



## MEETING AGENDA

6:00 p.m., Regular Meeting  
Wednesday, October 15, 2025  
STA Board Regular Meeting  
STA Board Room  
423 Main Street  
Suisun City, CA 94585

The STA Board meeting will be conducted in person. This meeting may be accessed by the following technology. If you anticipate wanting to speak during the meeting and want to participate remotely, please join in advance of the public comment period and register which agenda item you would like to address. Since the meeting will be conducted in person, the STA Board will continue and not recess if there are technological issues associated with the remote participation.

### Join Zoom Webinar

<https://us02web.zoom.us/j/89759111083?pwd=RIIDbnk3YklyTmZkdEpTUDUwdFlqUT09>

Password: 966092

### To Participate by Phone

Dial: 1(408) 638-0968

Webinar ID: 897 5911 1083

**Mission Statement:** To improve the quality of life in Solano County by delivering transportation projects to ensure mobility, travel safety, and economic vitality for all.

**Public Comment:** Pursuant to the Brown Act, the public has an opportunity to speak on any matter on the agenda or, for matters not on the agenda, issues within the subject matter jurisdiction of the agency. Comments are limited to no more than 3 minutes per speaker unless modified by the Board Chair, Gov't Code § 54954.3(a). By law, no action may be taken on any item raised during the public comment period although informational answers to questions may be given and matters may be referred to staff for placement on a future agenda of the agency. **Speaker cards are required in order to provide public comment. Speaker cards are on the table at the entry in the meeting room and should be handed to the STA Clerk of the Board. Public comments are limited to 3 minutes or less.**

**Americans with Disabilities Act (ADA):** This agenda is available upon request in alternative formats to persons with a disability, as required by the ADA of 1990 (42 U.S.C. §12132) and the Ralph M. Brown Act (Cal. Govt. Code §54954.2). Persons requesting a disability related modification or accommodation should contact Johanna Masiclat, Clerk of the Board, at (707) 399-3203 during regular business hours at least 24 hours prior to the time of the meeting.

### Translation Services:

For document translation please email [iec@ie-center.com](mailto:iec@ie-center.com)

Para la llamada de traducción de documentos:

對於文檔翻譯電話

Đối với tài liệu gọi dịch:

Para sa mga dokumento tawag sa pagsasalin:

**Staff Reports:** Staff reports are available for inspection at the STA Offices, 423 Main Street, Suisun City during regular business hours, 8:00 a.m. to 5:00 p.m., Monday-Friday. You may also contact the Clerk of the Board via email at [jmasiclat@sta.ca.gov](mailto:jmasiclat@sta.ca.gov)

**Supplemental Reports:** Any reports or other materials that are issued after the agenda has been distributed may be reviewed by contacting the STA Clerk of the Board and copies of any such supplemental materials will be available on the table at the entry to the meeting room.

**Agenda Times:** Times set forth on the agenda are estimates. Items may be heard before or after the times shown.

### 2025 STA BOARD MEMBERS

Mitch Mashburn (Chair)	Alma Hernandez (Vice Chair)	Steve Young	Steve Bird	Catherine Moy	Edwin Okamura	John Carli	Andrea Sorce
County of Solano	City of Suisun City	City of Benicia	City of Dixon	City of Fairfield	City of Rio Vista	City of Vacaville	City of Vallejo

### STA BOARD ALTERNATES

Wanda Williams	Jenalee Dawson	Terry Scott	Jim Ernest	K. Patrice Williams	Walt Stanish	Sarah Chapman	J.R. Matulac
----------------	----------------	-------------	------------	------------------------	--------------	---------------	--------------

**AGENDA ITEMS****BOARD/STAFF PERSON**

- 1. CALL TO ORDER/PLEDGE OF ALLEGIANCE (6:00 p.m.)** Chair Mitch Mashburn
- 2. CONFIRM QUORUM/STATEMENT OF CONFLICT**  
An official who has a conflict must, prior to consideration of the decision; (1) publicly identify in detail the financial interest that causes the conflict; (2) recuse himself/herself from discussing and voting on the matter; (3) leave the room until after the decision has been made. CA Gov't Code § 87200
- 2. APPROVAL OF AGENDA**
- 3. OPPORTUNITY FOR PUBLIC COMMENT (6:05 – 6:10 p.m.)**
- 4. EXECUTIVE DIRECTOR'S REPORT (6:10 – 6:15 p.m.)** Daryl K. Halls  
Pg. 7
- 5. STA PRESENTATIONS (6:15 – 6:30 p.m.)**
  - A. STA Director Reports:**
    - 1. Programs**
      - i. Solano Mobility Programs 4<sup>th</sup> Quarter Report for FY 2024-25** Lorene Garrett  
**Employer/Commuter Programs**
      - ii. Solano Mobility Programs Call Center 4<sup>th</sup> Quarter Report for FY 2024-25** Erika Dohina
    - 2. Planning**
      - i. STA's 28<sup>th</sup> Annual Awards Nominees** Amy Antunano
    - 3. Projects**
      - i. Construction Projects Update** Jasper Alve
- 7. CONSENT CALENDAR (6:30 – 6:35 p.m.)**  
Recommendation: Approve the following consent items in one motion.  
(Note: Items under Consent Calendar may be removed for separate discussion.)
  - A. Minutes of the STA Board Meeting of September 10, 2025** Johanna Masiclat  
Recommendation:  
Approve the minutes of the STA Board Meeting of September 10, 2025.  
Pg. 11
  - B. Draft Minutes of the STA Technical Advisory Committee (TAC) Meeting of September 24, 2025** Johanna Masiclat  
Recommendation:  
Receive and file.  
Pg. 19
  - C. Approved/Draft Minutes of STA Advisory Committees in September 2025** Johanna Masiclat  
Recommendation:  
Receive and file.  
Pg. 23  
Natalie Quezada  
Josue Jimenez
  - D. Fiscal Year (FY) 2025-26 Transportation Development Act (TDA) Matrix – October 2025, which includes the TDA Claim for the Cities of Fairfield and Rio Vista** Ron Grassi  
Recommendation:  
Approve the October 2025 TDA Matrix for FY 2025-26, which includes the TDA claim for the Cities of Fairfield and Rio Vista as shown in Attachment B.  
Pg. 43

- E. Fiscal Year (FY) 2025-26 Indirect Cost Allocation Plan (ICAP) Rate Application for Caltrans** Susan Furtado  
Patricia McKeever  
Recommendation:  
Approve the following:
1. STA's ICAP Rate Application for FY 2025-26 at 60.13%; and
  2. Authorize the Executive Director to submit the ICAP Rate Application to Caltrans.
- Pg. 49**
- F. Contract Extension for Management Services for City of Suisun City for Suisun Microtransit** Brandon Thomson  
Recommendation:  
Authorize the Executive Director to enter into an agreement with the City of Suisun City for microtransit management services for a period of one year for an amount not to exceed \$50,000.  
**Pg. 51**
- G. Contract Extension for Transportation Concepts for City of Suisun City Microtransit Service** Brandon Thomson  
Recommendation:  
Authorize the Executive Director to execute the second option year with Transportation Concepts for an amount not to exceed \$708,090 for continued microtransit service within the City of Suisun City.  
**Pg. 53**
- H. 2026 State Transportation Improvement Program Cycle: Programming Planning, Programming, and Monitoring (PPM) Funds** Jasper Alve  
Recommendation:  
Authorize the Executive Director to:
1. Program the 2026 STIP PPM funds totaling \$757,000 for fiscal years 2026-27 through 2030-31 as shown in Attachment B; and
  2. Submit the electronic Project Programming Request to the Metropolitan Transportation Commission (MTC).
- Pg. 55**
- I. Live Scan Background Check** Cecilia de Leon  
Joy Apilado  
Recommendation:  
Approve STA Resolution No. 2025-09 authorizing the Solano Transportation Authority to Access State and Federal Summary Criminal History Information.  
**Pg. 79**
- J. Fiscal Year (FY) 2024-25 Abandoned Vehicle Abatement (AVA) Program Report** Brenda McNichols  
Recommendation:  
Approve the transition from quarterly to biannual reporting to improve efficiency and reporting accuracy.  
**Pg. 81**

## 8. ACTION NON-FINANCIAL ITEMS

- A. None.

## 9. ACTION FINANCIAL ITEMS

- A. **Contract Award for Traffic Modeling Consultant for the Solano Napa Activity Based Model (SNABM) Base Year Update** Robert Guerrero  
Dulce Jimenez  
Recommendation:  
Authorize the Executive Director to enter into a contract agreement with TJKM for an amount not to exceed \$345,000 to provide Traffic Modeling services for the Solano Napa Activity-Based Model Base Year Update.  
(6:45 – 6:50 p.m.)  
Pg. 85

## 10. INFORMATIONAL – DISCUSSION ITEM

- A. **Status of Solano Express Intercity Transit Funding Agreement for FY 2025-26** Daryl Halls  
(6:50 – 6:55 p.m.)  
Pg. 89
- B. **Review of Solano Express Intercity 5-Year Operating Budget Forecast and Solano Express Service Hours for FY 2026-27** Daryl Halls  
Ron Grassi  
(6:55 – 7:10 p.m.)  
Pg. 135
- C. **Review Recommendations from the Intercity Transit Funding Working Group for Solano Express Service Changes for FY 2026-27** Robert Guerrero  
Ron Grassi  
(7:10 – 7:25 p.m.)  
Pg. 157
- D. **Legislative Update and Schedule of Legislative Platform for 2026** Sean Person  
(7:25 – 7:30 p.m.)  
Pg. 177

## NO DISCUSSION

- E. **One Bay Area Grant (OBAG) Cycle 4 Update** Jasper Alve  
Pg. 189
- F. **Solano Mobility Programs 4<sup>th</sup> Quarter Report for FY 2024-25 Employer/Commuter Programs** Lorene Garrett  
Pg. 193
- G. **Solano Mobility Programs Call Center 4<sup>th</sup> Quarter Report for FY 2024-25** Erika Dohina  
Pg. 215
- H. **Summary of Funding Opportunities** Jasper Alve  
Pg. 219
- I. **STA Board and Advisory Committees Meeting Calendar for 2026** Johanna Masiclat  
Pg. 221



**11. BOARD MEMBER COMMENTS**

**12. ADJOURNMENT**

***No Board meeting in November – STA's 28<sup>th</sup> Annual Awards Ceremony***

The next regularly scheduled meeting of the STA Board is at **6:00 p.m., Wednesday, December 10, 2025**  
STA Board Room - 423 Main Street in Suisun City.

**STA Board Meeting Schedule for Calendar Year 2026**

6:00 p.m., Wed., January 14<sup>th</sup>

6:00 p.m., Wed., February 11<sup>th</sup>

6:00 p.m., Wed., March 11<sup>th</sup>

6:00 p.m., Wed., April 8<sup>th</sup>

6:00 p.m., Wed., May 13<sup>th</sup>

6:00 p.m., Wed., June 10<sup>th</sup>

6:00 p.m., Wed., July 8<sup>th</sup>

**NO MEETING IN AUGUST – STA Board Recess**

6:00 p.m., Wed., September 9<sup>th</sup>

6:00 p.m., Wed., October 14<sup>th</sup>

**NO MEETING IN NOVEMBER – STA's 29<sup>th</sup> Annual Awards**

6:00 p.m., Wed., December 9<sup>th</sup>

THIS PAGE INTENTIONALLY LEFT BLANK.



DATE: October 1, 2025  
TO: STA Board  
FROM: Daryl K. Halls  
RE: Executive Director's Report – October 2025

---

The following is a brief status report on some of the major issues, plans, projects, and programs currently being advanced by the Solano Transportation Authority (STA). An asterisk (\*) notes items included in this month's Board agenda.

**STA 28<sup>th</sup> Annual Awards Nominees**

The STA's 28<sup>th</sup> Annual Awards will be held on November 12, 2025 at the Bella Vista Farm located in Dixon and will be hosted by STA Chair Mitch Mashburn.

**Contract Award for Traffic Modeling Consultant for the Solano Napa Activity Based Model (SNABM) Base Year Update\***

STA Planning staff is recommending a consultant to assist the STA on the Solano Napa Activity Based Model. Once updated, the model will be utilized for corridor planning and project development activities, specifically the update to the State Route (SR) 12 and SR 113 Corridor Plans.

**Board Discussion of Solano Express Service Changes and Future Funding\***

Recently, the STA Board approved the Cost-Sharing and Funding Agreement for Solano Express for FY 2025-26 (\$10.3 million – 45,000 annual service hours). In August and September 2025, the funding partners all approved their participation in this fiscal year's funding agreement. The STA has now pivoted to develop the cost sharing and funding agreement for Solano Express for FY 2026-27 and future years. STA staff and consultant have prepared three funding scenarios for review and discussion by the STA Board covering the next five fiscal years.

In addition, staff has agendized as informational item discussion of the service changes for Solano Express recommended by SolTrans for FY 2026-27. These two topics were discussed in detail at their most recent meetings of the Intercity Transit Funding Working Group and Solano County Intercity Transit Consortium.

**Fiscal Year (FY) 2025-26 Indirect Cost Allocation Plan (ICAP) Rate Application for Caltrans \***

STA Finance staff has prepared ICAP rate for FY 2025-26 which will enable STA to charge overhead rates for federally funded projects.

**2026 State Transportation Improvement Program Cycle: Programming Planning, Programming, and Monitoring (PPM) Funds\***

STA Projects staff has received the agreement for five years of STIP PPM funds. These funds are used by STA for its planning, programming and project activities.

**Fairfield and Rio Vista TDA Claim\***

Included in this agenda are the TDA claims for the Cities of Fairfield and Rio Vista. Both claims are within the available transit funding for both cities.

**Fiscal Year (FY) 2024-25 Abandoned Vehicle Abatement (AVA) Program Report\***

STA Finance staff has completed the annual report for the AVA Program Report for FY 2024-25. Staff is recommending transitioning from quarterly to biannual reporting to improve efficiency and reporting accuracy.

**Contract Extension for Transportation Concepts and Management Services for Managing the Service for the City of Suisun City for Suisun Microtransit \***

This agenda includes approval of contracts for the STA to manage the service and for Transportation Concepts to continue to provide the Suisun Microtransit service for the City of Suisun City.

**Solano Mobility Program 4<sup>th</sup> Quarter Reports for Employer/Commuter Program and the Call Center for FY 2024-25\***

STA Programs staff has provided the fourth quarter reports for FY 2024-25 Employer/Commuter Programs and the Call Center.

**Legislative Update and Schedule of Legislature Platform for 2026\***

Staff has provided an updated legislative report that includes the most recent legislation approved the State Legislature and subsequently signed by the Governor. Legislative staff will provide an update at the meeting.

**Staff Update**

At the meeting, an update of the most recent efforts to fill staff vacancies will be provided.

Attachment:

- A. STA Acronyms List of Transportation Terms

## A

AADT	Average Annual Daily Traffic
ABAG	Association of Bay Area Governments
ACTC	Alameda County Transportation Commission
ADA	American Disabilities Act
ADT	Average Daily Traffic
APDE	Advanced Project Development Element (STIP)
AQMD	Air Quality Management District
ARPA	American Rescue Plan Act
ARRA	American Recovery and Reinvestment Act
ATP	Active Transportation Program
ATWG	Active Transportation Working Group
AVA	Abandoned Vehicle Abatement

## B

BAAQMD	Bay Area Air Quality Management District
BAC	Bicycle Advisory Committee
BACTA	Bay Area Counties Transportation Agencies
BAIFA	Bay Area Infrastructure Financing Authority
BARC	Bay Area Regional Collaborative
BART	Bay Area Rapid Transit
BATA	Bay Area Toll Authority
BCDC	Bay Conservation & Development Commission
BUILD	Better Utilizing Investments to Leverage Development

## C

CAF	Clean Air Funds
CalSTA	California State Transportation Agency
CALTRANS	California Department of Transportation
CAPT	California State Transportation: Climate Action Plan for Transportation
CARB	California Air Resources Board
CCAG	City-County Association of Governments (San Mateo)
CCCC (4'Cs)	City County Coordinating Council
CCCTA (3CTA)	Central Contra Costa Transit Authority
CCJPA	Capitol Corridor Joint Powers Authority
CCTA	Contra Costa Transportation Authority
CEC	California Energy Commission
CEQA	California Environmental Quality Act
CHP	California Highway Patrol
CIP	Capital Improvement Program
CMA	Congestion Management Agency
CMIA	Corridor Mobility Improvement Account
CMAQ	Congestion Mitigation & Air Quality Program
CMGC	Construction Manager/General Contractor
CMP	Congestion Management Plan
CNG	Compressed Natural Gas
CPI	Consumer Price Index
CRRSAA	Coronavirus Response and Relief Supplemental Appropriation Act of 2021
CSIS	Caltrans System Investment Strategy
CTA	California Transit Agency
CTC	California Transportation Commission
CTP	Comprehensive Transportation Plan
CTSA	Consolidated Transportation Services Agency

## D

DBE	Disadvantaged Business Enterprise
DOT	Department of Transportation

## E

ECMAQ	Eastern Solano Congestion Mitigation Air Quality Program
EIR	Environmental Impact Report
EIS	Environmental Impact Statement
EPA	Environmental Protection Agency
EV	Electric Vehicle

## F

FAST	Fairfield and Suisun Transit
FAST Act	Fixing America's Surface Transportation Act
FASTER	Freedom. Affordability. Speed. Transparency. Equity. Reliability.
FASTLANE	Fostering Advancements in Shipping and Transportation for the Long-term Achievement of National Efficiencies
FEIR	Final Environmental Impact Report
FHWA	Federal Highway Administration
FPI	Freeway Performance Initiative
FTA	Federal Transit Administration

## G

GARVEE	Grant Anticipating Revenue Vehicle
GHG	Greenhouse Gas
GIS	Geographic Information System

## H

HIP	Housing Incentive Program
HOT	High Occupancy Toll
HOV	High Occupancy Vehicle
HPMS	Highway Performance Monitoring System
HSIP	Highway Safety Improvement Plan

## I

INFRA	Infrastructure for Rebuilding America
ISTEA	Intermodal Surface Transportation Efficiency Act
ITIP	Interregional Transportation Improvement Program
ITS	Intelligent Transportation System

## J

JARC	Jobs Access Reverse Commute Program
JPA	Joint Powers Agreement

## L

LATIP	Local Area Transportation Improvement Program
LCTOP	Low Carbon Transit Operations Program (LCTOP)
LEV	Low Emission Vehicle
LIFT	Low Income Flexible Transportation Program
LOS	Level of Service
LS&R	Local Streets & Roads
LTR	Local Transportation Funds

## M

MAP-21	Moving Ahead for Progress in the 21 <sup>st</sup> Century
MAZ	Micro Analysis Zone
MIS	Major Investment Study
MLIP	Managed Lanes Implementation Plan
MOU	Memorandum of Understanding
MPO	Metropolitan Planning Organization
MTAC	Model Technical Advisory Committee
MTC	Metropolitan Transportation Commission
MTS	Metropolitan Transportation System

## N

NCTPA	Napa County Transportation & Planning Agency
NEPA	National Environmental Policy Act
NHS	National Highway System
NOP	Notice of Preparation
NVTA	Napa Valley Transportation Authority

## O

OBAG	One Bay Area Grant
OPR	Office of Planning and Research
OTS	Office of Traffic Safety

## P

PAC	Pedestrian Advisory Committee
PCA	Priority Conservation Area
PCC	Paratransit Coordinating Council

PCI	Pavement Condition Index	SR2S	Safe Routes to School
PCRP	Planning & Congestion Relief Program	SR2T	Safe Routes to Transit
PDS	Project Development Support	SRTP	Short Range Transit Plan
PDA	Priority Development Area	SSARP	Systemic Safety Analysis Report Program
PDT	Project Delivery Team	SSPWD TAC	Solano Seniors & People with Disabilities Transportation Advisory Committee
PDWG	Project Delivery Working Group	STAF	State Transit Assistance Fund
PID	Project Initiation Document	STA	Solano Transportation Authority
PMP	Pavement Management Program	STBG	Federal Surface Transportation Block Grant Program
PMS	Pavement Management System	STIA	Solano Transportation Improvement Authority
PNR	Park & Ride	STIP	State Transportation Improvement Program
POP	Program of Projects	STP	Federal Surface Transportation Program
PPA	Priority Production Area	SubHIP	Suburban Housing Incentive Pool
PPM	Planning, Programming & Monitoring	<b>T</b>	
PPP (P3)	Public Private Partnership	TAC	Technical Advisory Committee
PS&E	Plans, Specifications & Estimate	TAM	Transportation Authority of Marin
PSR	Project Study Report	TANF	Temporary Assistance for Needy Families
PTA	Public Transportation Account	TAZ	Transportation Analysis Zone
PTAC	Partnership Technical Advisory Committee (MTC)	TCEP	Trade Corridor Enhancement Program
<b>R</b>		TCI	Transportation Capital Improvement
RABA	Revenue Alignment Budget Authority	TCIF	Trade Corridor Improvement Fund
REPEG	Regional Environmental Public Education Group	TCM	Transportation Control Measure
RFP	Request for Proposal	TCRP	Transportation Congestion Relief Program
RFQ	Request for Qualification	TDA	Transportation Development Act
RM 1/2/3	Regional Measure 1/2/3 (Bridge Toll)	TDM	Transportation Demand Management
RMRP	Road Maintenance and Rehabilitation Program	TE	Transportation Enhancement
RORS	Routes of Regional Significance	TEA	Transportation Enhancement Activity
RPC	Regional Pedestrian Committee	TEA-21	Transportation Efficiency Act for the 21 <sup>st</sup> Century
RRP	Regional Rideshare Program	TFCA	Transportation Funds for Clean Air
RTEP	Regional Transit Expansion Policy	TIF	Transportation Investment Fund
RTIF	Regional Transportation Impact Fee	TIGER	Transportation Investment Generating Economic Recovery
RTP	Regional Transportation Plan	TIP	Transportation Improvement Program
RTP/SCS	Regional Transportation Plan/Sustainable Communities Strategies	TIRCP	Transit and Intercity Rail Capital Program
RTIP	Regional Transportation Improvement Program	TLC	Transportation for Livable Communities
RTMC	Regional Transit Marketing Committee	TMA	Transportation Management Association
RTPA	Regional Transportation Planning Agency	TMP	Transportation Management Plan
<b>S</b>		TMS	Transportation Management System
SACOG	Sacramento Area Council of Governments	TMTAC	Transportation Management Technical Advisory Committee
SAFETEA-LU	Safe, Accountable, Flexible, Efficient Transportation Equality Act-a Legacy for Users	TNC	Transportation Network Company
SATP	Solano Active Transportation Plan	TOD	Transportation Operations Systems
SCS	Sustainable Community Strategy	TOD	Transit Oriented Development
SCTA	Sonoma County Transportation Authority	TOS	Traffic Operation System
SFCTA	San Francisco County Transportation Authority	T-Plus	Transportation Planning and Land Use Solutions
SGC	Strategic Growth Council	TRAC	Trails Advisory Committee
SJCOG	San Joaquin Council of Governments	TSMO	Transportation System Management and Operations
SHOPP	State Highway Operations & Protection Program	<b>U, V, W</b>	
SMAQMD	Sacramento Metropolitan Air Quality Management District	UZA	Urbanized Area
SMART	Sonoma Marin Area Rapid Transit	USDOT	United States Department of Transportation
SMART	Safety, Mobility and Automated Real-time	VHD	Vehicle Hours of Delay
SMCCAG	San Mateo City-County Association of Governments	VMT	Vehicle Miles Traveled
SNABM	Solano-Napa Activity-Based Model	VTA	Valley Transportation Authority (Santa Clara)
SNCI	Solano Napa Commuter Information	W2W	Welfare to Work
SoHip	Solano Highway Partnership	WCCCTAC	West Contra Costa County Transportation Advisory Committee
SoHIP	Solano Housing Improvement Program	WETA	Water Emergency Transportation Authority
SoTrans	Solano County Transit	<b>Y, Z</b>	
SOV	Single Occupant Vehicle	YCTD	Yolo County Transit District
SPOT	Solano Projects Online Tracking	YSAQMD	Yolo/Solano Air Quality Management DistrictZ
SP&R	State Planning & Research	ZEV	Zero Emission Vehicle
SPUR	San Francisco Bay Area Planning and Urban Research		
SR	State Route		



**SOLANO TRANSPORTATION AUTHORITY**  
**Board Minutes for Meeting of**  
**September 10, 2025**

**1. CALL TO ORDER**

Chair Mashburn noted there was nothing to report in Closed Session. He called the regular meeting to order at 6:00 p.m., and a quorum was confirmed.

**MEMBERS**

<b>PRESENT:</b>	Mitch Mashburn, Chair	County of Solano
	Jenalee Dawson for	
	Alma Hernandez	City of Suisun City
	Terry Scott for Steve Young	City of Benicia
	Steve Bird	City of Dixon
	Cat Moy	City of Fairfield
	Edwin Okamura	City of Rio Vista
	John Carli	City of Vacaville
	Andrea Sorce	City of Vallejo

**MEMBERS**

<b>ABSENT:</b>	Alma Hernandez	City of Suisun City
	Steve Young	City of Benicia

**STA STAFF**

<b>PRESENT:</b>	<b>(In alphabetical order by Last Name.)</b>
	Jasper Alve Project Manager
	Amy Antunano SR2S Program Manager
	Nick Burton Director of Projects
	Megan Callaway STA Legal Counsel
	Leslie Gould Assistant Project Manager
	Ron Grassi Director of Programs
	Kathrina Gregana Associate Planner
	Robert Guerrero Deputy Executive Director/Director of Planning
	Daryl Halls Executive Director
	Dulce Jimenez Assistant Planner
	Josue Jimenez Administrative Assistant
	David Lu Intern
	Patricia McKeever Finance & Budget Manager
	Debbie McQuilkin Program Manager - Mobility
	Sean Person Legislative Assistant
	Melissa Rodriguez Intern
	Eavan Swanson Intern
	Brandon Thomson Senior Transit Mobility Coordinator
	Jayme Ziadeh Program Coordinator



**Other Invited Participants (In alphabetical order by last name):**

Melanie Choy	MTC
Lori DaMassa	Vacaville City Coach
Diana Dorinson (Zoom)	MTC
Beth Kranda	Solano County Transit (SolTrans)
Barbara Laurenson	MTC
Beth Kranda	SolTrans
Barbara Laurenson	MTC
Brian McLean	City of Vacaville
Mandi Renshaw	SolTrans
Stephen Wolf	MTC

**2. CONFIRM QUORUM/STATEMENT OF CONFLICT**

A quorum was confirmed by the Clerk of the Board, Johanna Masiclat. There was no Statement of Conflict declared at this time.

**3. APPROVAL OF AGENDA**

On a motion by Board Member Moy, and a second by Board Member Okamura, the STA Board approved the agenda *to include amendment to Consent Calendar Item 7.I.* (8 Ayes)

**4. OPPORTUNITY FOR PUBLIC COMMENT**

None.

**5. EXECUTIVE DIRECTOR'S REPORT**

- I-80 Express Lanes Communications Plan
- Transit Update: Regional Network Management and Connected Mobility Plan
- Solano Comprehensive Transportation Plan (CTP) Update: Finalized Draft Goals and Objectives for the Active Transportation; Arterials, Highways, and Freeways; and Transit and Rideshare Elements
- Solano Mobility Program Updates
- Update on Solano Express Guaranteed Ride Program
- STA 28<sup>th</sup> Annual Awards Nominees
- Solano Transportation Resiliency Plan
- Safe Routes to Schools \*(SR2S) Draft Plan
- STA Draft FY 2026-27 Proposed Budget and Revisions to FY 2025-26 Budget
- RTIF Programming Recommendations
- Construction Update: SR 37 Fairgrounds and I-80 Westbound Truck Scales
- STA Staff Update

**6. STA PRESENTATIONS**

- A. MTC's I-80 Express Lanes Marketing and Outreach**  
Presented by MTC's Barbara Laurenson and Steven Wolf
- B. I-80 Express Lanes CBS News Coverage**  
Presented by Nick Burton, STA
- C. MTC's Regional Network Management**  
Presented by MTC's Melanie Choy
- D. Connected Mobility Plan Update**  
Presented by Ron Kilcoyne, TMD

**E. STA Director Reports:**

**1. Programs**

- a. Solano Mobility Programs Annual Report for FY 2024-25 Older Adults and People with Disabilities, and Veterans Programs** presented by Debbie McQuilkin
- b. Status of Solano Express Intercity Funding Cost Sharing and Funding Agreement for FY 2025-26** presented by Ron Grassi

**2. Planning**

- a. STA's 28<sup>th</sup> Annual Awards – Request for Nominations** presented by Amy Antunano
- b. Solano Transportation Resiliency Plan Public Outreach** presented by Kathrina Gregana

**3. Projects** presented by Nick Burton

- a. SR 37/Fairgrounds Drive Interchange Construction Project**
- b. I-80 Westbound Truck Scales Construction Project**

**7. CONSENT CALENDAR**

On a motion by Board Member Sorce, and a second by Board Member Moy, the STA Board approved Consent Calendar Items A-N *as amended shown in ~~striketrough~~ bold italics (Agenda Item I)*.  
(8 Ayes)

**A. Minutes of the STA Board Meeting of July 9, 2025**

Recommendation:

Approve the minutes of the STA Board Meeting of July 9, 2025.

**B. Draft Minutes of the STA Technical Advisory Committee (TAC) Meeting of August 27, 2025**

Recommendation:

Receive and file.

**C. Approved/Draft Minutes of STA Advisory Committees in August/September 2025**

Recommendation:

Receive and file.

**D. Fiscal Year 2025-26 Proposed Budget Revision**

Recommendation:

Approve a revision to the FY 2025-26 STA Budget for a total increase of \$430,600 as follows:

- 1. Increase the STA's Safe Routes to School (SR2S) Program by \$100,200 from Transportation Development Act (TDA 3 funds for the SR2S Micro Grant Program; and
- 2. Increase the STA's SR2S Program budget by \$10,000 from One Bay Area Grant (OBAG) 3 funds for the completion of the SR2S Plan Update; and
- 3. Add \$250,000 to STA's Electric Vehicle (EV) Charging Station program from State Earmark funds; and
- 4. Increase the STA County Collaborative on Housing by \$60,400 from Regional Early Action Planning (REAP) 2.0 grant funds.

**E. Contract for Temporary Accounting Services with Agility Recruiting, LLC**

Recommendation:

Authorize the Executive Director to enter into a contract with Agility Recruiting, LLC for the period June 30, 2025 to December 30, 2025 for an amount not-to-exceed \$55,000.

**F. Bicycle Advisory Committee (BAC) Member Appointment**

Recommendation:

Approve the appointment of Terry Stenz as a representative for the City of Dixon on the STA Bicycle Advisory Committee for a three-year term set to expire on December 31, 2027.

**G. Safe Routes to School Consultants Contract Amendment and Budget Increase**

Recommendation:

Authorize the Executive Director to amend:

1. Safe Moves agreement by an increase of \$9,800 from OBAG 3 funds and extend the agreement to June 2027;
2. Music Notes agreement by an increase of \$15,600 from OBAG 3 funds and extend the agreement to June 2027; and
3. Local Motion (Bike Mobile) agreement by an increase of \$40,800 from OTS funds and extend the agreement to September 2027.

**H. Fiscal Year (FY) 2025-26 Transportation Development Act (TDA) Matrix – September 2025, which includes the TDA Claim for the City of Vacaville**

Recommendation:

Approve the September 2025 TDA Matrix for FY 2025-26, which includes the TDA claim for the City of Vacaville as shown in Attachment B.

**I. AMENDED - Contract Amendment for Website with Planeteria**

Recommendation:

Approve the Contract Amendment with Planeteria for Fiscal Years 2025-2026 and 2026-2027, in an amount not to exceed ~~\$10,000~~ **\$21,995** for both years, for a total contract amount of \$128,595.

**J. Request for Proposals (RFPs) for Travel Training**

Recommendation:

Authorize the Executive Director to:

1. Release a Request for Proposal (RFP) for Travel Training; and
2. Enter into a contract for an amount not-to-exceed \$100,000 for one year, with the option to renew for up to an additional three, one-year terms. The Consortium will review and consider the contract prior to entering into each one-year option year.

**K. Contract Award for Project Manager Services for the Solano Napa Activity Based Model (SNABM) Base Year Update**

Recommendation:

Authorize the Executive Director to enter into a contract agreement with SS Consultants for an amount not to exceed \$10,000 to provide Project Manager services for the Solano Napa Activity-Based Model Base Year Update.

**L. Request for Qualifications (RFQs) for On-Call Bench of Consultants for Grant Application Preparation, Environmental and Design, as well as Construction Management Services**

Recommendation:

Authorize the STA to release three (3) separate Request for Qualifications to develop a bench of consultants qualified of providing the following services below, which STA and its member agencies will be able to utilize:

1. Grant Application Preparation
2. Environmental and Design
3. Construction Management

**M. Solano County Collaborative for Housing – Scope and Budget Amendment**

Recommendation:

Authorize the Executive Director to approve the proposed scope and budget amendment to the Solano County Collaborative for Housing funds.

**N. Solano Priority Production Area (PPA) Plan Scope Amendment – Benicia Valero Reuse Study**

Recommendation:

Authorize the Executive Director to:

1. Execute a contract amendment with BAM for an amount not-to-exceed \$43,445 to cover the additional cost associated amendments to the Scope of Work to add the Benicia Valero Reuse Study to the Solano Priority Production Area Plan; and
2. Enter into a Funding Agreement with the City of Benicia for the Benicia Valero Reuse Study not-to-exceed \$17,891.

**8. ACTION NON-FINANCIAL ITEMS**

**A. Solano Safe Routes to School (SR2S) Plan Update**

Amy Antunano provided an update to the completed SR2S Plan. She noted that the Plan presents a five-year vision for the program, integrates community feedback, and identifies priority projects for each school district. She added that the Plan was approved by the SR2S Advisory Committee and TAC to release for public review and comment. Deadline to receive comments is November 1, 2025.

Recommendation:

Approve the draft SR2S Plan Update for public review and input.

On a motion by Alternate Board Member Scott, and a second by Board Member Sorce, the STA Board approved the recommendation. (8 Ayes)

**B. Solano Comprehensive Transportation Plan (CTP) Update: Finalized Draft Goals and Objectives for the Active Transportation; Arterials, Highways, and Freeways; and Transit and Rideshare Elements**

Kathrina Gregana presented and outlined the recommendations for the three CTP elements regarding draft goals and objectives developed by the three CTP subcommittees.

Recommendation:

Approve the Final Draft Goals and Objectives for the Active Transportation Element, Arterials, Highways and Freeways Element, and Transit and Rideshare Element of the Comprehensive Transportation Plan Update as shown in Attachment A.

On a motion by Board Member Okamura, and a second by Board Member Moy, the STA Board approved the recommendation. (8 Ayes)

**9. ACTION FINANCIAL ITEMS**

**A. Fiscal Year 2026-27 Proposed Budget**

Patricia McKeever presented the proposed budget for FY 2026-27. She outlined the expenditures for Operations and Administration, Mobility Programs, Project Development and Strategic Planning departments.

After discussion, Board Member Sorce moved to approve the proposed budget with direction to staff to explore potential reallocation of the Guaranteed Ride Program funds/ridership survey and/or merging with the existing vanpool to explore expanding their service to Davis.

Recommendation:

Adopt the FY 2026-27 proposed budget.

On a motion by Board Member Sorce, and a second by Alternate Board Member Scott, the STA Board approved the recommendation. (7 Ayes, 1 Recusal - Alternate Board Member Dawson recused herself from the vote.)

**B. Regional Transportation Impact Fee – Fiscal Year 2024-25 3<sup>rd</sup> Quarter Update and Additional Working Group Recommendations**

Jasper Alve reviewed the revenue distribution process between seven districts which is governed by a Working Group made up of Public Works Directors representing the RTIF district. He noted that the nine recommendations listed below will increase the amount of RTIF funding projects to 98% of the RTIF revenues generated since the start of the program.

Recommendation:

Approve the following:

1. Program the City of Vacaville's \$1.5 million RTIF funds repayment from district 1 to the City of Fairfield for its segments of the Jepson Parkway Project – Segments 2B/2C;
2. Program to the City of Vacaville \$1.2 million of RTIF district 1 funding to its segments of the Jepson Parkway Project – Segments 1B/1C;
3. Program to the City of Fairfield future RTIF revenue funds from district 1 totaling \$1.2 million for its Jepson Parkway Project;
4. Program \$123,874 of RTIF district 3 funds to the development of the SR37/Mare Island Interchange Supplemental PID;
5. Program \$200,000 of RTIF district 4 funds to the North Connector West Project;
6. Program \$200,000 of RTIF district 5 funds to Solano County for the Midway Road Rail Crossing Project;
7. Program the loan of \$250,000 of RTIF district 5 funds to district 3 for the SR37/Mare Island Interchange Supplemental PID;
8. Program an additional \$1.1 million of RTIF district 5 funds to the City of Dixon for its Parkway Boulevard Overcrossing; and
9. Authorize the STA to update the RTIF Nexus Study.

On a motion by Board Member Carli, and a second by Board Member Moy, the STA Board approved the recommendation. (8 Ayes)

**10. INFORMATIONAL – NO DISCUSSION ITEMS**

**A. Update on Solano Express Guaranteed Ride Program**

Ron Grassi provided an update to the Guaranteed Ride Program. He summarized staff's five recommendations to address potential issues of the program, and outlined the program's progress and future plans.

**NO DISCUSSION ITEM**

**B. 2022 Local Road Safety Plan and Safe Streets and Roads for All Planning and Demonstration Grant**

**C. 2026 State Transportation Improvement Program (STIP) Programming**

**D. Solano Transportation Resiliency Plan – Public Outreach Plan and Survey**

**E. Solano Mobility Programs Annual Report for FY 2024-25 Older Adults and People with Disabilities, and Veterans Programs**

- F. Solano Mobility Programs 3<sup>rd</sup> Quarter Report for Fiscal Year (FY) 2024-25  
Employer/Commuter Programs**
- G. Rio Vista & Suisun City Microtransit Year-end Report for FY 2024-25**
- H. Napa Valley Transportation Authority (NVRTA)'s Vine 21 Year-end Report for FY 2024-25**
- I. Solano Express 4th Quarter Report for Fiscal Year (FY) 2024-25 and  
4<sup>th</sup> Quarter System Performance Report**
- J. Solano Express Intercity Transit Funding and Cost-Sharing Agreement**
- K. Legislative Update**
- L. Summary of Funding Opportunities**
- M. STA Board and Advisory Committees Meeting Calendar for 2025**

**11. BOARD MEMBER COMMENTS**

**12. ADJOURNMENT**

The meeting adjourned at 8:10 p.m. The next regularly scheduled meeting of the STA Board is at **6:00 p.m., Wednesday, October 15, 2025**, STA Board Room - 423 Main Street in Suisun City.

THIS PAGE INTENTIONALLY LEFT BLANK.





**TECHNICAL ADVISORY COMMITTEE**  
**Draft Minutes for the Meeting of**  
**September 24, 2025**

**1. CALL TO ORDER**

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

**TAC Members**

<b>Present:</b>	Neil Leary (Zoom)	City of Benicia
	Christopher Fong	City of Dixon
	Sanjay Mishra	City of Fairfield
	Krystine Ball for Greg Malcolm	City of Rio Vista
	Noaue Vue	City of Suisun City
	Brian McLean (Zoom)	City of Vacaville
	Oscar Alcantara (Zoom)	City of Vallejo
	Matt Tuggle (Zoom)	County of Solano

**TAC Members**

**Absent:** None.

**STA Staff and**

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

Jasper Alve	STA
Nick Burton	STA
Leslie Gould	STA
Ron Grassi	STA
Kathrina Gregana	STA
Robert Guerrero	STA
Daryl Halls	STA
Dulce Jimenez	STA
Josue Jimenez	STA
Johanna Masiclat	STA

**2. APPROVAL OF THE AGENDA**

On a motion by Nouae Vue, and a second by Brian McLean, the STA TAC approved the agenda with the exception to move Agenda Items 6.A and 6.B from Actional Non-Financial to Informational Item.

(7 Ayes)

**3. OPPORTUNITY FOR PUBLIC COMMENT**

None.

**4. REPORTS FROM MTC, STA, AND OTHER AGENCIES**

Nick Burton provided an update to various construction projects in Solano County.

**5. CONSENT CALENDAR**

On a motion by Nouae Vue, and a second by Sanjay Mishra, the STA TAC unanimously approved Consent Calendar Item A and B. (8 Ayes)

**A. Minutes of the TAC Meeting of August 27, 2025**

Recommendation:

Approve TAC Meeting Minutes of August 27, 2025.

**B. Fiscal Year (FY) 2025-26 Transportation Development Act (TDA) Matrix – October 2025, which includes TDA Claim for the Cities of Fairfield and Rio Vista**

Recommendation:

Forward a recommendation to the STA Board to approve the October 2025 TDA Matrix for FY 2025-26, which includes the TDA claim for the Cities of Fairfield and Rio Vista as shown in Attachment B.

**6. ACTION NON-FINANCIAL ITEMS**

**A. None.**

**7. ACTION FINANCIAL ITEMS**

**A. None.**

**8. INFORMATIONAL ITEMS**

**Ron Grassi presented the following items for discussion by the TAC:**

- ✓ **Solano Express Intercity 5-Year Operating Budget Forecast and Solano Express Service Hours for FY 2026-27**
- ✓ **Review Recommendations from the Intercity Transit Funding Working Group for Solano Express Service Changes for FY 2026-27**

**A. Legislative Update**

Daryl Halls commented the STA took an official Support stance on three (3) proposed bills: SB 71, AB 394, and AB 697, and also sent three (3) Letters of Support addressed to Governor Newsom.

**B. One Bay Area Grant (OBAG) Cycle 4 Update**

Jasper Alve reported that MTC will be integrating its Transit Oriented Communities (TOC) Implementation Policy into OBAG 4 funding eligibility, and STA staff will continue to keep the TAC apprised of any new developments related to these key considerations.

**C. Status Update on the Procurement of a Traffic Modeling Consultant for the Solano Napa Activity Based Model (SNABM) Base Year Update**

Robert Guerrero and Dulce Jimenez reviewed the process to procure a Traffic Modeling Consultant in which is currently conducting a comprehensive assessment of the firms that aligns with the delivery of the project goals identified in the RFP. Staff is working to reconvene the Model TAC and is anticipated to be convened in late Fall 2025.

**D. Solano Comprehensive Transportation Plan (CTP) Update: Project Evaluation and Prioritization Process for Transit and Rideshare Element, Active Transportation Element, and Arterials, Highways and Freeways Element**

Kathrina Gregana provided an update and reviewed the project evaluation and prioritization process for the three elements of the CTP as listed above.

**NO DISCUSSION**

**E. State Route (SR) 12 and SR 113 Corridor Plans Update**

**F. Fiscal Year (FY) 2024-25 Abandoned Vehicle Abatement (AVA) Program Report**

**G. Solano Mobility Programs 4<sup>th</sup> Quarter Report for FY 2024-25 Employer/Commuter Programs**

**H. Solano Mobility Programs Call Center 4<sup>th</sup> Quarter Report for FY 2024-25**

**I. Update on Solano Express Guaranteed Ride (GR) Program**

**J. Summary of Funding Opportunities**

**9. FUTURE TAC AGENDA TOPICS**

The Committee members reviewed and provided feedback on the agenda items listed in the months of November and December 2025.

**10. ADJOURNMENT**

**No meeting in October.** The next regular meeting of the STA Technical Advisory Committee (TAC) is scheduled at **1:30 p.m., Wednesday, November 19, 2025**, at STA Office located at 423 Main Street, Suisun City, Twin Sisters Conference Room.

THIS PAGE INTENTIONALLY LEFT BLANK.



DATE: September 25, 2025  
TO: STA Board  
FROM: Johanna Masiclat, STA Clerk of the Board  
Josue Jimenez, Administrative Assistant  
RE: Draft Meeting Minutes of STA Advisory Committees in the month of September 2025

---

Attached are the **Draft** Meeting Minutes of STA's Advisory Committee meetings in the month of September 2025:

- A. Bicycle Advisory Committee (BAC) Draft Minutes of September 4, 2025
- B. Paratransit Coordinating Council (PCC) Draft Minutes September 18, 2025
- C. Intercity Transit Funding Working Group (ITFWG) Meeting Notes of September 23, 2025
- D. Solano County Intercity Transit Consortium Draft Minutes of September 23, 2025
- E. Consolidated Transportation Service Agencies Advisory Committee (CTSA-AC) Draft Minutes of September 25, 2025

THIS PAGE INTENTIONALLY LEFT BLANK.



**Bicycle Advisory Committee (BAC)  
Minutes for the Meeting of September 4, 2025**

**1. CALL TO ORDER/CONFIRM QUORUM**

The meeting of the BAC was called to order by Chair Belef at approximately 6:00 p.m. A quorum was confirmed.

**BAC Members  
Present**

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

David Belef – Chair	City of Vallejo
Joshua Blissett	Member at Large
Dennis Elliott – Vice Chair	City of Rio Vista
Jacob Francisco	City of Fairfield
Nancy Lund	City of Benicia
Terry Stenz	City of Dixon

**Absent BAC  
Members**

Jason Grey	County of Solano
Neal Iverson	City of Vacaville
Tyler Meirose	City of Suisun City

**Others Present:**

Amy Antunano	STA
Dulce Jimenez	STA
Josue Jimenez	STA
Riley Martinson	Solano County

**2. APPROVAL OF AGENDA**

On a motion by Jacob Francisoco and a second by Joshua Blissett, the STA BAC unanimously approved the agenda. (6 Ayes)

**3. OPPORTUNITY FOR PUBLIC & STAFF COMMENT**

**A. Upcoming STA 28<sup>th</sup> Annual Awards Call for Nominations**

Amy Antunano shared information on the upcoming STA 28<sup>th</sup> Annual Awards Call for Nominations, and a second email invitation will be sent to the BAC Members to RSVP for the event.

**B. Solano County Draft Capital Improvement Plan**

Riley Martinson shared that the BAC had the opportunity to comment on the County's Capital Improvement Plan (CIP), with comments due October 17<sup>th</sup> to Riley Martinson. The updated CIP list is tentatively scheduled to be presented to the Solano County Board of Supervisors before the end of the year.



**C. Welcome, New Dixon BAC Representative!**

Chair Belef welcomed Terry Stenz and had BAC committee members introduce themselves. Additionally, he shared what to expect when participating in meetings.

**4. CONSENT CALENDAR**

Approve the following consent items in one motion

**A. BAC MEETING MINUTES**

Recommendation:

Approve BAC Meeting Minutes of May 1, 2025

**B. SPECIAL JOINT BAC & PAC MEETING MINUTES**

Recommendation:

Approve the Special Joint BAC & PAC Meeting Minutes of June 5, 2025

On a motion by Jacob Francisco and a second by Dennis Elliott, the STA BAC unanimously approved the Consent Calendar. (6 Ayes)

**5. PRESENTATIONS**

**A. Rockville Road Project Status**

Riley Martinson, Solano County, gave a verbal update to the BAC committee on the status of the Rockville Crossing Project, which at this point will not be proceeding due to the lack of agreement between partner agencies. He concluded his presentation by recommending writing to elected leaders and informing them why the project is vital. Riley Martinson shared that when informing the elected leaders about the project, to asked them to work with the Solano County Land Trust, City of Fairfield, and Solano County Board of Supervisors to get an agreement settled.

Dulce Jimenez shared that the TDA Article 3 funding that was previously allocated to this project will be reallocated as part of a future TDA-3 grant funding cycle.

**6. ACTION NON-FINANCIAL**

**A. None.**

**7. INFORMATIONAL ITEMS – DISCUSSION**

**A. 2025 Solano Safe Routes to School (SR2S) Plan Update**

Amy Antunano presented the 2025 Draft SR2S Plan, indicating that the Draft Plan was being taken to the STA Active Transportation Committee and then to the September 10<sup>th</sup> STA Board for their action to release the report for public comment.

**B. Solano Comprehensive Transportation Plan (CTP) Update: Summary of Previous Subcommittees and Upcoming CTP Planning Efforts**

Dulce Jimenez provided a verbal update on the following CTP Committees

- **Active Transportation Committee – May 14, 2025**
- **Arterials, Highways, and Freeways Committee – June 11, 2025**
- **Transit and Rideshare Element Committee – July 9, 2025**

Dulce Jimenez shared the Upcoming CTP Subcommittees:

- **Active Transportation Committee September 10, 2025**
- **Arterials, Highways, and Freeways Committee October 8, 2025**
- **Transit and Rideshare Element Committee December 10, 2025**

Dulce Jimenez provided a brief summary of the previous STA CTP subcommittees and provided an outline of the upcoming committees commencing in Fall 2025.

**C. Solano Transportation Resiliency Plan**

Dulce Jimenez presented STRP's background and objectives. She discussed the STRP study's scope and the phases of public outreach, with Phase I scheduled to be concluded by mid-October 2025.

Summary of BAC members' comments:

- Chair Belef recommended sharing the survey with the community and on Facebook.
- Jacob Francisco shared that in the event that the Bay Area bridges collapse, it was paramount to have alternative modes of evacuation, especially via water.

**8. INFORMATIONAL ITEMS – NO DISCUSSION**

**A. None**

**9. MEMBER UPDATES/ ROUND TABLE**

- Chair Belef shared the following updates in regards to projects in the City of Vallejo:
- Design for the Waterfront Promenade was completed.
- Vine Trail Intersection design completed.
- PG&E was conducting work on Nebraska Street.
- The Vallejo 5<sup>th</sup> Street Bike Boulevard project will have to wait after PG&E does its maintenance on the street.
- Jacob Francisco shared that Assemblymember Lori Wilson, as the Chair of Transportation, will have a Town Hall in Fairfield City on December 10<sup>th</sup> for Seniors and people with disabilities in Solano County.
- Dennis Elliott shared a verbal update of the work of the E-Mobility Ad-Hoc Committee

- 10.** The STA BAC meeting adjourned at approximately 7:30 p.m. The next meeting of the STA BAC is on Thursday, **November 6, 2025**, via Zoom and in person.

THIS PAGE INTENTIONALLY LEFT BLANK.

# PCC

## SOLANO PARATRANSIT COORDINATING COUNCIL (PCC) DRAFT PCC Minutes for In-Person Meeting of September 18, 2025

### 1. CALL TO ORDER/ CONFIRM QUORUM/INTRODUCTIONS

Ruben Brunt called the virtual PCC Meeting to order at **1:05 p.m.** A quorum was confirmed by the STA Solano Mobility Program Manager, Debbie McQuilkin.

<b>PCC Members Present:</b>	Heather Barlow	Social Service Provider
	Ruben Brunt	Chair/Transit User
	Chandra Daniels	Vice Chair/Transit User
	Dwayne Hankerson	MTC Policy Advisory Council Representative
	Shannon Lovelace-White	Social Services Provider
	Teri Ruggiero	Member at Large
	Cynthia Tanksley	Transit User

<b>PCC Members Absent:</b>	Lisa Hooks	Social Service Provider
	Brian McLaughlin	Member-at-Large
	Jamal Waters	Public Agency - Health & Social Services

<b>Others Present:</b>	Erika Dohina	STA
	Ronald Freeman II	SolTrans (Benicia and Vallejo)
	Ron Grassi	STA
	Cindy Hayes	WECU
	Tateyana Hendricks	Vacaville City Coach
	Maricarmen Hernandez	Independent Living Resources
	Josue Jimenez	STA
	Kenya Martinez	SCDD
	Debbie McQuilkin	STA
	Tiffany Plater	FAST
	Laina Tekelidis	STA
	Tobias Weare	SCDD

### 2. APPROVAL OF AGENDA

On a motion by Ruben Brunt, and a second by Teri Ruggiero, the PCC unanimously approved the agenda. (7Ayes)

### 3. OPPORTUNITY FOR PUBLIC COMMENT

Tobias Weare shared that the 3rd Annual “The Reunion” Conference, hosted by NBRC on September 20, 2025. He noted that the Reunion is a yearly gathering open to the public, prioritizing individuals and families receiving NBRC services. Tobias Weare commented that this event aims to share valuable information about NBRC resources, services, and community offerings, and attendees can expect a day filled with informative sessions, interactive workshops, and networking opportunities designed to foster connection and support.

### 4. PRESENTATIONS

## **Wholehearted Empathetic Companions United (WECU)**

Cindy Hayes presented the services provided, like transit training, appointment accompaniment, community engagement, and social support. In addition, she shared about the future planned events, how WECU works, and how to get involved.

### Summary of Cindy Hayes' Answers to Questions:

- Outing participants don't pay fees for services, but people who can afford to pay for the outing can still participate, and are encouraged to donate to the sponsor rides for others who can't afford the services.
- WECU does not offer services to Rio Vista, but WECU plans to in the future.
- WECU utilizes a van and hopes to utilize a shared vehicle in the future.
- The minimum age for WECU services is 60 years old, but there is no age limit.
- WECU has no brick-mortar space but serves Solano County.
- WECU advertises events on its website, posts flyers, goes to senior centers, and invites groups to get in contact and set up an event with WECU.

Ruben Brunt offered to Cindy Hayes to come to his podcast, Benicia Voice, to share about WECU to bring awareness, so more folks utilize the service.

Shannon Lovelace-White suggested that Cindy Hayes contact Clara Dawson, the Executive Director for Vacaville Museum, for a potential partnership.

## **5. CONSENT CALENDAR**

### **A. Minutes of the PCC Meeting of July 17, 2025**

#### Recommendation:

Approve the Minutes for the Meeting of July 17, 2025.

On a motion by Ruben Brunt and a second by Cynthia Tanksley, the PCC approved the meeting minutes. Heather Barlow abstained from voting. (6 Ayes)

## **6. TRANSIT OPERATOR UPDATES**

### **A. SolTrans (Benicia and Vallejo)**

Ronald Freeman shared no present update for SolTrans.

### **B. Dixon Redit-Ride**

None presented.

### **C. Fairfield FAST**

Tiffany Plater shared no updates for FAST.

### **D. Rio Vista Delta Breeze**

None presented.

### **E. Suisun Microtransit**

None presented.

### **F. Vacaville City Coach**

Tateyana Hendricks shared on October 1<sup>st</sup>, in honor of Clean Air Day, the Vacaville City Coach is doing free rides on fixed routes only.

## **7. ACTION ITEMS – DISCUSSION**

**A. Fiscal Year (FY) 2025-26 Transportation Development Act (TDA) September 2025 TDA Matrix, which includes the TDA Claim for the City of Vacaville**

Ron Grassi presented the TDA Matrix and the updates to the Matrix.

Recommendation:

Forward a Recommendation to MTC to allocate funds based on the STA Board-approved September 2025 TDA Matrix for FY 2025-26, which includes the TDA claim for the City of Vacaville as shown in Attachment B

On a motion by Ruben Brunt and a second by Teri Ruggiero, the PCC committee approved the PCC membership recommendation unanimously. (7 Ayes)

**8. INFORMATIONAL ITEMS – DISCUSSION**

**A. STA Staff Update**

Debbie McQuilkin communicated that Solano Mobility is in the homestretch with the Dixon Community-Based Transportation Program and has collected over 900 survey responses. She shared that a report is being drafted to present to the Dixon City Council for approval and that the report will be posted on the STA website. Debbie McQuilkin commented that the next area is Solano County Unincorporated, and outreach will start in January 2026. In addition, she noted that the Office of Emergency Services for Solano County will present to the PCC at the November Meeting.

**B. Call Center 4<sup>th</sup> Quarter Report**

Erika Dohina presented on the fourth quarter for FY 2024-2025 and shared that their focus remains on expanding access, deepening community engagement, and ensuring that every Solano County resident can get where they need to go.

**C. Solano Mobility Vehicle Share Program**

Ron Grassi shared the history of the program and the contribution of the Yocha Dehe Wintun Nation of \$100,00 to purchase two vehicles, share vans. In addition, he shared that these vans are ADA-compliant, one van is for South Solano County, stored in SolTrans location, and the second van is for North Solano County, stored in the STA location. Ron Grassi clarified that the drivers don't have to be Class B but are Class C with required training.

**D. Community Engagement**

Lania Tekelidis informed current Solano Mobility Programs and outreach efforts. She discussed the travel training program and the locations that Solano Mobility tabled. She shared the continued tabling of Senior Resource events at Senior Centers and the upcoming events for October through November.

## **9. COMMENTS FROM PCC MEMBERS, STAFF, AND REPRESENTATIVES FROM ADVISORY COMMITTEES**

- Ruben Brunt disclosed that Lyft has surge pricing around town in Benicia. Debbie McQuilkin stated that the appropriate STA Staff have been informed to help Ruben Brunt with the surge pricing with Lyft. Cynthia Tanksley commented that every time she goes through North Bay Transit, the ride is \$3, and it is real people, not an app like the Benicia Lyft Program.
- Cynthia Tanksley reported that SolTrans air conditioning was not working on a hot day, and this is not good for riders in general. Debbie McQuilkin responded to Cynthia Tanksley that she will have a follow-up email to assist in making a formal complaint to SolTrans.
- Ruben Brunt recommended always calling the call centers to have a track record of these bus reliability complaints in order to get these issues resolved.
- Shannon Lovelace-White asked to get a Veteran Service Office (VSO) to share a perspective on Veterans' needs in terms of transportation. She stated to send the contact information of a VSO to Debbie McQuilkin.
- Kenya Martinez shared to have a discussion on transition-age youth to access paratransit.

## **10. FUTURE AGENDA ITEMS PCC COMMENTS**

- ✓ TDA Claims from other Agencies
- ✓ Office of Emergency Management (OEM) Presentation
- ✓ LightHouse for the Blind Presentation
- ✓ Molly's Angel Presentation

## **11. ADJOURNMENT**

The next meeting for the PCC is on **1:00 p.m., November 20, 2025**, virtually via Zoom, and there is an optional in-person meeting at 423 Main Street, Suisun City, CA 94585.

**Meeting Notes of the Intercity Transit Funding Working Group (ITFWG)****11:00 a.m., Tuesday, September 23, 2025****ITFWG Members Present:**

Louren Kotow, Dixon Read-Ride  
 Garland Wong, Fairfield Transit (FAST)  
 Sean Vigil, FAST  
 Lori DaMassa, Vacaville City Coach  
 Robert Guerrero, STA

**ITFWG Members Absent:**

Kristina Botsford, SolTrans  
 Beth Kranda, SolTrans

**Others Present:**

Ron Grassi, STA  
 Daryl Halls, STA  
 Mary Pryor, Transit Finance Consultant

**1. Solano Express Funding Agreement for FY 2025-26**

Ron Grassi distributed copies of the fully executed agreement to the members present at the meeting.

**2. Solano Express Intercity 5-Year Operating Budget Forecast and Solano Express Service Hours for FY 2026-27****Recommendation:**

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

Ron Grassi outlined the three Solano Express funding scenarios as listed below:

- ✓ Scenario 1: Continuation of 45,000 Annual Service Hours
- ✓ Scenario 2: Reduction to 40,000 Annual Service Hours
- ✓ Scenario 3: Reduction to 36,000 Annual Service Hours

By consensus, the ITFWG recommended Scenario 3 with 36,555 revenue hours, as the best option to support financial stability for the next 5 years.

**3. Solano Express Service Changes****A. SolTrans' COA Recommendations for Solano Express Service Changes -**

[SolTrans Final COA](#)

**B. STA's Solano Express Recommendations****C. ITFWG Committee Discussion/Recommendations**

The group discussed service changes for FY 2026-27. By consensus, the group voted to forward the following recommendations to the Solano Express Intercity Transit Consortium.

**1. Blue Line**

Continue service to Walnut Creek Bart, service Davis via the Memorial Union, and bid out the Blue Line Service.

**2. Green Line**

Bid out the Green Line service.

**3. Route 82**

Elimination of route 82 to reduce service hours.

**4. Yellow Line**

No recommendation

**5. Red Line**

Continue serving Fairgrounds and Hwy 37 (Six Flags)



**SOLANO COUNTY INTERCITY TRANSIT CONSORTIUM**  
**DRAFT Meeting Minutes of September 23, 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:**

Krystine Ball for Greg Malcolm	Rio Vista Delta Breeze
Lori DaMassa	Vacaville City Coach
Robert Guerrero	Solano Transportation Authority
Louren Kotow, Chair	Dixon Read-Ride
Beth Kranda	Solano County Transit (SolTrans)
Debbie McQuilkin	Solano Mobility
Nouae Vue	Suisun Microtransit
Garland Wong	Fairfield Transit

**Members****Absent:**

Gwendolyn Gill	Solano County Health & Social Services for Older & Disabled Adult Services
----------------	---

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

Kristina Botsford (Zoom)	SolTrans
Nick Burton	STA
Erika Dohina	STA
Ronald Freeman	SolTrans
Ron Grassi	STA
Kathrina Gregana	STA
Daryl Halls	STA
Tateyana Hendricks	Vacaville City Coach
Johanna Masiclat	STA
Mary Pryor	Transit Finance Consultant
Neil Quintanilla	STA
Melissa Rodriguez	STA College Intern
Brandon Thomson	STA
Shaun Vigil	FAST

**2. APPROVAL OF AGENDA**

On a motion by Debbie McQuilkin, and a second by Lori DaMassa, the Solano County Intercity Transit Consortium approved the agenda. (8 Ayes)

**3. OPPORTUNITY FOR PUBLIC COMMENT**

None.

**4. REPORTS FROM MTC, STA STAFF AND OTHER AGENCIES****5. CONSENT CALENDAR**

On a motion by Lori DaMassa, and a second by Nouae Vue, the Solano County Intercity Transit Consortium approved the Consent Calendar Items A. (8 Ayes)

**A. Minutes of the Consortium Meeting of August 26, 2025**Recommendation:

Approve the Minutes of the Consortium Meeting of August 26, 2025

## 6. ACTION FINANCIAL ITEMS

### A. Fiscal Year (FY) 2025-26 Transportation Development Act (TDA) Matrix – October 2025, which includes TDA Claim for the Cities of Fairfield and Rio Vista

Ron Grassi summarized the Cities of Fairfield and Rio Vista's TDA claims included in the October 2025 TDA matrix.

#### Recommendation:

Forward a recommendation to the STA TAC and Board to approve the October 2025 TDA Matrix for FY 2025-26, which includes the TDA claim for the Cities of Fairfield and Rio Vista as shown in Attachment B.

On a motion by Nouae Vue, and a second by Lori DaMassa, the Solano County Intercity Transit Consortium unanimously approved the recommendation. (8 Ayes)

## 7. ACTION NON-FINANCIAL ITEMS

### A. Solano Express Intercity 5-Year Operating Budget Forecast and Solano Express Service Hours for FY 2026-27

Ron Grassi reviewed the recommendations made by the ITFWG at an earlier meeting on September 23, 2025 attended by the funding partners with the exception of SolTrans. He reviewed the financial planning and service adjustments for the Solano Express, including discussions about a significant funding gap and proposed service hour reductions to maintain financial stability. The recommendation from the ITFWG was to reduce Solano Express' service hours from 45,000 hours to 36,555 for FY 2026-27 in order to maintain financial stability for the next 5 years. Beth Kranda expressed her opposition to the recommendation.

After discussion, a motion was made by Beth Kranda (seconded by Nouae Vue), to table this item and continue discussions at the next Intercity Transit Funding Working Group to be scheduled in late October or early November.

### B. Review Recommendations from the Intercity Transit Funding Working Group (ITFWG) for Solano Express Service Changes for FY 2026-27

Ron Grassi reviewed the recommendations made by the ITFWG from an earlier meeting on September 23, 2025, attended by all the funding partners with the exception of SolTrans. He presented and outlined the recommendations made by the ITFWG as follows:

#### Blue Line:

Continue service to Walnut Creek BART and service to Davis via the Memorial Union and bid out the Blue Line.

#### Green Line:

Bid out the Green Line.

#### Route 82

Eliminate Route 82.

#### Yellow Line:

No recommendation made for the Yellow Line.

#### Red Line:

Continue serving Fairgrounds and SR 37 (Six Flags).

After discussion, a motion was made by Beth Kranda (seconded by Robert Guerrero), to table this item and continue discussions at the next Intercity Transit Funding Working Group to be scheduled in late October or early November.

## **8. INFORMATIONAL ITEMS – DISCUSSION**

### **A. Legislative Update**

Daryl Halls commented the STA took an official Support stance on three (3) proposed bills: SB 71, AB 394, and AB 697, and also sent three (3) Letters of Support addressed to Governor Newsom.

### **B. Solano Mobility Programs 4th Quarter Report for Fiscal Year (FY) 2024-25 Employer/Commuter Programs**

Ron Grassi provided a fourth-quarter report on the Employer Commuter Program for FY 2024-25.

### **C. Solano Mobility Programs Call Center 4<sup>th</sup> Quarter Report for Fiscal Year (FY) 2024-25**

Erika Dohina provided a fourth-quarter report on the Call Center for FY 2024-25.

### **D. Update on Solano Express Guaranteed Ride (GR) Program**

Ron Grassi provided an update to the Guaranteed Ride Program. He summarized the staff's five recommendations to address potential issues of the program, and outlined the program's progress and future plans.

### **E. Comprehensive Transportation Plan (CTP) Update for Transit and Rideshare Element**

Kathrina Gregana provided an update and reviewed the project evaluation and prioritization process for the Transit and Rideshare Element.

## **NO DISCUSSION**

### **F. 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 November and December 2025.

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

### **A. County of Solano**

None presented.

### **B. Benicia-Vallejo Solano County Transit**

Beth Kranda accused Daryl Halls, Nick Burton, and Ron Grassi of disparaging and misrepresenting facts about SolTrans' involvement with CHP. Nick Burton clarified STA's position on CHP stops, distinguishing between safety issues (ie, brake lights or oil leaks) and routine maintenance checks. Mr. Burton offered to set-up future meetings with CHP to address the issues and suggested focusing on the two separate problems with CHP.

### **C. Dixon Redit-Ride**

Lauren Kotow commented on the CBTP workshop held in early September was not well attended despite the significant survey responses received.

### **D. Fairfield Transit**

Shaun Vigil commented on the three new vehicles for paratransit arriving in October.

E. Rio Vista Delta Breeze

Krystine Ball also commented on a new bus they are receiving in October.

F. Solano Mobility Update

Debbie McQuilkin commented that since the Dixon CBTP Workshop was not well attended, staff is working on an online version of the prioritization exercise to be emailed to the people we received the original surveys from.

G. Suisun City Microtransit

Nouae Vue had no updates. Brandon Thomson commented that some adjustments are being made to the school tripper into downtown Suisun.

H. Vacaville City Coach

Lori DaMassa had no updates.

I. STA

Robert Guerrero had no updates.

**11. ADJOURNMENT**

The meeting adjourned at 2:40 p.m. The next regular meeting of the Solano County Intercity Transit Consortium is scheduled for **1:30 p.m. on Tuesday, November 18, 2025.**

THIS PAGE INTENTIONALLY LEFT BLANK.

# CTSA-AC

## CONSOLIDATED TRANSPORTATION SERVICES AGENCY ADVISORY COMMITTEE

### DRAFT Minutes for the Meeting of September 25, 2025

#### 1. CALL TO ORDER

Vice Chair Okumura called the CTSA-AC meeting to order at **9:30 a.m.**

##### **Board Members Present: *In Alphabetical Order by Last Name***

Vice Mayor Sarah Chapman, City of Vacaville  
 Mayor Catherine Moy, City of Fairfield  
 Vice Mayor Edwin Okamura, City of Rio Vista  
 Vice Mayor Terry Scott, City of Benicia  
 Supervisor Wanda Williams, Vice Chair, County of Solano

##### **Board Member Absent: *In Alphabetical Order by Last Name***

Vice Mayor Jim Ernest, City of Dixon  
 Mayor Alma Hernandez, City of Suisun City  
 Councilmember J.R. Matulac, City of Vallejo

##### **Other Invited Participants: *In Alphabetical Order by Last Name***

Ruben Brunt, PCC Rep.  
 Emery Cowan, Solano HSS  
 Lori DaMassa, Vacaville City Coach  
 Erika Dohina, STA  
 Kai Eusebio, Assemblymember Lori Wilson's Office  
 Jacob Francisco, Assemblymember Lori Wilson's Office  
 Cynthia Garcia, Solano County Superior Court  
 Ron Grassi, STA  
 Beth Kranda, SolTrans  
 Debbie McQuilkin, STA  
 Sanjay Mishra, City of Fairfield  
 Kari Radar, CANB  
 Susan Rotchy, ILRSCCC  
 Drennen Shelton, MTC  
 Laina Tekelidis, STA  
 Brandon Thomson, Rio Vista Delta Breeze  
 Nouae Vue, City of Suisun City

#### 2. APPROVAL OF AGENDA

On a motion by Mayor Moy, and a second by Vice Mayor Scott, the CTSA-AC Chair Okumura approved the agenda.

#### 3. OPPORTUNITY FOR PUBLIC COMMENT

None.

#### 4. CONSENT CALENDAR

**A. Minutes of the CTSA-AC Meeting of September 26, 2024**

Recommendation:

Approve the CTSA-AC Meeting Minutes of September 26, 2024

On a motion by Mayor Moy, and a second by Vice Mayor Terry Scott, the CTSA-AC Meeting Minutes of September 26, 2024, were approved.

**5. PRESENTATIONS**

**A. Countywide Transportation Town Hall with Assembly Member Wilson**

Assemblymember Wilson's staff, Kai Eusebio and Jacob Francisco, announced upcoming town hall meetings for feedback on Regional Transportation Funding and Accessible Transportation in Solano County

*Supervisor Wanda Williams joined the meeting.*

**B. Mobility Manager Designation in Solano County**

Drennen Shelton provided insight into the Transformation Action Plan Accessibility Initiative, which aims to designate a mobility manager in each county and provide a framework to bolster existing mobility management functions.

**6. ACTION ITEMS**

**A. None.**

**7. INFORMATIONAL PRESENTATIONS**

*Councilmember Sarah Chapman Joined*

**A. Status of Community-Based Transportation Plans (CBTPs) & Projects Implementation**

Debbie McQuilkin summarized the efforts and next steps of the CBTPs for the Cities of Suisun City, Rio Vista, Dixon, and the Unincorporated areas of Solano County.

Councilmember Terry Scott requested a generalized report of needs for each city and unincorporated area to see trends that may crossover between each city and unincorporated area. He noted the importance of having a current CBTP across the county within a 5-to-10-year gap.

Mayor Moy will be submitting a written request for a more current CBTP report since the previous report was completed in 2012, for the city of Fairfield.

**B. Solano Mobility Program Annual Report - Call Center for FY24-25**

Erika Dohina provided a year-end report of the Solano Mobility Program Call Center for FY 2024-25.

**C. Solano Mobility Program Annual Report - Employer/Commuter Program Reports for FY24-25**

Ron Grassi highlighted the newest implemented program Solano Community College Falcon Flyer Vanpool, and the growth of various mobility programs offered by the STA.

Councilmember Terry Scott requested usage charts for the mobility programs

**D. Solano Mobility Program Annual Report - Older Adults & People with Disabilities and Veterans for FY 2024-25**

Debbie McQuilkin outlined a year-end report serving older adults, veterans, and people with disabilities.

**E. Status of Travel Training Program**

Laina Tekelidis provided an overview of the free Travel Training Program provided by STA. Supervisor Williams requested a list of upcoming travel training fieldtrips.

**F. Vehicle Share Update – LandTrust**

Ron Grassi summarized the Vehicle Share Program, which assists community-based organizations with transportation needs. He mentioned the Solano Land Trust submitted a request to transport children. Unfortunately, after further research, the Fairfield Unified School District requires additional training that STA does not provide to use vehicles.

Chair Okumura read Mayor Alma Hernandez's comment to fully support creating accessibility to the public to reach locations such as Rush Ranch.

**8. CTSA-AC MEMBERS' COMMENTS**

None.

**9. FUTURE AGENDA ITEMS**

**10. ADJOURNMENT**

The meeting adjourned at 10:35 a.m. The next meeting is scheduled for **9:30 a.m., Thursday, May 22, 2026**, at the STA Office.



THIS PAGE INTENTIONALLY LEFT BLANK.



DATE: October 3, 2025  
TO: STA Board  
FROM: Ron Grassi, Director of Programs  
Mary Pryor, Transit Finance Consultant  
RE: Fiscal Year (FY) 2025-26 Transportation Development Act (TDA) Matrix –  
October 2025, which includes the TDA Claim for the Cities of  
Fairfield and Rio Vista

---

**Background:**

The Transportation Development Act (TDA) was enacted in 1971 by the California Legislature to ensure a continuing statewide commitment to public transportation. This law imposes a one-quarter-cent tax on retail sales within each county for this purpose. Proceeds are returned to counties based on the amount of taxes collected and are apportioned within the county based on population. To obtain TDA funds, local jurisdictions must submit requests to regional transportation agencies that review the claims for consistency with TDA requirements. Solano County agencies submit TDA claims to the Metropolitan Transportation Commission (MTC), the Regional Transportation Planning Agency (RTPA) for the nine Bay Area counties. The Solano FY 2025-26 TDA fund estimates from July 2025 by jurisdiction are shown on the attached MTC Fund Estimate (Attachment A).

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

**Discussion:**

The TDA apportionment for FY 2025-26 includes revenue estimates and projected carryover. The following claim, for the Cities of Fairfield and Rio Vista, are within the parameters of available TDA funds and are being brought forward for review:

**City of Fairfield TDA Summary**

The City of Fairfield is requesting \$7,262,400 in FY 2025-26 TDA operating funds, which are comprised entirely of operating funds. The City of Fairfield will forgo claiming any capital funding, as all TDA funds are being used for transit operations.

MTC estimates that the City of Fairfield is eligible for \$7 million of TDA revenue in FY 2025-26. The City's total TDA fund balance available for allocation is \$7,909,641. Any remaining TDA balance not allocated during the fiscal year remains in the City's TDA account for future replacement of transit vehicles and the ongoing maintenance of transit facilities and infrastructure. The City of Fairfield's TDA claim amounts are included in the October 2025 TDA matrix, Attachment B.

**City of Rio Vista TDA Summary**

The City of Rio Vista is requesting a total of \$568,090 in FY 2025-26 TDA funds, with \$508,050 allocated for operations and \$60,040 requested for capital funding, as Rio Vista will be replacing a bus.

MTC estimates that the City of Rio Vista is eligible for \$585,060 of TDA revenue in FY 2025-26. The City's total TDA fund balance available for allocation is \$2,422,537. Any remaining TDA balance not allocated during the fiscal year remains in the City's TDA account for future replacement of transit vehicles and the ongoing maintenance of transit facilities and infrastructure. The City of Rio Vista's TDA claim amounts are included in the October 2025 TDA matrix, Attachment B.

On September 23, 2025, the Solano County Intercity Transit Consortium unanimously approved the recommended action. On September 24, 2025, the STA TAC voted unanimously to forward the recommended action to the STA Board for approval.

**Fiscal Impact:**

The STA Board approval of the October 2025 TDA matrix provides the guidance MTC needs to process the TDA claim submitted by the City of Fairfield. There is no impact on STA's Budget.

**Recommendation:**

Approve the October 2025 TDA Matrix for FY 2025-26, which includes the TDA claim for the Cities of Fairfield and Rio Vista as shown in Attachment B.

**Attachments:**

- A. MTC FY 2025-26 TDA Fund Estimate for Cities of Fairfield and Rio Vista dated July 2025
- B. October 2025 TDA Matrix for FY 2025-26, which includes the TDA Claim for the Cities of Fairfield and Rio Vista.

**FY 2025-26 FUND ESTIMATE  
TRANSPORTATION DEVELOPMENT ACT FUNDS  
SOLANO COUNTY**

Attachment A  
Res No. 4688  
Page 9 of 19  
7/23/2025

FY2024-25 TDA Revenue Estimate			FY2025-26 TDA Revenue Estimate		
<b>FY2024-25 Generation Estimate Adjustment</b>			<b>FY2025-26 County Auditor's Generation Estimate</b>		
1. Original County Auditor Estimate (Feb, 24)		28,647,982	13. County Auditor Estimate		28,521,091
2. Actual Revenue (Jul, 25)		26,718,938	<b>FY2025-26 Planning and Administration Charges</b>		
3. Revenue Adjustment (Lines 2-1)		(1,929,044)	15. MTC Administration (0.5% of Line 14)		142,605
<b>FY2024-25 Planning and Administration Charges Adjustment</b>			16. County Administration (0.5% of Line 14)		142,605
4. MTC Administration (0.5% of Line 3)		(9,645)	17. MTC Planning (3.0% of Line 14)		855,633
5. County Administration (Up to 0.5% of Line 3)		(9,645)	18. Total Charges (Lines 15+16+17)		1,140,843
6. MTC Planning (3.0% of Line 3)		(57,871)	19. Solano Transportation Authority Planning (2.7% of Line 14-18) <sup>3</sup>		739,267
7. Total Charges (Lines 4+5+6)		(77,161)	20. TDA Generations Less Charges (Lines 14-18-19)		26,640,981
8. STA Planning (2.7%)		(50,001)	<b>FY2025-26 TDA Apportionment By Article</b>		
9. Adjusted Generations Less Charges (Lines 3-7-8)		(1,801,882)	21. Article 3.0 (2.0% of Line 20)		532,820
<b>FY2024-25 TDA Adjustment By Article</b>			22. Funds Remaining (Lines 20-21)		26,108,161
10. Article 3 Adjustment (2.0% of line 9)		(36,038)	23. Article 4.5 (5.0% of Line 22)		0
11. Funds Remaining (Lines 9-10)		(1,765,844)	24. TDA Article 4 (Lines 22-23)		26,108,161
12. Article 4.5 Adjustment (5.0% of Line 11)		0			
13. Article 4 Adjustment (Lines 11-12)		(1,765,844)			

**TDA APPORTIONMENT BY JURISDICTION**

Column	A	B	C=Sum(A:B)	D	E	F	G	H=Sum(C:G)	I	J=Sum(H:I)
	6/30/2024	FY2023-24	6/30/2024	FY2023-25	FY2024-25	FY2024-25	FY2024-25	6/30/2025	FY2025-26	FY2025-26
Apportionment Jurisdictions	Balance (w/o interest)	Interest	Balance (w/ interest) <sup>1</sup>	Outstanding Commitments <sup>2</sup>	Transfers/ Refunds	Original Estimate	Revenue Adjustment	Projected Carryover	Revenue Estimate	Available for Allocation
Article 3	1,657,578	75,207	1,732,785	1,242,642	0	535,190	(36,038)	3,474,579	532,820	4,007,399
Article 4.5										
<b>SUBTOTAL</b>	<b>1,657,578</b>	<b>75,207</b>	<b>1,732,785</b>	<b>1,242,642</b>	<b>0</b>	<b>535,190</b>	<b>(36,038)</b>	<b>3,474,579</b>	<b>532,820</b>	<b>4,007,399</b>
Article 4/8										
Dixon	2,823,499	128,707	2,952,206	(1,140,284)	270,385	1,123,910	(75,680)	3,130,538	1,134,738	4,265,276
Fairfield	3,405,383	292,799	3,698,183	(9,414,293)	0	7,063,650	(475,639)	871,901	7,037,740	7,909,641
Rio Vista	1,925,914	92,865	2,018,778	(731,818)	0	590,263	(39,746)	1,837,477	585,060	2,422,537
Solano County	3,963,362	175,668	4,139,029	(1,513,358)	0	1,069,777	(72,035)	3,623,414	1,057,132	4,680,546
Suisun City	1,202,259	71,132	1,273,392	(1,708,903)	208,175	1,682,556	(113,297)	1,341,923	1,686,639	3,028,562
Vacaville	11,365,199	672,702	12,037,901	(14,788,418)	0	5,957,351	(401,145)	2,805,689	5,975,344	8,781,033
Vallejo/Benicia	13,912,285	715,757	14,628,042	(19,336,972)	0	8,736,810	(588,303)	3,439,577	8,631,508	12,071,085
<b>SUBTOTAL</b>	<b>38,597,901</b>	<b>2,149,630</b>	<b>40,747,530</b>	<b>(48,634,046)</b>	<b>478,561</b>	<b>26,224,317</b>	<b>(1,765,844)</b>	<b>17,050,519</b>	<b>26,108,161</b>	<b>43,158,680</b>
<b>GRAND TOTAL</b>	<b>\$40,255,478</b>	<b>\$2,224,837</b>	<b>\$42,480,315</b>	<b>(\$47,391,404)</b>	<b>\$478,561</b>	<b>\$26,759,507</b>	<b>(\$1,801,882)</b>	<b>\$20,525,098</b>	<b>\$26,640,981</b>	<b>\$47,166,079</b>

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.

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

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

# FY 2025-26 TDA Matrix - October 2025

Date Prepared September 15, 2025  
STA Board Action

# Attachment B

	Note #	Dixon	Fairfield	Rio Vista	Suisun City	Vacaville	Vallejo/Benicia (SolTrans)	Solano County	Total
<b>TDA Revenue Available</b>									
FY25-26 TDA Revenue Estimate from MTC	1	\$ 1,134,738	\$ 7,037,740	\$ 585,060	\$ 1,686,639	\$ 5,975,344	\$ 8,631,508	\$ 1,057,132	\$ 26,108,161
Projected Carryover from MTC	1	\$ 3,130,538	\$ 871,901	\$ 1,837,477	\$ 1,341,923	\$ 2,805,689	\$ 3,439,577	\$ 3,623,414	\$ 17,050,519
Available for Allocation per MTC	1	\$ 4,265,276	\$ 7,909,641	\$ 2,422,537	\$ 3,028,562	\$ 8,781,033	\$ 12,071,085	\$ 4,680,546	\$ 43,158,680
FY24-25 Allocations / Returns	1								\$ -
<b>Total TDA Revenue Available for Allocation</b>		<b>\$ 4,265,276</b>	<b>\$ 7,909,641</b>	<b>\$ 2,422,537</b>	<b>\$ 3,028,562</b>	<b>\$ 8,781,033</b>	<b>\$ 12,071,085</b>	<b>\$ 4,680,546</b>	<b>\$ 43,158,680</b>
<b>USES</b>									
<b>Paratransit</b>									
Intercity Taxi Scrip	2	\$ -	\$ 3,630	\$ 100	\$ 2,225	\$ 27,400	\$ -	\$ 418,641	\$ 451,996
Paratransit	3		\$ 2,674,839			\$ 811,548	\$ 1,774,175	\$ 200,000	\$ 5,460,562
Microtransit	3				\$ 1,023,500				\$ 1,023,500
Local Taxi Scrip, Local 1st/Last Mile, Go-Go	3				\$ 200,000	\$ 66,487	\$ -	\$ 300,000	\$ 566,487
<i>Subtotal Paratransit</i>		\$ -	\$ 2,678,469	\$ 100	\$ 1,225,725	\$ 905,435	\$ 1,774,175	\$ 918,641	\$ 7,502,545
<b>Local Transit Service (Fixed Route) &amp; Administration</b>	3		\$ 4,351,680	\$ 508,050		\$ 2,198,086	\$ 4,787,260		\$ 11,845,076
<b>SolanoExpress Intercity Bus</b>									
To SolTrans	4	\$ 37,913	\$ 537,074	\$ -	\$ 126,648	\$ 336,036	\$ 2,092,141	\$ 199,895	\$ 3,329,707
<i>Subtotal SolanoExpress Intercity Bus</i>		\$ 37,913	\$ 537,074	\$ -	\$ 126,648	\$ 336,036	\$ 2,092,141	\$ 199,895	\$ 3,329,707
<b>Transit Capital</b>	3			\$ 60,040		\$ 1,800,000	\$ 2,075,077		\$ 3,935,117
<b>STA Planning</b>	6								
<b>Swaps / Other</b>									
LCTOP swap (FY24-25 Pop& Rev funds): Dixon to claim from Suisun City	7				\$ 50,838				\$ 50,838
LCTOP swap (FY24-25 Population funds): STA to claim for Solano County from Suisun City	7				\$ 48,004				\$ 48,004
LCTOP swap (FY24-25 Pop& Rev funds): Rio Vista to claim from Suisun City	7				\$ 27,060				\$ 27,060
LCTOP swap (FY24-25 Pop & Rev funds): Vacaville to claim from Fairfield	7		\$ 266,110						\$ 266,110
SGR swap: correction for Rio Vista / Fairfield swap of FY24-25 funds and swap for FY25-26, Rio Vista to claim in FY25-26	8		\$ 949						\$ 949
Fairfield-Vacaville Train Station claimed by FAST for FY23-24 costs	11					\$ 75,860			\$ 75,860
Suisun City Train Station O&M, claimed by STA	12				\$ 160,000				\$ 160,000
Suisun City Train Deport Capital Improvements, claimed by STA	13				\$ 120,000				\$ 120,000
Suisun City Mobility Hub, claimed by STA	14								\$ -
Faith in Action, claimed by STA	15							\$ 45,000	\$ 45,000
Equitable Access to Justice, claimed by STA	16							\$ 40,000	\$ 40,000
SR 37/Fairgrounds Dr. Improvement Project, claimed by STA	17							\$ 2,000,000	\$ 2,000,000
<i>Subtotal Swaps / Other</i>		\$ -	\$ 267,059	\$ -	\$ 405,902	\$ 75,860	\$ -	\$ 2,085,000	\$ 2,833,821
<b>Total To Be Claimed by All Agencies</b>		<b>\$ 37,913</b>	<b>\$ 7,834,282</b>	<b>\$ 568,190</b>	<b>\$ 1,758,275</b>	<b>\$ 5,315,417</b>	<b>\$ 10,728,653</b>	<b>\$ 3,203,536</b>	<b>\$ 29,446,266</b>
<b>Balance</b>		<b>\$ 4,227,363</b>	<b>\$ 75,359</b>	<b>\$ 1,854,347</b>	<b>\$ 1,270,287</b>	<b>\$ 3,465,616</b>	<b>\$ 1,342,432</b>	<b>\$ 1,477,010</b>	<b>\$ 13,712,414</b>

Notes (continued on next page)

FY 2025-26 TDA Matrix - October 2025

Attachment B

Date Prepared      September 15, 2025  
STA Board Action

- (1) MTC July 27, 2025 Fund Estimate; Reso 4629; columns I, H, J; FY24-25 Allocations/Returns include allocations as of June 30 2025.
- (2) STA will be the claimant. Based on FY 2025-26 Intercity Taxi Card Funding Amounts from May 27, 2025 Consortium staff report. Subject to revision by STA Board.
- (3) From each agency's annual TDA claim. Amount claimed from Solano County by STA is for ADA assessments. Amount claimed from Suisun City by STA for fixed route and micro-transit service (\$1,023,500), first-last mile (\$200,000). Solano County (\$300K) is for Medical Concierge Go-Go claimed by STA. Vacaville and Fairfield amounts listed under paratransit includes both paratransit and microtransit.
- (4) Based on FY 2025-26 Intercity Transit Funding Budget approved by STA Board June 11, 2025 and SolTrans FY25-26 TDA claim, subject to Solano Express Funding and Cost-Sharing agreement between STA and SolTrans.
- (5) TBD
- (6) MTC's Fund Estimate deducts the 2.7% from the annual revenue estimate for each jurisdiction; therefore, the STA Planning amount is no longer shown on this line of the TDA Matrix.
- (7) Dixon and Rio Vista to claim TDA from Suisun City. Includes FY24-25 LCTOP Pop & Rev apportionments, per STA Board 3/12/25 staff report.
- (8) FY24-25 and FY25-26 SGR swap, Rio Vista to claim from Fairfield. Includes clean-up of prior year swaps, per May 2024 correspondence.
- (9) TBD
- (10) TBD
- (11) FAST to claim from Vacaville based on the 2002 agreement for the operation of Fairfield - Vacaville Train Station. Amount covers half of costs incurred by Fairfield in FY23-24.
- (12) To be claimed by STA for Suisun Amtrak station operations and maintenance
- (13) To be claimed by STA for Suisun Train Depot Capital Improvements
- (14) To be claimed by STA for Suisun City Mobility Hub
- (15) To be claimed by STA for Faith in Action
- (16) To be claimed by STA for Equitable Access to Justice Pilot Program
- (17) To be claimed by STA for State Route 37/Fairgrounds Drive Interchange Improvements Project

THIS PAGE IS INTENTIONALLY LEFT BLANK.



DATE: September 26, 2025  
TO: STA Board  
FROM: Susan Furtado, Retiree Special Projects  
RE: Fiscal Year (FY) 2025-26 Indirect Cost Allocation Plan (ICAP) Rate Application for Caltrans

---

**Background:**

In compliance with Caltrans Local Program Procedures (LPP) 04-10 and Office of Management and Budget (OMB) Circular A-87, the STA is required to submit an annual Indirect Cost Allocation Plan (ICAP) Rate Application to Caltrans to enable STA to continue to charge an indirect cost allocation for federal and state funded projects. The ICAP Rate Application submitted and approved is based on the annual budget as a fixed rate with a carry-forward provision plan. A fixed rate with carry-forward provision is a rate subject to adjustment when actual expenditures for the fiscal year are audited. The difference between the estimated cost and the actual audited cost is carried forward as an adjustment to the second fiscal year following the adjusted year.

**Discussion:**

The FY 2023-24 ICAP rate is adjusted to reflect the actual and audited indirect cost expenditures using the audited financial statement and reports. The FY 2023-24 indirect cost expenditure is increased by the amount of \$428,328.06 based on actual audited administration expenditures for the fiscal year. This adjustment is reflective of the ICAP Rate exclusions under the statutory and administrative limitations in accordance with OMB Circular A-87 and the Code of Federal Regulations (CFR) Title 2 Grants and Agreements Part 225 Appendix B. This adjustment is carried forward as an increase to the Indirect Cost for FY 2025-26 ICAP Rate application.

The STA's FY 2025-26 ICAP Rate application result is at 60.13% (Attachment A). With the approval of this ICAP Rate, STA will be able to charge Indirect Cost to federal funds and other project funds that requires the use of the ICAP Rate. The ICAP Rate for FY 2025-26 will allow STA to get a total indirect cost reimbursement in the amount of approximately \$275,367 to be reimbursed under the Congestion Mitigation and Air Quality Program (CMAQ) for the Transit Mobility Programs, the Safe Routes to School (SR2S) Programs, and the Office of the Traffic Safety (OTS) Grant for the SR2S Program.

**Fiscal Impact:**

The proposed ICAP Rate for FY 2025-26 of 60.13% will allow approximately \$275,36 of indirect cost to be reimbursed under the grants for the Solano Mobility and the Safe Routes to School Programs.

**Recommendation:**

Approve the following:

1. STA's ICAP Rate Application for FY 2025-26 at 60.13%; and
2. Authorize the Executive Director to submit the ICAP Rate Application to Caltrans.

Attachment:

- A. Fiscal Year (FY) 2025-26 ICAP Rate Calculation



### Fixed with Carry Forward Calculation

	<u>FY 2024</u>	<u>FY 2025</u>	<u>FY 2026</u>
<b>Approved Rate</b>	<b>51.25%</b>	<b>52.20%</b>	<b>60.13%</b>

#### INDIRECT COST CARRY FORWARD

<b>Carry Forward</b>	<b>180,477.44</b>	<b>Carry Forward</b>	<b>428,328.06</b>
Indirect Cost from Single Audit	<u>\$1,933,928.00</u>	Estimated Indirect Cost (FY 2026 Budget)	<u>1,828,297</u>
<b>Total Indirect Cost</b>	<b><u>2,114,405.44</u></b>	<b>Total Estimated Indirect Cost</b>	<b><u>2,256,625.06</u></b>

#### Recovered Costs:

Direct Salaries & Fringe Benefits	\$3,289,907.08
-----------------------------------	----------------

Estimated Direct Salaries & Fringe Benefits (From FY 2026 Budget)	<b><u>\$3,753,138</u></b>
---	---------------------------

<b>Approved Indirect Rate</b>	<b>51.25%</b>
-------------------------------	---------------

Total Recovered Indirect Cost	1,686,077.38
-------------------------------	--------------

<b>Indirect Carry Forward</b>	<b>428,328.06</b>
-------------------------------	-------------------

#### DIRECT SALARIES & FRINGE BENEFITS (Per Single Audit)

General Fund	\$2,889,669.95
Special Revenue Fund	<u>400,237.13</u>
<b>Total Direct Salaries &amp; Fringe Benefits</b>	<b><u>\$3,289,907.08</u></b>



DATE: October 3, 2025  
TO: STA Board  
FROM: Brandon Thomson, Transit Mobility Coordinator  
RE: Contract Extension for Management Services for City of Suisun City Microtransit

---

**Background:**

Starting in 1990, Suisun City partnered with the City of Fairfield to provide local transit services linking Fairfield and Suisun City. Fairfield and Suisun Transit (FAST) is operated by the City of Fairfield. Suisun City has historically utilized its annual allocation of Transportation Development Act (TDA) to fund FAST services. Past FAST services provided within Suisun City included:

- FAST Route 5, which includes DART (operated solely within Suisun City),
- FAST Route 6, which includes DART (operated within Suisun City and Fairfield), and
- Local Reduced Taxi Program (subsidized for qualifying low-income and elderly residents).

On October 19, 2022, the Suisun City Council conducted a Public Hearing for the discontinuation of Routes 5 and 6, effective December 31, 2022, which was unanimously approved by the Suisun City Council. On August 16, 2022, the Suisun City Council approved contracting with Solano Transportation Authority (STA) to provide transit management services for the newly created Suisun Microtransit program.

**Discussion:**

Suisun City Microtransit has been in operation for the past three years with Transportation Concepts providing bus operators and STA providing transit management services. The Suisun City Council took action on July 1, 2025, to authorize the Suisun City Manager to enter into an agreement with the STA to continue to provide transit management services from January 1, 2026, through December 31, 2026.

**Fiscal Impact:**

None to the STA. The cost for the Suisun City Microtransit Service has been programmed into the Fiscal Year (FY) 2025-26 Suisun City TDA budget.

**Recommendation:**

Authorize the Executive Director to execute the second option year with Transportation Concepts for an amount not to exceed \$708,090 for continued microtransit service within the City of Suisun City.

THIS PAGE INTENTIONALLY LEFT BLANK.



DATE: October 3, 2025  
TO: STA Board  
FROM: Brandon Thomson, Transit Mobility Coordinator  
RE: Contract Extension for Transportation Concepts for City of Suisun City  
Microtransit Service

---

**Background:**

Starting in 1990, Suisun City partnered with the City of Fairfield to provide local transit services linking Fairfield and Suisun City. Fairfield and Suisun Transit (FAST) is operated by the City of Fairfield. Suisun City has historically utilized its annual allocation of Transportation Development Act (TDA) to fund FAST services. Past FAST services provided within Suisun City included:

- FAST Route 5, which includes DART (operated solely within Suisun City),
- FAST Route 6, which includes DART (operated within Suisun City and Fairfield), and
- Local Reduced Taxi Program (subsidized for qualifying low-income and elderly residents).

On October 19, 2022, the Suisun City Council conducted a Public Hearing for the discontinuation of Routes 5 and 6, effective December 31, 2022, which was unanimously approved by the Suisun City Council. While plans for this service discontinuation were occurring, on August 16, 2022, the Suisun City Council approved partnering with Solano Transportation Authority (STA) for Microtransit Services.

Based upon the Suisun City Council's action, STA staff generated a Request for Proposals (RFP) for the Operation of Suisun Microtransit. Transportation Concepts was the apparent best bidder, and a contract was executed between the Solano Transportation Authority (STA) and Transportation Concepts for the operations of Suisun Microtransit with two base years, the last base year ending December 31, 2024. The contract also contained two option years with the first option year starting January 1, 2025, and the last and final option year starting on January 1, 2026.

**Discussion:**

Suisun City Microtransit has been in operation for the past three years with Transportation Concepts providing bus operators and STA providing contract oversight. The Suisun City Council took action on July 1, 2025, to authorize executing the second option year, starting January 1, 2026, provided under the existing agreement for an amount not to exceed \$708,090.

**Fiscal Impact:**

None to the STA. The cost for the Suisun City Microtransit Service has been programmed into the Fiscal Year (FY) 2025-26 Suisun City TDA budget.

**Recommendation:**

Authorize the Executive Director to execute the second option year with Transportation Concepts for an amount not to exceed \$708,090 in order to continue microtransit service within the City of Suisun City.

THIS PAGE INTENTIONALLY LEFT BLANK.



DATE: October 3, 2025  
TO: STA Board  
FROM: Jasper Alve, Senior Project Manager  
RE: 2026 State Transportation Improvement Program Cycle: Programming Planning, Programming, and Monitoring (PPM) Funds

---

**Background:**

The State Transportation Improvement Program (STIP) provides funding for transportation projects on and off the State Highway System, which is funded with revenues from the State Highway Account and other funding sources. The STIP cycle is programmed every two years and covers a period of five years. The STIP is composed of two sub-elements: 25 percent of the funding is committed to the Interregional Transportation Improvement Program, which is managed by the California Department of Transportation, and 75 percent is committed to the Regional Transportation Improvement Program (RTIP).

The Metropolitan Transportation Commission (MTC) is responsible for developing the region's expenditure plan of the RTIP and for submitting the proposed projects to the California Transportation Commission for adoption. MTC adopted Resolution Number 4728 on September 24, 2025, which establishes the policies, procedures, project criteria, schedule, and funding targets of the 2026 RTIP covering fiscal years 2026-27 through 2030-31. Attachment A provides a list of the 2026 STIP fund estimate targets by County. This list includes funding for Planning, Programming, and Monitoring (PPM).

The California Legislature and Governor enacted Assembly Bill (AB) 2538 in 2006 (sponsored by STA) to increase the allowable funding amount for PPM activities. Initially, only 1 percent of the STIP County Share could be programmed for PPM. AB 2538, however, increased this to 5 percent.

**Discussion:**

STIP PPM funds provide the STA Board and staff with the resources and flexibility to respond to changing transportation needs. Eligible use of these funds includes monitoring project delivery, timely use of funds, and compliance with State laws and funding guidelines. The funds also cover STA's development of transportation programs and plans, as well as advancement of transportation projects.

The total amount of PPM funds available for programming to the STA in the 2026 STIP cycle is \$757,000 for fiscal years 2026-27 through 2030-31. The STA, as shown in Attachment B – the electronic Project Programming Request (ePPR), will program the PPM funds in the amounts of \$200,000, \$200,000, \$170,000, \$87,000, and \$100,000, respectively, to the following fiscal years 2027, 2028, 2029, 2030, and 2031. Submittal of the ePPR to the MTC is required to program the PPM funds.

**Fiscal Impact:**

None.

**Recommendation:**

Authorize the Executive Director to:

1. Program the 2026 STIP PPM funds totaling \$757,000 for fiscal years 2026-27 through 2030-31 as shown in Attachment B; and
2. Submit the electronic Project Programming Request to the Metropolitan Transportation Commission (MTC).

Attachments:

- A. 2026 STIP Fund Estimates
- B. Electronic Project Programming Request for Programming Planning, Programming, and Monitoring Funds

**Tab 19 - Yellow Meeting Handout - Attachment Only**  
**(Executive Summary only)**

## Executive Summary

On August 14, 2025, the California Transportation Commission adopted the 2026 State Transportation Improvement Program (STIP) Fund Estimate (FE). The STIP FE is a biennial estimate of all resources available for the state's transportation infrastructure over the next five-year period, and establishes the program funding levels for the STIP and the State Highway Operation and Protection Program (SHOPP). The 2026 STIP FE period covers state fiscal years 2026-27 through 2030-31, with 2025-26 included as the base year.

The 2026 STIP FE incorporates Governor Newsom's Executive Order N-79-20 which requires that all new cars and passenger trucks sold are zero-emission vehicles (ZEV) by 2035. The Order also requires the same emissions status for medium and heavy-duty vehicles by 2045. ZEVs include battery-electric vehicles, hydrogen fuel cell vehicles and plug-in hybrid electric vehicles. This transition from smog-producing vehicles to ZEVs will dramatically reduce demand for gasoline and diesel fuels, which will negatively impact transportation revenues. Excise taxes collected from the consumption of vehicle fuel is the largest state revenue source for transportation.

### STIP Capacity

STIP projects add new development to the state's transportation infrastructure. The 2026 STIP FE includes a total estimate of \$2.7 billion in program target capacity over the five-year FE period. Program capacity represents the total value of projects that can be funded each year, including construction, right-of-way (R/W), and support. Support consists of preliminary engineering, planning, design, and construction engineering. From the \$2.7 billion in total estimated program capacity over the 2026 STIP FE, new STIP capacity currently available for programming is approximately \$1.1 billion over the FE period.

2026 STIP FE STIP Program Capacity (\$ in millions)								
	2025-26	2026-27	2027-28	2028-29	2029-30	2030-31	5-Year Total	6-Year Total
2026 STIP FE Target Capacity	\$585	\$560	\$580	\$560	\$510	\$500	\$2,710	\$3,295
2024 STIP Program	718	528	580	517	0	0	1,625	2,343
New STIP Program Capacity	(\$133)	\$32	\$0	\$43	\$510	\$500	\$1,085	\$952
Cumulative Difference	(\$133)	(\$101)	(\$102)	(\$58)	\$452	\$952		
Estimated Capital Allocation Capacity	\$470	\$450	\$460	\$450	\$410	\$400		

Note: Individual numbers may not add to total due to independent rounding.

- STIP capacity over the 2026 five-year FE period is five percent lower compared to the 2024 five-year FE period. STIP capacity in the future will depend primarily on the inflationary component of the incremental excise tax revenues outpacing the reduction in gasoline consumption, and the diesel sales tax revenues remaining stable.



## SHOPP Capacity

SHOPP projects are funded with federal and state resources and consist of major rehabilitation work on the State Highway System. The 2026 STIP FE forecasts SHOPP capacity of \$21.7 billion over the five-year FE period. Similar to the STIP, SHOPP capacity represents the total value of projects that can be funded each year, and includes construction, R/W, and support. From the \$21.7 billion in total estimated program capacity over the 2026 STIP FE, new SHOPP capacity currently available for programming is approximately \$11.1 billion over the FE period.

<b>2026 STIP FE SHOPP Program Capacity (\$ in millions)</b>								
	2025-26	2026-27	2027-28	2028-29	2029-30	2030-31	5-Year Total	6-Year Total
<b>2026 STIP FE SHOPP Target Capacity</b>	<b>\$5,100</b>	<b>\$4,300</b>	<b>\$4,300</b>	<b>\$4,300</b>	<b>\$4,400</b>	<b>\$4,400</b>	<b>\$21,700</b>	<b>\$26,800</b>
2024 SHOPP Program	5,240	5,240	5,340	0	0	0	10,580	15,820
<b>New SHOPP Program Capacity</b>	<b>(\$140)</b>	<b>(\$940)</b>	<b>(\$1,040)</b>	<b>\$4,300</b>	<b>\$4,400</b>	<b>\$4,400</b>	<b>\$11,120</b>	<b>\$10,980</b>
<b>Cumulative Difference</b>	<b>(\$140)</b>	<b>(\$1,080)</b>	<b>(\$2,120)</b>	<b>\$2,180</b>	<b>\$6,580</b>	<b>\$10,980</b>		
Estimated Capital Allocation Capacity	\$3,800	\$3,200	\$3,200	\$3,200	\$3,300	\$3,300		

Note: Individual numbers may not add to total due to independent rounding.

- SHOPP capacity over the 2026 five-year FE period is 16 percent lower compared to the 2024 five-year FE period, due to additional commitments associated with unprogrammed costs, including increased frequency of emergency projects and increased costs for projects.

PROPOSED

ESTIMATED CAPACITY BY PROGRAM

Fund Estimate Five-Year Period

2026 STIP FE STIP Program Capacity (\$ in millions)								
	2025-26	2026-27	2027-28	2028-29	2029-30	2030-31	5-Year Total	6-Year Total
2026 STIP FE Target Capacity	\$585	\$560	\$580	\$560	\$510	\$500	\$2,710	\$3,295
2024 STIP Program	718	528	580	517	0	0	1,625	2,343
New STIP Program Capacity	(\$133)	\$32	\$0	\$43	\$510	\$500	\$1,085	\$952
Cumulative Difference	(\$133)	(\$101)	(\$102)	(\$58)	\$452	\$952		
Estimated Capital Allocation Capacity	\$470	\$450	\$460	\$450	\$410	\$400		

Note: Individual numbers may not add to total due to independent rounding.

2026 STIP FE SHOPP Program Capacity (\$ in millions)								
	2025-26	2026-27	2027-28	2028-29	2029-30	2030-31	5-Year Total	6-Year Total
2026 STIP FE SHOPP Target Capacity	\$5,100	\$4,300	\$4,300	\$4,300	\$4,400	\$4,400	\$21,700	\$26,800
2024 SHOPP Program	5,240	5,240	5,340	0	0	0	10,580	15,820
New SHOPP Program Capacity	(\$140)	(\$940)	(\$1,040)	\$4,300	\$4,400	\$4,400	\$11,120	\$10,980
Cumulative Difference	(\$140)	(\$1,080)	(\$2,120)	\$2,180	\$6,580	\$10,980		
Estimated Capital Allocation Capacity	\$3,800	\$3,200	\$3,200	\$3,200	\$3,300	\$3,300		

Note: Individual numbers may not add to total due to independent rounding.

# PROPOSED

## 2026 STIP FUND ESTIMATE STATE HIGHWAY AND FEDERAL TRUST FUND ACCOUNTS (\$ millions)

	2025-26	2026-27	2027-28	2028-29	2029-30	2030-31	5-Year Total	6-Year Total
<b>RESOURCES</b>								
Beginning Balance	\$1,053							\$1,053
Fuel Excise Taxes (Base)	\$2,192	\$2,205	\$2,223	\$2,234	\$2,243	\$2,257	\$11,161	\$13,354
Fuel Excise Taxes (Incremental)	2,133	2,155	2,172	2,190	2,208	2,236	10,961	13,094
Net Weight Fees	0	0	0	0	0	0	0	0
Misc. Revenues	408	400	390	380	370	370	1,908	2,316
Net Transfers - Others	(178)	(174)	(174)	(175)	(176)	(175)	(875)	(1,053)
Expenditures - Other Departmental	(764)	(728)	(750)	(752)	(748)	(754)	(3,732)	(4,496)
Total State Resources	\$4,844	\$3,857	\$3,860	\$3,877	\$3,897	\$3,933	\$19,425	\$24,269
Obligation Authority (OA)	\$5,194	\$5,287	\$5,382	\$5,479	\$5,577	\$5,677	\$27,403	\$32,596
August Redistribution	495	495	495	495	495	495	2,475	2,970
Other Federal Resources	(414)	(416)	(419)	(421)	(421)	(421)	(2,097)	(2,511)
Total Federal Resources	\$5,275	\$5,366	\$5,459	\$5,553	\$5,652	\$5,752	\$27,781	\$33,055
<b>TOTAL STATE &amp; FED RESOURCES</b>	<b>\$10,119</b>	<b>\$9,223</b>	<b>\$9,319</b>	<b>\$9,430</b>	<b>\$9,549</b>	<b>\$9,684</b>	<b>\$47,205</b>	<b>\$57,324</b>
<b>COMMITMENTS</b>								
<b>STATE OPERATIONS</b>	<b>(\$1,681)</b>	<b>(\$1,729)</b>	<b>(\$1,777)</b>	<b>(\$1,827)</b>	<b>(\$1,878)</b>	<b>(\$1,930)</b>	<b>(\$9,141)</b>	<b>(\$10,823)</b>
<b>MAINTENANCE</b>	<b>(\$1,471)</b>	<b>(\$1,518)</b>	<b>(\$1,566)</b>	<b>(\$1,617)</b>	<b>(\$1,669)</b>	<b>(\$1,722)</b>	<b>(\$8,092)</b>	<b>(\$9,562)</b>
<b>LOCAL ASSISTANCE (LA)</b>								
Oversight (Partnership)	(\$215)	(\$214)	(\$213)	(\$214)	(\$211)	(\$208)	(\$1,061)	(\$1,276)
State & Federal LA	(2,121)	(2,171)	(2,215)	(2,258)	(2,292)	(2,330)	(11,266)	(13,387)
<b>TOTAL LA</b>	<b>(\$2,336)</b>	<b>(\$2,385)</b>	<b>(\$2,428)</b>	<b>(\$2,472)</b>	<b>(\$2,503)</b>	<b>(\$2,538)</b>	<b>(\$12,327)</b>	<b>(\$14,663)</b>
<b>SHOPP CAPITAL OUTLAY SUPPORT (COS)</b>								
SHOPP Major	(\$1,173)	(\$915)	(\$675)	(\$531)	(\$364)	(\$220)	(\$2,705)	(\$3,878)
SHOPP Minor	(104)	(107)	(111)	(115)	(120)	(124)	(578)	(682)
Stormwater	(57)	(57)	(57)	(57)	(57)	(57)	(287)	(344)
<b>TOTAL SHOPP COS</b>	<b>(\$1,334)</b>	<b>(\$1,080)</b>	<b>(\$844)</b>	<b>(\$704)</b>	<b>(\$541)</b>	<b>(\$402)</b>	<b>(\$3,570)</b>	<b>(\$4,904)</b>
<b>SHOPP CAPITAL OUTLAY</b>								
Major capital	(\$2,853)	(\$291)	(\$143)	(\$47)	(\$16)	\$0	(\$497)	(\$3,350)
Minor capital	(150)	(145)	(141)	(137)	(133)	(129)	(686)	(835)
R/W Project Delivery	(107)	(95)	(62)	(47)	(51)	(33)	(288)	(395)
Unprogrammed R/W	(33)	(27)	(19)	(9)	(6)	(2)	(63)	(96)
<b>TOTAL SHOPP CAPITAL OUTLAY</b>	<b>(\$3,143)</b>	<b>(\$558)</b>	<b>(\$365)</b>	<b>(\$240)</b>	<b>(\$206)</b>	<b>(\$164)</b>	<b>(\$1,534)</b>	<b>(\$4,677)</b>
<b>TOTAL NON-STIP COMMITMENTS</b>	<b>(\$9,965)</b>	<b>(\$7,270)</b>	<b>(\$6,981)</b>	<b>(\$6,860)</b>	<b>(\$6,797)</b>	<b>(\$6,756)</b>	<b>(\$34,664)</b>	<b>(\$44,629)</b>
<b>STIP LA</b>								
STIP Off-System	(\$146)	(\$104)	(\$67)	(\$38)	(\$23)	(\$12)	(\$244)	(\$389)
Oversight (Partnership)	(31)	(31)	(30)	(31)	(30)	(30)	(152)	(183)
<b>TOTAL STIP LA</b>	<b>(\$177)</b>	<b>(\$134)</b>	<b>(\$97)</b>	<b>(\$68)</b>	<b>(\$53)</b>	<b>(\$42)</b>	<b>(\$395)</b>	<b>(\$572)</b>
<b>STIP COS</b>	<b>(\$162)</b>	<b>(\$210)</b>	<b>(\$190)</b>	<b>(\$148)</b>	<b>(\$107)</b>	<b>(\$91)</b>	<b>(\$745)</b>	<b>(\$907)</b>
<b>STIP CAPITAL OUTLAY</b>								
STIP On-System	(\$401)	(\$408)	(\$322)	(\$198)	(\$66)	\$0	(\$994)	(\$1,395)
R/W Project Delivery	(14)	(6)	(2)	(1)	(1)	(1)	(11)	(25)
Unprogrammed R/W	(5)	(3)	(3)	(2)	(2)	(2)	(12)	(17)
<b>TOTAL STIP CAPITAL OUTLAY</b>	<b>(\$420)</b>	<b>(\$417)</b>	<b>(\$327)</b>	<b>(\$201)</b>	<b>(\$69)</b>	<b>(\$3)</b>	<b>(\$1,017)</b>	<b>(\$1,437)</b>
<b>TOTAL STIP COMMITMENTS</b>	<b>(\$758)</b>	<b>(\$761)</b>	<b>(\$614)</b>	<b>(\$417)</b>	<b>(\$229)</b>	<b>(\$136)</b>	<b>(\$2,158)</b>	<b>(\$2,916)</b>
<b>TOTAL RESOURCES AVAILABLE</b>	<b>(\$605)</b>	<b>\$1,192</b>	<b>\$1,724</b>	<b>\$2,153</b>	<b>\$2,523</b>	<b>\$2,792</b>	<b>\$10,384</b>	<b>\$9,779</b>
<b>SHOPP TARGET CAPACITY</b>	<b>\$3,300</b>	<b>\$2,700</b>	<b>\$2,700</b>	<b>\$2,700</b>	<b>\$2,700</b>	<b>\$2,700</b>	<b>\$13,500</b>	<b>\$16,800</b>
<b>STIP TARGET CAPACITY</b>	<b>\$525</b>	<b>\$500</b>	<b>\$500</b>	<b>\$500</b>	<b>\$460</b>	<b>\$450</b>	<b>\$2,410</b>	<b>\$2,935</b>

Notes:

Individual numbers may not add to total due to independent rounding.

# PROPOSED

**2026 STIP FUND ESTIMATE**  
**ROAD MAINTENANCE & REHABILITATION ACCOUNT**  
(\$ millions)

	2025-26	2026-27	2027-28	2028-29	2029-30	2030-31	5-Year Total	6-Year Total
<b>RESOURCES</b>								
Beginning Balance	\$3,558							\$3,558
Bridges & Culverts	\$400	\$400	\$400	\$400	\$400	\$400	\$2,000	\$2,400
Maintenance & SHOPP	1,799	1,889	1,985	2,087	2,214	2,340	10,515	12,314
SMIF Interest	125	102	90	74	58	45	369	493
<b>TOTAL RESOURCES</b>	<b>\$5,882</b>	<b>\$2,391</b>	<b>\$2,475</b>	<b>\$2,561</b>	<b>\$2,671</b>	<b>\$2,785</b>	<b>\$12,884</b>	<b>\$18,766</b>
<b>COMMITMENTS</b>								
Program Development	(\$12)	(\$12)	(\$13)	(\$13)	(\$14)	(\$14)	(\$66)	(\$79)
Statewide Planning	(16)	(16)	(17)	(18)	(18)	(19)	(88)	(104)
Maintenance	(506)	(522)	(539)	(556)	(574)	(592)	(2,783)	(3,289)
Capital Outlay Support	(453)	(87)	(74)	(64)	(55)	(49)	(330)	(782)
Capital Outlay	(731)	(1,155)	(1,170)	(557)	(199)	(188)	(3,269)	(4,000)
<b>TOTAL COMMITMENTS</b>	<b>(\$1,718)</b>	<b>(\$1,793)</b>	<b>(\$1,812)</b>	<b>(\$1,208)</b>	<b>(\$860)</b>	<b>(\$862)</b>	<b>(\$6,535)</b>	<b>(\$8,253)</b>
<b>TOTAL RESOURCES AVAILABLE</b>	<b>\$4,164</b>	<b>\$599</b>	<b>\$663</b>	<b>\$1,353</b>	<b>\$1,811</b>	<b>\$1,923</b>	<b>\$6,348</b>	<b>\$10,512</b>
<b>RMRA TARGET CAPACITY</b>	<b>\$1,800</b>	<b>\$1,600</b>	<b>\$1,600</b>	<b>\$1,600</b>	<b>\$1,700</b>	<b>\$1,700</b>	<b>\$8,200</b>	<b>\$10,000</b>

Note:  
Individual numbers may not add to total due to independent rounding.

PROPOSED

2026 STIP FUND ESTIMATE  
PUBLIC TRANSPORTATION ACCOUNT  
(\$ in thousands)

	2025-26	2026-27	2027-28	2028-29	2029-30	2030-31	5-Year Total	6-Year Total
RESOURCES								
Beginning Balance	\$1,987,675							\$1,987,675
Adjustment for STA Transfer Timing	(223,948)							(223,948)
TIRCP & SRA Set-Aside	(1,636,917)							(1,636,917)
Sales Tax on Diesel	\$1,116,583	\$1,134,679	\$1,183,388	\$1,223,952	\$1,247,675	\$1,271,398	\$6,061,092	\$7,177,675
SMIF Interest Earned	64,965	56,918	49,479	40,429	30,475	22,971	200,272	265,238
Transfer from Aeronautics Account	30	30	30	30	30	30	150	180
Transfer from SHA (S&HC 194)	25,046	25,046	25,046	25,046	25,046	25,046	125,230	150,276
Transportation Improvement Fee (TIF)	459,842	473,637	487,846	502,481	517,556	532,630	2,514,150	2,973,992
TOTAL RESOURCES	\$1,793,277	\$1,690,310	\$1,745,790	\$1,791,939	\$1,820,781	\$1,852,075	\$8,900,895	\$10,694,172
State Transit Assistance (STA)	(\$948,805)	(\$966,084)	(\$1,005,719)	(\$1,039,567)	(\$1,061,316)	(\$1,083,066)	(\$5,155,752)	(\$6,104,557)
Reservation for Emergency Condition Response Projects	(10,000)	(10,000)	(10,000)	(10,000)	(10,000)	(10,000)	(50,000)	(60,000)
SUBTOTAL AVAILABLE RESOURCES	\$834,472	\$714,226	\$730,071	\$742,372	\$749,465	\$759,009	\$3,695,143	\$4,529,615
COMMITMENTS								
STATE OPERATIONS								
Rail and Mass Transportation Support	(\$26,200)	(\$27,040)	(\$27,907)	(\$28,802)	(\$29,726)	(\$30,679)	(\$144,153)	(\$170,353)
Planning Staff and Support	(26,561)	(27,413)	(28,292)	(29,199)	(30,136)	(31,102)	(146,142)	(172,703)
California Transportation Commission	(4,915)	(5,073)	(5,235)	(5,403)	(5,576)	(5,755)	(27,043)	(31,958)
Institute of Transportation Studies	(980)	(980)	(980)	(980)	(980)	(980)	(4,900)	(5,880)
Public Utilities Commission	(11,324)	(11,687)	(12,062)	(12,449)	(12,848)	(13,260)	(62,306)	(73,630)
State Controller's Office	(19)	(20)	(20)	(21)	(22)	(22)	(105)	(124)
Secretary for Transportation Agency	(1,747)	(1,803)	(1,861)	(1,921)	(1,982)	(2,046)	(9,612)	(11,359)
TOTAL STATE OPERATIONS	(\$71,746)	(\$74,015)	(\$76,357)	(\$78,775)	(\$81,270)	(\$83,844)	(\$394,261)	(\$466,007)
INTERCITY RAIL								
Intercity Rail and Bus Operations	(\$202,986)	(\$203,375)	(\$130,867)	(\$130,867)	(\$130,867)	(\$130,867)	(\$726,843)	(\$929,829)
Heavy Equipment Maintenance and Acquisition	(30,161)	(30,849)	(31,605)	(32,437)	(33,352)	(34,359)	(162,603)	(192,764)
Fleet Modernization	(1,800)	(900)	(54,924)	(53,094)	0	0	(108,918)	(110,718)
TOTAL INTERCITY RAIL	(\$234,947)	(\$235,124)	(\$217,397)	(\$216,398)	(\$164,219)	(\$165,226)	(\$998,364)	(\$1,233,311)
LOCAL ASSISTANCE								
Transit and Intercity Rail Capital Program (TIRCP)	(\$321,889)	(\$331,546)	(\$341,492)	(\$351,737)	(\$362,289)	(\$372,841)	(\$1,759,905)	(\$2,081,795)
State Rail Assistance Program (SRA)	(53,171)	(54,032)	(56,352)	(58,283)	(59,413)	(60,543)	(288,623)	(341,794)
Bay Area Ferry Operations/Waterborne	(3,481)	(3,516)	(3,551)	(3,586)	(3,622)	(3,659)	(17,934)	(21,415)
TOTAL LOCAL ASSISTANCE	(\$378,541)	(\$389,094)	(\$401,395)	(\$413,607)	(\$425,325)	(\$437,042)	(\$2,066,463)	(\$2,445,004)
CAPITAL PROJECTS								
STIP - Mass Transportation*	(\$5,050)	(\$6,511)	(\$13,499)	(\$2,782)	(\$1,624)	(\$1,672)	(\$26,089)	(\$31,139)
STIP - Rail*	(1,929)	(5,906)	(2,202)	(1,682)	(184)	(213)	(10,187)	(12,116)
TOTAL CAPITAL PROJECTS	(\$6,979)	(\$12,417)	(\$15,702)	(\$4,464)	(\$1,808)	(\$1,885)	(\$36,275)	(\$43,255)
CASH AVAILABLE FOR PROGRAMMING	\$142,259	\$3,576	\$19,220	\$29,128	\$76,844	\$71,011	\$199,780	\$342,038
PTA STIP TARGET CAPACITY	\$60,000	\$60,000	\$80,000	\$60,000	\$50,000	\$50,000	\$300,000	\$360,000

Note: Individual numbers may not add to total due to independent rounding.  
\* Cash flow adjusted for unliquidated encumbrances.

## County and Interregional Share Estimates

The STIP consists of two broad programs, the regional program funded from 75 percent of new STIP funding, and the interregional program funded from 25 percent of new STIP funding. The 75 percent regional program is further subdivided by formula into County Shares. County Shares are available solely for projects nominated by regions in their Regional Transportation Improvement Programs (RTIPs).

The 2026 STIP Fund Estimate (FE) indicates that there is negative program capacity for the Public Transportation Account (PTA). This means that transit projects currently programmed or proposed for programming in the STIP must be eligible for State Highway Account (SHA) funds and federal funds.

The following tables display STIP county and interregional shares and targets for the 2026 STIP:

### Table 1. Reconciliation to County and Interregional Shares

This table lists the net changes to program capacity from the 2026 STIP FE to the capacity used in the County and Interregional Shares. This table also separates the program capacity by PTA and SHA capacity. The table is based on Commission actions through June 30, 2025.

### Table 2. Summary of Targets and Shares

This table takes into account all county and interregional share balances through the June 2025 Commission meeting, as well as new statewide STIP capacity. For each county and the interregional share, the table identifies the following target amounts:

- Total Target: This target is determined by calculating the STIP formula share of all new capacity through 2030-31. The calculation of this target is shown in Table 3.
- Maximum: This target is determined by estimating the STIP formula share of all available new capacity through the end of the county share period in 2031-32. This represents the maximum amount that the Commission may program in a county, other than advancing future shares, pursuant to Streets and Highways Code Section 188.8(j), to a county with a population of under one million. The calculation of this target is shown in Table 4.

### Table 3. Calculation of New Programming Targets and Shares - Total Target

This table displays factors in the calculation of the Total Target.

- Net Carryover: These columns display the current share status, including STIP allocations and amendments through the June 2025 Commission meeting. Positive numbers indicate unprogrammed shares, and negative numbers indicate shares that were advanced.
- 2026 STIP Target Through 2030-31: This section calculates the total target. The total target is the formula distribution of new capacity available through 2030-31 adjusted for carryover balances and lapses.
  - Formula Distribution: This is the 2026 STIP share through 2030-31. It is the formula distribution of program capacity available through 2030-31. The amount distributed is the new capacity less the unprogrammed shares, lapses, and the decrease in advances.
  - Add Back 2023-24 and 2024-25 Lapses: This identifies the amount for projects lapsed in 2023-24 and 2024-25. These amounts are credited back in the 2026 STIP Fund Estimate to county and interregional shares for the four-year share period beginning 2028-29.
  - Net Share (Total Target): This is the 2026 STIP target through 2030-31. The Net Share (Total Target) is calculated by adding to the formula distribution the lapses and the unprogrammed balance or balance advanced. In cases where the distribution of new capacity is insufficient to cover prior advances (i.e., the Net Share would be less than zero), a zero appears in the Net Share column.
  - Net Advance: Numbers in this column represent advances against future capacity. This occurs when the distribution of new shares (through 2030-31) is insufficient to cover prior advances.

**Table 4. Calculation of New Programming Targets and Shares – Maximum**

This table calculates the maximum amount that the Commission may program in a county, other than advancing future shares, pursuant to Streets and Highways Code Section 188.8(j), to a county with a population of under one million.

- Net Carryover: These columns display the current share status, including STIP allocations and amendments through the June 2025 Commission meeting. Positive numbers indicate unprogrammed shares, and negative numbers indicate shares that were advanced.
- 2026 STIP Share Through 2031-32: This section estimates the maximum target. This is the formula distribution of estimated new capacity available through 2031-32 adjusted for carryover balances and lapses.
  - Formula Distribution: This column estimates the STIP share of the estimated new capacity through the county share period ending in 2031-32. It is the formula distribution of estimated program capacity available through the county share period ending in 2031-32. The amount distributed is the new capacity less the unprogrammed shares, lapses, and the decrease in advances.
  - Add Back 2023-24 & 2024-25 Lapses: This identifies the amount for projects lapsed in 2023-24 and 2024-25. These amounts are credited back in the 2026 STIP Fund Estimate to county and interregional shares for the four-year share period beginning 2028-29.
  - Net Share (Maximum): This target is the STIP share of all available new capacity through the end of the county share period in 2031-32. This represents the maximum amount that the Commission may program in a county, other than advancing future shares, pursuant to Streets and Highways Code Section 188.8(j), to a county with a population of under one million. The Net Share (Maximum) is calculated by adding to the formula distribution the lapses and the unprogrammed balance or balance advanced. In cases where the distribution of new capacity is insufficient to cover prior advances (i.e., the Net Share would be less than zero), a zero appears in the Net Share column.
  - Net Advance: Numbers in this column represent advances against future capacity. This occurs when the distribution of new shares (through 2031-32) is insufficient to cover prior advances.

**Table 5. Planning, Programming, and Monitoring (PPM) Limitations**

State law provides that up to 5% of a county share may be expended for planning, programming, and monitoring (PPM). This limitation is applied separately to each four-year county share period.

- Total: This section identifies the shares for the 2028-29 through 2030-31 share period based upon the 2024 and 2026 Fund Estimates. These are the amounts against which the 5% is applied
- 5% PPM Limitation: These are the PPM limitations for the 2028-29 through 2030-31 share period.



## 2026 STIP FUND ESTIMATE

**Table 1 - Reconciliation to County and Interregional Shares**  
(\$ in millions)

	Public Transportation Account						5-Year	6-Year
	2025-26	2026-27	2027-28	2028-29	2029-30	2030-31	Total	Total
<b>Public Transportation Account (PTA)</b>								
2026 FE PTA Target Capacity	\$60	\$60	\$80	\$60	\$50	\$50	\$300	\$360
<b>Total 2026 STIP FE PTA Capacity</b>	<b>\$60</b>	<b>\$60</b>	<b>\$80</b>	<b>\$60</b>	<b>\$50</b>	<b>\$50</b>	<b>\$300</b>	<b>\$360</b>
<b>2024 STIP Program <sup>1</sup></b>	<b>\$47</b>	<b>\$43</b>	<b>\$89</b>	<b>\$412</b>	<b>\$0</b>	<b>\$0</b>	<b>\$544</b>	<b>\$590</b>
Extensions	\$61	\$29	\$0	\$0	\$0	\$0	\$29	\$90
Advances	(\$10)	\$0	\$0	\$0	\$0	\$0	\$0	(\$10)
<b>Net PTA STIP Program</b>	<b>\$97</b>	<b>\$72</b>	<b>\$89</b>	<b>\$412</b>	<b>\$0</b>	<b>\$0</b>	<b>\$573</b>	<b>\$670</b>
<b>PTA Capacity for County Shares</b>	<b>(\$37)</b>	<b>(\$12)</b>	<b>(\$9)</b>	<b>(\$352)</b>	<b>\$50</b>	<b>\$50</b>	<b>(\$273)</b>	<b>(\$310)</b>
<b>Cumulative</b>	<b>(\$37)</b>	<b>(\$49)</b>	<b>(\$58)</b>	<b>(\$410)</b>	<b>(\$360)</b>	<b>(\$310)</b>		

	State Highway Account						5-Year	6-Year
	2025-26	2026-27	2027-28	2028-29	2029-30	2030-31	Total	Total
<b>State Highway Account (SHA)</b>								
2026 FE SHA Target Capacity	\$525	\$500	\$500	\$500	\$460	\$450	\$2,410	\$2,935
<b>Total 2026 STIP FE SHA Capacity</b>	<b>\$525</b>	<b>\$500</b>	<b>\$500</b>	<b>\$500</b>	<b>\$460</b>	<b>\$450</b>	<b>\$2,410</b>	<b>\$2,935</b>
<b>2024 STIP Program <sup>1</sup></b>	<b>\$527</b>	<b>\$427</b>	<b>\$491</b>	<b>\$105</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,023</b>	<b>\$1,550</b>
Extensions	\$134	\$54	\$0	\$0	\$0	\$0	\$54	\$188
Advances	(\$40)	(\$25)	\$0	\$0	\$0	\$0	(\$25)	(\$65)
<b>Net SHA STIP Program</b>	<b>\$621</b>	<b>\$456</b>	<b>\$491</b>	<b>\$105</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,052</b>	<b>\$1,673</b>
<b>SHA Capacity for County Shares</b>	<b>(\$96)</b>	<b>\$44</b>	<b>\$9</b>	<b>\$395</b>	<b>\$460</b>	<b>\$450</b>	<b>\$1,358</b>	<b>\$1,262</b>
<b>Cumulative</b>	<b>(\$96)</b>	<b>(\$52)</b>	<b>(\$44)</b>	<b>\$352</b>	<b>\$812</b>	<b>\$1,262</b>		

<b>Total Capacity</b>	<b>(\$133)</b>	<b>\$32</b>	<b>\$0</b>	<b>\$43</b>	<b>\$510</b>	<b>\$500</b>	<b>\$1,085</b>	<b>\$952</b>
-----------------------	----------------	-------------	------------	-------------	--------------	--------------	----------------	--------------

**Notes:**

General note: Numbers may not add due to rounding.

<sup>1</sup> 2024 STIP as of June 30, 2025 (2025 Orange Book)

**Table 2 - Summary of Targets and Shares**  
(\$ in thousands)

County	2026 STIP Programming	
	Total Target	Maximum
	Share through 2030-31	Estimated Share through 2031-32
Alameda	11,252	25,844
Alpine	0	0
Amador	2,423	3,372
Butte	3,099	5,730
Calaveras	1,514	2,623
Colusa	3,569	4,313
Contra Costa	13,618	23,596
Del Norte	0	0
El Dorado LTC	0	0
Fresno	14,611	25,316
Glenn	1,153	1,932
Humboldt	2,523	5,293
Imperial	30,772	35,842
Inyo	6,082	10,067
Kern	26,371	40,980
Kings	0	614
Lake	7,226	8,447
Lassen	4,351	6,116
Los Angeles	134,483	218,369
Madera	4,535	6,444
Marin	0	0
Mariposa	3,168	3,885
Mendocino	0	485
Merced	4,834	8,376
Modoc	3,404	4,353
Mono	4,882	7,860
Monterey	19,367	24,345
Napa	0	0
Nevada	2,946	4,473
Orange	24,718	51,467
Placer TPA	824	4,687
Plumas	0	826
Riverside	32,749	56,746
Sacramento	50,396	64,236
San Benito	0	0
San Bernardino	37,351	64,719
San Diego	0	0
San Francisco	9,887	17,132
San Joaquin	10,370	17,969
San Luis Obispo	8,573	13,885
San Mateo	46,627	53,851
Santa Barbara	8,981	14,998
Santa Clara	52,730	69,604
Santa Cruz	3,817	6,613
Shasta	9,201	12,243
Sierra	2,574	3,099
Siskiyou	2,944	5,080
Solano	0	0
Sonoma	7,030	12,156
Stanislaus	8,876	14,234
Sutter	3,857	5,071
Tahoe RPA	1,943	2,601
Tehama	7,817	9,367
Trinity	6,972	8,095
Tulare	0	6,652
Tuolumne	4,401	5,628
Ventura	113,783	122,529
Yolo	2,656	5,242
Yuba	16,518	17,496
Statewide Regional	781,778	1,144,902
Interregional	169,872	306,748
<b>TOTAL</b>	<b>951,650</b>	<b>1,451,650</b>

	New Capacity
Statewide SHA Capacity	1,261,908
Statewide PTA Capacity	(310,258)
<b>Total STIP Capacity</b>	<b>951,650</b>

**Table 3 - Calculation of New Programming Targets and Shares - Total Target**  
(\$ in thousands)

County	Net Carryover		2026 STIP Share through 2030-31			
	Unprogrammed Balance	Balance Advanced	Formula Distribution	Add Back Lapses 2023-24 & 2024-25	Net Share (Total Target)	Net Advance
Alameda	0	(8,664)	19,916	0	11,252	0
Alpine	0	(1,511)	572	0	0	(939)
Amador	1,052	0	1,295	76	2,423	0
Butte	0	(492)	3,591	0	3,099	0
Calaveras	0	0	1,514	0	1,514	0
Colusa	2,553	0	1,016	0	3,569	0
Contra Costa	0	0	13,618	0	13,618	0
Del Norte	0	(3,682)	929	0	0	(2,753)
El Dorado LTC	0	(20,591)	2,651	0	0	(17,940)
Fresno	0	0	14,611	0	14,611	0
Glenn	90	0	1,063	0	1,153	0
Humboldt	0	(1,258)	3,781	0	2,523	0
Imperial	23,853	0	6,919	0	30,772	0
Inyo	643	0	5,439	0	6,082	0
Kern	6,434	0	19,937	0	26,371	0
Kings	0	(4,129)	2,737	0	0	(1,392)
Lake	5,558	0	1,668	0	7,226	0
Lassen	1,942	0	2,409	0	4,351	0
Los Angeles	0	0	114,483	20,000	134,483	0
Madera	1,931	0	2,604	0	4,535	0
Marin	0	(11,562)	3,499	0	0	(8,063)
Mariposa	2,188	0	980	0	3,168	0
Mendocino	0	(5,776)	3,613	0	0	(2,163)
Merced	0	0	4,834	0	4,834	0
Modoc	2,109	0	1,295	0	3,404	0
Mono	817	0	4,065	0	4,882	0
Monterey	0	(2,136)	6,794	14,709	19,367	0
Napa	0	(6,682)	2,276	0	0	(4,406)
Nevada	863	0	2,083	0	2,946	0
Orange	0	(11,786)	36,504	0	24,718	0
Placer TPA	0	(4,449)	5,273	0	824	0
Plumas	0	(1,686)	1,449	0	0	(237)
Riverside	0	0	32,749	0	32,749	0
Sacramento	31,371	0	18,888	137	50,396	0
San Benito	0	(11,338)	1,319	0	0	(10,019)
San Bernardino	0	0	37,351	0	37,351	0
San Diego	0	(179,915)	42,222	5,700	0	(131,993)
San Francisco	0	0	9,887	0	9,887	0
San Joaquin	0	0	10,370	0	10,370	0
San Luis Obispo	1,324	0	7,249	0	8,573	0
San Mateo	31,290	0	9,860	5,477	46,627	0
Santa Barbara	770	0	8,211	0	8,981	0
Santa Clara	0	0	23,028	29,702	52,730	0
Santa Cruz	0	0	3,817	0	3,817	0
Shasta	5,049	0	4,152	0	9,201	0
Sierra	1,858	0	716	0	2,574	0
Siskiyou	30	0	2,914	0	2,944	0
Solano	0	(10,654)	6,091	0	0	(4,563)
Sonoma	34	0	6,996	0	7,030	0
Stanislaus	1,563	0	7,313	0	8,876	0
Sutter	2,200	0	1,657	0	3,857	0
Tahoe RPA	1,044	0	899	0	1,943	0
Tehama	5,701	0	2,116	0	7,817	0
Trinity	2,740	0	1,532	2,700	6,972	0
Tulare	0	(9,247)	9,176	0	0	(71)
Tuolumne	2,726	0	1,675	0	4,401	0
Ventura	101,847	0	11,936	0	113,783	0
Yolo	0	(3,528)	3,528	2,656	2,656	0
Yuba	15,183	0	1,335	0	16,518	0
Statewide Regional	254,763	(299,086)	560,405	81,157	781,778	(184,539)
Interregional	0	(78,966)	186,801	62,037	169,872	0
TOTAL	254,763	(378,052)	747,206	143,194	951,650	(184,539)
Statewide SHA Capacity					1,261,908	
Statewide PTA Capacity					(310,258)	
Total					951,650	

**Table 4 - Calculation of Targets and Shares - Maximum**  
(\$ in thousands)

County	Net Carryover		2026 STIP Estimated Share through 2031-32			
	Unprogrammed Balance	Balance Advanced	Formula Distribution	Add Back Lapses 2023-24 & 2024-25	Net Share (Maximum)	Net Advance
Alameda	0	(8,664)	34,508	0	25,844	0
Alpine	0	(1,511)	991	0	0	(520)
Amador	1,052	0	2,244	76	3,372	0
Butte	0	(492)	6,222	0	5,730	0
Calaveras	0	0	2,623	0	2,623	0
Colusa	2,553	0	1,760	0	4,313	0
Contra Costa	0	0	23,596	0	23,596	0
Del Norte	0	(3,682)	1,610	0	0	(2,072)
El Dorado LTC	0	(20,591)	4,594	0	0	(15,997)
Fresno	0	0	25,316	0	25,316	0
Glenn	90	0	1,842	0	1,932	0
Humboldt	0	(1,258)	6,551	0	5,293	0
Imperial	23,853	0	11,989	0	35,842	0
Inyo	643	0	9,424	0	10,067	0
Kern	6,434	0	34,546	0	40,980	0
Kings	0	(4,129)	4,743	0	614	0
Lake	5,558	0	2,889	0	8,447	0
Lassen	1,942	0	4,174	0	6,116	0
Los Angeles	0	0	198,369	20,000	218,369	0
Madera	1,931	0	4,513	0	6,444	0
Marin	0	(11,562)	6,062	0	0	(5,500)
Mariposa	2,188	0	1,697	0	3,885	0
Mendocino	0	(5,776)	6,261	0	485	0
Merced	0	0	8,376	0	8,376	0
Modoc	2,109	0	2,244	0	4,353	0
Mono	817	0	7,043	0	7,860	0
Monterey	0	(2,136)	11,772	14,709	24,345	0
Napa	0	(6,682)	3,944	0	0	(2,738)
Nevada	863	0	3,610	0	4,473	0
Orange	0	(11,786)	63,253	0	51,467	0
Placer TPA	0	(4,449)	9,136	0	4,687	0
Plumas	0	(1,686)	2,512	0	826	0
Riverside	0	0	56,746	0	56,746	0
Sacramento	31,371	0	32,728	137	64,236	0
San Benito	0	(11,338)	2,285	0	0	(9,053)
San Bernardino	0	0	64,719	0	64,719	0
San Diego	0	(179,915)	73,160	5,700	0	(101,055)
San Francisco	0	0	17,132	0	17,132	0
San Joaquin	0	0	17,969	0	17,969	0
San Luis Obispo	1,324	0	12,561	0	13,885	0
San Mateo	31,290	0	17,084	5,477	53,851	0
Santa Barbara	770	0	14,228	0	14,998	0
Santa Clara	0	0	39,902	29,702	69,604	0
Santa Cruz	0	0	6,613	0	6,613	0
Shasta	5,049	0	7,194	0	12,243	0
Sierra	1,858	0	1,241	0	3,099	0
Siskiyou	30	0	5,050	0	5,080	0
Solano	0	(10,654)	10,554	0	0	(100)
Sonoma	34	0	12,122	0	12,156	0
Stanislaus	1,563	0	12,671	0	14,234	0
Sutter	2,200	0	2,871	0	5,071	0
Tahoe RPA	1,044	0	1,557	0	2,601	0
Tehama	5,701	0	3,666	0	9,367	0
Trinity	2,740	0	2,655	2,700	8,095	0
Tulare	0	(9,247)	15,899	0	6,652	0
Tuolumne	2,726	0	2,902	0	5,628	0
Ventura	101,847	0	20,682	0	122,529	0
Yolo	0	(3,528)	6,114	2,656	5,242	0
Yuba	15,183	0	2,313	0	17,496	0
Statewide Regional	254,763	(299,086)	971,032	81,157	1,144,902	(137,035)
Interregional	0	(78,966)	323,677	62,037	306,748	0
TOTAL	254,763	(378,052)	1,294,709	143,194	1,451,650	(137,035)
Statewide SHA Capacity					1,711,908	
Statewide PTA Capacity					(260,258)	
Total					1,451,650	

## 2026 STIP FUND ESTIMATE

### Table 5 - Planning, Programming, and Monitoring (PPM) Limitations

(\$ in thousands)

County	2024 STIP FY 2028-29	2026 STIP 2028-29 through 2030-31	Total 2028-29 through 2030-31	5% PPM Limitation 2028-29 through 2030-31
Alameda	14,859	19,916	34,775	1,739
Alpine	426	572	998	50
Amador	965	1,295	2,260	113
Butte	2,679	3,591	6,270	314
Calaveras	1,129	1,514	2,643	132
Colusa	757	1,016	1,773	89
Contra Costa	10,161	13,618	23,779	1,189
Del Norte	693	929	1,622	81
El Dorado LTC	1,976	2,651	4,627	231
Fresno	10,899	14,611	25,510	1,276
Glenn	792	1,063	1,855	93
Humboldt	2,819	3,781	6,600	330
Imperial	5,147	6,919	12,066	603
Inyo	4,042	5,439	9,481	474
Kern	14,844	19,937	34,781	1,739
Kings	2,042	2,737	4,779	239
Lake	1,243	1,668	2,911	146
Lassen	1,795	2,409	4,204	210
Los Angeles	85,396	114,483	199,879	9,994
Madera	1,943	2,604	4,547	227
Marin	2,610	3,499	6,109	305
Mariposa	730	980	1,710	86
Mendocino	2,693	3,613	6,306	315
Merced	3,605	4,834	8,439	422
Modoc	965	1,295	2,260	113
Mono	3,021	4,065	7,086	354
Monterey	5,067	6,794	11,861	593
Napa	1,697	2,276	3,973	199
Nevada	1,554	2,083	3,637	182
Orange	27,403	36,504	63,907	3,195
Placer TPA	4,043	5,273	9,316	466
Plumas	1,080	1,449	2,529	126
Riverside	24,414	32,749	57,163	2,858
Sacramento	14,093	18,888	32,981	1,649
San Benito	996	1,319	2,315	116
San Bernardino	27,868	37,351	65,219	3,261
San Diego	31,526	42,222	73,748	3,687
San Francisco	7,378	9,887	17,265	863
San Joaquin	7,736	10,370	18,106	905
San Luis Obispo	5,396	7,249	12,645	632
San Mateo	7,356	9,860	17,216	861
Santa Barbara	6,116	8,211	14,327	716
Santa Clara	17,182	23,028	40,210	2,011
Santa Cruz	2,847	3,817	6,664	333
Shasta	3,096	4,152	7,248	362
Sierra	534	716	1,250	63
Siskiyou	2,172	2,914	5,086	254
Solano	4,544	6,091	10,635	532
Sonoma	5,218	6,996	12,214	611
Stanislaus	5,456	7,313	12,769	638
Sutter	1,236	1,657	2,893	145
Tahoe RPA	611	899	1,510	76
Tehama	1,577	2,116	3,693	185
Trinity	1,142	1,532	2,674	134
Tulare	6,833	9,176	16,009	800
Tuolumne	1,249	1,675	2,924	146
Ventura	8,897	11,936	20,833	1,042
Yolo	2,632	3,528	6,160	308
Yuba	995	1,335	2,330	117
<b>Statewide</b>	<b>418,175</b>	<b>560,405</b>	<b>978,580</b>	<b>48,929</b>

Note: Limitation amounts include amounts already programmed.

# PROPOSED

**2026 FUND ESTIMATE  
AERONAUTICS ACCOUNT**  
(\$ in thousands)

	2025-26	2026-27	2027-28	2028-29	2029-30	4-Year Total	5-Year Total
<b>RESOURCES</b>							
Beginning Balance	\$18,028						
Adjustment for Prior Commitments <sup>1</sup>	(10,382)						
<b>ADJUSTED BEGINNING BALANCE<sup>1</sup></b>	<b>\$7,646</b>						<b>\$7,646</b>
Aviation Gas Excise Tax <sup>2</sup>	\$1,880	\$1,729	\$1,567	\$1,395	\$1,229	\$5,920	\$7,800
Jet Fuel Excise Tax <sup>2</sup>	4,150	4,150	4,150	4,150	4,150	16,600	20,750
Interest (SMIF)	685	555	420	299	193	1,468	2,153
Federal Trust Funds	468	483	498	514	531	2,027	2,495
Transfer to Public Transportation Account	(30)	(30)	(30)	(30)	(30)	(120)	(150)
<b>TOTAL RESOURCES</b>	<b>\$14,799</b>	<b>\$6,887</b>	<b>\$6,606</b>	<b>\$6,328</b>	<b>\$6,073</b>	<b>\$25,895</b>	<b>\$40,694</b>
<b>STATE OPERATIONS</b>							
State Operations	(\$4,416)	(\$4,554)	(\$4,697)	(\$4,845)	(\$4,997)	(\$19,094)	(\$23,510)
State Controller (0840)	(1)	(1)	(1)	(1)	(1)	(4)	(5)
Statewide General Administrative Expenditures (Pro Rata)	(256)	(264)	(273)	(281)	(290)	(1,108)	(1,364)
<b>TOTAL STATE OPERATIONS</b>	<b>(\$4,673)</b>	<b>(\$4,820)</b>	<b>(\$4,971)</b>	<b>(\$5,127)</b>	<b>(\$5,289)</b>	<b>(\$20,207)</b>	<b>(\$24,880)</b>
<b>LOCAL ASSISTANCE</b>							
Grants to Local Agencies (Annual Credit Program)	(\$1,500)	(\$1,500)	(\$1,500)	(\$1,500)	(\$1,500)	(\$6,000)	(\$7,500)
Airport Improvement Program (AIP) Match	0	0	0	0	0	0	0
Acquisition & Development (A&D)	0	0	0	0	0	0	0
<b>TOTAL LOCAL ASSISTANCE</b>	<b>(\$1,500)</b>	<b>(\$1,500)</b>	<b>(\$1,500)</b>	<b>(\$1,500)</b>	<b>(\$1,500)</b>	<b>(\$6,000)</b>	<b>(\$7,500)</b>
<b>TOTAL RESOURCES AVAILABLE</b>	<b>\$8,627</b>	<b>\$568</b>	<b>\$135</b>	<b>(\$299)</b>	<b>(\$715)</b>	<b>(\$312)</b>	<b>\$8,315</b>
<b>TARGET CAPACITY</b>	<b>\$1,500</b>	<b>\$2,500</b>	<b>\$2,500</b>	<b>\$1,500</b>	<b>\$0</b>	<b>\$6,500</b>	<b>\$8,000</b>

Note: Individual numbers may not add to total due to independent rounding.

<sup>1</sup> Includes outstanding Plans of Financial Adjustment and encumbrances.

<sup>2</sup> Excise tax revenues are based on Department of Finance projections.

Amendment (Existing Project) <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO					Date	10/07/2025 13:54:42
Programs <input type="checkbox"/> LPP-C <input type="checkbox"/> LPP-F <input type="checkbox"/> SCCP <input type="checkbox"/> TCEP <input checked="" type="checkbox"/> STIP <input type="checkbox"/> Other						
District	EA	Project ID	PPNO	Nominating Agency		
04			2263	Solano Transportation Authority		
County	Route	PM Back	PM Ahead	Co-Nominating Agency		
Solano County						
				MPO	Element	
				MTC	Local Assistance	
Project Manager/Contact			Phone	Email Address		
Jasper Alve			707-399-3204	jalve@sta.ca.gov		

**Project Title**

Planning, Programming, and Monitoring (PPM)

**Location (Project Limits), Description (Scope of Work)**

Planning, Programming, and Monitoring for STA, countywide

Component	Implementing Agency
PA&ED	Solano Transportation Authority
PS&E	
Right of Way	
Construction	Solano Transportation Authority

**Legislative Districts**

Assembly: 7,8 Senate: 2,5 Congressional: 3,7,10

Project Milestone	Existing	Proposed
Project Study Report Approved		
Begin Environmental (PA&ED) Phase		
Circulate Draft Environmental Document Document Type		
Draft Project Report		
End Environmental Phase (PA&ED Milestone)		
Begin Design (PS&E) Phase		
End Design Phase (Ready to List for Advertisement Milestone)		
Begin Right of Way Phase		
End Right of Way Phase (Right of Way Certification Milestone)		
Begin Construction Phase (Contract Award Milestone)		07/01/2026
End Construction Phase (Construction Contract Acceptance Milestone)		06/30/2031
Begin Closeout Phase		
End Closeout Phase (Closeout Report)		

Date 10/07/2025 13:54:42

Purpose and Need

Planning, Programming and Monitoring for Solano Countywide

NHS Improvements	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	Roadway Class	NA	Reversible Lane Analysis	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO
Inc. Sustainable Communities Strategy Goals	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	Reduce Greenhouse Gas Emissions	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO		

Project Outputs			
Category	Outputs	Unit	Total
Operational Improvement	Intersection / Signal improvements	EA	1



Additional Information

Performance Indicators and Measures						
Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change
Performance Indicators and Measures						
Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change
Congestion Reduction	LPPC, SCCP, LPPF	Change in Daily Vehicle Miles Travelled	Miles	0	0	0
			VMT per Capita	0	0	0
	LPPC, SCCP, LPPF	Person Hours of Travel Time Saved (Only 'Change' required)	Person Hours	0	0	0
			Hours per Capita	0	0	0
	TCEP	Change in Daily Vehicle Hours of Delay	Hours	0	0	0
	TCEP	Daily Vehicle Hours of Travel Time Reduction	Hours	0	0	0
	TCEP	Change in Daily Truck Hours of Delay	Hours	0	0	0
Throughput (Freight)	TCEP	Change in Truck Volume	# of Trucks	0	0	0
	TCEP	Change in Rail Volume	# of Trailers	0	0	0
			# of Containers	0	0	0
System Reliability (Freight)	LPPC, SCCP, LPPF	Peak Period Travel Time Reliability Index (Only 'No Build' Required)	Index	0	0	0
	LPPC, SCCP, LPPF	Level of Transit Delay (if required)	% "On-time"	0	0	0
Velocity (Freight)	TCEP	Travel Time or Total Cargo Transport Time	Hours	0	0	0
Air Quality & GHG (only 'Change' required)	LPPC, SCCP, TCEP, LPPF	Particulate Matter	PM 2.5 Tons	0	0	0
			PM 10 Tons	0	0	0
	LPPC, SCCP, TCEP, LPPF	Carbon Dioxide (CO2)	Tons	0	0	0
	LPPC, SCCP, TCEP, LPPF	Volatile Organic Compounds (VOC)	Tons	0	0	0
	LPPC, SCCP, TCEP, LPPF	Sulphur Dioxides (SOx)	Tons	0	0	0
	LPPC, SCCP, TCEP, LPPF	Carbon Monoxide (CO)	Tons	0	0	0
	LPPC, SCCP, TCEP, LPPF	Nitrogen Oxides (NOx)	Tons	0	0	0
Safety	LPPC, SCCP, TCEP, LPPF	Number of Fatalities	Number	0	0	0
	LPPC, SCCP, TCEP, LPPF	Fatalities per 100 Million VMT	Number	0	0	0
	LPPC, SCCP, TCEP, LPPF	Number of Serious Injuries	Number	0	0	0
	LPPC, SCCP, TCEP, LPPF	Number of Serious Injuries per 100 Million VMT	Number	0	0	0
Economic Development	LPPC, SCCP, TCEP, LPPF	Jobs Created (Only 'Build' Required)	Number	0	0	0

Performance Indicators and Measures						
Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change
Cost Effectiveness (only 'Change' required)	LPPC, SCCP, TCEP, LPPF	Cost Benefit Ratio	Ratio	0	0	0
Truck & Vehicle Volume (Freight)	TCEP	Existing Average Annual Vehicle Volume on Project Segment	Percent	0	0	0
	TCEP	Existing Average Annual Truck Percent on Project Segment	Percent	0	0	0
	TCEP	Estimated Year 20 Average Annual Vehicle Volume on Project Segment with Project	Number	0	0	0
	TCEP	Estimated Year 20 Average Annual Truck Percent on Project Segment with Project	Number	0	0	0
Vehicle Volume	LPPC, LPPF, SCCP	Existing Average Annual Vehicle Volume on Project Segment	Number	0	0	0
	LPPC, LPPF, SCCP	Estimated Year 20 Average Annual Vehicle Volume on Project Segment with Project	Number	0	0	0

District	County	Route	EA	Project ID	PPNO
04	Solano County				2263
Project Title					
Planning, Programming, and Monitoring (PPM)					

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	26-27	27-28	28-29	29-30	30-31	31-32+	Total	
E&P (PA&ED)									Solano Transportation Authority
PS&E									
R/W SUP (CT)									
CON SUP (CT)									Solano Transportation Authority
R/W									
CON									Solano Transportation Authority
TOTAL									
Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		200	200	170	87	100		757	
TOTAL		200	200	170	87	100		757	

Fund #1:	Other State - STIP PPM (Committed)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	26-27	27-28	28-29	29-30	30-31	31-32+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		200	200	170	87	100		757	
TOTAL		200	200	170	87	100		757	

THIS PAGE INTENTIONALLY LEFT BLANK.



DATE: October 1, 2025  
TO: STA Board  
FROM: Cecilia de Leon, HR/Contract Administrator  
Joy Apilado, HR Consultant  
RE: Live Scan Background Check

---

**Background:**

Live Scan technology is a critical tool in modern identification and background checks. The Department of Justice (DOJ) Live Scan methods stem from the requirement for accurate and efficient criminal history checks for different purposes, including employment, licensing, immigration, and security clearance, to ensure safety. The Live Scan fingerprinting aids in verifying the identity of individuals, preventing fraud, and ensuring accurate record-keeping.

**Discussion:**

STA submitted an application for authorization to conduct Live Scan background check with the DOJ. In order to secure permission from DOJ to conduct Live Scan background checks, the DOJ requires a Joint Powers Authority (JPA) Resolution to ensure that the Live Scan process is conducted in accordance with the legal requirements and standards set forth by the DOJ. The Resolution also provides a clear line of authority for the Live Scan process, which is essential for maintaining the integrity and effectiveness of the background check process. The Resolution serves as a formal acknowledgement that the applicant has been assessed and that the Live Scan process can proceed.

**Fiscal Impact:**

The Live Scan background check will be performed for new hires in high-level roles and in the finance department with an estimated cost of \$300.00 annually.

**Recommendation:**

Approve STA Resolution No. 2025-09 authorizing the Solano Transportation Authority to Access State and Federal Summary Criminal History Information.

Attachment:

- A. STA Resolution No. 2025-09

**STA RESOLUTION NO. 2025-09**

**RESOLUTION AUTHORIZING THE DEPARTMENT OF JUSTICE (DOJ)  
TO ACCESS STATE AND FEDERAL LEVEL SUMMARY  
CRIMINAL HISTORY INFORMATION**

**WHEREAS**, Penal Code Sections 11105(b)(11) and 13300(b)(11) authorize cities, counties, districts and joint powers authorities to access state and local summary criminal history information for employments; and

**WHEREAS**, Penal Code Section 11105(b)(11) authorize cities, counties districts and joint powers authorities to access federal level criminal history information by transmitting fingerprint images and related information to the Department of Justice to be transmitted to the Federal Bureau of Investigation; and

**WHEREAS**, Penal code Sections 11105(b)(11) and 13300(b)(11) require that there be a requirement or exclusion from employment based on specific criminal conduct on the part of the subject of the record; and

**WHEREAS**, Penal code Sections 11105(b)(11) and 13300(b)(11) require the city council, board of supervisors, governing body of a city, county or district or joint powers authority to specifically authorize access to summary criminal history information for employment.

**NOW THEREFORE, BE IT RESOLVED**, that the STA is hereby authorized to access state and federal level summary criminal history information for employment (including volunteers and contract employees) with STA and may not disseminate the information to a private entity; and

**BE IT FURTHER RESOLVED**, that the STA shall not consider a person who has been convicted of a violent or serious felony or misdemeanor eligible for employment (including volunteers and contract employees, if applicable).

\_\_\_\_\_  
Mitch Mashburn, STA Board Chair  
Solano Transportation Authority

Passed by the Solano Transportation Authority (STA) Board on this 15<sup>th</sup> day of October, 2025 by the following vote:

Ayes: \_\_\_\_\_  
Noes: \_\_\_\_\_  
Absent: \_\_\_\_\_  
Abstain: \_\_\_\_\_

Attested by: \_\_\_\_\_  
Johanna Masiclat  
Clerk of the Board

I, Daryl K. Halls, the Solano Transportation Authority Executive Director, do hereby certify that the above and foregoing resolution was introduced, passed and adopted by said Authority at the regular meeting thereof held this day of October 15, 2025.

\_\_\_\_\_  
Daryl K. Halls, Executive Director  
Solano Transportation Authority



DATE: September 12, 2025  
TO: STA Board  
FROM: Brenda McNichols, Accountant II  
RE: Fiscal Year (FY) 2024-25 Abandoned Vehicle Abatement (AVA) Program Report

---

**Background:**

The Abandoned Vehicle Abatement (AVA) Program is administered by the Solano Transportation Authority (STA) on behalf of Solano County and its participating jurisdictions. The program is funded through a \$1 fee collected by the California Department of Motor Vehicles (DMV) at the time of vehicle registration. These funds are allocated by the State Controller's Office and are intended solely for the abatement, removal, and disposal of abandoned, wrecked, dismantled, or inoperative vehicles from public and private property.

STA distributes funds to participating AVA Member Agencies based on a formula:

- 50% of the allocation is based on population, and
- 50% is based on the number of vehicles abated.

The current AVA Member Agencies include the cities of Benicia, Dixon, Fairfield, Suisun City, Vacaville, Vallejo, and the County of Solano. The City of Rio Vista is not currently participating. Its police services are provided through the Solano County Sheriff's Office, but they do not submit AVA reports.

**Discussion:**

The Solano Transportation Authority (STA) received \$418,896 from the State Controller's Office. STA deducted \$12,567 (3%) for administrative costs and earned \$4,925 in interest on the AVA funds.

STA disbursed \$404,919 to Member Agencies, resulting in a carryover balance of \$6,335. This remaining amount will be added to the next allocation (Q1 of FY 2025-26) for disbursement using the standard funding formula.

Member Agencies are currently required to submit program activity reports quarterly. These reports document the number of qualifying vehicles abated and associated costs, which are used to determine fund disbursements.

The City of Vallejo saw a major increase in vehicle abatements — up from 1,496 to 4,712 vehicles.

The City of Fairfield had the highest number of vehicles abated in both years.

Overall, more vehicles were abated in 2024-25 (10,503 vs 7,997), and the average cost per vehicle dropped (\$38 vs \$49)

STA has encountered consistent delays in the submission of quarterly reports from some agencies. These delays have:

- Postponed fund disbursements to all Member Agencies,
- Impacted the timeliness and accuracy of reports provided to the STA Technical Advisory Committee and STA Board,
- Reduced overall program efficiency.



To improve program administration and reduce the frequency of reporting errors and delays, STA staff recommends transitioning from quarterly to biannual (twice per year) reporting, beginning in FY 2025–26.

This change is expected to:

- Improve reporting accuracy and data completeness,
- Allow more time for technical support and agency assistance,
- Enhance the timeliness of fund disbursements and performance reporting.

To support this transition, STA will implement:

- Automated email reminders sent one week and two days before reporting deadlines, and
- Refresher training sessions to ensure agency staff understand updated reporting requirements and timelines.

Attachment A is a matrix summarizing the AVA Program activities. This table compares how many abandoned (or "abated") vehicles were removed and how much was reimbursed in fiscal years: **2024-25** and **2023-24**, by our participating Member Agencies.

**Fiscal Impact:**

There is no fiscal impact associated with this change.

**Recommendation:**

Approve the transition from quarterly to biannual reporting to improve efficiency and reporting accuracy.

Attachments:

- A. Summary of Solano Abandoned Vehicle Abatement (AVA) Program for FY 2023-24 and FY 2024-25
- B. Schedule of Member Agency reporting deadlines.

**Summary of Solano Abandoned Vehicle Abatement (AVA) Program for  
FY 2023-24 and FY 2024-25**

	FY 2024-25				FY 2023-24		
	# of Abated Vehicles	Reimbursed Amount	Cost per Abatement	% of Abated Vehicles from Prior FY	# of Abated Vehicles	Reimbursed Amount	Cost per Abatement
City of Benicia	375	\$12,997	\$35	26%	452	\$16,459	\$36
City of Dixon	208	\$15,531	\$75	160%	70	\$7,600	\$109
City of Fairfield	3,786	\$151,531	\$40	47%	4,202	\$183,444	\$44
City of Rio Vista	0	\$0	\$0	0%	0	\$0	\$0
City of Suisun	9	\$765	\$85	38%	13	\$1,105	\$85
City of Vacaville	1,333	\$61,441	\$46	44%	1,762	\$80,600	\$46
City of Vallejo	4,712	\$151,929	\$32	151%	1,496	\$98,683	\$66
Solano County Unincorporated area	80	\$10,725	\$134	1,050%	2	\$2,689	\$1,345
<b>Total</b>	<b>10,503</b>	<b>\$404,919</b>	<b>\$38</b>	<b>65%</b>	<b>7,997</b>	<b>\$390,581</b>	<b>\$49</b>

THIS PAGE INTENTIONALLY LEFT BLANK.



DATE: October 3, 2025  
TO: STA Board  
FROM: Dulce Jimenez, Assistant Planner  
RE: Contract Award for Traffic Modeling Consultant for the Solano Napa Activity Based Model (SNABM) Base Year Update

---

**Background:**

The Solano Transportation Authority (STA), in partnership with the Napa Valley Transportation Authority (NVTa), has maintained the Solano-Napa Activity Based Model (SNABM). The primary purpose of the SNABM is to analyze the Congestion Management Program (CMP) and serves as the primary regional tool for projecting changes in motor vehicle traffic volumes based on changes in land use or transportation infrastructure in Solano and Napa Counties.

In discussion with NVTa staff, there was a mutual understanding that the base year of the model needed to be updated from 2015 to 2025. As part of this update process, there was also a need to conduct a comprehensive analysis of the current conditions of the model to identify inefficiencies and areas of improvement that can be incorporated as part of this model update effort. Potential improvements may include, but may not be limited to updating the Traffic Analysis Zones (TAZs), redistributing the boundaries to reflect traffic conditions at the local level, along with corroborating consistency with MTC's Regional Model and upcoming Plan Bay Area 2060.

**Discussion:**

To support this model update effort, the STA Board at its April 9, 2025 meeting approved the release to request proposals for the SNABM Base Year Update and Project Manager services. As part of this effort, STA/NVTa released a Request for Proposals (RFP) to procure a Traffic Modeling Consultant to conduct the Solano Napa Activity Based Model (SNABM) Base Year Update effort.

The RFP for this effort was released on June 20, 2025, with proposals due on July 28, 2025. STA received three (3) proposals from DKS Associates, TJKM, and Fehr & Peers. An evaluation panel composed of staff from Suisun City, Vacaville, Napa, and Solano County evaluated and scored the proposals based on the criteria identified in the RFP. Following a comprehensive evaluation of three firms, STA recommends proceeding with contract negotiations with TJKM. The firm's extensive experience in updating activity-based models, combined with its in-depth knowledge of the Napa and Solano jurisdictions, offers strong assurance of the firm's capability to effectively conduct the model update effort.

Looking ahead, STA staff will continue to work closely with NVTa staff to reconvene the Model TAC, with Attachment A providing a list of Solano public works and planning staff previously on the committee. The next model TAC is anticipated to be convened in late Fall 2025. Discussion will cover an overview of the project, context for the upcoming traffic data requests, and provide feedback on any enhancements that may be needed to the model. STA staff expect to convene the Model TAC at least three times over the course of the project.

STA staff are recommending entering into a contract not to exceed \$345,000 with TJKM as the Traffic Modeling Consulting selected for the Solano Napa Activity-Based Model (SNABM) Base Year Update effort.

**Fiscal Impact:**

None to the STA Budget. \$345,000 for the procurement of the Traffic Modeling Consultant is accounted for in the current Fiscal Year (FY) 2025-26 and FY 2026-27 STA Budget.

**Recommendation:**

Authorize the Executive Director to enter into a contract agreement with TJKM for an amount not to exceed \$345,000 to provide Traffic Modeling services for the Solano Napa Activity-Based Model Base Year Update.

## Model TAC Membership – Solano Jurisdictions

*As of September 2025*

City of Benicia	City of Dixon
Neal Leary	Jordan Santos
City of Fairfield	City of Rio Vista
Garland Wong	Kristine Ball
	Greg Malcolm
City of Suisun City	City of Vacaville
Nouae Vue	Brant Beavers
Nick Lozano	
City of Vallejo	Unincorporated County of Solano –
<del>Mark Helmbrecht</del>	Resource Management
TBD	Frances Neade
	Gladis Valladeres
	Pejman Mehfar
Unincorporated County of Solano - GIS	NVTA
Stewart Bruce	Danielle Schmitz
Daniel Machado	Addrell Coleman
Will Hager	
STA	Caltrans
Robert Guerrero	Mahendra Patel
Dulce Jimenez	
Saravana Suthanthira ( <i>SS Consultants</i> )	

THIS PAGE INTENTIONALLY LEFT BLANK.



DATE: October 3, 2025  
TO: STA Board  
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. The STA Board approves the Solano Express operating budget annually after the Intercity Transit Funding Working Group review as needed. The agreement continues in perpetuity unless parties decide otherwise, or a need arises to amend the agreement. With the merger of Benicia and Vallejo's transit systems in 2011, Solano County Transit (SolTrans) has replaced those two cities as transit 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.

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. 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 roles and responsibilities for STA and SolTrans. 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 discussed the Solano Express Intercity Funding and Cost-Sharing Agreement and provided recommendations to the SolTrans staff. 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 final version of the Intercity Funding and Cost-Sharing Agreement (Attachment A).

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 SolTrans 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. SolTrans motioned that this item be moved to the March 25<sup>th</sup> Consortium Agenda. The Solano County Intercity Transit Consortium 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 again with all changes requested and reminded the Consortium members that the agreement is necessary for the program's funding and emphasized the need for a funding agreement for the funding of the service to continue and guarantee 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. They did not want to recommend forwarding the agreement due to the main concern of being held accountable for schedules and service changes that are likely to occur, for 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.

The Intercity Funding and Cost Sharing agreement includes language to address schedule and/or service changes. On page 19 of the agreement (Attachment A), 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.

At the same meeting, 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 they 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 29, 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 reemphasized the importance of the agreement, which is necessary for the program's funding, and highlighted the need to fund 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.

The approval of the Solano Express Intercity Funding and Cost-Sharing Agreement is necessary for allocating funds to support Solano Express in FY 2025-26. Therefore, the recommended action is to approve the Solano Express Intercity Funding and Cost-Sharing Agreement.

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 Solano County Intercity Transit Consortium unanimously approved the recommended action at its meeting on May 27, 2025. The STA TAC voted unanimously on May 28, 2025, to forward the recommended action to the STA Board for approval.

On June 11, 2025, the STA Board, by unanimous vote, approved the Solano Express Intercity Funding and Cost-sharing agreement. On June 12, 2025, the SolTrans Board voted unanimously to approve the Solano Express Intercity Funding and Cost-Sharing Agreement. The agreement was signed on August 26, 2025.

The Cities of Dixon, Fairfield, Suisun City, and Vacaville have fully executed the Solano Express Intercity Funding and Cost-Sharing Agreement. On September 23, 2025, the Solano County Board of Supervisors approved the agreement. The agreement is now fully executed by all parties. The Solano Express Intercity Funding and Cost Sharing Agreement approval matrix is attached as Attachment B.

This informational item was presented to the Intercity Transit Consortium on September 23, 2025, and the STA TAC on September 24, 2025.

**Fiscal Impact:**

The Solano Express budget of \$10.3 million for FY 2025-26 was approved by the STA Board on June 11, 2025, based on 45,000 annual service hours at \$230.37 per revenue hour. Funding is provided through TDA contributions from partner agencies, Regional Measure 2, Regional Measure 3, and State Transit Assistance funds (STAF) (Attachment C). STAF funds of \$3.1 million, and the funding partner's TDA contribution of \$1.2 million can now be claimed by SolTrans for the operation of Solano Express.

**Recommendation:**

Informational.

**Attachments:**

- A. Solano Express Intercity Funding and Cost Sharing Agreement
- B. Solano Express Intercity Funding and Cost Sharing Agreement Approval Matrix
- C. FY 2025-26 Solano Express Funding Plan

THIS PAGE INTENTIONALLY LEFT BLANK.

**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 1<sup>st</sup> 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 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.

#### **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. 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 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 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 one hundred eighty (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 2025-26, 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
-----	--	--------------	--

	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.

#### **7. Termination**

Any individual Party may terminate this Agreement at the end of the fiscal year for the future fiscal year upon 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.

#### **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  
600 East A Street  
Dixon, CA 945620  
[lkotow@cityofdixon.us](mailto:lkotow@cityofdixon.us)

### **CITY OF FAIRFIELD**

Sanjay Mishra  
Public Works Director  
1000 Webster Street  
Fairfield, CA 94533  
[smishra@fairfield.ca.gov](mailto:smishra@fairfield.ca.gov)

### **CITY OF SUISUN CITY**

Nouae Vue  
Public Works Director  
701 Civic Center Boulevard  
Suisun City, CA 94585  
[bprebula@suisun.com](mailto:bprebula@suisun.com)

### **CITY OF VACAVILLE**

Brian McLean  
Public Works Director  
650 Merchant Street  
Vacaville, CA 95688  
[brian.mclean@cityofvacaville.com](mailto:brian.mclean@cityofvacaville.com)

### **COUNTY OF SOLANO**

Matt Tuggle  
Engineering Manager  
675 Texas Street, Suite 5500  
Fairfield, CA 94533  
[mrtuggle@solanocounty.com](mailto:mrtuggle@solanocounty.com)

### **SOLANO COUNTY TRANSIT**

Beth Kranda  
Executive Director  
311 Sacramento Street  
Vallejo, CA 94590  
[beth@soltransride.com](mailto:beth@soltransride.com)

### **SOLANO TRANSPORTATION AUTHORITY**

Daryl K. Halls  
Executive Director  
423 Main Street  
Suisun City, CA 94585  
[dkhalls@sta.ca.gov](mailto:dkhalls@sta.ca.gov)

## 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.


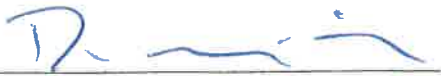
*[signatures on the next page]*




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

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

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

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

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

<b>CITY OF DIXON</b>  By: _____ Jim Lindley, City Manager	APPROVED AS TO FORM  By: _____ City Attorney
<b>CITY OF FAIRFIELD</b>  By: _____ David Gassaway, City Manager	APPROVED AS TO FORM  By: _____ City Attorney
<b>CITY OF SUISUN CITY</b>  By:  _____ Bret Prebula (Jun 18, 2025 11:16 PDT) Bret Prebula, City Manager	APPROVED AS TO FORM  By: _____ City Attorney
<b>CITY OF VACAVILLE</b>  By: _____ Savita Chaudry, City Manager	APPROVED AS TO FORM  By: _____ City Attorney
<b>COUNTY OF SOLANO</b>  By: _____ Bill Emlen, County Administrator	APPROVED AS TO FORM  By: _____ County Counsel
<b>SOLANO COUNTY TRANSIT (SOLTRANS)</b>  By: _____ Beth Kranda, Executive Director	APPROVED AS TO FORM  By: _____ SolTrans Legal Counsel
<b>SOLANO TRANSPORTATION AUTHORITY (STA)</b>  By: _____ Daryl K. Halls, Executive Director	APPROVED AS TO FORM  By: _____ STA Legal Counsel


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

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

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

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

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

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

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

<b>CITY OF DIXON</b> By: _____ Jim Lindley, City Manager	APPROVED AS TO FORM By: _____ City Attorney
<b>CITY OF FAIRFIELD</b> By: _____ David Gassaway, City Manager	APPROVED AS TO FORM By: _____ City Attorney
<b>CITY OF SUISUN CITY</b> By: _____ Bret Prebula, City Manager	APPROVED AS TO FORM By: _____ City Attorney
<b>CITY OF VACAVILLE</b> By: _____ Savita Chaudry, City Manager	APPROVED AS TO FORM By: _____ City Attorney
<b>COUNTY OF SOLANO</b> By: _____ Bill Emlen, County Administrator	APPROVED AS TO FORM By: _____ County Counsel
<b>SOLANO COUNTY TRANSIT (SOLTRANS)</b> By: _____ Beth Kranda, Executive Director	APPROVED AS TO FORM By: _____ SolTrans Legal Counsel
<b>SOLANO TRANSPORTATION AUTHORITY (STA)</b> 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

<b>Solano Express Service</b>	<b>FY 25-26 DRAFT</b>
Revenue Service Hours	45,000
IFA Cost/Hr	\$ 230.37
<b>Total Estimated Cost</b>	<b>\$ 10,366,650</b>
<b>Revenues</b>	
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	\$ -
<b>Total Revenue</b>	<b>\$ 10,366,650</b>

### 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 (25<sup>th</sup>) 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.

## **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
<b>31 Day Passes</b>			
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 APRIL 6, 2025 / A PARTIR DE 06 A ABRIL 2025

# B BLUE LINE

Davis - Walnut Creek

SOUTHBOUND / SALIENTE							NORTHBOUND / ENTRANTE						
Davis	Dixon	Vacaville	Fairfield		Bericia	Walnut Creek	Walnut Creek	Bericia	Fairfield		Vacaville	Dixon	Davis
UC Davis Medical Center	Dixon Park & Ride	Vacaville Transportation Center	Fairfield Transportation Center	Suisun Valley & Westeros	Bericia Park & Ride	Walnut Creek BART	Walnut Creek BART	Bericia Park & Ride	Suisun Valley & Kaiser	Fairfield Transportation Center	Vacaville Transportation Center	Dixon Park & Ride	Mark Hall & Alumni
MONDAY - FRIDAY / LUNES - VIERNES													
		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 / SABADO													
							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	
	5:00	5:16	5:36	5:45	6:03	6:27							

PM trips indicated in bold / Viajes PM indican en negrita



SolTrans.org  
707-648-4666

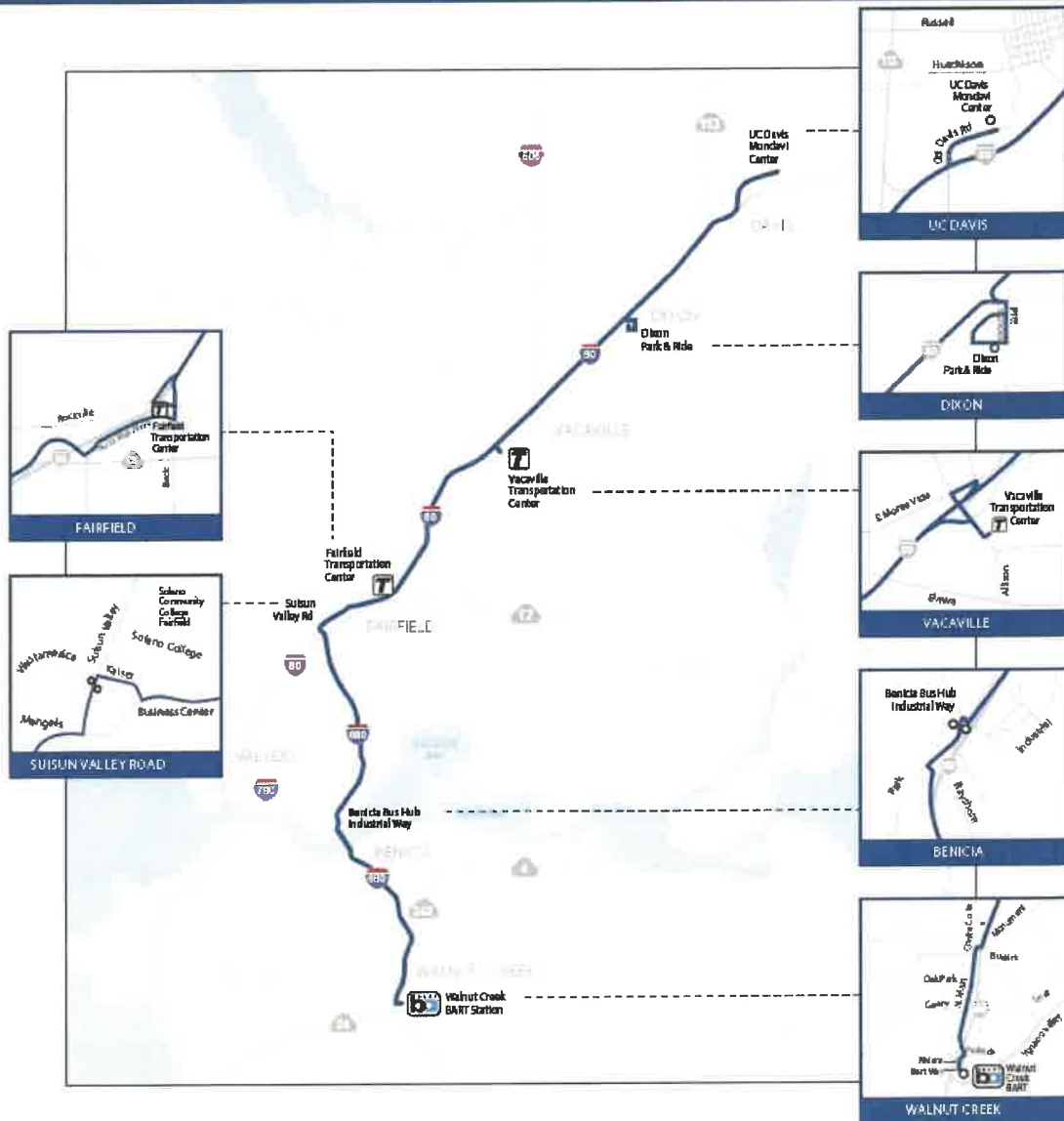


Free language assistance | Asistencia gratis en su idioma | Libreng tulong para sa wika | 免費語言幫助 | Hỗ trợ thông dịch miễn phí | 무료 언어 지원 | सलुक् भाव  
समर्थन | becnnamar rasimbar nomouy

EFFECTIVE APRIL 6, 2025 / A PARTIR DE 06 A ABRIL 2025

# B BLUE LINE

Davis - Walnut Creek



SolTrans.org  
707-648-4666



Free language assistance | Asistencia gratis en su idioma | Libreng tulong para sa mga | 免費語言幫助 | Hỗ trợ giúp thông dịch miễn phí | 무료 언어 지원 | സഹായം  
சரக்கு | Gecinnammar raamkoodam nomocup



EFFECTIVE APRIL 6, 2025 / A PARTIR DE 06 A ABRIL 2025



## GREEN LINE

Fairfield - El Cerrito

SOUTHBOUND / SALIENTE			NORTHBOUND / ENTRANTE		
Suisun City	Fairfield	El Cerrito	El Cerrito	Fairfield	Benicia
Spring & Suisun Fairfield Amtrak	Fairfield Transportation Center	El Cerrito del Norte BART	El Cerrito del Norte BART	Spring & Suisun Fairfield Amtrak	Fairfield Transportation Center
MONDAY - FRIDAY / LUNES - VIERNES					
	4:06	4:46	4:56	5:41	5:51
4:31	4:46	5:26	5:36	6:21	6:31
5:11	5:26	6:06	6:16	7:01	7:11
5:41	6:06	6:46	6:56	7:41	7:51
6:21	6:43	7:23	7:33	8:18	8:28
7:01	7:21	8:01	8:11	8:56	9:06

SOUTHBOUND / SALIENTE			NORTHBOUND / ENTRANTE		
Fairfield	Suisun	El Cerrito	El Cerrito	Fairfield	Suisun
Fairfield Transportation Center	Spring & Suisun Fairfield Amtrak	El Cerrito del Norte BART	El Cerrito del Norte BART	Fairfield Transportation Center	Spring & Suisun Fairfield Amtrak
MONDAY - FRIDAY AFTERNOON / LUNES - VIERNES POR LA TARDE					
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	5:38	6:23	6:43
5:20	5:40	6:15	6:38	7:23	
6:10	6:20	6:55	7:05	7:50	
6:33	6:43	7:18	7:28	8:13	

PM trips indicated in bold / Viajes PM indican en negrita



SolTrans.org  
707-646-4666



transit



Token Transit

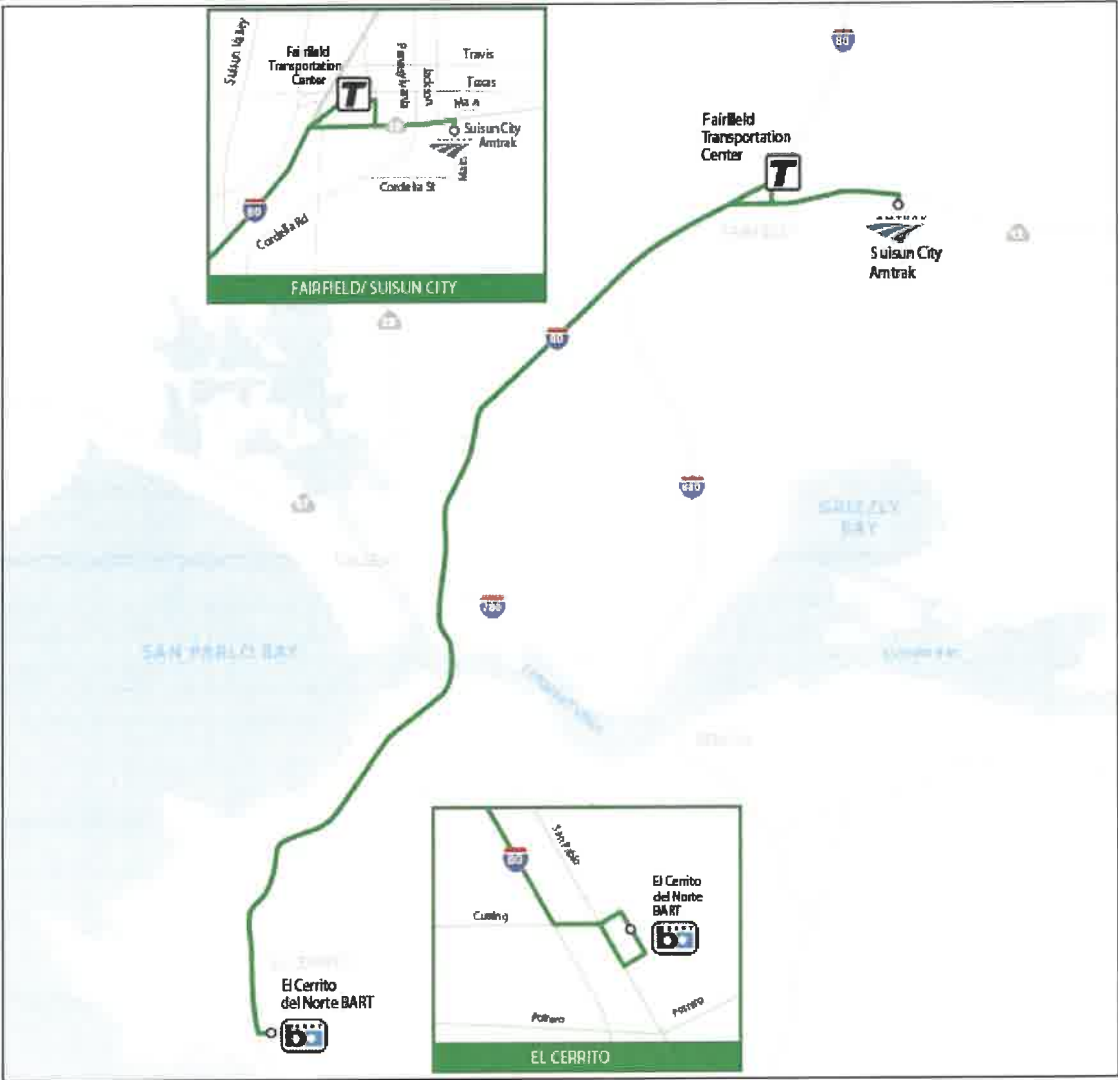
Free language assistance | Asistencia gratis en su idioma | Libreng tulung para sa wika | 免費語言幫助 | Hỗ trợ giúp thông dịch miễn phí | 무료 언어 지원 | ସବୁକ୍ ଭାଷା ସମର୍ଥନ | Бесплатная помощь переводчика

EFFECTIVE APRIL 6, 2025 / A PARTIR DE 06 A ABRIL 2025



GREEN LINE

Fairfield - El Cerrito



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 | സൗകര്യം  
সমর্থন | Бесплатная языковая помощь

THIS PAGE INTENTIONALLY LEFT BLANK.

EFFECTIVE APRIL 6, 2025 / A PARTIR DE 06 A ABRIL 2025

# Y YELLOW LINE

Vallejo - Benicia - Walnut Creek

EASTBOUND						WESTBOUND					
Vallejo			Benicia	Concord	Walnut Creek	Walnut Creek	Concord	Benicia	Vallejo		
Vallejo Transit Center	Vallejo Ferry Terminal	Curtola Park & Ride	Benicia City Park	Sunvalley Shopping Center	Walnut Creek BART	Walnut Creek BART	Sunvalley Shopping Center	Benicia City Park	Curtola Park & Ride	Vallejo Ferry Terminal	Vallejo Transit Center
MONDAY - FRIDAY / LUNES - VIERNES											
4:45	-	4:49	5:01	-	5:25	5:02	5:13	5:29	5:39	5:44	5:47
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	2:10	-	2:30	2:40	-	2:46
1:00	-	1:04	1:16	1:31	1:43	3:10	-	3:30	3:40	-	3:46
2:00	-	2:04	2:16	2:31	2:43	4:10	-	4:30	4:40	-	4:46
3:00	-	3:04	3:16	3:31	3:43	5:10	-	5:30	5:40	-	5:46
4:00	4:03	4:08	4:20	4:35	4:47	6:10	-	6:30	6:40	-	6:46
5:00	5:03	5:08	5:20	5:35	5:47	7:10	-	7:30	7:40	-	7:46
6:00	6:03	6:08	6:20	6:35	6:47	7:50	-	8:10	8:20	-	8:26
8:50	-	8:54	9:06	9:21	9:33	9:40	-	10:00	10:10	-	10:16
SATURDAY / SABADO											
6:15	-	6:19	6:31	6:46	7:03	8:15	-	8:35	8:45	8:51	8:54
7:15	-	7:19	7:31	7:46	8:03	11:05	-	11:25	11:35	11:41	11:44
8:05	-	8:09	8:21	8:36	8:53	12:40	-	1:00	1:10	-	1:16
9:05	-	9:09	9:21	9:36	9:53	1:40	-	2:00	2:10	-	2:16
12:02	-	12:06	12:18	12:33	12:50	4:25	4:36	4:52	5:02	-	5:08
2:21	-	2:25	2:37	-	3:01	6:40	6:51	7:07	7:17	-	7:23
5:20	-	5:24	5:36	-	6:00	8:20	8:31	8:47	8:57	-	9:03
7:35	7:38	7:43	7:55	-	8:05	-	-	-	-	-	-
SUNDAY / DOMINGO											
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

PM trips indicated in bold / Viajes PM indican en negrita



SolTrans.org  
707-648-4666

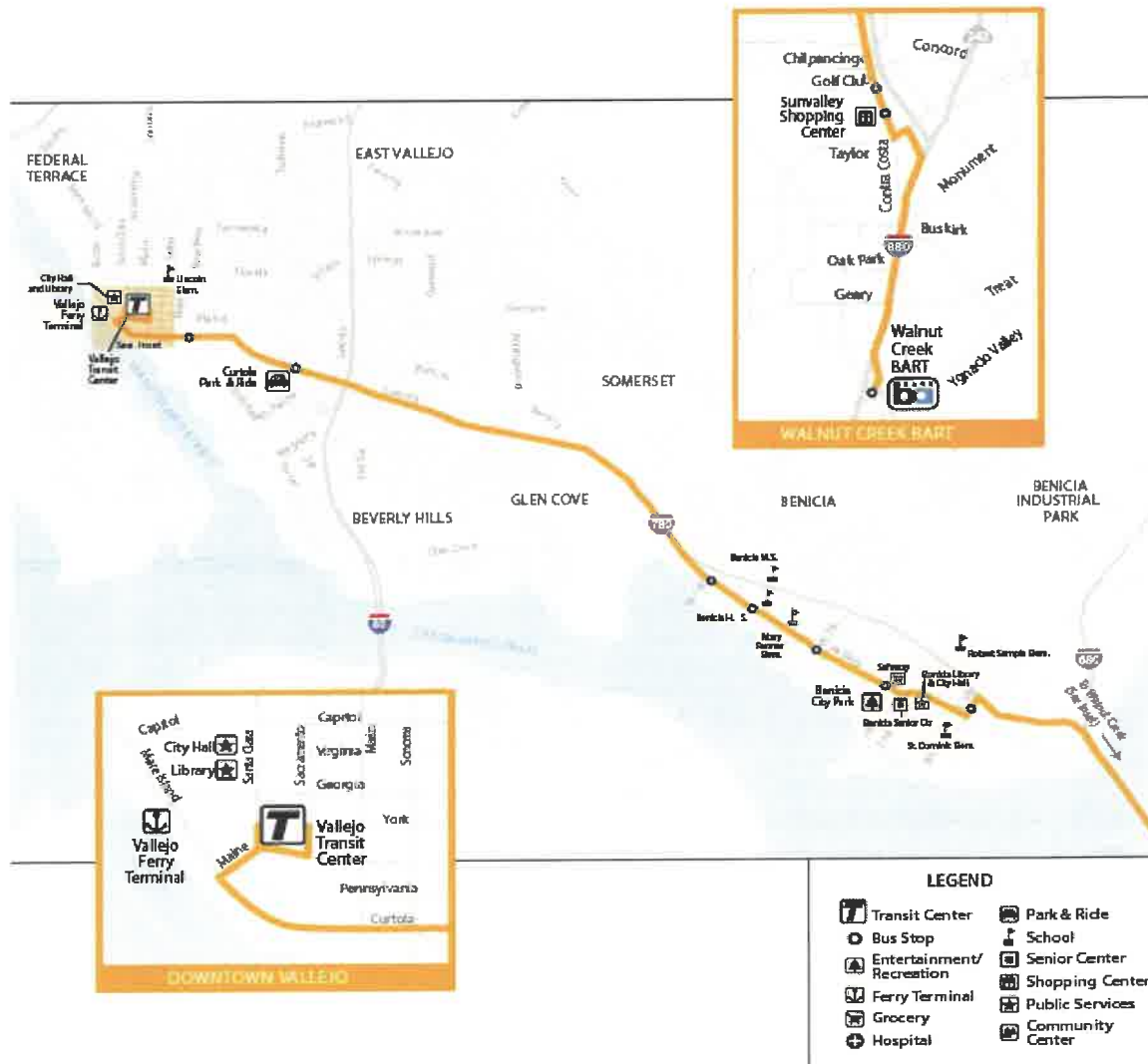


Free language assistance / Asistencia gratis en su idioma / Libreng tulong para sa wikang Filipino / 免費語言幫助 / Hỗ trợ thông dịch miễn phí / 무료 언어 지원 / ସହୃଦ୍ଦ୍ୟ ସମର୍ଥନ / Бесплатная языковая помощь

EFFECTIVE APRIL 6, 2025 / A PARTIR DE 06 A ABRIL 2025

# Y YELLOW LINE

Vallejo - Benicia - Walnut Creek



SolTrans.org  
707-646-4666



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 | ସବୁଠାରୁ ସହଜ | Бесплатная языковая помощь



EFFECTIVE APRIL 6, 2025 / A PARTIR DE 06 A ABRIL 2025

**R**

# RED LINE

Fairfield - El Cerrito

SOUTH-BOUND / SALIENTE								NORTH-BOUND / ENTRANTE							
Suisun City	Fairfield		Vallejo				El Cerrito	El Cerrito	Vallejo				Fairfield		Suisun City
Spring A Suisun-Fairfield Link	Fairfield Transportation Center	Suisun Valley & Westcott	Hwy 37 WB & Fairgrounds	Sonoma & Serrano	Vallejo Transit Center	Curtis Park & Ride	El Cerrito del Norte BART	El Cerrito del Norte BART	Curtis Park & Ride	Vallejo Transit Center	Sonoma & Serrano	Hwy 37 EB & Fairgrounds	Suisun Valley & Kaler	Fairfield Transportation Center	Spring & Suisun-Fairfield Link
MONDAY - FRIDAY / LUNES - VIERNES															
										5:04	5:09	5:14	5:28	5:36	5:46
					*4:22	4:28	4:48	4:58	5:16	5:20					
					*4:42	4:48	5:08	5:18	5:36	5:52	5:57	6:01	6:15	6:23	6:32
					5:34	5:40	6:00	6:15	6:33	7:04	7:09	7:13	7:27	7:35	7:45
					*6:01	6:07	6:27	6:45	7:03	7:07					
					*6:34	6:40	7:00	7:15	7:33	7:37					
5:57	6:07	6:15	6:27	6:32	6:52	6:58	7:23	7:35	7:53	8:02	8:07	8:11	8:25	8:33	8:43
					7:17	7:23	7:43	7:53	8:11	8:15					
6:57	7:07	7:15	7:27	7:32	7:52	7:58	8:23	8:35	8:53	9:02	9:07	9:11	9:25	9:33	9:43
					8:35	8:41	9:01	9:15	9:33	9:37					
7:57	8:07	8:15	8:28	8:33	8:53	8:59	9:18	9:28	9:46	9:55	10:00	10:04	10:18	10:26	10:36
8:57	9:07	9:15	9:28	9:33	9:53	9:59	10:18	10:28	10:46	10:55	11:00	11:04	11:18	11:26	11:36
9:57	10:07	10:15	10:28	10:33	10:53	10:59	11:18	11:28	11:46	11:55	12:00	12:04	12:18	12:26	12:36
10:57	11:07	11:15	11:28	11:33	11:53	11:59	12:18	12:28	12:46	12:50					
										1:00	1:05	1:10	1:24	1:32	1:42
11:57	12:07	12:15	12:28	12:33	12:53	12:59	1:18	1:28	1:46	1:50					
										2:00	2:05	2:10	2:24	2:32	2:42
12:57	1:07	1:15	1:28	1:33	1:53	1:59	2:18	2:28	2:46	2:50					
										3:00	3:05	3:10	3:24	3:32	3:42
1:57	2:07	2:15	2:28	2:33	2:53	2:59	3:18	3:28	3:46	4:00	4:05	4:10	4:24	4:32	4:42
					3:14	3:20	3:38	3:48	4:17	4:21					
2:57	3:07	3:15	3:28	3:33	3:54	4:00	4:18	4:28	4:57	5:06	5:11	5:16	5:32	5:40	5:50
					4:14	4:20	4:38	4:48	5:17	5:21					
3:57	4:07	4:15	4:28	4:33	4:54	5:00	5:18	5:38	6:07	6:16	6:21	6:26	6:42	6:50	7:00
					5:14	5:20	5:38	5:48	6:17	6:21					
					5:34	5:40	5:58	6:08	6:37	6:41**					
4:57	5:07	5:15	5:28	5:33	5:54	6:00	6:18	6:28	6:46	6:55	7:00	7:05	7:21	7:29	7:39
					6:34	6:40	6:58	7:08	7:26	7:30					
5:57	6:07	6:15	6:28	6:33	6:54	7:00	7:18	7:28	7:46	7:55	8:00	8:05	8:21	8:29	8:39
					7:45	7:51	8:09	8:25	8:43	8:47					
7:26	7:36	7:44	7:57	8:02	8:23	8:29	8:47	9:05	9:23	9:27					
8:17	8:27	8:35	8:48	8:53	9:14	9:20	9:38	9:48	10:06	10:10**					
9:22	9:32	9:40	9:53	9:58	10:19	10:25	10:43	10:55	11:13	11:17**					

\* Stops at Serrano Transit Center 8 minutes before the stop.

PM trips indicated in bold / Viajes PM indican en negrita

\*\* Stops at Serrano Transit Center 7 minutes after the stop.

EFFECTIVE APRIL 6, 2025 / A PARTIR DE 06 A ABRIL 2025

# R RED LINE

Fairfield - El Cerrito

SOUTHBOUND / SALIENTE								NORTHBOUND / ENTRANTE							
Suisun City	Fairfield		Vallejo				El Cerrito	El Cerrito	Vallejo				Fairfield		Suisun City
Spring & Suisun-Fairfield bus	Fairfield Transportation Center	Suisun Valley & Westside	Hwy 37 WB & Fairgrounds	Sonoma & Serrano	Vallejo Transit Center	Curtis Park & Ridge	El Cerrito del Norte BART	El Cerrito del Norte BART	Curtis Park & Ridge	Vallejo Transit Center	Sonoma & Serrano	Hwy 37 EB & Fairgrounds	Suisun Valley & Kaiser	Fairfield Transportation Center	Spring & Suisun-Fairfield bus
SATURDAY / SABADO															
					7:04	7:10	7:28	7:38	7:56	8:05	8:10	8:15	8:29	8:37	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	10:38	10:48
9:07	9:17	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	12:42	12:52
11:07	11:17	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	2:42	2:52
1:07	1:17	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	4:27	4:37
3:07	3:17	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	6:24	6:34
4:57	5:07	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	8:27	8:37
6:57	7:07	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					
8:57	9:07	9:15	9:28	9:33	9:39										
SUNDAY / DOMINGO															
					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



SolTrans.org  
707-648-4666



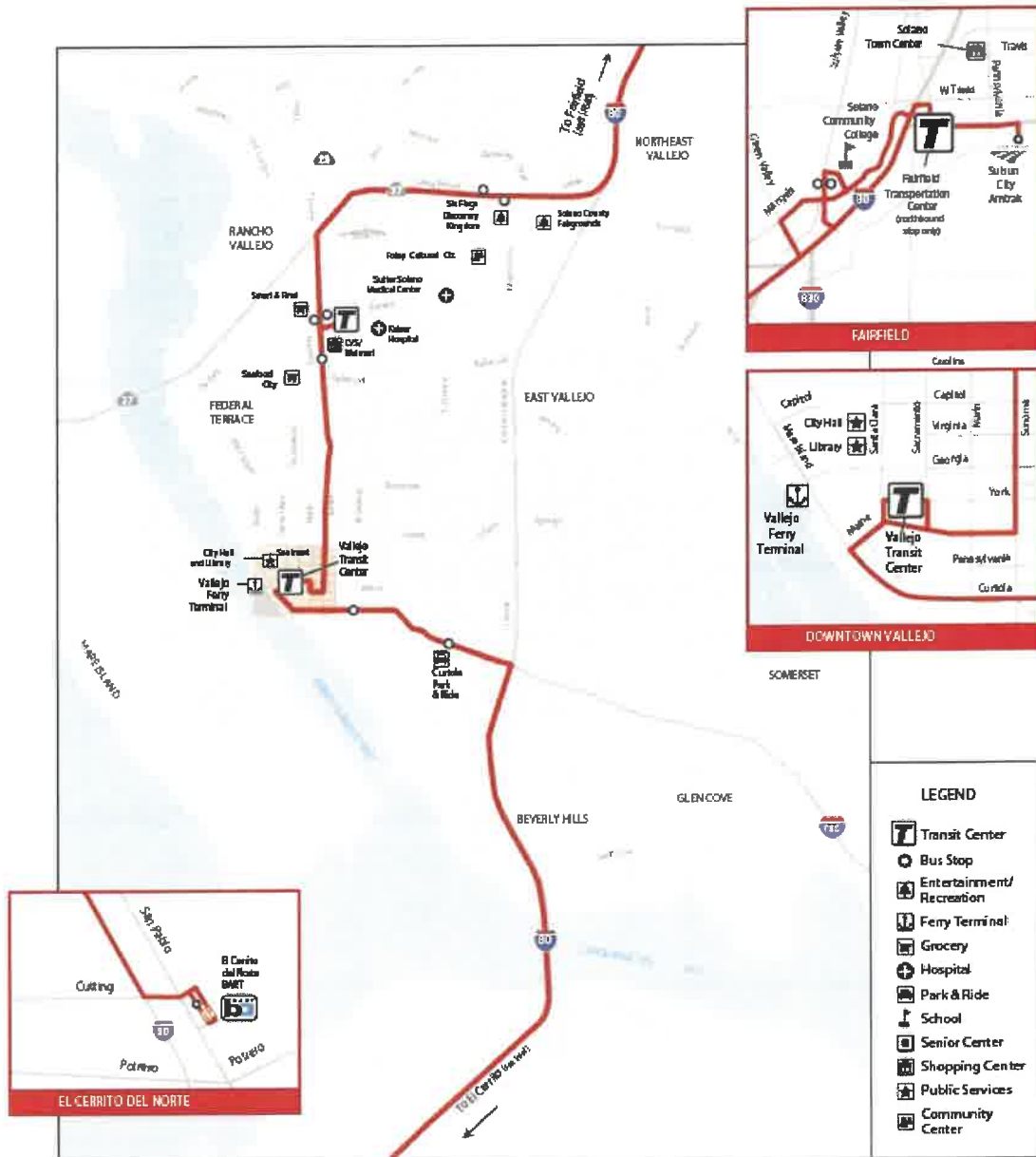
Token Transit

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 | സഹായം  
সহায়তা | Бесплатная языковая помощь

EFFECTIVE APRIL 6, 2025 / A PARTIR DE 06 A ABRIL 2025

# R RED LINE

Fairfield - El Cerrito



SolTrans.org  
707-648-4666



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 | স্বল্প ভাষা  
সহায়তা | Бесплатная языковая помощь



EFFECTIVE APRIL 6, 2025 / A PARTIR DE 06 A ABRIL 2025

# 82

## ROUTE 82

Fairfield - San Francisco

SOUTHBOUND / SALIENTE				NORTHBOUND / ENTRANTE			
Fairfield	Vallejo		San Francisco	San Francisco	Vallejo		Fairfield
Fairfield Transportation Center	Vallejo Transit Center	Curtola Park & Ride	San Francisco Ferry Building	San Francisco Ferry Building	Curtola Park & Ride	Vallejo Transit Center	Fairfield Transportation Center
MONDAY - FRIDAY / LUNES - VIERNES							
4:37	5:07	5:13	6:00	6:15	6:55	6:58	-
5:37	6:07	6:13	7:00	7:15	7:55	7:58	-
-	5:24	5:30	6:15	6:30	7:15	7:19	7:49
-	9:30	9:36	10:21	10:40	11:25	11:29	-

PM trips indicated in bold / Viajes PM indican en negrita



SolTrans.org  
707-648-4666



Free language assistance | Asistencia gratis en su idioma | Librang tulung para sa wika | 免費語言幫助 | Hỗ trợ giúp thông dịch miễn phí | 무료 언어 지원 | ସମ୍ମୁଖାବଳି  
சமர்ச்சனை | Gochmar-her rakkoher nomowp



### **EXHIBIT C PERFORMANCE MEASURES**

#### Solano Express Performance Benchmarks for Fiscal Year 2024-25

<b>Measures</b>	<b>FY 2024-25</b>
<b>SERVICE DESIGN</b>	Benchmark
Speed - MPH	35
<b>SERVICE PRODUCTIVITY</b>	Benchmark
Passengers per Vehicle Revenue Hour	25.0
Passengers per Trip	15.0
Capacity Utilization	35.00%
<b>COST EFFICIENCY</b>	Benchmark
Cost per Vehicle Revenue Hour	\$230.07
Cost per Vehicle Revenue Mile	\$3.87
<b>COST EFFECTIVENESS</b>	Benchmark
Subsidy per Passenger Trip	\$3.71
Farebox Recovery Ratio	20%

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

AGENCY	Approved/or Pending approval by Governing Board	Executed the Agreement	Notes
Solano Transportation Authority	June 11, 2025	September 23, 2025	Executed Agreement STA Business Practice is to sign last.
Solano County Transit (SolTrans)	June 12, 2025	August 26, 2025	Executed Agreement
The City of Dixon	June 20, 2025	June 20, 2025	Executed Agreement with City Manager's Delegated Authority
The City of Fairfield	July 15, 2025	July 28, 2025	Executed Agreement
The City of Vacaville	August 12, 2025	August 21, 2025	Executed Agreement
The City of Suisun City	August 19, 2025	August 19, 2025	Executed Agreement
Solano County	September 9, 2025	September 18, 2025	Executed Agreement

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

**FY 2025-26 Funding Plan**

<b>Solano Express Service</b>	<b>FY 22-23 Actual</b>	<b>FY 23-24 Est. Actual</b>	<b>FY 24-25 Budget</b>	<b>FY 25-26 Estimate</b>
Revenue Service Hours	48,003	44,540	45,000	45,000
IFA Cost/Hr	\$ 207.80	\$ 208.08	\$ 229.08	\$ 230.37
<b>Total Estimated Cost</b>	<b>\$ 9,974,831</b>	<b>\$ 9,268,012</b>	<b>\$ 10,308,600</b>	<b>\$ 10,366,650</b>
<b>Revenues</b>				
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	\$ -
<b>Total Revenue</b>	<b>\$ 9,974,831</b>	<b>\$ 9,395,576</b>	<b>\$ 10,326,925</b>	<b>\$ 10,366,650</b>
<b>Balance</b>	<b>\$0</b>	<b>\$127,564</b>	<b>\$18,325</b>	<b>\$0</b>
<b>Cut in Service to Balance Revenues</b>				<b>0</b>
<b>Revised Service Hours</b>				<b>45,000</b>
<b>Percent Cut in Service</b>				<b>0%</b>

<b>Annual Rate of Change</b>	<b>FY 23-24</b>	<b>FY 24-25</b>	<b>FY 25-26</b>
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%
<b>STAF Reserve Balance</b>		\$ 8,162,058	\$ 5,009,205



DATE: October 3, 2025  
TO: STA Board  
FROM: Ron Grassi, Director of Programs  
Mary Pryor, STA Consultant  
RE: Solano Express Intercity 5-Year Operating Budget Forecast and Solano Express Service Hours for FY 2026-27

---

**Background:**

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

**Discussion:**

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

**Solano Express Operating Revenues**

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

**Fares**

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

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

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

**TDA Contributions**

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

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

#### State Transit Assistance Funds (STAF)

On July 10, 2024, the STA Board established a Solano Express Operating Reserve of \$8.1 million to fill the funding gap once the FTA COVID-19 relief funds were expended. Following the use of the Solano Express Operating Reserve, approximately \$2,670,000 in STAF would be available annually for ongoing Solano Express operating costs. Each of the budget forecast scenarios uses a different amount of STAF.

#### **Solano Express Hourly Operating Cost**

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

#### **Scenario 1: Continuation of 45,000 Annual Service Hours**

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

#### **Scenario 2: Reduction to 40,000 Annual Service Hours**

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

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

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

On September 23, 2025, the Solano County Intercity Transit Funding Working Group (ITFWG) met to discuss the Solano Express funding scenarios. Present at the meeting were representatives from the Cities of Dixon, Fairfield, Vacaville, and Suisun City. SolTrans was invited to the meeting but did not attend. Through a unanimous vote, the ITFWG recommended to the Solano County Intercity Consortium Scenario 3, with 36,555 revenue hours, as the best option to support financial stability for the next 5 years.

On September 23, 2025, the Solano County Intercity Transit Consortium met to discuss the funding options for FY 2025-26. The ITFWG recommended reducing Solano Express' service hours from 45,000 hours to 36,555 for FY 2026-27 to maintain financial stability for the next five years. After discussion, a motion was made by Beth Kranda (seconded by Nouae Vue) to table this item and continue discussions at the next Intercity Transit Funding Working Group to be scheduled in late October or early November.

On September 24, 2025, the Solano Express Intercity 5-Year Operating Budget Forecast and Solano Express Service Hours for FY 2026-27 were presented to the STA TAC as an informational item.

On October 7, 2025, the STA Executive Director received a letter from the SolTrans Executive Director regarding this topic and the next agenda item. Attachment E includes a copy of the letter and STA staff's draft response to each point raised.

**Fiscal Impact:**

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

**Recommendation:**

Informational.

Attachments:

- A. Solano Express 5-Year Forecast Scenario 1: No Service Changes
- B. Solano Express 5-Year Forecast Scenario 2: 40,000 Hours of Service
- C. Solano Express 5-Year Forecast Scenario 3: Convert Green Line to Van Pool, End Route 82
- D. Solano Express Population and Ridership Calculations
- E. STA Response to SolTrans Letter dated October 6, 2025 regarding Transit in Solano County



THIS PAGE INTENTIONALLY LEFT BLANK.

Scenario 1: No Service Changes

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

Scenario 2: 40,000 Hours of Service

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

Scenario 3: Green Van Pool, No Route 82

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

## SOLANO COUNTY POPULATION ESTIMATES<sup>1</sup>

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

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

Figure 43. City of Residence – Individual Routes

Route Number	All	Blue B	Green GX	Yellow Y	Red/Rt 82
City of Residence	n=1181	n=211	n=112	n=173	n=685
Vallejo	45.5%	1.9%	0.9%	49.4%	69.3%
Fairfield	19.3%	34.6%	58.6%	1.2%	8.2%
Vacaville	7.7%	31.3%	9.9%	1.2%	1.0%
Suisun City	6.2%	6.6%	23.4%		2.8%
Benicia	4.5%	1.4%		27.9%	2.1%
Dixon	1.7%	9.0%	0.9%		
Rio Vista	0.1%	0.5%			
Unincorporated Solano County	0.3%	0.5%			0.4%
Outside Solano County	14.8%	14.2%	6.3%	20.3%	16.0%

From 2022 On-Board Transit Survey

### SolanoExpress Ridership By City of Residence (all)

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

Figure 46. City of Residence – Individual Routes

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

From 2024 On-Board Transit Survey

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

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



## MEMORANDUM

DATE: October 8, 2025  
TO: STA Board  
FROM: STA Staff  
RE: STA's Response to SolTrans Letter: Transit in Solano County

---

Beth Kranda, SolTrans Executive Director sent a formal letter (attached) addressed to Daryl Halls, STA Executive Director regarding "Transit in Solano County" dated October 3, 2026. The letter was formally received October 6, 2025 via e-mail. In summary, the letter is critical of the STA's and their funding partner's role in administering, planning, funding and implementing the Solano Express Bus transit service. The following includes direct comments provided by the letter with STA staff's response:

Paragraph Number	COMMENT
#1.a	<p>I am writing to express deep concern and disappointment regarding the September 23, 2025 Consortium agenda item on the Solano Express 26/27 operating budget. STA staff and funding partners have been invited and involved in the Comprehensive Operational Analysis (COA) process since its launch in August 2024. Despite this, the September 2025 meeting was the first time SolTrans staff was made aware of the so-called "fiscal cliff" scenarios included in STA's report.</p> <p><b><u>STA Staff Response:</u></b></p> <p><i>This statement is incorrect. STA began discussing financial challenges to the Express Bus service with the funding partners as early as March 2025 and continued as part of subsequent Intercity Transit Fund Working Group (ITFWG) meetings in May and September 2025 (Attachment #1.a-a). As part of these meetings, the ITFWG discussed the 5-year funding forecast for Solano Express in preparation of the FY 2025-26 funding plan for Solano Express and in preparation for the development of FY 2026-2027 funding agreement. The final development of the 5-year funding forecast was delayed until the FY 2025-26 Funding Agreement was approved by the STA Board (June 2025) and subsequently approved and signed by all parties (September 2025).</i></p> <p><i>STA staff then scheduled an ITFWG meeting for September 23, 2025 to begin discussing how to address the Solano Express fiscal challenges, consistent with the process detailed on the bottom of page 19 of the Solano Express Intercity Funding and Cost Sharing agreement (Attachment #1.a-b). The meeting discussion included a forecast of a fiscal cliff by FY 2028-29 if the service remained status quo and two other potential scenarios to address the fiscal cliff for a total of three scenarios.</i></p>

	<p><i>The following five funding partners were in attendance: City of Dixon, City of Fairfield, City of Suisun City, City of Vacaville, and STA. SolTrans was invited but chose not to attend. The five funding partners in attendance discussed the fiscal cliff in detail and unanimously recommended not to wait to address it. Instead, the funding partners agreed to address the fiscal cliff now in preparation for FY 2026-27 to avoid multiple years of service cuts. The SolTrans Comprehensive Operations Analysis (COA) and public input received for their study and STA's multiple outreach events were taken under consideration before the ITFWG unanimously recommended service changes consistent with Scenario 3. The Solano Express Service is estimated to be financially stable for the next five years under Scenario 3 by reducing service hours to 36,555 and reducing operational costs to \$8.7 million (Attachment 1.a-c).</i></p> <p><i>The following are electronic links to the following attachments:</i></p> <ul style="list-style-type: none"> <li>• <a href="#"><u>Attachment #1.a-a- Intercity Transit Fund Working Group (ITFWG) meetings in May and September 2025</u></a></li> <li>• <a href="#"><u>Attachment #1.a-b- Solano Express Intercity Funding and Cost Sharing agreement</u></a></li> <li>• <a href="#"><u>Attachment #1.a-c- Solano Express Funding Scenarios</u></a></li> </ul>
<b>#1.b</b>	<p>It is ironic that these scenarios are only being brought forward now, after SolTrans' final COA proposals were presented to and approved by the SolTrans Board for implementation. The SolTrans Board-which includes four STA Board members, including the STA Board Chair and Vice- Chair- voted in support of the COA concepts and implementation plan for August 2026. This timing makes the agenda item untimely and it undermines progress rather than contributing to it. This exclusion is unacceptable and undermines the spirit of partnership that is supposed to exist between STA and SolTrans.”</p> <p><b><u>STA Staff Response:</u></b></p> <p><i>There was no exclusion intended by STA, the SolTrans Board took action for the Solano Express Service prematurely without concurrence from the Solano Express funding partners and the STA Board (as required by Solano Express Intercity Funding and Cost Sharing agreement- see page 19 of Attachment #1.a-b).</i></p> <p><i>The SolTrans Board was advised by SolTrans and approved the Solano Express Service plan for FY 2026-27 as part of the SolTrans COA without knowing the budget amount available from the funding partners. Despite the service changes recommended in the SolTrans COA, the Solano Express service funding remained fundamentally status quo which would result in a projected fiscal deficit of \$1.5 million by FY 2028-29.</i></p>

Paragraph Number	COMMENT
#2	<p>SolTrans has done its due diligence. We contracted with a third-party internationally renown transit planning professional consultant who conducted a full and independent analysis of the Solano Express system using private and public data, regional travel patterns, and on-the-ground transit needs from community members and stakeholders. The result was a set of data-driven concepts to improve service frequency, reliability, and on-time performance. These recommendations align with the regional direction from MTC and mirror what agencies like AC Transit, FAST, and WestCAT have already implemented in their post-pandemic service redesigns.</p> <p><u><b>STA Staff Response:</b></u>  <i>We agree that SolTrans developed the COA to the best of their abilities and resources. However, the fact remains, SolTrans adopted a service plan that the funding partners cannot afford without compromising this service and other programs and puts the Solano Express service in a fiscal deficit that is projected to be \$1.5 million by FY 2028-29. Furthermore, the Solano Express funding partners on the ITFWG are not in agreement with the service changes proposed by the SolTrans COA. The service funding scenario #3 recommended by the ITFWG would provide a balanced budget for the next five years for the Solano Express service, which is a goal of STA and the funding partners. Attachment #1.a-c provides a copy of the 3 funding scenarios presented to the September ITFWG meeting.</i></p> <p><i>The following is an electronic link to the following attachment:</i>  <u><b>Attachment #1.a-c</b></u></p>
Paragraph Number	COMMENT
#3a	<p>In contrast STA's proposals are shortsighted, unsupported by meaningful data, and in several cases directly harmful to mobility and congestion relief. For example:</p> <ul style="list-style-type: none"> <li>• Cutting the Green Line into vanpools ignores the fact that this line averages 24.7 riders per trip. Converting that load to vans would require five vans per trip, increasing congestion on I-80, the opposite of STA's mission as a congestion management agency.</li> </ul> <p><u><b>STA Staff Response:</b></u>  <i>We disagree with the accusation and do not assume any particular type of service at this time. The ITFWG and STA staff recommend pursuing a competitive bidding process for the service as part of an effort to reduce cost and maximize efficiency for the Green Line. The bids may include various vehicle sizes and providers appropriate for the service.</i></p>



<b>#3b</b>	<ul style="list-style-type: none"> <li>Blue/Yellow Line to North Concord/Concord BART - Shifting service from Walnut Creek to Concord/North Concord BART provides a stronger, more equitable connection for Solano riders. Data shows three times as many trips from Solano end in Concord/Martinez compared to Walnut Creek. Riders already endure reverse commutes from Walnut Creek via BART to Concord. This move avoids 680 congestion, creates more direct access to Concord employment hubs, and expands transit connections. Survey data shows nearly half of Blue Line riders support this change. Importantly, SolTrans is not eliminating Walnut Creek access but providing a new stop that saves time, supports equity, and allows both the Blue and Yellow Lines to operate with consistent, hourly, all-day service-strengthening connections within Solano County and to regional hubs.</li> </ul> <p><b><u>STA Staff Response:</u></b>  <i>As communicated in the April 2025 letter from the STA Board, the Walnut Creek BART station provides 20 service connections allowing for more transit options vs 18 provided by North Concord and Concord BART stations combined. This, by definition, provides equity for the riders by allowing service for less fares and more service options. The Walnut Creek station is the regional transit hub on the I-680 corridor. SolTrans has publicly acknowledged that their COA survey indicated that more than half of the respondents do not support this service change. In addition, SolTrans continues to ignore input from the funding partners and the STA. Attachment #3.b-a is a copy of STA's comment letter.</i></p> <p><i>The following is an electronic link to the following attachment:</i>  <b><u>Attachment #3.b-a</u></b></p>
<b>#3c</b>	<ul style="list-style-type: none"> <li>Maintaining the Davis extension of the Blue Line-a segment that averages only 10 riders per day, often running empty-continues to waste resources. This segment is far more appropriate for vanpool. Worse, this segment slows and undermines the productive segment of the Blue Line to BART. SolTrans has been transparent that Davis is a destination Solano Express should serve, but does not have the resources to provide a quality, ridership-increasing service at this time.</li> </ul> <p><b><u>STA Staff Response:</u></b>  <i>The ITFWG recommends bidding out the Blue Line to reduce cost, improve efficiency and/or to prevent any elimination of the service. A vanpool option is one option that can be considered as well as other service enhancements, if feasible. This addresses the public and the funding partner's input and request to continue supporting service to UC Davis. SolTrans consultant acknowledged moving the current stop at the UC Davis Mondavi Center to the UC Davis Memorial Union was a better stop.</i></p>

#3d	<ul style="list-style-type: none"> <li>Red Line/ Hwy 37 Diverging Diamond Stop - STA is adding a new stop off the freeway, forcing buses through a diverging diamond interchange, two traffic signals, and a U-turn before re-entering the freeway through two more signals to continue the route. This proposal would significantly compromise the timeliness and reliability of an express service. Once construction is complete, SolTrans staff will evaluate the impacts on schedule and routing. However, the SolTrans COA emphasizes improved connections between local and express service at the Vallejo Transit Center. Forcing a Hwy 37 detour that disrupts those carefully designed local-to-regional connections would undermine the entire foundation of the COA.</li> </ul> <p><b><u>STA Staff Response:</u></b>  <i>SolTrans participated and were consulted throughout the design of the SR 37/Fairgrounds Drive Interchange Improvement project. Service impacts and reliability were taken into consideration as part of the project development process. Other factors were taken into account that demonstrated the need for transit service at that location. These include Six Flags (largest youth employer in Solano County), Solano County Fairgrounds, the Crest neighborhood transit access and future transit service on SR 37.</i></p> <p><i>Early project feedback from SolTrans included a request to relocate the previous Solano Express stops from the SR 37 ramps onto Fairgrounds drive to which the design of the project accommodated. In addition, as part of the engineering and design phase of the project, all bus turning movements were analyzed and designed according to Caltrans highway design manual and City of Vallejo roadway standards. The design also includes transit priority signalization to address concerns related to signal delays and improved peak hour bus movements through the interchange. Another benefit of the design of the project is that it provides safer passenger access to the bus stops.</i></p>
Paragraph Number	COMMENT
#4a	<p>Instead of engaging with this data-driven work, STA continues to levy weak complaints and make unfounded accusations against SolTrans.</p> <p><b><u>STA Staff Response:</u></b>  <i>This statement is inaccurate. STA's analysis for the Solano Express service's fiscal and service options originate from data recently obtained from the bi-annual Solano Express Funding and Cost Sharing Agreement Ridership Survey (the most recent effort had responses from over 1,400 riders), the Solano Express Connected Mobility Plan, the STA Comprehensive Transportation Plan outreach for the Transit Element, and the collective Community Based Transportation Plan (CBTP) outreach in Vallejo, Suisun City, Rio Vista and Dixon. STA is transparent with its data and decision-making process. All of the aforementioned data</i></p>

	<i>sources have been presented to the Solano County Intercity Transit Consortium and are available for review.</i>
<b>#4b</b>	<p>Using SolTrans' single rider survey-taken by current riders, most of whom already benefit from the status quo as justification for no change, is not credible, nor is it in line with sound analytical-based decision-making process in any industry.</p> <p><b><u>STA Staff Response:</u></b>  <i>We are not clear what this statement means- it appears the statement implies that SolTrans is going to implement changes to the service regardless of the fact that the majority of existing, transit-dependent riders do not want the service to change. This is the antithesis of how STA responsibly responds to public comments in the event that other creative solutions might solve their needs as well as the agency's needs. The funding scenarios and service changes discussed by the ITFWG attempt to address the ridership input STA has received from its recent ridership survey and public input received for SolTrans COA service changes.</i></p>
<b>#4c</b>	<p>That survey was only a small component of the overall COA, intended to provide one perspective among many. The COA as a whole reflects far more than one dataset, incorporating 80+ hours of in-person outreach over 3 months, a comprehensive existing conditions report, and robust analysis of travel patterns and untapped ridership opportunities. STA knows better than to dismiss an entire body of work by selectively leaning on one limited survey result.</p> <p><b><u>STA Staff Response:</u></b>  <i>STA did not dismiss any of the COA efforts. STA staff agreed with some of the COA recommendations but did not agree to all the recommendations as shown in the STA Board's approved submitted comments (Attachment #3.b-a). The statement erroneously implies that the STA doesn't have adequate data or analytic capability to provide thoughtful comments on the Solano Express service. As stated previously, the STA utilized the bi-annual Solano Express Funding and Cost Sharing Agreement Ridership Survey (the most recent effort had responses from over 1,400 riders), the Solano Express Connected Mobility Plan, the STA Comprehensive Transportation Plan outreach for the Transit Element, and the collective Community Based Transportation Plan (CBTP) outreach in Vallejo, Suisun City, Rio Vista and Dixon.</i></p> <p><i>The following is an electronic link to the following attachment:</i>  <b><u>Attachment #3.b-a</u></b></p>

Paragraph Number	COMMENT
#5	<p data-bbox="378 283 1430 611">Further, prioritizing State Transit Assistance Fund (STAF) dollars for mobility programs ahead of transit directly contradicts STA's role as a congestion management agency. Transit is the most effective congestion reduction tool, yet STA's scenarios actively propose eliminating productive transit service and replacing it with options that add vehicles to already gridlocked corridors. It must also be noted that decisions regarding the allocation of STAF funds rest with the STA Board, not staff. The Board should be setting priorities and directing staff to deploy funds in alignment with the county's mobility and congestion management goals, with transit at the top of that list.</p> <p data-bbox="378 646 1430 1415"> <u><b>STA Staff Response:</b></u>  <i>As the County Transportation Agency (CTA), Congestion Management Agency (CMA) and Consolidated Transportation Service Agency (CTSA) for Solano County, the STA has a responsibility to balance roadway, transit, bike and pedestrian priorities in order to address congestion and improve mobility for all Solano residents. The Solano Mobility Programs address the gaps that exist between transit services and incentivizes individuals to consider other sustainable modes of transportation which accomplishes the STA's responsibilities as a CTA, CMA and CTSA. STA staff operates with full transparency and consistently provides reports on the countywide Mobility Program's needs and successes. These programs were created and supported by the Solano County Intercity Transit Consortium over time and, in some cases, originated by the service providers themselves. There is a fundamental need to assist our most vulnerable populations, people with disabilities and older adults, students, commuters and veterans with transportation information and services. The Solano Mobility Program meets that need on a countywide basis. The need for these services won't go away despite SolTrans staff desire to defund them. The burden to address those needs will go to the local operators if the mobility programs are discontinued thereby exacerbating limited transit resources at the local operator level. STA staff has always welcomed comments and suggestions for how to maximize and improve efficiencies for each program.</i> </p> <p data-bbox="378 1451 1430 1667"> <i>With regards to State Transit Assistance Funds (STAF), Solano Express transit service is one of several priorities funded by STAF funds as shown in the Solano Express funding and cost sharing agreement. In December 2024, the STA Board adopted the Transit 2030 Policy Committee recommendations which included a continued funding commitment for the Solano Mobility Programs. The Transit 2030 Policy Committee recommendation specifically states:</i> </p> <p data-bbox="427 1688 1317 1871"> <b><i>"STA's current year \$3M budget in STAF funds for Solano Mobility should remain in place and continue to be used in support of Solano Mobility programs. If future specific program efficiencies produce cost savings, those funds should be retained within the Solano Mobility budget for use on other improvements."</i></b> </p>

	<p><i>Attachment #5.a includes a copy of the Transit 2030 Policy Committee recommendations.</i></p> <p><i>Ultimately, the STA Board sets priorities and directs STA staff based on the STA overall work program and STA Comprehensive Transportation Plan. This is in alignment with Solano County's mobility, congestion management program, CTSA, and Comprehensive Transportation Plan (CTP) goals.</i></p> <p><i>The following is an electronic link to the following attachment:</i>  <a href="#"><u><b>Attachment #5.a</b></u></a></p>
Paragraph Number	COMMENT
#6	<p>As for the fiscal cliff: solutions exist. Solano Express fares have not been adjusted since 2011, despite bridge tolls rising three times in that same period. A fare increase should be on the table. Blaming SolTrans for Clipper fare collection issues is misleading and unprofessional. These issues have been reported transparently to our board and are being actively resolved with Clipper, including reimbursement. STA should be helping as a partner in leveraging reimbursement for these Clipper issues on Solano Express and working with funding partners to develop fare structure solutions that permanently fix the problem, rather than spending time slandering SolTrans.</p> <p><u><b>STA Staff Response:</b></u>  <i>This statement is incorrect. STA staff does not blame SolTrans for Clipper card collection issues. At the last ITFWG and Consortium, STA staff reported an increase in ridership and decrease in fare revenue. There was no direct report regarding Clipper and there was no intent on slandering SolTrans. Attachment #6.a shows the slide presented at the meeting.</i></p> <p><i>The following is an electronic link to the following attachment:</i>  <a href="#"><u><b>Attachment #6.a</b></u></a></p>
Paragraph Number	COMMENT
#7	<p>It is incredibly frustrating to repeatedly confront false accusations, baseless proposals, and attempts to sideline SolTrans' expertise and authority over the services we operate. At times, STA's behavior suggests less a partner in mobility and more an obstacle determined to undermine Solano Express improvements.</p> <p><u><b>STA Staff Response:</b></u>  <i>We fundamentally disagree with these accusations. The roles and responsibilities of both SolTrans and STA are clearly defined in the Solano Express Funding and Cost Sharing Agreement and STA and SolTrans respective JPA Bylaws. The agreement also outlines a transparent process for service changes and fare increases/reductions which SolTrans continues to ignore. For details regarding</i></p>

	<p><i>the agreed upon roles and responsibilities see Attachment #1.a-b Solano Express Intercity Funding and Cost Sharing agreement.</i></p> <p><i>The following is an electronic link to the following attachment:</i>  <u><i>Attachment #1.a-b</i></u></p>
Paragraph Number	COMMENT
#8	<p>The SolTrans Board of Directors has been clear in its direction; if STA does not support the direction SolTrans is taking, they are welcome to advise of their disagreement openly and pull the funding rather than continue undermining progress behind the scenes. The public deserves better than covert attempts to sabotage work that has been transparent and data-driven from the start. SolTrans has consistently engaged riders, funding partners, and stakeholders in good faith, and has remained responsive to both feedback and evidence. We urge STA to step up and act as a true partner by prioritizing transit, supporting responsible solutions, and engaging honestly with the data and the public we serve.</p> <p><u><i>STA Staff Response:</i></u>  <i>This is an unfair characterization and inaccurate portrayal of STA's role and responsibilities. As noted previously, STA Board has been transparent and follows the recommendations approved by the Transit 2030 Policy Committee and the Solano Express Intercity Funding and Cost Sharing agreement. STA and its funding partners continue to focus on developing a future funding service plan that makes Solano Express sustainable over the next 5 years. SolTrans staff consistently ignores the STA process and accuses STA staff of false narratives. Despite this, STA staff has approached each issue raised by SolTrans with professionalism and transparency. We encourage SolTrans to work collaboratively within the framework established by the Transit 2030 Policy recommendations which clarifies what both the STA Board and the SolTrans Board members had developed to explicitly convey what each agency's roles and responsibilities are. This is further defined in the most recently adopted Solano Express Intercity Funding and Cost Sharing agreement. SolTrans staff's acceptance of these roles and responsibilities will help solve their constant question of which agency is responsible for planning, administering and funding the Solano Express Bus service.</i></p>

THIS PAGE INTENTIONALLY LEFT BLANK.





## Solano County Transit

311 Sacramento Street | Vallejo, CA 94590  
Ph. (707) 736-6990  
SolTrans.org

October 3, 2025

Daryl Halls, Executive Director  
Solano Transportation Authority  
423 Main Street,  
Suisun City, CA 94585

RE: Transit in Solano County

Dear Daryl,

I am writing to express deep concern and disappointment regarding the September 23, 2025 Consortium agenda item on the Solano Express 26/27 operating budget. STA staff and funding partners have been invited and involved in the Comprehensive Operational Analysis (COA) process since its launch in August 2024. Despite this, the September 2025 meeting was the first time SolTrans staff was made aware of the so-called "fiscal cliff" scenarios included in STA's report. It is ironic that these scenarios are only being brought forward now, after SolTrans' final COA proposals were presented to and approved by the SolTrans Board for implementation. The SolTrans Board—which includes four STA Board members, including the STA Board Chair and Vice-Chair—voted in support of the COA concepts and implementation plan for August 2026. This timing makes the agenda item untimely and it undermines progress rather than contributing to it. This exclusion is unacceptable and undermines the spirit of partnership that is supposed to exist between STA and SolTrans.

SolTrans has done its due diligence. We contracted with a third-party internationally renowned transit planning professional consultant who conducted a full and independent analysis of the Solano Express system using private and public data, regional travel patterns, and on-the-ground transit needs from community members and stakeholders. The result was a set of data-driven concepts to improve service frequency, reliability, and on-time performance. These recommendations align with the regional direction



from MTC and mirror what agencies like AC Transit, FAST, and WestCAT have already implemented in their post-pandemic service redesigns.

In contrast STA's proposals are shortsighted, unsupported by meaningful data, and in several cases directly harmful to mobility and congestion relief. For example:

- Cutting the Green Line into vanpools ignores the fact that this line averages 24.7 riders per trip. Converting that load to vans would require five vans per trip, increasing congestion on I-80, the opposite of STA's mission as a congestion management agency.
- Maintaining the Davis extension of the Blue Line—a segment that averages only 10 riders per day, often running empty—continues to waste resources. This segment is far more appropriate for vanpool. Worse, this segment slows and undermines the productive segment of the Blue Line to BART. SolTrans has been transparent that Davis is a destination Solano Express should serve, but does not have the resources to provide a quality, ridership-increasing service at this time.
- Blue/Yellow Line to North Concord/Concord BART – Shifting service from Walnut Creek to Concord/North Concord BART provides a stronger, more equitable connection for Solano riders. Data shows three times as many trips from Solano end in Concord/Martinez compared to Walnut Creek. Riders already endure reverse commutes from Walnut Creek via BART to Concord. This move avoids 680 congestion, creates more direct access to Concord employment hubs, and expands transit connections. Survey data shows nearly half of Blue Line riders support this change. Importantly, SolTrans is not eliminating Walnut Creek access but providing a new stop that saves time, supports equity, and allows both the Blue and Yellow Lines to operate with consistent, hourly, all-day service—strengthening connections within Solano County and to regional hubs.
- Red Line / Hwy 37 Diverging Diamond Stop – STA is adding a new stop off the freeway, forcing buses through a diverging diamond interchange, two traffic signals, and a U-turn before re-entering the freeway through two more signals to continue the route. This proposal would significantly compromise the timeliness and reliability of an express service. Once construction is complete, SolTrans staff will evaluate the impacts on schedule and routing. However, the SolTrans COA emphasizes improved connections between local and express service at the Vallejo Transit Center. Forcing a Hwy 37 detour that disrupts those carefully designed local-to-regional connections would undermine the entire foundation of the COA.

Instead of engaging with this data-driven work, STA continues to levy weak complaints and make unfounded accusations against SolTrans. Using SolTrans' single rider survey—taken by current riders, most of whom already benefit from the status quo as justification for no change, is not credible, nor is it in line with sound analytical-based decision making process in any industry. That survey was only a small component of the overall COA, intended to provide one perspective among many. The COA as a whole reflects far more than one dataset, incorporating 80+ hours of in-person outreach over 3 months, a comprehensive existing conditions report, and robust analysis of travel patterns and untapped ridership opportunities. STA knows better than to dismiss an entire body of work by selectively leaning on one limited survey result.

Further, prioritizing State Transit Assistance Fund (STAF) dollars for mobility programs ahead of transit directly contradicts STA's role as a congestion management agency. Transit is the most effective congestion reduction tool, yet STA's scenarios actively propose eliminating productive transit service and replacing it with options that add vehicles to already gridlocked corridors. It must also be noted that decisions regarding the allocation of STAF funds rest with the STA Board, not staff. The Board should be setting priorities and directing staff to deploy funds in alignment with the county's mobility and congestion management goals, with transit at the top of that list.

As for the fiscal cliff: solutions exist. Solano Express fares have not been adjusted since 2011, despite bridge tolls rising three times in that same period. A fare increase should be on the table. Blaming SolTrans for Clipper fare collection issues is misleading and unprofessional. These issues have been reported transparently to our board and are being actively resolved with Clipper, including reimbursement. STA should be helping as a partner in leveraging reimbursement for these Clipper issues on Solano Express and working with funding partners to develop fare structure solutions that permanently fix the problem, rather than spending time slandering SolTrans.

It is incredibly frustrating to repeatedly confront false accusations, baseless proposals, and attempts to sideline SolTrans' expertise and authority over the services we operate. At times, STA's behavior suggests less a partner in mobility and more an obstacle determined to undermine Solano Express improvements.

The SolTrans Board of Directors has been clear in its direction; if STA does not support the direction SolTrans is taking, they are welcome to advise of their disagreement openly and pull the funding rather than continue undermining progress behind the scenes. The public deserves better than covert attempts to sabotage work that has been transparent and data-driven from the start. SolTrans has consistently engaged riders, funding partners, and stakeholders in good faith, and has remained responsive to both feedback and evidence. We urge STA to step up and act as a true partner by

prioritizing transit, supporting responsible solutions, and engaging honestly with the data and the public we serve.

Sincerely,



BETH KRANDA  
SOLTRANS EXECUTIVE DIRECTOR

BK:MR

cc: Chron file





DATE: October 3, 2025  
TO: STA Board  
FROM: Ron Grassi, Director of Programs  
RE: Review Recommendations from the Intercity Transit Funding Working Group  
for Solano Express Service Changes for FY 2026-27

---

**Background:**

The health crisis created by the COVID-19 pandemic led to rapid and significant modifications to the Solano Express services in March 2020. Solano Express service was reduced from 80,000 revenue hours to 45,000 revenue hours. Since the initial reductions in service, STA staff and the transit agencies' staff from Solano County Transit (SolTrans) and Fairfield-Suisun Transit (FAST) worked on a plan to stabilize the service and create a connected, sustainable, and longer-term express bus service plan. A Solano Express Partial Service Restoration Plan and budget, with Federal and State funding assistance, was approved by the STA Board on June 10, 2020, and implemented in July 2020.

On April 14, 2021, the STA Board adopted the Fiscal Year (FY) 2021-22 Solano Express Intercity Funding Plan, which partially restored service hours by approximately 17,500 to 62,500 annual Solano Express service hours. As more Bay Area counties moved to less restrictive tiers in California's Blueprint for a Safer Economy, demand for Solano Express service was anticipated to increase gradually.

On June 9, 2021, the STA Board approved modifications to the Solano Express service, which included scheduling capacity buses into the passenger schedule and adding additional trips with capacity constraints. Additionally, RT 82 added a morning trip and adjusted the timing to space the trips apart so that it would require only one bus in the morning. The Yellow Line frequency was partially restored from 2-hour intervals to every hour. The Blue Line was modified to start servicing Walnut Creek BART rather than Pleasant Hill BART. The Green Line was modified to incorporate capacity buses into the passenger schedule and add additional trips that had capacity constraints, effectively doubling the service with all runs now servicing the Suisun Train Depot. These Solano Express service modifications took effect in August 2021.

On October 13, 2021, the STA Board approved the following transition plan from 2 operators to 1:

1. Transition Green Express from FAST to SolTrans in April 2022
2. Transition Blue Line from FAST to SolTrans August 2022
3. After the Connected Mobility Implementation Plan is completed and one year after the transition, assess and consider changes to the service provision structure, including routing, service delivery, vehicle housing, and operational aspects.

Three primary goals in the development of the transition plan were:

1. Least impact on Riders/Schedule
2. Limit the impact on FAST (City of Fairfield)
3. Provide enough time for SolTrans to Equip Buses for Services

On December 8, 2021, the STA Board approved \$2,004,271 of STAF to cover Solano Express transitional costs for SolTrans and FAST. Of this total, \$1,116,002 was allocated for SolTrans transitional costs associated with equipping 19 Solano Express buses, and \$888,269 was allocated for the City of Fairfield to transition the equipment.

On February 9, 2022, the STA Board approved suspending some Solano Express, Green (Express) Line, and Blue Line runs operated by FAST due to a shortage of drivers and equipment. The reduced schedule took effect on February 28, 2022. Additionally, on February 9<sup>th</sup>, the STA Board approved the Solano Express Operating Budget for FY 2022-23 for \$10,686,172, based on 62,500 revenue hours and an updated Solano Express Intercity Bus Replacement Capital Plan. This plan included allocating funds to purchase five new CNG buses for the Solano Express. The 5 new buses were initially scheduled to be delivered to SolTrans on July 1, 2022; however, the delivery was pushed back to November/December 2022 due to supply chain issues.

On June 8, 2022, the STA Board approved a two-phase transfer process recommended by SolTrans, which temporarily reduced Blue Line Service by 30% or 6,000 revenue hours and the total Solano Express service level to 56,500 revenue hours until September 19, 2022. This approach allowed SolTrans sufficient time to transfer and outfit the 4 remaining MCI coaches from FAST, as well as enough time to hire and train additional drivers.

On September 14, 2022, the STA Board approved a revised Solano Express FY 2022-23 operating budget that reduced service hours to 48,487 revenue hours. This reduced the projected FY 2022/23 operating budget from \$8,910,436 to \$8,033,326. The June 2022 service cuts of 6,000 revenue hours on the Blue Line, which were intended to be temporary, would become permanent. Due to missed trips, the Solano Express Guarantee Ride Program was implemented. On October 12, 2022, the STA Board approved revised Solano Express schedules.

On June 14, 2023, SolTrans proposed a service realignment to reduce Solano Express's annual service to approximately 41,000 revenue hours. Since August 2022, SolTrans has struggled to operate the Solano Express Intercity Service and its local service due to a lack of drivers. Many Solano Express trips were missed. The most significant change to Solano Express's service was that the Blue Line would no longer serve Sacramento. The Blue Line is the primary trunk line serving the Interstate 80 (I-80) Corridor. The elimination of the service to Sacramento impacted Solano County residents who rely on the Blue Line service to commute to work, primarily from Vacaville and Dixon. STA implemented the Solano Mobility Express Vanpool Pilot Program in response to this cut. The SolTrans proposed service plan also included the expansion of Route 82 with additional runs that would begin in the City of Fairfield. The net result was that 45,000 revenue service hours were required to run Solano Express.

In February 2024, Board members from STA and SolTrans formed a joint policy committee with the initial purpose of developing of a countywide consensus among policy leaders on six key Transit Focus Areas identified in MTC's *Transit Transformation Action Plan*: Fare Integration, Mapping and Wayfinding, Connected Network Planning, Bus Transit Priority, Rail Network Management and Accessibility. Over the next four months, staff from STA, its transit partners, and MTC presented relevant information on each of these topic areas.

At their April 10<sup>th</sup> meeting, the Committee approved the following Vision Statement: *Forging a seamless Solano County transit mobility plan that focuses on increasing ridership by enhancing the rider experience through improvements in reliability, safety, accessibility, and affordability.*

Due to the urgency of resolving impediments to transit partner collaboration, a Policy Subcommittee was appointed to research the issues and recommend actions to address them. The Subcommittee met on six occasions to review existing documents outlining the roles and responsibilities of STA and the operators, with primary focus on STA's contract with SolTrans to provide Intercity Transit services. Staff from STA and several transit operators attended and participated in the final four meetings. The Subcommittee's recommendations were presented

to the Solano Transit 2030 Policy Committee at their meeting on November 20, 2024. On December 11, 2024, the STA Board unanimously approved the Transit 2030 Policy Committee Recommendations (Attachment A). As of this writing, the SolTrans Board has not adopted the Transit 2030 Policy Recommendations.

In May 2024, SolTrans initiated a Systemwide Comprehensive Operational Analysis (COA) to conduct an in-depth examination of existing travel patterns, ridership trends, and service performance metrics for the Solano Express Bus network and the local transit services of the Cities of Benicia and Vallejo. The Existing Conditions Report and draft concepts include:

- Invest in our strongest market by increasing frequency on the Red Line. (Merge the Green Line with the Red Line)
- Invest in trips within the county by providing more Blue Line service to Vacaville. (Eliminate Service to Davis)
- Address the unreliability of the Yellow and Blue Lines and improve local connections by relocating their endpoint from Walnut Creek BART to Concord BART.

On April 9, 2025, the STA Board held an initial discussion on the Solano Express Network Existing Conditions Report and proposed concepts. Attachment B reflects STA comments on the COA and the discussion at the STA Board.

### **Discussion:**

The Solano Express service was consolidated under SolTrans in April and August of 2022. The commitment made to the riders was that the consolidation would provide more reliable service and was intended to be more cost-effective. According to the 2024 Solano County Ridership Survey, frequency and on-time performance are the top priorities for Solano Express Riders.

Since 2022, the reliability of Solano Express has been inconsistent, with on-time performance ranging from 60% to 70%. A new safety net program, the Solano Express Guaranteed Ride, was implemented by STA in September 2022 due to numerous missed runs, resulting in an additional cost of \$302,350 for FY 2023-24. For fiscal year 2024-25, as reliability has been improving, the goal is to phase out this program.

Over the last three years, the Solano Express service frequency and revenue hours, particularly for the Blue Line, have decreased. In FY 2021-22, Blue Line had 19,058 dedicated revenue hours; today, only 10,406 revenue hours are being provided, representing a 45% reduction in revenue hours. While costs have increased by 30% over the same period, the SolTrans FY 2021-22, the cost per revenue hour was \$178; today, the current cost is \$230 per revenue hour.

Federal and State transit revenues are at risk, and it is unlikely Solano County will receive additional funding from the proposed regional tax measures. For Fiscal Year 2025-26, the Population-Based State Transit Assistance Funds, which serve as STA's primary funding source for transit and mobility programs, have been reduced by \$965,433, or 13%, compared to Fiscal Year 2024-25.

SolTrans has revised its Solano Express concepts and incorporated them into the Final SolTrans COA (Attachment C). However, the SolTrans COA does not consider the 5-year funding forecast. Based on the Solano Express 5-year forecast, in two years, Solano Express will reach a fiscal cliff (Attachment D). Therefore, it is essential to be proactive and explore ways to reduce costs, enhance reliability, maintain lifeline coverage, and potentially improve frequency. STA staff has reviewed the 5-year funding forecast, and based on the trend line, recommends that the STA Board authorize STA staff to bid out the Green Line. The Green line, with 6,108 revenue hours, could be bid out, effective August 2026. STA Staff would propose developing a transition plan like the one developed when STA transferred the Green and Blue Lines from FAST to SolTrans in 2022.

Several transit operators within the surrounding area have costs below \$200 per revenue hour, such as the City of Vacaville, City of Suisun City, Napa Valley Transportation Authority, Yolo Transportation District, Sacramento Regional Transit, and Share Mobility. SolTrans would also be eligible to bid for the Green. Transferring the Green line to a transit operator with costs under \$150 per revenue hour would result in annual savings of about \$500,000.

For FY 2026-27, subject to the concurrence of the Intercity Funding Working Group, STA staff recommends eliminating the Route 82 Pilot and bidding out the Green Line. This change would bring the Solano Express Funding and Cost Sharing agreement with SolTrans to 36,555 revenue hours (Attachment E).

Concurrent with Solano Express rider feedback, the Blue Line service should continue to go to Walnut Creek BART and continue serving Davis; however, the stop should be moved from the Mondovi Center, where there is only one connection to the Memorial Union, which is a transit hub served by Unitrans and Yolo Bus.

The Yellow Line rider feedback was split 50/50 between continuing service to Walnut Creek or going to Concord. SolTrans has interlined the Yellow with the Blue. Therefore, the options available are to keep the lines interlined at Walnut Creek or to keep the Blue Line going to Walnut Creek and change the Yellow Line to Concord.

The Red Line should continue serving Hwy 37 and the Fairgrounds (Six Flags), where significant investment is being made, including the creation of a Diverging Diamond Interchange and a Fairgrounds Mobility Hub.

Also on September 23, 2025, the Solano County Intercity Transit Funding Working Group (ITFWG) met to discuss the Solano Express Service Changes for FY 2025-26. Present at the meeting were representatives from the Cities of Dixon, Fairfield, Vacaville, and Suisun City. SolTrans was invited to the meeting but did not attend. The ITFWG recommended the following Solano Express Service Changes for FY 2026-27 to the Consortium:

1. Blue Line – Continue service to Walnut Creek Bart, service Davis via the Memorial Union, and bid out the Blue Line Service.
2. Green Line – Bid out the Green Line service.
3. Route 82 – Elimination of route 82 to reduce service hours.
4. Yellow Line – No recommendation
5. Red Line – Continue serving Fairgrounds and Hwy 37 (Six Flags)

On September 23, 2025, the Solano County Intercity Consortium met to discuss the Solano Express Service Changes for FY 2025-26. The ITFWG recommended the following:

1. Blue Line: Continue service to Walnut Creek BART, service to Davis via the Memorial Union, and bid out the Blue Line
2. Green Line: Bid out the Green Line
3. Route 82: Eliminate Route 82
4. Yellow Line: No recommendation
5. Red Line: Continue serving Fairgrounds and SR 37 (Six Flags)

After discussion, a motion was made by Beth Kranda (seconded by Robert Guerrero), to table this item and continue discussions at the next Intercity Transit Funding Working Group to be scheduled in late October or early November.

On September 24, 2025, the Solano Express Service Changes for FY 2026-27 were presented to the STA TAC as an informational item.

**Fiscal Impact:**

The FY 2025-26 Solano Express Funding Plan, which includes 45,000 revenue hours at a total cost of \$10.3 million, serves as the basis for the cost-sharing plan. The plan was approved by the STA Board in June 2025 and incorporated into the FY 2025-26 TDA Matrix.

**Recommendation:**

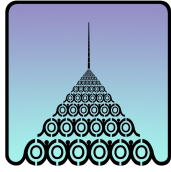
Informational

Attachments:

- A. Transit 2030 Policy Committee Recommendations and Implementation Status
- B. STA Comments on Solano Express COA Solano Express Network Existing Conditions Report.
- C. Click here for immediate review and printing: [SolTrans Final COA](#)
- D. Solano Express 5-Year Forecast
- E. FY 2026-27 Solano Express Funding and Cost-Sharing Plan



THIS PAGE INTENTIONALLY LEFT BLANK.



## **Transit 2030 Policy Committee Findings & Recommendations**

December 10, 2024

### **Findings**

- 1- Mutual distrust, loss of respect, and poor communication between STA and SolTrans has undermined meaningful collaboration on the planning, funding, and delivery of bus transit services in Solano County. Consortium meetings have been strained, with personal animosities often on display. Competing proposals for managing Intercity Transit services have remained unresolved for two years.
- 2- SolTrans considers that its evolution and growth over its 15 years warrants independence from STA. They propose designating their agency as the intercity transit operator for Solano County, defined in an MOU with their transit partners, who would also participate in an Advisory Committee that reports to the SolTrans Board. A separate funding MOU with STA would allocate a minimum of 50% of annual STAF funds and dedicate the current STAF Reserve balance to Solano Express.
- 3- STA considers its existing intercity transit authority and advisory structure as defined in the JPA to be warranted and worth continuing. Management expressed a willingness to consider allocating STAF funds beyond a one-year horizon, utilizing the Intercity Transit Funding Working Group (ITFWG) for developing a recommendation to the STA Board. They believe the Transit Consortium is the appropriate body to consider process changes.
- 4- SolTrans and FAST managers believe STA micromanages its budget approval and performance oversight. They seek modification of stipulated review and approval procedures they consider inefficient and duplicative. They deem STA's involvement in managing local and intercity transit services to reflect mission creep without sufficient professional experience, and they question the cost/benefit of using STAF funds to support Solano Mobility versus increasing distribution to local transit operators. They believe that the current voting structure of the Transit Consortium favors STA and should be revised.
- 5- Smaller service providers appreciate STA's assistance in managing their service contracts and regulatory reporting requirements.

## **Transit 2030 Policy Committee Recommendations**

- **Intercity Transit**

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

- **Solano Mobility**

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

- **Transit Agency Collaboration**

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



*Solano Transportation Authority*

*... working for you!*

## SOLANO TRANSPORTATION AUTHORITY

Member Agencies:

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

423 Main Street, Suisun City, CA 94585-2413 • Telephone (707) 424-6075 / Fax (707) 424-6074

Email: [info@sta.ca.gov](mailto:info@sta.ca.gov) • Website: [sta.ca.gov](http://sta.ca.gov)

April 29, 2025

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

### **RE: STA Comments on Solano Express COA Existing Conditions Report**

Dear Ms. Kranda:

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

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

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

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

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

Sincerely,

Daryl K. Halls  
Executive Director

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

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

THIS PAGE INTENTIONALLY LEFT BLANK.



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

---

### **GENERAL COMMENTS:**

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

### **SPECIFIC COMMENTS:**

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

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

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

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

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

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

3) Davis Terminus

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

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

The STA Board approved forwarding these COA comments to SolTrans.

4) Ridership versus Service/Lifeline Coverage

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

5) Walnut Creek BART Station Terminus

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

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

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

6) Fairgrounds Drive Solano Express Service

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

## **CONCLUSION – SUMMARY OF COMMENTS**

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



Attachments:

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

# Transit Stops

Paradas del tránsito

公車站地圖



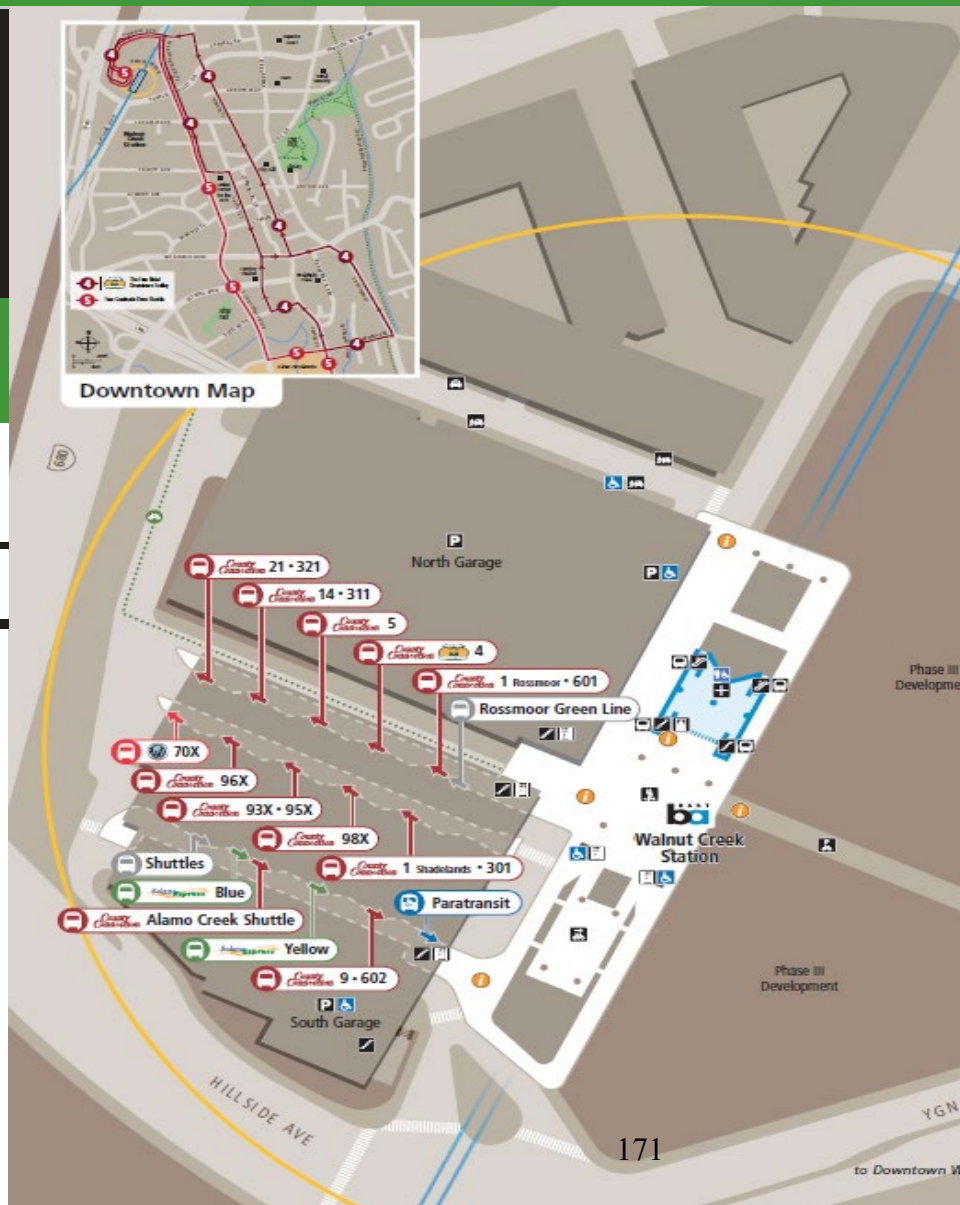
## Transit Information

Walnut Creek Station

Walnut Creek



Downtown Map



## Transit Lines

**County Connection** County Connection

### Weekday Routes

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

### Express Routes

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

### Weekend Routes

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

### School Routes

- 601 Castle/Hill
- 602 Trotter

**Solano Express** SolanoExpress

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

**Wheels Bus**

- 70X Dublin/Pleasanton BART

# Transit Stops

Paradas del tránsito

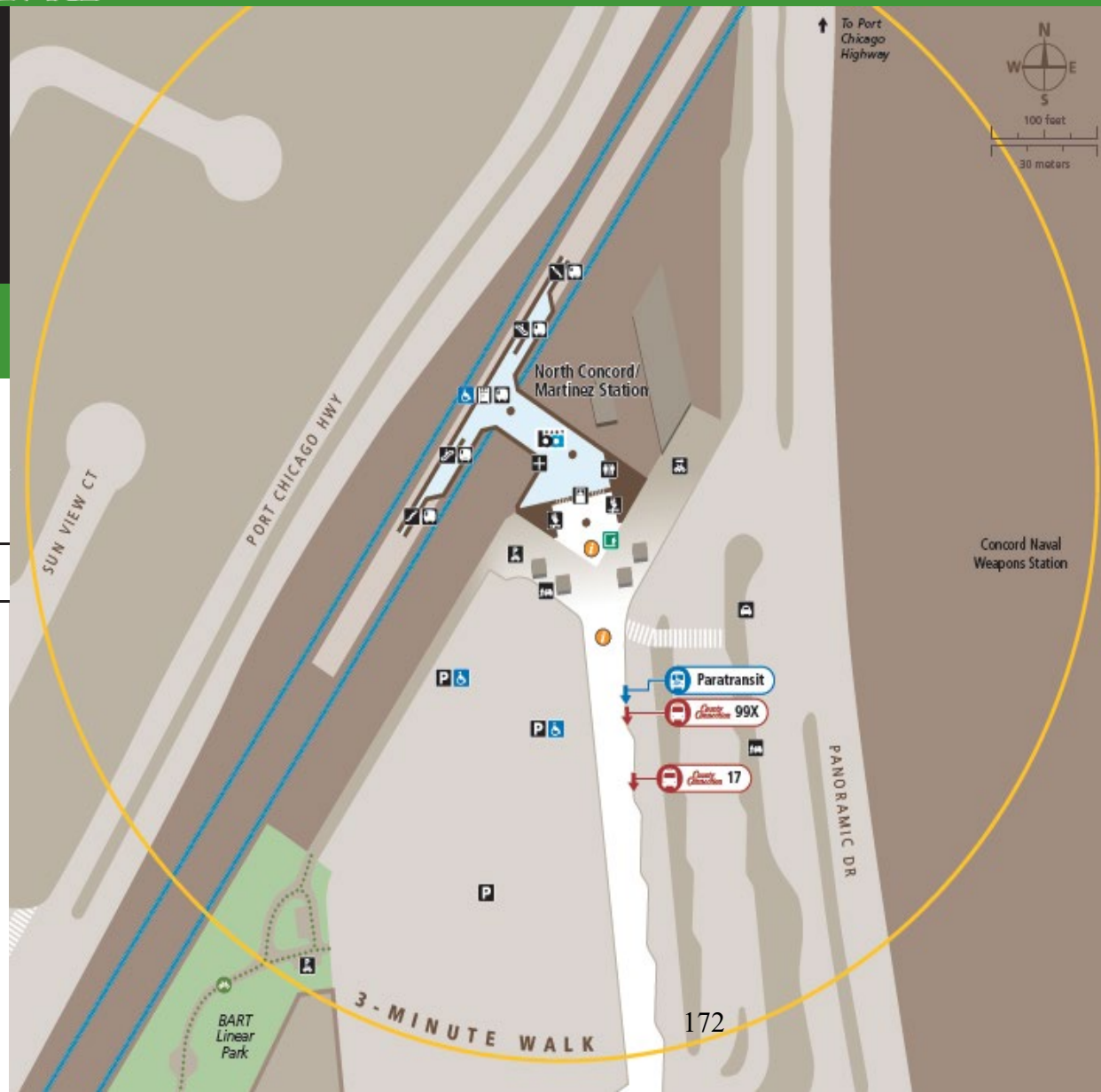
公車站地圖



## Transit Information

North  
Concord/  
Martinez  
Station

Concord



Attachment B

## Transit Lines



County Connection

### Local Bus Lines

17 BART Concord

99X Martinez Amtrak

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

# Transit Stops

Paradas del tránsito

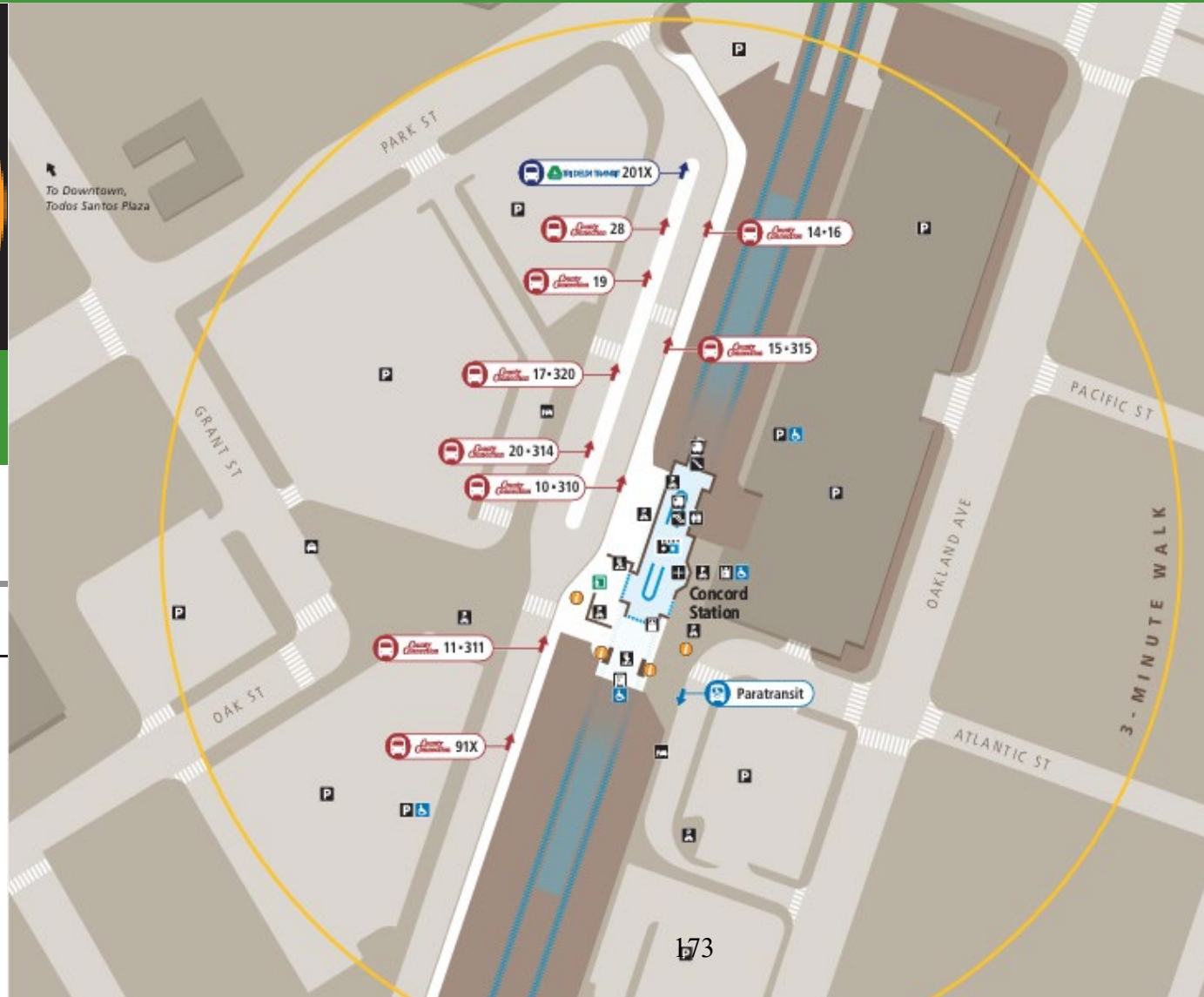
公車站地圖



Transit  
Information

Concord  
Station

Concord



## Transit Lines

 County Connection

### Local Bus Lines

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

### Weekend Only Bus Lines

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

 Tri Delta Transit

### Express Bus Line

- 201X Pittsburg/Bay Point BART

THIS PAGE IS INTENTIONALLY LEFT BLANK.



Scenario 1: No Service Changes

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

Scenario 3: Green Van Pool, No Route 82

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



DATE: October 15, 2025  
TO: STA Board  
FROM: Sean Person, Legislative Assistant  
RE: Legislative Update and Schedule of Legislative Platform for 2026

---

**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 California Legislature has approved the reauthorization of the state's Cap-and-Trade Program, now renamed the "Cap-and-Invest Program," through 2045 with bills AB 1207 and SB 840. These measures extend the compliance mechanism, adjust cost impacts for Californians, and update how revenues are invested. Continuous appropriations for key transit programs were preserved, including \$400 million annually for the Transit and Intercity Rail Capital Program (TIRCP) and \$200 million annually for the Low Carbon Transit Operations Program (LCTOP). Additionally, \$125 million will be allocated in Fiscal Year (FY) 2026-27 for transit passes.

The Legislature also finalized the FY 2025-26 budget, reaffirming funding commitments under SB 125, which provides \$5.1 billion for flexible transit capital and operations. The budget included \$1.196 billion from the General Fund and \$1.078 billion from the Greenhouse Gas Reduction Fund for SB 125-related programs. A trailer bill also clarified the continued application of the "hold harmless" provision to LCTOP, ensuring stable disbursements.

SB 71 (Wiener), which extends CEQA exemptions for transit and transportation projects until 2040 while expanding eligible project types, is now on the Governor's desk awaiting a signature. Meanwhile, AB 394 (Wilson), which strengthens protections for transit workers by enhancing penalties for assaults and clarifying employer authority to seek restraining orders, was signed by the Governor on October 2, 2025.

AB 697 (Wilson), which seeks to 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, was signed by the Governor on October 7, 2025.

Additionally, to help ensure the STA's transportation policies and priorities are consensus-based, the STA's Legislative Platform is first developed in draft form by staff with input from the STA's state (Shaw/Yoder/Antwih, Inc.) and federal (Akin Gump) legislative consultants.

This draft will be distributed to STA member agencies and members of our federal and state legislative delegations for review and comment before adoption by the STA Board. Staff requests that the Solano Intercity Transit Consortium and the STA Technical Advisory Committee (TAC)



review the Draft 2026 Legislative Platform for comment at their meetings in November 2025. The Final Draft of the STA's 2026 Legislative Platform will be recommended on the December 2025 agenda of the Consortium and TAC for approval by the STA Board at their January 14, 2026 meeting.

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

Updates on the following are detailed in Attachment A:

- Legislative Update
- STA Sponsored Legislation
- Cap-and-Trade Re-Authorization
- Bay Area Regional Measure
- Brown Act Reform
- Bills of Interest

*Federal Legislative Update (Akin Gump):*

Updates on the following are detailed in Attachment B:

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

**Fiscal Impact:**

None.

**Recommendation:**

Informational.

Attachments:

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



September 24, 2025

TO: Board of Directors - Solano Transportation Authority

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

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

---

***Legislative Update***

After breaking for Summer Recess on July 18, the Legislature reconvened on August 18 to wrap up the first year of the 2025-26 Legislative Session. On August 29, the Senate and Assembly Appropriations Committees held their “Suspense File” hearings – this was the final committee hurdle for legislation. Bills that passed were then sent to the floors of each house for final votes. The Legislature recessed the first year of the two-year 2025-26 Legislative Session on September 13. The Governor has until October 12 to sign or veto these bills. The Legislature is now in recess until January 5, 2026. For information about key legislative and budget deadlines, please see the 2025 Legislative Calendar, available [here](#).

***STA Sponsored Legislation***

AB 697 (Wilson) – STA’s sponsored bill – would enable SR 37 corridor improvements to advance by permitting the projects under the California Endangered Species Act process for the authorized take of four 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 numerous construction labor organizations. **The bill passed the Senate Floor 36-0 and is now on the Governor’s desk awaiting action.**

***Cap-and-Trade Re-Authorization***

On September 10, following closed door negotiations late into the evening on September 9, the Governor and Legislature Leaders announced they reached agreement on legislation to reauthorize the Cap-and-Trade program and recast the Cap-and-Trade Expenditure Plan. The bills representing this agreement are [AB 1207 \(Irwin\)](#) and [SB 840 \(Limon\)](#).

AB 1207 modifies the Cap-and-Trade program, extending the program’s market-based compliance mechanism from January 1, 2031 through January 1, 2046 and advancing changes to the mechanism to, among other things, limit the program’s cost impact on Californians.

SB 840 recasts the Cap-and-Trade Expenditure Plan, substantially modifying appropriations from the Greenhouse Gas Reduction Fund. This bill advances the most substantial changes to appropriations from the GGRF since the Expenditure Plan was first adopted in [SB 862 \(Committee on Budget and Fiscal Review\) \[Chapter 36, Statutes of 2014\]](#). These changes affirm but complicate the continuous

appropriations in transit capital project and service delivery, which flow through the Transit and Intercity and Rail Capital Program and Low Carbon Transit Operations Program.

SB 840 maintains the continuous appropriations for the TIRCP and LCTOP but converts the current percentage-based annual appropriation to these programs to a fixed dollar annual appropriation. Under current law, TIRCP and LCTOP receive 10% and 5%, respectively, of total annual GGRF revenue after several “off-the-top” programs are funded, representing on average \$301.1 million and \$144.6 million, respectively, to these programs. Under SB 840, these programs will receive \$400 million and \$200 million, respectively – with a major caveat.

SB 840 effectively establishes priority tiers for the GGRF appropriations outlined in the Cap-and-Trade Expenditure Plan. Off the top, the legislation appropriates GGRF revenue a variety of backfills and administrative expenses – “Tier 1.” The legislation then appropriates \$1 billion in GGRF revenue for high-speed rail and \$1 billion in GGRF revenue for the Legislature’s discretionary priorities – “Tier 2.” Note that, for Fiscal Year 2026-27, the Legislature’s discretionary priorities include \$125,000,000 for “Transit Passes.” Then, the legislation appropriates nearly \$2 billion for the historic continuous appropriations, including TIRCP and LCTOP – “Tier 3.”

<b>SB 840 Expenditure Plan</b>	
<b>Expenditure</b>	<b>Amount</b>
<b>Tier 1</b>	
SRA	\$90,000,000
Green Manufacturing	\$140,000,000
Legislative Counsel	\$3,000,000
<b>Subtotal</b>	<b>\$233,000,000</b>
<b>Tier 2</b>	
HSR	\$1,000,000,000
Legislature Discretionary	\$1,000,000,000
Transit Passes (FY 2026-27)	\$125,000,000
UC Climate Center (FY 2026-27)	\$25,000,000
Topanga Park (FY 2026-27)	\$15,000,000
Climate Research and Innovation (FY 2026-27)	\$85,000,000
<b>Subtotal</b>	<b>\$2,000,000,000</b>
<b>Tier 3</b>	
AHSCP	\$800,000,000
TIRCP	\$400,000,000
AB 617	\$250,000,000
LCTOP	\$200,000,000
CALFIRE	\$200,000,000
Safe Drinking Water	\$130,000,000
<b>Subtotal</b>	<b>\$1,980,000,000</b>
<b>Estimated Total</b>	<b>\$4,213,000,000</b>
<b>TIRCP Average (FY 2015-16 to FY 2024-25)</b>	<b>\$301,109,000</b>
<b>LCTOP Average (FY 2015-16 to FY 2024-25)</b>	<b>\$144,563,000</b>

*Importantly*, if Cap-and-Trade doesn't raise enough GGRF to fund Tier 1 and Tier 2 programs at the levels prescribed, the funds for "Tier 3" programs will be decreased proportionally. In explicit terms, if Cap-and-Trade fails to bring in \$4.2 billion in proceeds, we can expect to receive less than \$400 and \$200 million for TIRCP and LCTOP, respectively.

**These bills passed the Legislature with a super-majority vote and were signed into law on Friday, September 19. Both bills include an urgency clause and went into effect immediately.**

### ***Bay Area Regional Measure***

The Bay Area Regional Measure, reflected in [SB 63 \(Wiener and Arreguín\)](#), seeks to authorize a sub-regional sales tax in five Bay Area counties – one-half cent in Alameda, Contra Costa, Santa Clara & San Mateo Counties and one cent in San Francisco County – to generate additional revenue to support Bay Area public transit systems. In recent weeks, the bill has moved through several procedural hurdles, including a hearing in the Assembly Appropriations Committee on August 29 and a hearing in the Assembly Transportation Committee on September 9. In this process, the bill was amended three additional times – on September 3, September 4, and September 9.

The bill, as amended, now defines appropriations from the regional measure to the named transit agencies as subventions from the revenue generated in each county in the measure. This change is not anticipated to change the appropriations to the named transit agencies. The bill, as amended, also requires a financial efficiency review of AC Transit, BART, Caltrain, and Muni and requires these transit agencies to implement the strategies identified in the review. The bill, as amended, also establishes new maintenance of effort requirement for the named transit agencies and establishes "enhanced accountability" by providing a pathway for the creation of new "ad hoc" adjudication committees at the Metropolitan Transportation Commission. These "ad hoc" adjudication committees would have the opportunity to review claims filed against a named transit agency and implement corrective action, which could include the partial withholding of funds. **SB 63 is currently on the Governor's Desk awaiting final action.**

### ***Brown Act Reform***

As we have identified for you in past reports, SB 707 (Durazo) includes several different provisions related to the Brown Act. First, it extends existing authority permitting the limited use of remote participation for board members under certain circumstances. This authorization – originally set out in AB 2449 (Rubio) – was set to expire at the end of 2025. Earlier this year, AB 259 (Rubio), had sought to extend these provisions, but was held in the Senate Local Government Committee.

Second, SB 707 also allows for entirely remote participation for advisory or subsidiary bodies. Notably, elected officials would be exempt from this allowance; they would still need to post their location and open that location to the public. This provision of the bill also requires that the advisory or subsidiary body offers a remote option and at least one physical location where members of the public can attend and participate. This general authority was included earlier in 2025 in SB 239 (Arreguín), which was moved to the inactive file in early June.

Lastly, SB 707 requires a new category of legislative bodies – an “eligible legislative body” – to provide two-way teleconference opportunities for the public, to provide language translations of their agenda, and to reasonably assist members of the public with translation services. An “eligible legislative body” includes the following:

- A city council of a city of 30,000 or more people
- A county board of supervisors with a population of 30,000 or more
- A city council located in a county of 600,000 or more people
- Board of directors of a special district whose:
  - Boundaries which are *co-terminus* with a county of 600,000 or more people, *and* the district has over 200 full-time employees; OR
  - The special district has over 1,000 full-time employees; OR
  - The special district has annual revenues in excess of \$400,000,000 *and* the district has over 200 full-time employees

At the end of the Legislative Session, SB 707’s author had announced that she would not move the measure forward in 2025. However, in the early hours of Saturday, September 13, she secured enough support and the bill passed the Legislature. **This bill is currently on the Governor’s Desk awaiting final action.**

#### ***Clean Truck and Bus Voucher Incentive Project (HVIP)***

HVIP Standard funding is currently oversubscribed but is continuing to accept vouchers. Applications for standard HVIP funding will be placed on a contingency list, but funding is not guaranteed. Since 2009, HVIP has provided vouchers for agencies to purchase or lease eligible zero-emission heavy-duty trucks and buses and has played a key role in improving air quality and reducing greenhouse gas emissions (GHG). CARB staff have indicated that they expect approximately \$200 million in funding to be made available in this new application round.

#### ***Bills of Interest***

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

This bill would extend, until 2040, the current January 1, 2030 sunset date established by SB 922 (Wiener, 2022) for most 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). **This bill is currently on the Governor’s Desk awaiting final action.**

##### **SB 79 (Wiener) Transit Oriented Development – WATCH**

This bill requires a housing development project near a transit-oriented development (TOD) stop be an allowable use on a site zoned for residential, mixed, or commercial development, if the housing development meets certain requirements. SB 79 also allows a transit agency to adopt TOD zoning standards for district-owned land located in a TOD zone, which establish minimum zoning requirements for an agency TOD project. The bill requires an affected city or county to adopt a local zoning ordinance that conforms to the transit agency’s zoning standards within two years. The amendments in the

Assembly made clarifying changes to the types of transit stops, among other changes to the criteria for the TOD projects. **This bill is currently on the Governor's Desk awaiting final action.**

**SB 512 (Pérez) Transportation District Elections: Initiatives – WATCH**

This bill clarifies and reaffirms existing law that voters of a district already authorized to impose local transaction and use taxes for transportation purposes may propose and approve such a tax for transportation purposes through an initiative process. **This bill is currently on the Governor's Desk awaiting final action.**

**AB 394 (Wilson) Transit Safety – 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. **This bill is currently on the Governor's Desk awaiting final action.**

THIS PAGE INTENTIONALLY LEFT BLANK.

## MEMORANDUM

September 22, 2025

**To:** Solano Transportation Authority

**From:** Akin Gump Strauss Hauer & Feld LLP

**Re:** September Report

In September, Akin monitored developments in Washington, including the appropriations process and federal funding opportunities.

### **Fiscal Year 2026 Appropriations**

Because Congress has been unable to pass fiscal year 2026 funding bills, the House and Senate Republican leadership attempted to advance a short term funding bill to fund the federal government through November 21 and provide additional time for Congress to pass full year funding bills. On September 19, the House passed a clean short-term funding bill at fiscal year 2025 levels by a 217-212 vote largely on party lines. Hours later, the Senate [failed](#) to pass either the House-passed bill or the Democrat-sponsored alternative. The Democrat bill would have extended Affordable Care Act subsidies set to expire at the end of the year and other health care programs Republicans had cut. The bill failed to advance by a vote of 47-45. The Republican short-term funding bill failed by a vote of 44-48. After failing to pass a short term funding bill, the House and Senate recessed and will not be in session next week. Yesterday, Senate Minority Leader Chuck Schumer (D-NY) and House Minority Leader Hakeem Jefferies (D-NY) sent a letter to President Trump requesting a meeting to discuss how to resolve the funding impasse. If Congress and the White House cannot reach agreement before October 1, the government will shut down.

### **Department of Transportation Update**

On September 10, the U.S. Department of Transportation (“DOT”) held a monthly meeting through its Office of Intergovernmental Affairs. DOT highlighted the following funding updates:

- **BUILD Grants:** DOT expects to release a Notice of Funding Opportunity (“NOFO”) for this program in November 2025, with over \$1 billion available. Awards are expected in June 2026.
- **Safe Streets for All Program:** DOT expects announcements on this program in late 2025.



September 22, 2025

Page 2

- Federal Railroad Administration: DOT expects to release a large NOFO within the next few weeks, with additional NOFO calendar postings to follow.

## Congressional Update

On September 3, the House Committee on Transportation and Infrastructure held a full [markup](#) of the Fiscal Year 2026 Views and Estimates of the Committee, which formally sets out its funding priorities and perspectives on budget allocations for the upcoming year.

On September 3, the House Committee on Transportation and Infrastructure [approved](#) legislation to reform the Federal Emergency Management Agency (“FEMA”) and federal disaster assistance programs. The legislation would implement project-based grants, incentivize states to make their own investments in mitigation, and reform federal permitting and procurement processes.

On September 18, the Senate [confirmed](#) the following nominations in a vote of 51-47:

- Sean McMaster as the 22nd Administrator of the Federal Highway Administration;
- Jonathan Morrison as the 17th Administrator of the National Highway Traffic Safety Administration; and
- Paul Roberti as the 6th Administrator of the Pipeline and Hazardous Materials Safety Administration.

On September 18, the House Subcommittee on Highways and Transit [held](#) a bipartisan roundtable meeting with transit agency representatives, law enforcement, and other stakeholders to discuss the safety of U.S. public transit systems. The roundtable was led by Rep. David Rouzer (R-NC), Chairman of the Subcommittee. Rouzer emphasized that safety must be central to transit policy and urged Congress to address the “shortcomings that threaten public safety,” with an eye toward deterrence, prevention, and restoring public trust.

The House Transportation and Infrastructure Committee is currently drafting the surface transportation reauthorization bill, which expires on September 30, 2026. One of the Committee’s goals for the transit portion of the reauthorization bill is to ensure public transit is safe and reliable.

## Bills of Interest

On August 22, Rep. Michael Lawler (R-NY) introduced [H.R.5024](#) in the House. The bill would allow recipients of urbanized area formula funds to use such funds for operating costs of

September 22, 2025

Page 3

equipment and facilities. There are [5 cosponsors](#). The bill was referred to the House Committee on Transportation and Infrastructure.

On August 29, Rep. Kristen McDonald Rive (D-MI) introduced [H.R.5067](#) in the House. The bill would amend the Robert T. Stafford Disaster Relief and Emergency Assistance Act to expedite the reimbursement of funds to no later than 120 days after the applicant submits a request for reimbursement if the President determines that at least 90 percent of estimated costs are eligible for reimbursement. Rep. John Moolenaar (R-MI) cosponsored the bill. The bill was referred to the House Committee on Transportation and Infrastructure.

On September 8, Rep. Dina Titus (R-NV) introduced [H.R.5216](#) in the House. The bill would require the Secretary of Transportation to issue regulations to allow regional transportation planning organizations to seek approval from the Federal Transit Administration to increase the spare bus ratio to 30 percent for transit systems in areas that regularly experience extreme weather events. There are no cosponsors for the bill. The bill was referred to the House Committee on Transportation and Infrastructure.

On September 10, Rep. Josh Gottheimer (D-NJ) introduced [H.R.5265](#) in the House. The bill would direct the Secretary of Transportation to establish an electric bike safety program. Rep. Michael Lawler (R-NY) cosponsored the bill. The bill was referred to the House Committee on Transportation and Infrastructure.

On September 11, Sen. Tim Sheehy (R-MT) introduced [S.2788](#) in the Senate. The bill would prohibit the Secretary of Transportation from establishing new performance measures or regulatory requirements relating to highway safety grant programs. There are no cosponsors for the bill. The bill was referred to the Committee on Commerce, Science and Transportation.

On September 15, Rep. Danny David (D-IL) introduced [H.R.5356](#) in the House. The bill would establish a National Infrastructure Bank to finance infrastructure projects. The bill text is not yet available. There are [32 cosponsors](#) for the bill. The bill was referred to the Committee on Energy and Commerce, and in addition to the Committees on Ways and Means, Transportation and Infrastructure, Financial Services, Education and Workforce, Natural Resources, and the Budget.

On September 16, Rep. Pat Harrigan (R-NC) introduced [H.R.5394](#) in the House. The bill would withhold certain highway funds from a State if the State operates an automated speed enforcement system. There are [4 cosponsors](#) for the bill. The bill was referred to the House Committee on Transportation and Infrastructure.

THIS PAGE INTENTIONALLY LEFT BLANK.



DATE: September 15, 2025  
TO: STA Board  
FROM: Jasper Alve, Senior Project Manager  
RE: One Bay Area Grant (OBAG) Cycle 4 Update

---

**Background:**

Every four or five years, the Solano Transportation Authority (STA) works with the Metropolitan Transportation Commission (MTC) to program federal transportation funds. This process was historically called the federal cycle process until MTC renamed it the One Bay Area Grant (OBAG) process beginning in 2012. OBAG leverages federal transportation funding to implement regional priorities, particularly the integrated transportation and land use goals in MTC's Regional Transportation Plan, the Plan Bay Area 2050+.

The federal transportation funding consists of the Surface Transportation Program (STP) and Congestion Mitigation Air Quality (CMAQ), which are combined into four- or five-year grant cycles. Each cycle, MTC develops policies that determine how the region will allocate this funding for projects and programs.

The OBAG framework includes two components: (1) the Regional Program, which is allocated to MTC, receives 50% of OBAG funds to support implementation of regional projects and programs, and (2) the County Program. The County Program receives the remaining 50% of OBAG funds. MTC works in partnership with County Transportation Agencies (CTAs) to allocate County Program OBAG funds to local priority projects and programs through a combined Call-for-Projects (CFP). CTAs such as the STA will release the CFP to screen, prioritize, and nominate projects and programs to MTC. MTC will then evaluate these nominations and make their selections for OBAG funding.

Currently, MTC staff are working to develop the draft policies associated with the next cycle of OBAG – OBAG Cycle 4 (OBAG 4).

**Discussion:**

While MTC is working on finalizing the draft policies, STA staff conducted a special meeting with members of the Technical Advisory Committee (TAC) in July 2025 to discuss potential OBAG 4 projects. Following this meeting, several project sponsors from the County have submitted a list of potential projects that they are considering submitting once the STA issues the CFP. This CFP is not anticipated to be released until Spring of 2026. Attachment A illustrates the OBAG 4 schedule.

STA staff have informed members of the TAC in previous meetings about key considerations related to OBAG 4. These considerations include a smaller funding framework, with an initial total funding estimate of \$800 million for OBAG 4 compared to \$923 million for OBAG 3.

Additionally, as part of the Bay Area's local contribution to Senate Bill 125, MTC has committed \$100 million of OBAG 4 funding. CTAs are proposing for the MTC to program this commitment from the Regional Program of OBAG. Lastly, MTC will be integrating its Transit Oriented Communities (TOC) Implementation Policy into OBAG 4 funding eligibility. STA staff will continue to keep the TAC apprised of any new developments related to these key considerations.

This item was presented to the STA TAC on Wednesday, September 24, 2025, as an informational discussion item.

**Fiscal Impact:**

None.

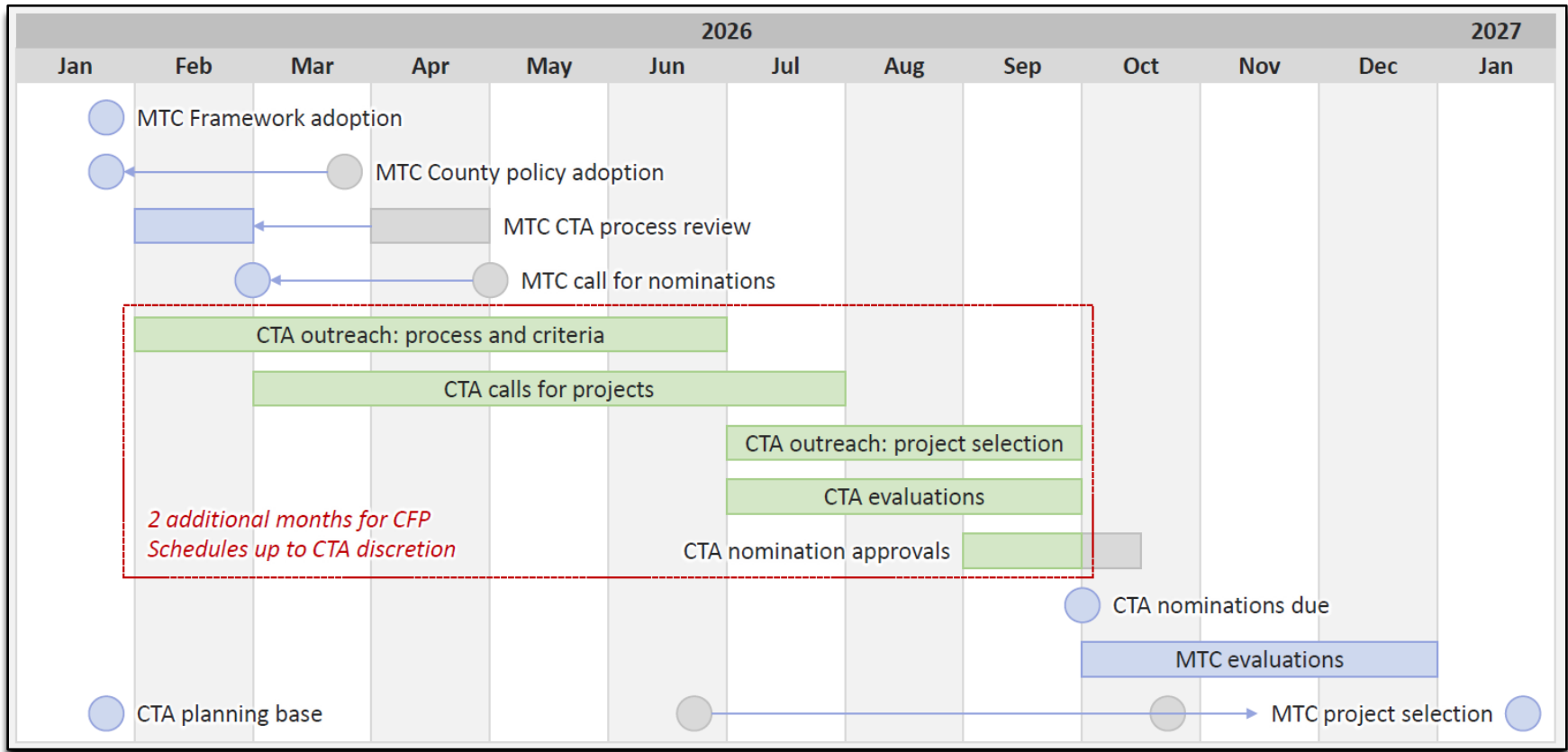
**Recommendation:**

Informational.

Attachment:

A. OBAG 4 Schedule

Attachment A: OBAG 4 Schedule



THIS PAGE IS INTENTIONALLY LEFT BLANK.



DATE: August 29, 2025  
TO: STA Board  
FROM: Lorene Garrett, Transit Mobility Coordinator I  
Julie Davidson, Customer Service Representative II  
RE: Solano Mobility Programs Annual Report for Fiscal Year (FY) 2024-25—  
Employer/Commuter Programs

**Background:**

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

**Discussion:**

STA's Solano Mobility provides commuter incentives and subsidies to residents and employees of Solano County through the eleven countywide and two local programs as listed below:

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

A full description and update for each program active in the second quarter of FY 2024-25 is included as Attachment A. Program participation for the second quarter of FY 2024-25 is included in Attachment B.



### Outreach

During the fourth quarter of FY 2024-25, the STA Employer Commuter program and Solano Economic Development Corporation (EDC) staff tabled/attended 20 events reaching 2,101 commuters and businesses. During FY 2024-2025, EDC and STA staff tabled/attended 55 events reaching 3,062 commuters and businesses. The program continues outreach via the Solano Mobility website and social media. The Commuter Programs page was the third most viewed page on the Solano Mobility website (Monster Analytics). There were approximately 42,000 views of social media content (X, Facebook and Instagram) during the fourth quarter. During FY 2024-25, there were approximately 91,300 views of social media. STA continued marketing Solano Mobility Commuter Programs in print and other mediums. In partnership with Solano EDC, staff attended Chamber Mixers and business events to develop contacts with local businesses.

### FY 2024-25 Highlights

- Program staff successfully launched the Solano Community College (SCC) Falcon Flyer Vanpool at the request of and in partnership with the Solano Community College. In addition, staff began managing the student program including the SCC transportation fee. Program staff successfully maintained and grew existing programs.
- Program staff continued Mobile Mobility Information Station Outreach to meet and introduce commuters to Solano Mobility commuter programs during their morning commutes. Staff noted an increase in registrations after each of these events.
- The Employer Commuter program received a competitive YSAQMD grant for \$50,000 for FY 2025-26 for the hybrid Vanpool program (Solano Mobility Express Vanpool).
- The Employer Commuter program received a BAAMD grant for \$175,000 for commuter incentives for FY 2025-26.
- Program staff successfully coordinated Solano County participation in the annual Bike to Work Day as part of the 2025 Bike to Wherever Days celebration.
- The Solano EDC incorporated Solano Mobility programs in their Business Expansion and Retention Visits, helping to increase program knowledge and outreach.
- STA Staff participated in three Sustainable Transportation Fairs in Sacramento to successfully increase Solano Mobility Express Vanpool Ridership.

### FY 2025-26 Goals

The goal for the next fiscal year is to further increase program awareness and participation by meeting with local businesses, attending Chambers of Commerce and Solano County specialty chambers events, attending community meetings, and presenting at business organization meetings. In addition, STA's Solano Mobility Employer Commuter Program staff will continue outreach to commuters via tabling events, advertising, social media, newsletter, and website presence. STA staff will continue deploying its Mobile Mobility Information Station (MMIS), providing pop up tabling to reach commuters at transit hubs.

Staff will assess and evaluate programs. For example,

- The current Capitol Corridor + Lyft program benefits new train riders. Staff would like to explore securing grant funding to provide benefits for riders transitioning from the program after they've received their 3 passes.
- Staff will investigate grant funding to provide increased reimbursement for e-bikes.
- The Commute Solano platform provides 3 gift cards one time (\$10, \$25, \$50) for alternative commuters who log their commutes. This discourages long-term usage of the platform. Staff will investigate offering Challenges throughout the year to encourage renewed program participation.

- Staff will continue to work with the Solano County Intercity Transit Consortium to assess and evaluate the Guaranteed Ride Program for opportunities to reduce program usage as Solano Express reliability increases.

#### Performance Measures and Benchmarks

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

This item was presented at the Solano County Intercity Transit Consortium and STA TAC at their meetings on September 24 and 25, respectively.

#### Fiscal Impact:

STA's Solano Mobility Employer Commuter Program FY 2024-25 approved budget:

Employer Commuter Program	\$925,000
Solano Mobility Express Vanpool Pilot	*\$575,000
Solano Express Guaranteed Ride Program	\$269,000
Suisun Lyft Program	\$200,000
Equitable Access to Justice Pilot	**\$50,000
Benicia Lyft Program	\$40,000

\*(50,000 provided by YSAQMD grant)

\*\* (20% provided by Solano Superior Courts)

STA's Solano Mobility Employer Commuter Program is currently staffed by two full-time and one part-time employee.

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

#### Recommendations:

Informational.

Attachments:

- STA Countywide Commuter Programs, Employer Program, and Local Programs Summary
- Commuter Program Participation Fiscal Year Comparison
- STA Connected Mobility Implementation Plan Guidelines, Performance Measures, & Benchmarks Goals and Objectives

# ATTACHMENT A

## **STA Countywide Commuter Programs, Employer Program, and Local Programs Summary**

### *Commuter Programs* ***Countywide***

#### *Bucks for Bikes (B4B)*

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

4 reimbursements for a total of \$963.36 were provided during the fourth quarter. During FY 24-25 staff provided 18 reimbursements for a total of \$4,922.78. The average reimbursement was \$273.48. See Attachments B.1 and B.2 for participation comparisons.

#### *Capitol Corridor Lyft (CC+L)*

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

Twenty-one passes for \$2,517 were purchased during the fourth quarter of FY 2024-25. Nine new commuters enrolled in the program in the fourth quarter, increasing the total enrollment to 165 participants since the start of the program in 2019. During FY 24-25, 70 passes were purchased for a total of \$8,824 at an average cost of \$126.05 per pass or \$12.60 per ride. See Attachments B.1 and B.2 for fiscal year participation comparisons.

#### *Commute Solano (Rideamigos) Online Platform*

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

During the fourth quarter, 169 active commuters logged 4,700 alternative commute trips for 104,739.5 miles and an estimated savings of 31.3 tons of CO<sub>2</sub>. 152 new users joined during the quarter. During FY 24-25 there were 685 active users with 625 new accounts created. 17,000 alternative trips were logged for 397,363.4 miles, saving 118 tons of CO<sub>2</sub>. See Attachment B.1 for fiscal year comparisons.

### *Equitable Access to Justice*

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

The program provided 400 rides for \$8,354 during the fourth quarter. In FY 24-25, 2,141 rides were provided for \$37,629 at an average cost of \$17.58 per ride. County TDA provided 80% of the cost (\$30,103) with 20% provided by Solano County Courts.

### *First/Last Mile (FLM)*

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

During the fourth quarter of this fiscal year, 52 commuters registered for the First/Last Mile program, increasing program registration to 1,874 commuters. During FY 24-25, 199 commuters registered for the First/Last Mile program, and 49,540 rides for \$511,137.43 were provided. The average cost per ride was \$10.32. See Attachments B.1 and B.2 for fiscal year comparisons. See Attachment B.3 for origin/destination ridership for the first quarter ridership data throughout the program.

### *Guaranteed Ride Home (GRH)*

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

During the fourth quarter of this fiscal year, 8 commuters received GRH reimbursements for a total of \$470.49. During FY 24-25, 24 commuters received GRH reimbursements for a total of \$1,358.56 for an average of \$56.60 per ride. See Attachments B.1 and B.2 for fiscal year comparisons.

### *Solano Express Guaranteed Ride (GR)*

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

During the fourth quarter of this fiscal year, 34 Solano Express Riders registered to receive Uber Vouchers. During the fourth quarter 2,020 rides were provided for \$101,469.53. During FY 24-25, 178 Solano Express Riders registered to receive Uber Vouchers, bringing the total number of program registrants to 704. 7,280 rides were provided at a cost of \$348,338.16 with the average cost per ride of \$47.84. See Attachments B.1 and B.2 for fiscal year comparisons. See attachment B.5 for rides, cost, number of riders.

#### *Solano Express 2-for-1 Incentive*

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

There were three 2- for-1 incentives redeemed by Solano Express riders during the fourth quarter. During FY 2024-25, six 2-for-1 incentives were redeemed by Solano Express riders for a total of \$750. See Attachments B.1 and B.2 for fiscal year comparisons.

#### *Solano Mobility Express Vanpool Program*

This pilot program provides a replacement option for Solano Express Blue Line riders traveling between Vacaville, Dixon and Sacramento during commute hours. 4 vans travel to and from Sacramento each day. The introductory rate is \$50/month. Solano Express Blue Line riders transfer for free.

8,537 rides were provided from program launch to the end of the fourth quarter. There were two missed runs during FY 2024-25. According to SHARE Mobility's annual report, the program expended \$569,301.65 for 4,635.56 hours for the year. The cost per revenue hour was \$122.81. During FY24-25, there were 30 unique vanpool riders. 4,591 rides were provided in FY 2024-25, an increase from 3,946 the previous year. The average cost/ride was \$124. See Attachment B.4 for second quarter ridership data.

#### *Traditional Vanpool Program (VP)*

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

STA subsidized 11 vanpools in April, 16 vanpools in May and 16 in June for \$8,600 in subsidies. The number of STA subsidized vanpools decreases as vans reach the two-year subsidy limit. However, 13 new vanpools were added to the STA subsidy in FY 24-25. During FY 2024-25, \$25,077.42 in subsidies (125 individual subsidies) were provided. See Attachments B.1 and B.2 for vanpool comparisons (note the number of vanpools at the end of the year is noted in the chart, rather than the total subsidized for the year). During FY 24-25, 74 Commute with Enterprise vanpools traveled to, from or through Solano County (see attachment B.8)

#### Employer Program

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

During the fourth quarter, Solano EDC and the Employer Commuter Program staff attended 20 chamber/business events speaking with 2,101 employers. During FY 24-25 Solano EDC and the Employer Commuter Program staff attended a total of 55 chamber/business events speaking with 3,062 employers and employees. The EDC also presented Solano Mobility programs to local businesses during Business Retention and Expansion visits.

#### Solano Community College (SCC)

In 2016, Solano Community College students passed a measure providing reduced transit fares through a transportation fee. In April of 2019, the student body voted overwhelmingly to continue the transportation fee for the next decade. SCC students can ride the bus for in and within Solano County. Currently, FREE rides are provided on Solano Express, FAST, SolTrans, and Vacaville City Coach for Solano Community College students showing their IDs. The program was also expanded to allow students to access all Solano Express stops, even those outside the county.

Each of the transit operators is directly reimbursed for the cost. The current distribution is 42.5% for SolTrans and the City of Fairfield, and 15% for the City of Vacaville. \$1,204,749 has been disbursed to the transit operators since FY 2017-18. This fiscal year the City of Fairfield and SolTrans both received \$73,805.54, and the City of Vacaville received \$26,049.02. The current distribution of funds is being evaluated for the next fiscal year.

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

In FY 2024-25, the Falcon Flyer vanpool program provided 86 rides for 19 unique riders during a soft launch in the summer session.

#### **Local Programs**

##### *Benicia Lyft*

The program (started in 2019 to provide a replacement option for the Benicia Dial-a-Ride program) provides subsidized Lyft rides throughout the city of Benicia and to the Springstowne Center in Vallejo for qualified Benicia residents. To qualify, Benicia residents must be veterans with a military or veterans ID; disabled with an ADA card, RTC card,

Medicare card or DMV placard; or 65 years old or older. The cost is \$4 one-way, or \$3 one-way for individuals qualified for the low-income fare. To qualify for the low-income fare individuals must be a part of a Solano County program like Medi-Cal, Cal Fresh, Cal Works, SSI, etc., or on PG&E CARE/FERA. Residents must contact the Call Center to sign up.

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

The \$5 Benicia Lyft Program (started in 2021) provides Lyft rides within the City of Benicia for \$5 (up to \$20) and can be accessed by entering the code 5Benicia in Lyft apps. There is no signup required. The program is open to residents and visitors.

During the fourth quarter, the Benicia Lyft, and \$5 Benicia Lyft programs provided 2,839 rides for \$24,870.67 (May and June Veteran's cab rides were not invoiced). During FY 24-25, the Benicia Lyft and \$5 Benicia Lyft programs provided 9,575 rides for \$76,211.01 at an average of \$7.96 per ride. The 5Benicia Uber Voucher option was implemented in October 2024 to counter Lyft surge pricing. An additional 55 rides for \$421.94 at 7.67/ride were provided via Uber Voucher. See attachment B.6 for fiscal year comparisons.

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

#### *Suisun Lyft*

The Suisun City \$2 Lyft program (started in 2021) provides one-way Lyft rides for residents traveling within Suisun City. Residents enter SUISUN2 in their Lyft app.

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

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

During the fourth quarter, 5,579 Suisun City Lyft rides for \$52,051.52 were provided. During FY 24-25, the Suisun Lyft program provided 20,166 rides for \$191,386.54 at an average of \$9.49 per ride. See attachment B.7 for fiscal year comparisons.

**COMMUTER PROGRAM PARTICIPATION FISCAL YEAR COMPARISON**

FISCAL YEAR COMPARISON							
PROGRAM	FY 18-19	FY 19-20	FY 20-21	FY 21-22	FY 22-23	FY 23-24	FY 24-25
Bucks for Bikes (B4B) Redemptions	10	9	6	12	12	11	18
Capitol Corridor + Lyft (CC+L) Participants	19	43	5	9	25	39	40
Commute Solano Active Participants	--	51	270	421	733	639	685
First/ Last Mile (FLM) Shuttle Total Registrants	81	195	296	653	1,296	1,675	1,874
Guaranteed Ride Home (GRH) Redemptions	10	1	1	5	20	7	24
Solano Express Guaranteed Ride (GR) Total Registrants	--	--	--	--	276	526	704
Solano Express 2-for-1 Redemptions	--	--	--	67	65	62	6
Vanpools Subsidized	3	1	1	12	23	9	16



## COMMUTER PROGRAM PARTICIPATION COMPARISON

## Participation by City- FY2425

Origin	2 for 1	CC+L	B4B	FLM	GRH	GR	Vanpool
Benicia	0	2	2	19	2	6	2
Dixon	0	1	1	0	0	1	1
Fairfield	2	15	4	36	1	61	6
Rio Vista	0	0	0	0	0	1	0
Suisun City	0	5	3	11	3	6	1
Vacaville	1	10	3	20	0	17	4
Vallejo	2	3	2	96	1	59	1
Other	1	4	3	17	17	27	1
<b>Total:</b>	<b>6</b>	<b>40</b>	<b>18</b>	<b>199</b>	<b>24</b>	<b>178</b>	<b>16</b>

Destination	2 for 1	CC+L	B4B	FLM	GRH	GR	Vanpool
Benicia	0	0	2	1	1	2	0
Dixon	0	0	1	0	1	0	0
Fairfield	0	6	6	23	1	9	1
Rio Vista	0	0	0	0	0	0	0
Suisun City	0	0	0	1	2	0	0
Vacaville	0	0	1	5	7	7	0
Vallejo	0	1	1	20	2	14	0
Other	6	33	7	149	10	146	15
<b>Total:</b>	<b>6</b>	<b>40</b>	<b>18</b>	<b>199</b>	<b>24</b>	<b>178</b>	<b>16</b>

## FIRST/LAST MILE ORIGIN AND DESTINATION SUMMARY BY CITY

**April 2025**

<b><i>Origin Summary</i></b>		
	<b># of Rides</b>	<b>Usage (%)</b>
Benicia	125	4%
Dixon	7	0%
Fairfield	529	16%
Rio Vista	0	0%
Suisun	117	4%
Vacaville	213	7%
Vallejo	2088	65%
Outside County	149	5%
<b>Total # of Rides</b>	<b>3228</b>	<b>100%</b>

<b><i>Destination Summary</i></b>		
	<b># of Rides</b>	<b>Usage (%)</b>
Benicia	165	5%
Dixon	5	0%
Fairfield	486	15%
Rio Vista	0	0%
Suisun	133	4%
Vacaville	229	7%
Vallejo	2079	64%
Outside County	131	4%
<b>Total # of Rides</b>	<b>3228</b>	<b>100%</b>

**May 2025**

<b><i>Origin Summary</i></b>		
	<b># of Rides</b>	<b>Usage (%)</b>
Benicia	144	4%
Dixon	14	0%
Fairfield	485	14%
Rio Vista	0	0%
Suisun	147	4%
Vacaville	226	6%
Vallejo	2318	66%
Outside County	152	4%
<b>Total # of Rides</b>	<b>3486</b>	<b>100%</b>

<b><i>Destination Summary</i></b>		
	<b># of Rides</b>	<b>Usage (%)</b>
Benicia	174	5%
Dixon	14	0%
Fairfield	501	14%
Rio Vista	0	0%
Suisun	132	4%
Vacaville	228	7%
Vallejo	2282	65%
Outside County	155	4%
<b>Total # of Rides</b>	<b>3486</b>	<b>100%</b>

**June 2025**

<b><i>Origin Summary</i></b>		
	<b># of Rides</b>	<b>Usage (%)</b>
Benicia	147	4%
Dixon	8	0%
Fairfield	527	16%
Rio Vista	0	0%
Suisun	153	5%
Vacaville	224	7%
Vallejo	2049	63%
Outside County	160	5%
<b>Total # of Rides</b>	<b>3268</b>	<b>100%</b>

203

<b><i>Destination Summary</i></b>		
	<b># of Rides</b>	<b>Usage (%)</b>
Benicia	156	5%
Dixon	9	0%
Fairfield	504	15%
Rio Vista	0	0%
Suisun	164	5%
Vacaville	219	7%
Vallejo	2037	62%
Outside County	179	5%
<b>Total # of Rides</b>	<b>3268</b>	<b>100%</b>

## FIRST/LAST MILE ORIGIN AND DESTINATION SUMMARY BY CITY

**April 2025 (LID)**

<b><i>Origin Summary</i></b>		
	<b># of Rides</b>	<b>Usage (%)</b>
Benicia	34	4%
Dixon	0	0%
Fairfield	122	15%
Rio Vista	0	0%
Suisun	82	10%
Vacaville	56	7%
Vallejo	519	63%
Outside County	15	2%
<b>Total # of Rides</b>	<b>828</b>	<b>100%</b>

<b><i>Destination Summary</i></b>		
	<b># of Rides</b>	<b>Usage (%)</b>
Benicia	31	4%
Dixon	0	0%
Fairfield	151	18%
Rio Vista	0	0%
Suisun	52	6%
Vacaville	53	6%
Vallejo	525	63%
Outside County	16	2%
<b>Total # of Rides</b>	<b>828</b>	<b>100%</b>

**May 2025 (LID)**

<b><i>Origin Summary</i></b>		
	<b># of Rides</b>	<b>Usage (%)</b>
Benicia	35	4%
Dixon	0	0%
Fairfield	129	16%
Rio Vista	0	0%
Suisun	56	7%
Vacaville	51	6%
Vallejo	511	63%
Outside County	35	4%
<b>Total # of Rides</b>	<b>817</b>	<b>100%</b>

<b><i>Destination Summary</i></b>		
	<b># of Rides</b>	<b>Usage (%)</b>
Benicia	37	5%
Dixon	0	0%
Fairfield	155	19%
Rio Vista	0	0%
Suisun	39	5%
Vacaville	39	5%
Vallejo	530	65%
Outside County	17	2%
<b>Total # of Rides</b>	<b>817</b>	<b>100%</b>

**June 2025 (LID)**

<b><i>Origin Summary</i></b>		
	<b># of Rides</b>	<b>Usage (%)</b>
Benicia	43	6%
Dixon	2	0%
Fairfield	115	15%
Rio Vista	0	0%
Suisun	47	6%
Vacaville	62	8%
Vallejo	462	60%
Outside County	45	6%
<b>Total # of Rides</b>	<b>776</b>	<b>100%</b>

<b><i>Destination Summary</i></b>		
	<b># of Rides</b>	<b>Usage (%)</b>
Benicia	40	5%
Dixon	2	0%
Fairfield	120	15%
Rio Vista	0	0%
Suisun	36	5%
Vacaville	66	9%
Vallejo	490	63%
Outside County	22	3%
<b>Total # of Rides</b>	<b>776</b>	<b>100%</b>

SOLANO MOBILITY EXPRESS VANPOOL RIDERSHIP DATA FOR APRIL 2025

April 2025 - Express Vanpool Ridership Data																	
		1-Apr	2-Apr	3-Apr	4-Apr		7-Apr	8-Apr	9-Apr	10-Apr	11-Apr		14-Apr	15-Apr	16-Apr	17-Apr	18-Apr
Morning						Morning						Morning					
V1 (6:30)		6	4	3	4	V1 (6:30)	3	7	5	0	4	V1 (6:30)	4	2	4	4	4
V2 (6:45)		1	3	0	1	V2 (6:45)	2	2	5	2	1	V2 (6:45)	1	2	2	3	2
D1 (6:45)		3	1	1	0	D1 (6:45)	2	1	3	8	1	D1 (6:45)	1	3	2	2	1
V3 (7:30)		4	5	5	2	V3 (7:30)	2	6	3	4	3	V3 (7:30)	2	6	4	3	1
AM Total	0	14	13	9	7	AM Total	9	16	16	14	9	AM Total	8	13	12	12	8
Afternoon						Afternoon						Afternoon					
V1 (4:30)		2	0	3	0	V1 (4:30)	3	4	4	5	5	V1 (4:30)	1	3	3	8	4
D1 (4:30)		4	4	0	1	D1 (4:30)	1	2	1	0	1	D1 (4:30)	1	2	1	1	0
V2 (5:15)		6	8	6	5	V2 (5:10)	4	7	4	7	1	V2 (5:10)	5	6	3	0	2
V3 (5:45)		2	1	1	2	V3 (5:45)	1	1	2	2	1	V3 (5:45)	1	1	2	2	2
PM Total	0	14	13	10	8	PM Total	9	14	11	14	8	PM Total	8	12	9	11	8
Daily Total	0	28	26	19	15	Daily Total	18	30	27	28	17	Daily Total	16	25	21	23	16
Weekly Total					88	Weekly Total					120	Weekly Total					101
Program Total					7511	Program Total					7631	Program Total					7732
	21-Apr	22-Apr	23-Apr	24-Apr	25-Apr		28-Apr	29-Apr	30-Apr								
Morning						Morning											
V1 (6:30)	2	5	3	2	2	V1 (6:30)	0	3	0								
V2 (6:45)	0	2	3	3	2	V2 (6:45)	1	1	2								
D1 (6:45)	1	2	3	1	1	D1 (6:45)	2	4	2								
V3 (7:30)	4	4	2	2	3	V3 (7:30)	2	5	3								
AM Total	7	13	11	8	8	AM Total	5	13	7	0	0						
Afternoon						Afternoon											
V1 (4:30)	1	4	3	4	0	V1 (4:30)	2	5	4								
D1 (4:30)	0	0	1	0	2	D1 (4:30)	1	2	1								
V2 (5:10)	3	2	5	0	3	V2 (5:10)	2	3	4								
V3 (5:45)	2	3	2	2	2	V3 (5:45)	2	2	1								
PM Total	6	9	11	6	7	PM Total	7	12	10	0	0						
Daily Total	13	22	22	14	15	Daily Total	12	25	17	0	0						
Weekly Total					86	Weekly Total					54						
Program Total					7818	Program Total					7872						

SOLANO MOBILITY EXPRESS VANPOOL RIDERSHIP DATA FOR MAY 2025

May 2025- Express Vanpool Ridership Data																	
				1-May	2-May		5-May	6-May	7-May	8-May	9-May		12-May	13-May	14-May	15-May	16-May
Morning						Morning						Morning					
V1 (6:30)				2	3	V1 (6:30)	3	3	2	2	2	V1 (6:30)	2	2	2	2	3
V2 (6:45)				2	1	V2 (6:45)	2	1	3	3	1	V2 (6:45)	1	1	2	3	1
D1 (6:45)				1	1	D1 (6:45)	3	4	3	2	2	D1 (6:45)	3	3	2	3	1
V3 (7:30)				4	3	V3 (7:30)	2	4	5	5	1	V3 (7:30)	2	4	2	3	2
AM Total	0	0	0	9	8	AM Total	10	12	13	12	6	AM Total	8	10	8	11	7
Afternoon						Afternoon						Afternoon					
V1 (4:30)				5	4	V1 (4:30)	2	4	6	2	2	V1 (4:30)	1	3	3	3	1
D1 (4:30)				1	0	D1 (4:30)	2	2	1	1	1	D1 (4:30)	2	2	1	1	2
V2 (5:15)				2	1	V2 (5:10)	4	3	3	4	4	V2 (5:10)	1	3	5	4	1
V3 (5:45)				2	1	V3 (5:45)	2	2	2	2	2	V3 (5:45)	3	1	2	2	1
PM Total	0	0	0	10	6	PM Total	10	11	12	9	9	PM Total	7	9	11	10	5
Daily Total	0	0	0	19	14	Daily Total	20	23	25	21	15	Daily Total	15	19	19	21	12
Weekly Total					33	Weekly Total					104	Weekly Total					86
Program Total					7905	Program Total					8009	Program Total					8095
	19-May	20-May	21-May	22-May	23-May		26-May	27-May	28-May	29-May	30-May						
Morning						Morning											
V1 (6:30)	2	4	2	2	0	V1 (6:30)	0	3	1	1	1						
V2 (6:45)	1	1	2	1	3	V2 (6:45)	0	1	2	3	2						
D1 (6:45)	2	1	2	3	2	D1 (6:45)	0	3	2	0	2						
V3 (7:30)	2	4	2	4	3	V3 (7:30)	0	4	2	5	3						
AM Total	7	10	8	10	8	AM Total	0	11	7	9	8						
Afternoon						Afternoon											
V1 (4:30)	1	3	4	4	1	V1 (4:30)	0	3	3	2	2						
D1 (4:30)	1	2	1	1	1	D1 (4:30)	0	3	0	0	2						
V2 (5:10)	3	3	5	5	2	V2 (5:10)	0	3	2	3	2						
V3 (5:45)	2	2	2	1	3	V3 (5:45)	0	2	2	2	2						
PM Total	7	10	12	11	7	PM Total	0	11	7	7	8						
Daily Total	14	20	20	21	15	Daily Total	0	22	14	16	16						
Weekly Total					90	Weekly Total					68						
Program Total					8185	Program Total					8253						

SOLANO MOBILITY EXPRESS VANPOOL RIDERSHIP DATA FOR JUNE 2025

June 2025 - Express Vanpool Ridership Data																	
	2-Jun	3-Jun	4-Jun	5-Jun	6-Jun		9-Jun	10-Jun	11-Jun	12-Jun	13-Jun		16-Jun	17-Jun	18-Jun	19-Jun	20-Jun
Morning						Morning						Morning					
V1 (6:30)	2	3	2	2	1	V1 (6:30)	1	2	1	1	2	V1 (6:30)	3	3	4	2	3
V2 (6:45)	0	1	3	1	0	V2 (6:45)	0	2	1	1	2	V2 (6:45)	2	0	2	1	1
D1 (6:45)	2	2	2	2	1	D1 (6:45)	1	4	1	2	1	D1 (6:45)	2	3	1	1	0
V3 (7:30)	1	3	0	2	2	V3 (7:30)	2	1	1	3	2	V3 (7:30)	2	1	2	2	2
AM Total	5	9	7	7	4	AM Total	4	9	4	7	7	AM Total	9	7	9	6	6
Afternoon						Afternoon						Afternoon					
V1 (4:30)	0	3	3	2	0	V1 (4:30)	0	4	4	3	2	V1 (4:30)	1	2	4	3	1
D1 (4:30)	1	2	0	1	0	D1 (4:30)	1	1	1	3	0	D1 (4:30)	3	3	5	0	1
V2 (5:15)	2	3	2	3	1	V2 (5:10)	1	1	0	2	3	V2 (5:10)	1	1	1	3	3
V3 (5:45)	2	1	3	2	2	V3 (5:45)	0	2	1	0	1	V3 (5:45)	3	1	1	1	1
PM Total	5	9	8	8	3	PM Total	2	8	6	8	6	PM Total	8	7	11	7	6
Daily Total	10	18	15	15	7	Daily Total	6	17	10	15	13	Daily Total	17	14	20	13	12
Weekly Total					65	Weekly Total					61	Weekly Total					76
Program Total					8318	Program Total					8379	Program Total					8455
	23-Jun	24-Jun	25-Jun	26-Jun	27-Jun		30-Jun										
Morning						Morning											
V1 (6:30)	2	2	2	2	3	V1 (6:30)	4										
V2 (6:45)	0	2	3	2	0	V2 (6:45)	0										
D1 (6:45)	2	2	2	3	1	D1 (6:45)	0										
V3 (7:30)	1	3	2	1	1	V3 (7:30)	1										
AM Total	5	9	9	8	5	AM Total	5	0	0	0	0						
Afternoon						Afternoon											
V1 (4:30)	0	4	4	3	2	V1 (4:30)	0										
D1 (4:30)	2	2	1	1	0	D1 (4:30)	0										
V2 (5:10)	4	4	4	2	1	V2 (5:10)	3										
V3 (5:45)	0	1	1	1	1	V3 (5:45)	0										
PM Total	6	11	10	7	4	PM Total	3	0	0	0	0						
Daily Total	11	20	19	15	9	Daily Total	8	0	0	0	0						
Weekly Total					74	Weekly Total					8						
Program Total					8529	Program Total					8537						

Solano Express Guaranteed Ride (Based on Invoice)									
2022					2024				
Month	Missed Trips	# Rides	Cost	# Riders	Month	Missed Trips	# Rides	Cost	# Riders
N/A					January		494	\$18,923.65	158
N/A					February		513	\$21,384.16	155
N/A					March		644	\$27,914.64	189
N/A					April		565	\$25,860.39	181
N/A					May	28 (2 weeks)	549	\$24,630.42	183
N/A					June		549	\$25,089.28	181
N/A					July	18	514	\$24,403.93	180
N/A					August	35	528	\$25,202.74	176
August	230				September	8	543	\$25,155.14	185
September		28	\$1,039.67	15	October	48	574	\$25,978.17	191
October		136	\$5,101.41	49	November	44	575	\$26,886.99	200
November		203	\$9,376.43	66	December	74	653	\$30,922.29	223
December		270	\$11,214.70	77	TOTAL		6,703	\$302,350.80	
TOTAL		637	\$26,732.21						
2023					2025				
Month	Missed Trips	# Rides	Cost	# Riders	Month	Missed Trips	# Rides	Cost	# Riders
January		333	\$12,547.41	103	January	29	593	\$26,374.53	198
February	89	339	\$12,880.77	100	February	21	578	\$28,029.84	194
March	35	319	\$12,503.24	97	March	13	702	\$33,914.99	226
April	60	236	\$8,851.88	87	April	6	685	\$33,495.24	214
May	83	220	\$8,538.91	75	May	3	678	\$33,939.72	224
June	200	281	\$11,224.55	95	June	3	657	\$34,034.57	212
July	88	332	\$12,917.23	119	July	11	697	\$36,225.34	226
August		315	\$12,524.57	117	August	5*	494	\$25,104.03	187
September		406	\$16,615.17	132	September				
October		392	\$16,391.97	146	October				
November		386	\$15,211.45	130	November				
December		512	\$21,842.83	162	December				
TOTAL		4,071	\$162,049.98		TOTAL		5,084	\$251,118.26	

\* missed runs through 8/20/2025

### Benicia Lyft Ridership by Fiscal Year

	No of Trips 19/20	No of Trips 20/21	No of Trips 21/22	No of Trips 22/23	No of Trips 23/24	No of Trips 24/25**
Veteran's Corp. DBA Yellow Cab	555	281	12	233	281	221*
Lyft \$3	439	179	59	295	927	854
Lyft \$4	16	2	3	221	331	652
Benicia \$5			240	1335	4754	7848
<b>Total Trips</b>	<b>1010</b>	<b>462</b>	<b>314</b>	<b>2084</b>	<b>6293</b>	<b>9575</b>

	Cost 19/20	Cost 20/21	Cost 21/22	Cost 22/23	Cost 23/24	Cost 24/25**
Veteran's Corp. DBA Yellow Cab	\$ 7,910.00	\$ 3,964.00	\$ 2,662.00	\$ 3,897.00	\$ 3,559.03	\$ 2,431.00*
Lyft \$3	\$ 3,613.14	\$ 1,359.63	\$ 2,106.87	\$ 2,254.84	\$ 5,681.54	\$ 8,168.99
Lyft \$4	\$ 85.48	\$ 8.99	\$ 59.52	\$ 1,166.66	\$ 2,643.33	\$ 6,026.41
Benicia \$5			\$ 2,794.13	\$ 8,691.31	\$ 31,307.68	\$ 59,584.61
<b>Total Cost</b>	<b>\$ 11,608.62</b>	<b>\$ 5,332.62</b>	<b>\$ 7,622.52</b>	<b>\$ 16,009.81</b>	<b>\$ 43,191.58</b>	<b>\$ 76,211.01</b>

\*May and June Veteran's Cab not invoiced.

\*\* 5Benicia Uber option provided an additional 55 rides for \$421.94.



### Suisun City Lyft Ridership by Fiscal Year

#### Suisun City Lyft Program

Program	FY 21-22	FY 22-23	FY 23-24	FY 24-25
	Rides			
Lyft \$3	228	692	3288	6431
Lyft \$2	403	2842	6726	12060
Lyft \$1.50	35	252	769	1675
<b>Total Number of Trips</b>	<b>706</b>	<b>3786</b>	<b>10783</b>	<b>20166</b>

Program	FY 21-22	FY 22-23	FY 23-24	FY 24-25
	Cost			
Lyft \$3	\$ 3,194.20	\$ 8,868.37	\$ 39,949.47	\$ 75,733.60
Lyft \$2	\$ 4,662.97	\$ 25,309.28	\$ 56,956.15	\$ 99,196.84
Lyft \$1.50	\$ 558.03	\$ 3,775.00	\$ 9,454.90	\$ 16,456.10
<b>Total Costs</b>	<b>\$ 8,415.20</b>	<b>\$ 37,952.65</b>	<b>\$ 106,360.52</b>	<b>\$191,386.54</b>

**Traditional Vanpools Traveling To/From and Through Solano County  
FY 2024-25**

<b><u>Home City</u></b>	
Benicia	2
Fairfield	27
Suisun City	2
Vacaville	15
Vallejo	10
Rio Vista	1
<b><u>Work City</u></b>	
Fairfield	4
Dixon	2
<b><u>Through County</u></b>	
Carmichael -Berkeley	1
Napa to SF	1
West Sac to San Quentin	2
West Sac to Foster City	1
West Sac to SF	1

THIS PAGE INTENTIONALLY LEFT BLANK.

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

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

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

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

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

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

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

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

- Defining the qualifying emergency situations during which registered employees can request service.
- Defining the alternative transportation modes that registered employees must have used on the day of requested service to qualify the Guaranteed Ride Home reimbursement.
- Defining the extents of the service, including the types of trips eligible for reimbursement, trip maximum distances from Solano County employment locations, eligible expenses, and both annual and per-trip reimbursement amount limits.
- Administering a clear and accessible registration process, with registration forms available for completion and submission both online and via mail.
- Responding to initial program applications within two business days of application receipt.
- Responding to initial request for guaranteed ride home reimbursement within two business days of request receipt.
- Processing reimbursements to riders within 45 days of receiving the guaranteed ride home request.

<b>Evaluation Methodology:</b>	<b>Meets Criteria if:</b>
Coordinate with Solano Mobility to review Guaranteed Ride Home program policies and processes.	Solano Mobility Guaranteed Ride Home program meets the conditions listed above.
<b>Relates to:</b> MTC Task Force Recommendation #17	

**Solano Mobility Bucks for Bikes Program: The program should be administered in adherence to industrywide best practices.**

Solano Mobility's Bucks for Bikes program incentivizes bicycling as a mode of transportation for commuting to work by reimbursing a portion of the cost of a bicycle for any Solano County resident, employee, or college student who will use the bicycle for commuting purposes. To ensure its effectiveness, the program is administered in a way that aligns with industrywide standards generally recognized as encouraging success. Key aspects include:

- Clearly defining participant eligibility, program requirements, and program policies and procedures.
- Requiring participants to provide feedback in three surveys at three-month intervals after receiving the incentive.
- Encouraging Commute Solano on the Ride Amigos platform.
- An increase in program participation with participants from each city in the county.

<b>Evaluation Methodology:</b>	<b>Meets Criteria if:</b>
Coordinate with Solano Mobility to review Bucks for Bikes program policies and processes.	Solano Mobility Bucks for Bikes program meets the conditions listed above.
<b>Relates to:</b> MTC Task Force Recommendation #17	



DATE : September 3, 2025  
TO: STA Board  
FROM: Erika Dohina, Program Services Supervisor  
RE: Solano Mobility Call Center End of Year Report FY 2024-25

---

**Background:**

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

Starting in February 2014, the STA expanded its services to include the Solano Mobility Call Center which was originally one of four Solano Mobility priorities identified in 2011 recent Solano Transportation Study for Older Adults and People with Disabilities. It initially began as Solano Napa Commuter Information that provided commuters and Solano County employers with information on a variety of transit services and incentive programs, and now, the Mobility Call Center also provides Older Adults and People with Disabilities with a range of various mobility information. Some of the programs include GoGo Grandparent, ADA paratransit and Intercity Taxi card program.

**Discussion:**

*Solano Mobility Call Center*

For FY 2024-25, the Solano Mobility Call Center assisted 8, 247 customers in person and over the phone. There were also 167,716 website hits.

The Call Center Activity Summary:

- Assisted 431 walk in customers
- 13% of calls lasts over 7 min.
- Processed 40 Regional Transit Connection (RTC) Applications  
(RTC: A discount ID card that is available to persons with qualifying disabilities. Once qualified, can use on fixed-route, BART, and ferry systems throughout the San Francisco Bay Area.)
- Processed 708 PEX cards  
(PEX: The Intercity Taxi card program can be used by ADA (American Disabilities Act) certified individuals to pay discounted taxi fare in Solano County)
- Attended 17 events and spoke with almost 1,000 Solano County residents about our programs and services
- Geographical breakdown of City of Residence of callers:

Vallejo	35%
Fairfield	20%
Vacaville	17%
Suisun City	11%
Benicia	6%
Dixon	3%
Rio Vista	2%
Other (Outside of Solano County)	6%

The efficiency and effectiveness of these services are determined using the corresponding STA Item Connected Mobility Implementation Plan Guidelines, Performance Measures, & Benchmarks, which were approved and adopted by the STA Board on July 13, 2022. The plan is included in Attachment A.

Using the performance measures, STA can determine the ongoing relevance, usability, adaptability, and sustainability of the mobility services currently offered in Solano County. Specifically, the STA Connected Mobility Implementation Plan Guidelines, Performance Measures, & Benchmarks goals and objectives support the recommendations of the Metropolitan Transportation Commission's (MTC's) Blue Ribbon Transit Recovery Task Force. All standards meet the criteria as defined in the evaluation methodology.

**Fiscal Impact:**

The approved FY 2024-25 budget for the One-Stop Call Center programs is \$385,000 funded through FTA 5310 and State Transit Assistance Funds (STAF).

**Recommendation:**

Informational.

**Attachments:**

- A. STA Connected Mobility Implementation Plan Guidelines, Performance Measures & Benchmark Goals and Objectives
- B. Call Center Activity Chart: FY Comparisons

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

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

To ensure quality, the program has customer service standards that detail methods of effectively handling responses, as well as detailing acceptable answer speeds or hold times. These conditions include the following:

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

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

Overall, Solano Mobility's Call Center is oriented around customer service quality, with a focus on effective responsiveness to caller inquiries.



**CALL CENTER ACTIVITY CHART:  
FY Comparisons**

		<u><b>FY 22/23</b></u>	<u><b>FY 23/24</b></u>	<u><b>FY 24/25</b></u>
<b>Public Transportation</b>	Solano Express	1160	970	715
	Local Routes	497	488	536
	Travel Training	349	259	61
	Trip Planning	284	480	363
<b>ADA/ PT</b>	ADA/Paratransit	991	807	690
<b>Taxi/PEX</b>	PEX Inquiry	n/a	1601	1271
	PEX Add	n/a	916	703
<b>Private Transit</b>	FIA, Partnership, Northbay	146	120	116
<b>RTC/ Clipper</b>	RTC	n/a	102	117
	Clipper	n/a	129	128
<b>Programs</b>	GGG	897	1462	1477
	Microtransit/Lyft	587	519	506
	Commuter Incentives	481	610	423
	Veterans	29	83	77
<b>Other</b>	Other	580	621	554
	Amtrak/Greyhound	112	104	79
Calls 7+ minutes		683	1136	1025
Bilingual:		43	31	29
<b>TOTAL CALLS:</b>		<b>10,919</b>	<b>9,271</b>	<b>7,816</b>
<b>Walk-In</b>	RTC App Submitted	59	59	40
	Clipper Senior/Youth	64	89	51
	POYNT Transaction	34	36	38
	SMT/Vanpool Transaction	0	8	7
	Clipper Transaction	95	78	0
	Other	169	193	295
<b>TOTAL WALK-INS</b>		<b>421</b>	<b>463</b>	<b>431</b>
	<b>TOTAL WEBSITE VIEWS:</b>	<b>80,463</b>	<b>122,768</b>	<b>167,716</b>



DATE: September 15, 2025  
TO: STA Board  
FROM: Jasper Alve, Senior Project Manager  
RE: Summary of Funding Opportunities

---

**Discussion:**

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

	FUND SOURCE	TOTAL AMOUNT AUTHORIZED	APPLICATION DEADLINE
Federal			
1.	Innovative Finance and Asset Concession Grant Program	\$45.98M	October 1, 2025
	<a href="https://www.transportation.gov/buildamerica/innovativefinancegrants">https://www.transportation.gov/buildamerica/innovativefinancegrants</a>		
State			
1.	Implementation of Medium- and Heavy-Duty Zero-Emission Vehicle Infrastructure Blueprints 2.0	\$55M	October 24, 2025
	<a href="https://www.energy.ca.gov/solicitations/2025-03/gfo-24-611-implementation-medium-and-heavy-duty-zero-emission-vehicle">https://www.energy.ca.gov/solicitations/2025-03/gfo-24-611-implementation-medium-and-heavy-duty-zero-emission-vehicle</a>		
2.	Communities in Charge Funding – Wave 4	\$56.5M	January 9, 2026
	<a href="https://www.energy.ca.gov/solicitations/2025-08/communities-charge-funding-wave-4">https://www.energy.ca.gov/solicitations/2025-08/communities-charge-funding-wave-4</a>		

This item was presented to the STA TAC on Wednesday, September 24, 2025, as informational, no discussion item.

**Fiscal Impact:**

None.

**Recommendation:**

Informational.

THIS PAGE INTENTIONALLY LEFT BLANK.



DATE: October 6, 2025  
TO: STA Board  
FROM: Johanna Masclat, Clerk of the Board  
RE: STA Board and Advisory Committees Meeting Calendar for 2026

---

**Discussion:**

Attached is the 2026 STA Board and Advisory Committees Meeting Schedule that may be of interest to the STA Board.

**Fiscal Impact:**

None.

**Recommendation:**

Informational.

Attachment:

- A. STA Board and Advisory Committees Meeting Schedule for Calendar Year 2026

# STA BOARD AND ADVISORY COMMITTEE MEETING SCHEDULE CALENDAR YEAR 2026

STA Board: Meets 2<sup>nd</sup> Wednesday of Every Month  
 Consortium: Meets Last Tuesday of Every Month  
 TAC: Meets Last Wednesday of Every Month  
 BAC: Meets 1<sup>st</sup> Thursday of every *Odd* Month  
 PAC: Meets 1<sup>st</sup> Thursday of every *Even* Month  
 PCC: Meets 3<sup>rd</sup> Thursday of every *Odd* Month  
 SR2S-AC: Meets 3<sup>rd</sup> Wednesday - Quarterly

DATE	TIME	DESCRIPTION	LOCATION	STATUS
Thurs., January 8	6:00 p.m.	Bicycle Advisory Committee (BAC)	423 Main Street, Suisun City	Confirmed
Wed., January 14	6:00 p.m.	STA Board Meeting	423 Main Street, Suisun City	Confirmed
Thurs., January 15	1:00 p.m.	Paratransit Coordinating Council (PCC)	423 Main Street, Suisun City	Confirmed
Tues., January 27	1:30 p.m.	Solano County Intercity Transit Consortium	423 Main Street, Suisun City	Confirmed
Wed., January 28	1:30 p.m.	Technical Advisory Committee (TAC)	423 Main Street, Suisun City	Confirmed
Thurs., February 5	6:00 p.m.	Pedestrian Advisory Committee (PAC)	423 Main Street, Suisun City	Confirmed
Wed., February 11	6:00 p.m.	STA Board Meeting	423 Main Street, Suisun City	Confirmed
Wed., February 18	1:30 p.m.	Safe Routes to School Advisory (SR2S-AC)	423 Main Street, Suisun City	Confirmed
Tues., February 24	1:30 p.m.	Solano County Intercity Transit Consortium	423 Main Street, Suisun City	Confirmed
Wed., February 25	1:30 p.m.	Technical Advisory Committee (TAC)	423 Main Street, Suisun City	Confirmed
Thurs., March 5	6:00 p.m.	Bicycle Advisory Committee (BAC)	423 Main Street, Suisun City	Confirmed
Wed., March 11	6:00 p.m.	STA Board Meeting	423 Main Street, Suisun City	Confirmed
Thurs., March 19	1:00 p.m.	Paratransit Coordinating Council (PCC)	423 Main Street, Suisun City	Confirmed
Tues., March 24	1:30 p.m.	Solano County Intercity Transit Consortium	423 Main Street, Suisun City	Confirmed
Wed., March 25	1:30 p.m.	Technical Advisory Committee (TAC)	423 Main Street, Suisun City	Confirmed
Thurs., April 2	6:00 p.m.	Pedestrian Advisory Committee (PAC)	423 Main Street, Suisun City	Confirmed
Wed., April 8	6:00 p.m.	STA Board Meeting	423 Main Street, Suisun City	Confirmed
Tues., April 28	1:30 p.m.	Solano County Intercity Transit Consortium	423 Main Street, Suisun City	Confirmed
Wed., April 29	1:30 p.m.	Technical Advisory Committee (TAC)	423 Main Street, Suisun City	Confirmed
Thurs., May 7	6:00 p.m.	Bicycle Advisory Committee (BAC)	423 Main Street, Suisun City	Confirmed
Wed., May 13	6:00 p.m.	STA Board Meeting	423 Main Street, Suisun City	Confirmed
Wed., May 20	1:30 p.m.	Safe Routes to School Advisory (SR2S-AC)	423 Main Street, Suisun City	Confirmed
Thurs., May 21	1:00 p.m.	Paratransit Coordinating Council (PCC)	423 Main Street, Suisun City	Confirmed
Tues., May 26	1:30 p.m.	Solano County Intercity Transit Consortium	423 Main Street, Suisun City	Confirmed
Wed., May 27	1:30 p.m.	Technical Advisory Committee (TAC)	423 Main Street, Suisun City	Confirmed
Thurs., May 28	9:30 a.m.	Consolidated Transportation Services Agency (CTSA-AC)	423 Main Street, Suisun City	Confirmed
Thurs., June 4	6:00 p.m.	Pedestrian Advisory Committee (PAC)	423 Main Street, Suisun City	Tentative
Wed., June 10	6:00 p.m.	STA Board Meeting	423 Main Street, Suisun City	Confirmed
Tues., June 23	1:30 p.m.	Solano County Intercity Transit Consortium	423 Main Street, Suisun City	Confirmed
Wed., June 24	1:30 p.m.	Technical Advisory Committee (TAC)	423 Main Street, Suisun City	Confirmed
Thurs., July 2	6:00 p.m.	Bicycle Advisory Committee (BAC)	423 Main Street, Suisun City	Confirmed
Wed., July 8	6:00 p.m.	STA Board Meeting	423 Main Street, Suisun City	Confirmed
Thurs., July 16	1:00 p.m.	Paratransit Coordinating Council (PCC)	423 Main Street, Suisun City	Confirmed
(No Meeting) SUMMER RECESS		Solano County Intercity Transit Consortium	N/A	N/A
		Technical Advisory Committee (TAC)	N/A	N/A
Thurs., August 6	6:00 p.m.	Pedestrian Advisory Committee (PAC)	423 Main Street, Suisun City	Confirmed
(No Meeting) SUMMER RECESS		STA Board Meeting	N/A	N/A
Wed., August 19	1:30 p.m.	Safe Routes to School Advisory (SR2S-AC)	423 Main Street, Suisun City	Confirmed
Tues., August 25	1:30 p.m.	Solano County Intercity Transit Consortium	423 Main Street, Suisun City	Confirmed
Wed., August 26	1:30 p.m.	Technical Advisory Committee (TAC)	423 Main Street, Suisun City	Confirmed
Thurs., Sept. 3	6:00 p.m.	Bicycle Advisory Committee (BAC)	423 Main Street, Suisun City	Confirmed
Wed., Sept. 9	6:00 p.m.	STA Board Meeting	423 Main Street, Suisun City	Confirmed
Thurs., Sept. 17	1:00 p.m.	Paratransit Coordinating Council (PCC)	423 Main Street, Suisun City	Confirmed
Thurs., Sept. 24	9:30 a.m.	Consolidated Transportation Services Agency (CTSA-AC)	423 Main Street, Suisun City	Confirmed
Tues., Sept. 29	1:30 p.m.	Solano County Intercity Transit Consortium	423 Main Street, Suisun City	Confirmed
Wed., Sept. 30	1:30 p.m.	Technical Advisory Committee (TAC)	423 Main Street, Suisun City	Confirmed
Thurs., Oct. 1	6:00 p.m.	Pedestrian Advisory Committee (PAC)	423 Main Street, Suisun City	Confirmed
Wed., Oct. 14	6:00 p.m.	STA Board Meeting	423 Main Street, Suisun City	Confirmed
No meeting due to STA's Annual Awards in Nov. (No STA Board Meeting)		Solano County Intercity Transit Consortium	N/A	N/A
		Technical Advisory Committee (TAC)	N/A	N/A
Thurs., Nov. 5	6:00 p.m.	Bicycle Advisory Committee (BAC)	423 Main Street, Suisun City	Confirmed
Wed., Nov. 4	5:00 p.m.	STA's 29 <sup>th</sup> Annual Awards	Suisun City	TBD
Wed., Nov. 18	1:30 p.m.	Safe Routes to School Advisory (SR2S-AC)	423 Main Street, Suisun City	Confirmed
Thurs., Nov. 19	1:00 p.m.	Paratransit Coordinating Council (PCC)	423 Main Street, Suisun City	Confirmed
Tues., Nov. 24	1:30 p.m.	Solano County Intercity Transit Consortium	423 Main Street, Suisun City	Confirmed
Wed., Nov. 25	1:30 p.m.	Technical Advisory Committee (TAC)	423 Main Street, Suisun City	Confirmed
Thurs., Dec. 3	6:00 p.m.	Pedestrian Advisory Committee (PAC)	423 Main Street, Suisun City	Confirmed
Wed., Dec. 9	6:00 p.m.	STA Board Meeting	423 Main Street, Suisun City	Confirmed
Tues., Dec. 29	1:30 p.m.	Solano County Intercity Transit Consortium	423 Main Street, Suisun City	Confirmed
Wed., Dec. 30	1:30 p.m.	Technical Advisory Committee (TAC)	423 Main Street, Suisun City	Confirmed