



SOLANO COUNTY INTERCITY TRANSIT CONSORTIUM

1:30 p.m., Tuesday, May 27, 2025

STA Office – 3rd Floor – Twin Sisters Conference Room

423 Main Street, Suisun City

The Solano County Intercity Transit Consortium conducts their meetings in person.

The Zoom link below is available for participants joining the meeting remotely.

Zoom Info:

<https://us02web.zoom.us/j/89137405685?pwd=Z3ZyUjFyVm5wVU8rZCtKRlInbXA3UT09>

Webinar ID: 891 3740 5685

Passcode: 515662

MEETING AGENDA

ITEM

STAFF PERSON

1. CALL TO ORDER

Louren Kotow, Chair,
Dixon Redit-Ride

2. APPROVAL OF AGENDA

3. OPPORTUNITY FOR PUBLIC COMMENT

(1:30 – 1:35 p.m.)

4. REPORTS FROM MTC, STA STAFF AND OTHER AGENCIES

(1:35 – 1:40 p.m.)

5. CONSENT CALENDAR

(1:40 – 1:45 p.m.)

A. Minutes of the Consortium Meeting of April 29, 2025

Johanna Masclat

Recommendation:

Approve the Minutes of the Consortium Meeting of April 29, 2025

Pg. 5

B. Fiscal Year (FY) 2023-24 Reconciliation and Review of 2024-25 Taxi

Debbie McQuilkin

Card/PEX Program Transportation Development Act (TDA)

Funding and FY 2022-23 Reconciliation

Recommendation:

Forward a recommendation to the STA TAC and Board to approve the FY

2025-26 Intercity Taxi Card Program TDA funding for FY2025-26

Intercity Taxi Card Program as specified in Attachment A.

Pg. 11

2025 CONSORTIUM MEMBERS

Louren Kotow

Garland Wong

Greg Malcolm

Beth Kranda

Nouae Vue

Lori DaMassa

Gwendolyn Gill

Debbie McQuilkin

**Dixon
Readi-Ride
(Chair)**

Fairfield (FAST)

**Rio Vista
Delta Breeze**

**SolTrans
(Vice-Chair)**

Suisun City

**Vacaville
City Coach**

County of Solano

Solano Mobility

Robert Guerrero
STA

- C. **Guarantee Ride (GR) Program Extension for FY 2025-26** Recommendation: Lorene Garrett
Forward a recommendation to the STA TAC and Board to authorize the Executive Director to extend the agreement with Uber for the Solano Express Guaranteed Ride program (under Guaranteed Ride Home) to June 30, 2026 for an amount not to exceed \$300,000.
Pg. 15

- D. **Federal Transit Administration (FTA) Non-Urbanized Area Program (FTA Section 5311)** Recommendation: Ron Grassi
Forward a recommendation to the STA TAC and Board to approve the FTA 5311 programming for FY 2024-25 as shown in Attachment B.
Pg. 21

6. ACTION NON-FINANCIAL

- A. **Adopt the STA's Draft Overall Work Plan (OWP) for FYs 2025-26 and 2026-27** Daryl Halls
Recommendation:
Forward a recommendation to the STA TAC and Board to adopt the [STA's Draft Overall Work Plan \(OWP\) for FY 2025-26 and 2026-27](#) as shown in Attachment A.
(1:45 – 1:50 p.m.)
Pg. 25

7. ACTION FINANCIAL

- A. **Solano Express Intercity Transit Funding and Cost-Sharing Agreement** Ron Grassi
Recommendation:
Forward a recommendation to the STA TAC and Board to approve the updated Solano Express Intercity Funding and Cost-Sharing Agreement as shown in Attachment B.
(1:50 – 2:00 p.m.)
Pg. 31
- B. **FY 2025-26 Solano Express Intercity Funding and Cost-Sharing Plan** Ron Grassi
Recommendation:
Forward a recommendation to the STA TAC and Board to approve the FY 2025-26 Solano Express Intercity Funding and Cost-Sharing Plan based on \$230.37 cost per revenue hour and a total budget of \$10.3 million as specified in Attachment A.
(2:00 – 2:10 p.m.)
Pg. 75
- C. **Programming of FY 2025-26 State Transit Assistance Funds (STAF) Population-Based Funds** Ron Grassi
Recommendation:
Forward a recommendation to the STA TAC and Board to approve the following:
1. Programming of \$8,181,954 in STAF Population-Based funds to support Lifeline Transit Services, Solano Mobility Programs, Capital Projects, and Planning Projects in FY 2025-26, as specified in Attachment B; and
2. Authorize SolTrans to claim \$3,296,020 of STAF for Solano Express Operations in FY 2025-26 once the Solano Express Intercity Funding and Cost Sharing Agreement is fully executed between STA and SolTrans.
(2:10 – 2:20 p.m.)
Pg. 79

8. INFORMATIONAL – DISCUSSION

- A. **Dixon Community-Based Transportation Plan (CBTP) Update**
(2:10 – 2:20 p.m.)
Pg. 89

Debbie McQuilkin

NO DISCUSSION

- B. **Legislative Update**
Pg. 91
- C. **Summary of Funding Opportunities**
Pg. 101

Sean Person

Jasper Alve

9 FUTURE AGENDA TOPICS

Group

June 2025

1. SolTrans COA Update
2. Solano Express Budget Development of a 5 Year Plan
3. TDA Claims for FY 2025-26 for STA, County of Solano, and the City of Suisun City
4. TDA Claims for FY 2025-26
5. Approval of Intercity Taxi Card Program for FY 2025-26
6. Mapping Wayfinding Update (MTC)

August 2025

1. TDA Claims FY 2025-26
2. Solano Mobility Program - People with Disabilities, and Older Adults and Veterans 4th Quarter Report for 2025-26
3. Solano Express Capital Plan
4. Solano Express Fare Discussion Requested by SolTrans
5. Connected Mobility Plan Update
6. Solano Rail Hub Studies Update
7. Solano Mobility Program – Call Center 3rd Quarter Report for 2025-26
8. Solano Mobility Program -Employer/Commuter FY 2024-25 3rd Quarter Report

September/October 2025

1. TDA Claims FY 2025-26
2. Solano Mobility Program – Call Center 4th Quarter Report for 2025-26
3. Solano Mobility Program -Employer/Commuter FY 2024-25 4th Quarter Report
4. Microtransit Updates

10. TRANSIT CONSORTIUM MEMBER UPDATES

- A. County of Solano – Gwendolyn Gill
- B. Benicia-Vallejo Solano County Transit – Beth Kranda
- C. Dixon Redit-Ride – Louren Kotow
- D. FAST – Sanjay Mishra
- E. Rio Vista Delta Breeze – Greg Malcolm
- F. Solano Mobility Update – Debbie McQuilkin
- G. Suisun City Microtransit – Nouae Vue
- H. Vacaville City Coach – Lori DaMassa
- I. STA - Robert Guerrero

11. ADJOURNMENT

The next regular meeting of the Solano County Intercity Transit Consortium is scheduled for **1:30 p.m., Tuesday, June 24, 2025** at STA Office, 423 Main Street, Suisun City.

Meeting Schedule For the Calendar Year 2025

1:30 p.m., Tues., January 28th

1:30 p.m., Tues., February 25th

1:30 p.m., Tues., March 25th

1:30 p.m., Tues., April 29th

1:30 p.m., Tues., May 27th

1:30 p.m., Tues., June 24th

~ No Meeting in July ~

1:30 p.m., Tues., August 26th

1:30 p.m., Tues., September 23rd

~ No Meeting in October ~

1:30 p.m., Tues., November 18th (Earlier Date)

1:30 p.m., Tues., December 16th (Earlier Date)

Translation Services: For document translation, please call: (707)399-3239

Para la traducción de documentos:

對於文檔翻譯電話

Đối với tài liệu gọi dịch:

Para sa mga dokumento tawag sa pagsasalin

SOLANO COUNTY INTERCITY TRANSIT CONSORTIUM
DRAFT Meeting Minutes of April 25, 2025

1. CALL TO ORDER

Chair Kotow called the regular meeting of the Solano County Intercity Transit Consortium to order at approximately 1:30 p.m. in person and via Zoom.

Members (In Alphabetical Order by Last Name)
Present:

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

Members

Absent: None.

Also Present (In Alphabetical Order by Last Name):

Jasper Alve	SolTrans
Kristina Botsford	SolTrans
Nick Burton	STA
Helen "Cookie" Gordon	Vallejo City Council Woman/SolTrans Board Member
Leslie Gould	STA
Ron Grassi	STA
Daryl Halls	STA
Tateyana Hendricks	Vacaville City Coach
Dulce Jimenez	STA
Josue Jimenez	STA
Johanna Masiclat	STA
Sean Person	STA
Natalie Quezada	STA
Shaun Vigil	FAST
April Wells	STA
Garland Wong	City of Fairfield

2. APPROVAL OF AGENDA

On a motion by Nouae Vue, and a second by Sanjay Mishra, the Solano County Intercity Transit Consortium approved the agenda. (9 Ayes)

3. OPPORTUNITY FOR PUBLIC COMMENT

None.

4. REPORTS FROM MTC, STA STAFF AND OTHER AGENCIES

Sanjay Mishra announced that Garland Wong will be the primary voting member for FAST on the Consortium and that he will remain the alternate member.

5. CONSENT CALENDAR

A. Minutes of the Consortium Meeting of March 25, 2025

Recommendation:

Approve the Minutes of the Consortium Meeting of March 25, 2025

On a motion by Debbie McQuilkin, and a second by Lori DaMassa, the Solano County Intercity Transit Consortium approved the Consortium meeting minutes of March 25, 2025. (9 Ayes)

6. ACTION NON-FINANCIAL ITEMS

A. Draft STA Overall Work Plan (OWP) for FY 2025-26 and FY 2026-27

Daryl Halls reviewed the draft OWP for FY's 2025-26 and 2026-27. He noted that there are 27 plans, 17 projects and 18 programs contained in the current two year work plan that have been updated to reflect milestones achieved that increased the OWP to 62 items.

Recommendation:

Forward a recommendation to the TAC and STA Board to approve the STA's Overall Work Plan (OWP) for FY 2025-26 and 2026-27 as shown in Attachment A.

On a motion by Lori DaMassa, and a second by Sanjay Mishra, the Solano County Intercity Transit Consortium unanimously approved the recommendation. (9 Ayes)

7. ACTION FINANCIAL ITEMS

A. Solano Community College Student Fee for Transit

Ron Grassi reviewed the NVTA's request for a reciprocal agreement between Napa and Solano Counties for students from Napa and Solano Community Colleges to utilize the transit services available in both counties. He added that providing reciprocal transit services between both counties would support youth engagement and equitable access to transit. He also reviewed the student residency for Solano Community College and Napa Community College which he noted could be helpful for future allocations of the Student Fee.

Recommendation:

Forward a recommendation the STA TAC and Board to authorize the Executive Director to:

1. Enter an MOU with Napa Valley Transportation Authority to provide reciprocal transit services for Solano and Napa Community College Students; and
2. Allocate the Solano Community College Transportation Fee for FY 2025-26 as shown in Attachment A.

On a motion by Sanjay Mishra, and a second by Lori DaMassa, the Solano County Intercity Transit Consortium unanimously approved the recommendation. (9 Ayes)

B. Equitable Access to Justice Pilot Program Extension for FY 2025-26

Ron Grassi reviewed the program's cost and rides per quarter with an average cost per ride at mid-year for FY 2024-25 is \$17. He noted that the Solano Superior Courts requested a program extension of one year to June 30, 2026.

Recommendation:

Forward a recommendation to the TAC and STA Board authorizing the Executive Director to:

1. Extend the Equitable Access to Justice Pilot Program through June 30, 2026;
2. Amend the funding agreement with Solano Superior Courts to extend the Equitable Access to Justice Pilot Program for one year through June 30, 2026, and increase the budget by a total of \$50,000; and
3. Amend the agreement with Uber to extend the term for the Equitable Access to Justice Pilot Program for one year through June 30, 2026, and increase the budget by a total of \$50,000.

On a motion by Gwendolyn Gill, and a second by Greg Malcolm, the Solano County Intercity Transit Consortium unanimously approved the recommendation. (9 Ayes)

C. State Route (SR) 12 (Jameson Canyon) Route 21 Bus Service Contract Extension with Napa Valley Transportation Authority (NVTa)

Brandon Thomson summarized NVTa's request to continue providing a funding for FY 2025-26 and FY 2026-27 in the amount of \$43,000 annually. He noted that State Transit Assistance funds (STAF) have already been set aside as part of the STA's FY 2025-26 and FY 2026-27 Budget.

Recommendation:

Forward a recommendation to the STA TAC and Board to authorize the Executive Director to extend the contract with Napa Valley Transportation Authority (NVTa) for \$43,000 annually for the operation of Route 21 on State Route 12 Jameson Canyon between Cities of Napa, Fairfield, and Suisun City for FY 2025-26 through FY 2026-27.

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

D. Solano Express Intercity Transit Funding and Cost-Sharing Agreement

Ron Grassi noted this item is being brought back for approval. He mentioned the importance of the agreement being crucial for the program's funding and emphasized the need for funding of the Solano Express service to continue. SolTrans staff indicated they are working on amendments.

After discussion, a motion was passed to continue the discussion at the next scheduled meeting on May 27th, with the expectation of receiving comments from SolTrans on their recommended operating language one week prior. There was also a concern raised regarding the need for a more streamlined approval process for budget and operational changes, as well as the current dual approval process.

8. INFORMATIONAL ITEMS – DISCUSSION

**A. Solano Mobility Programs Midyear Report for Fiscal Year (FY) 2024-25—
Employer/Commuter Programs**

Ron Grassi presented the mid-year report for the Employer/Commuter Program for FY 2024-25.

B. Solano Mobility Programs 3rd Quarter Report for FY 2024-25 for Veterans, People with Disabilities, and Older Adults

Debbie McQuilkin presented the 3rd quarter report for the Veterans, People with Disabilities and Older Adults for FY 2024.25

C. Solano Community College (SCC) Falcon Flyer Vanpool Pilot Program Update

April Wells provided an update to the SCC Falcon Flyer Vanpool Pilot Program. She commented that the soft launch of the program occurred on April 14th noting there were four rides during the first week with eighteen individuals signing up for the vanpool pilot.

D. Upcoming Solano County Congestion Management Program (CMP) 2025 Report Update

Dulce Jimenez noted that STA staff is proposing to commence the effort of updating the 2025 Solano County CMP Report utilizing MTC's latest guidelines. As part of this report, STA staff will be engaging with the transit operators to update the transit and ridership information that is captured under Chapter 3 of the CMP Report. She concluded by noting the deadline to complete the 2025 CMP Report is October 31, 2025.

E. Napa Valley Transportation Authority (NVTa) Vine 21 Third Quarter Report for FY 2024-25

Brandon Thomson provided and reported on the service statistics for NVTa's Vine 21's third quarter for FY 2024-25. He commented that Vine 21 operates at \$115 per revenue hour, and the subsidy per passenger trip is \$56.00.

F. Solano Express 3rd Quarter Report for FY 2024-25

Kristina Botsford distributed the 3rd quarter report for Solano Express and provided a verbal report at the meeting.

G. Solano Express System Performance Report

Kristina Botsford distributed the Solano Express System's Performance report and provided a verbal report at the meeting.

H. Update on Comprehensive Operations Analysis (COA) Outreach Efforts

Kristina Botsford reported on the upcoming stakeholder meeting scheduled on May 8th in Vacaville and that the public hearing at the SolTrans Board on May 15th. She also noted that once all the public comments have been compiled, a presentation summarizing the comments will be given at the June 11th STA Board meeting.

NO DISCUSSION

I. Legislative Update

J. Summary of Funding Opportunities

9. FUTURE INTERCITY TRANSIT CONSORTIUM AGENDA ITEMS

The Committee members reviewed and provided feedback on the agenda items listed in the month of May through September/October 2025.

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

A. County of Solano

Gwendolyn Gill Gwendolyn Gill noted that Health and Social Services will present at the Board of Supervisors meeting on May 6, 2025 to celebrate Older Americans month.

B. Benicia-Vallejo Solano County Transit

Kristina Botsford announced their ribbon cutting on Friday, May 2nd for electrification for local system.

C. Dixon Redit-Ride

Lauren Kotow reported in the process of purchasing 4 new non-electric buses.

D. Fairfield Transit

Shaun Vigil reported that FAST received a conditional award from the energized grant program for \$750,000 for electric purchases like chargers and equipment for electrification.

E. Rio Vista Delta Breeze

Greg Malcolm reported on a recent meeting with MTC regarding 511 banners.

F. Solano Mobility Update

Debbie McQuilkin reported that there were 900 CBTP surveys received from Dixon residents.

G. Suisun City Microtransit

Nouae Vue had none report.

H. Vacaville City Coach

Lori DaMassa have summer youth pass for sale on May 1st for \$15.

I. STA

Robert Guerrero announced the outreach efforts for CTP is ongoing. He added that Air District staff will be presenting at the Active Transportation Committee meeting on May 14, 2025.

11. ADJOURNMENT

The meeting adjourned at 3:05 p.m. The next regular meeting of the Solano County Intercity Transit Consortium is scheduled for **1:30 p.m. on Tuesday, May 27, 2025.**

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DATE: May 20, 2025
TO: Solano County Intercity Transit Consortium
FROM: Debbie McQuilkin, Program Manager
RE: Fiscal Year (FY) 2023-24 Reconciliation and review of 2024-25
Taxi Card/PEX Program Transportation Development Act (TDA) Funding and
FY 2022-23 Reconciliation

Background:

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

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

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

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

Since June 2024, a series of discussions has been held regarding adjustments to the proposed contributions for FY 2024-25, based on usage in FY 2022-23. These included agency-specific contribution revisions, funding reallocation, and executing the Intercity Taxi Card Memorandum of Understanding (MOU). These items were discussed at multiple Consortium meetings. It should be noted that at the January 2025 consortium meeting, it was agreed upon that SolTrans and STA staff would have the opportunity to re-evaluate future funding allocations for FY 2025-26 during the reconciliation process for FY 2023-24.

Discussion:

STA staff are presenting the proposed contributions for FY 2025-26, based on the reconciliation from FY 2023-24 (Attachment A). Staff is requesting that any modifications to this matrix be submitted by June 13, 2025, to allow for the revised matrix to be presented to the June Consortium and then forwarded for recommendation to the STA TAC and Board in July. Except for SolTrans,

the partner agencies have signed the Countywide Taxi Intercity Paratransit Program Memorandum of Understanding (MOU). STA staff is recommending that SolTrans sign the agreement for continued taxi services in Vallejo and Benicia.

Fiscal Impact:

The total FY 2023-24 TDA partner contribution for the Intercity Taxi Card program is \$200,000. The total program funding for FY 2025-26 is \$328,690. County TDA will match each transit operator/city's contribution and cover the program's administrative costs.

Recommendation:

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

Attachments:

- A. FY 2023-24 ITX Taxi Card TDA Funding and FY 2025-26 Proposed ITX Taxi Card TDA
- B. FY 2025-26 Proposed Taxi Card TDA Funding

**FY 2023-24 ITX Taxi Card TDA Funding and FY 2025-26 Proposed ITX
Taxi Card TDA**

Agency	FY 2023-24 TDA Funding	Proposed Dollar for Dollar Match County TDA Funds	Proposed Available Funding	FY 2023-24 Usage	Remaining Funds by Agency	Capacity for Added Service or (Credit) based on Dollar for Dollar Match
Dixon	\$10,000	\$10,000	\$20,000	\$0	\$20,000	(\$10,000)
Fast	\$20,000	\$20,000	\$40,000	\$17,260	\$22,740	(\$11,370)
Suisun City	\$10,000	\$10,000	\$20,000	\$4,450	\$15,550	(\$7,775)
Delta Breeze	\$5,000	\$5,000	\$10,000	\$200	\$9,800	(\$4,900)
City Coach	\$70,000	\$70,000	\$140,000	\$54,800	\$85,200	(\$42,600)
SolTrans	\$85,000	\$85,000	\$170,000	\$61,310	\$108,690	(\$54,345)
County	\$0	\$200,000	\$0	\$0	\$0	\$0
Total	\$200,000		\$400,000	138,020	\$261,980	-\$130,990

Taxi Card TDA Funding Matrix

FY 2025-26 Proposed Taxi Card TDA Funding					
Agency	Credit from FY 2023-24	Proposed Contribution for FY 2025-26	Funds Available (Adjustment + Proposed Contribution)	Solano County TDA Funding Match	Total Funding
Dixon	(\$10,000)	\$0	\$10,000	\$10,000	\$ 20,000
Fast	(\$11,370)	\$3,630.00	\$15,000	\$15,000	\$ 30,000
Suisun City	(\$7,775)	\$2,225	\$10,000	\$10,000	\$ 20,000
Delta Breeze	(\$4,900)	\$100	\$5,000	\$5,000	\$ 10,000
City Coach	(\$42,600)	\$27,400	\$70,000	\$70,000	\$ 140,000
SolTrans	(\$54,345)	\$0	\$54,345	\$54,345	\$ 108,690
Total	-\$130,990	\$ 33,355	\$ 164,345	\$ 164,345	\$ 328,690



DATE: May 14, 2025
TO: Solano County Intercity Transit Consortium
FROM: Ron Grassi, Director of Programs
Lorene Garrett, Transit Mobility Coordinator I
April Wells, Program Coordinator II
RE: Guaranteed Ride (GR) Program Extension for FY 2025-26

Background:

The Solano Express Guaranteed Ride (GR) Program was initiated in September of 2022 to help maintain Solano Express ridership despite missed routes due to a shortage of drivers. Program participants are provided with an Uber Voucher that allows them to use four rides during the month if the bus does not arrive at their stop.

GR was started through an extension of the Guaranteed Ride Home (GRH) Program which reimburses alternative transportation users if an unexpected emergency arises and they need to travel home quickly. During FY 2021-22, with the shortage of drivers and increase in missed routes, the GRH program added transit not showing up at its scheduled time to the list of qualified emergencies. To increase equity and accessibility for those who are not able to afford to pay for their ride and wait for reimbursement, Solano Mobility added an Uber Voucher option to the program in September 2022. GRH was then expanded to include GR for Solano Express commuters whose route was canceled or a trip missed.

GR participants must be Solano Express riders. Each GR ride is limited to \$100 as are rides for GRH. Riders must travel from a Solano Express stop. GR may not be used for: personal errands, pre-planned medical appointments, weather emergencies, early dismissals from work, an ambulance service, business-related travel, anticipated overtime or working overtime without a supervisor's request, or non-emergency related trips on the way home.

Discussion:

The GR program provides assurance for commuters traveling to and from work on Solano Express routes that they will be able to get to and from their jobs if their Solano Express bus does not arrive. The program continues to see use and Solano Express riders continue to express gratitude for the program, with one saying he almost lost his job due to missed Yellow Line routes. Program data are provided in attachments A and B.

As of April 30, 2025, 682 commuters were enrolled in the GR program. FY 2024-25 rides and costs through April 2025 were 6,117 and \$284,114 respectively. The average cost/ride through April of this fiscal year was \$46.44. The number of riders for each month averaged 199, or 0.29% of the number enrolled in the program.

The SolTrans System Performance Report for March 2025 shows 21 missed runs for the month and 69.2% on time performance (OTP) with an average of 70.3% OTP for the quarter, indicating there is still a need for the GR program to maintain the existing ridership and expand on the 6% increase in ridership over the previous fiscal year. STA staff recommends extending the program at an estimated amount of \$300,000 for an additional fiscal year.

Fiscal Impact:

STA's Solano Mobility Employer Commuter Program FY 2024-25 approved budget for Solano Express Guaranteed Ride Program is \$269,000. STA's Guaranteed Ride Program is funded by State Transit Assistance Funds (STAF).

Recommendations:

Forward a recommendation to the STA TAC and Board to authorize the Executive Director to extend the agreement with Uber for the Solano Express Guaranteed Ride program (under Guaranteed Ride Home) to June 30, 2026, for an amount not to exceed \$300,000.

Attachments:

- A. Table of Rides, Costs, and Riders by Month and Year for the GR Program
- B. Charts of Rides, Costs and Riders by Month for the GR Program

**Solano Express Guaranteed Ride
Rides, Cost and Riders**

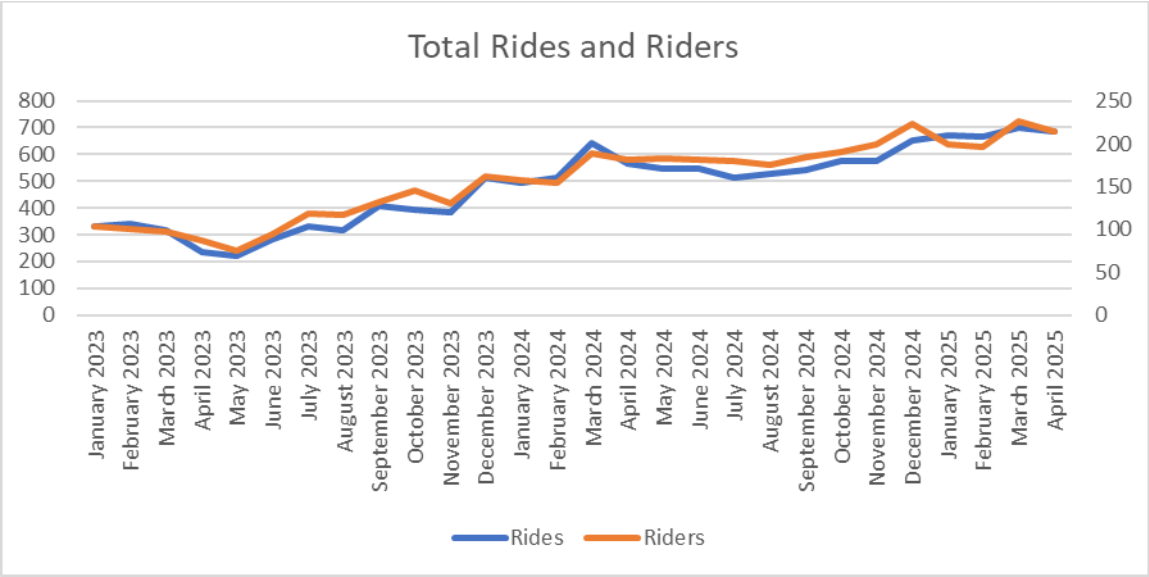
2022			
Month	# Rides	Costs	# Riders
September	28	\$1,039.67	15
October	136	\$5,101.41	49
November	203	\$9,376.43	66
December	270	\$11,214.70	77
2022 Total	637	\$26,732.21	

2023			
Month	# Rides	Costs	# Riders
January	333	\$12,547.41	103
February	339	\$12,880.77	100
March	319	\$12,503.24	97
April	236	\$8,851.88	87
May	220	\$8,538.91	75
June	281	\$11,224.55	95
July	332	\$12,917.23	119
August	315	\$12,524.57	117
September	406	\$16,615.17	132
October	392	\$16,391.97	146
November	386	\$15,211.45	130
December	512	\$21,842.83	162
2023 Total	4071	\$162,049.98	
TO DATE	4708	\$188,782.19	

2024			
Month	# Rides	Costs	# Riders
January	494	\$18,923.65	158
February	513	\$21,384.16	155
March	644	\$27,913.64	189
April	565	\$25,860.39	181
May	549	\$24,630.42	183
June	549	\$25,089.28	181
July	514	\$24,403.93	180
August	528	\$25,202.74	176
September	545	\$25,155.14	184
October	574	\$25,978.17	191
November	575	\$26,886.99	200
December	653	\$30,922.29	223
2024 Total	6703	\$302,350.80	
TO DATE	11411	\$491,132.99	

2025			
Month	# Rides	Costs	# Riders
January	673	\$28,158.14	200
February	668	\$29,996.83	197
March	702	\$33,914.99	226
April	685	\$33,495.24	214
2025 Total	2728	\$125,565.20	
TO DATE	14139	\$616,698.19	

Total Rides, Riders and Costs for the GR Program



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DATE: May 19, 2025
TO: Solano County Intercity Transit Consortium
FROM: Ron Grassi, Director of Programs
Brandon Thomson, Senior Transit Mobility Coordinator
RE: Federal Transit Administration (FTA) Non-Urbanized Area Program
(FTA Section 5311) Recommendation

Background:

The Federal Transit Administration's (FTA) Non-urbanized Area Formula Program (Section 5311) provides funding to each state for public transportation projects in non-urbanized areas. Eligible applicants include public agencies, non-profit agencies, and Native American tribes. The Metropolitan Transportation Commission (MTC) annually develops the regional program of 5311. The Solano Transportation Authority (STA) approves the FTA 5311 projects for Solano County and submits them to the Metropolitan Transportation Commission (MTC). MTC then submits the San Francisco Region's 5311 program to Caltrans, and then Caltrans submits a statewide program to FTA for approval.

Larger operators, such as Fairfield Transit (FAST), SolTrans, and Vacaville City Coach, receive FTA 5307 funds, which are distributed through the Urbanized Area Formula Funding program (49 U.S.C. § 5307). An urbanized area is an area that has been defined and designated by the U.S. Department of Commerce, Bureau of the Census as an 'Urban Area' with a population of 50,000 or more.

Projects that have been previously funded from FTA 5311 funds include operating assistance for the Dixon Redit-Ride and the Rio Vista Delta Breeze. FTA Section 5311 funding has also been used for bus replacements for Rio Vista Delta Breeze and Dixon Redit-Ride, as well as electrical upgrades to meet the California Air Resources Board (CARB) Innovative Clean Transit Rule.

Discussion:

On May 15, 2025, STA staff received notification from MTC that the Statewide Call for Projects for the FTA Section 5311 for Fiscal Year (FY) 2024-25 had been released (Attachment A). The 5311 Call for Projects justification sheet is due to MTC on June 10, 2025. Solano County's 5311 apportionment is \$638,558 for FY 2024-25.

STA staff have been working with Dixon Redit-Ride and the Rio Vista Delta Breeze to assess their operating and capital needs. After discussions with Solano County's 5311 rural transit operators, the STA staff recommends that Dixon receive \$388,588 for operating assistance for FY 2024-25.

Following a discussion with the Rio Vista Delta Breeze, STA staff recommends that Rio Vista receive \$250,000 in operating assistance for FY 2024-25.

The FY 2024-25 5311 Fund allocation breakdown by jurisdiction is available in Attachment B.

Fiscal Impact:

Federal Section 5311 estimated funding of \$638,558 in 5311 Funds for FY 2024-25.

Recommendation:

Forward a recommendation to the STA TAC and Board to approve the FTA 5311 programming for FY 2024-25 as shown in Attachment B.

Attachments:

- A. MTC 5311 Estimates by Operator FY 2024-25
- B. 5311 Solano County Funding

Attachment A
Section 5311 - FY2025 Estimates by Operator

	Official Formula - Res 4036		Official Formula - Res 4036			
	Non UA Population (2010) within 3/4-mile of transit stops		Non UA Route Miles		Combined Population and Route Miles Percentage	
Transit Operator	Population	Percentage	Miles	Percentage		FY25 5311 Amounts
AC Transit	8,272	5%	33	2%	3.37%	\$ 79,366
Marin Transit ¹	16,993	9%	283	18%	13.86%	\$ 326,050
NVTA	26,713	15%	199	13%	13.88%	\$ 326,552
Santa Clara VTA	8,061	5%	94	6%	5.28%	\$ 124,293
Solano Transportation Authority ²	41,935	23%	479	31%	27.15%	\$ 638,558
Sonoma County Transit	63,645	36%	435	28%	31.79%	\$ 747,783
TriDelta Transit	13,298	7%	29	2%	4.65%	\$ 109,371
Regional Total	178,917	100%	1,553	100%	100%	\$ 2,351,973

¹ The Marin Transit amount is the sum of the Marin Transit (Local Service) and West Marin Stagecoach amounts. Marin Transit will determine which service will use the 5311 funds.

² The Solano Transportation Authority (STA) amount is the sum of the Dixon, Fairfield and Suisun Transit, Rio Vista Delta Breeze, SolTrans, and Vacaville amounts. STA will work with these operators to determine individual shares.

5311 Solano County Funding

	FY 2020-21	FY 2021-22	FY 2022-23	FY 2023-24	FY 2024-25
5311 Funds	\$ 417,629.00	\$ 563,276.00	\$ 574,541.00	\$ 765,126.00	\$ 638,558.00
Rio Vista					
Operations		\$ 100,000.00	\$ 150,000.00	\$ 168,438.00	\$ 250,000.00
Capital	239,031		\$ 75,000.00	\$ 129,907.00	
Dixon					
Operations		\$ 300,000.00	\$ 300,000.00	\$ 336,875.00	\$ 388,558.00
Capital	178,598	\$ 163,276.00	\$ 49,541.00	\$ 129,906.00	
Total Uses	417,629	\$ 563,276.00	\$ 574,541.00	\$ 765,126.00	\$ 638,558.00
Fund Balance	0.00	0.00	0.00	0.00	0.00

RV	57%	18%	39%	39%	39%
Dixon	43%	82%	61%	61%	61%



DATE: April 30, 2025
TO: Solano County Intercity Transit Consortium
FROM: Daryl Halls, Executive Director
Robert Guerrero, Deputy Executive Director/Director of Planning
Nick Burton, Director of Projects
Ron Grassi, Director of Programs
RE: Adopt the STA's Draft Overall Work Plan (OWP) for
FYs 2025-26 and 2026-27

Background:

Each year, the Solano Transportation Authority (STA) Board and staff identify and update the STA's priority plans, projects, and programs. These tasks provide the foundation for the STA's OWP for the forthcoming two fiscal years. In July 2002, the STA Board modified the adoption of its list of priority projects to coincide with the adoption of its two-year budget. This marked the first time the STA had adopted a two-year Overall Work Plan.

Over the past 20 plus years, the STA's Overall Work Plan (OWP) has continued to evolve based on changing Board priorities, requests from the eight member agencies that comprise the STA's Joint Powers Authority (JPA), and to address priorities, policies, and requirements emanating from the federal, state, and the region. The focus of the STA during the timeframe of 2000 to 2005 was to complete the first Solano County Comprehensive Transportation Plan, initiate various corridor studies, and identify a handful of priority projects to fund and advance into construction. From 2005 to the present, the STA has taken a more proactive role in advancing projects through a variety of project development activities and has expanded its transit coordination role in partnership with Solano's five local transit operators, the Capitol Corridors, and the San Francisco Bay Ferry. STA is now managing numerous mobility programs, through our role as a Consolidated Transit Service Agency (CTSA), designed to improve mobility and access for older adults, people with disabilities, low-income residents traveling to work, shopping, medical appointments, veterans, and school-age children and their parents traveling to and from school.

Planning FY 2025-26

During this FY, STA's planning activities focused on supporting the seven cities and the County in completing their Housing Element updates through the Solano Housing Collaborative. With all eight housing elements complete, efforts in early 2025 and into FY 2025-26 will shift to supporting Housing Element implementation. Planning staff will also continue advancing several major planning efforts into the upcoming fiscal year, including carrying over the Solano Rail Hub Project and continuing work on the three elements of the Comprehensive Transportation Plan (CTP). Significant progress was made this FY on several planning efforts, such as the Safe Routes to Schools (SR2S) Plan, and completion of the Vallejo Passenger Rail Study and the Solano Rail Crossing Safety Improvements Plan Update. In addition, several new efforts were launched, including the Solano Transportation Resiliency Plan, Solano Rail Hub Priority Development Area (PDA) Plan, and Solano Priority Production Area (PPA) Plan. Staff also worked closely with the Metropolitan Transportation Commission (MTC) on the Plan Bay Area 2050+ Update and continued administering discretionary funding through the Bay Area Air Quality Management District Transportation Funds for Clean Air.

Projects FY 2025-26

In 2009, the STA's eight member agencies approved an update and modification to the STA's Joint Powers Agreement that authorized the STA to perform all aspects of project development and delivery, including right of way functions for specified priority projects. The following list provides a summary of accomplishments of this last year:

- ✓ Received Board approval to award construction contract for the construction of the State Route (SR) 37/Fairgrounds Drive Diverging Diamond interchange obtained Regional Measure 3 funds for the construction phase.
- ✓ Worked with MTC and Caltrans to initiate the design phase for SR 37 Interim Congestion Relief Project (SR 37/121 to Mare Island).
- ✓ Received Board approval to initiate design for Package 5 of the Interstate 80 (I-80)/680/SR12 Interchange Project, which received RM3 funding for design totaling \$11M.
- ✓ STA landed two SB1 Grants three years ago. The first was \$123.4M for the I-80 Managed Lanes Project construction phase which started construction in May 2022 and is slated to be open in 2025, while the second was \$26M for the I-80 Westbound Truck Scales design phase with STA taking the lead on the design phase which is at 95% completion.
- ✓ This year, STA obtained another SB 1 grant (\$129M) for construction of the I-80 Westbound Truck Scales with STA taking the lead for completing right of way acquisition.
- ✓ Implementation of the 2018 and 2020 State Transit and Intercity Rail Capital Program (TIRCP) grants for Solano Express Service Integration and Electrification are still underway.
- ✓ In partnership with Caltrans and Rio Vista, the SR 12 SHOPP project will be delivered in three phases with the first phase already completed, while phases 2 and 3 to start in FY 2026-27.
- ✓ Completed the eleventh annual report for the Regional Transportation Impact Fee (RTIF) Program, which passed the \$24 million milestone in funds generated for the Program.
- ✓ The Abandoned Vehicles Abatement (AVA) Program reimbursed 7,997 vehicles abated during the previous fiscal year.
- ✓ Developed updated funding plan for Jepson Parkway project phases.
- ✓ STA was awarded \$123,916 in Low Carbon Transit Operations Program (LCTOP) funding for installing electric vehicle infrastructure at the Suisun City Mobility Hub Project. This was in addition to the \$200,000 that STA received in LCTOP funding the prior year for the same project.
- ✓ STA received grant eligibility from the California Transportation Commission for the Competitive Program of the Local Partnership Program. The STA received an additional \$200,000 funding from Bay Area Air Quality Management District (BAAQMD) for the Bay Trail/Vine Trail Project, which increased BAAQMD's funding for the project from \$400,000 to \$600,000.

Programs FY 2025-26

STA's Program Department has remained active in providing mobility programs and options. The assortment of 17 countywide and two local programs offered have continued to grow and evolve. STA's First and Last Mile Program partnership with LYFT continues to bridge service gaps supporting transit service. While the number of people commuting has been steadily increasing over the past year, the Solano Employer/Commuter Programs have assisted north county residents from Vacaville and Dixon get to Sacramento through the Solano Mobility Express Vanpool Pilot Program. The bucks for bikes program encourage the transition from single vehicle occupancy. Staff has completed Community Based Transportation Plan(CBTP) for the Cities of Suisun City and Rio Vista, and is currently working on the CBTP for the City of

Dixon. Staff is also working on building partnerships with our adjacent counties along the SR 37, I-80 and I-680 travel corridors to eliminate barriers for the commuters between counties.

The Safe Routes to School (SR2S) Program had another proactive and productive school year with the initiation of a 3rd cycle of Micro Grant Projects and another round of enforcement grants. The program initiated a SR2S Plan update this past year and is planned for completion in early FY 2025-26.

The STA, with funding provided by MTC, has initiated a Connected Mobility Implementation Plan which provides important information regarding performance measures, developed a SR 37 Transit/TDM Plan, and how best to respond to the 27 recommendations and six focus areas brought forward by MTC's Blue Ribbon Transit Recovery Task Force. Overall, the Programs Department has continued to provide mobility services throughout the county, the summary includes:

- ✓ The Solano Mobility Call Center assisted 9,271 individuals by phone, 469 in person, and 122,768 website users.
- ✓ Assessed 483 individuals for American with Disabilities Act (ADA) eligibility.
- ✓ Expanded the Intercity Paratransit Taxi Card Program to include non-ambulatory services and provided 2,685 trips and implemented the program in Suisun City with 10,783 rides.
- ✓ Completed 774 Travel Training and field trips.
- ✓ GoGo Grandparents provided 20,316 trips.
- ✓ 54,393 rides provided on the First Last Mile Program.
- ✓ 858 employer engagements through Solano Mobility and the Solano EDC at Chamber and 25 tabled events in fiscal year 2023/24.
- ✓ The Equitable Access to Justice Pilot providing 1,175 rides for jurors and collaborative court participants.
- ✓ The Solano Mobility Express Vanpool Pilot providing 6,246 rides since program inception.
- ✓ Updated incentives programs to enhance goals of the programs.

Discussion:

Attached for review is the STA's OWP for FY's 2025-26 and 2026-27. The 27 plans, 17 projects and 18 programs contained in the current OWP have been updated to reflect milestones achieved and contain new additions approved by the STA Board during FY 2024-25 that increase the OWP to 62 items.

PROJECT DELIVERY/COMPLETE PROJECTS/NEAR TERM CONSTRUCTION PROJECTS

Gearing up for the STA's Budget for FY 2025-26 and 2026-27, the following five OWP projects are fully funded and are now completed, currently under construction or slated to be in construction in FY 2025-26 or 2026-27:

- ✓ I-80 Managed Lanes (Conversion of HOV Lanes to Express Lanes from Red Top Road to Air Base Parkway and the New Express Lanes from Air Base Parkway to I-505) – Under Construction
- ✓ I-80 Westbound Truck Scales (design phase underway with SB 1 grant and RM 3 for right of way)– STA (environmentally cleared)-RM 3/SB1 TCEP/Federal Earmark – construction scheduled to start in 2025-26.
- ✓ SR12 SHOPP/Complete Highways Project – construction scheduled for 2026-2027
- ✓ SR 29 SHOPP/Complete Highways Project – construction scheduled for 2025-26
- ✓ SR 37/Fairgrounds Interchange Improvements – under construction

There are several projects that are currently in the project development phase with a specific project development phase currently funded so that work can continue, but the project is not fully funded and the STA is seeking additional future funds for construction.

- ✓ I-80/I-680/SR 12 Interchange – Phase 5 design phase– RM 3
- ✓ SR 37 Interim Congestion Relief Project (SR 121 to Mare Island), design phase funded – Caltrans/MTC/STA/SCTA/NVTA – RM 3/SB1/State Funding
- ✓ Jepson Parkway – remaining unfunded segments City of Fairfield and Vacaville – Fairfield and Vacaville to seek Developer Implementation– RTIF/TIF/LPP/Others

Finally, there are several projects that are included in the OWP, but the initial or next phase of the project is not currently funded in the current two-year budget.

- ✓ I-80 Express Lanes Project – Carquinez Bridge to SR 37 – seeking environmental phase funding
- ✓ I-80 Express Lanes – I-505 to Yolo County Line – Seeking PID Funding
- ✓ SR 37 Mare Island Interchange - Seeking supplemental PID Funding
- ✓ SRs 12 and 113 Comprehensive Multimodal Corridor Plan Updates

TRANSIT CENTERS

In recent years, STA has partnered with local transit operators and cities to improve and upgrade regional transit centers. There are several priority transit centers where the STA has successfully pursued and obtained or programmed federal, state or regional funds. Several of these projects are moving through project development phases. These projects are initial phases of larger planned transit projects that are not fully funded. The larger, long range transit centers are as follows:

- ✓ Suisun City Mobility Hub-Project – Construction completed FY 2024-25
- ✓ Vallejo Station – Phase B- RM 3 eligible -initial funding requested for environmental/design
- ✓ Solano Rail Hub – Capital improvements for expanded Capital Corridor service and future SMART service -RM 3 funds requested for Environmental and Design
- ✓ Fairfield/Vacaville Hannigan Rail Station – Phase 2 (Station Building/Additional Parking)
- ✓ Fairgrounds Mobility Hub Project - initial phase fully funded OBAG3/County TDA

STA PLANNING ACTIVITIES

The following planning studies are either recently completed, ongoing or scheduled to be undertaken or completed in FY 2025-26:

- ✓ Completed the Rio Vista Community Based Transportation Plan (CBTP) – Programs Department
- ✓ Completed Vallejo Passenger Rail Feasibility Study
- ✓ Completed Solano Rail Crossing Safety Improvements Plan Update
- ✓ Continue coordination on Housing Element Implementation with Solano member agencies, including the Solano Housing Collaborative
- ✓ Safe Routes to Schools Plan Update
- ✓ Working on Dixon CBTP and initiating County CBTP in 2025-26
- ✓ Work with MTC on Plan Bay Area 2050 update
- ✓ Comprehensive Transportation Plan- three elements, and equity framework underway
- ✓ Solano Connected Mobility Implementation Plan in process
- ✓ 2025 Congestion Management Program
- ✓ Solano-Napa North Bay Passenger Rail Feasibility Study

- ✓ Solano Rail Hub Priority Development Area (PDA) Plan
- ✓ Solano Priority Production Areas (PPA) Plan
- ✓ Solano Transportation Climate Resiliency Plan
- ✓ Solano Routes of Regional Significance Update – Projects Department
- ✓ State Route 12 Corridor Study - Projects Department
- ✓ State Route 113 Corridor Study – Projects Department

STA PROGRAMS

Some of the major upcoming programs included the following:

- ✓ Solano Safe Routes to Schools (SR2Ss) Cycle 4 Micro-Grant and 6th Round Enforcement Grant
- ✓ Completed sixth Full Year of College Fee program for SCC students
- ✓ The Solano Mobility Management Call Center will continue to be marketed to likely users to increase awareness of mobility options
- ✓ Focus on mobility options for Older Adults, Veterans and People with Disabilities will also continue with focused outreach, Travel Training and GoGo Grandparents
- ✓ Completion of tenth year of In-Person ADA Eligibility Program will continue with the added ease of over the phone assessments if applicable
- ✓ The Employer-Commuter Program is looking to expand the use and marketing of Ride Amigos, First and Last Mile, vanpool connections and working along corridors with our neighboring counties
- ✓ Implementation of eleventh year of the RTIF Program

There are several primary tasks for STA working with the transit operators in FY 2025-26. First will be working collaboratively on the Solano Connected Mobility Implementation Plan on the six focus areas of MTC's Blue Ribbon Transit Recovery Task Force. Update and execution of the Solano Express funding agreement for FY 2025-26. Development of the five-year operations of the Solano Express funding agreement. The coordination with Comprehensive Operational Analysis (COA) for Solano Express with SolTrans and funding partners based on recommendations of Solano County Transit 2030 Policy recommendations.

The OWP contains plans, projects, transit projects, city project, transit/mobility programs, and coordination or funding programs. The draft OWP will be presented to the Consortium and TAC in April and the STA Board in May with Board adoption scheduled for June of 2025.

The two-year OWP will lead-up to the Board's adoption of STA's updated two-year budget scheduled for July.

Recommendation:

Forward a recommendation to the STA TAC and Board to adopt the [STA's Draft Overall Work Plan \(OWP\) for FY 2025-26 and 2026-27](#) as shown in Attachment A.

Attachment:

Click for immediate review and printing:

- A. [STA's Draft Overall Work Plan \(OWP\) for FY 2025-26 and 2026-27](#)

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DATE: May 19, 2025
TO: Solano County Intercity Transit Consortium
FROM: Daryl Halls, Executive Director
Ron Grassi, Director of Programs
RE: Solano Express Intercity Transit Funding and Cost-Sharing Agreement

Background:

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

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

In FY 2012-13, a revised Intercity Transit Funding Agreement was approved, based on the FY 2009-10 Agreement, and modified to ensure that the essential elements of the agreement could withstand the test of time, eliminating the need for annual updates and signatures from all city managers, public works directors, and agency attorneys. With the merger of Benicia and Vallejo's transit systems in 2011, Solano County Transit (SolTrans) has replaced those two cities as funding partners.

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

The variable elements of the agreement, such as the results of the cost-sharing formula, were included as an attachment. The agreement continues in perpetuity unless parties decide otherwise, or a need arises to amend the agreement. The STA Board approves the Solano Express operating budget annually after the Intercity Transit Funding Working Group review.

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

Discussion:

On December 10, 2024, the STA Board reviewed and approved the Solano Transit 2030 Policy Committee's Final Recommendations to clarify interagency communication and partner roles and responsibilities. The updated Solano Express Intercity Funding and Cost-Sharing Agreement aligns with the Solano Transit 2030 Policy Recommendations. On January 16, 2025, the SolTrans Board provided direction to the SolTrans Staff, which can be found in Attachment A. STA has incorporated the SolTrans Board recommendations in the updated Intercity Funding and Cost-Sharing Agreement. The Agreement was presented to the January 28, 2025, Intercity Transit Funding Working Group, where SolTrans Staff provided additional comments. The additional comments are included in the updated Intercity Funding and Cost-Sharing Agreement in Attachment B.

On February 25, 2025, this item was presented to the Solano County Intercity Transit Consortium. STA staff presented the item and highlighted amendments incorporated from the cities of Vacaville, Fairfield, and the SolTrans Board.

SolTrans staff reviewed the agreement again and said they had drafted changes to be reviewed by the SolTrans and Legal Counsel before submitting it to STA. STA staff explained that the identified SolTrans concerns raised at the Intercity Working Group meeting on January 28, 2025, were incorporated into the agreement (Attachment B of the staff report).

SolTrans motioned that this item be moved to the March 25th Consortium Agenda. On a motion by City of Fairfield, and a second by City of Suisun City, the Solano County Intercity Working Group voted to move this item to the March 25th Consortium meeting. (9 Ayes)

On March 25, 2025, STA staff presented the Solano Express Intercity Transit Funding and Cost-Sharing Agreement and reminded the Consortium members that the agreement is crucial for the program's funding and emphasized the need for a funding agreement for the funding of the service to continue. If this goes to the STA Board for adoption at their meeting on April 9, 2025, this guarantees funding from all the funding partners for FY 2025-26.

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

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

On April 25, 2025, STA staff noted that the Intercity Transit Funding and Cost Sharing agreement is being brought back to the Solano County Intercity Transit Consortium for approval and emphasized the importance of the agreement, which is crucial for the program's funding, and highlighted the need for funding of the Solano Express service. SolTrans staff indicated they are working on amendments.

After the discussion, a motion was passed to continue the conversation at the next scheduled meeting on May 27th, with the expectation of receiving comments from SolTrans on their recommended operating language one week prior. There was also concern raised on the need for a more streamlined approval process for budget and operational changes, with concerns about the current dual approval process.

The process for approving Solano Express funding is the same as that required for service changes. On May 15, 2025, the SolTrans Board approved Resolution 2025-03 to claim Local Transportation Funds and Solano County State Transit Assistance Funds, recognizing that the allocation of these funds requires approval from the Solano County Intercity Transit Consortium and the STA Board.

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

The approval of the Solano Express Intercity Funding and Cost-Sharing Agreement is crucial for allocating funds to support Solano Express in FY 2025-26. Therefore, the required action is to forward a recommendation to the STA TAC and Board to approve the updated Solano Express Intercity Funding and Cost-Sharing Agreement, as found in Attachment B.

Fiscal Impact:

The Solano Express budget of \$10.3 million for FY 2024-25 was approved by the STA Board on July 10, 2024, based on 45,000 annual service hours at \$229 per revenue hour. Funding is provided through TDA contributions from partner agencies, Regional Measure 2, Regional Measure 3, and American Rescue Plan Act funds. State Transit Assistance funds are being held in contingency by STA for FY 2025-26 and future years to replace federal ARPA funds.

Recommendation:

Forward a recommendation to the STA TAC and Board to approve the updated Solano Express Intercity Funding and Cost-Sharing Agreement as shown in Attachment B.

Attachments:

- A. Initial Comments Received from Transit Operators FY 2023-24
- B. Updated Draft Intercity Funding and Cost Sharing Agreement (Solano Express)

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INITIAL COMMENTS RECEIVED FROM TRANSIT OPERATORS - Fiscal Year (FY) 2023-24

Agency	Agreement Page Number	Comment	Resolution
FAST	PG. 1	Policy questions needing further discussion: I think we need to discuss if STA should be a formal partner for operations (versus just capital). Need to also discuss STA's role versus other contract party/contributor responsibilities.	Discussed by 2030 Policy Committee and STA Board.
FAST	PG. 1	Why wouldn't the cities of Benicia and Vallejo be party to this agreement since their Mayors serve on the STA Board and the TDA is technically still their city's funding?	Good question. SolTrans currently represents Benicia and Vallejo on the committee. Another option would be to for Benicia and Vallejo to represent themselves
FAST	PG. 1	I believe the SolTrans and STA JPAs are in conflict.....this needs to be resolved as part of this agreement.	Do not concur, STA has reviewed both JPAs and see no conflict. Please clarify how they are in conflict.
FAST	PG. 2	Policy question: this a good time to be presented with/discuss other options that may be available.	The methodology was developed at an ITFWG and subsequently adopted by the STA Board. This can be revisited.
FAST	PG. 2	Need to clarify with more details here so the full story is told and understood.	Do you have language that should be considered?
FAST	PG. 2	Even if there has not been a formal agreement, this section should address the fact that ST was authorized to run the Blue Line by the STA Board and the current service outlined.	Need clarification on the point being made, please explain.
FAST	PG. 2	Policy question: This is a good opportunity to discuss STAF population basedI don't believe the RM2 and RM3 funds are awarded to STA?	RM2 and RM3 was obtained by STA and is included in the Funding agreement that is being updated with this document. STAF Population base will be discussed at a future meeting. STA has reserved STAF Populations funds to replace the Federal ARPA funds in future years to sustain Solano Express operations.
FAST	PG. 2	Multi-year is fine but no more than five years, otherwise the agreement is out of date.....even multi-year agreements need to be reviewed and updated within a set period of time so all partners have an opportunity to revisit terms.	The draft agreement provides a one year agreement with option years to renew, subject to approval by the funding partners. This is revisited every year.
FAST	PG. 2	Who is "funding partners" referencing? This should be explicit and not assumed. Who else is contributing?	City of Dixon, City of Fairfield, City of Suisun City, City of Vacaville, County of Solano, SolTrans, STA, and MTC.

FAST	PG. 3	What was the rationale for this? The whole purpose of two years of SE operator change was because STA insisted a one-operator system made the most sense and would provide cost and service efficiencies? Why are multiple operators now being added/considered when the same driver/cost issues have not changed?	One cannot predict the future but should be flexible enough to evaluate options based on a changing landscape.
FAST	PG. 3	Policy question.....need to discuss how to cap subsidy; need to quantify how many revenue hours a contributor's contribution covers and let each partner decide what routes they wish to fund for service.	Concur with capping the subsidy given in each year. The revenue hours are an item to be discussed by the ITFWG, Consortium, STA TAC, and STA Board.
FAST	PG. 3	Marketing funds need to be managed by the SE operator.	The current Solano Express operator markets Solano Express. STA Promotes Solano Express, WETA, Capitol Corridor, local transit operators, and offers incentives such as the Guaranteed Ride Program when Solano Express does not show up.
FAST	PG. 3	For easy partner reference, the current evaluation criteria as to how many, how much should be addressed during the term of the agreement	The budget is included on Pg. 16
FAST	PG. 5	For what period? This should be spelled out for clarity.	FY 2023-24, and future years in concurrence with funding partners
FAST	PG. 5	Policy question: Is this the best way in the current transit environment? How do others in the Bay Area/nationally allocate costs?	This model is based on the NTD's recommended approach for allocating transit costs by vehicle hours, vehicle miles, and peak vehicles. Do you have an alternative method that you would like to propose?
FAST	PG. 6	Is this idea being brought back? Eliminated in 2018 by STA.	Based on the need to reconcile, the process is still needed. SolTrans has provided this data in the past.
FAST	PG. 6	Consortium and not TAC should be direct line to STA Board including the STA Board receiving Consortium minutes. Consortium have the subject matter experts, not Consortium.	Is this position of the City of Fairfield? We would support STA Consortium meeting minutes going to the STA Board, but not bypassing the STA TAC, which includes representation from public works directors that are responsible for transit services within their cities.
FAST	PG. 8	This gives the funding partners limited say.	We disagree as the funding partners participate in the ITFWG and the Consortium to review and approve performance measures, operating budget, and funding commitments on an annual basis.
FAST	PG. 9	This gives STA all the power which is not how funding and operating partnerships work.	STA Board is the policy board for Solano Express and all funding partners are represented by their Board Members

City Coach	PG. 5	Page 5. Ridership Survey-The agreement states that the survey will be conducted by STA. Is it possible to have it state that it will be conducted by STA and the ITFWG? All funding partners should have the ability to be part of the process	Concur, and will update to reflect comment.
City Coach	PG. 6	Page 6. Cost Estimates and Actual Costs-The reconciliation process is concerning. Funding partners expect to contribute the amount budgeted for the Fiscal Year. The reconciliation process doesn't allow us to stick to that budget. Could there be a not-to-exceed amount instead of an open-ended reconciliation? Also, this doesn't layout the approval process for any additional funds that exceed the original budget.	We concur and we agree that there should be a do not exceed amount.
City Coach	PG. 7	Page 7. Role and Responsibility of the ITFWG-This is very vague. I think this should include more details on what the actual roles and responsibilities are. For example, how often the ITFWG meets.	Currently, it meets a minimum once a year to approve the operating budget, service plan. We could meet once a quarter to review the system's performance; if there is interest from parties.
City Coach	PG. 7	Page 7. Term of Agreement-According to this agreement it can be amended/modified only with written consent of STA and the Parties. However, the term of agreement is written more loosely. It states that it can be renewed but isn't clear who must agree, nor does it state the process for a renewal	It will renew if all participating funding agencies agree.
City Coach	PG. 9	Page 9. Authority of STA-I think this should be a collaborative process. I would like for the ITFWG to discuss this item.	It is a collaborative process.ITFWG meets and provides a recommendation to the Solano Express Intercity Transit Consortium, STA TAC, and STA Policy Board. Individual ITFWG make recommendations back to their perspective policy boards regarding their individual funding level commitments to Solano Express. We can discuss further.

City Coach	PG. 19	<p>Page 19. Scope of Work, Telephone Information Service-Is it possible to spell out the expectation of the level of customer service? If the expectation is that a live person will be available, I think that should be stated. The way it is written leaves it open for interpretation. Also, can the processes and standards for responses to service requests, complaints, and inquiries be included in the agreement? The agreement just states that they will be mutually established by the operator(s) and STA. The ITFWG should agree to the processes and standards.</p>	<p>Concur, currently Customer service hours, operated by SolTrans are 8:00 am to 6:00 pm, Monday through Friday.</p>
City Coach	Pg. 22	<p>Page 22. Performance Measure-Can you tell me how these performance standards were determined? Also, is it possible to have performance standards by route? This looks like they are set systemwide.</p>	<p>These were developed by the ITFWG in previous years, RM2, and State of California. It is possible to have them by route and yes the current benchmarks are systemwide.</p>

January 16, 2025

Intercity Transit Funding Agreement

For: SolTrans Board of Directors



Presented by: Beth Kranda
Executive Director

DATE AND TERM OF THE AGREEMENT

DRAFT: Part IV, Section 1	Key Considerations	Staff Recommendation
Draft proposes the agreement to be “effective immediately” and continues through fiscal year 2026 (though fiscal year is not defined).	Language is problematic since we are already mid fiscal year.	Staff’s recommendation is that the new agreement be effective July 1, 2025 and fiscal year be defined.

APPLICATION OF THE INTERCITY TRANSIT COST SHARING FORMULA

DRAFT: Part III, Section K	Key Considerations	Staff Recommendation
Draft states the cost sharing calculations shall go to the ITFWG, Transit Consortium and the TAC by May and approved by STA no later than June	<p>This timeline conflicts with current SolTrans process which is as follows:</p> <ul style="list-style-type: none"> • A 10-year forecast/budget goes to ST Board in March. • The 1-year budget draft goes to ST Board in April with the final budget to ST Board in May. Presumably, all other funding partners operate on a similar budget calendar. 	Staff's recommendation is that the timeline be adjusted to align with standard budgeting practices.

ROLE AND RESPONSIBILITY OF ITFWG

DRAFT: Part III, Section M	Key Considerations	Staff Recommendation
<p>Draft states all proposed fare and service changes shall be presented by the Intercity Transit Operators to the ITFWG, Transit Consortium, TAC and approved by the STA Board at least ninety (90) days prior to implementation and in sufficient time for the ITFWG's consideration.</p>	<p>SolTrans' contract with Transdev includes a trigger for negotiation on contract rates if service is decreased by 15% from what was included in the original RFP. Operational changes take 130 -180 days to process and must adhere to Drivers bidding process which occurs in July, November and March to go into effect in August, December and April.</p>	<p>Staff's recommendation is that the language be changed to reflect operational constraints.</p>

TIMELINE OF TERMINATION

DRAFT: Part IV, Section 7	Key Considerations	Staff Recommendation
<p>Draft states any Individual party may terminate the agreement upon 180 calendar days written notice.</p>	<p>SolTrans has a long-term contract with Transdev, currently expiring in 2026 then moving into 5-year option, and early termination would have penalties/fines.</p> <p>SolTrans also has other long-term contracts for fuel, maintenance, IT, security, planning, usually on a fiscal year basis.</p> <p>If our service with Transdev increases by more than 25% or decreases by 15% this will trigger a new negotiation on contract rates.</p>	<p>Staff's recommendation is that termination coincide with the end of fiscal year.</p>

Staff requires your direction.

ATTACHMENT C

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

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

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

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

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

RECITALS

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

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

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

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

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

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

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

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

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

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

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

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

AGREEMENT

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

Part I

Transit Coordination and Guiding Principles

Principle 1:

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

Principle 2:

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

Principle 3:

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

Principle 4:

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

Part II

Service Plan Review

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

1. Service Productivity Measures:
 - Passengers per revenue hour.
 - Passengers per trip.
 - Passengers per revenue mile.
2. Cost Efficiency Measures:
 - Cost per vehicle revenue hour.
 - Cost per vehicle revenue mile.
3. Cost Effectiveness Measures:
 - Cost per passenger trip.
 - Farebox Recovery Ratio.

4. Policy/Coverage Requirements:

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

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

Part III

Intercity Transit Funding and Cost Sharing Agreement

A. Included Intercity Transit Routes/ Intercity Transit Route Definition

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

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

B. Baseline Cost Data Source

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

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

C. Mid-Year Budget or Cost Changes

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

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

D. Baseline Data Definitions

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

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E. Cost Allocation Model

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

F. Net Costs to be Shared

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

G. Ridership Survey Data

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

H. Population Data

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

I. Intercity Transit Cost Sharing Formula

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

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

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

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

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

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

K. Application of the Intercity Transit Cost Sharing Formula

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

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

L. Reporting

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

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

M. Role and Responsibility of the ITFWG

Recognizing that seven of eight local jurisdictions within Solano County participate in funding intercity transit routes, all proposed fare and service changes shall be presented by the Intercity Transit Operators to the ITFWG, Transit Consortium, TAC and approved by the STA Board at least ~~ninety-one hundred eighty~~ (90)180 days prior to implementation and in sufficient time for the ITFWG's consideration. All participating jurisdictions are responsible for participating in the ITFWG and for meeting their financial obligations under this Agreement.

Part IV

General Terms and Conditions

1. Term of Agreement

This Agreement is effective as of the date written above and shall continue through fiscal year ~~2025-2026~~, with an option to renew, unless it is terminated or modified in writing with approval by the STA Board and a majority of the other signatories representing a majority of the population of Solano County.

2. Method for Claims

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

3. Independent Contractors

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

4. Transit Services

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

Exhibit A: (Scope of Services)

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

Exhibit C: (Performance Measures)

5. Indemnification

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

6. Insurance

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

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

Minimum Limits of Insurance:

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

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

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7. Termination

Any individual Party may terminate this Agreement at the end of the fiscal year for the future fiscal year upon ~~one hundred eighty (180) calendar days~~ thirty (30) days written notice to the Parties. Request for termination of the Agreement is to come from the policy board of the agency requesting termination of their participation in the Agreement. ~~The Party will provide the other Parties with thirty (30) days' notice prior to taking action to request termination of their participation in this Agreement. The Agreement or participation in the Agreement may be terminated only for the future fiscal year.~~

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8. Authority of STA

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

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

9. No Waiver

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

10. Notices

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

CITY OF DIXON

Louren Kotow
Public Works Director
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CITY OF SUISUN CITY

Nouae Vue
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COUNTY OF SOLANO

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SOLANO TRANSPORTATION AUTHORITY

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CITY OF VACAVILLE

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650 Merchant Street
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SOLANO COUNTY TRANSIT

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

11. Subcontracts

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

12. Amendment/Modification

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

13. Interpretation

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

14. Disputes and Dispute Resolution

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

15. STA's Remedies on Breach

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

16. Status of Parties

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

17. Permits to Operate

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

18. Severability

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

19. Local Law Compliance

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

20. Non-Discrimination Clause

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

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

21. Force Majeure

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

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

22. Audit

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

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

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

23. Financial Records/Separate Records

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

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

24. Access to Records

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

25. Conflict of Interest

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

26. Entirety of Agreement

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

[signatures on the next page]

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

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

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

A. Included Intercity Transit Routes

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

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

B. Cost Allocation Models

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

C. Ridership Survey Data

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

D. County Share

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

E. FY 2024-25 Intercity Cost Sharing Formula Results

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

PERCENTAGE OF FUNDING CONTRIBUTION

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

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

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

EXHIBIT A

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

SCOPE OF WORK

I. SERVICES

A. Operations Generally

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

B. Personnel Generally

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

C. Items provided by Intercity Transit Operators

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

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

3. Intercity Transit Operators shall provide:

- i. All tools and equipment to perform the preventive maintenance inspection and repair activities required in this Scope of Work.
- ii. All tools and equipment necessary to perform, periodic service and adjustments and make mechanical repairs.
- iii. All cleaning equipment and supplies necessary to clean the buses and maintain equipment in accordance with this Scope of Work.

II. INTERCITY TRANSIT OPERATORS REGULATORY COMPLIANCE

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

III. **REPORTS; RECORDS; INSPECTIONS BY STA**

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

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

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

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

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

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

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

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

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

IV. TELEPHONE INFORMATION SERVICE

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

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

V. ROUTE, SCHEDULE, SERVICE AREAS

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

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

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

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

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

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EXHIBIT B

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

Solano Express Fare Table

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

Effective August 11, 2024

<div>B</div> <div>BLUE LINE</div> <div>Davis - Walnut Creek</div>													
SOUTHBOUND							NORTHBOUND						
DAVIS	DIXON	VACAVILLE	FAIRFIELD		BENICIA	WALNUT CREEK	WALNUT CREEK	BENICIA	FAIRFIELD		VACAVILLE	DIXON	DAVIS
UC Davis Mondavi Center	Dixon Park & Ride	Vacaville Transp Center	Fairfield Transp Center	Suisun Valley & West-america	Industrial Park Bus Hub	Walnut Creek BART (Arrive)	Walnut Creek BART (Depart)	Industrial Park Bus Hub	Suisun Valley & Kaiser Dr	Fairfield Transp Center	Vacaville Transp Center	Dixon Park & Ride	UC Davis Mondavi Center
MONDAY - FRIDAY													
		3:54	4:14		4:32	4:50	5:35	5:53	6:07	6:22	6:37	6:49	7:06
		5:15	5:35		5:53	6:11	6:21	6:39	6:53	7:08	7:23	7:35	7:52
							6:51	7:09	7:23	7:38	7:53	8:05	
	5:49	6:05	6:25	6:34	6:52	7:18							
	7:05	7:25	7:35	7:53	8:11		8:51	9:09	9:23	9:38	9:53	10:05	
7:07	7:49	8:05	8:25	8:35	8:53	9:11	9:21	9:39	9:53	10:08			
7:52	8:49	9:05	9:25	9:35	9:53	10:11	10:21	10:39	10:53	11:08	11:23		
							11:10	11:28	11:42	11:57			
			10:25	10:35	10:53	11:11							
		11:23	11:43				1:10	1:28	1:42	1:57			
							2:00	2:18	2:32	2:47	3:02	3:14	
			2:14	2:24	2:42	3:00	3:10	3:28	3:42	3:57	4:12	4:24	4:41
							4:10	4:28	4:42	4:57	5:12	5:24	5:41
	3:38	3:54	4:14	4:23	4:41	5:05	5:10	5:28	5:42	5:57	6:12	6:24	
			5:14	5:24	5:42	6:00	6:10	6:28	6:42	6:57	7:12	7:24	
5:16	5:38	5:54	6:14	6:24	6:42	7:00	7:10	7:28	7:42	7:57	8:12		
5:56	6:18	6:34	6:54	7:04	7:22	7:40							
SATURDAY													
							7:15	7:33	7:47	8:02	8:17	8:29	
							9:03	9:21	9:35	9:50	10:05	10:17	
							10:05	10:23	10:37	10:52	11:07	11:19	
	9:05	9:21	9:41	9:50	10:08	10:34							
	11:00	11:16	11:36	11:45	12:03	12:29	1:05	1:23	1:37	1:52	2:07	2:19	
	12:00	12:16	12:36	12:45	1:03	1:29	3:22	3:40	3:54	4:09	4:24	4:36	
	2:35	2:51	3:11	3:20	3:44	4:08	6:20	6:38	6:52	7:07	7:22	7:34	

PM trips indicated in bold
Viajes PM indican en negrita



SolTrans.org
707-648-4666

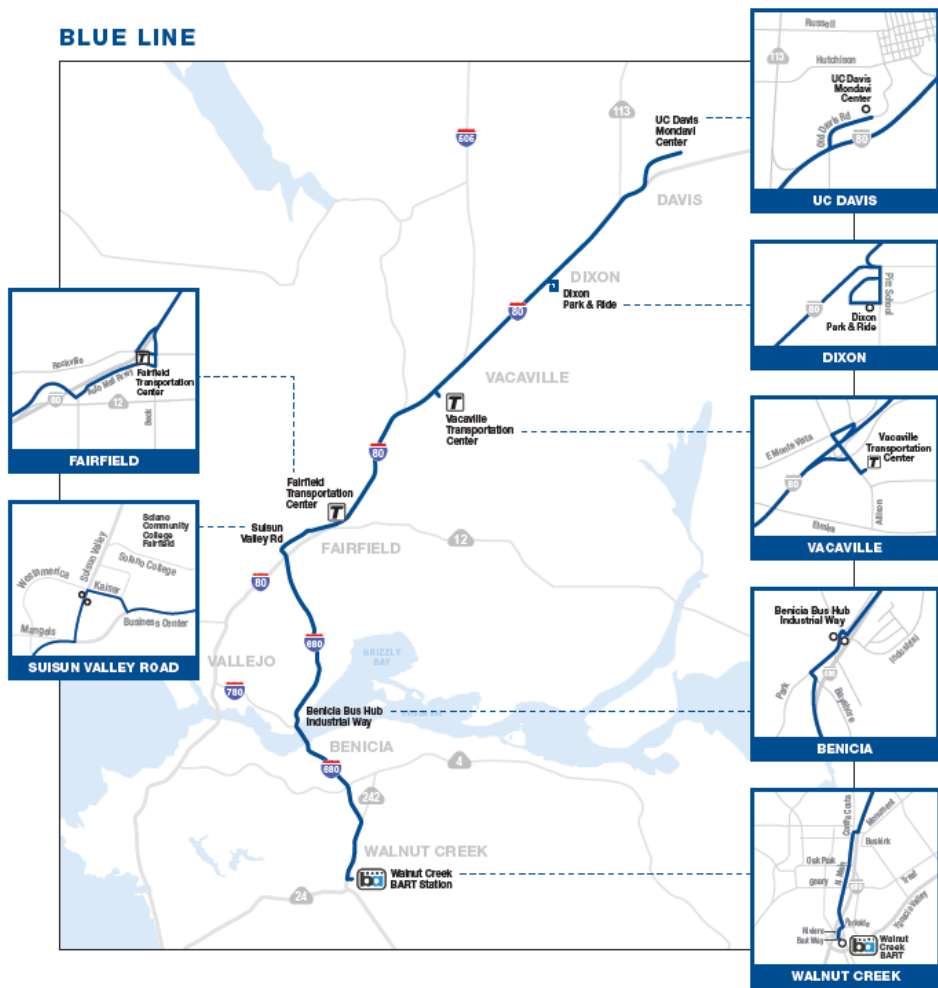


transit



Token Transit

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



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Effective August 11, 2024

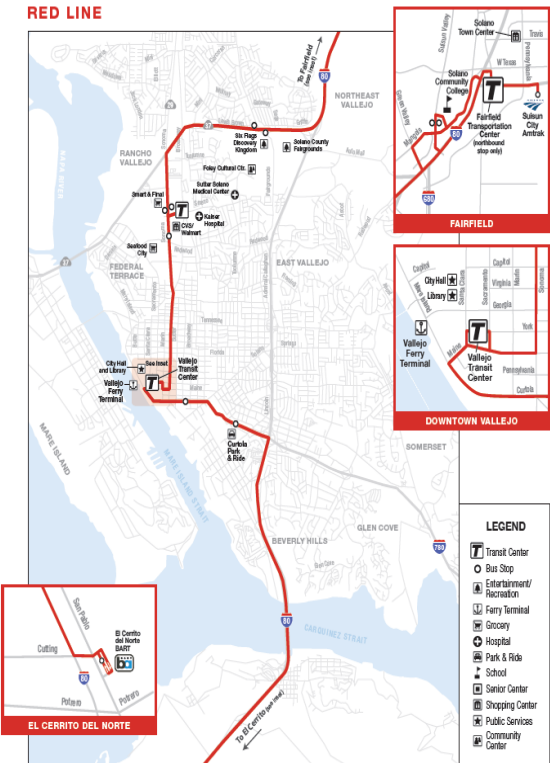
RED LINE														
SUISUN CITY — EL CERRITO														
SOUTHBOUND								NORTHBOUND						
SUISUN CITY	FAIRFIELD		VALLEJO				EL CERRITO	EL CERRITO	VALLEJO				FAIRFIELD	SUISUN CITY
Spring St & Suisun-Fairfield Amtrak	Fairfield Transpo Center	Suisun Valley Rd & Westamerica Dr (SCC)	Hwy 37 WB & Fairgrounds Dr (Six Flags)	Sonoma Blvd & Sereno Dr	Vallejo Transit Center	Curtola Park & Ride	El Cerrito del Norte BART	El Cerrito del Norte BART	Curtola Park & Ride	Vallejo Transit Center	Sonoma Blvd & Sereno Dr	Hwy 37 EB & Fairgrounds Dr (Six Flags)	Suisun Valley Rd & Kaiser Dr (SCC)	Spring St & Suisun-Fairfield Amtrak
MONDAY – FRIDAY														
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–	–	–	–	–	7:45	7:51	8:09	8:25	8:43	8:47	–	–	–	–
7:24	7:34	7:44	7:57	8:02	8:23	8:29	8:47	8:57	9:15	9:19	–	–	–	–
8:15	8:25	8:35	8:48	8:53	9:14	9:20	9:38	9:48	10:06	10:10**	–	–	–	–
9:20	9:30	9:40	9:53	9:58	10:19	10:25	10:43	10:55	11:13	11:17**	–	–	–	–
* Stops at Sereno Transit Center 8 minutes before the stop. ** Stops at Sereno Transit Center 7 minutes after the stop. PM trips indicated in bold														
Viajes PM indican en negrita														

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Effective August 11, 2024

RED LINE														
SUISUN CITY — EL CERRITO														
SOUTHBOUND							NORTHBOUND							
SUISUN CITY	FAIRFIELD	VALLEJO			EL CERRITO	EL CERRITO	VALLEJO	FAIRFIELD	SUISUN CITY					
Spring St Suisun-Fairfield Ave/Busk	Fairfield Transit Center	Suisun Valley Rd & Westshore Dr (SO)	Way 37 W & Fair- grounds Dr (Six Flags)	Susana Blvd & Susana Dr	Vallejo Transit Center	Curtis Park & Ride	El Cerrito del Norte B&O	El Cerrito del Norte B&O	Curtis Park & Ride	Vallejo Transit Center	Susana Blvd & Susana Dr	Way 37 E & Fair- grounds Dr (Six Flags)	Suisun Valley Rd & Kaiser Dr (SO)	Spring St & Suisun-Fairfield Ave/Busk
SATURDAY														
-	-	-	-	-	7:04	7:10	7:28	7:38	7:56	8:05	8:10	8:15	8:29	8:47
-	-	-	-	-	8:04	8:10	8:28	8:38	8:56	9:00	-	-	-	-
-	-	-	-	-	9:05	9:11	9:29	9:39	9:57	10:06	10:11	10:16	10:30	10:48
9:05	9:15	9:25	9:38	9:43	9:56	10:02	10:20	10:30	10:48	10:52	-	-	-	-
-	-	-	-	-	11:04	11:10	11:28	11:43	12:01	12:10	12:15	12:20	12:34	12:52
11:05	11:15	11:25	11:38	11:43	11:56	12:02	12:20	12:30	12:48	12:52	-	-	-	-
-	-	-	-	-	1:04	1:10	1:28	1:43	2:01	2:10	2:15	2:20	2:34	2:52
1:05	1:15	1:25	1:38	1:43	1:56	2:02	2:20	2:30	2:48	2:52	-	-	-	-
-	-	-	-	-	2:54	3:00	3:18	3:28	3:46	3:55	4:00	4:05	4:19	4:37
3:05	3:15	3:25	3:38	3:43	3:55	4:01	4:19	4:29	4:47	5:01	-	-	-	-
-	-	-	-	-	4:42	4:48	5:06	5:25	5:43	5:52	5:57	6:02	6:16	6:34
4:55	5:05	5:15	5:28	5:33	5:45	5:51	6:09	6:25	6:43	6:47	-	-	-	-
-	-	-	-	-	6:54	7:00	7:18	7:28	7:46	7:55	8:00	8:05	8:19	8:37
6:55	7:05	7:15	7:28	7:34	7:45	7:51	8:09	8:25	8:43	8:47	-	-	-	-
-	-	-	-	-	8:55	9:01	9:19	9:40	9:58	10:02	-	-	-	-
8:55	9:05	9:15	9:28	9:33	9:39	-	-	-	-	-	-	-	-	-
SUNDAY														
-	-	-	-	-	9:04	9:10	9:28	9:43	10:01	10:04	-	-	-	-
-	-	-	-	-	10:04	10:10	10:28	10:43	11:01	11:04	-	-	-	-
-	-	-	-	-	11:04	11:10	11:28	11:43	12:01	12:04	-	-	-	-
-	-	-	-	-	12:04	12:10	12:28	12:43	1:01	1:04	-	-	-	-
-	-	-	-	-	1:04	1:10	1:28	1:43	2:01	2:04	-	-	-	-
-	-	-	-	-	2:04	2:10	2:28	2:43	3:01	3:04	-	-	-	-
-	-	-	-	-	3:04	3:10	3:28	3:43	4:01	4:04	-	-	-	-
-	-	-	-	-	4:04	4:10	4:28	4:43	5:01	5:04	-	-	-	-
-	-	-	-	-	5:04	5:10	5:28	5:43	6:01	6:04	-	-	-	-
-	-	-	-	-	6:04	6:10	6:28	6:43	7:01	7:04	-	-	-	-
-	-	-	-	-	7:04	7:10	7:28	7:43	8:01	8:04	-	-	-	-
-	-	-	-	-	8:04	8:10	8:28	8:43	9:01	9:04	-	-	-	-
-	-	-	-	-	9:04	9:10	9:28	9:43	10:01	10:04	-	-	-	-

PM trips indicated in bold
Viajes PM indican en negrita



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G GREEN LINE Fairfield - El Cerrito					
WESTBOUND			EASTBOUND		
Suisun City	Fairfield	El Cerrito	El Cerrito	Suisun City	Fairfield
Spring St & Suisun-Fairfield Amtrak	Fairfield Transportation Center	El Cerrito del Norte BART	El Cerrito del Norte BART	Spring St & Suisun-Fairfield Amtrak	Fairfield Transportation Center
MONDAY - FRIDAY MORNING RUSH HOUR					
	4:01	4:41	4:51	5:36	5:46
4:26	4:41	5:21	5:31	6:16	6:26
5:06	5:21	6:01	6:11	6:56	7:06
5:36	6:01	6:41	6:51	7:36	7:46
6:16	6:38	7:18	7:28	8:13	8:23
6:56	7:16	7:56	8:06	8:51	9:01
Fairfield Transportation Center	Spring St & Suisun-Fairfield Amtrak	El Cerrito del Norte BART	El Cerrito del Norte BART	Fairfield Transportation Center	Spring St & Suisun-Fairfield Amtrak
MONDAY - FRIDAY AFTERNOON RUSH HOUR					
2:30	2:40	3:15	3:25	4:10	4:40
3:30	3:40	4:15	4:25	5:10	5:40
4:05	4:15	4:50	5:05	5:50	6:20
4:20	4:40	5:15	5:25	6:10	6:35
5:20	5:40	6:15	6:25	7:10	
6:10	6:20	6:55	7:05	7:50	
6:25	6:35	7:10	7:25	8:10	

PM trips indicated in bold
Viajes PM indican en negrita

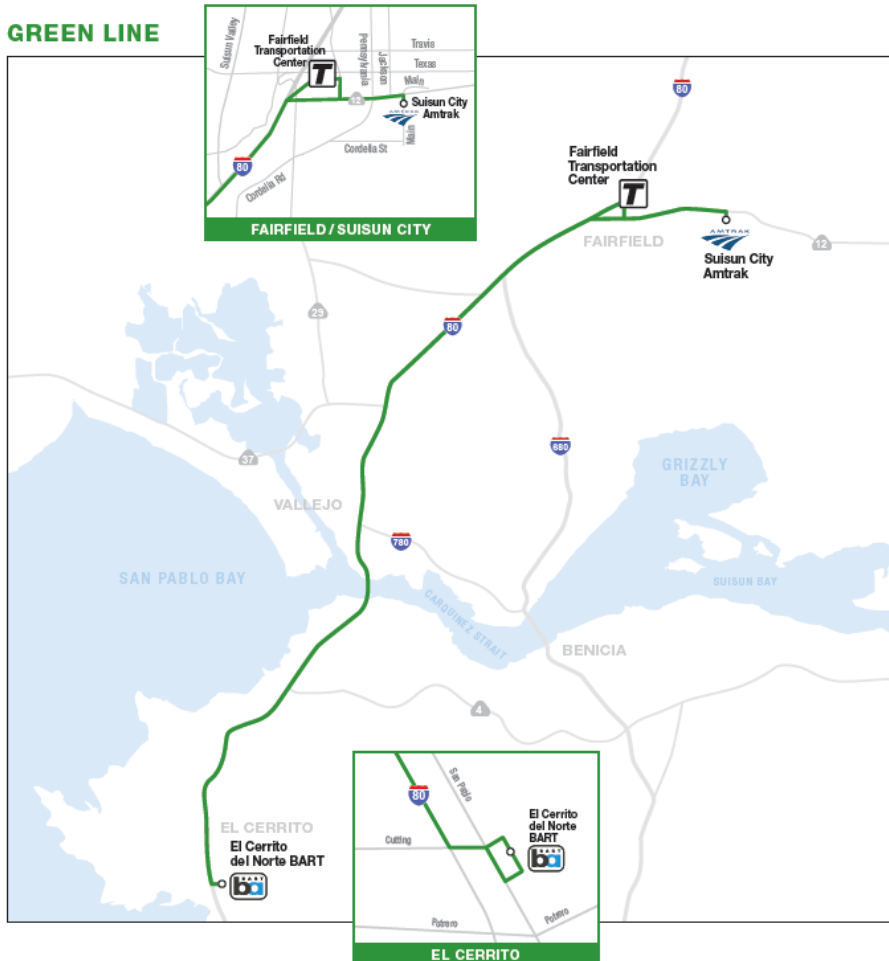


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GREEN LINE




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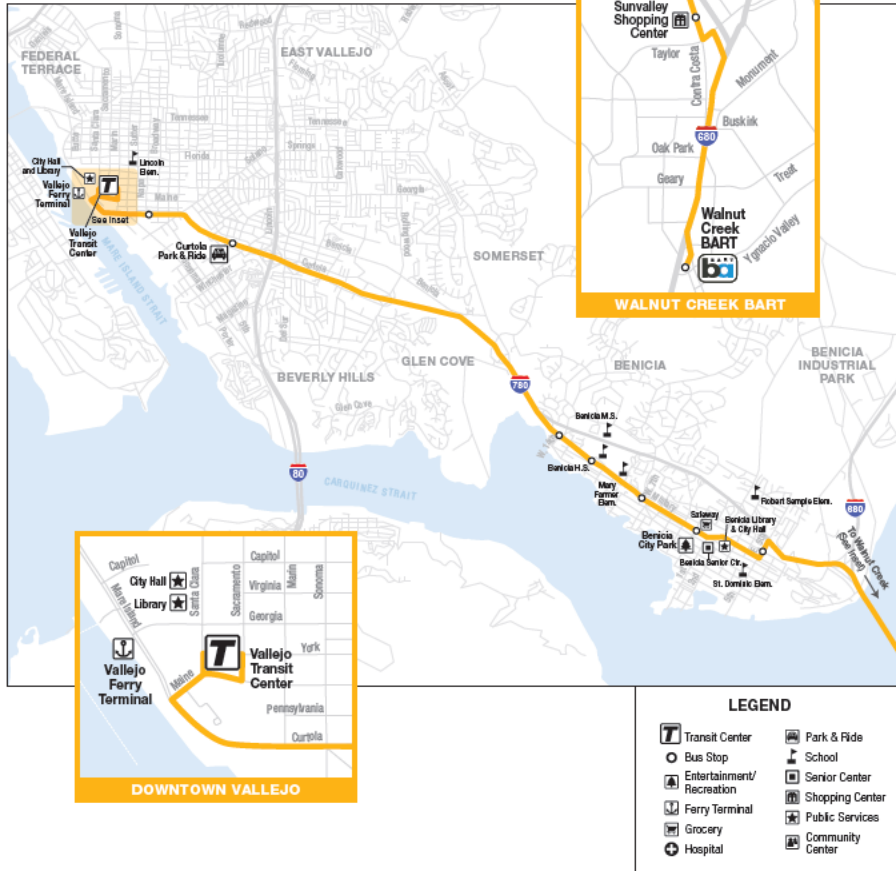
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<div>  YELLOW LINE Vallejo - Benicia - Walnut Creek </div>											
EASTBOUND						WESTBOUND					
Vallejo			Benicia	Concord	Walnut Creek	Walnut Creek	Concord	Benicia	Vallejo		
Vallejo Transit Center	Vallejo Ferry Terminal	Curtola Park & Ride	City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

*Sunvalley Shopping Center stops are on Contra Costa Blvd at Viking Drive and south of Golf Club Rd.

PM trips indicated in bold Viajes
PM indican en negrita

YELLOW LINE



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EXHIBIT C PERFORMANCE MEASURES

Solano Express Performance Benchmarks for Fiscal Year 2024-25

Measures	FY 2024-25
SERVICE DESIGN	Benchmark
Speed - MPH	35
SERVICE PRODUCTIVITY	Benchmark
Passengers per Vehicle Revenue Hour	25.0
Passengers per Trip	15.0
Capacity Utilization	35.00%
COST EFFICIENCY	Benchmark
Cost per Vehicle Revenue Hour	\$229.08
Cost per Vehicle Revenue Mile	\$3.87
COST EFFECTIVENESS	Benchmark
Subsidy per Passenger Trip	\$3.71
Farebox Recovery Ratio	20%



DATE: May 20, 2025
TO: Solano County Intercity Transit Consortium
FROM: Ron Grassi, Director of Programs
Mary Pryor, STA Consultant
RE: FY 2025-26 Solano Express Intercity Funding and Cost-Sharing Plan

Background:

The Solano Express Intercity Transit Funding and Cost Sharing Agreement provides for the annual funding of five intercity transit routes, known as Solano Express. Funding contributions by partner agencies are based on a bi-annual Solano Express ridership survey utilizing a formula of 80% ridership and 20% population.

Discussion:

The Solano Express 5-Year Forecast (Attachment A) provides the FY 2025-26 operating cost of 230.37 plus a 3.5% inflationary adjustment based on 45,000 revenue hours. TDA contributions from partner agencies are recommended to remain unchanged from FY 2024-25. The American Rescue Plan Act (ARPA) funds will be fully exhausted by the end of FY 2024-25. STA must utilize \$3,296,020 of State Transit Assistance funds to fill the ARPA funding gap. On July 10, 2024, the STA Board established a Solano Express Operating Reserve of \$8.1 million for this purpose. Based on the 5-year forecast, Solano Express Service is expected to experience a fiscal cliff in three years.

The Intercity Transit Funding and Cost Sharing Agreement must be executed to guarantee funding from the funding partners and define the Solano Express reporting requirements for the Intercity Transit Operator, SolTrans.

FY 2025-26 Service Hours

The FY 2025-26 budget includes 45,000 revenue service hours to be operated by SolTrans. SolTrans has faced ongoing challenges meeting current service schedules, primarily due to driver shortages. SolTrans' service provider, Transdev, has faced difficulties recruiting and retaining drivers. This challenge is common to many transit operators in the region.

FY 2025-26 Hourly Cost

Since the onset of the COVID-19 pandemic, hourly operating costs have continued to rise. In September 2022, staff presented a forecast of hourly rates that assumed a gradual return to the pre-pandemic service environment, which has not occurred. General inflation has been high, and the labor market has been challenging for transit operators throughout the region. Further, the overall reduction in service hours compared to pre-pandemic levels lowers the denominator in the cost-per-hour calculation, resulting in a higher hourly rate. The \$229.08 per service hour rate in the FY 2024-25 Solano Express budget was established based on discussions with SolTrans and other transit operators. Members of the ITFWG raised concerns about the long-term sustainability of the Solano Express service, given the rapid cost escalation experienced by Solano Transit (SolTrans). The silver lining is that the cost per hour for FY 2025-26 will be \$230.37, which is a nominal increase over the prior year. The cost escalation has raised concerns for future years.

FY 2025-26 Solano Express Operating Revenues

Fares

Data from the SolTrans quarterly reports from FY 2024-25 indicate that actual fares are approximately \$250,000 or 25% less than the budget. The average fare per rider for Route 82 and the Blue, Green, Red, and Yellow Lines for the FY 2024-25 3rd QTR was \$1.97. SolTrans is working with Clipper regarding technical problems that have reduced fare collections.

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

The FY 2025-26 Solano Express Intercity Funding and Cost Sharing Plan includes the same amount of RM2 and RM3 funds that MTC allocated for FY 2024-25. RM3 Bridge tolls are not guaranteed beyond FY 2025-26.

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. The TDA from each jurisdiction was updated using the most recent demographic data and 2024 ridership survey results. The Solano County contribution has been escalated based on the Consumer Price Index (CPI).

Future Service Changes

SolTrans will update the STA Board on the Solano Express COA concepts in July 2025. The Intercity Funding and Cost Sharing agreement includes language to address schedule and/or service changes. The agreement stipulates that changes to vehicle revenue hours and bus stops must be presented to the Intercity Funding Working Group (IFWG), Transit Consortium, and STA TAC for consideration and approval by the STA Board prior to implementation.

Fiscal Impact:

The FY 2025-26 Solano Express Intercity Funding Plan will be used as the basis for the cost-sharing plan, which will be incorporated into the FY 2025-26 TDA Matrix.

Recommendation:

Forward a recommendation to the STA TAC and Board to approve the FY 2025-26 Solano Express Intercity Funding and Cost-Sharing Plan based on \$230.37 cost per revenue hour and a total budget of \$10.3 million as specified in Attachment A.

Attachments:

- A. FY 2025-26 Solano Express Funding Plan

SOLANO TRANSPORTATION AUTHORITY
Solano Express Operating Costs and Revenues
22-Apr-25

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

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DATE: May 19, 2025
TO: Solano County Intercity Transit Consortium
FROM: Ron Grassi, Director of Programs
RE: Programming of FY 2025-26 State Transit Assistance Funds (STAF)
Population-Based Funds

Background:

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

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

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

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

Discussion:

The February 25, 2025, MTC estimate of Solano County's Population-based STAF funds for FY 2025-26 is \$5,670,617, which is \$965,433 or 15% less than FY 2025-26 plus a carry-over balance of \$14,476,518 for a total available funding of \$20,147,135 in FY 2025-26 as shown in Attachment A. The FY 2025-26 funding of \$20,147,135 is recommended to be allocated as follows:

SOLANO EXPRESS		
Solano Express Operating for FY 2025-26	\$3,296,020	16%
Solano Express Capital Bus Replacement	\$965,974	5%
TOTAL STAF Dedicated to Solano Express Service	\$4,261,994	21%

PROJECTS, PROGRAMS, & PLANNING		
Transit Priority Capital Projects	\$3,757,335	19%
Solano Mobility Programs	\$3,096,279	15%
One-Time Planning (CTP, SRTP, CBTP, Rail Study)	\$710,000	4%
Lifeline Transit Service (Vanpool Pilot)	\$598,340	3%
TOTAL STAF Allocated in FY 2025-26 to Projects, Programs, and Planning	\$8,161,954	41%

RESERVE		
Solano Express Reserve (for Future Years)	\$4,866,038	24%
Transit Priority Capital Projects and Special Projects Reserve	\$2,857,149	14%

In FY 2024-25, the STA Board allocated \$8,162,058 towards future years of Solano Express Operating to backfill ARPA funds, which will be exhausted by the end of the current fiscal year. The STA Board also allocated \$965,974 to the Solano Express Capital Bus Replacement Reserves to backfill FTA 5307 funds being used to replace 16 CNG engines, for a total of \$9,128,032 allocated to Solano Express operations, capital, and reserve. For FY 2025-26, authorize SolTrans to claim \$3,296,020 (which includes carryover) of STAF for Solano Express Operations once the Solano Express Intercity Funding and Cost-Sharing Agreement is fully executed between STA and SolTrans.

STA staff is recommending an allocation of \$8,161,954 (41%) in STAF Population-Based funds for FY 2025-26 to fund Lifeline Transit Service, a comprehensive list of Mobility Programs, One-time Planning Projects, and Transit Priority Capital Projects based on prior STA Board approval and STA's Overall Work Plan tasks.

The remaining balance of \$2,857,149 for Solano Express Reserve and \$4,866,038 Transit Priority Capital and Special Projects Reserve are recommended for allocation.

Lifeline Transit Service:

The Solano Mobility Express Vanpool Pilot Program was launched during the first quarter of FY 2023-24, following the SolTrans Board's approval of a realignment that recommended coordinating and funding vanpools as an alternative for riders traveling to Sacramento. Solano Mobility Express Vanpool vans travel between Dixon, Vacaville, and Sacramento during morning and afternoon/evening commute hours. Initially, the program began with three 7-passenger vans, and then quickly expanded to four 7-passenger vans due to an increase in ridership. Currently, two 14-passenger and two 9-passenger vans service the program. Since the program began, through February 2025, a total of 6,968 rides have been provided. To date, the program has been reliable, with only two missed routes (rider accommodations provided) and has achieved a 4.98/5 performance rating from riders. The STA Board approved the extension of this Program on April 9, 2025. Based on 4,800 service hours at a cost of \$125.00 per revenue hour, an allocation of \$598,340 is required for FY 2025-26

Solano Mobility Programs:

The FY 2025-26 Mobility Programs recommended funding amount of \$3,096,279 supports 17 Mobility Programs that serve older adults, people with disabilities, commuters, employers, and veterans. STAF provides 48% of the funding to support the Consolidated Transportation Services Agency (CTSA), Paratransit Coordinating Council (PCC), Transit Corridor Planning and Implementation, Solano Express Marketing, Transit Coordination/Programs, Rail Network Integration/Solano Rail Hub, the Solano Mobility Call Center, Employer/Commuter Programs, and the Solano Mobility Programs. Funding for the Americans with Disabilities Act (ADA)

County-wide Eligibility Program was shifted in FY 2020-21 to County Transportation Development Act Funds (TDA). Pursuant to the STA Board-approved Transit 2030 Policy Recommendations, \$3 million is being programmed to fund Mobility Programs, leveraging \$4 million in additional funding sources.

STA Board Approved Transit Priority Capital Projects:

Blue Ribbon Transit Recovery Task Force (BRTTF) Mapping and Wayfinding Pilot Program - STA Board approved allocating \$500,000 of STAF as match funds to initiate the Mapping and Wayfinding Pilot Program in Solano County. The MTC regional mapping and wayfinding project will make it easier for travelers to navigate and explore the Bay Area using public transit and connecting services. Allocating STAF funds as matching funds will help obtain MTC funding and expedite the pilot program in Solano County.

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

West Texas Solano Express Bus Stop and Ped Connection - This project has been postponed indefinitely. It was intended to construct a new in-line Solano Express bus stop on the I-80 WB on-ramp at West Texas St. The project would also construct a new Class I path on the south side of West Texas St, connecting the Fairfield Transit Center with the new proposed bus stop. STAF matching funds of \$695,000 are being held over until a substitute project can be identified by STA in FY 2025-26. STAF funds provide a match for \$2.55M in Transit and Intercity Rail Capital Funds (TIRCP).

Inductive Charging (TICRCP Grant Match Funds)—This project will construct inductive chargers at five regionally significant transit facilities, including the El Cerrito del Norte BART Station, Fairfield Transit Center, Suisun-Fairfield Amtrak Station, Vallejo Transit Center, and Walnut Creek BART Station. STAF, of \$270,584 in match funds, is providing support for a \$1.7 million TIRCP grant; these funds will be carried over to FY 2025-26 as the project completes its design phase.

STA Board Approved One-Time Planning Projects:

Solano County Short-Range Transit Plan (SRTP)

The Metropolitan Transportation Commission (MTC) is expected to release its guidelines and funding plan in FY 2025-26. MTC anticipates small and medium-sized operators will be eligible for up to \$40,000 in reimbursements. Funding levels are contingent upon approval of MTC's FY 2025-26 Budget.

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

Community-Based Transportation Plan (CBTP) for Dixon and the Unincorporated County - STA staff received requests from both the City of Dixon and Solano County to develop Community-Based Transportation Plans (CBTPs) in their respective jurisdictions. The STA previously developed a CBTP for the City of Dixon in 2004 and is recommending an update at this time.

STA will engage community residents as a Consolidated Transportation Services Agency (CTSA) and in coordination with the Solano County Equity Working Group, using the recently adopted STA Equity Guiding Principles and partnership with the city, community, and local transit operator (Dixon Redit-Ride). \$150,000 of STAF is being allocated towards these two projects in FY 2025-26 to match MTC's OBAG funding.

Comprehensive Transportation Plan - Transit Element Implementation: Rail, Ferry, and Waterways

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

One of the primary purposes of the CTP is to identify a list of priority transportation projects and programs from the seven Solano cities and the County of Solano that will be eligible for STA's discretionary funds (e.g. One Bay Area Grant (OBAG), Transportation Development Act (TDA) and Bay Area Air Quality Management District (BAAQMD) Transportation Fund for Clean Air (TFCA) Program Funds) as well as STA staff support. The intent is to submit the list of projects and programs from the CTP Update for inclusion in the MTC's updated Regional Transportation Plan (RTP). Doing so will make the identified Solano projects and programs eligible for current and future regional, state, and federal funding. \$200,000 of State Transit Assistance Funds (STAF) is being allocated to implement this plan. The transit element of the CTP will reflect the Connected Mobility Plan, the Solano Express COA, CBTP, Short Range Transit Plans, Rail and Ferry recommendations.

Solano-Napa North Bay Passenger Rail Feasibility Study – In 2024, the STA, in partnership with the City of Vallejo, completed the Vallejo Passenger Rail Feasibility Study to explore options, potential impacts, and estimated costs for having passenger rail service within the City of Vallejo. As a follow-up to that effort, the STA is initiating a study with the Napa Valley Transportation Authority and the cities of Napa, American Canyon, Vallejo, Suisun City, and Fairfield. This next phase will evaluate the feasibility of implementing passenger rail service connecting Napa and Vallejo to the California State Rail Network. The City of Napa is contributing \$100,000 towards the study, with STA providing \$200,000 of STAF as matching funds in FY 2025-26.

Fiscal Impact:

Solano County's Population-based STAF funds for FY 2025-26 are \$5,670,617 plus a carry-over balance of \$14,476,518 for a total available funding of \$20,147,135. STAF funds provide funding for lifeline transit services, mobility programs, planning projects, capital projects, and contributions to other agencies that serve the residents and employers of Solano County. \$598,340 is allocated to Lifeline Transit Services, \$3,096,270 is allocated to Solano Mobility Programs, \$710,000 is allocated to Planning Projects, and \$3,757,335 is allocated to Capital Projects, as included in the FY 2025-26 Overall Work Plan. Approval of this item provides the guidance MTC needs to allocate STAF for continuing lifeline services, mobility programs, planning projects, and capital projects that support older adults, people with disabilities, commuters, employers, students, and veterans. STAF funds to be claimed by other agencies include funding for FY 2025-26 Solano Express Operations \$3,296,020 and Bus Capital Reserves in the amount of \$965,974. \$4,866,038 reserved for Solano Express future years and \$2,857,149 are being held in reserves for future Transit Priority Capital and Special Projects.

Recommendation:

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

1. Programming of \$8,181,954 in STAF Population-Based funds to support Lifeline Transit Services, Solano Mobility Programs, Capital Projects, and Planning Projects in FY 2025-26, as specified in Attachment B; and
2. Authorize SolTrans to claim \$3,296,020 of STAF for Solano Express Operations in FY 2025-26 once the Solano Express Intercity Funding and Cost-Sharing Agreement is fully executed between STA and SolTrans.

Attachments:

- A. FY 2025-26 STAF Estimate for Solano County dated February 25, 2025
- B. STAF Solano Express Allocations, Lifeline Transit Services, Mobility Program Allocations, Capital Projects Allocations, and One-Time Planning Projects Allocations for FY 2025-26

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**FY 2025-26 FUND ESTIMATE
STATE TRANSIT ASSISTANCE
POPULATION-BASED FUNDS (PUC 99313) - FY 2018-19 ONWARDS**

Attachment A
Res No. 4629
Page 12 of 19
2/25/2025

FY2024-25 STA Revenue Estimate			FY2025-26 STA Revenue Estimate			
1. State Estimate (Aug, 24) ³		\$89,419,538	4. Projected Carryover (Jan, 25)		\$125,839,543	
2. Actual Revenue (Aug, 25)			5. State Estimate (Jan, 25)		\$77,136,792	
3. Revenue Adjustment (Lines 2-1)			6. Total Funds Available (Lines 4+5)		\$202,976,335	
STA POPULATION-BASED COUNTY BLOCK GRANT AND REGIONAL PROGRAM APPORTIONMENT						
Column	A	C	D	E=Sum(A:D)	F	G=Sum(E:F)
	6/30/2024	FY2023-25	FY2024-25	6/30/2025	FY2025-26	Total
Apportionment Jurisdictions	Balance (w/interest) ¹	Outstanding Commitments ²	Revenue Estimate ³	Projected Carryover ⁴	Revenue Estimate ⁵	Available For Allocation
County Block Grant ⁶						
Alameda	2,111,306	(10,737,118)	11,064,751	2,438,939	9,544,887	11,983,826
Contra Costa	3,315,799	(16,024,146)	13,884,859	1,176,512	11,977,623	13,154,135
Marin	482,842	(3,493,674)	3,571,875	561,043	3,081,239	3,642,282
Napa	133,874	(2,435,433)	2,184,923	(116,636)	1,884,800	1,768,164
San Francisco	1,633,161	(3,656,901)	5,292,599	3,268,860	4,565,603	7,834,463
San Mateo	6,883,804	0	3,168,816	10,052,620	2,733,545	12,786,165
Santa Clara	430,831	(9,773,454)	8,820,710	(521,913)	7,609,090	7,087,177
Solano	16,284,847	(8,381,897)	6,573,569	14,476,518	5,670,617	20,147,135
Sonoma	256,184	(7,304,280)	8,031,574	983,478	6,928,350	7,911,828
SUBTOTAL	31,532,647	(61,806,903)	62,593,677	32,319,421	53,995,754	86,315,175
Regional Program	45,651,554	(13,723,558)	26,825,861	58,753,857	15,141,038	73,894,895
Means-Based Transit Fare Program	36,758,514	(3,000,000)	0	33,758,514	8,000,000	41,758,514
Transit Emergency Service Contingency Fund ⁷	1,007,751	0	0	1,007,751	0	1,007,751
GRAND TOTAL	\$114,950,466	(\$78,530,461)	\$89,419,538	\$125,839,543	\$77,136,792	\$202,976,335

1. Balance as of 6/30/24 is from the MTC FY2023-24 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed. Balances from the Northern County/Small Operator and Regional Paratransit programs, previously established by MTC Resolution 3837, have been transferred to the appropriate County Block Grant program.

2. The outstanding commitments figure includes all unpaid allocations as of 6/30/24, and FY2024-25 allocations as of 1/31/25.

3. FY 2024-25 STA revenue estimates based on report from State Controller's Office from August 2024.

4. The projected carryover as of 6/30/2025 does not include interest accrued in FY 2024-25.

5. FY2025-26 STA revenue estimates based on forecasts from the State Controller's Office from January 2025.

6. County Block Grant adopted through MTC Resolution 4321 in February 2018, and funded through a 70% share of STA Population-Based funds.

7. Funds for the Transit Emergency Service Contingency Fund are taken "off the top" from the STA Population-Based program.

**State Transit Assistance Funds (STAF)
FY 2024-25 STAF FUNDING PRIORITIES**

Attachment B

	FY 2023-24	FY 2024-25	FY 2025-26	% of Funding
Use of Carryover from Prior Years Fund Balance & Interest	9,589,481	7,347,692	14,476,518	
MTC Fiscal Year 2023-24 Funding	6,678,552	6,636,050	5,670,617	
STAF FUND ESTIMATE	16,268,033	13,983,742	20,147,135	
STAF RESERVES				
Solano Express Capital Bus Replacement Reserve Approved by STA Board Replace 16 CNG Engines	5,000,000	5,965,974	965,974	
Solano Express Reserve for Future Operating Funds to Replace ARPA	878,465	1,461,168		
TOTAL STAF RESERVES	5,878,465	7,427,142	965,974	5%
STAF To Be Claimed by Other Agencies				
FAST - Transitional Cost, Approved by STA Board 12/8/21 subject to a funding agreement	888,269			
SolTrans - Transitional Cost, Approved by STA Board 12/8/21 subject to a funding agreement	1,116,002			
SolTrans - Solano Express Reconciliation		388,145		
Solano Express Operating funds of \$8,162,058 for FY 2025-26, FY 2026-27, and FY 2027-28		346,771	3,296,020	
TOTAL FY 2023-24 STAF TO BE CLAIMED BY OTHER AGENCIES	2,004,271	734,916	3,296,020	16%
Lifeline Transit Services				
Solano Mobility Express Vanpool Pilot Program - New Program, Approved by STA Board July 2023*	441,650	516,750	598,340	3%
Solano Mobility Programs:	FY 2023-24	FY 2024-25	FY 2025-26	
ADA in Person Eligibility Program	TDA	TDA	TDA	
Paratransit Coordinating Council/PCC	20,000	18,000	18,000	
Concierge Medical Services	200,000	200,000	300,000	
Vehicle Share Program	75,000	70,000	75,000	
CTSA/Mobility Management/Programs	100,000	50,000	50,000	
Transit Planning- CTP Transit Element /Administration	396,547	430,113	463,644	
Expenditure Plan	25,000	25,000	25,000	
SolanoExpress Marketing/ Solano Express 2 for 1 / Solano Express Guarantee Ride	200,000	385,000	450,000	
Transit Corridor Implementation/Solano Express/ Blue Ribbon Transit Recovery Task Force/Connected Mobility Implemen	300,000	200,314	225,000	
Countywide Travel Training/Ambassador Program	150,000	150,000	150,000	
One Stop Transportation Call Center Program	144,677	85,000	350,000	
Suisun Amtrak Operation/Maintenance	TDA	TDA	TDA	
Transit Coordination/Programs/ Solano Community College (SCC)/(Napa Vine Route 21 (NVTa)	210,000	200,000	200,000	
Rail Network Integration/Solano Rail Hub	40,000	40,000	40,000	
Employer/Commuter Program/ 1st Last Mile	487,531	670,386	749,635	
1st/Last Mile Program (Benicia)	10,000	20,000	-	
MOBILITY PROGRAMS ALLOCATION TOTAL	2,358,755	2,543,813	3,096,279	15%

STA Board Approve Capital Projects:	FY 2023-24	FY 2024-25	FY 2025-26	
BRTRTF Mapping and Wayfinding Pilot Program or New Transit Priority Project		500,000	500,000	
Priority Signalization Project approved STA Board 03/13/19, Project Completed				
Countywide Parking Demand Study approved STA Board 03/13/19				
Suisun City Mobility Hub Improvements, Approved by STA Board on 01/08/20	2,750,000			
City of Vallejo Community Base Transportation Plan (CBTP) Lifeline Funding, STA Board approved 4/08/20				
Fairgrounds/Transit Facility Study (TPI Swap for \$1 M)				
York St. Vallejo Transportation Center (VTC) approved by STA Board 03/13/19, Project Completed				
Fairgrounds Improvement Project, Approvedapproved by STA Board 5/11/22	800,000	800,000	2,291,751	
Vacaville Transit Center /TSP Ticketing/ Matching Funds for TIRCP Grant	150,000	-		
'EV Charging Station (Vallejo)				
TIRCP Grant Repayment Access ProjectWest Texas, and Inductive Charging (From Solano Express Reserve)	1,000,000	623,677	695,000	
Inductive Charging (TIRCP Grant Match Funds), Approved by STA Board 7/14/21	325,000	270,584	270,584	
CAPITAL PROJECTS ALLOCATIONS TOTAL	5,025,000	2,194,261	3,757,335	19%
STA Board Approved One-Time Planning Projects:	FY 2023-24	FY 2024-25	FY 2025-26	
Transit Coordination Equipment/Connection Protection TIRCP Match Funds	150,000	50,000		
Short Range Transit Plan			160,000	
SolanoExpress Ridership Survey	150,000	-		
Community Base Transportation Plan (CBTP) Rio Vista and Dixon, Approved by the STA Board on 6/14/23	120,000	115,000	150,000	
Comprehensive Transportation Plan - Transit Element Implementation Rail, Ferry, Waterways			200,000	
State Route 12 and State Route 113 Corridor Studies, Transit and TDM				
TIRCP Grant Match for SolanoExpress/Connected Mobility Implementation Plan, Approved by STA Board 3/10/21	197,580	67,898		
Countywide Electrification Plan/Manager (TIRCP)	25,000	25,000		
Solano-Napa North Bay Passenger Rail Feasibility Study	100,000			
North Bay Passenger Rail Feasibility Study		200,000	200,000	
Rail Crossing Update/Study, Approved by the STA Board on 04/13/23	150,000	-		
SolSTEP/CARB Grant Matching Funds, Approved by the STA Board on 6/14/23	108,962	108,962		
ONE-TIME PLANNING PROJECTS ALLOCATION TOTAL	1,001,542	566,860	710,000	4%
TOTAL STAF TO BE CLAIMED BY STA	8,385,297	5,304,934	8,161,954	
TOTAL ALLOCATED STAF FUNDS	16,268,033	13,983,742	12,423,948	
Solano Express Operating funds for FY 2026-27, and FY 2027-28,			4,866,038	24%

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DATE: May 12, 2025
TO: Solano County Intercity Transit Consortium
FROM: Debbie McQuilkin, Program Manager
RE: Community Based Transportation Plan (CBTP) for the City of Dixon

Background:

The Metropolitan Transportation Commission's (MTC) *2001 Lifeline Transportation Network Report* identified transit needs in economically disadvantaged communities throughout the San Francisco Bay Area. In addition, the Environmental Justice Report for the *2001 Regional Transportation Plan* also identified the need for MTC to support local planning efforts in low-income communities throughout the region.

To advance the findings of these studies, MTC initiated and has been funding Community-Based Transportation Plans (CBTP) in low-income communities throughout the Bay Area. The objective of the Community Based Planning Process is to develop a plan through a collaborative process that identifies transportation gaps, proposes and prioritizes strategies to address the gaps, and identifies potential funding sources and project leads for implementation. This process ensured that the low-income population directly affected by the transportation plan is guiding the process.

STA completed CBTPs in the City of Dixon in 2004, Cordelia, Fairfield, and Suisun Cities in 2008, and East Fairfield, and Vacaville in 2012, and in September 2020, the STA and the City of Vallejo completed the updated phase of its CBTP. The second phase of the City of Vallejo CBTP is currently underway with support from a California Air Resource Board (CARB) Grant. The updated City of Suisun City CBTP was completed in August 2022. Additionally, the first CBTP for the City of Rio Vista was completed in February 2025.

As a result of the CBTP planning processes, potential transportation improvements specific to low-income communities were identified and cost-estimates developed to implement these improvements. This information, including prioritization of improvements, is considered most critical to address. Funding opportunities were explored to support them, and an outline for an action plan to implement the solutions was developed.

Discussion:

The Solano Transportation Authority (STA), in partnership with the City of Dixon, initiated the development of an updated Community-Based Transportation Plan (CBTP) to better understand the transportation challenges facing the City's 19,000+ residents. This represents the first CBTP update for Dixon since the original plan was completed in 2004.

The planning process was officially launched in January 2025, with a direct mailer sent to every household in Dixon to inform the community and encourage input. In addition to the mailer, STA staff and the project team conducted extensive community outreach through focus groups, stakeholder interviews, and a series of pop-up events at key locations throughout the city including:

- Grocery Outlet (April 2 and May 2)
- Super La Favorita (April 5)
- Dixon Family Services (April 8)
- Dixon Library (April 24)
- Dixon May Fair (May 8–11)
- Dixon Senior Center (May 13)

These outreach efforts were designed to engage a broad cross-section of Dixon residents, including seniors, families, and underserved communities. As a result, over 900 surveys were completed — surpassing the response count of any previous CBTP in Solano County. Community feedback is being used to identify key transportation gaps and guide the development of recommendations related to transit, pedestrian safety, biking infrastructure, Safe Routes to School, and ADA-accessible improvements.

As the agency responsible for Solano County’s transportation planning, programming, and project delivery, STA plays a key role in prioritizing improvements. The Dixon CBTP will be used to pursue funding for priority projects and inform ongoing transportation planning and implementation efforts within the city.

All findings and recommendations will be compiled in the final Dixon CBTP document, anticipated for presentation to the Dixon City Council later in 2025.

Fiscal Impact:

The cost to develop the for Dixon CBTP is \$135,000 utilizing \$60,000 of MTC funding and \$75,000 in State Transit Assistance Funds (STAF).

Recommendation:

Informational.



DATE: May 27, 2025
TO: Solano County Intercity Transit Consortium
FROM: Sean Person, Legislative Assistant
RE: Legislative Update

Background:

Each year, STA staff monitors state and federal legislation that pertains to transportation and related issues. On January 8, 2025, the STA Board approved its 2025 Legislative Platform to provide policy guidance on transportation legislation and the STA's legislative activities during 2025.

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

Discussion:

The STA continues to sponsor Assembly Bill 697 (AB 697). Which was introduced to the California State Legislature by Assemblymember Lori Wilson (D-11). AB 697 would authorize State Route 37 corridor improvements to advance in a cost-effective and environmentally beneficial procedure by permitting the projects under the California Endangered Species Act (CESA) process for authorized take of fully protected species. On Tuesday, April 29, AB 697 was heard in the California State Assembly Water, Parks, and Wildlife Committee. It passed the committee with twelve (12) votes in support, zero (0) in opposition, and one (1) abstention. The bill will be brought back to the Assembly Floor at a future date.

California State Senator Scott Weiner (D-11) and Senator Jesse Arreguín (D-7) introduced Senate Bill 63 (SB 63) to the California State Legislature. This bill aims to prevent the decline of public transit in the Bay Area by authorizing a sales tax measure in up to five counties. The four North Bay counties, including Solano, are not included in the bill. The generated funds would support services like BART and Muni, which face potential service reductions without additional funding.

California Senator Melissa Hurtado (D-16) introduced Senate Bill 496 (SB 496) to the California State Senate. This bill aims to amend the Advanced Clean Fleets (ACF) Regulation to provide greater flexibility for fleet operators transitioning to zero-emission vehicles. The bill mandates the California Air Resources Board (CARB) to create the Advanced Clean Fleets Regulation Appeals Advisory Committee. This committee will review appeals from entities whose requests for exemptions under the ACF Regulation have been denied.

SB 496 was presented to the STA Technical Advisory Committee (TAC) by the City of Vacaville and was unanimously recommended that the STA take an official supporting position on this legislation and submit a letter of support to the sponsor(s).

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

Upon return from the Spring Recess, The Legislature will have a short window to move bills through policy committees before key deadlines—May 2 for fiscal bills and May 9 for non-fiscal ones. Bills with fiscal impacts will be sent to appropriations committees, with suspense file hearings expected on May 22. Fiscal committees must move bills to the floor by May 23. A full list of deadlines is available in the 2025 Legislative Calendar.

SB 63 (Wiener and Arreguín) proposes a regional sales tax to fund public transit in Alameda, Contra Costa, and San Francisco counties, with optional participation for San Mateo and Santa Clara counties by July 2025. The bill allows for a 10–15 year tax of up to 1 cent and directs funds (after administrative costs) to operations for AC Transit, BART, Caltrain, and Muni, with up to 10% reserved for transit transformation. Remaining funds could support East Bay bus operators serving BART. The measure includes performance audits, operational cost-sharing reviews, and enables the creation of a regional network manager to oversee implementation.

Updates on the following are detailed in Attachment A:

- Legislative Update
- AB 697 (Wilson)
- Bay Area Regional Measure
- Bills of Interest

Federal Legislative Update (Akin Gump):

On March 28, the U.S. Department of Transportation announced more than \$982 million in funding through the Safe Streets and Roads for All (SS4A) program. City and township governments are eligible to apply for grants that support planning, demonstration activities, and projects aimed at preventing fatalities and serious injuries among all road users. The DOT anticipates awarding approximately 500 grants, with applications due by June 26, 2025.

Updates on the following are detailed in Attachment B:

- Reconciliation Legislation
- Appropriations
- Department of Transportation/Congressional Update
- Bills of Interest

Fiscal Impact:

None.

Recommendation:

Informational.

Attachments:

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



April 21, 2025

TO: Board of Directors - Solano Transportation Authority

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

RE: **STATE LEGISLATIVE UPDATE – May 2025**

Legislative Update

The Legislature adjourned for Spring Recess on April 10 and will reconvene on April 21. When the Legislature returns, they will have limited time to pass bills out of policy committees before the first house deadline. The deadline for policy committees to meet and hear bills with a fiscal impact is May 2 for bills in the first house (May 9 for non-fiscal bills). Most bills that pass policy committees are referred to the appropriations committees. Bills determined to have a fiscal impact on the state are referred to the appropriations committees' suspense files. The deadline for the fiscal committees to move bills to the floor of each house is May 23, therefore we expect the appropriations committees' suspense file hearings to be held May 22. For information about key legislative and budget deadlines, please see the 2025 Legislative Calendar available [here](#).

STA Sponsored Legislation

STA is sponsoring AB 697 (Wilson), which would enable SR 37 corridor improvements to advance in the most cost-effective and environmentally beneficial manner by permitting the projects under the California Endangered Species Act process for the authorized take of fully protected species. The bill currently enjoys support from STA, Napa Valley Transportation Authority, Sonoma County Transportation Authority, MTC, Bay Area Council, North Bay Leadership Council, Transportation California, and construction labor. The bill will be heard in the Assembly Water, Parks, and Wildlife Committee on April 29.

Governor Newsom Appoints New CalSTA Leaders

On March 19 and April 3, respectively, Governor Newsom announced the appointment of Emily Warren and James Hacker to leadership positions at the California State Transportation Agency. Ms. Warren was appointed to the role of CalSTA Deputy Secretary for Innovative Mobility Solutions and Mr. Hacker was appointed to the role of CalSTA Undersecretary. Ms. Warren fills the position left vacant by Lori Pepper and Mr. Hacker fills the role left vacant by Mark Tollefson. The appointment of Mr. Hacker is of particular importance to METRO as he will be the agency's most senior manager and will be charged with overseeing the agency's departments, including the California Department of Transportation, California Highway Patrol, California Department of Motor Vehicle, and California High-Speed Rail Authority, to ensure their implementation of programs and policies consistent with the priorities of the Governor and CalSTA Secretary.

Governor Newsom and Assembly Speaker Rivas Appoint New Members to California Air Resources Board

In late February, Governor Newsom and Assembly Speaker Rivas separately announced new appointments to the California Air Resources Board. Governor Newsom announced the appointment of Lynda Hopkins, a Sonoma County Supervisor, and Dawn Ortiz Legg, a San Luis Obispo County Supervisor. Hopkins will serve as the Bay Area Air Quality Management District Member on CARB, replacing Davina Hurt. Legg will serve as the Air District Member. Speaker Rivas announced the appointment of Corey A. Jackson, an Assembly Member, as ex-officio member. Jackson replaces Assembly Member Eduardo Garcia.

Governor, Legislative Leaders Announce Update to Cap-and-Trade Re-Authorization

On April 15, Governor Newsom, Senate President pro Tempore Mike McGuire and Assembly Speaker Robert Rivas officially announced they will work to extend California's Cap-and-Trade program in 2025. The program is currently set to sunset in 2030, but some argue extending the program sooner rather than later will offer the market greater certainty and stability. This announcement comes on the heels of the Trump Administration's threats to further roll back climate action, including the Cap-and-Trade program. Revenues from Cap-and-Trade provide key funding for transit and other greenhouse-gas reducing projects.

Bay Area Regional Measure

The effort to generate additional revenue to support the Bay Area's public transit systems by way of a regional transportation measure is now included in SB 63 (Wiener and Arreguin). The bill will be heard in the Senate Transportation Committee on April 22 and the Senate Revenue and Taxation Committee on April 23. The bill would authorize a citizens' initiative, which may only require a simple majority vote, for a sales tax of one half cent in Alameda and Contra Costa Counties, and up to one cent in San Francisco. These taxes would be applied for 10-15 years. As noted, the bill is currently a three-county measure (Alameda, Contra Costa, San Francisco), but provides a path for San Mateo and Santa Clara counties to opt-in before July 2025. After administrative costs, the bill would allocate remaining revenues to AC Transit, BART, Caltrain, and Muni, and may only be used for transit operations. The measure would also provide up to 10 percent of the revenues for transit transformation. Any remaining funds could be used for East Bay bus operators that provide feeder service to BART. The bill will also require performance audits of the four major transit systems facing fiscal cliffs (AC Transit, BART, Caltrain, SF Muni), and an operational cost-sharing analysis, as well as provisions for stronger regional network management. The bill also authorizes a regional network manager to implement the network management framework in exchange for access to SB 63 funds.

Bills of Interest

SB 63 (Wiener) Regional Measure – WATCH

This bill states that it is the "intent of the Legislature to enact legislation authorizing a revenue measure to invest in transportation, including to, at a minimum, sustain and improve public transportation, in the San Francisco Bay area. It is the further intent of the Legislature that the details of this authorizing legislation, including the specific geography of the measure, be based on continued stakeholder engagement and consensus building, building off of a robust regional engagement process led by the Metropolitan Transportation Commission in 2024."

SB 71 (Wiener) CEQA Exemptions for Transit Projects – RECOMMEND SUPPORT

This bill would extend indefinitely the current January 1, 2030 sunset date established by SB 922 (Wiener, 2022) for statutorily authorized CEQA exemptions for transit and transportation projects, add additional project-types to the list of exemptions (transit operational analysis, bus stops, bus shelters), and make substantive procedural changes surrounding board actions (i.e. board process for establishing a project's cost estimate).

SB 79 (Wiener) Transit Oriented Development – WATCH

This bill would require that a residential development proposed within one-half or one-quarter mile of a transit-oriented development stop be an allowed use on any site zoned for residential, mixed, commercial, or light industrial development. A transit-oriented development stop is defined as a site with an existing rail or bus rapid transit station, a ferry terminal, or the intersection of two or more high frequency bus stops. SB 79 also requires that the development be eligible for streamlined, ministerial approval.

In addition, SB 79 exempts residential, commercial, and mixed-use projects on land owned by a public transit agency from CEQA. The bill further exempts from CEQA projects for rail facilities, including the construction or rehabilitation of stations and facilities which will be exclusively used by zero-emission or electric trains. If a project done pursuant to this exemption requires the construction of off-site storage and maintenance facilities distinct from the principal project site, the project would be separate and not exempt.

SB 239 (Arreguín) Brown Act Teleconferencing Advisory Bodies – WATCH

This bill would authorize a subsidiary body, as defined in the bill, to use alternative teleconferencing provisions and would impose requirements for notice, agenda, and public participation. The bill would require the subsidiary body to post the agenda at the primary physical meeting location and make it open to the public. If elected officials serve on the subsidiary body, they would be required to adhere to the status quo ante for teleconferencing under the Brown Act, meaning they would need to post the meeting location and make it open to the public. This bill is co-sponsored by the League of Cities and State Association of Counties (CSAC).

SB 707 (Durazo) Brown Act Reform – WATCH

Authored by the Senate Local Government Committee Chair, this bill would make a number of changes to the Brown Act, including authorizing the legislative body of a local agency to use teleconferencing during a proclaimed state of emergency or local emergency if certain conditions are met and re-authorizing remote participation authority for just cause as constituted by AB 2449 (Rubio). SB 707 would also create a process for subsidiary bodies to meet remotely, and would permit certain members participating remotely to count toward in-person quorum requirements (ADA, under 18, etc.). This bill contains several other provisions related to the Brown Act, including new translation requirements for meeting materials.

AB 259 (Rubio) Brown Act Teleconferences – WATCH

Existing law authorizes local agencies to use teleconferencing for board/council members under certain circumstances (illness, caring for others, travel, etc.) as long as a quorum of the members participate in

person from the same location identified on the agenda and that the location is open to the public and in within the local agency's jurisdiction. Existing law establishes limits on the number of meetings members may participate in via teleconference to two meetings per year if the legislative body regularly meets once per month or less. These provisions sunset on January 1, 2026. This bill would remove the sunset date and extend the alternative teleconferencing procedures indefinitely.

AB 394 (Wilson) Transit Safety – RECOMMEND SUPPORT

Co-Sponsored by the California Transit Association, this bill would enhance the safety and security of California's public transportation systems by strengthening protections for transit operators, employees, and passengers. The bill accomplishes this goal by applying enhanced penalties for assaults to all transit employees, as well as updated provisions for temporary restraining orders for transit systems.

M E M O R A N D U M

April 22, 2025

To: Solano Transportation Authority

From: Akin Gump Strauss Hauer & Feld LLP

Re: April Report

In April, Akin monitored developments in Washington, including the appropriations process and federal funding opportunities. Akin also communicated with the Department of Transportation regarding the status of STA city grants and advised on community project submissions.

Reconciliation Legislation

On April 5, the Senate [passed](#) its budget blueprint, which includes \$1.5 trillion in tax cuts to be offset by \$4 billion in spending cuts and also would increase the debt ceiling by \$5 trillion. The Senate took a different approach from the House, which [passed](#) its budget on February 25. The House budget includes \$4.5 trillion in tax cuts to be offset with \$2 trillion in spending cuts and includes a \$4 trillion increase in the debt ceiling. The House bill also allocates \$100 billion for defense spending and \$90 billion for border security.

On April 10, the House [passed](#) the revised [budget resolution](#) by a vote of 216-214. With the House and Senate's passage of the resolution, Congress can move forward with the reconciliation process and call for specific committees to begin drafting legislation consistent with the resolution. The budget resolution gives Senate and House Committees until May 9 to report legislation.

The House Transportation and Infrastructure Committee is [set](#) to markup its section of the reconciliation package on April 30. The budget resolution directs the Committee to identify about \$10 billion in savings from transportation-related programs.

Appropriations

On March 15, 2025, President Trump signed [H.R.1968](#), the FY 2025 Full-Year Continuing Appropriations and Extensions Act, into law. The law makes funding available at fiscal year 2024 levels generally; however, it did not include earmarks, resulting in the loss of over \$15 billion in community project funding nationwide.

April 22, 2025
Page 2

Congress will now turn its attention to fiscal year 2026 spending bills. On April 2, the House Committee on Appropriations [released](#) guidance for fiscal year 2026 programmatic, language, and community project funding requests. Members were able to begin [submitting](#) requests starting on April 14, 2025. Committee Chairman Tom Cole (R-OK) also noted that the Chairman of each subcommittee will begin releasing guidance for each bill.

On April 10, the Senate Appropriations Committee [released](#) guidance for fiscal year 2026 appropriations requests and reported that they will begin hearings later in April. The Committee will also be accepting Congressionally Directed Spending (“CDS”) requests.

Department of Transportation Update

On March 11, President Trump [nominated](#) Sean McMaster to serve as Administrator of the Federal Highway Administration. McMaster previously held senior roles at the U.S. Department of Transportation, including Deputy Chief of Staff and Deputy Assistant Secretary for Congressional Affairs, where he played a key role in developing surface transportation reauthorization proposals and setting policy. The Senate Environment and Public Works Committee intends to schedule a confirmation hearing for McMaster in May.

On March 27, the Senate Banking, Housing, and Urban Affairs Committee held a nomination [hearing](#) for Mark Molinaro’s appointment to serve as the Federal Transit Administrator. Molinaro previously served as U.S. Representative for New York’s 19th District. During his tenure in Congress from 2023 to 2025, he served on the House Committee on Transportation and Infrastructure. The full Senate will vote on his nomination after the recess.

On March 28, the DOT [announced](#) over \$982 million in funding for the Safe Streets and Roads for All program. City or township governments are eligible to apply for funding to support planning and demonstration activities, as well as projects and strategies to prevent death and serious injury on roads and streets involving all roadway users. The DOT expects to award 500 grants and applications are due on June 26, 2025.

Congressional Update

The House Committee on Transportation and Infrastructure has been holding hearings on the reauthorization of the highway and transit programs. The Committee plans to draft a bill later this spring and pass it before the end of the year. That would be an ambitious schedule. The Committee has opened a portal to solicit priorities from stakeholders. Stakeholders interested in submitting legislative proposals to the Committee may do so by clicking this [link](#) to access the form. Proposals are due by April 30.

April 22, 2025
Page 3

On April 2, the Senate Environment and Public Works Committee held a [hearing](#) on the reauthorization of surface transportation programs, with contributions from Senator and Chair Shelley Moore Capito (R-WV) and Senator Sheldon Whitehouse (D-RI). The hearing focused on the future of transportation infrastructure and policy direction under the reauthorization bill. A significant portion of the discussion focused on the backlog of approximately 3,200 approved transportation projects awaiting grant agreements. DOT Secretary Sean Duffy provided [testimony](#), outlining priorities for the department and responding to questions about funding, emphasizing the volume and complexity of reviews inherited from the previous administration.

Sen. Capito reported that she is collecting fellow senators' priorities for the surface transportation bill with hopes to mark up by the fall. House Transportation Committee ranking member Rick Larsen (D-WA) has said his committee plans to hold a markup by fall as well.

On April 9, the House Committee on Transportation and Infrastructure held a [hearing](#) to review national transit policies and programs. The hearing addressed challenges faced by public transportation systems due to the pandemic as well as the Federal Transit Administration ("FTA")'s role in providing funding and technical assistance to transportation systems. Subcommittee Chairman David Rouzer (R-NC) also outlined efforts to create a comprehensive, long-term transportation bill that addresses evolving needs of public transit.

On April 9, the House Appropriations Committee held a Transportation, Housing and Urban Development Member Day [hearing](#). Members were welcomed to testify on their priorities for the Department of Housing and Urban Development and the Department of Transportation for fiscal year 2026.

Bills of Interest

On March 25, Rep. David Rouzer (R-NC) introduced [H.R.2341](#) in the House. The bill would amend the Robert T. Stafford Disaster Relief and Emergency Assistance Act to waive certain prohibitions on duplication of benefits. Rep. Troy Carter (D-LA) cosponsored the bill. The bill was referred to the House Committee on Transportation and Infrastructure.

On March 31, Rep. Troy Nehls (R-TX) introduced [H.R.2515](#) in the House. The bill would provide for a grant program for adoption of certain telematics systems onboard freight railcars. The bill was cosponsored by Seth Moulton (D-MA). The bill was referred to the Committee on Transportation and Infrastructure, and in addition to the Committee on Science, Space, and Technology.

On April 10, Sen. Gary Peters (D-MI) introduced [S.1474](#) in the Senate. The bill would codify the Partnership for Analytics Research in Traffic Safety ("PARTS") program of the

April 22, 2025

Page 4

Department of Transportation (“DOT”). This program focuses on evaluating advanced driver-assistance systems by using data collection and analysis to assess safety technology performance. Sen. Todd Young (R-IN) cosponsored the bill. The bill was referred to the Committee on Commerce, Science and Transportation.

On April 14, Rep. Greg Stanton (D-AZ) introduced [H.R.2907](#) in the House. The bill would amend the Robert T. Stafford Disaster Relief and Emergency Assistance Act to require the President to provide assistance for pre-disaster hazard mitigation measures. Rep. Robert Bresnahan (R-PA) cosponsored the bill. The bill was referred to the Committee on Transportation and Infrastructure.



DATE: May 16, 2025
TO: Solano County Intercity Transit Consortium
FROM: Jasper Alve, 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.	Regional Infrastructure Accelerator Program https://grants.gov/search-results-detail/358865	\$20M	June 16, 2025
2.	2025 Safe Streets and Roads for All https://www.transportation.gov/sites/dot.gov/files/2025-03/SS4A-FY25-NOFO.pdf	\$982M	June 26, 2025
3.	FY 2025 Buses and Bus Facilities Program https://www.grants.gov/search-results-detail/358956	\$398M	July 14, 2025
4.	FY 2025 Low or No Emission Program https://www.grants.gov/search-results-detail/358957	\$1.105B	July 14, 2025
5.	Port Infrastructure Development Program https://www.grants.gov/search-results-detail/358404	\$500M	September 10, 2025
State			
1.	Rural Electric Vehicle Charging 2.0 https://www.grants.ca.gov/grants/gfo-24-608-rural-electric-vehicle-charging-2-0-rev-2-0/	\$10M	May 23, 2025
2.	Affordable Housing & Sustainable Communities Round 9 https://www.grants.ca.gov/grants/affordable-housing-sustainable-communities-round-9/	\$775M	May 28, 2025

3.	Implementation of Medium-and-Heavy-Duty Zero-Emission Vehicle Infrastructure Blueprint 2.0	\$20M	June 6, 2025
	https://www.grants.ca.gov/grants/gfo-24-611-implementation-of-medium-and-heavy-duty-zero-emission-vehicle-infrastructure-blueprints-2-0/		
4.	Depot Charging and Hydrogen Refueling Infrastructure for Zero-Emission Medium-and-Heavy-Duty On-Road, Off-Road, and Specialty Vehicles	\$20M	July 11, 2025
	https://www.grants.ca.gov/grants/gfo-24-612-depot-charging-and-hydrogen-refueling-infrastructure-for-zero-emission-medium-and-heavy-duty-on-road-off-road-and-specialty-vehicles/		
5.	Tire-Derived Aggregate Grant	\$750,000	July 17, 2025
	https://www.grants.ca.gov/grants/tire-derived-aggregate-grant/		
6.	Medium-and-Heavy-Duty Zero-Emission Vehicle Port Infrastructure	\$40M	July 23, 2025
	https://www.grants.ca.gov/grants/gfo-24-610-medium-and-heavy-duty-zero-emission-vehicle-port-infrastructure/		

Fiscal Impact:

None.

Recommendation:

Informational.