



*Solano Transportation Authority*

*... working for you!*

**Intercity Transit Funding Working Group**  
**1:30 p.m., Tuesday, May 26, 2026**  
**STA Office – STA Office (3<sup>rd</sup> Floor – Twin Sisters CR)**  
**423 Main Street in Suisun City.**

**Zoom Link Info:**

<https://us02web.zoom.us/j/89137405685?pwd=Z3ZyUjFyVm5wVU8rZCtKRllnbXA3UT09>

**Webinar ID: 891 3740 5685**

**Passcode: 515662**

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## MEETING AGENDA

### ITEMS

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

**Recommendation:** Recommend to the Solano County Intercity Transit Consortium, STA TAC and Board on how to utilize the available 2,831 revenue service hours, which are valued at \$698,578, and modify the 1st Amendment to Solano Express Intercity Transit Funding and Cost Sharing Agreement for FY 2026-27 and the attachments accordingly.

### STAFF

Ron Grassi



DATE: May 22, 2026  
TO: **Intercity Transit Funding Working Group**  
FROM: Ron Grassi, Director of Programs  
RE: Revised First Amendment to Solano Express Intercity Transit Funding and Cost-Sharing Agreement for FY 2026-27

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**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 covers the cost of these routes, after accounting for 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 the parties decide otherwise, or a need arises to amend it. With the merger of Benicia and Vallejo's transit systems in 2011, Solano County Transit (SolTrans) has replaced those two cities as funding partners.

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

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 Intercity Transit Funding and Operating Agreement to the ITFWG again on May 22, 2024. On December 10, 2024, the STA Board reviewed and approved the Solano Transit 2030 Policy Committee's Final Recommendations to clarify

interagency communication and partner roles and responsibilities. The updated Solano Express Intercity Funding and Cost-Sharing Agreement aligns with the Solano Transit 2030 Policy Recommendations. On January 16, 2025, the SolTrans Board 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 25<sup>th</sup> Consortium meeting.

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 required before SolTrans can claim the FY 2025-26 Solano Express funding. 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 returned to the Solano County Intercity Transit Consortium for approval and reemphasized the agreement's importance to the program's funding, highlighting 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 27<sup>th</sup>.

The Solano County Intercity Transit Consortium unanimously approved the recommended action at its May 27, 2025, meeting. 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 FY 2025-26 Solano Express Intercity Funding and Cost-sharing Agreement (Attachment A). On June 12, 2025, the SolTrans Board voted unanimously to approve the Solano Express Intercity Funding and Cost-Sharing Agreement, which was signed on August 26, 2025. Over the next couple of months, the Cities of Dixon, Fairfield, Suisun City, and Vacaville executed the Solano Express Intercity Funding and Cost-Sharing Agreement. Solano County Board of Supervisors was the final approval required, and it approved the agreement on September 9, 2025.

**Discussion:**

This item was presented as an informational item to the Intercity Funding Working group on March 19, 2026, to the Intercity Transit Consortium on March 24, 2026, and to the STA Board on April 8, 2026. In preparation for the approval of the FY 2026-27 Solano Express Intercity Transit Funding and Cost-Sharing Agreement. The following information was agreed upon by the funding partners for the FY 2026-27 1<sup>st</sup> contract amendment to the Solano Express Intercity Transit Funding and Cost Sharing Agreement.

1. Cost Per Revenue Hour \$246.76
2. Service Hours by Route:
  - Red Line 24,555
  - Yellow Line 10,243
  - Blue Line 7,920
  - Green line 2,282
  - Total Service Hours 45,000
3. FY 2026-27 Solano Express Budget \$11.1 million
4. FY 2026-27 Funding Plan and 5 Year Financial Forecast

The FY 2026-27 Solano Express Intercity Funding and Cost Sharing Agreement was brought forward as an action item on April 23, 2026, to the Intercity Funding Working Group, which discussed the FY 2026-27 Solano Express Cost Per Revenue Hour of \$246.76, the Solano Express Budget of \$11.1 million, the Funding Plan, and the Agreement, and made recommendations for approval. At the ITFWG, SolTrans expressed a desire to discuss STA's role and Responsibilities as they relate to Solano Express in the next fiscal year.

On April 28<sup>th</sup> & 29<sup>th</sup>, 2026, the Solano County Intercity Transit Consortium and STA TAC discussed the Solano Express Cost per revenue hour, Budget, Funding Plan, and the Agreement. and took action to recommend approval by the STA Board. At the STA TAC, there was a discussion regarding SolTrans' s desire to revisit STA's Roles and Responsibilities regarding Solano Express. Two funding partners raised a concern that the STA Board is the only Board in which all funding partners are equally represented.

On May 13, 2026, the STA Board, by unanimous vote, approved the 1<sup>st</sup> amendment to the Solano Express Intercity Funding and Cost Sharing Agreement for FY 2026-27 (Attachment B).

On May 19, 2026, as part of the SolTrans Board Agenda, STA staff received Attachment C, a SolTrans staff report regarding the authorization to continue Solano Express Route 82 Service. The SolTrans staff report indicated that the Total Revenue Service Hours for the Solano Express Red,

Yellow, Blue, and Green lines were only 42,169. SolTrans Staff was requesting authority to add back route 82, with 2,424 revenue hours, to bring the total revenue hours to 44,593. The following is the revised breakdown of the STA Board-approved Solano Express Lines with Revenue Service Hours by route:

Red Line 21,757  
Yellow Line 7,758  
Blue Line 10,757  
Green line 1,897  
Total Service Hours 42,169      Revenue Hours Remaining 2,831 to complete 45,000

The 2,831 revenue service hours are valued at \$698,578. The following options are available:

1. Keep hours under budget and keep the cost savings in the Solano Express reserves for future years.
2. Cut the 82 as planned for August, and then potentially bring it back in January after discussing with all interested parties.
3. Cut the 82 as planned and use the hours to add more trips to another line in January or later.
4. Keep the 82 for now and decide in the future how we want/need to modify service/hours.

This agenda item was discussed at the SolTrans Board on May 21, 2026, and the SolTrans Board approved rescinding the Board action to discontinue Route 82 and authorizing staff to Continue Route 82 service as part of the Systemwide Redesign, effective August 2, 2026, subject to concurrence from the Solano County Intercity Transit Consortium and the STA TAC. The Intercity Transit Funding Working Group will meet on May 26, 2026, to discuss this item and make a recommendation to the Consortium. Solano Express Intercity Consortium will meet on May 26, 2026, and make a recommendation to the STA TAC and Board. The STA TAC will meet on May 27, 2026, and make a recommendation to the STA Board. The STA Board will meet on June 10, 2026, to make a final decision on the 2,831 available Revenue Hours.

**Fiscal Impact:**

The Solano Express's approved budget for FY 2026-27 is \$11.1 million, an increase of \$737,663 from FY 2025-26. The approved cost per revenue hour for FY 2026-27 is \$246.76, a 7.1% increase from FY 2025-26. The Revenue hours were programmed at 45,000. Funding is provided with Regional Measure 2 (\$2.1 million), Regional Measure 3 (\$3 million), State Transit Assistance funds (STAF) (\$1.9 million), and TDA contributions from partner agencies. The Funding Plan, including the variable elements of the cost-sharing agreement for FY 2026-27, is included as Attachment B. The Solano Express Draft Budget for FY 2026-27 is reflected as Attachment D, and the FY 2026-27 Solano Express 5 Year Financial Forecast is Attachment E.

**Recommendation:**

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

- i. Solano Express Cost Per Revenue Hour (\$246.76)
- ii. Solano Express Service Hours by Route
- iii. FY 2026-27 Solano Express Budget
- iv. FY 2026-27 Funding Plan and 5 Year Financial Forecast

**Attachments:**

- A. FY 2025-26 Solano Express Intercity Funding and Cost Sharing Agreement
- B. STA Board Approved 1<sup>st</sup> Amendment to the Solano Express Intercity Transit Funding and Cost Sharing Agreement for FY 2026-27
- C. SolTrans Systemwide Redesign Authorization to continue Route 82 Service SolTrans Systemwide Redesign Authorization to continue Route 82 Service May 21, 2026 Staff Report
- D. FY 2026-27 Solano Express Draft Budget
- E. FY 2026-27 Solano Express Funding Plan, and 5 Year Financial Forecast

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

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

**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**

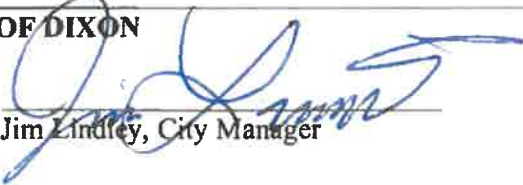
The Parties hereby covenant that they presently have no interest not disclosed, and shall not acquire any interest, direct or indirect, which would conflict in any manner or degree with the performance of its obligations hereunder, except for such conflicts that the Parties may consent to in writing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

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

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<p><b>CITY OF DIXON</b></p> <p>By: _____ Jim Lindley, City Manager</p>	<p>APPROVED AS TO FORM</p> <p>By: _____ City Attorney</p>
<p><b>CITY OF FAIRFIELD</b></p> <p>By:  _____ David Gassaway, City Manager</p>	<p>APPROVED AS TO FORM</p> <p>By:  _____ City Attorney</p>
<p><b>CITY OF SUISUN CITY</b></p> <p>By: _____ Bret Prebula, City Manager</p>	<p>APPROVED AS TO FORM</p> <p>By: _____ City Attorney</p>
<p><b>CITY OF VACAVILLE</b></p> <p>By: _____ Savita Chaudry, City Manager</p>	<p>APPROVED AS TO FORM</p> <p>By: _____ City Attorney</p>
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<p><b>SOLANO TRANSPORTATION AUTHORITY (STA)</b></p> <p>By: _____ Daryl K. Halls, Executive Director</p>	<p>APPROVED AS TO FORM</p> <p>By: _____ STA Legal Counsel</p>



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


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

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

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

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**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:

<b>Transit Operator</b>	<b>RT</b>	<b>Dixon</b>	<b>Fairfield</b>	<b>SolTrans</b>	<b>Suisun City</b>	<b>Vacaville</b>	<b>County</b>
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>FY 25-26 DRAFT</b>
<b>Solano Express Service</b>	
Revenue Service Hours	<b>45,000</b>
IFA Cost/Hr	<b>\$ 230.37</b>
<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	<b>\$ 3,150,131</b>
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 IITFWG, 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
	31 Day Passes		
Adult	\$70.00	\$114.00	1 Pass Swipe + Upcharge
SOM/Reduced	\$35.00	\$57.00	
Adult	\$5.50	\$10.00	
Youth	\$4.00	\$8.00	
SOM/Reduced	\$2.75	\$5.00	\$5.00

EFFECTIVE 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 Mondavi Center	Dixon Park & Ride	Vacaville Trans- portation Center	Fairfield Trans- portation Center	Suisun Valley & West- laco	Bericia Park & Ride	Walnut Creek BART	Walnut Creek BART	Bericia Park & Ride	Suisun Valley & Kaiser	Fairfield Trans- portation Center	Vacaville Trans- portation Center	Dixon Park & Ride	Mark Hill & Alumni
<b>MONDAY - FRIDAY / LUNES - VIERNES</b>													
		<b>3:54</b>	<b>4:14</b>		<b>4:32</b>	<b>4:50</b>	<b>5:35</b>	<b>5:53</b>	<b>6:07</b>	<b>6:22</b>	<b>6:37</b>	<b>6:49</b>	<b>7:06</b>
		<b>5:15</b>	<b>5:35</b>		<b>5:53</b>	<b>6:11</b>	<b>6:21</b>	<b>6:39</b>	<b>6:53</b>	<b>7:08</b>	<b>7:23</b>	<b>7:35</b>	<b>7:52</b>
							<b>6:51</b>	<b>7:09</b>	<b>7:23</b>	<b>7:38</b>	<b>7:53</b>	<b>8:05</b>	
	<b>5:49</b>	<b>6:05</b>	<b>6:25</b>	<b>6:34</b>	<b>6:52</b>	<b>7:18</b>							
		<b>7:05</b>	<b>7:25</b>	<b>7:35</b>	<b>7:53</b>	<b>8:11</b>	<b>8:51</b>	<b>9:09</b>	<b>9:23</b>	<b>9:38</b>	<b>9:53</b>	<b>10:05</b>	
<b>7:07</b>	<b>7:49</b>	<b>8:05</b>	<b>8:25</b>	<b>8:35</b>	<b>8:53</b>	<b>9:11</b>	<b>9:21</b>	<b>9:39</b>	<b>9:53</b>	<b>10:08</b>			
<b>7:52</b>	<b>8:49</b>	<b>9:05</b>	<b>9:25</b>	<b>9:35</b>	<b>9:53</b>	<b>10:11</b>	<b>10:21</b>	<b>10:39</b>	<b>10:53</b>	<b>11:08</b>	<b>11:23</b>		
							<b>11:10</b>	<b>11:28</b>	<b>11:42</b>	<b>11:57</b>			
			<b>10:25</b>	<b>10:35</b>	<b>10:53</b>	<b>11:11</b>							
		<b>11:23</b>	<b>11:43</b>				<b>1:10</b>	<b>1:28</b>	<b>1:42</b>	<b>1:57</b>			
							<b>2:00</b>	<b>2:18</b>	<b>2:32</b>	<b>2:47</b>	<b>3:02</b>	<b>3:14</b>	
			<b>2:14</b>	<b>2:24</b>	<b>2:42</b>	<b>3:00</b>	<b>3:10</b>	<b>3:28</b>	<b>3:42</b>	<b>3:57</b>	<b>4:12</b>	<b>4:24</b>	<b>4:41</b>
							<b>4:10</b>	<b>4:28</b>	<b>4:42</b>	<b>4:57</b>	<b>5:12</b>	<b>5:24</b>	<b>5:41</b>
	<b>3:38</b>	<b>3:54</b>	<b>4:14</b>	<b>4:23</b>	<b>4:41</b>	<b>5:05</b>	<b>5:10</b>	<b>5:28</b>	<b>5:42</b>	<b>5:57</b>	<b>6:12</b>	<b>6:24</b>	
			<b>5:14</b>	<b>5:24</b>	<b>5:42</b>	<b>6:00</b>	<b>6:10</b>	<b>6:28</b>	<b>6:42</b>	<b>6:57</b>	<b>7:12</b>	<b>7:24</b>	
<b>5:16</b>	<b>5:38</b>	<b>5:54</b>	<b>6:14</b>	<b>6:24</b>	<b>6:42</b>	<b>7:00</b>	<b>7:10</b>	<b>7:28</b>	<b>7:42</b>	<b>7:57</b>	<b>8:12</b>		
<b>5:56</b>	<b>6:18</b>	<b>6:34</b>	<b>6:54</b>	<b>7:04</b>	<b>7:22</b>	<b>7:40</b>							
<b>SATURDAY / SABADO</b>													
							<b>7:15</b>	<b>7:33</b>	<b>7:47</b>	<b>8:02</b>	<b>8:17</b>	<b>8:29</b>	
							<b>9:03</b>	<b>9:21</b>	<b>9:35</b>	<b>9:50</b>	<b>10:05</b>	<b>10:17</b>	
							<b>10:05</b>	<b>10:23</b>	<b>10:37</b>	<b>10:52</b>	<b>11:07</b>	<b>11:19</b>	
	<b>9:05</b>	<b>9:21</b>	<b>9:41</b>	<b>9:50</b>	<b>10:08</b>	<b>10:34</b>							
	<b>11:00</b>	<b>11:16</b>	<b>11:36</b>	<b>11:45</b>	<b>12:03</b>	<b>12:29</b>	<b>1:05</b>	<b>1:23</b>	<b>1:37</b>	<b>1:52</b>	<b>2:07</b>	<b>2:19</b>	
	<b>12:00</b>	<b>12:16</b>	<b>12:36</b>	<b>12:45</b>	<b>1:03</b>	<b>1:29</b>	<b>3:22</b>	<b>3:40</b>	<b>3:54</b>	<b>4:09</b>	<b>4:24</b>	<b>4:36</b>	
	<b>2:35</b>	<b>2:51</b>	<b>3:11</b>	<b>3:20</b>	<b>3:44</b>	<b>4:08</b>	<b>6:20</b>	<b>6:38</b>	<b>6:52</b>	<b>7:07</b>	<b>7:22</b>	<b>7:34</b>	
	<b>5:00</b>	<b>5:16</b>	<b>5:36</b>	<b>5:45</b>	<b>6:03</b>	<b>6:27</b>							

PM trips indicated in bold / Viajes PM indican en negrita



SolTrans.org  
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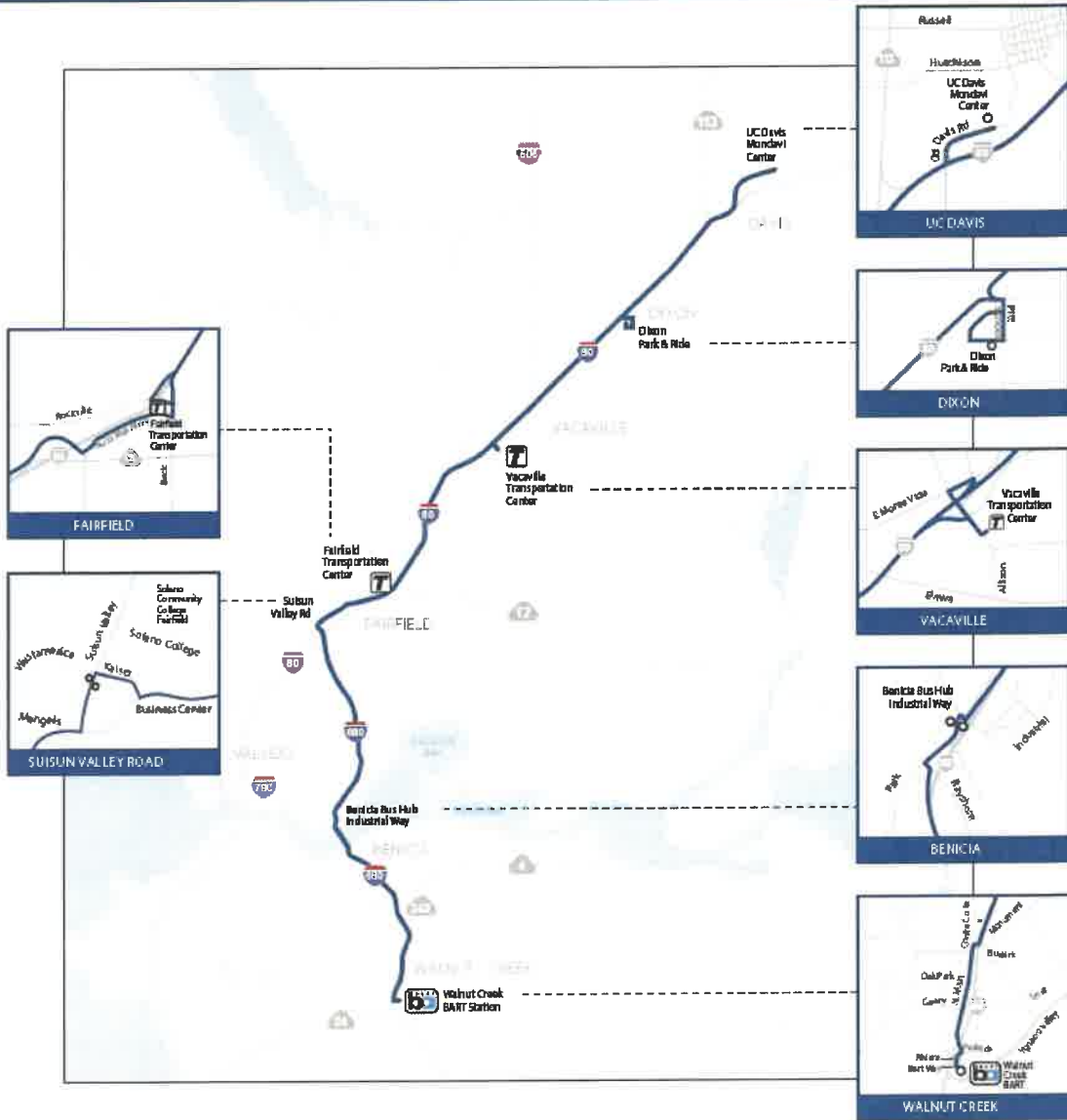


Token Transit

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 | सलूक भाव  
सपर्य | безплатна речовина помогу.

# B BLUE LINE

Davis - Walnut Creek



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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 | सलुक् म्हाय  
 सलुक् म्हाय | Бесплатная помощь переводом

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	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
<b>MONDAY - FRIDAY / LUNES - VIERNES</b>					
	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	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
<b>MONDAY - FRIDAY AFTERNOON / LUNES - VIERNES POR LA TARDE</b>					
<b>2:30</b>	<b>2:40</b>	<b>3:15</b>	<b>3:25</b>	<b>4:10</b>	<b>4:40</b>
<b>3:30</b>	<b>3:40</b>	<b>4:15</b>	<b>4:25</b>	<b>5:10</b>	<b>5:40</b>
<b>4:05</b>	<b>4:15</b>	<b>4:50</b>	<b>5:05</b>	<b>5:50</b>	<b>6:20</b>
<b>4:20</b>	<b>4:40</b>	<b>5:15</b>	<b>5:38</b>	<b>6:23</b>	<b>6:43</b>
<b>5:20</b>	<b>5:40</b>	<b>6:15</b>	<b>6:38</b>	<b>7:23</b>	
<b>6:10</b>	<b>6:20</b>	<b>6:55</b>	<b>7:05</b>	<b>7:50</b>	
<b>6:33</b>	<b>6:43</b>	<b>7:18</b>	<b>7:28</b>	<b>8:13</b>	

PM trips indicated in bold / Viajes PM indican en negrita



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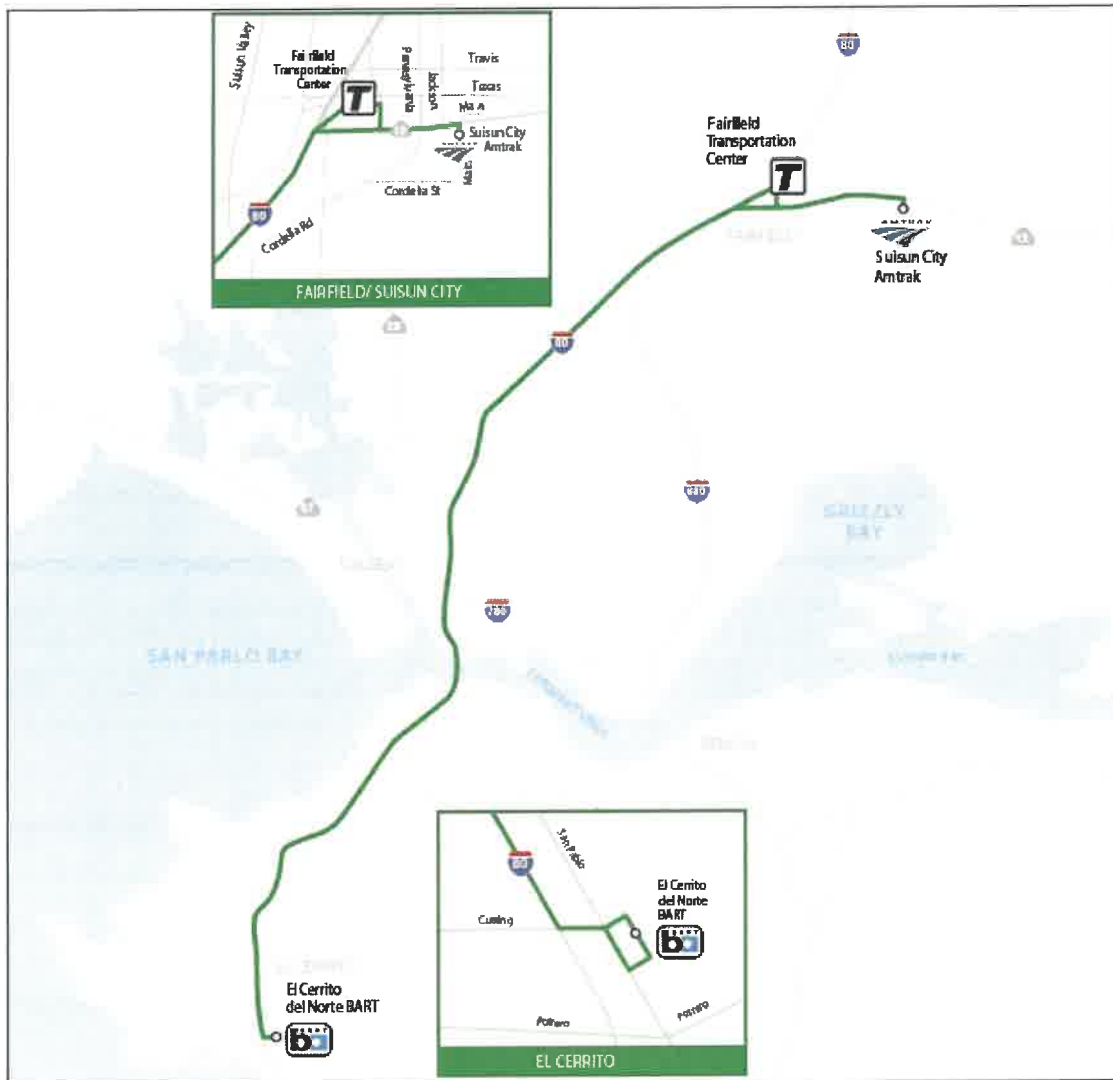
Free language assistance | Asistencia gratis en su idioma | Libreng tulung para sa wika | 免費語言幫助 | Hỗ trợ giúp thông dịch miễn phí | 무료 언어 지원 | ସମୂହ ସାହାଯ୍ୟ  
समूह साहाय्य | Бесплатная языковая помощь

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



# GREEN LINE

Fairfield - El Cerrito



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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
<b>MONDAY - FRIDAY / LUNES - VIERNES</b>											
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
<b>SATURDAY / SABADO</b>											
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	-	-	-	-	-	-
<b>SUNDAY / DOMINGO</b>											
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



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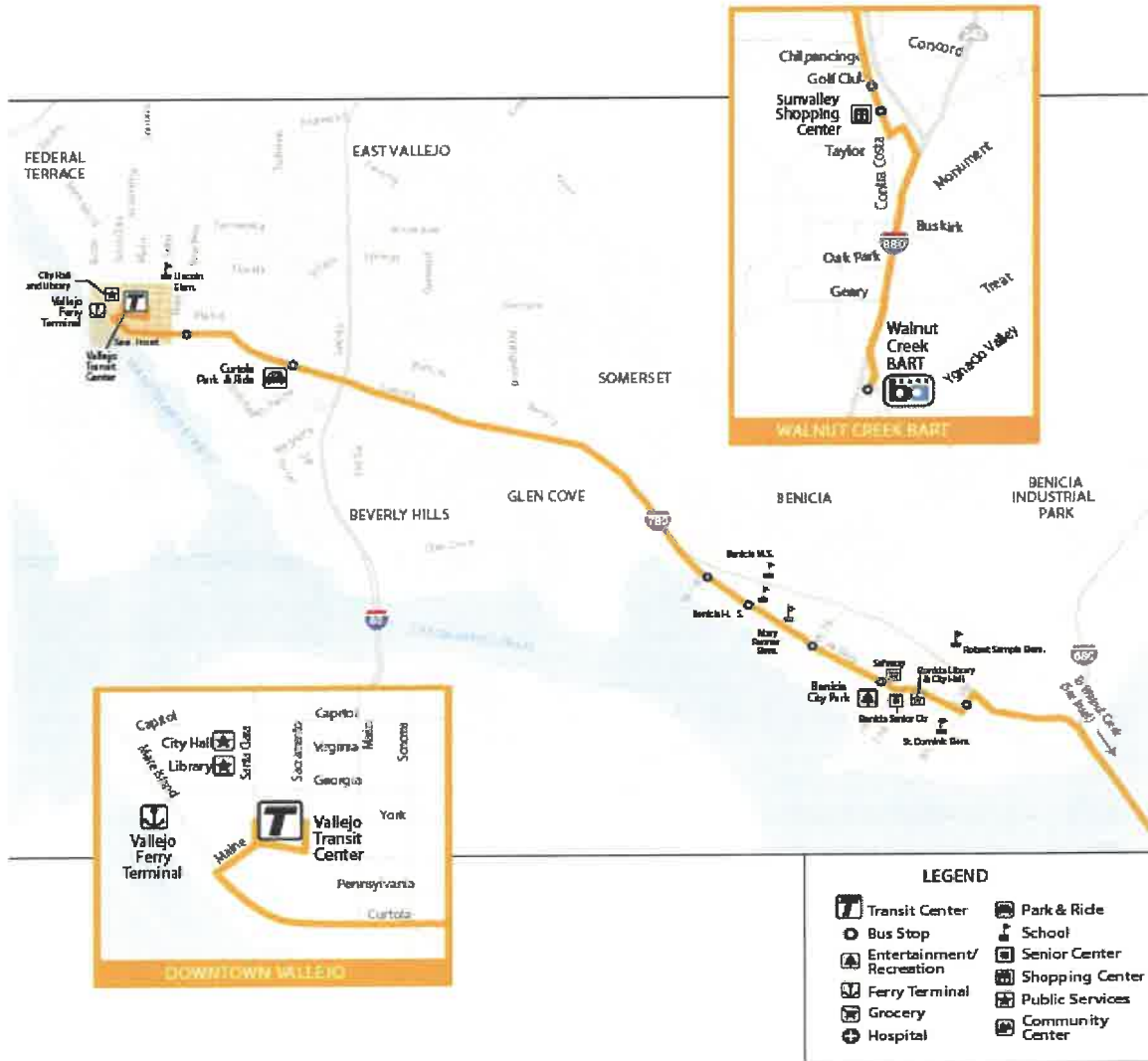


Free language assistance / Asistencia gratis en su idioma | Libreng tulong para sa wika | 免費語言幫助 | Hỗ trợ giúp thông dịch miễn phí | 무료 언어 지원 | सहायक भाषा समर्थन | Бесплатная языковая помощь

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

# Y YELLOW LINE

Vallejo - Benicia - Walnut Creek



SolTrans.org  
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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 | ସମୃଦ୍ଧ | бесплатная языковая помощь

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

# 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 Station-Fairfield Insk	Fairfield Transportation Center	Suisun Valley & Westcott	Hwy 37 WB & Fairgrounds	Sonoma & Serrano	Vallejo Transit Center	Curtilo Park & Ride	El Cerrito Old North BART	El Cerrito Old North BART	Curtilo Park & Ride	Vallejo Transit Center	Sonoma & Serrano	Hwy 37 EB & Fairgrounds	Suisun Valley & Kaler	Fairfield Transportation Center	Spring & Suisun-Fairfield Insk

**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	<b>12:00</b>	<b>12:04</b>	<b>12:18</b>	<b>12:26</b>	<b>12:36</b>
10:57	11:07	11:15	11:28	11:33	11:53	11:59	12:18	<b>12:28</b>	<b>12:46</b>	<b>12:50</b>					
										1:00	1:05	1:10	1:24	1:32	1:42
11:57	<b>12:07</b>	<b>12:15</b>	<b>12:28</b>	<b>12:33</b>	<b>12:53</b>	<b>12:59</b>	1:18	1:28	1:46	1:50					
										2:00	2:05	2:10	2:24	2:32	2:42
<b>12:57</b>	<b>1:07</b>	<b>1:15</b>	<b>1:28</b>	<b>1:33</b>	<b>1:53</b>	<b>1:59</b>	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.  
 \*\* Stops at Serrano Transit Center 7 minutes after the stop.

PM trips indicated in bold / Viajes PM indican en negrita

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 Link	Fairfield Transportation Center	Suisun Valley & Westlake	Hwy 37 WB & Fairgrounds	Sacramento & Serrano	Vallejo Transit Center	Curcio Park & Ride	El Cerrito del Norte BART	El Cerrito del Norte BART	Curcio Park & Ride	Vallejo Transit Center	Sacramento & Serrano	Hwy 37 EB & Fairgrounds	Suisun Valley & Kaiser	Fairfield Transportation Center	Spring & Suisun-Fairfield Link
<b>SATURDAY / SABADO</b>															
					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										
<b>SUNDAY / DOMINGO</b>															
					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



transit



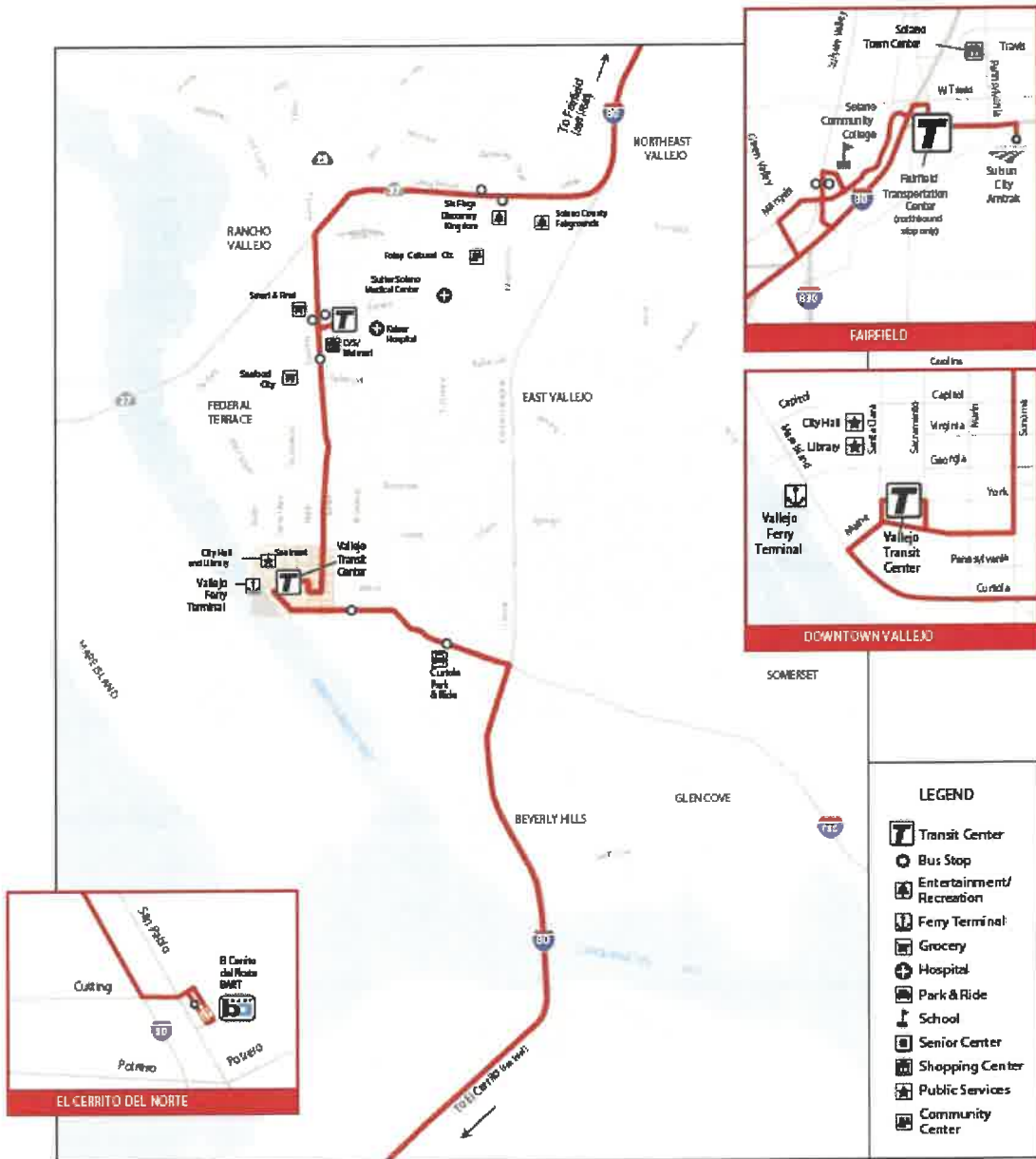
Token Transit

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 | सलुक् भाषा सहायता | 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 tulung para sa wika | 免費語言幫助 | Hỗ trợ giúp thông dịch miễn phí | 무료 언어 지원 | ସ୍ୱଳ୍ପ ଭାଷା ସମ୍ପର୍କ | 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	Valejo		San Francisco	San Francisco	Valejo		Fairfield
Fairfield Transportation Center	Valejo Transit Center	Curtola Park & Ride	San Francisco Ferry Building	San Francisco Ferry Building	Curtola Park & Ride	Valejo Transit Center	Fairfield Transportation Center
<b>MONDAY - FRIDAY / LUNES - VIERNES</b>							
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	-
-	<b>5:24</b>	<b>5:30</b>	<b>6:15</b>	<b>6:30</b>	<b>7:15</b>	<b>7:19</b>	<b>7:49</b>
-	<b>9:30</b>	<b>9:36</b>	<b>10:21</b>	<b>10:40</b>	<b>11:25</b>	<b>11:29</b>	-

PM trips indicated in bold / Viajes PM indican en negrita



SolTrans.org  
707-648-4666



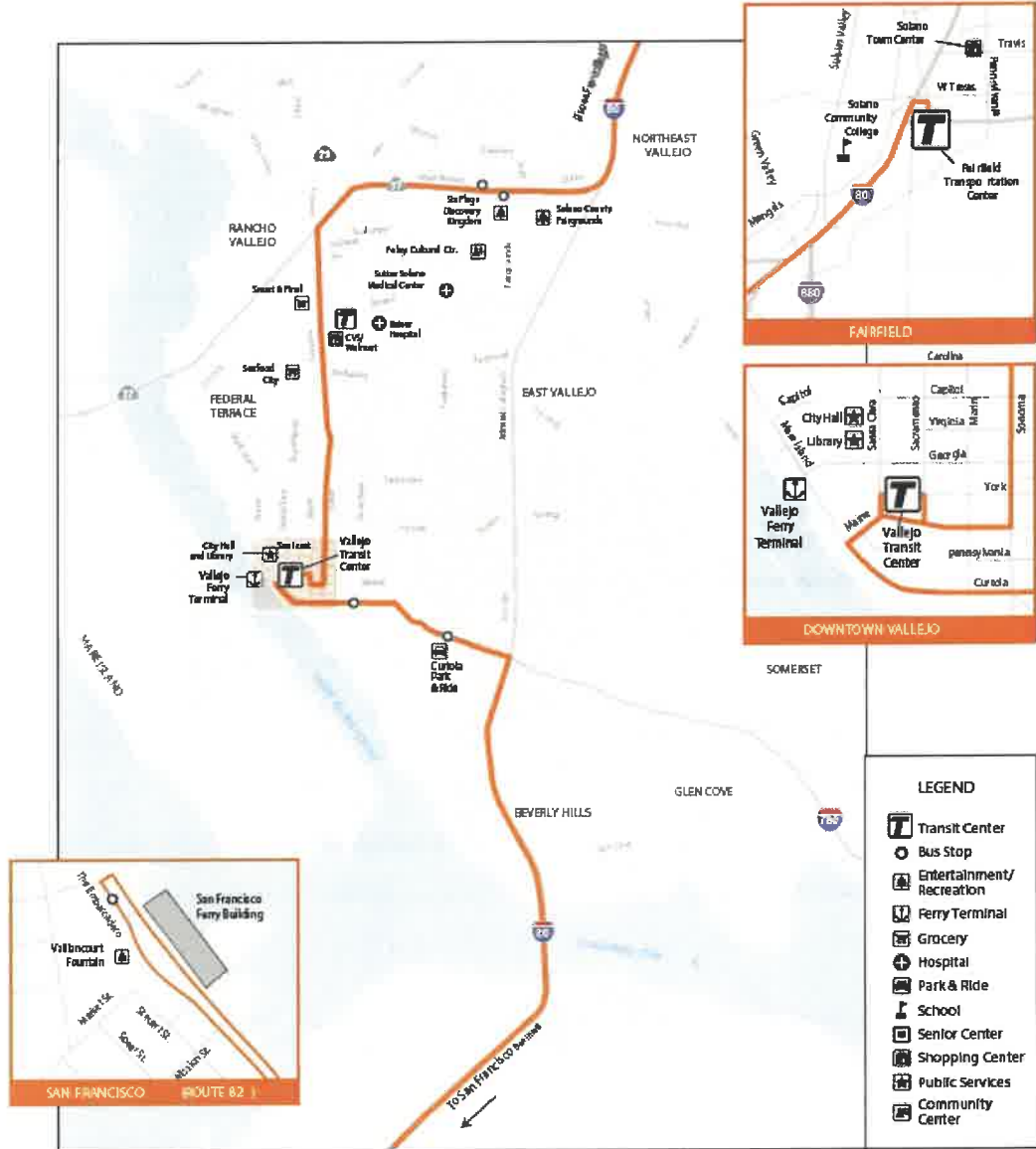
Free language assistance | Asistencia gratis en su idioma | Libreng tulong para sa wika | 免費語言幫助 | Hỗ trợ giúp thông dịch miễn phí | 무료 언어 지원 | ସମ୍ମୁକ୍ତ ସହାୟତା | Бесплатная языковая помощь

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

# 82

## ROUTE 82

Fairfield - San Francisco



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 | யலுக் க்கு க்கு  
 સમર્થન | Germanar reawaban nomouy.

**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%

**FIRST AMENDMENT TO  
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 First Amendment (“**First Amendment**”) is made and entered into on July 1, 2026 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.

**1. RECITALS**

A. The parties entered into an intercity transit funding and cost sharing agreement dated July 1, 2025 (the “**Agreement**”) to establish certain goals and principles for Intercity Transit activities for Solano Express (SE) in Solano County;

B. The parties desire to amend the Contract to extend the term and amend the performance benchmarks for SE.

C. The parties agree to amend the Agreement as set forth below.

**2. AGREEMENT**

A. Term

The Agreement is extended through June 30, 2027.

B. Attachment A of the Agreement is amended, in part, as follows:  
Cost Per Revenue Hour: \$246.76

- C. Exhibit B of the Agreement is amended, in part, as follows:  
 Service Hours by Route are estimates as:  
 Red Line 24,555  
 Yellow Line 10,243  
 Blue Line 7,920  
 Green line 2,282  
 Total Service Hours 45,000

**3. EFFECTIVENESS OF CONTRACT**

Except as set forth in this First Amendment, all other terms and conditions specified in the Agreement remain in full force and effect.

<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 Chaudhary, City Manager	APPROVED AS TO FORM  By: _____ City Attorney
<b>COUNTY OF SOLANO</b>  By: _____ Ian Goldberg, 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



**Solano County Transit**

**TO:** BOARD OF DIRECTORS  
**PRESENTER:** MANDI RENSHAW, PLANNING AND MARKETING MANAGER  
**SUBJECT:** SYSTEMWIDE REDESIGN: AUTHORIZATION TO CONTINUE ROUTE 82 SERVICE  
**ACTION:** MOTION

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**ISSUE:**

The Board is being asked to rescind its prior action to discontinue Route 82 and authorize staff to continue operation of the Route 82 pilot service as part of the Systemwide Redesign, effective August 2, 2026.

**BACKGROUND:**

The Route 82 pilot service was initially implemented to provide a direct commute connection between Fairfield and downtown San Francisco via the Vallejo Transit Center. The route currently operates four weekday roundtrips focused on peak commute and late-night travel periods that are not competing with Vallejo Ferry service. During the development of the COA Proposed Network, Route 82 was recommended for discontinuation in order to reinvest service hours into Route 60 (Red Line) and to increase frequency and to maintain high ridership trips on Route 90 (Green Line) as opposed to discontinuing the line.

Since adoption of the COA concepts in September 2025, staff have completed a more detailed phase of schedule development for the redesigned network. Through this process, which includes the incorporation of actual layover time, operator breaks, recovery time, union requirements, and operational scheduled revenue hours, staff identified that the proposed Solano Express redesign is currently projected at approximately 42,100 annual revenue hours: 2,900 hours below the adopted 45,000-hour Solano Express budget. This creates an opportunity to reinstate the approximately 2,400 annual revenue hours associated with Route 82 while remaining within the approved budget.

<b>Route</b>	<b>40 (Blue)</b>	<b>60 (Red)</b>	<b>70 (Yellow)</b>	<b>90 (Green)</b>	<b>82</b>	<b>Annual Totals</b>
<b>Current Scheduled Hours</b>	10,190	19,176	7,209	6,100	2,325	45,000
<b>Early Estimation Before Blocking</b>	7,920*	24,555	10,243*	2,282	N/A	45,000
<b>New Scheduled Hours</b>	10,757	21,757	7,758	1,897	2,424	44,500

*Note: \* Due to the interlining at Concord BART, early planning estimations for Routes 40 and 70 (Blue and Yellow) combined the routes into one singular line from Vallejo to Dixon through Concord.*

*Hours were divided based on one line before blocking, requiring more Route 70 service to adjust for the hourly all-day service on Route 40. Through the blocking process service hours were adjusted to reflect the actual concept of hourly service all day for both routes.*

Route 82 currently operates just over 2,300 annual revenue hours and is being scheduled at just over 2,400 hours beginning in August to account for an increase in traffic. While these hours are meaningful for maintaining the Route 82 pilot service, they are not sufficient on their own to create an additional route or significantly expand service on other Solano Express corridors. Staff also evaluated whether the remaining available hours could support expanded service to Davis; however, the proposed hourly Davis service scenario analyzed during the COA process would have required approximately 5,100 additional annual revenue hours to provide a reliable and useful level of service. Ultimately, the Solano Transportation Authority elected not to move forward with the SolTrans proposal for hourly Davis service and instead pursued a vanpool program connection. This decision left the remaining available service hours open for reinvestment elsewhere in the Solano Express network. Staff believe reinstating Route 82 is the best and most productive use of those available hours, particularly given the route's continually growing ridership, unique market connection, and productivity. Route 82 averaged 12.7 riders per revenue hour in the previous quarter, surpassing the STA Board-approved metric of 12 riders per hour. This is significantly stronger than the existing Davis service model, which is 8.4 riders on the whole Blue Line.

Given that the proposed discontinuation of Route 82 generated significant public concern and has consistently been one of the most discussed Solano Express changes throughout the COA process, staff believe reinstating the service is appropriate and responsive to community feedback. Additionally, Route 82 ridership increased approximately 27% this quarter and has continued to show quarter-over-quarter growth trends. This route significantly reduces the commute time for Solano County residents providing a one-seat ride to San Francisco from Fairfield and Vallejo. Riders often take BART back to the East Bay to then catch the Route 60 (Red line) or 40 (Blue line).

Route 82 would continue operating under its current fare structure upon reinstatement, if approved. Staff discussions are already underway with Solano Express funding partners regarding potential future fare adjustments across the Solano Express system, and a Route 82 fare increase will be evaluated as part of those broader conversations. Preliminary conversations with riders suggest that riders are willing to pay a premium for this route and increased fares could bring farebox recovery on this route up substantially. While there is still a fiscal cliff several years out, keeping this productive, and potentially cost effective, route in place is prudent. Route 82 is also a pilot route giving us greater flexibility to make changes in the future if warranted.

### **FISCAL IMPACT:**

There is no additional fiscal impact associated with this action beyond the previously adopted Solano Express operating budget. Current schedule estimates indicate Route 82 can be reinstated while remaining within the approved 45,000 annual Solano Express revenue hour allocation. Additionally, investing available service hours into productive, growing routes such as Route 82 supports SolTrans' long-term financial sustainability. Ridership performance directly impacts the amount of RM3 and other performance-based funding the agency receives; therefore, increasing ridership on productive services helps strengthen SolTrans' eligibility for future funding allocations. Strategically reinvesting resources into routes with strong productivity not only helps extend the agency's fiscal stability amid the approaching fiscal cliff, but also creates greater potential to generate future revenue that can be reinvested into additional service improvements throughout the system.

### **PERFORMANCE GOAL:**

**GOAL 1: Service** – Deliver on-time safe transit services which meet the needs of Solano County communities. **OBJECTIVE B: Comprehensive Operational Analysis (COA) – strategy i:** Complete a comprehensive evaluation of the existing fixed-route (local and express) services to determine strengths, weaknesses, and opportunities for improvements as it relates to the goals of the Agency and the Short-Range Transit Plan; **strategy ii:** Increase ridership by analyzing and identifying gaps

and opportunities within the overall existing travel market and evaluate individual local and express fixed routes and how they function together.

**RECOMMENDATION:**

Rescind the prior Board action to discontinue Route 82 and authorize staff to continue Route 82 service as part of the Systemwide Redesign, effective August 2, 2026.

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SolanoExpress Costs July - December 2025	Revenue		Hours		FY 25-26 Budget		FY 26-27 Budget	
July - December 2025				22,509		45,000		45,000
<b>Budget \$230.37/hr</b>	<b>% of SolTrans Fixed Route</b>			<b>51%</b>				
<i>Contracted Rate with Transdev</i>	<b>update amounts in blue</b>				\$ 85.55		\$ 89.02	
<b>Direct Costs:</b>			<b>Cost per hr</b>		<b>Cost per hr</b>		<b>Cost per hr</b>	
Vehicle Revenue Hours (drivers)	\$ 1,784,491	\$ 79.28		\$ 3,849,759	\$ 85.55	\$ 4,005,909	\$ 89.02	
Vehicle Maintenance - Manager, Asst. Manager, Mechanics, Utility workers	\$ 612,265	\$ 27.20		\$ 1,164,305	\$ 25.87	\$ 1,237,206	\$ 27.49	
Vehicle Maintenance - parts	\$ 294,532	\$ 13.09		\$ 335,000	\$ 7.44	\$ 460,000	\$ 10.22	
Vehicle Maintenance - tires	\$ 79,296	\$ 3.52		\$ 80,000	\$ 1.78	\$ 126,000	\$ 2.80	
Vehicle Maintenance - Lubricants and Fluids	\$ 25,643	\$ 1.14		\$ 120,000	\$ 2.67	\$ 48,750	\$ 1.08	
Contracted administration costs <i>- Transdev Mgmt (non-maint.), road Supes, dispatch, customer service, vehicle insurance, other contract overhead</i>	\$ 799,579	\$ 35.52		\$ 1,459,996	\$ 32.44	\$ 1,511,217	\$ 33.58	
<b>Subtotal - Contracted Transit Costs</b>	<b>\$ 3,595,806</b>	<b>\$ 159.75</b>		<b>\$ 7,009,060</b>	<b>\$ 155.76</b>	<b>\$ 7,389,082</b>	<b>\$ 164.20</b>	
<b>Fuel</b>	<b>\$ 508,016</b>	<b>\$ 22.57</b>		<b>\$ 1,119,000</b>	<b>\$ 24.87</b>	<b>\$ 1,373,741</b>	<b>\$ 30.53</b>	
<b>Other Direct Expenses</b>								
CNG Fueling facility maintenance (100%)	\$ 48,540	\$ 2.16		\$ 94,332		\$ 101,449		
Direct Vehicle Repairs	\$ 36,967	\$ 1.64		\$ 125,000		\$ 100,000		
Other Direct Expenses	\$ 88,664	\$ 3.94		\$ 30,047		\$ 53,260		
<b>Subtotal - Other Direct Expenses</b>	<b>\$ 174,171</b>	<b>\$ 7.74</b>		<b>\$ 249,379</b>	<b>\$ 5.54</b>	<b>\$ 254,709</b>	<b>\$ 5.66</b>	
<b>Total Direct SE Expenses</b>	<b>\$ 4,277,993</b>	<b>\$ 190.06</b>		<b>\$ 8,377,439</b>	<b>\$ 186.17</b>	<b>\$ 9,017,532</b>	<b>\$ 200.39</b>	
<b>Transit Centers/Bus Stop Expenses</b>								
Curtola Park n Ride Expenses (100%)	\$ 97,244	\$ 4.32						
Vallejo Transit Center	\$ 89,312	\$ 3.97						
1872 Broadway Land Exp	\$ 60	\$ 0.00						
Sereno Transit Center Maintenance	\$ 5,808	\$ 0.26						
Bus Stop Maintenance (pooled)	\$ 60,526	\$ 2.69						
<b>Total Transit Center/Bus Stop Facilities</b>	<b>\$ 252,951</b>	<b>\$ 11.24</b>		<b>\$ 469,130</b>	<b>\$ 10.43</b>	<b>\$ 470,520</b>	<b>\$ 10.46</b>	
<b>Indirect Costs (allocated based on hours)</b>								
Administrative Salaries	\$ 572,676	\$ 25.44		\$ 1,161,000	\$ 25.80	\$ 1,215,000	\$ 27.00	
Software Subscriptions/IT services	\$ 125,181	\$ 5.56		\$ 150,500	\$ 3.34	\$ 194,461	\$ 4.32	
General Liab. Insurance	\$ 55,742	\$ 2.48		\$ 109,650	\$ 2.44	\$ 113,625	\$ 2.53	
Professional Services	\$ 99,065	\$ 4.40		\$ 288,100	\$ 6.40	\$ 208,440	\$ 4.63	
Admin Building Maintenance Costs	\$ 35,608	\$ 1.58		\$ 117,283	\$ 2.61	\$ 84,150	\$ 1.87	
O&M Maintenance & Utilities	\$ 129,112	\$ 5.74		\$ 95,460	\$ 2.12	\$ 255,150	\$ 5.67	
Other Indirect Overhead expenses <i>Marketing, supplies, bank fees, armored car, etc</i>	\$ 138,510	\$ 6.15		\$ 217,150	\$ 4.83	\$ 215,955	\$ 4.80	
<b>Subtotal - Indirect Expenses</b>	<b>\$ 1,155,895</b>	<b>\$ 51.35</b>		<b>\$ 2,139,143</b>	<b>\$ 47.54</b>	<b>\$ 2,286,781</b>	<b>\$ 50.82</b>	
<b>Total Operating Expenses</b>	<b>\$ 5,686,839</b>	<b>\$ 252.65</b>		<b>\$ 10,985,712</b>	<b>\$ 244.13</b>	<b>\$ 11,774,833</b>	<b>\$ 261.66</b>	
Transit Centers/Bus Stop Facilities/Security	\$ (252,951)	\$ (11.24)		\$ (469,130)	\$ (10.43)	\$ (470,520)	\$ (10.46)	
Fuel Contingency				\$ (150,000)	\$ (3.33)	\$ (200,000)	\$ (4.44)	
<b>SE Cost without Transit Centers and Contingencies</b>	<b>\$ 5,433,888</b>	<b>\$ 241.41</b>		<b>\$ 10,366,582</b>	<b>\$ 230.37</b>	<b>\$ 11,104,313</b>	<b>\$ 246.76</b>	

**Scenario 2: 45,000 Hours @ April Budget Hourly Rates**

Solano Express Service	FY 22-23 Actual	FY 23-24 Actual	FY 24-25 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	45,000	45,000	45,000	45,000	45,000
Cost/Hr (SolTrans est FY26-27 forward)	\$ 207.80	\$ 204.96	\$ 216.83	\$ 230.37	\$ 246.76	\$ 255.40	\$ 264.34	\$ 273.59	\$ 283.16
<b>Total Estimated Cost</b>	<b>\$ 9,974,831</b>	<b>\$ 9,128,532</b>	<b>\$ 9,729,596</b>	<b>\$ 10,366,650</b>	<b>\$ 11,104,200</b>	<b>\$ 11,492,847</b>	<b>\$ 11,895,097</b>	<b>\$ 12,311,425</b>	<b>\$ 12,742,325</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	\$ 3,041,920	\$ 3,041,920	\$ 3,041,920	\$ 3,041,920	\$ 3,041,920
STAF	\$ 388,145		\$ 2,722	\$ 3,150,131	\$ 1,409,232	\$ 2,217,758	\$ 2,536,131	\$ 2,670,000	\$ 2,670,000
STAF Carryover				\$ 145,889	\$ 502,005				
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>\$ 11,104,200</b>	<b>\$ 11,492,847</b>	<b>\$ 11,895,097</b>	<b>\$ 12,114,633</b>	<b>\$ 12,202,130</b>
<b>Balance</b>	<b>\$0</b>	<b>\$267,044</b>	<b>\$380,850</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>(\$196,792)</b>	<b>(\$540,195)</b>

<b>Cut in Service to Balance Revenues</b>				0	0	0	0	(719)	(1,908)
<b>Revised Service Hours</b>				45,000	45,000	45,000	45,000	44,281	43,092
<b>Percent Cut in Service</b>				0%	0%	0%	0%	-2%	-4%

Annual Rate of Change	FY 23-24	FY 24-25	FY 25-26	FY 26-27	FY 27-28	FY 28-29	FY 29-30	FY 30-31
Cost per Hour	1.1%	5.8%	6.2%	7.1%	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%	-55.3%	57.4%	14.4%	5.3%	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	\$ 3,599,973	\$ 1,382,214	\$ -		
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