916	\$ 2,149,916
RM-3	\$ 1,840,625	\$ 655,951	\$ 1,018,325	\$ 1,000,000
STAF	\$ 388,145		\$ 2,722	\$ 3,150,131
STAF Carryover				\$ 145,889
Solano College Pass	\$ 114,845	\$ 50,471	\$ 50,471	\$ 50,000
Benicia	\$ 213,730	\$ 143,923	\$ 143,923	\$ 146,629
Dixon	\$ 99,102	\$ 65,603	\$ 65,603	\$ 37,913
Fairfield	\$ 710,755	\$ 624,215	\$ 624,215	\$ 537,074
Suisun City	\$ 134,087	\$ 188,536	\$ 188,536	\$ 126,648
Vacaville	\$ 594,048	\$ 315,617	\$ 315,617	\$ 336,036
Vallejo	\$ 859,029	\$ 1,272,858	\$ 1,272,858	\$ 1,426,451
Balance of County	\$ 182,606	\$ 182,606	\$ 198,776	\$ 199,895
FTA ARP	\$ 1,335,479	\$ 2,255,221	\$ 2,958,680	\$ -
Total Revenue	\$ 9,974,831	\$ 9,395,576	\$ 10,326,925	\$ 10,366,650
Balance	\$0	\$127,564	\$18,325	\$0
Cut in Service to Balance Revenues				0
Revised Service Hours				45,000
Percent Cut in Service				0%
Annual Rate of Change		FY 23-24	FY 24-25	FY 25-26
Cost per Hour		1.1%	9.1%	0.6%
Fares		9.6%	-10.3%	-20.7%
RM-2		0.4%	0.0%	0.0%
RM-3		-64.4%	55.2%	-1.8%
STAF		-100.0%		115628.6%
TDA		0.0%	0.0%	0.0%
STAF Reserve Balance			\$ 8,162,058	\$ 5,009,205

STAF funds of \$3.1 million, and funding partner's TDA contribution of \$1.2 million, will be transferred to SolTrans once the Intercity Funding and Cost Sharing Agreement is fully executed.

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DATE: September 18, 2025
TO: Intercity Transit Funding Working Group (ITFWG)
FROM: Ron Grassi, Director of Programs
Mary Pryor, STA Consultant
RE: Solano Express Intercity 5-Year Operating Budget Forecast and Solano Express Service Hours for FY 2026-27

Background:

The Solano Express Intercity Transit Funding Agreement provides for the annual funding of four intercity transit routes, known as Solano Express. Every year, a draft forecast is presented to the Intercity Transit Finance Working Group (ITFWG) and to the Consortium prior to adoption by the STA Board. The attached five-year forecasts are presented to the Consortium for discussion of the financial sustainability of the Solano Express service. Three scenarios with different annual service hours are included as Attachments A, B, and C.

Discussion:

Draft five-year forecasts for the FY 2026-27 to FY 2030-31 Solano Express Operating Budget are presented to the Consortium for discussion of financial sustainability. During and after the COVID-19 pandemic, Solano Express service, ridership, and revenues have changed substantially from the pre-pandemic timeframe. Hourly operating costs have increased, service levels and operators have changed, and ridership patterns throughout the region have shifted. The Federal Transit Administration's (FTA) temporary COVID relief funding for transit operations has been fully expended. Regional Measure 3 funds have provided a new revenue stream for Solano Express. The three attached Solano Express scenarios provide a forecast of costs, revenues, and financial sustainability.

Solano Express Operating Revenues

The three scenarios share the same revenue assumptions, described below.

Fares

The draft budget scenarios increase fare revenue by 2% annually from the FY 2025-26 budget. Data from SolTrans indicates that actual fares for FY 2024-25 are approximately 5% greater than the FY 2025-26 budget. The preliminary average fare for Route 82 and the Blue, Green, Red, and Yellow lines for FY 2024-25 is \$2.15, ranging from \$3.17 on Route 82 to \$1.68 on the Blue Line.

Regional Measure 2 & Regional Measure 3 (RM2 & RM3) Funds

The draft five-year Solano Express budget forecast includes the same amount of RM2 and RM3 funds as the FY 2025-26 budget.

TDA Contributions

The local jurisdictions served by Solano Express have contributed TDA funds through a formula, with 20% based on population and 80% based on Solano Express ridership. For this forecast, the total TDA from all jurisdictions increases by 2% annually. The shares of TDA from each jurisdiction were updated using the most recent demographic data. The ridership survey data is unchanged from the FY 2025-26 budget, as a new survey has not been conducted. Attachment D provides the data and revised shares. The changes in each jurisdiction's shares are negligible.

The Solano County TDA contribution which has been escalated based on a 3.5% inflation factor, as the County contribution has historically increased based on the Consumer Price Index (CPI).

State Transit Assistance Funds (STAF)

On July 10, 2024, the STA Board established a Solano Express Operating Reserve of \$8.1 million to fill the funding gap once the FTA COVID relief funds were expended. Following the use of the Solano Express Operating Reserve, approximately \$2,670,000 in STAF would be available annually for ongoing Solano Express operating costs. Each of the budget forecast scenarios uses a different amount of STAF.

Solano Express Hourly Operating Cost

The Solano Express FY 2025-26 budget assumes an operating cost of \$230.37 per hour. Each of the five-year forecasts assumes that the hourly operating cost will increase by an inflation factor of 3.5% per year.

Scenario 1: Continuation of 45,000 Annual Service Hours

Scenario 1 provides a forecast for the continuation of Solano Express service with no change in annual service hours. In this scenario, the STAF Solano Express Operating Reserve is fully depleted in FY 2027-28, and shortfalls begin in FY 2028-29. The first annual shortfall is approximately \$1.5 million, and grows to more than \$2 million by FY 2030-31, the fifth year of the forecast.

Scenario 2: Reduction to 40,000 Annual Service Hours

Scenario 2 reduces service hours in FY 2026-27 by 5,000 hours, to 40,000 annual service hours. In Scenario 2, the STAF Solano Express Operating Reserve is depleted in FY 2028-29. Shortfalls begin in FY 2029-30, with a shortfall of approximately \$500,000. In FY 2030-31, the shortfall grows to approximately \$784,000.

Scenario 3: Convert Green Line to Van Pool and End Route 82

Scenario 3 would reduce service hours in FY 2026-27 by converting the Green Line to a van pool (a reduction of 6,108 annual service hours), and eliminating Route 82 from the Solano Express services (a reduction of 2,337 annual service hours). These two changes would bring the Solano Express annual service hours to 36,555. In this scenario, the STAF Solano Express Operating Reserve would be depleted in FY 2027-28. The current projection reflects that sufficient annual STAF revenue would be available to maintain the reduced level of service through the next five-year period.

Fiscal Impact:

None at this time. The FY 2026-27 Solano Express operating budget will be used as the basis for the Solano Express funding plan and incorporated in the FY 2026-27 TDA Matrix.

Recommendation:

Forward a recommendation to the Solano County Intercity Transit Consortium, STA TAC, and Board regarding Solano Express Service Hours for FY 2026-27.

Attachments:

- A. Solano Express 5-Year Forecast Scenario 1: No Service Changes
- B. Solano Express 5-Year Forecast Scenario 2: 40,000 Hours of Service
- C. Solano Express 5-Year Forecast Scenario 3: Convert Green Line to Van Pool, End Route 82
- D. Solano Express Population and Ridership Calculations

Scenario 1: No Service Changes

	FY 22-23 Actual	FY 23-24 Actual	FY 24-25 Est. Actual	FY 25-26 Budget	FY 26-27 Estimate	FY 27-28 Estimate	FY 28-29 Estimate	FY 29-30 Estimate	FY 30-31 Estimate
Solano Express Service									
Revenue Service Hours	48,003	44,539	44,872	45,000	45,000	45,000	45,000	45,000	45,000
IFA Cost/Hr	\$ 207.80	\$ 204.96	\$ 220.26	\$ 230.37	\$ 238.43	\$ 246.78	\$ 255.42	\$ 264.35	\$ 273.61
Total Estimated Cost	\$ 9,974,831	\$ 9,128,532	\$ 9,883,465	\$ 10,366,650	\$ 10,729,483	\$ 11,105,015	\$ 11,493,690	\$ 11,895,969	\$ 12,312,328
Revenues									
Fares	\$ 1,360,229	\$ 1,490,659	\$ 1,120,804	\$ 1,060,068	\$ 1,081,269	\$ 1,102,894	\$ 1,124,952	\$ 1,147,451	\$ 1,170,400
RM-2	\$ 2,142,151	\$ 2,149,916	\$ 2,149,916	\$ 2,149,916	\$ 2,149,916	\$ 2,149,916	\$ 2,149,916	\$ 2,149,916	\$ 2,149,916
RM-3	\$ 1,840,625	\$ 655,951	\$ 1,018,325	\$ 1,000,000	\$ 1,000,000	\$ 1,000,000	\$ 1,000,000	\$ 1,000,000	\$ 1,000,000
STAF	\$ 388,145		\$ 2,722	\$ 3,150,131	\$ 3,230,304	\$ 3,871,846	\$ 2,670,000	\$ 2,670,000	\$ 2,670,000
STAF Carryover				\$ 145,889	\$ 348,136				
Solano College Pass	\$ 114,845	\$ 50,471	\$ 50,471	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000
Benicia	\$ 213,730	\$ 143,923	\$ 143,923	\$ 146,629	\$ 149,517	\$ 152,507	\$ 155,558	\$ 158,669	\$ 161,842
Dixon	\$ 99,102	\$ 65,603	\$ 65,603	\$ 37,913	\$ 39,460	\$ 40,249	\$ 41,054	\$ 41,875	\$ 42,712
Fairfield	\$ 710,755	\$ 624,215	\$ 624,215	\$ 537,074	\$ 547,146	\$ 558,089	\$ 569,251	\$ 580,636	\$ 592,249
Suisun City	\$ 134,087	\$ 188,536	\$ 188,536	\$ 126,648	\$ 129,153	\$ 131,736	\$ 134,371	\$ 137,058	\$ 139,799
Vacaville	\$ 594,048	\$ 315,617	\$ 315,617	\$ 336,036	\$ 343,053	\$ 349,914	\$ 356,912	\$ 364,051	\$ 371,332
Vallejo	\$ 859,029	\$ 1,272,858	\$ 1,272,858	\$ 1,426,451	\$ 1,454,637	\$ 1,483,730	\$ 1,513,404	\$ 1,543,673	\$ 1,574,546
Balance of County	\$ 182,606	\$ 182,606	\$ 198,776	\$ 199,895	\$ 206,892	\$ 214,133	\$ 221,628	\$ 229,385	\$ 237,413
FTA ARP	\$ 1,335,479	\$ 2,255,221	\$ 2,958,680	\$ -					
Total Revenue	\$ 9,974,831	\$ 9,395,576	\$ 10,110,446	\$ 10,366,650	\$ 10,729,483	\$ 11,105,015	\$ 9,987,046	\$ 10,072,713	\$ 10,160,210
Balance	\$0	\$267,044	\$226,981	\$0	\$0	\$0	(\$1,506,644)	(\$1,823,256)	(\$2,152,119)
Cut in Service to Balance Revenues				0	0	0	(5,899)	(6,897)	(7,866)
Revised Service Hours				45,000	45,000	45,000	39,101	38,103	37,134
Percent Cut in Service				0%	0%	0%	-13%	-15%	-17%
Annual Rate of Change		FY 23-24	FY 24-25	FY 25-26	FY 26-27	FY 27-28	FY 28-29	FY 29-30	FY 30-31
Cost per Hour		1.1%	7.5%	4.6%	3.5%	3.5%	3.5%	3.5%	3.5%
Fares		9.6%	-24.8%	-5.4%	2.0%	2.0%	2.0%	2.0%	2.0%
RM-2		0.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
RM-3		-64.4%	55.2%	-1.8%	0.0%	0.0%	0.0%	0.0%	0.0%
STAF		-100.0%		115628.6%	2.5%	19.9%	-31.0%	0.0%	0.0%
TDA		0.0%	0.0%	0.0%	2.0%	2.0%	2.0%	2.0%	2.0%
STAF Reserve Balance			\$ 8,162,058	\$ 5,009,205	\$ 1,778,901	\$ (2,092,946)			

Scenario 2: 40,000 Hours of Service

	FY 22-23 Actual	FY 23-24 Actual	FY 24-25 Est. Actual	FY 25-26 Budget	FY 26-27 Estimate	FY 27-28 Estimate	FY 28-29 Estimate	FY 29-30 Estimate	FY 30-31 Estimate
Solano Express Service									
Revenue Service Hours	48,003	44,539	44,872	45,000	40,000	40,000	40,000	40,000	40,000
IFA Cost/Hr	\$ 207.80	\$ 204.96	\$ 220.26	\$ 230.37	\$ 238.43	\$ 246.78	\$ 255.42	\$ 264.35	\$ 273.61
Total Estimated Cost	\$ 9,974,831	\$ 9,128,532	\$ 9,883,465	\$ 10,366,650	\$ 9,537,318	\$ 9,871,124	\$ 10,216,613	\$ 10,574,195	\$ 10,944,292
Revenues									
Fares	\$ 1,360,229	\$ 1,490,659	\$ 1,120,804	\$ 1,060,068	\$ 1,081,269	\$ 1,102,894	\$ 1,124,952	\$ 1,147,451	\$ 1,170,400
RM-2	\$ 2,142,151	\$ 2,149,916	\$ 2,149,916	\$ 2,149,916	\$ 2,149,916	\$ 2,149,916	\$ 2,149,916	\$ 2,149,916	\$ 2,149,916
RM-3	\$ 1,840,625	\$ 655,951	\$ 1,018,325	\$ 1,000,000	\$ 1,000,000	\$ 1,000,000	\$ 1,000,000	\$ 1,000,000	\$ 1,000,000
STAF	\$ 388,145		\$ 2,722	\$ 3,150,131	\$ 2,038,139	\$ 2,637,955	\$ 2,899,568	\$ 2,670,000	\$ 2,670,000
STAF Carryover				\$ 145,889	\$ 348,136				
Solano College Pass	\$ 114,845	\$ 50,471	\$ 50,471	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000
Benicia	\$ 213,730	\$ 143,923	\$ 143,923	\$ 146,629	\$ 149,517	\$ 152,507	\$ 155,558	\$ 158,669	\$ 161,842
Dixon	\$ 99,102	\$ 65,603	\$ 65,603	\$ 37,913	\$ 39,460	\$ 40,249	\$ 41,054	\$ 41,875	\$ 42,712
Fairfield	\$ 710,755	\$ 624,215	\$ 624,215	\$ 537,074	\$ 547,146	\$ 558,089	\$ 569,251	\$ 580,636	\$ 592,249
Suisun City	\$ 134,087	\$ 188,536	\$ 188,536	\$ 126,648	\$ 129,153	\$ 131,736	\$ 134,371	\$ 137,058	\$ 139,799
Vacaville	\$ 594,048	\$ 315,617	\$ 315,617	\$ 336,036	\$ 343,053	\$ 349,914	\$ 356,912	\$ 364,051	\$ 371,332
Vallejo	\$ 859,029	\$ 1,272,858	\$ 1,272,858	\$ 1,426,451	\$ 1,454,637	\$ 1,483,730	\$ 1,513,404	\$ 1,543,673	\$ 1,574,546
Balance of County	\$ 182,606	\$ 182,606	\$ 198,776	\$ 199,895	\$ 206,892	\$ 214,133	\$ 221,628	\$ 229,385	\$ 237,413
FTA ARP	\$ 1,335,479	\$ 2,255,221	\$ 2,958,680	\$ -					
Total Revenue	\$ 9,974,831	\$ 9,395,576	\$ 10,110,446	\$ 10,366,650	\$ 9,537,318	\$ 9,871,124	\$ 10,216,614	\$ 10,072,713	\$ 10,160,210
Balance	\$0	\$267,044	\$226,981	\$0	\$0	\$0	\$0	(\$501,482)	(\$784,082)
Cut in Service to Balance Revenues				0	0	0	0	(1,897)	(2,866)
Revised Service Hours				45,000	40,000	40,000	40,000	38,103	37,134
Percent Cut in Service				0%	0%	0%	0%	-5%	-7%
Annual Rate of Change		FY 23-24	FY 24-25	FY 25-26	FY 26-27	FY 27-28	FY 28-29	FY 29-30	FY 30-31
Cost per Hour		1.1%	7.5%	4.6%	3.5%	3.5%	3.5%	3.5%	3.5%
Fares		9.6%	-24.8%	-5.4%	2.0%	2.0%	2.0%	2.0%	2.0%
RM-2		0.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
RM-3		-64.4%	55.2%	-1.8%	0.0%	0.0%	0.0%	0.0%	0.0%
STAF		-100.0%		115628.6%	-35.3%	29.4%	9.9%	-7.9%	0.0%
TDA		0.0%	0.0%	0.0%	2.0%	2.0%	2.0%	2.0%	2.0%
STAF Reserve Balance			\$ 8,162,058	\$ 5,009,205	\$ 2,971,066	\$ 333,110	\$ (2,566,458)		

Scenario 3: Green Van Pool, No Route 82

	FY 22-23 Actual	FY 23-24 Actual	FY 24-25 Est. Actual	FY 25-26 Budget	FY 26-27 Estimate	FY 27-28 Estimate	FY 28-29 Estimate	FY 29-30 Estimate	FY 30-31 Estimate
Solano Express Service									
Revenue Service Hours	48,003	44,539	44,872	45,000	36,555	36,555	36,555	36,555	36,555
IFA Cost/Hr	\$ 207.80	\$ 204.96	\$ 220.26	\$ 230.37	\$ 238.43	\$ 246.78	\$ 255.42	\$ 264.35	\$ 273.61
Total Estimated Cost	\$ 9,974,831	\$ 9,128,532	\$ 9,883,465	\$ 10,366,650	\$ 8,715,916	\$ 9,020,974	\$ 9,336,708	\$ 9,663,492	\$ 10,001,715
Revenues									
Fares	\$ 1,360,229	\$ 1,490,659	\$ 1,120,804	\$ 1,060,068	\$ 1,081,269	\$ 1,102,894	\$ 1,124,952	\$ 1,147,451	\$ 1,170,400
RM-2	\$ 2,142,151	\$ 2,149,916	\$ 2,149,916	\$ 2,149,916	\$ 2,149,916	\$ 2,149,916	\$ 2,149,916	\$ 2,149,916	\$ 2,149,916
RM-3	\$ 1,840,625	\$ 655,951	\$ 1,018,325	\$ 1,000,000	\$ 1,000,000	\$ 1,000,000	\$ 1,000,000	\$ 1,000,000	\$ 1,000,000
STAF	\$ 388,145		\$ 2,722	\$ 3,150,131	\$ 1,564,874	\$ 1,787,805	\$ 2,019,662	\$ 2,260,780	\$ 2,511,505
STAF Carryover				\$ 145,889					
Solano College Pass	\$ 114,845	\$ 50,471	\$ 50,471	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000
Benicia	\$ 213,730	\$ 143,923	\$ 143,923	\$ 146,629	\$ 149,517	\$ 152,507	\$ 155,558	\$ 158,669	\$ 161,842
Dixon	\$ 99,102	\$ 65,603	\$ 65,603	\$ 37,913	\$ 39,460	\$ 40,249	\$ 41,054	\$ 41,875	\$ 42,712
Fairfield	\$ 710,755	\$ 624,215	\$ 624,215	\$ 537,074	\$ 547,146	\$ 558,089	\$ 569,251	\$ 580,636	\$ 592,249
Suisun City	\$ 134,087	\$ 188,536	\$ 188,536	\$ 126,648	\$ 129,153	\$ 131,736	\$ 134,371	\$ 137,058	\$ 139,799
Vacaville	\$ 594,048	\$ 315,617	\$ 315,617	\$ 336,036	\$ 343,053	\$ 349,914	\$ 356,912	\$ 364,051	\$ 371,332
Vallejo	\$ 859,029	\$ 1,272,858	\$ 1,272,858	\$ 1,426,451	\$ 1,454,637	\$ 1,483,730	\$ 1,513,404	\$ 1,543,673	\$ 1,574,546
Balance of County	\$ 182,606	\$ 182,606	\$ 198,776	\$ 199,895	\$ 206,892	\$ 214,133	\$ 221,628	\$ 229,385	\$ 237,413
FTA ARP	\$ 1,335,479	\$ 2,255,221	\$ 2,958,680	\$ -					
Total Revenue	\$ 9,974,831	\$ 9,395,576	\$ 10,110,446	\$ 10,366,650	\$ 8,715,917	\$ 9,020,974	\$ 9,336,708	\$ 9,663,493	\$ 10,001,715
Balance	\$0	\$267,044	\$226,981	\$0	\$0	\$0	\$0	\$0	\$0
Cut in Service to Balance Revenues				0	0	0	0	0	0
Revised Service Hours				45,000	36,555	36,555	36,555	36,555	36,555
Percent Cut in Service				0%	0%	0%	0%	0%	0%
Annual Rate of Change		FY 23-24	FY 24-25	FY 25-26	FY 26-27	FY 27-28	FY 28-29	FY 29-30	FY 30-31
Cost per Hour		1.1%	7.5%	4.6%	3.5%	3.5%	3.5%	3.5%	3.5%
Fares		9.6%	-24.8%	-5.4%	2.0%	2.0%	2.0%	2.0%	2.0%
RM-2		0.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
RM-3		-64.4%	55.2%	-1.8%	0.0%	0.0%	0.0%	0.0%	0.0%
STAF		-100.0%		115628.6%	-50.3%	14.2%	13.0%	11.9%	11.1%
TDA		0.0%	0.0%	0.0%	2.0%	2.0%	2.0%	2.0%	2.0%
STAF Reserve Balance			\$ 8,162,058	\$ 5,009,205	\$ 3,444,331	\$ 1,656,526	\$ (363,136)		

SOLANO COUNTY POPULATION ESTIMATES¹

Solano County	DOF Value	Share	Without County Uninc. And without Rio Vista	
			Rio Vista	Share
Benicia	26,195	5.8%	26,195	6.21%
Dixon	20,174	4.5%	20,174	4.79%
Fairfield	120,720	26.8%	120,720	28.64%
Rio Vista	10,338	2.3%	0	0.00%
Suisun City	29,036	6.5%	29,036	6.89%
Vacaville	103,181	22.9%	103,181	24.48%
Vallejo	122,207	27.2%	122,207	28.99%
Balance Of County	17,988	4.0%	0	0.00%
Incorporated	431,851	96.0%	421,513	100.00%
County Total	449,839	100.0%	421,513	100.00%

1. State of California, Department of Finance, Table 2: E-4 Population Estimates for Cities, Counties, and State 2021-2025 with 2020 Benchmark. Sacramento, California, May 2025

Figure 43. City of Residence – Individual Routes

Route Number	All	Blue B	Green GX	Yellow Y	Red/Ft 82
City of Residence	n=1181	n=211	n=112	n=173	n=685
Vallejo	45.5%	1.9%	0.9%	49.4%	80.3%
Fairfield	19.3%	34.6%	58.6%	1.2%	8.2%
Vacaville	7.7%	31.3%	9.9%	1.2%	1.0%
Suisun City	6.2%	6.6%	23.4%		2.8%
Benicia	4.5%	1.4%		27.9%	2.1%
Dixon	1.7%	9.0%	0.9%		
Rio Vista	0.1%	0.5%			
Unincorporated Solano County	0.3%	0.5%			0.4%
Outside Solano County	14.8%	14.2%	8.3%	20.3%	16.6%

From 2022 On-Board Transit Survey

SolanoExpress Ridership By City of Residence (all)

SolanoExpress Ridership	Share	Without Outside County, Balance of County, or Rio Vista	
		Rio Vista	Share
Outside Solano County	20.8%	0.0	0.0%
Balance of County	0.6%	0.0	0.0%
Benicia	4.3%	4.3	5.5%
Dixon	0.5%	0.5	0.7%
Fairfield	14.5%	14.5	18.5%
Rio Vista	0.1%	0.0	0.0%
Suisun City	3.4%	3.4	4.3%
Vacaville	7.8%	7.8	10.0%
Vallejo	47.9%	47.9	61.0%
County Total	100.0%	78.5	100.0%

Figure 46. City of Residence – Individual Routes

Route Number	All	Blue Line	Green Line	Red Line	Yellow Line	Route 82	Vine 21
City of Residence	n=1390	n=204	n=123	n=861	n=162	n=25	n=15
Vallejo	45.6%	2.9%	8.9%	64.7%	47.5%	28.0%	
Fairfield	16.7%	24.0%	60.2%	7.4%	1.2%	44.0%	40.0%
Vacaville	8.3%	38.7%	9.8%	1.7%	0.6%	4.0%	20.0%
Suisun City	4.0%	4.4%	12.2%	2.3%		12.0%	13.3%
Benicia	3.6%	1.5%		1.5%	26.5%		
Dixon	0.5%	2.5%	1.6%				
Rio Vista	0.2%		1.6%				
Unincorporated Solano County	0.6%	1.0%		0.8%			
Outside Solano County	20.4%	25.0%	5.7%	21.5%	24.1%	12.0%	26.7%

From 2024 On-Board Transit Survey

Total Shares by Jurisdiction with Current Data			
	2024	2025	
	Ridership	Population	Total
	80%	20%	100.0%
Benicia	4.4%	1.2%	5.6%
Dixon	0.5%	1.0%	1.5%
Fairfield	14.8%	5.7%	20.5%
Suisun City	3.5%	1.4%	4.8%
Vacaville	8.0%	4.9%	12.9%
Vallejo	48.8%	5.8%	54.6%
Total	80.0%	20.0%	100.0%

	Previous Shares	Updated Shares	Change
Benicia	5.62%	5.61%	0.00%
Dixon	1.45%	1.48%	0.03%
Fairfield	20.57%	20.55%	-0.03%
Suisun City	4.85%	4.85%	0.00%
Vacaville	12.87%	12.88%	0.01%
Vallejo	54.64%	54.62%	-0.01%
Total	100.0%	100.0%	0.0%



SolTrans Solano Express Recommendations

The proposed revisions to the SolanoExpress network focus on aligning service levels with demand and improving overall reliability. The changes aim to increase frequency where ridership is strongest, particularly on the Red Line, while enhancing consistency on the Yellow and Blue Lines to make them more dependable and useful for a wider variety of trips throughout the day.

Blue Line

Increases to hourly frequency between Concord and Vacaville all day; the Blue will join the Yellow Line at North Concord and Concord BART; service to Davis will be discontinued without an increase of funding (future possibilities are noted in the Final Report).

Green Line

Reduced to two peak-period round trips, with other trips accommodated by increased Red Line frequency and streamlined Blue Line service. Yellow Line: Serves North Concord and Concord BART, retains current Benicia stops, and maintains consistent 60-minute frequency all day.

Route 82

Discontinued; resources shifted to increase frequency to El Cerrito del Norte BART.

Red Line

Midday service between the Vallejo Transit Center and El Cerrito del Norte BART increases to every 30 minutes; peak service between Fairfield and Vallejo also increases to every 30 minutes; midday Fairfield service remains hourly.

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STA Solano Express Recommendations

Regarding Solano Express Changes proposed by the SolTrans COA:

The initial COA comments submitted to SolTrans on April 29, 2025, are still applicable (Attachment A). Additionally, the SolTrans proposed Solano Express service changes do not address the Solano Express fiscal cliff in 2 years. If we do not reduce service hours now in FY 2028-29, we will be short \$1.5 million of funding based on the Solano Express 5-year Projection (Attachment B)

Based on the Solano Express Ridership Survey, which received 1,400 responses. The Majority of Solano Express Riders are commuters. Solano Express is just one leg of their commute; they take BART or another bus to their final destination. The riders are transit-dependent, with 70% not having a car or access to one.

SolTrans is not considering the feedback it received from the Solano Express riders (See SolTrans COA PPT). Of the 765 public comments 60% or 465 were from Solano Express Riders (Slide 5). Most of the comments were negative because they did not concur with the SolTrans proposed service changes.

Blue Line

STA staff does not support moving the Blue Line from Walnut Creek to Concord. As expressed in the April 29th comment letter, Walnut Creek has more connections than North Concord, Concord, and Pleasant Hill. Walnut Creek is the main transit hub for Contra Costa and the site for future transit development. The Blue line should also continue serving Davis; however, the stop should be moved from the Mondovi Center, where there is only one connection to the Memorial Union, which is a transit hub served by Unitrans and Yolo Bus.

Green Line

The Green Line should be bid out to save costs. Currently, SolTrans is receiving \$230 per revenue hour. The Solano Mobility Van Pool Program costs only \$130 per revenue hour, which is a savings of over \$500,000.

Route 82

The SolTrans COA is recommending the elimination of the Route 82 Pilot. STA staff concurs, and the revenue hours should be used to reduce costs.

Yellow Line

The Yellow Line riders were 50/50 split between going to Concord or continuing service at Walnut Creek. SolTrans has interlinked the Yellow with the Blue. Therefore, the options available are to keep them interlinked at Walnut Creek or keep the Blue Line going to Walnut Creek and change the Yellow Line to Concord. It does not make sense to stop at both North Concord and Concord.

Red Line

The Redline is the most productive route and has the most dedicated revenue hours. However, in the proposed service plan, SolTrans is recommending discontinuing service to Hwy 37 and Fairgrounds (Six Flags). The Red Line should continue serving Hwy 37 and Fairgrounds (Six Flags), where significant investment is being made, creating a Diverging Diamond Interchange and a Fairgrounds Mobility Hub.

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April 29, 2025

Ms. Beth Kranda
Executive Director
Solano County Transit (SolTrans)
311 Sacramento Street
Vallejo, CA 94590

RE: STA Comments on Solano Express COA Existing Conditions Report

Dear Ms. Kranda:

Thank you for the opportunity to provide feedback on the January 2025 Solano Express Comprehensive Operations Analysis (COA) Existing Conditions Report.

STA staff comments were reviewed earlier this year at our February and March Solano County Intercity Transit Consortium and STA Technical Advisory Committee (TAC) meetings and unanimously recommended the comments to the STA Board for approval. The STA Board initially had this item included in their March STA Board, agenda but was tabled for discussion at their April 9, 2025 meeting. It was at that meeting that the STA Board unanimously approved the attached staff comments for your consideration after a lengthy discussion (See enclosed comments).

Two key points that STA Board discussed regarding the Solano Express COA at their April 9th meeting were: 1) Moving the route terminus from Walnut Creek BART station to North Concord and Concord Bart stations for the Blue, Yellow and Green Lines and 2) the objective of increasing ridership versus a balance between lifeline/service coverage and ridership. Both are comments that reflect the STA Board's discussion in the attachment, in addition to other updated comments.

We appreciate the opportunity to work with you and the rest of the Solano Express Funding Partners, MTC, and the public to complete the Solano Express COA. This document will be utilized in conjunction with the MTC/STA funded Solano Express Connected Mobility Plan and Transit and the Rideshare Element of the STA Comprehensive Transportation Plan update to determine the future of the Solano Express Service.

Please contact Robert Guerrero, STA Deputy Executive Director/Director of Planning, if you have any questions regarding the attached comments.

Sincerely,



Daryl K. Halls
Executive Director

Cc: STA Board Members
SolTrans Board Members
Solano County Intercity Transit Consortium Members

Enc: STA Comments on Solano Express COA Solano Express Network Existing Conditions Report

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STA Comments on Solano Express COA Solano Express Network Existing Conditions Report

GENERAL COMMENTS:

- 1) Please correct references to the Solano Express Bus service. The COA Existing Conditions Report refers to the service as SolTrans Express Service throughout the report.
- 2) As it relates to the Solano Express Bus Service Network, consider providing additional information regarding the role of the STA Board and its funding partners in decisions related to service changes and marketing of the system.

SPECIFIC COMMENTS:

- 1) Elimination of Green Line/Proposed Merger with Red Line
We understand the need to reduce service hours systemwide in order to address the SolanoExpress Bus fiscal cliff beginning in FY 2027-28 and see the Green Line as an opportunity to reduce hours. STA is interested in addressing the fiscal cliff by exploring other more affordable service options for the Green Line to continue service for residents from Suisun City and Fairfield to continue accessing El Cerrito-Del Norte BART. The STA Board approved forwarding these COA comments to SolTrans.
- 2) Moving the Southern End of the Blue and Yellow Line to North Concord BART.
While the round-trip cycle time for each bus could improve (see below), it is not sufficient to increase the number of trips provided with existing resources and would negatively impact customers.

Customers who are transferring to BART, presuming most, if not all, are destined to San Francisco, Oakland, Berkeley, or another station west of Walnut Creek BART, would experience a fare increase per round trip each day. Using the BART timetable to calculate the difference in travel time on BART and Google Trip Planner to calculate the difference in highway travel time (based on road conditions, not scheduled bus times since buses would arrive early if traffic is not as bad as the schedule allows once they are on I-680 and no longer need to pick up passengers) passengers would experience an increase of four minutes based on best case scenario and increase of two minutes based on worst case scenario. (A savings of eight to ten minutes on the bus offset by a 12-minute longer BART ride.)

In addition to higher fares and longer trip times for BART users, shifting from Walnut Creek to North Concord will eliminate regional connections to several bus routes that provide access to employment opportunities in Walnut Creek and express service to Bishop Ranch, Dublin, and Pleasanton. By contrast, North Concord BART is served by one local County Connection route. Attachment A illustrates the existing transit connections at the Walnut Creek BART station.

The suggested alternative of continuing to Concord BART after serving North Concord BART negates any time savings in bus cycle times that are achieved by serving North Concord instead of Walnut Creek. While bus connections are possible at North Concord BART, this is a new market and eliminates the existing connections to larger employment centers possible at Walnut Creek BART. Attachment B illustrates the existing transit connections at North Concord BART.

Replica data from Spring 2024 indicated that there are 2,591 work trips each weekday between Vallejo, Benicia, Fairfield, and Suisun City on the one hand and Concord on the other. However, there were 3,525 work trips from these four cities to Walnut Creek, San Ramon (including Bishop Ranch), Dublin, and Pleasanton (including Hacienda Business Park), of which 2,053 were to Walnut Creek alone. While there is potential demand for service to Concord, given limited resources, there is no justification for abandoning an existing market to serve another market while providing no benefit (indeed higher fares and potential longer trip times) for those customers using Solano Express to transfer to BART.

The STA Board approved forwarding these COA comments to SolTrans, however, STA Board members discussed this comment at length and requested more ridership information on this for further discussion.

3) Davis Terminus

The existing Blue Line service to Davis is underutilized. This could be the result of the existing terminus not being centrally located on the UC Campus and lacking transit connections (the only transit connection is the Causeway Connection to the UC Medical Center in Sacramento) and a schedule that does not match predominant travel patterns. There is a high demand for travel from North Solano County and Davis, and the combination of the high cost of living in Davis, along with the growth at UC Davis, is likely to generate increased demand in future years. According to Spring 2024 Replica Data, there were 11,570 weekday trips from Fairfield, Vacaville, and Dixon to Davis. These were one-way trips originating in these three cities and terminating in Davis. If the Blue Line could capture one percent of these trips that would translate to 115 trips per day in each direction. Therefore, removing the Blue Line service to Davis is not recommended.

One of the predominant comments received by the consultant preparing the Short Range Transit Plan for the City of Davis was the desire for more service to Vacaville and Dixon. It is recommended that the Blue Line terminus be relocated to Memorial Union, which is in the heart of the UC Davis campus and has numerous transit connections including Yolobus 42 with service to Sacramento, West Sacramento, Sacramento Airport, and Woodland as well as several Unitrans routes providing access throughout the City of Davis. This relocation is supported by Unitrans management.

The STA Board approved forwarding these COA comments to SolTrans.

4) Ridership versus Service/Lifeline Coverage

STA recommends SolTrans consider evaluating the COA service concepts with a balanced perspective of increasing ridership and service/lifeline coverage, particularly Solano Express service coverage outside of the southern portion of the County. In addition, major objectives that guide the future service of Solano Express are recommended to be discussed in advance with the Solano Express funding partners before being finalized.

5) Walnut Creek BART Station Terminus

The COA justifies access to North Concord/Concord BART stations instead of the current Walnut Creek Station in order to accommodate Diablo Valley College students. STA staff recommends SolTrans reprioritize the COA concepts to provide better access to local college institutions (such as Solano Community College) and UC Davis, one of the most prestigious college institutions in California for its medical, agricultural, engineering and planning programs.

In addition, Solano Community College students overwhelmingly voted in April 2019 to renew their self-imposed transportation fee to provide free transit service for SCC students. As a result, over \$1 million in student fees have contributed to Solano county-wide transit services, with SolTrans receiving \$423,546. Therefore, maintaining reliable, convenient and more frequent service to SCC is recommended.

This comment was also discussed at length with the STA Board. The STA Board approved forwarding these COA comments to SolTrans with general support.

6) Fairgrounds Drive Solano Express Service

Do not cancel any Solano Express connections planned for the Fairgrounds Drive Project. STA, County of Solano, the City of Vallejo, and Caltrans have been planning for this transportation improvement project. STA has coordinated with SolTrans in the design of the project on multiple occasions. Transit services are an important aspect to the project's success as hub and could jeopardize transportation funding already allocated towards its completion.

CONCLUSION – SUMMARY OF COMMENTS

- 1) Refer to the Solano Express Bus Service correctly in the report
- 2) Add further details regarding STA and its funding partner's role in the Solano Express Bus service change and marketing service decision making process. STA Board members emphasized that the recommendations from the Transit 2030 Policy Committee include the need for clear communication and collaboration between the STA and SolTrans Boards.
- 3) STA is interested in addressing the fiscal cliff by exploring other more affordable service options for the Green Line to continue service for residents from Suisun City and Fairfield to continue accessing El Cerrito-Del Norte BART.
- 4) Provide additional information demonstrating why the North Concord and Concord is the better location the Blue and Yellow Line southern terminus compared to its existing location at the Walnut Creek BART Station.
- 5) Removing the Blue line Service to UC Davis is not recommended; retain Blue Line service to Davis and relocate terminal to Memorial Union.
- 6) Evaluate COA service concepts with a balanced perspective of increasing ridership and service/lifeline coverage, for example Solano Express service coverage outside of the southern portion of the County.
- 7) Prioritize and maintain Solano Express access to local college institutions (such as Solano Community College) and UC Davis.
- 8) Do not cancel Solano Express transit service planned for the Solano Fairgrounds.

Attachments:

- A. Walnut Creek BART Station Map
- B. North Concord BART Station Map
- C. Concord BART Station Map

Transit Stops

Paradas del tránsito

公車站地圖



**Transit
Information**

**Walnut Creek
Station**

Walnut Creek



Downtown Map



Transit Lines

County Connection County Connection

Weekday Routes

- 1 Rossmoor Shopping Center
- 1 Mitchell Drive Park & Ride/Shadelands
- 4 The Free Ride/Downtown Trolley
- 5 Creekside Drive
- 9 Diablo Valley College
- 14 Concord BART
- 21 San Ramon Transit Center

Express Routes

- 93X Kirker Pass Express
- 95X San Ramon Express
- 96X Bishop Ranch Express
- 98X Martinez/Walnut Creek Express

Weekend Routes

- 4 The Free Ride/Downtown Trolley
- 301 Via Monte & Ygnacio Valley Rd./ John Muir Medical Center
- 311 Concord BART
- 321 San Ramon Transit Center

School Routes

- 601 Castle/Hill
- 602 Trotter

Solano Express SolanoExpress

- Blue Fairfield/Vacaville/Davis
- Yellow Vallejo/Benicia

Wheels Bus

- 70X Dublin/Pleasanton BART

Transit Stops

Paradas del tránsito

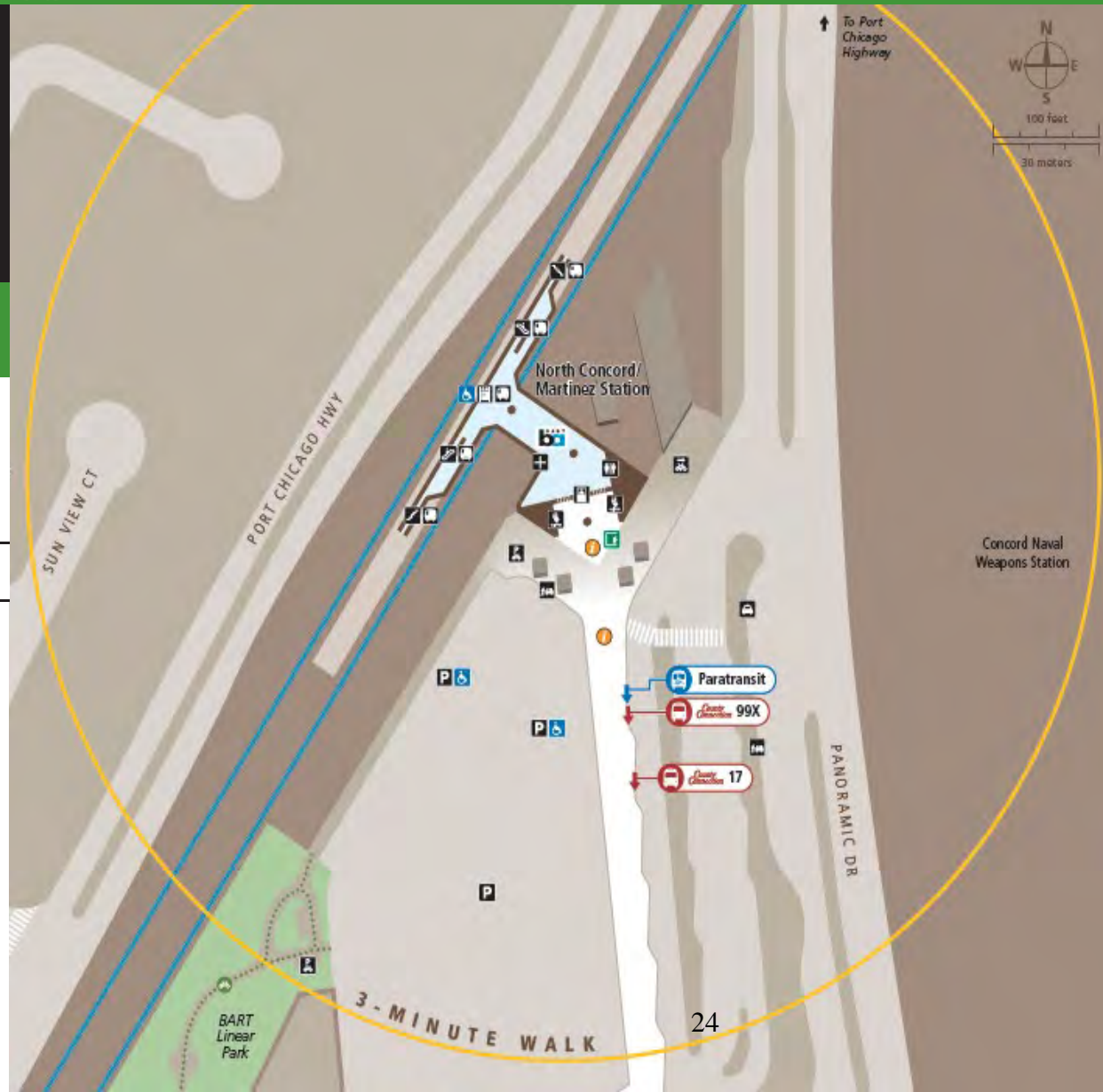
公車站地圖



Transit Information

North
Concord/
Martinez
Station

Concord



Attachment B

Transit Lines



County Connection

Local Bus Lines

17 BART Concord

99X Martinez Amtrak

Note: County Connection does not provide weekend bus service at this station.

Transit Stops

Paradas del tránsito

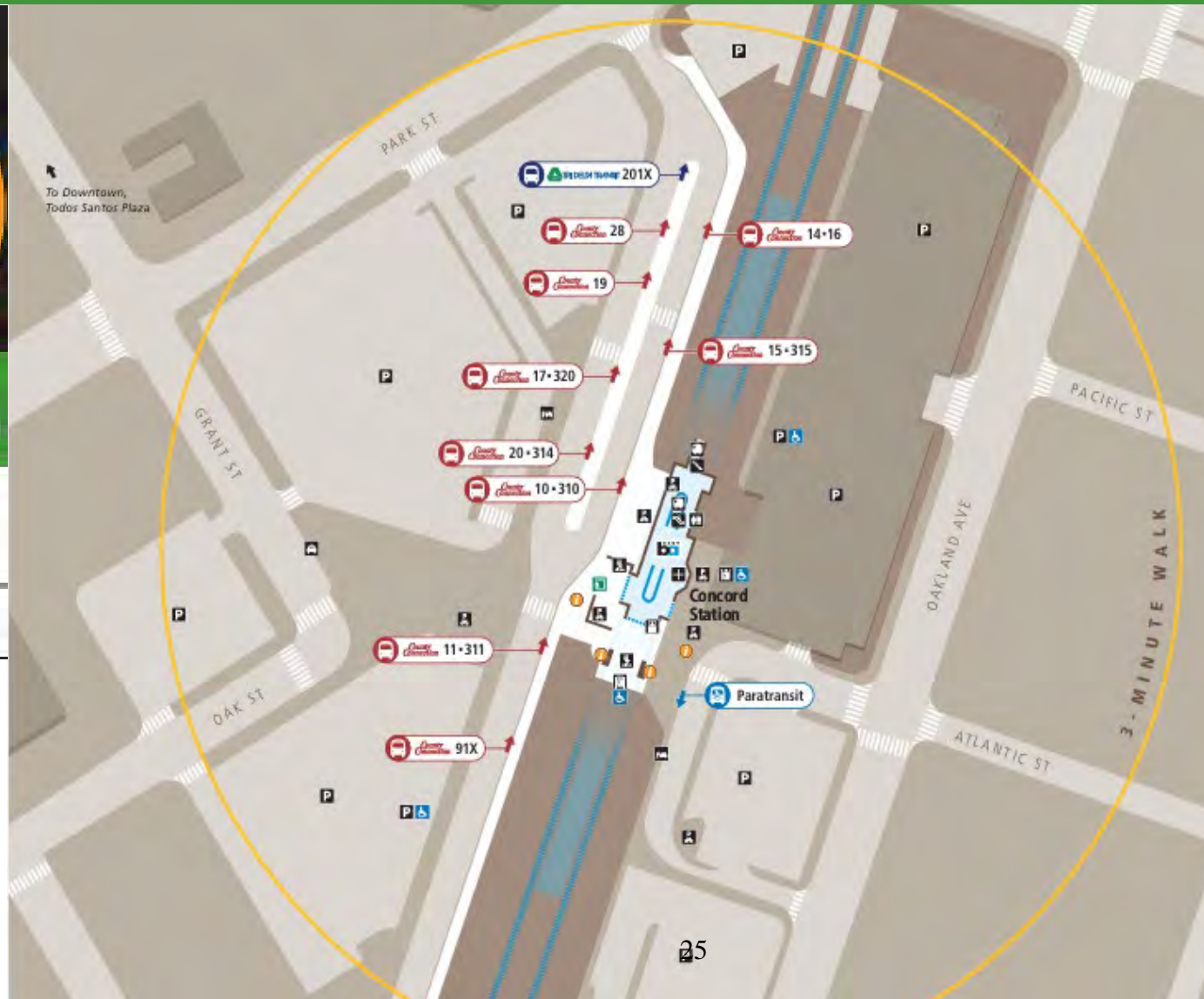
公車站地圖



Transit
Information

Concord
Station

Concord



Transit Lines



County Connection

Local Bus Lines

- 10 Clayton
- 11 Pleasant Hill BART via Oak Grove Road
- 14 Pleasant Hill BART via Monument Blvd.
- 15 Walnut Creek BART via Treat Blvd.
- 16 Martinez Amtrak via Alhambra Ave.
- 17 North Concord BART via Solano Way
- 19 Martinez Amtrak via Pacheco
- 20 Diablo Valley College
- 28 Martinez Amtrak via Diablo Valley College
- 91X Concord Commuter Express

Weekend Only Bus Lines

- 310 Clayton
- 311 Walnut Creek BART via Treat Blvd.
- 314 Diablo Valley College via Monument Blvd.
- 315 Landana Dr.
- 320 Diablo Valley College via Willow Pass Rd.



Tri Delta Transit

Express Bus Line

- 201X Pittsburg/Bay Point BART

Scenario 1: No Service Changes

	FY 22-23 Actual	FY 23-24 Actual	FY 24-25 Est. Actual	FY 25-26 Budget	FY 26-27 Estimate	FY 27-28 Estimate	FY 28-29 Estimate	FY 29-30 Estimate	FY 30-31 Estimate
Solano Express Service									
Revenue Service Hours	48,003	44,539	44,872	45,000	45,000	45,000	45,000	45,000	45,000
IFA Cost/Hr	\$ 207.80	\$ 204.96	\$ 220.26	\$ 230.37	\$ 238.43	\$ 246.78	\$ 255.42	\$ 264.35	\$ 273.61
Total Estimated Cost	\$ 9,974,831	\$ 9,128,532	\$ 9,883,465	\$ 10,366,650	\$ 10,729,483	\$ 11,105,015	\$ 11,493,690	\$ 11,895,969	\$ 12,312,328
Revenues									
Fares	\$ 1,360,229	\$ 1,490,659	\$ 1,120,804	\$ 1,060,068	\$ 1,081,269	\$ 1,102,894	\$ 1,124,952	\$ 1,147,451	\$ 1,170,400
RM-2	\$ 2,142,151	\$ 2,149,916	\$ 2,149,916	\$ 2,149,916	\$ 2,149,916	\$ 2,149,916	\$ 2,149,916	\$ 2,149,916	\$ 2,149,916
RM-3	\$ 1,840,625	\$ 655,951	\$ 1,018,325	\$ 1,000,000	\$ 1,000,000	\$ 1,000,000	\$ 1,000,000	\$ 1,000,000	\$ 1,000,000
STAF	\$ 388,145		\$ 2,722	\$ 3,150,131	\$ 3,230,304	\$ 3,871,846	\$ 2,670,000	\$ 2,670,000	\$ 2,670,000
STAF Carryover				\$ 145,889	\$ 348,136				
Solano College Pass	\$ 114,845	\$ 50,471	\$ 50,471	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000
Benicia	\$ 213,730	\$ 143,923	\$ 143,923	\$ 146,629	\$ 149,517	\$ 152,507	\$ 155,558	\$ 158,669	\$ 161,842
Dixon	\$ 99,102	\$ 65,603	\$ 65,603	\$ 37,913	\$ 39,460	\$ 40,249	\$ 41,054	\$ 41,875	\$ 42,712
Fairfield	\$ 710,755	\$ 624,215	\$ 624,215	\$ 537,074	\$ 547,146	\$ 558,089	\$ 569,251	\$ 580,636	\$ 592,249
Suisun City	\$ 134,087	\$ 188,536	\$ 188,536	\$ 126,648	\$ 129,153	\$ 131,736	\$ 134,371	\$ 137,058	\$ 139,799
Vacaville	\$ 594,048	\$ 315,617	\$ 315,617	\$ 336,036	\$ 343,053	\$ 349,914	\$ 356,912	\$ 364,051	\$ 371,332
Vallejo	\$ 859,029	\$ 1,272,858	\$ 1,272,858	\$ 1,426,451	\$ 1,454,637	\$ 1,483,730	\$ 1,513,404	\$ 1,543,673	\$ 1,574,546
Balance of County	\$ 182,606	\$ 182,606	\$ 198,776	\$ 199,895	\$ 206,892	\$ 214,133	\$ 221,628	\$ 229,385	\$ 237,413
FTA ARP	\$ 1,335,479	\$ 2,255,221	\$ 2,958,680	\$ -					
Total Revenue	\$ 9,974,831	\$ 9,395,576	\$ 10,110,446	\$ 10,366,650	\$ 10,729,483	\$ 11,105,015	\$ 9,987,046	\$ 10,072,713	\$ 10,160,210
Balance	\$0	\$267,044	\$226,981	\$0	\$0	\$0	(\$1,506,644)	(\$1,823,256)	(\$2,152,119)
Cut in Service to Balance Revenues				0	0	0	(5,899)	(6,897)	(7,866)
Revised Service Hours				45,000	45,000	45,000	39,101	38,103	37,134
Percent Cut in Service				0%	0%	0%	-13%	-15%	-17%
Annual Rate of Change		FY 23-24	FY 24-25	FY 25-26	FY 26-27	FY 27-28	FY 28-29	FY 29-30	FY 30-31
Cost per Hour		1.1%	7.5%	4.6%	3.5%	3.5%	3.5%	3.5%	3.5%
Fares		9.6%	-24.8%	-5.4%	2.0%	2.0%	2.0%	2.0%	2.0%
RM-2		0.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
RM-3		-64.4%	55.2%	-1.8%	0.0%	0.0%	0.0%	0.0%	0.0%
STAF		-100.0%		115628.6%	2.5%	19.9%	-31.0%	0.0%	0.0%
TDA		0.0%	0.0%	0.0%	2.0%	2.0%	2.0%	2.0%	2.0%
STAF Reserve Balance			\$ 8,162,058	\$ 5,009,205	\$ 1,778,901	\$ (2,092,946)			