



**SOLANO COUNTY INTERCITY TRANSIT CONSORTIUM**

**1:30 p.m., Tuesday, August 26, 2025**

**STA Office – 3<sup>rd</sup> Floor – Twin Sisters Conference Room**

**423 Main Street, Suisun City**

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

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

**Zoom Info:**

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

**Webinar ID: 891 3740 5685**

**Passcode: 515662**

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**MEETING AGENDA**

**ITEM**

**STAFF PERSON**

**1. CALL TO ORDER**

Louren Kotow, Chair,  
Dixon Redit-Ride

**2. APPROVAL OF AGENDA**

**3. OPPORTUNITY FOR PUBLIC COMMENT**

(1:30 – 1:35 p.m.)

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

(1:35 – 1:45 p.m.)

- ✓ Connected Mobility Plan Update
- ✓ Comprehensive Transportation Plan (CTP) Transit Element Update
- ✓ Solano Transportation Resiliency Plan – Public Outreach Plan and Survey
- ✓ STA's 28<sup>th</sup> Annual Awards Call for Nominations

Ron Kilcoyne, TMD  
Kathrina Gregana  
Kathrina Gregana

Amy Antunano

**5. CONSENT CALENDAR**

(1:45 – 1:50 p.m.)

Recommendation:

Approve the following consent items in one motion.

**A. Minutes of the Consortium Meeting of June 24, 2025**

Johanna Masiclat

Recommendation:

Approve the Minutes of the Consortium Meeting of June 24, 2025

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**2025 CONSORTIUM MEMBERS**

<u>Louren Kotow</u>	<u>Garland Wong</u>	<u>Greg Malcolm</u>	<u>Beth Kranda</u>	<u>Nouae Vue</u>	<u>Lori DaMassa</u>	<u>Gwendolyn Gill</u>	<u>Debbie McQuilkin</u>
Dixon Redit-Ride (Chair)	Fairfield (FAST)	Rio Vista Delta Breeze	SolTrans (Vice-Chair)	Suisun City	Vacaville City Coach	County of Solano	Solano Mobility
							<u>Robert Guerrero</u> STA

## 6. ACTION NON-FINANCIAL

A. None.

## 7. ACTION FINANCIAL

- A. **Fiscal Year (FY) 2025-26 Transportation Development Act (TDA) Matrix – September 2025, which includes TDA Claim for the City of Vacaville** Ron Grassi  
Recommendation:  
Forward a recommendation to the STA TAC and Board to approve the September 2025 TDA Matrix for FY 2025-26, which includes the TDA claim for the City of Vacaville as shown in Attachment B.  
(1:50 – 1:55 p.m.)  
**Pg. 9**

## 8. INFORMATIONAL – DISCUSSION

- A. **Solano Mobility Programs Annual Report for FY 2024-25 Older Adults and People with Disabilities, and Veterans Programs** Debbie McQuilkin  
(1:55 – 2:00 p.m.)  
**Pg. 15**
- B. **Solano Mobility Programs 3<sup>rd</sup> Quarter Report for Fiscal Year (FY) 2024-25 Employer/Commuter Programs** Lorene Garrett  
(2:00 – 2:05 p.m.)  
**Pg. 29**
- C. **Rio Vista & Suisun City Microtransit Year-end Report for FY 2024-25** Brandon Thomson  
(2:05 – 2:10 p.m.)  
**Pg. 51**
- D. **Napa Valley Transportation Authority (NVRTA)’s Vine 21 Year-end Report** Brandon Thomson  
(2:10 – 2:15 p.m.)  
**Pg. 53**
- E. **Update on Solano Express Guaranteed Ride (GR) Program** Lorene Garrett  
(2:15 – 2:20 p.m.)  
**Pg. 55**
- F. **Solano Express Intercity Transit Funding and Cost-Sharing Agreement** Ron Grassi  
(2:20 – 2:25 p.m.)  
**Pg. 63**
- G. **Solano Express 4th Quarter Report for Fiscal Year (FY) 2024-25 and 4<sup>th</sup> Quarter System Performance Report** Kristina Botsford  
(2:25 – 2:30 p.m.)  
**Pg. 103**
- H. **SolTrans Comprehensive Operations Analysis (COA) Revised Concepts** Robert Guerrero, STA  
(2:30 – 2:35 p.m.) Mandi Renshaw,  
**Pg. 125** SolTrans

## **NO DISCUSSION**

- |  |                  |
|--|------------------|
| <b>I. Comprehensive Transportation Plan (CTP) Transit Element Goals and Objectives<br/>Pg. 149</b> | Kathrina Gregana |
| <b>J. Solano Transportation Resiliency Plan – Public Outreach Plan and Survey<br/>Pg. 163</b>      | Kathrina Gregana |
| <b>K. Legislative Update<br/>Pg. 173</b>   | Sean Person      |
| <b>L. Summary of Funding Opportunities<br/>Pg. 175</b>   | Jasper Alve      |

## **9 FUTURE AGENDA TOPICS**

Group

### **September 2025**

1. MTC Presentation: Clipper Update
2. TDA Claims FY 2025-26 (Dixon, Fairfield and Rio Vista)
3. Solano Express Budget Development of a 5 Year Plan
4. SolTrans COA Update/Review of Solano Express Service Changes
5. Solano Mobility Program – Call Center 4th Quarter Report for FY 2024-25
6. Solano Mobility Program -Employer/Commuter 4th Quarter Report for FY 2024-25
7. Solano Rail Hub Studies Update
8. Capitol Corridor Ridership Update
9. SF Bay Ferry Ridership Update

### **November 2025**

1. MTC Presentation: Mapping Wayfinding Update
2. Dixon CBTP Recommendations
3. Solano Mobility Program – Call Center 1st Quarter Report for 2025-26
4. Solano Express 1st Quarter Report for FY 2025-26
5. Solano Express Capital Plan Update
6. Development of Funding Agreement for Solano Express for FY 2026-27
7. Connected Mobility Plan / Solano Express Coordination Update
8. CTP Transit Element Update

### **December 2025**

1. Solano Mobility Program - People with Disabilities, and Older Adults and Veterans 1st Quarter Report for 2025-26
2. Solano Mobility Program -Employer/Commuter 1st Quarter Report for 2025-26

## **10. TRANSIT CONSORTIUM MEMBER UPDATES**

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

## 11. ADJOURNMENT

The next regular meeting of the Solano County Intercity Transit Consortium is scheduled for **1:30 p.m., Tuesday, September 23, 2025** at STA Office, 423 Main Street, Suisun City.

### **Meeting Schedule For the Calendar Year 2025**

**~ No Meeting in October ~**

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

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

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

Para la traducción de documentos:

對於文檔翻譯電話

Đối với tài liệu gọi dịch:

Para sa mga dokumento tawag sa pagsasalin

**SOLANO COUNTY INTERCITY TRANSIT CONSORTIUM**  
**DRAFT Meeting Minutes of June 24, 2025**

**1. CALL TO ORDER**

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

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

**Present:**

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

**Members**

**Absent:** None.

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

Jasper Alve	STA
Kristina Botsford	SolTrans
Nick Burton	STA
Erika Dohina	STA
Ronald Freeman	SolTrans
Ron Grassi	STA
Daryl Halls	STA
Tateyana Hendricks	Vacaville City Coach
Dulce Jimenez	STA
Johanna Masiclat	STA
Brian McLean (Zoom)	City of Vacaville
Brandon Thomson	STA
Shaun Vigil	FAST

**2. APPROVAL OF AGENDA**

On a motion by Debbie McQuilkin, and a second by Gwendolyn Gill, the Solano County Intercity Transit Consortium approved the agenda. (9 Ayes)

**3. OPPORTUNITY FOR PUBLIC COMMENT**

None.

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

None to report.

**5. CONSENT CALENDAR**

On a motion by Lori DaMassa, and a second by Garland Wong, the Solano County Intercity Transit Consortium approved the Consent Calendar Items A. (9 Ayes)

**A. Minutes of the Consortium Meeting of May 27, 2025**

Recommendation:

Approve the Minutes of the Consortium Meeting of May 27, 2025

**6. ACTION NON-FINANCIAL ITEMS**

**A. Legislative Update**

Sean Person reported that STA continues to monitor and engage on several bills of interest, however he noted that two in particular are SB 71 (Wiener) which proposes to make permanent CEQA exemptions for certain transit projects and is recommended for support by the STA. He added the other bill recommended for support is AB 394 (Wilson) which aims to enhance safety for transit workers and riders by strengthening protections and penalties related to transit system assaults.

Recommendation:

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

1. Support position on SB 71 and AB 394; and
2. Authorize the Executive Director to submit a Letter of Support on behalf of the STA for SB 71 and AB 394.

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

**7. ACTION FINANCIAL ITEMS**

**A. Fiscal Year (FY) 2024-25 Transportation Development Act (TDA) Matrix –July 2025, which includes TDA Claims for STA on behalf of Solano County, STA on behalf of Suisun City, and SolTrans**

Chair Kotow commented that there was a request made by SolTrans to table this item, however, after the item was presented by Ron Grassi and discussed by the Consortium members, ***Beth Kranda made a motion to remove the \$80,000 for Benicia Lyft Program from the TDA matrix and moving the item forward allowing the rest of the TDA Matrix to be recommended for approval.***

In addition, Ron Grassi also noted there was a ***technical correction on the amount for SolTrans Paratransit in the TDA matrix.***

Recommendation:

Forward a recommendation to the STA TAC and Board to approve the July 2025 ***revised*** TDA Matrix for FY 2025-25, which includes TDA claims for STA, STA on behalf of Solano County, STA on behalf of Suisun City, and SolTrans as shown in Attachment C.

On a motion by Beth Kranda, and a second by Robert Guerrero, the Solano County Intercity Transit Consortium unanimously approved the recommendation as shown above in ***bold italics.*** (9 Ayes)

**8. INFORMATIONAL ITEMS – DISCUSSION**

**A. Solano Mobility Call Center 3rd Quarter Report for FY 2024-25**

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

***Gwendolyn Gill left the meeting.***

## **B. Guaranteed Ride (GR) Program Update**

Ron Grassi presented the Guaranteed Ride Program and the need for Solano Express missed run information. He discussed the Solano Express Intercity funding and cost-sharing agreement requires SolTrans to provide missed run information. The missed trip data is required in order to reconcile the GR trip data and identify misuse of the program. SolTrans staff clarified that missed trips refer to trips not performed and not late or early runs.

### Committee Member Comments and Follow-up:

1. STA staff specified that the program is a safety net intended to be phased out as service reliability improves.
2. STA staff also noted that while 4 users were removed and 24 warning letters were sent for misuse in the past, the lack of real-time control mechanisms and validation processes makes it difficult to monitor the program effectively.
3. SolTrans to provide missed trip data, including early and late trip information, to STA going back to July 1, 2024.
4. SolTrans was asked to establish a communication mechanism between SolTrans and STA for missed trips to allow for better oversight and ensure program integrity.
5. SolTrans and STA to discuss metrics for winding down the Guaranteed Ride Program.

## **C. SolTrans Comprehensive Operational Analysis (COA) Update**

Kristina Botsford reported that SolTrans Comprehensive Operational Analysis (COA) is currently in progress and the consultant is scheduled to present a summary of public comments at the STA Board at their July 9<sup>th</sup> meeting.

There was a discussion about the timeline for reviewing the COA concepts, with STA requesting to see the information before it goes public, which SolTrans agreed to consider. STA staff requested SolTrans to provide COA concept changes to the Solano County Intercity Transit Consortium before their August meeting if possible.

## **NO DISCUSSION**

## **D. Summary of Funding Opportunities**

### **9. FUTURE INTERCITY TRANSIT CONSORTIUM AGENDA ITEMS**

The Committee members reviewed and provided feedback on the agenda items listed in the month of August, September and November 2025.

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

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

None presented.

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

Beth Kranda shared plans for a 707 day event in Vallejo.

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

Lauren Kotow commented CBTP is ongoing.

#### **D. Fairfield Transit**

Shaun Vigil announced the 50<sup>th</sup> anniversary celebration ini August.

E. Rio Vista Delta Breeze

Krystine Ball currently applying for a Low or No Emission Grant for electric bus.

F. Solano Mobility Update

Debbie McQuilkin announced a new contracted travel trainer.

G. Suisun City Microtransit

Brandon Thomson announced ridership is 49% over last year through the end of May.

H. Vacaville City Coach

Lori DaMassa shared their Summer Youth Pass Program has been more successful this year than the last year. Electrification and transit building expansion are underway.

I. STA

Robert Guerrero announced the CTP Transit and Rideshare Committee is meeting on July 9<sup>th</sup>, and that guest speakers from the SF Bay Ferry Water Emergency Transportation Authority have been invited to provide update.

Daryl Halls announced the STA's Annual Awards in November will be held at Bella Vista Farm in Dixon.

11. **ADJOURNMENT**

**No meeting in July.** The meeting adjourned at 2:15 p.m. The next regular meeting of the Solano County Intercity Transit Consortium is scheduled for **1:30 p.m. on Tuesday, August 26, 2025.**





DATE: August 15, 2025  
TO: Solano County Intercity Transit Consortium  
FROM: Ron Grassi, Director of Programs  
Mary Pryor, Transit Finance Consultant  
RE: Fiscal Year (FY) 2025-26 Transportation Development Act (TDA) Matrix –  
September 2025, which includes TDA Claim for the City of Vacaville

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**Background:**

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

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

**Discussion:**

The TDA apportionment for FY 2025-26 includes revenue estimates and projected carryover. The following claim, for the City of Vacaville, is within the parameters of available TDA funds and is being brought forward for review:

**City of Vacaville TDA Summary**

On August 12, 2025, the City of Vacaville unanimously approved the FY 2025-26 TDA operating funds of \$4,876,121, comprised of \$3,076,121 in transit operating funds and \$1,800,000 in transit capital funds.

City Coach TDA capital funding needs for Fiscal Year 2025-2026 include the following projects:

- Project 1: Procure Transit Amenities \$200,000
- Project 2: Fixed Route Bus Fleet Improvements & Spare Parts \$550,000
- Project 3: Transit Facilities Maintenance Improvements \$150,000
- Project 4: Mapping, Wayfinding & Real-time Arrival Signage \$450,000
- Project 5: Electric Bus Mobile Charging Unit \$450,000

Project #1. Procure Transit Amenities TDA Project Request \$200,000. This project consists of the procurement of various transit amenities, including bus shelters and bus stop improvements. Additionally, this funding will also allow for improvements in the transit traffic signal priority system upgrades.

Project #2. Fixed Route Bus Fleet Improvements & Spare Parts TDA Project Request \$550,000. This project consists of various improvements to the City's existing Fixed Route transit bus fleet, including the purchase of spare parts required to maintain the City's new electric transit fleet.

Project #3. Transit Facilities Maintenance Improvements TDA Project Request \$150,000. This project will provide funding for the various minor upgrades to maintain the City's transit facilities, including the Vacaville Transportation Center, Downtown Transit Plaza, the transit bus yard, and the transit building.

Project #4. Mapping, Wayfinding & Real-time Arrival Signage TDA Project Request \$450,000. This project will provide funding to meet the requirements of the Metropolitan Transportation Commission's Mapping & Wayfinding Project, which aims to make wayfinding material consistent throughout the Bay Area.

Project #5. Electric Bus Mobile Charging Unit TDA Project Request \$450,000. This project will provide funding for a mobile charging unit designed to support the electric bus fleet in the event of power outages, infrastructure maintenance, or transit facility electric bus charging equipment failure. Additionally, the mobile charging unit will enable charging buses during emergencies and can operate as a mobile staging area for bus charging when needed.

MTC estimates that Vacaville is eligible for approximately \$5.9 million in FY 2025-26 TDA funds. The City's total TDA balance available for allocation is \$14,281,793. Any remaining TDA balance not allocated during the fiscal year remains in the City's TDA account for future replacement of transit vehicles and the ongoing maintenance of transit facilities and infrastructure. The City of Vacaville TDA claim amounts are included in the September 2025 TDA matrix, Attachment B.

**Fiscal Impact:**

The STA Board approval of the July 2025 TDA matrix provides the guidance MTC needs to process the TDA claim submitted by the City of Vacaville.

**Recommendation:**

Forward a recommendation to the STA TAC and Board to approve the September 2025 TDA Matrix for FY 2025-26, which includes the TDA claim for the City of Vacaville as shown in Attachment B.

**Attachments:**

- A. FY 2025-26 TDA Fund Estimate for City of Vacaville dated July 2025
- B. September 2025 TDA Matrix for FY 2025-26, which includes the TDA Claim for the City of Vacaville.

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

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

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

**TDA APPORTIONMENT BY JURISDICTION**

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

1. Balance as of 6/30/24 is from the MTC FY2023-24 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.

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

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

FY 2025-26 TDA Matrix - September 2025

Attachment B

Date Prepared August 14, 2025  
STA Board Action

	Note #	Dixon	Fairfield	Rio Vista	Suisun City	Vacaville	Vallejo/Benicia (SolTrans)	Solano County	Total
<b>TDA Revenue Available</b>									
FY25-26 TDA Revenue Estimate from MTC	1	\$ 1,134,738	\$ 7,037,740	\$ 585,060	\$ 1,686,639	\$ 5,975,344	\$ 8,631,508	\$ 1,057,132	\$ 26,108,161
Projected Carryover from MTC	1	\$ 3,130,538	\$ 871,901	\$ 1,837,477	\$ 1,341,923	\$ 2,805,689	\$ 3,439,577	\$ 3,623,414	\$ 17,050,519
Available for Allocation per MTC	1	\$ 4,265,276	\$ 7,909,641	\$ 2,422,537	\$ 3,028,562	\$ 8,781,033	\$ 12,071,085	\$ 4,680,546	\$ 43,158,680
FY24-25 Allocations / Returns	1								\$ -
<b>Total TDA Revenue Available for Allocation</b>		<b>\$ 4,265,276</b>	<b>\$ 7,909,641</b>	<b>\$ 2,422,537</b>	<b>\$ 3,028,562</b>	<b>\$ 8,781,033</b>	<b>\$ 12,071,085</b>	<b>\$ 4,680,546</b>	<b>\$ 43,158,680</b>
<b>USES</b>									
<b>Paratransit</b>									
Intercity Taxi Scrip	2	\$ -	\$ 3,630	\$ 100	\$ 2,225	\$ 27,400	\$ -	\$ 418,641	\$ 451,996
Paratransit	3					\$ 811,548	\$ 1,774,175	\$ 200,000	\$ 2,785,723
Microtransit	3				\$ 1,023,500				\$ 1,023,500
Local Taxi Scrip, Local 1st/Last Mile, Go-Go	3				\$ 200,000	\$ 66,487	\$ -	\$ 300,000	\$ 566,487
<i>Subtotal Paratransit</i>		\$ -	\$ 3,630	\$ 100	\$ 1,225,725	\$ 905,435	\$ 1,774,175	\$ 918,641	\$ 4,827,706
<b>Local Transit Service (Fixed Route) &amp; Administration</b>	3					\$ 2,198,086	\$ 4,787,260		\$ 6,985,346
<b>SolanoExpress Intercity Bus</b>									
To SolTrans	4	\$ 37,913	\$ 537,074	\$ -	\$ 126,648	\$ 336,036	\$ 2,092,141	\$ 199,895	\$ 3,329,707
<i>Subtotal SolanoExpress Intercity Bus</i>		\$ 37,913	\$ 537,074	\$ -	\$ 126,648	\$ 336,036	\$ 2,092,141	\$ 199,895	\$ 3,329,707
<b>Transit Capital</b>	Claimed by each agency	3				\$ 1,800,000	\$ 2,075,077		\$ 3,875,077
<b>STA Planning</b>	Claimed by STA (2.7%)	6							
<b>Swaps / Other</b>									
LCTOP swap (FY24-25 Pop& Rev funds): Dixon to claim from Suisun City	7				\$ 50,838				\$ 50,838
LCTOP swap (FY24-25 Population funds): STA to claim for Solano County from Suisun City	7				\$ 48,004				\$ 48,004
LCTOP swap (FY24-25 Pop& Rev funds): Rio Vista to claim from Suisun City	7				\$ 27,060				\$ 27,060
LCTOP swap (FY24-25 Pop & Rev funds): Vacaville to claim from Fairfield	7		\$ 266,110						\$ 266,110
SGR swap: correction for Rio Vista / Fairfield swap of FY24-25 funds, Rio Vista to claim in FY25-26	8		\$ 448						\$ 448
Fairfield-Vacaville Train Station claimed by FAST for FY23-24 costs	11					\$75,860			\$ 75,860
Suisun City Train Station O&M, claimed by STA	12				\$ 160,000				\$ 160,000
Suisun City Train Deport Capital Improvements, claimed by STA	13				\$ 120,000				\$ 120,000
Suisun City Mobility Hub, claimed by STA	14								\$ -
Faith in Action, claimed by STA	15							\$ 45,000	\$ 45,000
Equitable Access to Justice, claimed by STA	16							\$ 40,000	\$ 40,000
SR 37/Fairgrounds Dr. Improvement Project, claimed by STA	17							\$ 2,000,000	\$ 2,000,000
<i>Subtotal Swaps / Other</i>		\$ -	\$ 266,558	\$ -	\$ 405,902	\$ 75,860	\$ -	\$ 2,085,000	\$ 2,833,320
<b>Total To Be Claimed by All Agencies</b>		<b>\$ 37,913</b>	<b>\$ 807,262</b>	<b>\$ 100</b>	<b>\$ 1,758,275</b>	<b>\$ 5,315,417</b>	<b>\$ 10,728,653</b>	<b>\$ 3,203,536</b>	<b>\$ 21,851,156</b>
<b>Balance</b>		<b>\$ 4,227,363</b>	<b>\$ 7,102,379</b>	<b>\$ 2,422,437</b>	<b>\$ 1,270,287</b>	<b>\$ 3,465,616</b>	<b>\$ 1,342,432</b>	<b>\$ 1,477,010</b>	<b>\$ 21,307,524</b>

Notes (continued on next page)

FY 2025-26 TDA Matrix - September 2025

Attachment B

Date Prepared      August 14, 2025  
STA Board Action

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

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DATE: August 26, 2024  
TO: Solano County Intercity Transit Consortium  
FROM: Debbie McQuilkin, Mobility Program Manager  
RE: Solano Mobility Programs Annual Report for FY 2024-25  
Older Adults and People with Disabilities, and Veterans Programs

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**Background:**

The Solano County Mobility Management Program was developed in response to public input provided at two mobility summits held in 2009 and the Solano Transportation Study for Seniors and People with Disabilities completed in 2011. Mobility Management was identified as a priority strategy to address the transportation needs of seniors, people with disabilities, low income and transit dependent individuals in the 2011 study. On April 9, 2014, the Solano Transportation Authority (STA) Board unanimously adopted the Solano County Mobility Management Plan which included authorizing the STA to begin implementation of the four key priority elements identified in the 2014 Plan: Countywide In-Person American Disability Act (ADA) Eligibility and Certification Program, Travel Training, Senior Driver Safety Information, and the Solano Mobility One Stop Call Center.

Between 2017 and 2018, eight (8) additional mobility summits were held throughout Solano County to update the plan. Based on the findings obtained from this outreach, the Medical Trip Concierge Program (through GoGo Grandparent) was implemented to address the number 1 issue that came up at that time: a need for transportation to and from medical appointments. Findings also recommended a need for medical transportation for Solano County Veterans, with specific emphasis on getting to and from the Martinez VA Clinic. Based on these findings, the Medical Trip Concierge Program using GoGo Grandparent was implemented in 2019 and the Veterans' Mobility Program was implemented as a pilot program in April of 2022. STA additionally manages the Intercity Taxi Card Program, which transitioned from Solano County in February of 2015, and the SolTrans Local Taxi Program utilizing the PEX card. Both taxi programs require ADA eligibility.

**Discussion:**

Utilization of the Mobility Programs continues to grow based on increased outreach efforts by STA's Solano Mobility staff. For the purposes of this report, STA staff will provide a fiscal year end highlights on the following programs:

1. Travel Training
2. Countywide ADA In-Person Eligibility Program
3. Taxi Card Program utilizing the PEX Card
4. Medical Trip Concierge using GoGo Grandparent
5. Veterans Mobility Program
6. Faith in Action Volunteer Driver Program

Program highlights are listed below, and program details are included in Attachment A, "Solano Mobility Program Year End Program Update for FY 2024-25" and Attachment B, "Solano Mobility Year End Program Details for FY 2024-25".

The Solano Mobility Older Adults, People with Disabilities, and Veterans Program is staffed by two full-time and one part-time employee.

#### FY 2024-25 Outreach

- STA's mobility staff presented, attended or tabled at 92 locations throughout Solano County reaching a total of 4,399 individuals. This outreach specifically targets locations and organizations that serve or house Seniors, People with Disabilities and Veterans within our county.
- STA staff continues to engage the Solano County Paratransit Coordinating Council (PCC) members and the Consolidated Transportation Services Agency Advisory Committee (CTSA-AC) members for feedback and recommendations for program improvements. Both the PCC and the CTSA-AC advocate for the betterment of transportation and mobility for the Older Adult and Persons with Disabilities.

#### FY 2024-25 Highlights

- Finalized the Rio Vista Community Based Transportation Plan, with Rio Vista City Council and the STA Board adopting the plan.
- Began Community Based Transportation Plan in the City of Dixon, receiving over 900 survey responses.
- Awarded \$25,000 Grant from Kaiser Permanente which provided rides to the GoGo Program users for out-of-country medical appointments.

#### FY 2024-25 Goals

The main goal for this fiscal year is to continue extensive outreach to bring awareness of the Mobility Programs for Older Adults, People with Disabilities and Veterans to the community, while monitoring each program's performance and growth.

New outreach staff will bring a fresh perspective to this activity.

Seek funding through the FTA 5310 grant to ensure continued funding for the Solano Mobility Call Center and Travel Training Programs.

#### Performance Measures and Benchmarks

The STA Connected Mobility Implementation Plan Guidelines, Performance Measures, & Benchmarks (Attachment C) were approved and adopted by the STA Board on July 13, 2022, and are used to measure the effectiveness of these programs. These performance measures and benchmarks both support the recommendations of the Metropolitan Transportation Commission's (MTC) Blue Ribbon Transit Recovery Task Force and help STA staff determine the relevance and sustainability of the programs. STA staff has evaluated the Solano Mobility Programs for Older Adults, People with Disabilities and Veterans programs and determined that they meet the criteria as defined in the evaluation approach as approved by the STA Board.

#### **Fiscal Impact:**

The program budget amounts for FY 2024-25 are as follows:

Intercity Taxi Card Program	\$595,000
Medical Trip Concierge Program (GoGo)	\$425,000
Countywide Travel Training Program	\$250,000
ADA In-Person Eligibility Program	\$200,000
Faith In Action Volunteer Driver Program	\$45,000



These programs are funded by several sources: Transportation Development Act (TDA) funds, State Transit Assistance Funds (STAF), FTA 5310 funds, and Kaiser Northern California Community Benefit Grant Funding.

**Recommendation:**

Informational.

Attachments:

- A. Solano Mobility Program Year End Program Update for FY 2024-25
- B. Solano Mobility Year End Program Details for FY 2024-25
- C. STA Connected Mobility Implementation Plan Guidelines, Performance Measures, & Benchmarks Goals and Objectives

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## **Solano Mobility Program Year End Program Update for FY 2024-25**

### **Travel Training Program**

The Travel Training Program provides free training to help individuals learn to use public fixed route transit safely and confidently within Solano County and beyond. Training can be done individually, in a classroom setting or on group field trips. STA renewed the Travel Training contract with Independent Living Resources (ILR) for another 2 years. ILR has been the program contractor since the program was implemented in 2014. In 2024, ILR experienced difficulties with staff retention, the first year of their renewed contract, and trainings did decrease; however, the following stats provide insight as to how productive the program performed:

- A total of 170 Travel Trainings (Individual, Field Trip and Classroom) were conducted.
- 35 presentations to 842 audience members were completed.
- 4,399 individuals received information during 62 Outreach activities.

### **Countywide In-Person Americans with Disabilities Act (ADA) Evaluations:**

People unable to use fixed route public transit service because of a cognitive or physical disability can get evaluated to become ADA paratransit certified. Becoming certified allows access to services such as curb to curb paratransit and reduced taxi programs. STA contracted with Paratransit Inc., in July 2023 to conduct the ADA In-Person Evaluations.

- A total of 454 Evaluations were conducted.
- In Person Interviews are being conducted.

### **Taxi Card Program utilizing the PEX Card:**

The Intercity Taxi Card Program provides subsidized rides utilizing a pre-paid debit card to qualified ADA individuals for taxi rides between transit service areas. They can purchase in person or over the phone with Solano Mobility.

- 2,485 Intercity Taxi trips were taken in FY 2024-25, which is about 200 less than FY 2023-24.

### **Medical Trip Concierge Program (GoGo Grandparents):**

This popular program provides subsidized Uber and Lyft rides through GoGo Grandparent, for Solano County residents (60+), ADA certified individuals and Veterans to get to and from medical appointments, within Solano County. The GoGo Grandparents Program total rides for this year surpassed last year's number and continues to be one of the most popular Solano Mobility Programs.

- 27,708 rides were taken using the GoGo Programs. This is an increase of 7,000 rides taken over the last fiscal year.
- Nearly 1,900 WAV rides were provided.

### **Veterans Mobility Program:**

The Program, which began in April of 2022, allows veterans of any age to receive subsidized rides to medical appointments in Solano County as well as 3 locations in Contra Costa County:

- Martinez VA Clinic at 150 Muir Rd., Martinez, CA  
Med Evals (QTR Assessment Center) at 2280 Diamond Blvd., Ste. 520, Concord, CA
- The Hume Center at 1333 Willow Pass Rd., Concord, CA

The Veterans Mobility program started off slowly. However, with extensive outreach throughout the county, the program has begun to grow.

- 555 rides were provided to Veterans in FY 2024-25, which is down by nearly half compared to the previous fiscal year.
- Program enrollment increased by 36% over last year, with 135 registered participants.
- *The statistics for this program are shown separately, but also incorporated into the total of the main GoGo data on Attachment A.*

**Faith In Action Volunteer Driver Program:**

Faith in Action (FIA) provides a volunteer driver transportation service for Solano County seniors 60 years and older. The contract between STA and FIA is to provide transportation services to older adults chronically ill and people with disabilities who are County Medical Services Programs (CMSP) eligible and/or Medi-Cal eligible to medical and Medi-Cal related appointment.

- FIA provided 716 rides in FY 2024-25, which is down from the 859 rides provided in FY 2023-24.

## Solano Mobility Year End Program Details for FY 2023-24

## Travel Training FY Comparison by Category

Travel Training Yearly Comparison							
	FY 18-19	FY19-20	FY20-21	FY21-22	FY22-23	FY23-24	FY24-25
Individual Trainings	107	49	52	56	57	17	6
Group/Classroom Trainees	33	82	0	8	68	62	43
Field Trip Totals	26	16	2	18	14	23	1
Field Trip Trainees	142	83	13	97	74	214	125
Presentations Total	68	20	1	15	16	23	36
Audience Members	663	534	8	112	426	580	884
Outreach Activities	294	98	33	17	32	45	67
Number of People Reached	4494	1480	239	817	2295	2264	4410

## ADA Eligibility Results FY Comparison by Eligibility

ADA Eligibility Program FY24-25 Mid-Year Stats							
	FY18-19	FY19-20	FY20-21	FY21-22	FY22-23	FY23-24	FY 24-25
Unrestricted	877	590	516	619	576	389	354
Conditional	76	53	47	35	56	45	74
Trip-by-trip	2	11	6	1	4	0	
Temporary	56	19	13	19	31	12	12
Denied	13	6	7	0	1	37	14
Totals	1024	679	589	674	668	483	454

Eligibility By Jurisdiction						
	Dixon	FAST (Fairfield)	Rio Vista	SolTrans (Benicia & Vallejo)	Suisun City	Vacaville
Unconditional	13	92	4	153	14	79
Conditional	0	14	0	36	4	19
Temporarily Eligible	0	2	0	8	0	2
Not Eligible	0	3	0	5	3	3
Totals	13	111	4	202	21	103

## Intercity Taxi Card Program FY Comparison by Month

ITX Trips Per Month FY Comparison							
	FY18-19	FY19-20	FY20-21	FY21-22	FY22-23	FY23-24	FY24-25
Month	Taxi and PEX	Taxi and PEX	PEX	PEX	PEX	PEX	PEX
July	560	413	267	240	278	186	193
August	824	482	262	316	298	203	233
September	678	408	289	347	286	197	207
October	824	452	259	266	238	185	200
November	588	455	260	249	240	191	189
December	703	500	292	253	216	176	171
January	447	516	269	299	274	265	247
February	564	460	262	296	277	238	228
March	741	346	318	313	284	268	242
April	550	203	303	263	311	257	210
May	653	259	273	273	247	282	186
June	489	251	260	355	259	237	176
Totals:	7,621	4745	3314	3470	3208	2685	2482

## GoGo Program Trips FY Comparison by Month

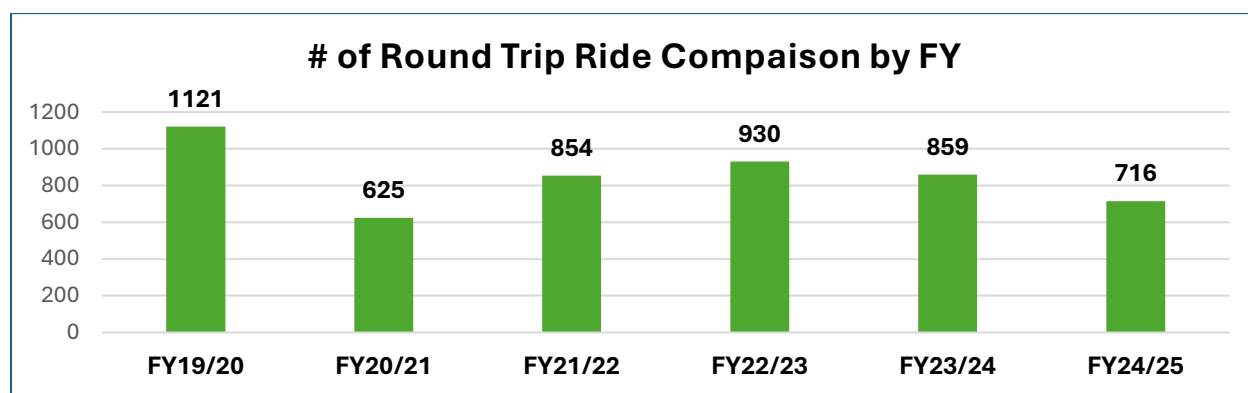
GoGo Program Trips FY Comparison							
Month	FY18-19	FY19-20	FY20-21	FY21-22	FY22-23	FY23-24	FY24-25
July	0	491	240	529	812	1194	1851
August	0	894	146	558	848	1452	2257
September	0	740	228	624	865	1433	2158
October	0	809	494	662	935	1516	2372
November	0	277	389	698	855	1597	2109
December	0	273	430	663	871	1650	2082
January	0	282	464	768	865	1621	2372
February	0	264	425	716	965	1695	2235
March	0	155	549	784	1163	1873	2579
April	3	83	505	746	1049	2055	2598
May	90	178	462	752	1153	2189	2600
June	304	267	504	795	1167	2041	2495
Totals	397	4,713	4,836	8,295	11,548	20,316	27,708

## ATTACHMENT B

### Veterans Program and Wheelchair Accessible Vehicle (WAV) Rides Through GoGo

Veterans Program and WAV (NEMT) Rides						
	Veterans			WAV/NEMT		
Month	FY22-23	FY23-24	FY24-25	FY22-23	FY23-24	FY24-25
July	17	13	33	0	98	252
August	7	7	17	0	143	212
September	8	44	30	0	178	126
October	21	95	37	0	178	162
November	5	114	8	0	194	142
December	7	116	39	0	154	19
January	4	140	50	0	180	156
February	4	122	60	0	194	190
March	0	125	58	2	176	188
April	11	113	88	32	242	138
May	8	85	73	98	240	162
June	16	66	62	69	208	148
<b>Totals</b>	<b>108</b>	<b>1040</b>	<b>555</b>	<b>201</b>	<b>2185</b>	<b>1895</b>

### Faith in Action Volunteer Driver Program



## ATTACHMENT C



# STA Connected Mobility Implementation Plan Guidelines, Performance Measures, & Benchmarks Goals and Objectives

## 1. Travel Training:

STA's Travel Training program continues to be popular with the public. The trainers go to various locations such as Adult Day Programs, Senior Centers and Senior Living Communities in an effort to reach those individuals who could most benefit.

- Based on the STA Connected Mobility Implementation Plan Guidelines, Performance Measures, & Benchmarks goals and objectives, Solano Mobility's Travel Training program currently provides educational resources and direct training for individuals using public transit and other county mobility programs. To ensure its effectiveness, the program must cover industrywide standard elements of educational content, which are considered essential for successful travel training. These topics include:
  - Understanding trip planning software
  - Reading route maps and schedules
  - Locating transit stops
  - Flagging-down buses, where applicable
  - Calculating and paying fares
  - Obtaining and using transit passes
  - Recognizing when the desired stop has been reached.
  - Indicating to bus drivers when to stop
  - Obtaining service updates
  - Using mobility devices safely on vehicles
  - Determining if a vehicle is equipped with mobility devices.
  - Completion of training is determined by the trainee being able to travel safely and independently.

<b>Evaluation Methodology:</b>	<b>Meets Criteria if:</b>	<b>Result of Evaluation:</b>
Coordinate with Solano Mobility to review Travel Training course content and overall curriculum.	Solano Mobility Travel Training program covers the education topics listed above and provides at least two trainings per month.	The Travel Training program meets these criteria.

## 2. Countywide In-Person Americans with Disabilities Act (ADA) Evaluations:

STA contracted with Paratransit Inc., in July 2023 to conduct the ADA In-Person Evaluations. Paratransit Inc. officially began conducting in-person evaluations throughout the County in September.

- Based on the STA Connected Mobility Implementation Plan Guidelines, Performance Measures, & Benchmarks goals and objectives, Solano County should offer a clear, understandable, and accessible ADA eligibility program that is standardized for use by all county residents, regardless of their jurisdiction of residence. To ensure that the Countywide In-Person Americans with Disabilities Act (ADA) Evaluations program is effective, management of the process should adhere to various industrywide best practices. These include:
  - Accommodating accessibility as a part of the ADA assessment process, with various accessible over-the-phone and online opportunities available.

- Issuing clear communications about the program and about all accessible transportation services offered, with information that is readily available, issued in accessible formats and in relevant foreign languages, and easily understandable.
- Accommodating applicant needs by providing transportation to and from interviews and functional assessments, as well as interpretation in sign language.
- Administering interviews and assessments effectively, with ample time provided for applicants to complete necessary processes, adequately preparing applicants for these sessions, and allowing applicants to provide consent for information collection.
- Effectively communicating eligibility decisions by providing responses listing applicant name, agency name, eligibility status, agency contact information, any conditions that may be placed on an individual's eligibility, an eligibility expiration date if applicable, and information about how to appeal the decision.

<b>Evaluation Methodology:</b>	<b>Meets Criteria if:</b>	<b>Result of Evaluation:</b>
Coordinate with STA to review existing ADA eligibility processes in Solano County.	Solano County's ADA eligibility program is available and standardized on a countywide basis and meets the conditions listed above.	The Countywide In-Person Americans with Disabilities Act (ADA) Evaluations program meets the criteria.

### **3. Taxi Card Program utilizing the PEX Card:**

- Based on the STA Connected Mobility Implementation Plan Guidelines, Performance Measures, & Benchmarks goals and objectives, the program should adhere to industrywide best practices that ensure service quality, stakeholder participation, and safety compliance. Solano Mobility's ITX Card program enables qualified ADA-certified Solano County residents, including veterans, to use local taxis as a form of paratransit, accommodating subsidized rides between separate jurisdictions/transit service areas. To ensure its effectiveness, the program must be administered in a way that aligns with the industrywide standards generally recognized as encouraging success. Key program aspects include:
  - Ensuring quality services from taxi companies with an established agreement/commitment from taxi company owners or managers to provide optimal service to ADA paratransit customers, defined customer service standards, an extensive and meaningful driver training program, sufficient driver compensation that is processed in a timely manner, a complaint processing and response program, and ongoing performance monitoring.
  - Maintaining regular communications between Solano Mobility, taxi company management, taxi drivers, and customers that establish a good working relationship between all involved parties and mutually benefits all stakeholders.
  - Participating with multiple taxi providers and allowing riders to select their provider of choice.
  - Ensuring taxi company and driver compliance with regulations.
  - Responding to valid complaints within 48 hours of complaint receipt.

<b>Evaluation Methodology:</b>	<b>Meets Criteria if:</b>	<b>Result of Evaluation:</b>
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Coordinate with Solano Mobility to review ITX Card program policies and processes.	Solano Mobility ITX Card program meets the conditions listed above.	The Intercity Taxi Card Program meets the criteria.
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#### 4. Medical Trip Concierge Program (GoGo Grandparents):

The Gogo Grandparents Program continues to grow in participation. The 1<sup>st</sup> Quarter of this FY is 35% above the usage for the same timeframe last year.

- Based on the STA Connected Mobility Implementation Plan Guidelines, Performance Measures, & Benchmarks goals and objectives, the service should be available for use by older adults countywide, including veterans, and should adhere to industrywide best practices. Solano County's Older Adults Medical Trip Concierge Service should be oriented for access by all older adult residents in the county, including veterans, regardless of their jurisdiction of residence. To ensure that the program is effective, management and delivery of the service should adhere to various industrywide best practices. These include:
  - Adequately informing recipients and other stakeholders about the availability of the service, eligibility for use, the service authorization process, and how to access the service. This should include a variety of informational materials for distribution that accommodates Limited English Proficiency (LEP) individuals.
  - Operating a toll-free telephone contact center that allows recipients to request services. The contact center should accommodate recipients with disabilities and/or who are hearing impaired.
  - Managing the program to ensure that cost-effective and appropriate services are delivered, with collection and distribution of monthly trip level data reports that indicate performance levels.
  - Coordinating with local stakeholders to maximize service cost-effectiveness and quality. This includes collaboration with public transit programs, public welfare programs, and aging services where appropriate, and linkages/integrations with existing older adult medical transportation services.
  - Verifying recipient eligibility and need in a clear and standardized way, with a clearly-defined and mutually-accessible application process.

<b>Evaluation Methodology:</b>	<b>Meets Criteria if:</b>	<b>Result of Evaluation:</b>
Coordinate with STA to review the existing management and administration process for the Older Adults Medical Trip Concierge Service.	Solano County's Older Adults Medical Trip Concierge Service is available to older adults countywide, including veterans, and meets the conditions listed above.	The Medical Trips Concierge program meets the criteria.

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DATE: June 16, 2025  
TO: Solano County Intercity Transit Consortium  
FROM: Lorene Garrett, Transit Mobility Coordinator I  
Julie Davidson, Customer Service Representative II  
RE: Solano Mobility Programs 3<sup>rd</sup> Quarter Report for Fiscal Year (FY) 2024-25  
Employer/Commuter Programs

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**Background:**

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

**Discussion:**

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

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

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

**Outreach**

During the third quarter of FY 2024-25, the STA Employer Commuter program and Solano Economic Development Corporation (EDC) staff tabled/attended 10 events reaching 103 commuters and businesses. The program continues outreach via the SolanoMobility website and social media. The Commuter Programs page was the second most viewed page on the Solano

Mobility website (Monster Analytics). There were 32,666 views of social media content (Twitter formerly known as X, Facebook and Instagram) during the third quarter. STA continued marketing Solano Mobility Commuter Programs in print and other mediums. In partnership with Solano EDC, staff attended Chamber Mixers and business events to develop contacts with local businesses.

#### Performance Measures and Benchmarks

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

#### Fiscal Impact:

STA's Solano Mobility Employer Commuter Program FY 2024-25 approved budget:

Employer Commuter Program	\$925,000
Solano Mobility Express Vanpool Pilot	*\$575,000
Solano Express Guaranteed Ride Program	\$269,000
Suisun Lyft Program	\$200,000
Equitable Access to Justice Pilot	**\$50,000
Benicia Lyft Program	\$40,000
*(\$50,000 provided by YSAQMD grant)	
**(20% provided by Solano Superior Courts)	

STA's Solano Mobility Employer Commuter Program is currently staffed by two full-time and one part-time employee.

STA's Solano Mobility Employer Commuter Program is funded by: Congestion Mitigation and Air Quality (CMAQ) program funds, Transportation Fund for Clean Air (TFCA) funds through the Bay Area Air Quality Management District (BAAQMD), Clean Air Funds through the Yolo Solano Air Quality Management District (YSAQMD), Solano County Transportation Development Act (TDA) funds, State Transit Assistance Funds (STAF), an MTC Bike to Wherever Days Stipend, and the Capitol Corridor JPA Marketing Agreement.

#### Recommendations:

Informational.

Attachments:

- A. STA Countywide Commuter Programs, Employer Program, and Local Programs Summary
- B. Commuter Program Participation Fiscal Year Comparison
- C. STA Connected Mobility Implementation Plan Guidelines, Performance Measures, & Benchmarks Goals and Objectives

# ATTACHMENT A

## **STA Countywide Commuter Programs, Employer Program, and Local Programs Summary**

### *Commuter Programs* ***Countywide***

#### *Bucks for Bikes (B4B)*

The Bucks for Bikes program was implemented in 2003 to encourage Solano County residents to bike to work for all or a portion of their commute. Approved applicants can receive reimbursement for 60% of the cost of a new commuter bike and helmet up to \$300. Riders are encouraged to log their trips on the Commute Solano (Rideamigos) platform to earn additional incentives.

5 reimbursements for a total of \$1,467.57 were provided during the third quarter. Attachments B.1 and B.2 for participation comparisons.

#### *Capitol Corridor Lyft (CC+L)*

The Capitol Corridor + Lyft Program was designed to reduce greenhouse gas emissions by reducing the number of single occupancy vehicles on the road. For \$20, the Program provides participants with a 10-ride Amtrak pass plus free Solano County train station Lyft connections (up to \$25). Participants must be residents of, or employed in Solano County, and new to Capitol Corridor for commuting. Participants can use this program up to 3 times.

Twenty-two passes for \$3,183.00 were purchased during the third quarter of FY 2024-25. Fourteen new commuters enrolled in the program in the third quarter, increasing the total enrollment to 160 participants since the start of the program in 2019. The average cost/ride (based on passes) was \$14 in the third quarter. Attachments B.1 and B.2 for fiscal year participation comparisons.

#### *Commute Solano (Rideamigos) Online Platform*

The website platform provides access to Solano Mobility commuter programs, rideshare matching, trip planning, and e-incentives for alternative commutes. Commuters can connect with other employees in their networks. Platform users can log alternative transportation modes such as transit, ridesharing, active transportation, and teleworking to earn points and receive gift cards as a Commute Reward.

During the third quarter, 183 active commuters logged 4,000 alternative commute trips for 96,947 miles and an estimated savings of 28.1 tons of CO<sub>2</sub>. 123 new users joined during the quarter. See Attachment B.1 for fiscal year comparisons.

#### *Equitable Access to Justice*

In partnership with the Solano Superior Courts, the Equitable Access to Justice pilot program

eliminates transportation as a barrier to court participation by providing 100% subsidized rides to court appointments for jurors and collaborative court participants.

The program provided 566 rides for \$8,635.67 during the third quarter. The average cost/ride was \$15.

#### *First/Last Mile (FLM)*

The First/Last Mile program provides 60% off subsidized Lyft rides (up to a maximum of \$20 per ride) to and from 12 Solano County transit hubs (Amtrak stations and Solano Express fixed stops) for Solano County employees and residents who have trouble connecting to transit for their work commute. Commuters qualifying for the low-income subsidy receive 80% off subsidized Lyft rides.

During the third quarter of this fiscal year, 73 commuters registered for the First/Last Mile program increasing program registration to 1,822 commuters. During the third quarter 12,403 rides were provided for \$125,001. The average cost/ride was \$10. See Attachments B.1 and B.2 for fiscal year comparisons. See Attachment B.3 for origin/destination summaries.

#### *Guaranteed Ride Home (GRH)*

The Guaranteed Ride Home (GRH) Program supports Solano County residents and employees who commute by reimbursing the cost of a ride home (up to \$100) if an unexpected emergency arises. Program participants may use taxi, Uber, or Lyft for their ride home. To participate in the program, commuters must live or work in Solano County. Participants who commute into Solano County for employment must live within 100 miles of Solano County. Participants can use the program no more than three times per calendar month, and no more than six times during a calendar year. All Commute Solano members are registered for the program.

10 commuters received GRH reimbursements for \$573.98 during the third quarter of this year. The average cost/ride was \$57. See Attachments B.1 and B.2 for fiscal year comparisons.

#### *Solano Express Guaranteed Ride (GR)*

The Guaranteed Ride program was initiated in September 2022, to increase equity and accessibility for those who are not able to afford to pay for their ride and wait for reimbursement under the GRH program. GRH provides an Uber Voucher option for Solano Express riders with a route canceled, acting as insurance to maintain Solano Express ridership. Riders must register for the program at Commute Solano to receive an Uber Voucher valid for 4 rides each month.

During the third quarter of this fiscal year, 37 Solano Express Riders registered to receive Uber Vouchers. During the third quarter 2043 rides were provided for \$92,070. The average cost/ride was \$45. See Attachments B.1 and B.2 for fiscal year comparisons. See attachment B.5 for rides, cost, number of riders.

#### *Solano Express 2-for-1 Incentive*



To encourage new ridership on the Solano Express bus lines, the STA initiated a 2-for-1 incentive in October 2021. Anyone working or living in Solano County is eligible to receive a Clipper Card valued at \$125 with the purchase of a monthly or daily pass.

There was two 2- for-1 incentives redeemed by Solano Express riders during the third quarter. See Attachments B.1 and B.2 for fiscal year comparisons.

#### *Solano Mobility Express Vanpool Pilot Program*

This pilot program provides a replacement option for Solano Express Blue Line riders traveling between Vacaville, Dixon and Sacramento during commute hours. 4 vans travel to and from Sacramento each day. The introductory rate is \$50/month. Solano Express Blue Line riders transfer for free.

1,177 rides were provided during the third quarter. The average cost/ride for the quarter was \$120 (\$103 without the cost of the vans). There were no missed runs. 7,423 rides were provided from the beginning of the program to the end of the third quarter. The cost/revenue hour for the program was \$125. See Attachment B.4 for third quarter ridership data.

#### *Traditional Vanpool Program (VP)*

STA's Solano Mobility provides a \$200 per month subsidy for two years to new, qualifying, traditional vanpools through Commute with Enterprise. This subsidy adds to the Metropolitan Transportation Commission's (MTC's) \$500 subsidy for a total of \$700 per month to help offset the cost of new vanpools.

STA subsidized 10 vanpools in January, 12 vanpools in February and 13 in March for \$7,000 in subsidies. 3 new vanpools were added to the STA subsidy in the third quarter. The number of STA subsidized vanpools has decreased and will continue to decrease as vans reach the two-year subsidy limit. Commute with Enterprise and STA staff are working diligently to add new vanpools. See Attachments B.1 and B.2 for vanpool comparisons (note the number of vanpools at the end of the year is noted in the chart, rather than the total subsidized for the year). During FY 24-25, 65 vanpools operated in Solano County with 49 using Commute with Enterprise vehicles and 16 owner-operated vans.

#### Employer Program

To consolidate Solano Mobility commuter programs and services, the Employer Program was created in October 2017. The Program informs Solano County employers about the benefits and services available to assist their employees with their commutes. Solano EDC continues to partner with Solano Mobility to promote STA's commuter benefits via direct mail, social media and in person events.

During the third quarter, Solano EDC attended 10 chamber/business events speaking with 103 employers. The EDC also presented Solano Mobility programs to local businesses during Business Retention and Expansion visits.

#### Solano Community College (SCC)

In 2016, Solano Community College students passed a measure providing reduced transit

fares through a transportation fee. In April of 2019, the student body voted overwhelmingly to continue the transportation fee for the next decade. SCC students can ride the bus for in and within Solano County. Currently, FREE rides are provided on Solano Express, FAST, SolTrans, and Vacaville City Coach for Solano Community College students showing their IDs. The program was also expanded to allow students to access all Solano Express stops, even those outside the county.

Each of the transit operators is directly reimbursed for the cost. The current distribution is 42.5% for SolTrans and the City of Fairfield, and 15% for the City of Vacaville. As of April 2025, \$1,204,749 has been disbursed to the transit operators since FY 2017-18. The current distribution of funds is being evaluated for the next fiscal year.

## **Local Programs**

### *Benicia Lyft*

The program (started in 2019 to provide a replacement option for the Benicia Dial-a-Ride program) provides subsidized Lyft rides throughout the city of Benicia and to the Springtowne Center in Vallejo for qualified Benicia residents. To qualify, Benicia residents must be veterans with a military or veterans ID; disabled with an ADA card, RTC card, Medicare card or DMV placard; or 65 years old or older. The cost is \$4 one-way, or \$3 one-way for individuals qualified for the low-income fare. To qualify for the low-income fare individuals must be a part of a Solano County program like Medi-Cal, Cal Fresh, Cal Works, SSI, etc., or on PG&E CARE/FERA. Residents must contact the Call Center to sign up.

Customers must have a smart phone and be ambulatory to use Lyft for the Dial-a-Ride replacement program. If not, they are provided with the Veteran's Cab number after registration. Customers are informed that this service is in addition to the SolTrans (Benicia) paratransit service that continues to take qualified individuals within  $\frac{3}{4}$  mile of the SolTrans fixed route service (including trips between Benicia and Vallejo).

The \$5 Benicia Lyft Program (started in 2021) provides Lyft rides within the City of Benicia for \$5 (up to \$20) and can be accessed by entering the code 5Benicia in Lyft apps. There is no signup required. The program is open to residents and visitors.

During the third quarter, the Benicia Lyft, and \$5 Benicia Lyft programs provided 2,334 rides for \$17,256.50. The average cost/ride was \$7. See attachment B.6 for fiscal year comparisons.

Benicia residents are also able to travel from Benicia City Park and the Benicia Bus Hub to Gateway Plaza in Vallejo by entering STGATEWAYPLAZA in their Lyft app.

### *Suisun Lyft*

The Suisun City \$2 Lyft program (started in 2021) provides one-way Lyft rides for residents traveling within Suisun City. Residents enter SUISUN2 in their Lyft app.

The Suisun City \$3 Lyft program (started in 2021) provides one-way Lyft rides for

residents traveling to 5 locations in Fairfield: Sutter Health, NorthBay Medical Center, Kaiser Clinic, Ole Health Clinic, and the Fairfield Transportation Center. Residents enter SUISUN3 in their Lyft app. In January 2025, the Suisun City Council approved the addition of Rush Ranch to the geofence for the Suisun City \$3 Lyft program.

Residents who qualify for the low-income fare (must be a part of a Solano County program like Medi-Cal, Cal Fresh, Cal Works, SSI, etc., or on PG&E CARE/FERA) can travel one-way within Suisun City and to the 5 Fairfield locations for \$1.50. Residents must contact the Call Center to sign up for the low-income fare.

During the third quarter, 5,009 Suisun City Lyft rides for \$42,389.89 were provided. The average cost/ride was \$8. See attachment B.7 for fiscal year comparisons.

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**COMMUTER PROGRAM PARTICIPATION FISCAL YEAR COMPARISON**

FISCAL YEAR COMPARISON							Q3
PROGRAM	FY 18-19	FY 19-20	FY 20-21	FY 21-22	FY 22-23	FY 23-24	FY 24-25
Bucks for Bikes (B4B) Redemptions	10	9	6	12	12	11	5
Capitol Corridor + Lyft (CC+L) Participants	19	43	5	9	25	39	22
Commute Solano Active Participants	--	51	270	421	733	639	183
First/ Last Mile (FLM) Shuttle Total Registrants	81	195	296	653	1,296	1,675	1,822
Guaranteed Ride Home (GRH) Redemptions	10	1	1	5	20	7	10
Solano Express Guaranteed Ride (GR) Total Registrants	--	--	--	--	276	526	670
Solano Express 2-for-1 Redemptions	--	--	--	67	65	62	2
Vanpools Subsidized	3	1	1	12	23	9	13

## COMMUTER PROGRAM PARTICIPATION COMPARISON

## Participation by City - 3rd Quarter FY 2024-25

Origin City	2 for 1	CC+L	B4B	FLM	GRH	GR	Vanpool
Benicia	0	2	2	4	2	2	2
Dixon	0	1	0	0	0	0	1
Fairfield	1	3	0	19	0	12	4
Rio Vista	0	0	0	0	0	0	1
Suisun City	0	2	1	7	1	1	0
Vacaville	0	9	0	11	0	3	3
Vallejo	0	2	0	21	0	16	1
Other	1	3	2	11	7	3	1
<b>Total:</b>	2	22	5	73	10	37	13

Destination City	2 for 1	CC+L	B4B	FLM	GRH	GR	Vanpool
Benicia	0	0	0	0	0	0	0
Dixon	0	0	0	0	1	0	0
Fairfield	0	2	2	9	0	1	1
Rio Vista	0	0	0	0	0	0	0
Suisun City	0	0	0	1	2	0	0
Vacaville	0	0	0	1	2	0	0
Vallejo	0	1	0	5	0	3	0
Other	2	19	3	57	5	33	12
<b>Total:</b>	2	22	5	73	10	37	13

**FIRST/LAST MILE ORIGIN AND DESTINATION SUMMARY BY CITY****January 2025**

<b><i>Origin Summary</i></b>		
	<b># of Rides</b>	<b>Usage (%)</b>
Benicia	96	3%
Dixon	4	0%
Fairfield	523	16%
Rio Vista	0	0%
Suisun	121	4%
Vacaville	243	7%
Vallejo	2122	64%
Outside County	220	7%
<b>Total # of Rides</b>	<b>3329</b>	<b>100%</b>

<b><i>Destination Summary</i></b>		
	<b># of Rides</b>	<b>Usage (%)</b>
Benicia	119	4%
Dixon	5	0%
Fairfield	455	14%
Rio Vista	0	0%
Suisun	153	5%
Vacaville	249	7%
Vallejo	2165	65%
Outside County	183	5%
<b>Total # of Rides</b>	<b>3329</b>	<b>100%</b>

**February 2025**

<b><i>Origin Summary</i></b>		
	<b># of Rides</b>	<b>Usage (%)</b>
Benicia	111	3%
Dixon	5	0%
Fairfield	504	15%
Rio Vista	0	0%
Suisun	135	4%
Vacaville	229	7%
Vallejo	2103	64%
Outside County	194	6%
<b>Total # of Rides</b>	<b>3281</b>	<b>100%</b>

<b><i>Destination Summary</i></b>		
	<b># of Rides</b>	<b>Usage (%)</b>
Benicia	124	4%
Dixon	6	0%
Fairfield	484	15%
Rio Vista	0	0%
Suisun	145	4%
Vacaville	222	7%
Vallejo	2101	64%
Outside County	199	6%
<b>Total # of Rides</b>	<b>3281</b>	<b>100%</b>

## March 2025

<i>Origin Summary</i>		
	<b># of Rides</b>	<b>Usage (%)</b>
Benicia	114	3%
Dixon	7	0%
Fairfield	568	16%
Rio Vista	0	0%
Suisun	119	3%
Vacaville	247	7%
Vallejo	2265	65%
Outside County	175	5%
<b>Total # of Rides</b>	<b>3495</b>	<b>100%</b>

<i>Destination Summary</i>		
	<b># of Rides</b>	<b>Usage (%)</b>
Benicia	159	5%
Dixon	6	0%
Fairfield	524	15%
Rio Vista	0	0%
Suisun	126	4%
Vacaville	268	8%
Vallejo	2274	65%
Outside County	138	4%
<b>Total # of Rides</b>	<b>3495</b>	<b>100%</b>



**FIRST/LAST MILE ORIGIN AND DESTINATION SUMMARY BY CITY****January 2025 (LID)**

<b><i>Origin Summary (LID)</i></b>		
	<b># of Rides</b>	<b>Usage (%)</b>
Benicia	36	5%
Dixon	0	0%
Fairfield	154	20%
Rio Vista	0	0%
Suisun	94	12%
Vacaville	36	5%
Vallejo	414	55%
Outside County	20	3%
<b>Total # of Rides</b>	<b>754</b>	<b>100%</b>

<b><i>Destination Summary (LID)</i></b>		
	<b># of Rides</b>	<b>Usage (%)</b>
Benicia	34	5%
Dixon	0	0%
Fairfield	169	22%
Rio Vista	0	0%
Suisun	70	9%
Vacaville	36	5%
Vallejo	411	55%
Outside County	34	5%
<b>Total # of Rides</b>	<b>754</b>	<b>100%</b>

**February 2025 (LID)**

<b><i>Origin Summary (LID)</i></b>		
	<b># of Rides</b>	<b>Usage (%)</b>
Benicia	34	4%
Dixon	0	0%
Fairfield	157	20%
Rio Vista	0	0%
Suisun	77	10%
Vacaville	90	12%
Vallejo	402	52%
Outside County	16	2%
<b>Total # of Rides</b>	<b>776</b>	<b>100%</b>

<b><i>Destination Summary (LID)</i></b>		
	<b># of Rides</b>	<b>Usage (%)</b>
Benicia	31	4%
Dixon	0	0%
Fairfield	164	21%
Rio Vista	0	0%
Suisun	69	9%
Vacaville	83	11%
Vallejo	400	52%
Outside County	29	4%
<b>Total # of Rides</b>	<b>776</b>	<b>100%</b>

### **March 2025 (LID)**

<b><i>Origin Summary</i></b>		
	<b># of Rides</b>	<b>Usage (%)</b>
Benicia	42	5%
Dixon	0	0%
Fairfield	138	18%
Rio Vista	0	0%
Suisun	63	8%
Vacaville	53	7%
Vallejo	444	58%
Outside County	28	4%
<b>Total # of Rides</b>	<b>768</b>	<b>100%</b>

<b><i>Destination Summary</i></b>		
	<b># of Rides</b>	<b>Usage (%)</b>
Benicia	44	6%
Dixon	0	0%
Fairfield	151	20%
Rio Vista	0	0%
Suisun	47	6%
Vacaville	57	7%
Vallejo	451	59%
Outside County	18	2%
<b>Total # of Rides</b>	<b>768</b>	<b>100%</b>

SOLANO MOBILITY EXPRESS VANPOOL RIDERSHIP DATA FOR JANUARY

January 2025 - Express Vanpool Ridership Data																	
	30-Dec	31-Dec	1-Jan	2-Jan	3-Jan		6-Jan	7-Jan	8-Jan	9-Jan	10-Jan		13-Jan	14-Jan	15-Jan	16-Jan	17-Jan
Morning						Morning						Morning					
V1 (6:30)			0	0	0	V1 (6:30)	0	4	0	2	3	V1 (6:30)	2	4	6	0	0
V2 (6:45)			0	0	2	V2 (6:45)	1	2	1	1	3	V2 (6:45)	1	2	0	5	0
D1 (6:45)			0	0	1	D1 (6:45)	2	3	6	0	1	D1 (6:45)	2	3	1	2	4
V3 (7:30)			0	1	2	V3 (7:30)	2	3	3	3	1	V3 (7:30)	1	4	4	4	1
AM Total	0	0	0	1	5	AM Total	5	12	10	6	8	AM Total	6	13	11	11	5
Afternoon						Afternoon						Afternoon					
V1 (4:30)			0	1	2	V1 (4:30)	1	3	4	4	1	V1 (4:30)	0	4	0	6	0
D1 (4:30)			0	0	2	D1 (4:30)	2	2	1	0	1	D1 (4:30)	2	2	5	0	1
V2 (5:15)			0	0	0	V2 (5:10)	2	8	3	4	4	V2 (5:10)	2	7	3	5	6
V3 (5:45)			0	0	0	V3 (5:45)	1	1	0	1	1	V3 (5:45)	1	1	0	1	1
PM Total	0	0	0	1	4	PM Total	6	14	8	9	7	PM Total	5	14	8	12	8
Daily Total	0	0	0	2	9	Daily Total	11	26	18	15	15	Daily Total	11	27	19	23	13
Weekly Total					11	Weekly Total					85	Weekly Total					93
Program Total					6257	Program Total					6342	Program Total					6435
	20-Jan	21-Jan	22-Jan	23-Jan	24-Jan		27-Jan	28-Jan	29-Jan	30-Jan	31-Jan	January Monthly Total					
Morning						Morning						356					
V1 (6:30)	0	3	6	2	3	V1 (6:30)	3	5	6	3	5						
V2 (6:45)	0	1	2	4	3	V2 (6:45)	1	3	0	2	1						
D1 (6:45)	0	3	0	1	0	D1 (6:45)	2	3	1	0	0						
V3 (7:30)	0	3	4	4	1	V3 (7:30)	3	4	4	3	0						
AM Total	0	10	12	11	7	AM Total	9	15	11	8	6						
Afternoon						Afternoon											
V1 (4:30)	0	4	5	5	0	V1 (4:30)	2	5	4	4	0						
D1 (4:30)	0	2	1	1	0	D1 (4:30)	2	2	0	0	0						
V2 (5:10)	0	3	0	4	7	V2 (5:10)	4	7	4	4	1						
V3 (5:45)	0	1	0	1	1	V3 (5:45)	1	1	1	1	0						
PM Total	0	10	6	11	8	PM Total	9	15	9	9	1						
Daily Total	0	20	18	22	15	Daily Total	18	30	20	17	7						
Weekly Total					75	Weekly Total					92						
Program Total					6510	Program Total					6602						

35

SOLANO MOBILITY EXPRESS VANPOOL RIDERSHIP DATA FOR FEBRUARY

February 2025 - Express Vanpool Ridership Data																	
	3-Feb	4-Feb	5-Feb	6-Feb	7-Feb		10-Feb	11-Feb	12-Feb	13-Feb	14-Feb		17-Feb	18-Feb	19-Feb	20-Feb	21-Feb
Morning						Morning						Morning					
V1 (6:30)	8	4	2	1	2	V1 (6:30)	2	5	4	2	3	V1 (6:30)		3	3	3	4
V2 (6:45)	0	3	3	4	3	V2 (6:45)	1	2	0	3	2	V2 (6:45)		2	4	4	1
D1 (6:45)	0	3	1	1	0	D1 (6:45)	2	3	1	0	1	D1 (6:45)		1	2	2	0
V3 (7:30)	2	4	3	3	1	V3 (7:30)	1	4	4	4	1	V3 (7:30)		4	4	4	1
AM Total	10	14	9	9	6	AM Total	6	14	9	9	7	AM Total	0	10	13	13	6
Afternoon						Afternoon						Afternoon					
V1 (4:30)	3	4	4	5	0	V1 (4:30)	0	4	4	3	0	V1 (4:30)		5	4	2	0
D1 (4:30)	1	2	0	1	0	D1 (4:30)	2	2	0	0	0	D1 (4:30)		1	1	1	0
V2 (5:15)	3	6	5	3	5	V2 (5:10)	3	6	2	4	4	V2 (5:10)		0	6	6	3
V3 (5:45)	1	1	1	1	1	V3 (5:45)	0	1	2	1	0	V3 (5:45)		1	1	1	1
PM Total	8	13	10	10	6	PM Total	5	13	8	8	4	PM Total	0	7	12	10	4
Daily Total	18	27	19	19	12	Daily Total	11	27	17	17	11	Daily Total	0	17	25	23	10
Weekly Total					95	Weekly Total					83	Weekly Total					75
Program Total					6697	Program Total					6780	Program Total					6855

	24-Feb	25-Feb	26-Feb	27-Feb	28-Feb
Morning					
V1 (6:30)	3	6	6	4	4
V2 (6:45)	4	2	4	5	2
D1 (6:45)	3	2	1	2	1
V3 (7:30)	1	3	3	3	0
AM Total	11	13	14	14	7

Afternoon					
V1 (4:30)	3	3	5	8	0
D1 (4:30)	2	2	0	1	1
V2 (5:10)	4	8	5	3	6
V3 (5:45)	0	1	1	1	0
PM Total	9	14	11	13	7
Daily Total	20	27	25	27	14
Weekly Total					113
Program Total					6968

February Monthly Total
366

SOLANO MOBILITY EXPRESS VANPOOL RIDERSHIP DATA FOR MARCH

March 2025 - Express Vanpool Ridership Data																	
	3-Mar	4-Mar	5-Mar	6-Mar	7-Mar		10-Mar	11-Mar	12-Mar	13-Mar	14-Mar		17-Mar	18-Mar	19-Mar	20-Mar	21-Mar
Morning						Morning						Morning					
V1 (6:30)	5	6	4	4	5	V1 (6:30)	3	7	4	5	3	V1 (6:30)	3	6	4	5	4
V2 (6:45)	1	3	2	4	2	V2 (6:45)	2	3	3	3	1	V2 (6:45)	2	2	3	3	2
D1 (6:45)	2	3	2	2	0	D1 (6:45)	2	2	1	2	1	D1 (6:45)	2	2	1	2	0
V3 (7:30)	2	3	4	4	1	V3 (7:30)	2	4	5	3	1	V3 (7:30)	1	5	4	3	1
AM Total	10	15	12	14	8	AM Total	9	16	13	13	6	AM Total	8	15	12	13	7
Afternoon						Afternoon						Afternoon					
V1 (4:30)	3	4	4	5	0	V1 (4:30)	3	6	6	6	0	V1 (4:30)	4	6	0	3	0
D1 (4:30)	2	4	1	1	0	D1 (4:30)	2	2	0	1	3	D1 (4:30)	1	2	4	2	2
V2 (5:15)	4	7	6	8	7	V2 (5:10)	2	8	4	4	3	V2 (5:10)	2	6	8	4	7
V3 (5:45)	1	0	1	2	1	V3 (5:45)	1	1	1	0	1	V3 (5:45)	1	1	2	0	0
PM Total	10	15	12	16	8	PM Total	8	17	11	11	7	PM Total	8	15	14	9	9
Daily Total	20	30	24	30	16	Daily Total	17	33	24	24	13	Daily Total	16	30	26	22	16
Weekly Total					120	Weekly Total					111	Weekly Total					110
Program Total					7088	Program Total					7199	Program Total					7309
	24-Mar	25-Mar	26-Mar	27-Mar	28-Mar		31-Mar	1-Apr	2-Apr	3-Apr	4-Apr	March Monthly Total					
Morning						Morning						455					
V1 (6:30)	5	5	4	4	5	V1 (6:30)	2										
V2 (6:45)	4	1	2	1	1	V2 (6:45)	0										
D1 (6:45)	3	2	0	0	0	D1 (6:45)	1										
V3 (7:30)	1	7	3	3	2	V3 (7:30)	1										
AM Total	13	15	9	8	8	AM Total	4	0	0	0	0						
Afternoon						Afternoon											
V1 (4:30)	3	3	6	0	1	V1 (4:30)	0										
D1 (4:30)	3	3	1	5	0	D1 (4:30)	1										
V2 (5:10)	5	7	3	4	3	V2 (5:10)	3										
V3 (5:45)	1	2	1	1	1	V3 (5:45)	0										
PM Total	12	15	11	10	5	PM Total	4	0	0	0	0						
Daily Total	25	30	20	18	13	Daily Total	8	0	0	0	0						
Weekly Total					106	Weekly Total					8						
Program Total					7415	Program Total					7423						

53

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Solano Express Guaranteed Ride															
2022				2023				2024				2025			
Month	# Rides	Cost	# Riders	Month	# Rides	Cost	# Riders	Month	# Rides	Cost	# Riders	Month	# Rides	Cost	# Riders
N/A				January	333	\$12,547.41	103	January	494	\$18,923.65	158	January	673	\$28,158.14	200
N/A				February	339	\$12,880.77	100	February	513	\$21,384.16	155	February	668	\$29,996.83	197
N/A				March	319	\$12,503.24	97	March	644	\$27,913.64	189	March	702	\$33,914.99	226
N/A				April	236	\$8,851.88	87	April	565	\$25,860.39	181	April	685	\$33,495.24	214
N/A				May	220	\$8,538.91	75	May	549	\$24,630.42	183	May	678	\$33,939.72	224
N/A				June	281	\$11,224.55	95	June	549	\$25,089.28	181	June	657	\$34,034.57	212
N/A				July	332	\$12,917.23	119	July	514	\$24,403.93	180	July			
N/A				August	315	\$12,524.57	117	August	528	\$25,202.74	176	August			
September	28	\$1,039.67	15	September	406	\$16,615.17	132	September	545	\$25,155.14	184	September			
October	136	\$5,101.41	49	October	392	\$16,391.97	146	October	574	\$25,978.17	191	October			
November	203	\$9,376.43	66	November	386	\$15,211.45	130	November	575	\$26,886.99	200	November			
December	270	\$11,214.70	77	December	512	\$21,842.83	162	December	653	\$30,922.29	223	December			
TOTAL	637	\$26,732.21		TOTAL	4071	\$162,049.98		2024 Total	6703	\$302,350.80		2025 Total	4063	\$193,539.49	
												TO DATE	15474	\$684,672.48	

**Benicia Lyft Ridership by Fiscal Year**

	No of Trips 19/20	No of Trips 20/21	No of Trips 21/22	No of Trips 22/23	No of Trips 23/24	No of Trips thru Q3- 24/25
Veteran's Corp. DBA Yellow Cab	555	281	12	233	281	221
Lyft \$3	439	179	59	295	927	786
Lyft \$4	16	2	3	221	331	551
Benicia \$5			240	1335	4754	7045
<b>Total Trips</b>	<b>1010</b>	<b>462</b>	<b>314</b>	<b>2084</b>	<b>6293</b>	<b>8603</b>

	Cost 19/20	Cost 20/21	Cost 21/22	Cost 22/23	Cost 23/24	Cost thru Q3- 24/25
Veteran's Corp. DBA Yellow Cab	\$ 7,910.00	\$ 3,964.00	\$ 2,662.00	\$ 3,897.00	\$ 3,559.03	\$ 2,431.00
Lyft \$3	\$ 3,613.14	\$ 1,359.63	\$ 2,106.87	\$ 2,254.84	\$ 5,681.54	\$ 7,474.90
Lyft \$4	\$ 85.48	\$ 8.99	\$ 59.52	\$ 1,166.66	\$ 2,643.33	\$ 4,554.43
Benicia \$5			\$ 2,794.13	\$ 8,691.31	\$ 31,307.68	\$ 53,467.31
<b>Total Cost</b>	<b>\$ 11,608.62</b>	<b>\$ 5,332.62</b>	<b>\$ 7,622.52</b>	<b>\$ 16,009.81</b>	<b>\$ 43,191.58</b>	<b>\$ 67,927.64</b>

ATTACHMENT B.7

**Suisun City Lyft Ridership by Fiscal Year**

Program	FY 21-22	FY 22-23	FY 23-24	FY 24-25 Q1,Q2,Q3
	Rides			
Lyft \$3	228	692	3288	4636
Lyft \$2	403	2842	6726	8891
Lyft \$1.50	35	252	769	1060
<b>Total Number of Trips</b>	<b>706</b>	<b>3786</b>	<b>10783</b>	<b>14587</b>

Program	FY 21-22	FY 22-23	FY 23-24	FY 24-25 Q1,Q2,Q3
	Cost			
Lyft \$3	\$ 3,194.20	\$ 8,868.37	\$ 39,949.47	\$ 56,082.99
Lyft \$2	\$ 4,662.97	\$ 25,309.28	\$ 56,956.15	\$ 72,994.84
Lyft \$1.50	\$ 558.03	\$ 3,775.00	\$ 9,454.90	\$ 10,257.19
<b>Total Costs</b>	<b>\$ 8,415.20</b>	<b>\$ 37,952.65</b>	<b>\$ 106,360.52</b>	<b>\$139,335.02</b>



## **STA Connected Mobility Implementation Plan Guidelines, Performance Measures, & Benchmarks Goals and Objectives**

**Solano Mobility Vanpool Program: The program should sustain 90% of its existing vanpools annually, grow at least five vanpools per year, and be managed, funded, operated, marketed, priced, and evaluated in adherence to industrywide best practices.**

Solano Mobility's Vanpooling is oriented to provide transportation to work services to individuals who live at least 15 miles from their workplaces. To ensure its effectiveness, the program must be administered in a way that aligns with the industrywide standards generally recognized as encouraging success. Currently the program is partnered with Commute by Enterprise to provide outreach support and additional subsidies to Solano County employers. Key program aspects include:

- Ensuring broad service coverage with an established, consistent turnkey agreement process between STA and long-serving contractors and vendors.
- Establishing meeting structures that encourage collaboration and idea-sharing between contractors and vendors.
- Ensuring strategic oversight of program services and delivery and clear definition of agency and vendor responsibilities.
- Delivering consistent program administration with clear billing/invoicing, outreach, and customer service practices.
- Maintaining a single source of vanpooling information that is easily communicated, marketed, and promoted to customers, and that enhances public understandability of the program.
- Conducting incentive programs to encourage participation and use.
- Collecting program use data for performance monitoring purposes.

<b>Evaluation Methodology:</b>	<b>Meets Criteria if:</b>
Coordinate with Solano Mobility to review Vanpool program policies and processes.	Solano Mobility Vanpool program sustains 90% of existing vanpools annually, grows at least five vanpools per year, and meets the conditions listed above.
<b>Relates to:</b> MTC Task Force Recommendation #17	

**Solano Mobility Guaranteed Ride Home Program: The program should be accessible to all Solano County employees, should be administered in adherence to industrywide best practices, and should meet the quantifiable service goals listed below.**

Solano Mobility's Guaranteed Ride Home program provides a free ride home from workplaces for individuals who do not drive alone to work, serving as a lifeline for transit and other mobility program commuters and enabling greater access to the mobility system in general. To ensure its effectiveness, the program must be administered in a way that aligns with the industrywide standards generally recognized as encouraging success. Key program aspects and service goals include:

- Allowing all permanent part-time or full-time employees who work to or from Solano County eligibility to participate.

- Defining the qualifying emergency situations during which registered employees can request service.
- Defining the alternative transportation modes that registered employees must have used on the day of requested service to qualify the Guaranteed Ride Home reimbursement.
- Defining the extents of the service, including the types of trips eligible for reimbursement, trip maximum distances from Solano County employment locations, eligible expenses, and both annual and per-trip reimbursement amount limits.
- Administering a clear and accessible registration process, with registration forms available for completion and submission both online and via mail.
- Responding to initial program applications within two business days of application receipt.
- Responding to initial request for guaranteed ride home reimbursement within two business days of request receipt.
- Processing reimbursements to riders within 45 days of receiving the guaranteed ride home request.

<b>Evaluation Methodology:</b>	<b>Meets Criteria if:</b>
Coordinate with Solano Mobility to review Guaranteed Ride Home program policies and processes.	Solano Mobility Guaranteed Ride Home program meets the conditions listed above.
<b>Relates to:</b> MTC Task Force Recommendation #17	

**Solano Mobility Bucks for Bikes Program: The program should be administered in adherence to industrywide best practices.**

Solano Mobility's Bucks for Bikes program incentivizes bicycling as a mode of transportation for commuting to work by reimbursing a portion of the cost of a bicycle for any Solano County resident, employee, or college student who will use the bicycle for commuting purposes. To ensure its effectiveness, the program is administered in a way that aligns with industrywide standards generally recognized as encouraging success. Key aspects include:

- Clearly defining participant eligibility, program requirements, and program policies and procedures.
- Requiring participants to provide feedback in three surveys at three-month intervals after receiving the incentive.
- Encouraging Commute Solano on the Ride Amigos platform.
- An increase in program participation with participants from each city in the county.

<b>Evaluation Methodology:</b>	<b>Meets Criteria if:</b>
Coordinate with Solano Mobility to review Bucks for Bikes program policies and processes.	Solano Mobility Bucks for Bikes program meets the conditions listed above.
<b>Relates to:</b> MTC Task Force Recommendation #17	



DATE: August 8, 2025  
TO: Solano Express Intercity Transit Consortium  
FROM: Brandon Thomson, Transit Mobility Coordinator  
RE: Rio Vista and Suisun Microtransit Year-end Report

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**Background:**

When requested, Solano Transportation Authority (STA) provides transit management services and oversight to jurisdictions within Solano County. In March 2013, STA received a letter requesting assistance from the City of Rio Vista regarding the City's transit finances and operations. In August 2022, Suisun City requested STA's assistance in launching and managing Suisun Microtransit services, which launched in January 2023.

**Discussion:**

Staff have completed the Year-end review of the Rio Vista Delta Breeze and Suisun Microtransit ridership and have provided a comparison on Attachment A. The Rio Vista Delta Breeze recognized a 6% increase in ridership while Suisun Microtransit recognized a 50% increase in ridership. When looking at the Rio Vista Delta Breeze, staff believes the increase in ridership is attributed to the recently conducted Community Based Transportation Plan (CBTP) and extensive outreach that was conducted in the City of Rio Vista by the STA. When performing outreach for the Rio Vista CBTP, many Rio Vista residents were not aware of the Rio Vista Delta Breeze's services. When examining the Suisun Microtransit ridership increase, staff believe Suisun residents are becoming more familiar with the service as it was launched in January 2023. Additionally, staff believe the marketing efforts in Suisun City, conducted over the last year, have paid dividends, particularly on the fixed route service known as the School Tripper.

**Fiscal Impact:**

None.

**Recommendation:**

Informational.

Attachment:

- A. 2024-25 Year-end Ridership Comparison for Rio Vista Delta Breeze and Suisun Microtransit

## RVDB Passenger Trips

Month/Year	Passenger Trips	Month/Year	Passenger Trips
Jul-23	337	Jul-24	462
Aug-23	432	Aug-24	478
Sep-23	434	Sep-24	434
Oct-23	403	Oct-24	419
Nov-23	412	Nov-24	416
Dec-23	263	Dec-24	438
Jan-24	467	Jan-25	435
Feb-24	411	Feb-25	373
Mar-24	468	Mar-25	424
Apr-24	467	Apr-25	470
May-24	442	May-25	466
Jun-24	420	Jun-25	463
<b>Total</b>	<b>4,956</b>	<b>Total</b>	<b>5,278</b>

## Suisun Microtransit Passenger

Month/Year	Passenger Trips	Month/Year	Passenger Trips
July, 2023	160	July, 2024	288
August, 2023	875	August, 2024	1,584
September, 2023	1,388	September, 2024	1,861
October, 2023	1,305	October, 2024	1,898
November, 2023	1,220	November, 2024	1,467
December, 2023	986	December, 2024	1,449
January, 2024	1,088	January, 2025	1,647
February, 2024	1,074	February, 2025	1,492
March, 2024	1,283	March, 2025	2,112
April, 2024	1,136	April, 2025	1,766
May, 2024	1,388	May, 2025	2,221
June, 2024	407	June, 2025	680
<b>Total</b>	<b>12,310</b>	<b>Total</b>	<b>18,465</b>



DATE: July 31, 2025  
TO: Solano County Intercity Transit Consortium  
FROM: Brandon Thomson, Transit Mobility Coordinator  
RE: Napa Valley Transportation Authority (NVTA)'s Vine 21 Year-end Report

---

**Background:**

State Route (SR) 12 Jameson Canyon carries approximately 30,000 motorists, in either direction, between the southern Napa Valley and the Fairfield/Suisun City areas on a daily basis. Many of the motorists using this segment of SR 12 live in Solano County and work in Napa County.

In January 2006, STA and NVTA conducted a SR 12 Transit Study that identified the opportunity for transit service along this corridor. In 2014, STA, Napa County Transportation and Planning Agency (now Napa Valley Transportation Authority) and Caltrans completed the widening of SR 12 Jameson Canyon from I-80 in Solano to SR 29 in Napa which provides a safer corridor connecting the two counties. STA and Napa Valley Transportation Authority (NVTA), anticipating the improvements to SR 12 Jameson Canyon, co-sponsored a state grant application for bus service along SR 12 Jameson Canyon connecting the counties of Napa and Solano in 2013.

In July 2013, after receiving the Caltrans grant, NVTA, with the concurrence of STA, started operating VINE 21 Express Bus service between the Soscot Gateway Transit Center located in Downtown Napa, the Fairfield Transportation Center, and the Suisun City Train Depot. This included both NVTA and STA providing some matching funds in support of the grant. Prior to 2013, there was no transit service along this corridor.

**Discussion:**

At the request of the Solano County Intercity Transit Consortium, NVTA has been furnishing the STA with the service statistics for NVTA's Vine 21. NVTA has submitted their FY 2024-25 year-end report for review by the STA, Consortium, and the STA Board (Attachment A). The table below shows where Vine 21 is compared to the estimated yearly projections. A percentage of 100% would indicate that the estimate is meeting the budgeted actual. A critical statistic contained within Attachment A is the cost per vehicle revenue hour as this metric determines how much service can be provided given NVTA's resources. NVTA's cost per hour in order to operate Vine 21 is \$117.10 per vehicle revenue hour. A summary of the FY 2024-25 Year-end report is presented below.

FY 2024-25	Vine 21
Cost	92%
Revenue Hours	100%
Fares	71%
Ridership	73%
Farebox Recovery Ratio	5%

**Recommendation:**

Informational.

Attachment:

A. Vine 21 Year-end Report FY 2024-25

## VINE 21 – 4<sup>TH</sup> QUARTER/YEAR-END REPORT

### COST

Intercity Route	FY 24-25 Annual Budget Expenses	First Quarter Ending Sept. 30		Second Quarter Ending Dec. 31		Third Quarter Ending Mar. 31		Fourth Quarter Ending June 30		TOTAL	
		Actual	% of Budget	Actual	% of Budget	Actual	% of Budget	Actual	% of Budget	Estimate or Actual	% of Budget
Vine 21	\$ 818,237	\$ 181,516	22.2%	\$ 183,106	22.4%	185,218	22.6%	200,395	24.5%	\$ 750,236	91.7%

### REVENUE HOURS

Intercity Route	FY 24-25 Budget Revenue Hours	First Quarter Ending Sept. 30		Second Quarter Ending Dec. 31		Third Quarter Ending Mar. 31		Fourth Quarter Ending June 30		TOTAL	
		Actual	% of Budget	Actuals	% of Budget	Actual	% of Budget	Actual	% of Budget	Actual	% of Budget
Vine 21	6,375	1,605	25.2%	1,596	25.0%	1,575	24.7%	1,631	25.6%	6,407	100.5%

### FARES

Intercity Route	FY 24-25 Annual Budget Fares	First Quarter Ending Sept. 30		Second Quarter Ending Dec. 31		Third Quarter Ending Mar. 31		Fourth Quarter Ending June 30		TOTAL	
		Actual	% of Budget	Actual	% of Budget	Actual	% of Budget	Actual	% of Budget	Actual	% of Budget
Vine 21	\$ 48,844	\$ 9,028	18.5%	\$ 9,815	20.1%	7,706	15.8%	8,398	17.2%	\$ 34,946	71.5%

### RIDERSHIP

Intercity Route	FY 24-25 Annual Budget Fares	First Quarter Ending Sept. 30		Second Quarter Ending Dec. 31		Third Quarter Ending Mar. 31		Fourth Quarter Ending June 30		TOTAL	
		Actual	% of Budget	Actual	% of Budget	Actual	% of Budget	Actual	% of Budget	Actual	% of Budget
Vine 21	\$ 48,844	\$ 9,028	18.5%	\$ 9,815	20.1%	7,706	15.8%	8,398	17.2%	\$ 34,946	71.5%

### FAREBOX

Intercity Route	Cost		Fares		Ridership		Revenue Hours		Farebox Recovery Ratio
	Estimate or Actual	% of Budget	Estimate or Actual	% of Budget	Estimate or Actual	% of Budget	Estimate or Actual	% of Budget	
Vine 21	\$ 750,236	91.7%	\$ 34,946	71.5%	13,114	72.5%	6,407	100.5%	5%



DATE: July 8, 2025  
TO: Solano County Intercity Transit Consortium  
FROM: Ron Grassi, Director of Programs  
Lorene Garrett, Transit Mobility Coordinator I  
Julie Davidson, Customer Service Representative II  
RE: Update on Solano Express Guaranteed Ride (GR) Program

---

**Background:**

STA's Guaranteed Ride Home (GRH) Program supports Solano County residents and employees who commute by reimbursing the cost (up to \$100) of a ride home in the event of an unexpected emergency. To participate in the program, participants must reside in or work in Solano County.

During FY 2021-22, due to a shortage of drivers and numerous missed trips, the GRH program added transit that did not show up at its scheduled time to the list of qualified emergencies. To increase equity and accessibility for those who cannot afford to pay for their ride and wait for reimbursement, Solano Mobility added an Uber Voucher option to the GRH program in September 2022, and then created the Guarantee Ride (GR) Program for Solano Express commuters whose route was cancelled, or their trip was missed. STA's GR Program assures commuters traveling to and from work on Solano Express that they will be able to get to and from their jobs if the Solano Express bus is delayed or does not arrive.

All 9 Bay Area counties offer a GRH or Emergency Ride Home Program. STA's GRH and GR programs were highlighted with all Bay Area County GRH programs by MTC in their August 7, 2025, Transportation Headlines newsletter (Attachment A). In addition, VTA temporarily introduced Uber Vouchers to replace transit during a strike this spring, and NVTa has recently introduced an Uber Voucher program to provide evening transportation.

As of July 31, 2025, 719 commuters were enrolled in the GR program. During July, 226 riders took 697 rides for \$36,225.34.

**Discussion:**

On June 11, 2025, the STA Board approved extending the GR program to FY 2025-26. However, the Board also approved implementing five steps to minimize misuse. STA staff previously analyzed the program for misuse in May through June 2024; however, ridership data was not available until recently for further misuse analysis since then. This includes the following:

1. STA Staff will follow up with a notification educating all riders on proper program use and informing them that they will be removed for future misuse. (24 users were issued warning letters following the initial May 2024 analysis.)
  - a. *Update: Email sent to 700+ participants 8/1/25. (Attachment B.)*
2. After a warning is issued, any rider misusing the program will be removed. (4 users were removed from the program when STA received 2 weeks of missed run data from SolTrans in May/June 2024.)
  - a. *Update: Information regarding the warning is included in the 8/1/25 email. STA staff will review August and subsequent monthly ride data in conjunction with Solano Express monthly missed run data to issue warnings and if necessary, subsequent removals.*

3. As required through the Solano Express Intercity Funding and Cost Sharing Agreement, have SolTrans provide late, early, and missed bus data, along with alert notices and the timing of those alerts, so that STA staff can better identify misuse. Data is requested from July 1, 2024, and every month thereafter.
  - a. *Update: SolTrans is providing missed run data throughout the month. STA staff is evaluating Uber Voucher data in conjunction with the missed runs. The Uber Voucher data currently includes usage for early/late buses per the GRH guidelines. However, with the August 1 notification that GR is only to be used for missed or cancelled runs per program guidelines, any uses outside that window will be considered misuse, and users will be issued a warning of potential removal from the GR program.*
4. Update location information for all Solano Express stops to help staff accurately update the geofences. For example, the Yellow Line has stops on Military that are not listed on the schedule or on Google Maps.
  - a. *Update: STA staff requests updates as stops are added/removed to update the Uber Voucher parameters.*
5. The GR program was established to maintain Solano Express ridership due to missed routes during the driver shortage. As service reliability improves, STA will develop criteria for scaling down the program in coordination with the Solano County Intercity Transit Consortium.
  - a. *Update: It is expected that usage will scale down per the GR guideline email. After evaluating the first quarter Uber Voucher ride data, STA staff will coordinate with the Solano County Intercity Transit Consortium.*

**Recommendation:**

Informational.

Attachments:

- A. Bay Area residents\_ Guaranteed Ride Home
- B. Guaranteed Ride Program Update Email
- C. GR Data – Solano Express Missed Runs



TRANSPORTATION

## Bay Area residents: Guaranteed Ride Home programs offer a lift in case of emergency

August 6, 2025




Credit Jeremy Menzies, SFMTA Photographer


Commuters in the Bay Area who don't use a private vehicle may be able to get a free ride home in the event of an emergency, thanks to free guaranteed ride home programs in all nine counties.

Each program has its own rules and details – and some require pre-registration before using the program. Check out the [Guaranteed Ride Home Programs page on 511.org](#), [🔗](#) or click the links below for full program details for each county.


## Alameda County

The [Alameda County Transportation Commission's Guaranteed Ride Home Program](#)  is available to all permanent employees (full time or part time) employed within Alameda County, regardless of residence. Pre-register before using the program for a reimbursement up to \$125.


## Contra Costa County

Those who work or attend college in Contra Costa County and commute by walking, biking or ridesharing are eligible for the [Contra Costa County Guaranteed Ride Home Program](#).  Pre-register for the program for up to six emergency trips per year. The first two rides are reimbursable up to \$150, with subsequent trips reimbursable up to \$100 per ride.


## Marin County

Marin County workers and college students commuting by public transit, carpool/vanpool, or by walking or biking are eligible for the [Marin Emergency Ride Home Program](#).  Pre-registration is not required, and those who use the program submit up to four trips of \$125 each per year, for a maximum reimbursement of \$500 per year.

## Napa County

[Napa Valley Transportation Authority's Guaranteed Ride Home Program](#)  is available to people living, work or attend college in Napa County. Pre-register for V-Commute to take advantage of up to four rides per year. Reimbursable up to \$100 per trip.

## Santa Clara County

[Valley Transportation Authority](#)  covers up to \$125 per trip (to a maximum of six trips or \$500 per year) for adults using a sustainable mode of transportation to get to work, college or adult education classes in Santa Clara County. Sign up on the Guaranteed Ride Home Portal to submit a reimbursement request within 30 days of an emergency ride.

## San Francisco County

Adults who work in San Francisco and commute by transit, carpool, walking, biking, or by taking a shared car, moped, scooter or bike, may be able to be reimbursed up to \$150 for a taxi ride by the [San Francisco Environment Department's Emergency Ride Home Program](#). [↗](#)

## San Mateo County

Workers and college students in San Mateo County traveling by walking, biking, carpool/vanpool, transit or shuttle may be able to use the Guaranteed Ride Home Program in San Mateo County. Visit [Commute.org](#) [↗](#) to pre-register for a CommuteStar account, and be reimbursed up to \$60 per trip (up to four trips per calendar year).

## Solano County

Those who travel to or from Solano County for work, and take transit or carpool/vanpool can take advantage of the [Solano Mobility Guaranteed Ride Home Program](#). [↗](#) Pre-registration is required. Get reimbursed up to \$100 per trip, up to six times per year (maximum three trips per month). There is a similar program dedicated to [Solano Express](#) [↗](#) commuters.

## Sonoma County

The [Sonoma County Transportation Authority Emergency Ride Home Program](#) [↗](#) applies to those who work or go to college in Sonoma County, and get there by walking, biking, transit or carpool/vanpool. Pre-registration is not required. Up to four trips per year can be reimbursed, each up to \$125 (may not be more than \$500 per year).

**Related:** [Transit Riders](#) [Emergencies](#) [San Francisco Bay Area](#)

## Submit your comment

In order to receive a reply to your comment, please provide an email address.

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[Join Our Email List](#)



Dear Solano Express Rider,

Thank you for participating in the Solano Express Guaranteed Ride Program. The Guaranteed Ride Program was designed as a safety net for Solano Express commuters if a Solano Express route was cancelled/missed. In June 2025, Solano Express only missed 3 runs and had an on-time performance of 71%. The acceptable uses for the program are listed below. **Effective August 6, 2025, the Uber voucher will only be valid for travel from one Solano Express bus stop to another.**

**Guaranteed Ride Program Guidelines:**

- The Guaranteed Ride Program is for riders who live or work in Solano County and use the Solano Express Red, Blue, Yellow or Green Line to travel to work.
- **4 Uber vouchers (\$100 value per trip) are available for use each month, for use only if your Solano Express route is cancelled/missed. Effective August 6, 2025, vouchers will only be valid for travel from one Solano Express bus stop to another.**
- The vouchers are not to be used as an alternative ride to work and are only to be used if a Solano Express route is cancelled/missed.
- The vouchers are not to be used outside of Solano Express operating hours, or on a Holiday when Solano Express is not operating.

- The vouchers are not to be used for: personal errands, medical appointments, weather emergencies, early dismissals from work, business-related travel, anticipated overtime or working overtime without a supervisor's request, or non-emergency-related trips on the way home.

The program is subject to termination at the discretion of Solano Mobility for any reason. **Solano Mobility will remove participants who misuse the program.**

For a qualified emergency ride home, reimbursement is available through the Guaranteed Ride Home Program: [solanomobility.org/program/guaranteed-ride-home](https://solanomobility.org/program/guaranteed-ride-home).

Please contact the Solano Mobility Call Center at 800-535-6883 with any questions.

Best Regards,  
*Solano Mobility*

423 Main St  
Suisun City, CA 94585  
(800)535-6883  
[solanomobility.org](https://solanomobility.org)



Solano Transportation Authority | 423 Main Street | Suisun City, CA 94585 US

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**Solano Express Guaranteed Ride  
(Based on Invoice)**

<b>2022</b>				
Month	Missed Trips	# Rides	Cost	# Riders
N/A				
N/A				
N/A				
N/A				
N/A				
N/A				
N/A				
August	230			
September		28	\$1,039.67	15
October		136	\$5,101.41	49
November		203	\$9,376.43	66
December		270	\$11,214.70	77
<b>TOTAL</b>		<b>637</b>	<b>\$26,732.21</b>	

<b>2023</b>				
Month	Missed Trips	# Rides	Cost	# Riders
January		333	\$12,547.41	103
February	89	339	\$12,880.77	100
March	35	319	\$12,503.24	97
April	60	236	\$8,851.88	87
May	83	220	\$8,538.91	75
June	200	281	\$11,224.55	95
July	88	332	\$12,917.23	119
August		315	\$12,524.57	117
September		406	\$16,615.17	132
October		392	\$16,391.97	146
November		386	\$15,211.45	130
December		512	\$21,842.83	162
<b>TOTAL</b>		<b>4,071</b>	<b>\$162,049.98</b>	

<b>2024</b>				
Month	Missed Trips	# Rides	Cost	# Riders
January		494	\$18,923.65	158
February		513	\$21,384.16	155
March		644	\$27,914.64	189
April		565	\$25,860.39	181
May	28 (2 weeks)	549	\$24,630.42	183
June		549	\$25,089.28	181
July	18	514	\$24,403.93	180
August	35	528	\$25,202.74	176
September	8	543	\$25,155.14	185
October	48	574	\$25,978.17	191
November	44	575	\$26,886.99	200
December	74	653	\$30,922.29	223
<b>TOTAL</b>		<b>6,703</b>	<b>\$302,350.80</b>	

<b>2025</b>				
Month	Missed Trips	# Rides	Cost	# Riders
January	29	673	\$28,250.90	200
February	21	668	\$29,996.83	197
March	13	702	\$33,914.99	226
April	6	685	\$33,495.24	214
May	3	678	\$33,939.72	224
June	3	657	\$34,034.57	212
July				
N/A				
N/A				
N/A				
N/A				
N/A				
<b>TOTAL</b>		<b>4,063</b>	<b>\$193,632.25</b>	



DATE: August 15, 2025  
TO: Solano County Intercity Transit Consortium  
FROM: Daryl Halls, Executive Director  
Ron Grassi, Director of Programs  
RE: Solano Express Intercity Transit Funding and Cost-Sharing Agreement

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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 is for the cost of these routes, after considering Farebox and other non-local revenue. Another key element of the agreement is that these routes be regularly monitored so that all the funding partners are aware of their performance. This data helps guide future funding, service planning, and marketing decisions.

In FY 2012-13, a revised Intercity Transit Funding Agreement was approved, based on the FY 2009-10 Agreement, and modified to ensure that the essential elements of the agreement could withstand the test of time, eliminating the need for annual updates and signatures from all city managers, public works directors, and agency attorneys. The STA Board approves the Solano Express operating budget annually after the Intercity Transit Funding Working Group review as needed. The agreement continues in perpetuity unless parties decide otherwise, or a need arises to amend the agreement. With the merger of Benicia and Vallejo's transit systems in 2011, Solano County Transit (SolTrans) has replaced those two cities as funding partners.

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

The variable elements of the agreement, such as the results of the cost-sharing formula, were included as an attachment.

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

**Discussion:**

On December 10, 2024, the STA Board reviewed and approved the Solano Transit 2030 Policy Committee's Final Recommendations to clarify interagency communication and 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 25th Consortium meeting.  
(9 Ayes)

On March 25, 2025, STA staff presented the Solano Express Intercity Transit Funding and Cost-Sharing Agreement again with all changes requested and reminded the Consortium members that the agreement is necessary for the program's funding and emphasized the need for a funding agreement for the funding of the service to continue and guarantees funding from all the funding partners for FY 2025-26.

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

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

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

On April 29, 2025, STA staff noted that the Intercity Transit Funding and Cost Sharing agreement is being brought back to the Solano County Intercity Transit Consortium for approval and reemphasized the importance of the agreement, which is necessary for the program's funding, and highlighted the need to fund the Solano Express service. SolTrans staff indicated they are working on amendments. After the discussion, a motion was passed to continue the conversation at the next scheduled meeting on May 27th.



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

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

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

On June 11, 2025, the STA Board, by unanimous vote, approved the Solano Express Intercity Funding and Cost-sharing agreement. On June 12, 2025, the SolTrans Board voted unanimously to approve the Solano Express Intercity Funding and Cost-Sharing agreement; however, we are still waiting for SolTrans to sign the agreement.

The City of Dixon and the City of Fairfield have fully executed the Solano Express Intercity Funding and Cost-Sharing Agreement, and the City of Vacaville approved the agreement on August 12, 2025. The City of Suisun City approved the agreement on August 19, 2025. Solano County has the agreement scheduled for the September 9, 2025, Board of Supervisors meeting. (Attachment B)

**Fiscal Impact:**

The Solano Express budget of \$10.3 million for FY 2025-26 was approved by the STA Board on June 11, 2025, based on 45,000 annual service hours at \$230.37 per revenue hour. Funding is provided through TDA contributions from partner agencies, Regional Measure 2, Regional Measure 3, and State Transit Assistance funds (STAF) (Attachment C). STAF funds of \$3.1 million, and the funding partner's TDA contribution of \$1.2 million are not being transferred to SolTrans until the Intercity Funding and Cost Sharing Agreement is fully executed.

**Recommendation:**

Informational.

**Attachments:**

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

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**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 11135-11139.5) and any state or local regulations adopted to implement any of the foregoing as such statutes and regulations may be amended from time to time.

## **21. Force Majeure**

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

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

## **22. Audit**

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

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

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

### **23. Financial Records/Separate Records**

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

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

### **24. Access to Records**

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

### **25. Conflict of Interest**

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

### **26. Entirety of Agreement**

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

*[signatures on the next page]*

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

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



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

**A. Included Intercity Transit Routes**

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

<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>Solano Express Service</b>	<b>FY 25-26 DRAFT</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 ITFWG, Transit Consortium, and TAC for consideration, and approved by the STA Board prior to implementation.

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

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

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

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

## **EXHIBIT B**

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

**Solano Express Fare Table**

Fare Type	Trips Within Solano County (Blue, Green, Red, and Yellow}	Trips Outside Solano County (Blue, Green, Red, and Yellow,	Route 82
Adult	\$2.75	\$5.00	\$6.00
Youth	\$2.00	\$4.00	\$5.00
Reduced	\$1.35	\$2.50	\$3.00
	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		Benicia	Walnut Creek	Walnut Creek	Benicia	Fairfield		Vacaville	Dixon	Davis
UC Davis Mondavi Center	Dixon Park & Ride	Vacaville Transportation Center	Fairfield Transportation Center	Suisun Valley & West-ica	Benicia Park & Ride	Walnut Creek BART	Walnut Creek BART	Benicia Park & Ride	Suisun Valley & Kaiser	Fairfield Transportation Center	Vacaville Transportation Center	Dixon Park & Ride	Mark Hall & Alumni
MONDAY - FRIDAY / LUNES - VIERNES													
		3:54	4:14		4:32	4:50	5:35	5:53	6:07	6:22	6:37	6:49	7:06
		5:15	5:35		5:53	6:11	6:21	6:39	6:53	7:08	7:23	7:35	7:52
							6:51	7:09	7:23	7:38	7:53	8:05	
	5:49	6:05	6:25	6:34	6:52	7:18							
		7:05	7:25	7:35	7:53	8:11	8:51	9:09	9:23	9:38	9:53	10:05	
7:07	7:49	8:05	8:25	8:35	8:53	9:11	9:21	9:39	9:53	10:08			
7:52	8:49	9:05	9:25	9:35	9:53	10:11	10:21	10:39	10:53	11:08	11:23		
							11:10	11:28	11:42	11:57			
			10:25	10:35	10:53	11:11							
		11:23	11:43				1:10	1:28	1:42	1:57			
							2:00	2:18	2:32	2:47	3:02	3:14	
			2:14	2:24	2:42	3:00	3:10	3:28	3:42	3:57	4:12	4:24	4:41
							4:10	4:28	4:42	4:57	5:12	5:24	5:41
	3:38	3:54	4:14	4:23	4:41	5:05	5:10	5:28	5:42	5:57	6:12	6:24	
			5:14	5:24	5:42	6:00	6:10	6:28	6:42	6:57	7:12	7:24	
5:16	5:38	5:54	6:14	6:24	6:42	7:00	7:10	7:28	7:42	7:57	8:12		
5:56	6:18	6:34	6:54	7:04	7:22	7:40							
SATURDAY / SABÁDO													
							7:15	7:33	7:47	8:02	8:17	8:29	
							9:03	9:21	9:35	9:50	10:05	10:17	
							10:05	10:23	10:37	10:52	11:07	11:19	
	9:05	9:21	9:41	9:50	10:08	10:34							
	11:00	11:16	11:36	11:45	12:03	12:29	1:05	1:23	1:37	1:52	2:07	2:19	
	12:00	12:16	12:36	12:45	1:03	1:29	3:22	3:40	3:54	4:09	4:24	4:36	
	2:35	2:51	3:11	3:20	3:44	4:08	6:20	6:38	6:52	7:07	7:22	7:34	
	5:00	5:16	5:36	5:45	6:03	6:27							

PM trips indicated in bold / Viajes PM indican en negrita



SolTrans.org  
707-648-4666



transit



Token Transit

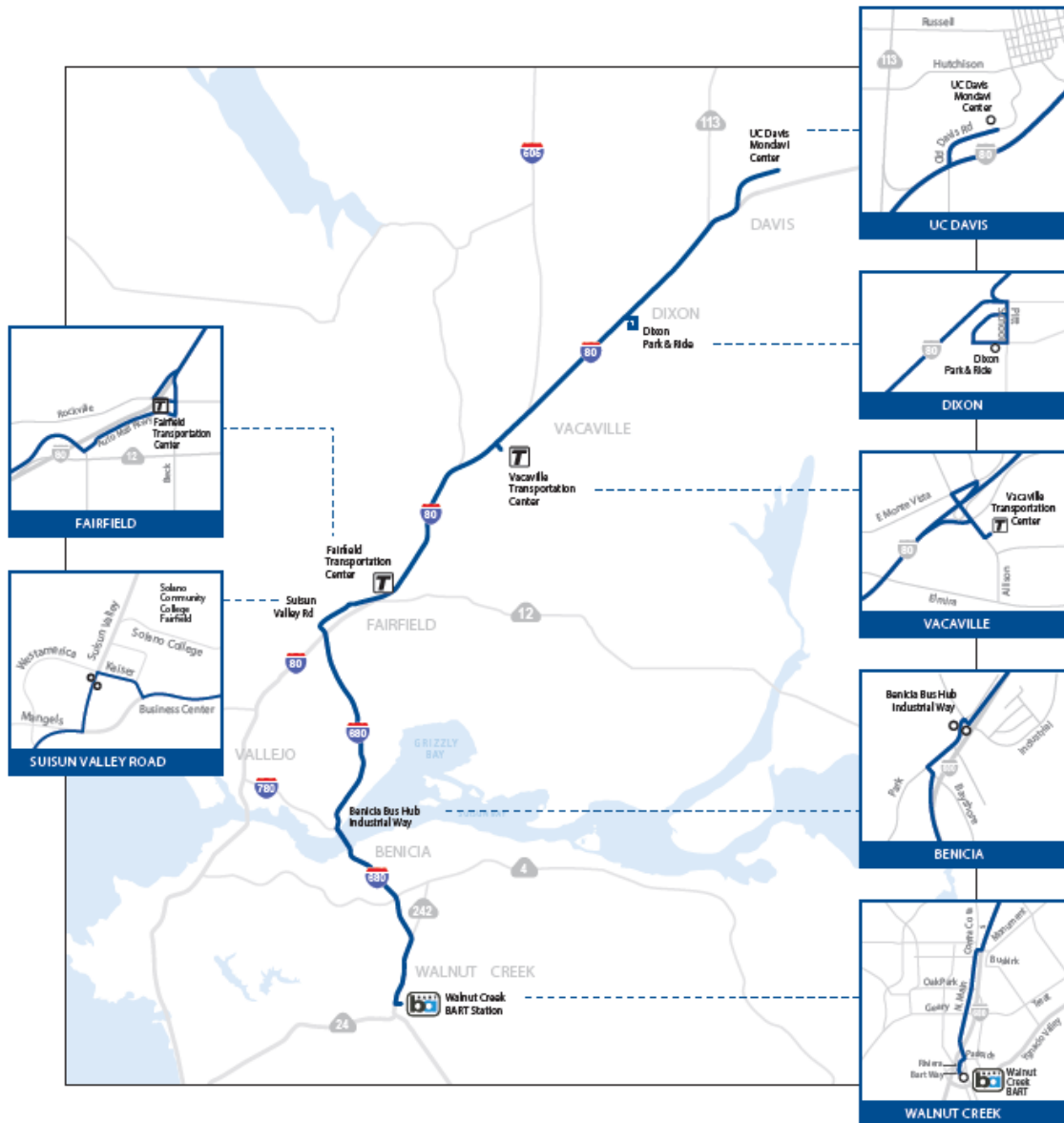
Free language assistance | Asistencia gratis en su idioma | Libreng tulong para sa wika | 免費語言幫助 | Hỗ trợ giúp thông dịch miễn phí | 무료 언어 지원 | ସମୃଦ୍ଧ ଭାଷା ସହାୟତା | Бесплатная языковая помощь



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

# B BLUE LINE

Davis - Walnut Creek



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 | सहायक भाषा समर्थन | Бесплатная языковая помощь

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

G

# 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
MONDAY - FRIDAY / LUNES - VIERNES					
	4:06	4:46	4:56	5:41	5:51
4:31	4:46	5:26	5:36	6:21	6:31
5:11	5:26	6:06	6:16	7:01	7:11
5:41	6:06	6:46	6:56	7:41	7:51
6:21	6:43	7:23	7:33	8:18	8:28
7:01	7:21	8:01	8:11	8:56	9:06

SOUTHBOUND / SALIENTE			NORTHBOUND / ENTRANTE		
Fairfield	Suisun	El Cerrito		Fairfield	Suisun
Fairfield Transportation Center	Spring & Suisun Fairfield Amtrak	El Cerrito del Norte BART	El Cerrito del Norte BART	Fairfield Transportation Center	Spring & Suisun Fairfield Amtrak
MONDAY - FRIDAY AFTERNOON / LUNES - VIERNES POR LA TARDE					
<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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transit



Token Transit

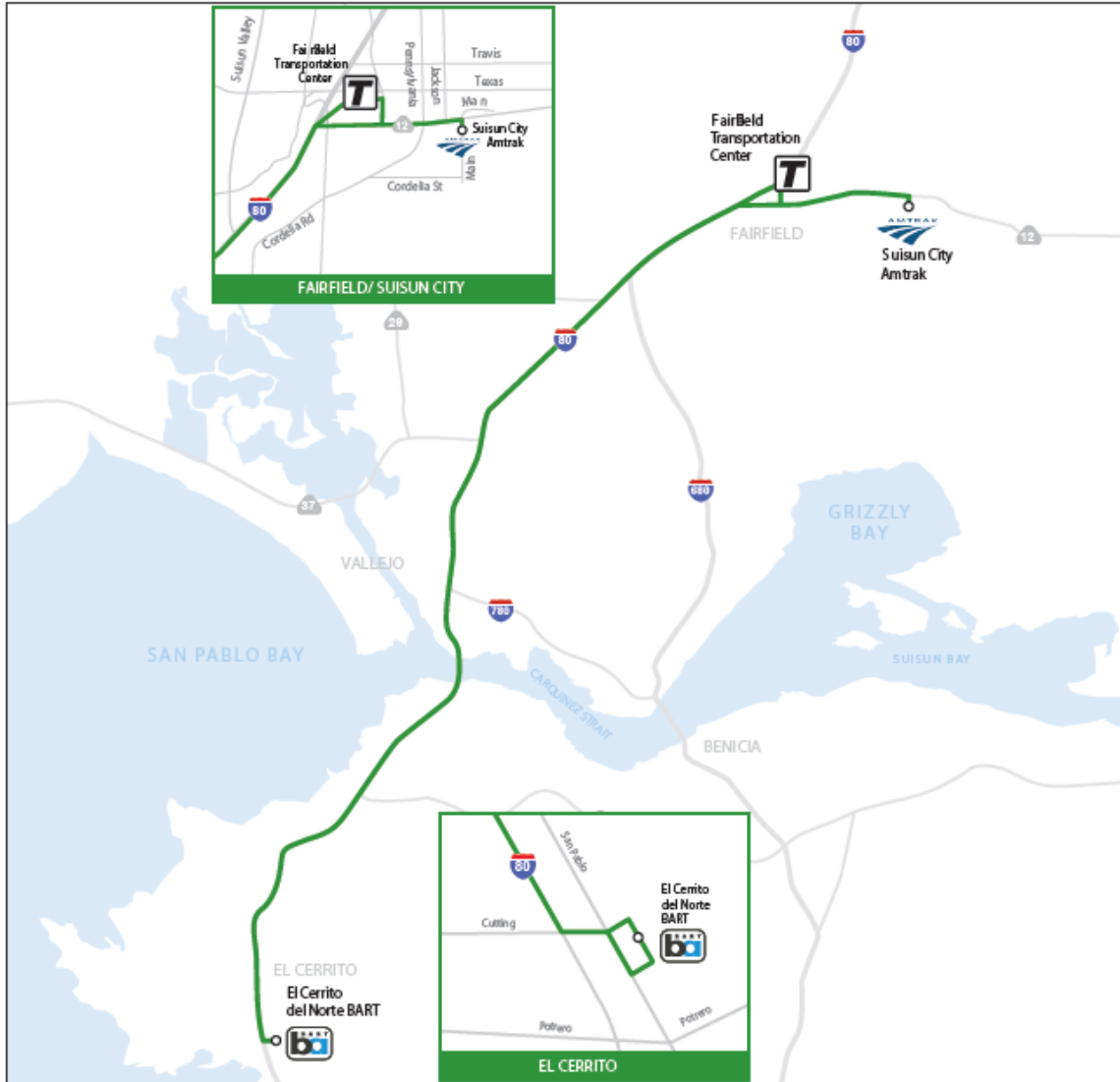
Free language assistance | Asistencia gratis en su idioma | Libreng tulong para sa wika | 免費語言幫助 | Hỗ trợ giúp thông dịch miễn phí | 무료 언어 지원 | സൗകര്യം നൽകുന്നു | Бесплатная языковая помощь

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



# GREEN LINE

Fairfield - El Cerrito



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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 | സൗകൃക മനോ  
സഹായം | Бесплатная языковая помощь

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



# YELLOW LINE

Vallejo - Benicia - Walnut Creek

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

PM trips indicated in bold / Viajes PM indican en negrita



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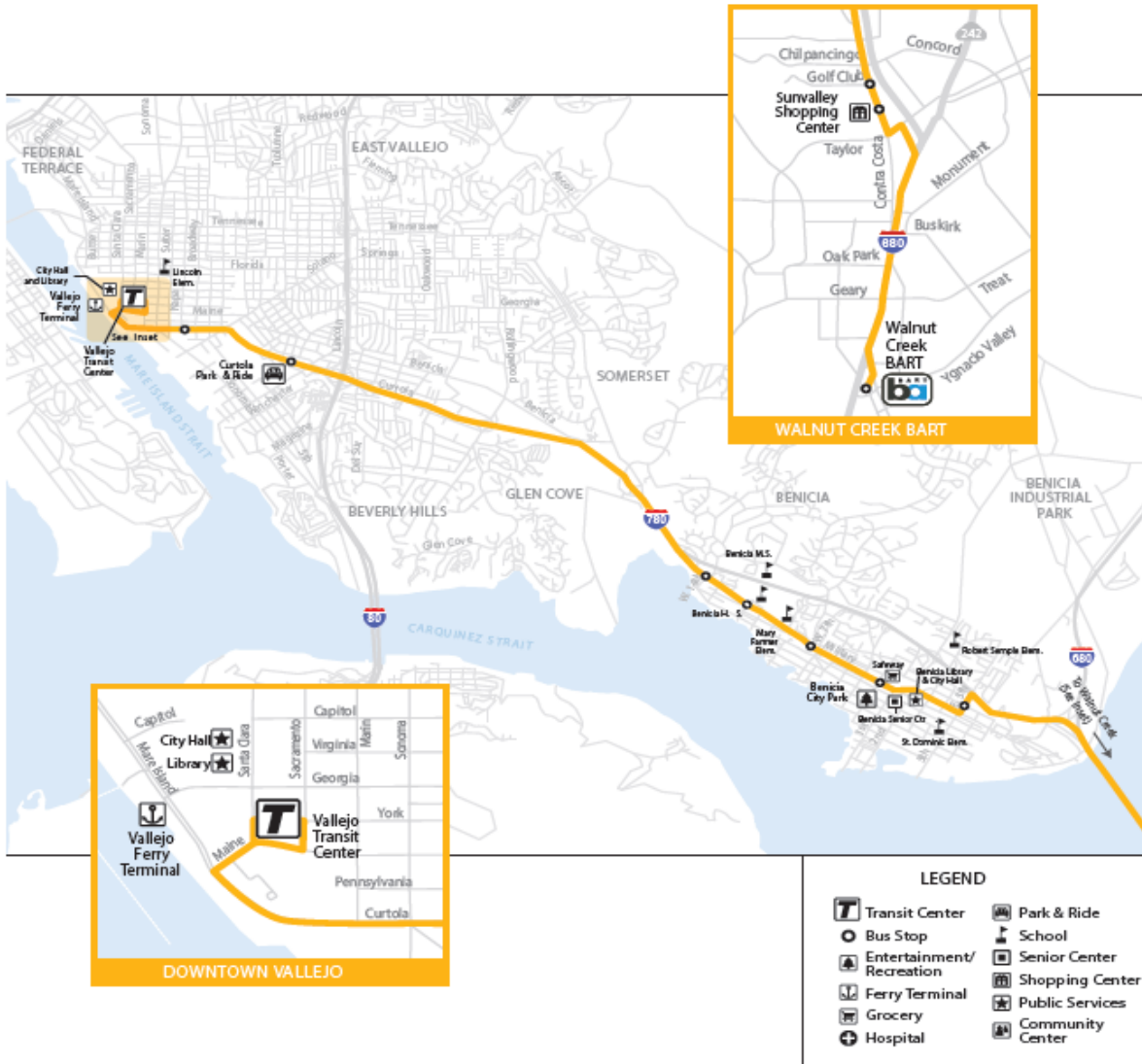
Free language assistance | Asistencia gratis en su idioma | Libreng tulong para sa wika | 免費語言幫助 | Hỗ trợ giúp thông dịch miễn phí | 무료 언어 지원 | ସମୂହ ସହାୟତା

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



# YELLOW LINE

Vallejo - Benicia - Walnut Creek



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 | सहायक भाषा समर्थन | Бесплатная языковая помощь

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

# R RED LINE

Fairfield - El Cerrito

SOUTHBOUND/SALENTE								NORTHBOUND/ENTRANTE							
Suisun City	Fairfield		Vallejo				El Cerrito	El Cerrito	Vallejo				Fairfield		Suisun City
Spring & Suisun-Fairfield Trak	Fairfield Transportation Center	Suisun Valley & West-ica	Hwy 37 WB & Fair-grounds	Sonoma & Sereno	Vallejo Transit Center	Curleola Park & Ride	El Cerrito del Norte BART	El Cerrito del Norte BART	Curleola Park & Ride	Vallejo Transit Center	Sonoma & Sereno	Hwy 37 EB & Fair-grounds	Suisun Valley & Kaiser	Fairfield Transportation Center	Spring & Suisun-Fairfield Trak
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>					
										<b>1:00</b>	<b>1:05</b>	<b>1:10</b>	<b>1:24</b>	<b>1:32</b>	<b>1:42</b>
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>	<b>1:18</b>	<b>1:28</b>	<b>1:46</b>	<b>1:50</b>					
										<b>2:00</b>	<b>2:05</b>	<b>2:10</b>	<b>2:24</b>	<b>2:32</b>	<b>2:42</b>
<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>	<b>2:18</b>	<b>2:28</b>	<b>2:46</b>	<b>2:50</b>					
										<b>3:00</b>	<b>3:05</b>	<b>3:10</b>	<b>3:24</b>	<b>3:32</b>	<b>3:42</b>
<b>1:57</b>	<b>2:07</b>	<b>2:15</b>	<b>2:28</b>	<b>2:33</b>	<b>2:53</b>	<b>2:59</b>	<b>3:18</b>	<b>3:28</b>	<b>3:46</b>	<b>4:00</b>	<b>4:05</b>	<b>4:10</b>	<b>4:24</b>	<b>4:32</b>	<b>4:42</b>
					<b>3:14</b>	<b>3:20</b>	<b>3:38</b>	<b>3:48</b>	<b>4:17</b>	<b>4:21</b>					
<b>2:57</b>	<b>3:07</b>	<b>3:15</b>	<b>3:28</b>	<b>3:33</b>	<b>3:54</b>	<b>4:00</b>	<b>4:18</b>	<b>4:28</b>	<b>4:57</b>	<b>5:06</b>	<b>5:11</b>	<b>5:16</b>	<b>5:32</b>	<b>5:40</b>	<b>5:50</b>
					<b>4:14</b>	<b>4:20</b>	<b>4:38</b>	<b>4:48</b>	<b>5:17</b>	<b>5:21</b>					
<b>3:57</b>	<b>4:07</b>	<b>4:15</b>	<b>4:28</b>	<b>4:33</b>	<b>4:54</b>	<b>5:00</b>	<b>5:18</b>	<b>5:38</b>	<b>6:07</b>	<b>6:16</b>	<b>6:21</b>	<b>6:26</b>	<b>6:42</b>	<b>6:50</b>	<b>7:00</b>
					<b>5:14</b>	<b>5:20</b>	<b>5:38</b>	<b>5:48</b>	<b>6:17</b>	<b>6:21</b>					
					<b>5:34</b>	<b>5:40</b>	<b>5:58</b>	<b>6:08</b>	<b>6:37</b>	<b>6:41**</b>					
<b>4:57</b>	<b>5:07</b>	<b>5:15</b>	<b>5:28</b>	<b>5:33</b>	<b>5:54</b>	<b>6:00</b>	<b>6:18</b>	<b>6:28</b>	<b>6:46</b>	<b>6:55</b>	<b>7:00</b>	<b>7:05</b>	<b>7:21</b>	<b>7:29</b>	<b>7:39</b>
					<b>6:34</b>	<b>6:40</b>	<b>6:58</b>	<b>7:08</b>	<b>7:26</b>	<b>7:30</b>					
<b>5:57</b>	<b>6:07</b>	<b>6:15</b>	<b>6:28</b>	<b>6:33</b>	<b>6:54</b>	<b>7:00</b>	<b>7:18</b>	<b>7:28</b>	<b>7:46</b>	<b>7:55</b>	<b>8:00</b>	<b>8:05</b>	<b>8:21</b>	<b>8:29</b>	<b>8:39</b>
					<b>7:45</b>	<b>7:51</b>	<b>8:09</b>	<b>8:25</b>	<b>8:43</b>	<b>8:47</b>					
<b>7:26</b>	<b>7:36</b>	<b>7:44</b>	<b>7:57</b>	<b>8:02</b>	<b>8:23</b>	<b>8:29</b>	<b>8:47</b>	<b>9:05</b>	<b>9:23</b>	<b>9:27</b>					
<b>8:17</b>	<b>8:27</b>	<b>8:35</b>	<b>8:48</b>	<b>8:53</b>	<b>9:14</b>	<b>9:20</b>	<b>9:38</b>	<b>9:48</b>	<b>10:06</b>	<b>10:10**</b>					
<b>9:22</b>	<b>9:32</b>	<b>9:40</b>	<b>9:53</b>	<b>9:58</b>	<b>10:19</b>	<b>10:25</b>	<b>10:43</b>	<b>10:55</b>	<b>11:13</b>	<b>11:17**</b>					

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

PM trips indicated in bold / Viajes PM indican en negrita

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



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

# R RED LINE

Fairfield - El Cerrito

SOUTHBOUND / SALIENTE								NORTHBOUND / ENTRANTE							
Suisun City	Fairfield		Vallejo				El Cerrito	El Cerrito	Vallejo				Fairfield		Suisun City
Spring & Suisun-Fairfield trak	Fairfield Transportation Center	Suisun Valley & West-ica	Hwy37 WB & Fair-grounds	Sonoma & Sereno	Vallejo Transit Center	Curtola Park & Ride	El Cerrito del Norte BART	El Cerrito del Norte BART	Curtola Park & Ride	Vallejo Transit Center	Sonoma & Sereno	Hwy37 EB & Fair-grounds	Suisun Valley & Kaiser	Fairfield Transportation Center	Spring & Suisun-Fairfield trak
SATURDAY / SABÁDO															
					7:04	7:10	7:28	7:38	7:56	8:05	8:10	8:15	8:29	8:37	8:47
					8:04	8:10	8:28	8:38	8:56	9:00					
					9:05	9:11	9:29	9:39	9:57	10:06	10:11	10:16	10:30	10:38	10:48
9:07	9:17	9:25	9:38	9:43	9:56	10:02	10:20	10:30	10:48	10:52					
					11:04	11:10	11:28	11:43	12:01	12:10	12:15	12:20	12:34	12:42	12:52
11:07	11:17	11:25	11:38	11:43	11:56	12:02	12:20	12:30	12:48	12:52					
					1:04	1:10	1:28	1:43	2:01	2:10	2:15	2:20	2:34	2:42	2:52
1:07	1:17	1:25	1:38	1:43	1:56	2:02	2:20	2:30	2:48	2:52					
					2:54	3:00	3:18	3:28	3:46	3:55	4:00	4:05	4:19	4:27	4:37
3:07	3:17	3:25	3:38	3:43	3:55	4:01	4:19	4:29	4:47	5:01					
					4:42	4:48	5:06	5:25	5:43	5:52	5:57	6:02	6:16	6:24	6:34
4:57	5:07	5:15	5:28	5:33	5:45	5:51	6:09	6:25	6:43	6:47					
					6:54	7:00	7:18	7:28	7:46	7:55	8:00	8:05	8:19	8:27	8:37
6:57	7:07	7:15	7:28	7:34	7:45	7:51	8:09	8:25	8:43	8:47					
					8:55	9:01	9:19	9:40	9:58	10:02					
8:57	9:07	9:15	9:28	9:33	9:39										
SUNDAY / DOMINGO															
					9:04	9:10	9:28	9:43	10:01	10:04					
					10:04	10:10	10:28	10:43	11:01	11:04					
					11:04	11:10	11:28	11:43	12:01	12:04					
					12:04	12:10	12:28	12:43	1:01	1:04					
					1:04	1:10	1:28	1:43	2:01	2:04					
					2:04	2:10	2:28	2:43	3:01	3:04					
					3:04	3:10	3:28	3:43	4:01	4:04					
					4:04	4:10	4:28	4:43	5:01	5:04					
					5:04	5:10	5:28	5:43	6:01	6:04					
					6:04	6:10	6:28	6:43	7:01	7:04					
					7:04	7:10	7:28	7:43	8:01	8:04					
					8:04	8:10	8:28	8:43	9:01	9:04					
					9:04	9:10	9:28	9:43	10:01	10:04					

PM trips indicated in bold / Viajes PM indican en negrita



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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 | ସମ୍ବନ୍ଧିତ ଭାଷା ସମ୍ପର୍କିତ | Бесплатная языковая помощь





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

# 82

## ROUTE 82

Fairfield - San Francisco

SOUTHBOUND / SALIENTE				NORTHBOUND / ENTRANTE			
Fairfield	Vallejo		San Francisco	San Francisco	Vallejo		Fairfield
Fairfield Transportation Center	Vallejo Transit Center	Curtola Park & Ride	San Francisco Ferry Building	San Francisco Ferry Building	Curtola Park & Ride	Vallejo Transit Center	Fairfield Transportation Center
MONDAY - FRIDAY / LUNES - VIERNES							
4:37	5:07	5:13	6:00	6:15	6:55	6:58	-
5:37	6:07	6:13	7:00	7:15	7:55	7:58	-
-	<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 | സൗകര്യം  
समर्थन | 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



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 | ସମୃଦ୍ଧ ସମ୍ପର୍କ | Бесплатная языковая помощь

### **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%

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## Status of Solano Express Intercity Funding and Cost Sharing Agreement as of August 15, 2025

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

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

**FY 2025-26 Funding Plan**

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

<b>Annual Rate of Change</b>	<b>FY 23-24</b>	<b>FY 24-25</b>	<b>FY 25-26</b>
Cost per Hour	1.1%	9.1%	0.6%
Fares	9.6%	-10.3%	-20.7%
RM-2	0.4%	0.0%	0.0%
RM-3	-64.4%	55.2%	-1.8%
STAF	-100.0%		115628.6%
TDA	0.0%	0.0%	0.0%
<b>STAF Reserve Balance</b>		\$ 8,162,058	\$ 5,009,205



DATE: February 15, 2025  
TO: Solano County Intercity Transit Consortium  
FROM: Kristina Botsford, Deputy Director, SolTrans  
Ronald Grassi, Director of Programs  
RE: Solano Express 4th Quarter Report for Fiscal Year (FY) 2024-25 and  
4<sup>th</sup> Quarter System Performance Report

---

**Background:**

Before 2005, the funding for Solano County's intercity routes, collectively called Solano Express, was shared among local jurisdictions through verbal understandings and informal and year-to-year funding agreements. In Fiscal Year (FY) 2005-06, at the request of Vallejo Transit and Fairfield and Suisun Transit (FAST), the STA developed 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 was formed, the Intercity Transit Funding Working Group (ITFWG), comprised of representatives from STA, Solano County, and each participating transit operator in Solano County. The first countywide Intercity Transit Funding Agreement was established for FY 2006-07.

Key components of the agreement are the Intercity Cost Sharing Formula, primarily based upon two factors: ridership by residence and population. This shared funding is for the cost of these routes after Farebox, and other non-local revenue is considered. Another critical 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.

The Intercity Funding Agreement states that transit operators shall report at least quarterly the following information by intercity route:

- Revenue hours
- Budget vs. actual cost for the quarter
- Budget vs. actual fares for the quarter
- Ridership

**Discussion:**

On August 15, 2025, SolTrans submitted the Solano Express 4<sup>th</sup> Quarter Report for FY 2024-25 (Attachment A) and the Solano Express 4<sup>th</sup> Quarter System Performance Report (Attachment B) for review by the Consortium, STA TAC, and STA Board.

Based on the information submitted, four key takeaways are:

1. Revenue hours are 44,872, which is 99.72% of the planned 45,000 revenue hours for FY 2024-25.
2. Total costs are \$9,883,465, which is 95.88% of the \$10,308,533 approved budget for FY 2024-25.
3. Fare revenue is \$1,120,805, which is 80.76% of the \$1,387,754 approved budget for fares in FY 2024-25.
4. Ridership is 520,867, which is 111.09% of the 468,870 ridership in the prior year.

SolTrans will present the Solano Express 4th Quarter report and the Solano Express 4<sup>th</sup> Quarter System Performance Report at the meeting.

**Fiscal Impact**

The Solano Express budget of \$10.3 million for FY 2024-25 was approved by the STA Board on July 10, 2024, based on 45,000 annual service hours at \$229 per revenue hour. Funding is provided through TDA contributions from partner agencies, Regional Measure 2, Regional Measure 3, and American Rescue Plan Act funds.

**Recommendation:**

Informational.

Attachments:

- A. Solano Express 4th Quarter Report for FY 2024-25
- B. Solano Express 4<sup>th</sup> Quarter System Performance Report



SolTrans  
 Bus Operations - Solano Express Metrics  
 Fiscal Year 2024-25  
 For Period: July 2024 - June 2025  
 (preliminary)

Updated  
 7/29/2025

Route	Total Cost	Farebox Revenue **	Farebox Recovery Ratio	Ridership	Average Fare Per Rider	Subsidy per rider	Cost per Rider	Riders per VRH	Riders per VRM	Revenue Hours	Total Cost per Hour	Revenue Miles	Total Cost per Mile
1	\$ 1,120,720	\$ 29,693	3%	62,163	\$ 0.48	\$ 17.55	\$ 18.03	11.0	1.0	5,644	\$ 198.55	64,132	\$ 17.48
2	\$ 929,987	\$ 39,735	4%	66,110	\$ 0.60	\$ 13.47	\$ 14.07	14.1	1.3	4,703	\$ 197.75	52,006	\$ 17.88
Jan-00	\$ 847,551	\$ 30,048	4%	45,996	\$ 0.65	\$ 17.77	\$ 18.43	11.1	0.8	4,129	\$ 205.28	57,397	\$ 14.77
4	\$ 767,631	\$ 25,145	3%	48,059	\$ 0.52	\$ 15.45	\$ 15.97	12.5	1.1	3,858	\$ 198.95	44,420	\$ 17.28
5	\$ 790,666	\$ 30,535	4%	44,817	\$ 0.68	\$ 16.96	\$ 17.64	11.7	0.8	3,845	\$ 205.63	53,955	\$ 14.65
6	\$ 748,270	\$ 17,657	2%	36,019	\$ 0.49	\$ 20.28	\$ 20.77	9.8	0.7	3,672	\$ 203.76	48,947	\$ 15.29
7A	\$ 1,139,594	\$ 43,487	4%	74,021	\$ 0.59	\$ 14.81	\$ 15.40	13.0	1.1	5,709	\$ 199.63	67,180	\$ 16.96
7B	\$ 1,128,035	\$ 42,858	4%	78,546	\$ 0.55	\$ 13.82	\$ 14.36	13.9	1.2	5,644	\$ 199.87	66,940	\$ 16.85
8	\$ 822,703	\$ 21,056	3%	34,371	\$ 0.61	\$ 23.32	\$ 23.94	8.6	0.6	3,992	\$ 206.08	56,694	\$ 14.51
15	\$ 94,543	\$ 339	0%	6,372	\$ 0.05	\$ 14.78	\$ 14.84	13.6	1.1	468	\$ 201.96	5,920	\$ 15.97
17	\$ 112,776	\$ 623	1%	13,136	\$ 0.05	\$ 8.54	\$ 8.59	23.3	1.9	563	\$ 200.28	6,766	\$ 16.67
38	\$ 46,458	\$ 717	2%	5,198	\$ 0.14	\$ 8.80	\$ 8.94	23.4	1.5	222	\$ 209.36	3,426	\$ 13.56
82	\$ 560,113	\$ 79,038	14%	24,956	\$ 3.17	\$ 19.28	\$ 22.44	10.7	0.3	2,337	\$ 239.71	73,729	\$ 7.60
B	\$ 2,513,495	\$ 135,332	5%	80,365	\$ 1.68	\$ 29.59	\$ 31.28	7.7	0.2	10,404	\$ 241.59	337,480	\$ 7.45
G	\$ 1,488,799	\$ 144,213	10%	58,488	\$ 2.47	\$ 22.99	\$ 25.45	9.6	0.3	6,108	\$ 243.75	204,331	\$ 7.29
R	\$ 4,266,475	\$ 660,223	15%	299,339	\$ 2.21	\$ 12.05	\$ 14.25	15.9	0.6	18,877	\$ 226.02	474,121	\$ 9.00
Y	\$ 1,590,784	\$ 101,998	6%	57,720	\$ 1.77	\$ 25.79	\$ 27.56	8.1	0.3	7,147	\$ 222.58	167,966	\$ 9.47
All Costs*	\$ 10,419,665	\$ 1,120,805	10.8%	520,867	\$ 2.15	\$ 17.85	\$ 20.00	11.6	0.4	44,872	\$ 232.21	1,257,628	\$ 8.29
Transit Ctr Costs	\$ (536,201)												
Funded Costs	\$ 9,883,465		11.3%			\$ 16.82	\$ 18.98			44,872	\$ 220.26		\$ 7.86
Budget	\$ 10,308,533	\$ 1,387,754	13.5%							45,000	\$ 229.08		
FY 24 Actuals	\$ 9,128,532	\$ 1,490,659	16.3%	468,870	\$ 3.06	\$ 16.15	\$ 19.22	10.90	0.40	44,539	\$ 204.96	1,250,407	\$ 7.48

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# **Solano Express System Performance Report – 4<sup>th</sup> Quarter FY 25**

For: Solano County Intercity Transit  
Consortium



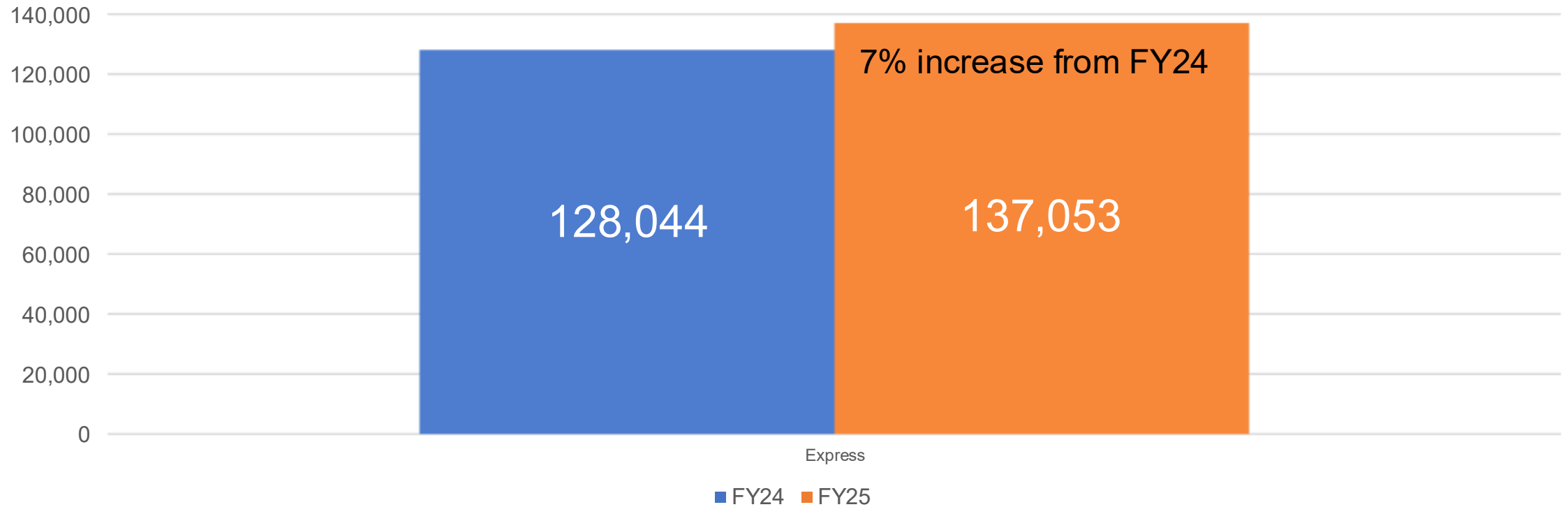
Presented by: Kristina Botsford  
Deputy Director

# Productivity

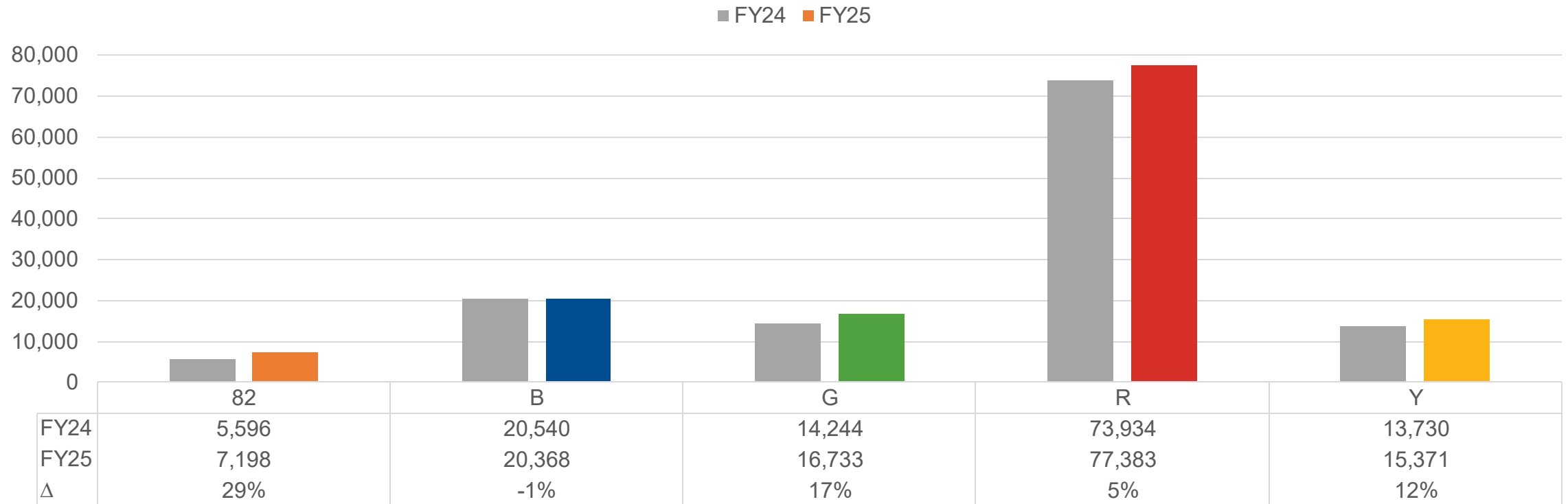
What and how much service was provided?

- Trips and Hours-Based Metrics
- Ridership and Passenger Metrics

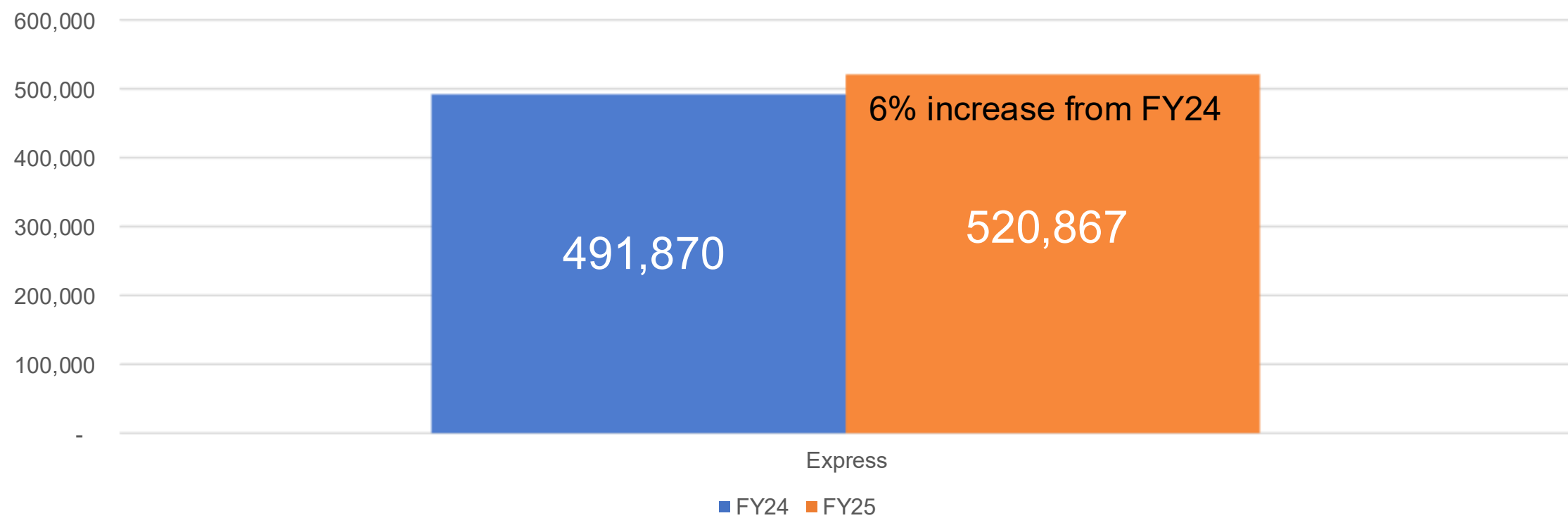
# Q4 Ridership (Mode)



# Q4 Ridership (Route)

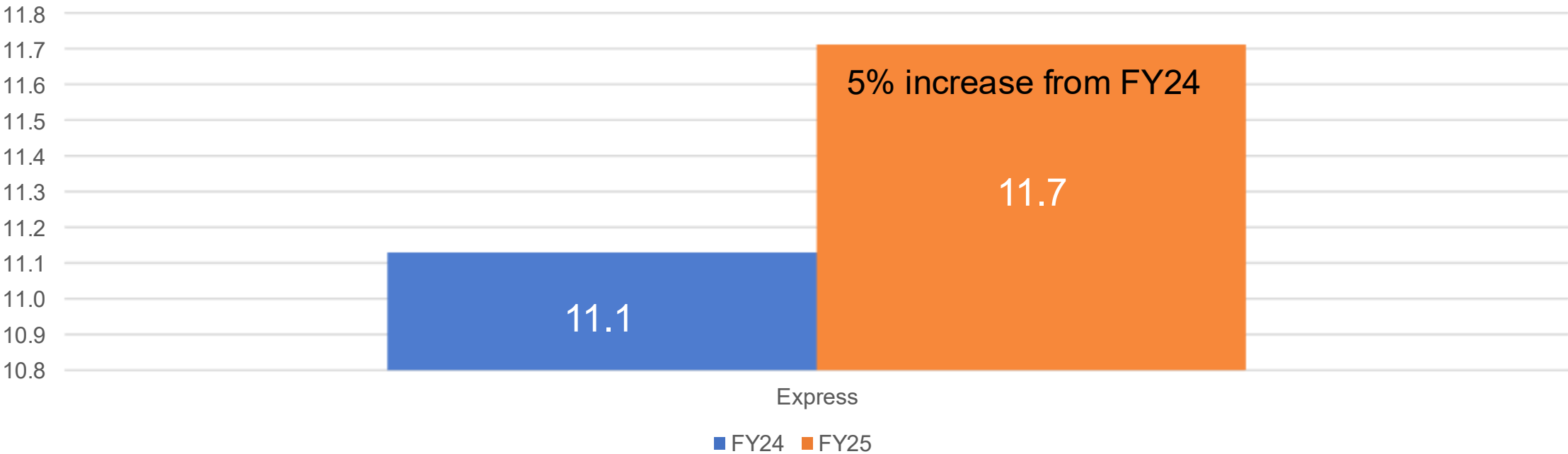


# Ridership YTD (Mode)



# Monthly Productivity

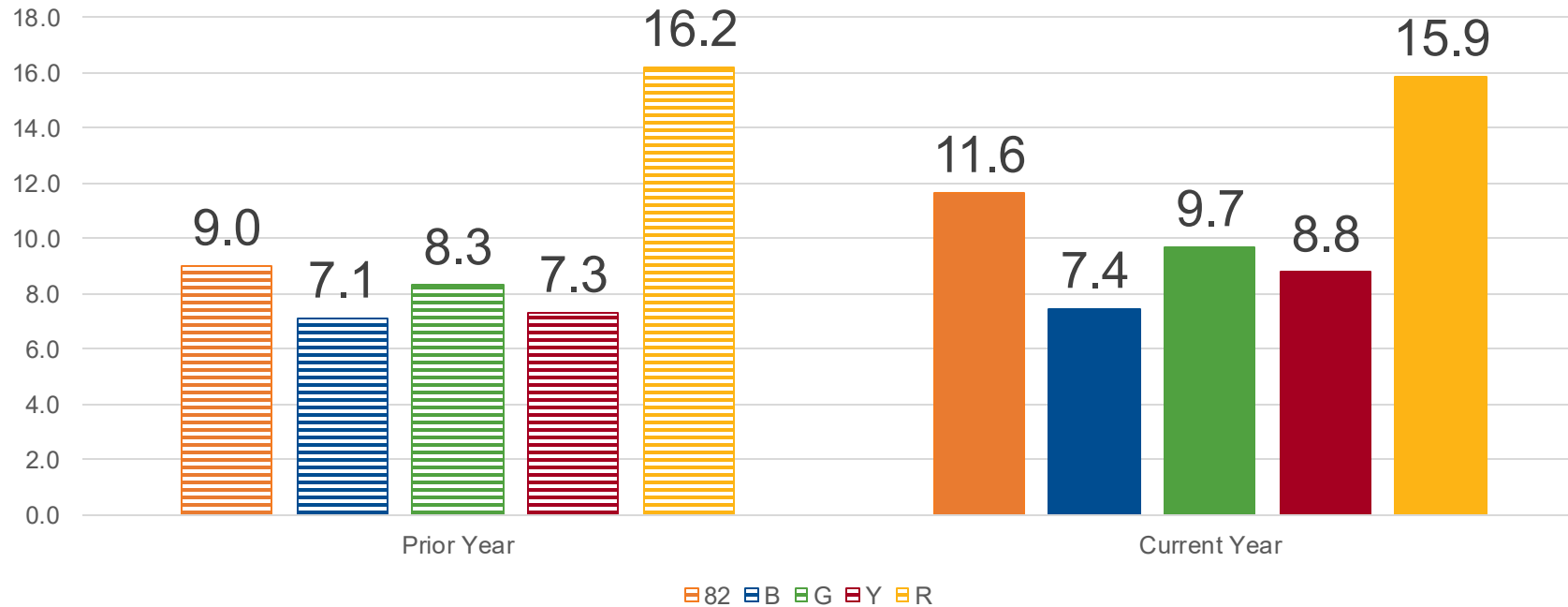
June Productivity (Mode)





# Express Monthly Productivity

June Express Productivity

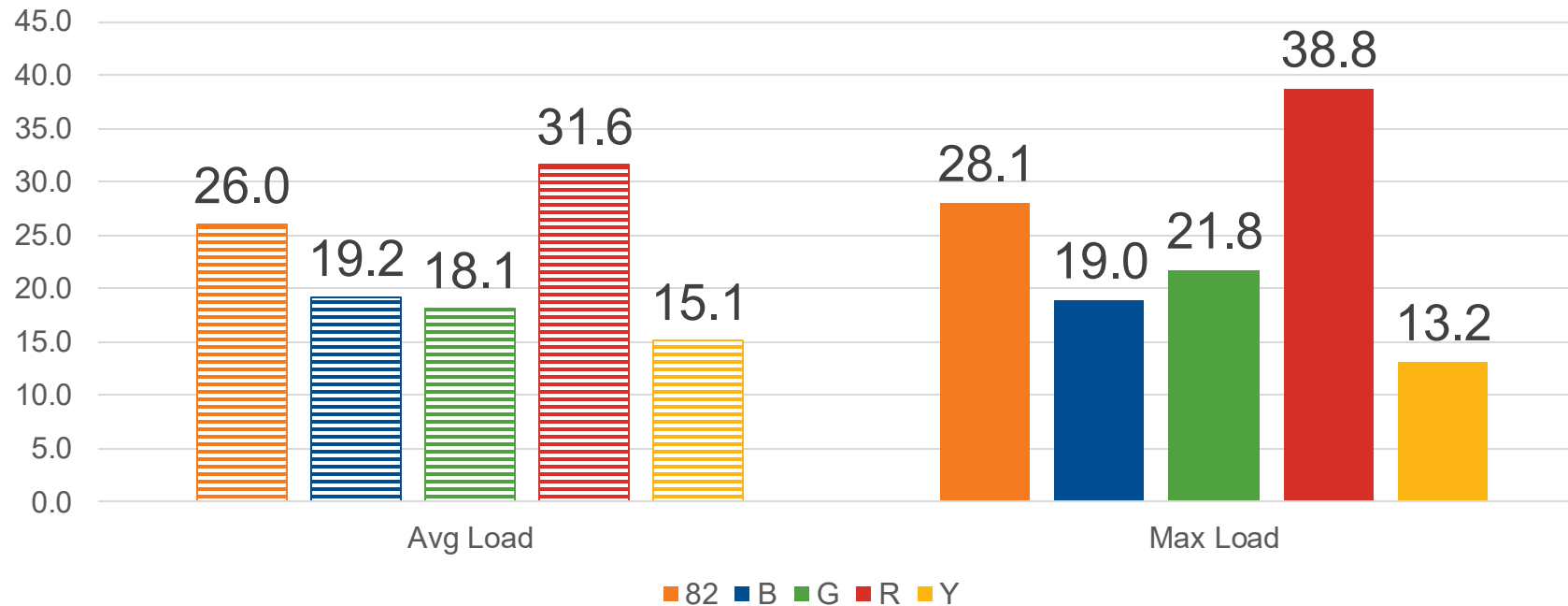


Productivity = Pass/Revenue Hour

82 – Fairfield/Vallejo to SF  
B - Davis to WC BART  
G – Fairfield to ECDN BART  
R - Fairfield/Vallejo to ECDN BART  
Y – Vallejo/Benicia to WC BART

# Express Monthly Load Metrics

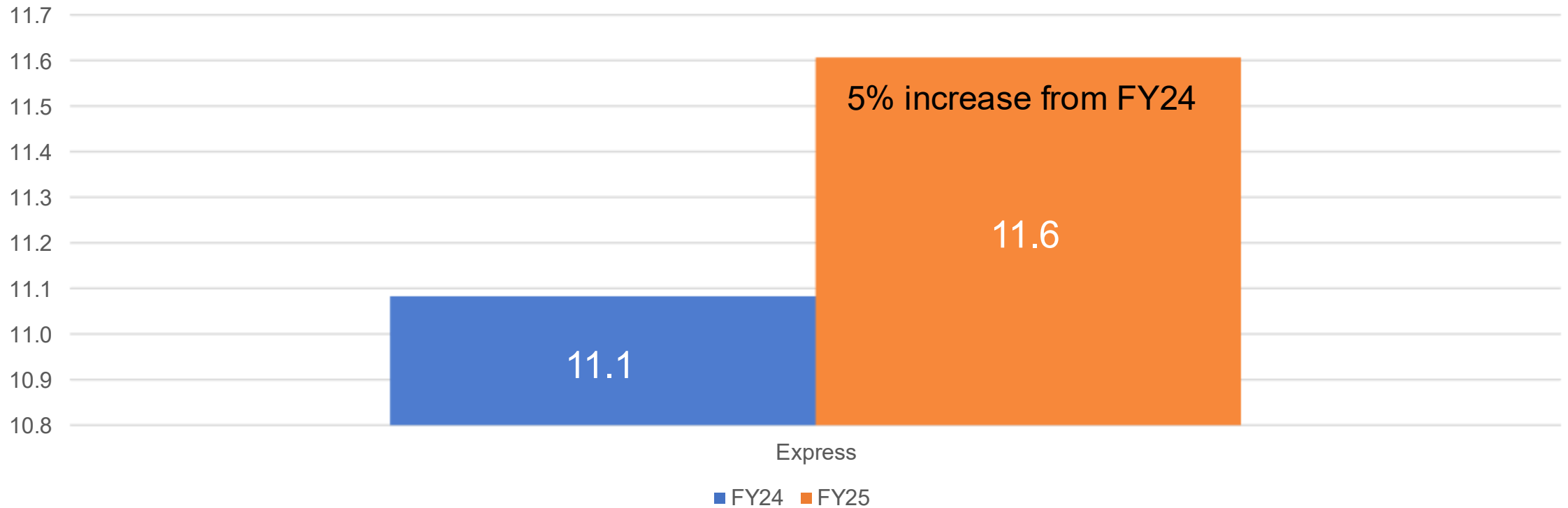
June Express Load Metrics



Load = Pass/Roundtrip

82 – Fairfield/Vallejo to SF  
B – Davis to WC BART  
G – Fairfield to ECDN BART  
R – Fairfield/Vallejo to ECDN BART  
Y – Vallejo/Benicia to WC BART

# Average Productivity YTD (Mode)



# Express Missed Trips as % of Scheduled Trips

## Q4 Express Missed Trips

Route	Missed	Scheduled	%
82	-	520	0.0%
Blue	2	2,018	0.1%
Green	2	1,690	0.1%
Red	6	4,714	0.1%
Yellow	2	2,039	0.1%
<b>Total</b>	<b>12</b>	<b>10,981</b>	<b>0.11%</b>

# Express Missed Trips as % of Scheduled Trips

## YTD Express Missed Trips

Route	Missed	Scheduled	%
82	18	2,001	0.90%
Blue	47	7,879	0.60%
Green	59	6,500	0.91%
Red	160	18,604	0.86%
Yellow	51	8,074	0.63%
<b>Total</b>	<b>335</b>	<b>43,058</b>	<b>0.78%</b>

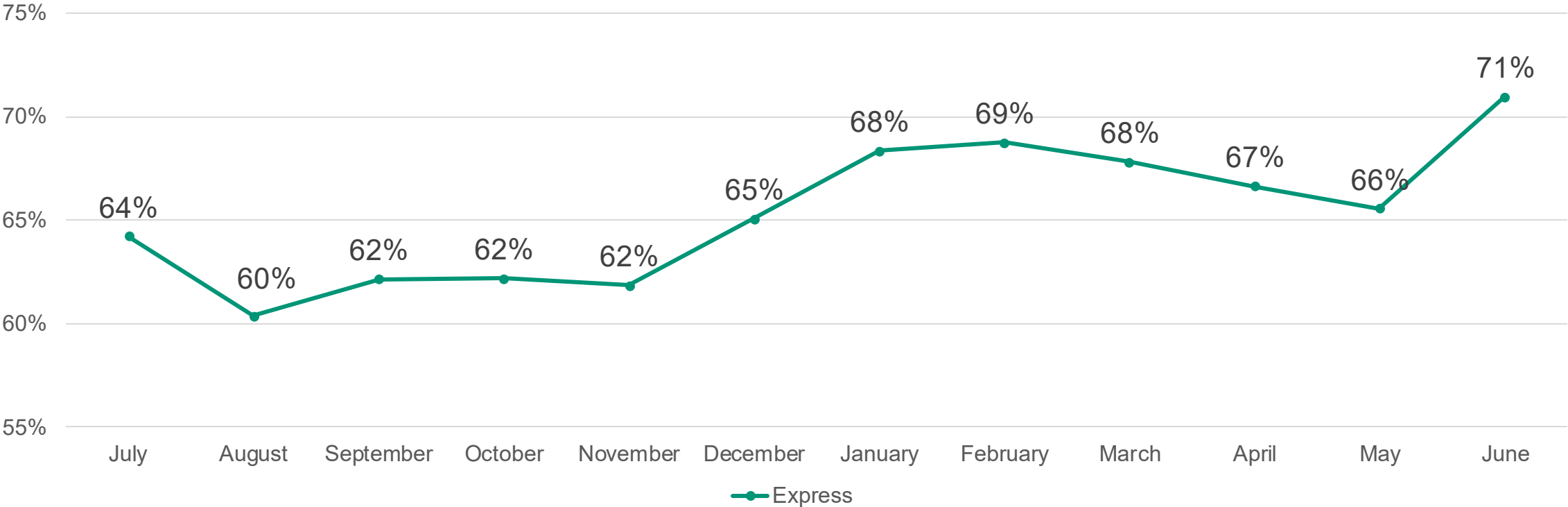
# Performance

How well was service provided and communicated?

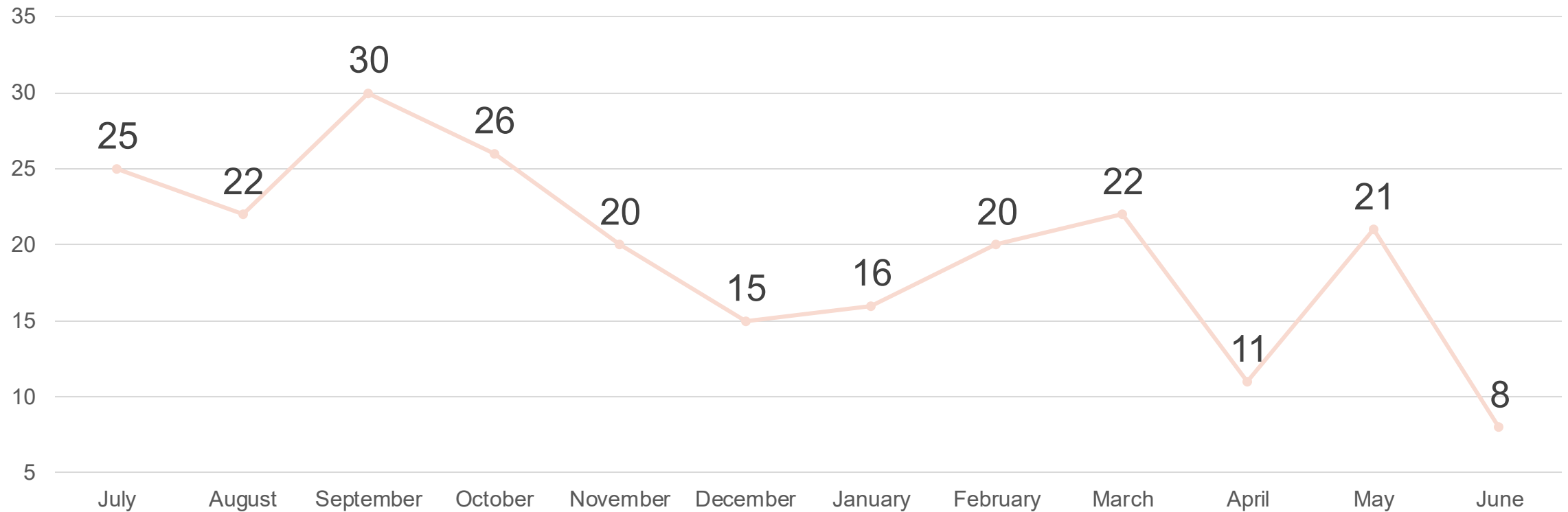
- On-Time Performance
- Verified Complaints

# Trending Punctuality (Mode)

Mode	Contract OTP	Goal OTP
Express	70%	80%



# Trending Verified Complaints



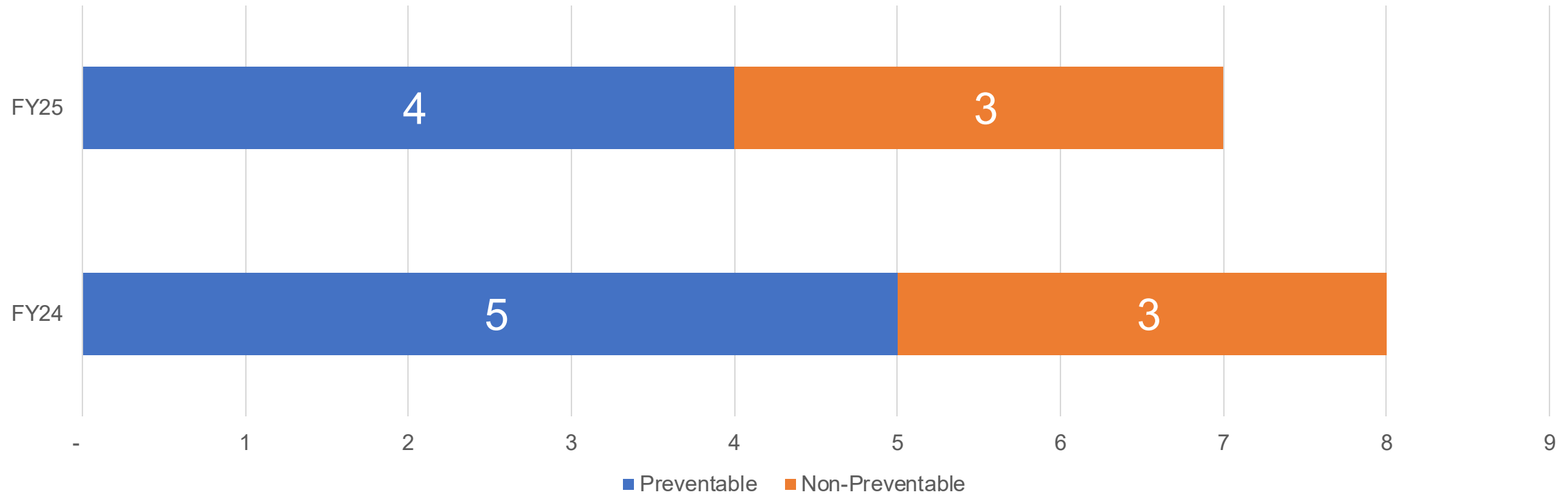


# Safety

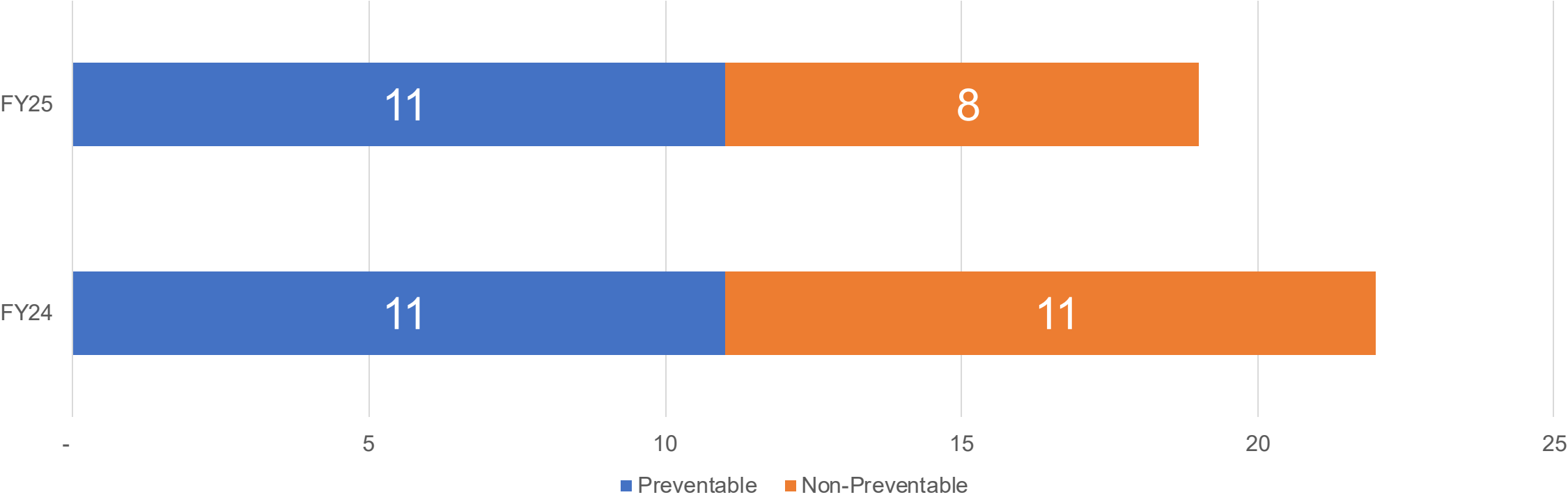
Was service provided safely?

- Accident Metrics

# Q4 Accidents



# YTD Accidents



# Questions?



DATE: August 18, 2025  
TO: Solano County Intercity Transit Consortium  
FROM: Robert Guerrero, Deputy Executive Director/Director of Planning  
Mandi Renshaw, Planning and Marketing Manager  
RE: Solano County Transit (SolTrans) Comprehensive Operations Analysis (COA)  
Revised Concepts

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**BACKGROUND:**

SolTrans staff began development of the Comprehensive Operations Analysis (COA) for local transit service operations in Benicia and Vallejo, as well as the regional Solano Express Bus service in 2024. Since then, SolTrans staff and its consultants have provided updates to the Solano County Intercity Transit Consortium and STA Board on information related to the Solano Express Bus service. The STA Board approved comments on the COA Draft Existing Conditions Report on April 9, 2025 as shown in Attachment A. Since then, no other formal or general consensus actions have been acted on by the STA Board regarding this item with exception to requests for additional information.

**DISCUSSION:**

SolTrans staff are anticipating Revised Concepts for the Final COA for the Solano County Intercity Transit Consortium to review and provide input on related to Solano Express service changes. Their attached staff report summarizes these changes, provides additional background information on this item, and recommends an approval of the proposed services changes to the Solano Express system (Attachment B); however, the Revised Concepts for the Final COA was not available for review and distribution at the time of this report. SolTrans staff is anticipated to provide a presentation on this item at the August 27<sup>th</sup> Intercity Transit Consortium meeting.

**FISCAL IMPACT:**

None at this time.

**RECOMMENDATION:**

Informational.

Attachments:

- A. STA Comments on Solano Express COA Existing Conditions Report
- B. SolTrans Comprehensive Operational Analysis (COA) Revised Concepts Staff Report

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Solano Transportation Authority

... working for you!

## SOLANO TRANSPORTATION AUTHORITY

Member Agencies:

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

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

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

April 29, 2025

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

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

Dear Ms. Kranda:

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

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

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

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

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

Sincerely,

Daryl K. Halls  
Executive Director

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

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

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

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### **GENERAL COMMENTS:**

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

### **SPECIFIC COMMENTS:**

- 1) Elimination of Green Line/Proposed Merger with Red Line

We understand the need to reduce service hours systemwide in order to address the SolanoExpress Bus fiscal cliff beginning in FY 2027-28 and see the Green Line as an opportunity to reduce hours. STA is interested in addressing the fiscal cliff by exploring other more affordable service options for the Green Line to continue service for residents from Suisun City and Fairfield to continue accessing El Cerrito-Del Norte BART. The STA Board approved forwarding these COA comments to SolTrans.

- 2) Moving the Southern End of the Blue and Yellow Line to North Concord BART.

While the round-trip cycle time for each bus could improve (see below), it is not sufficient to increase the number of trips provided with existing resources and would negatively impact customers.

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

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

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

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

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

### 3) Davis Terminus

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

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

The STA Board approved forwarding these COA comments to SolTrans.

### 4) Ridership versus Service/Lifeline Coverage

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

5) Walnut Creek BART Station Terminus

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

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

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

6) Fairgrounds Drive Solano Express Service

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

## **CONCLUSION – SUMMARY OF COMMENTS**

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

Attachments:

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

# Transit Stops

Paradas del tránsito

公車站地圖



## Transit Information

Walnut Creek Station

Walnut Creek



Downtown Map



## Transit Lines

**County Connection** County Connection

### Weekday Routes

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

### Express Routes

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

### Weekend Routes

- 4 The Free Ride/Downtown Trolley
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- 321 San Ramon Transit Center

### School Routes

- 601 Castle/Hill
- 602 Trotter

**Solano Express** SolanoExpress

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

**Wheels Bus**

- 70X Dublin/Pleasanton BART



# Transit Stops

Paradas del tránsito

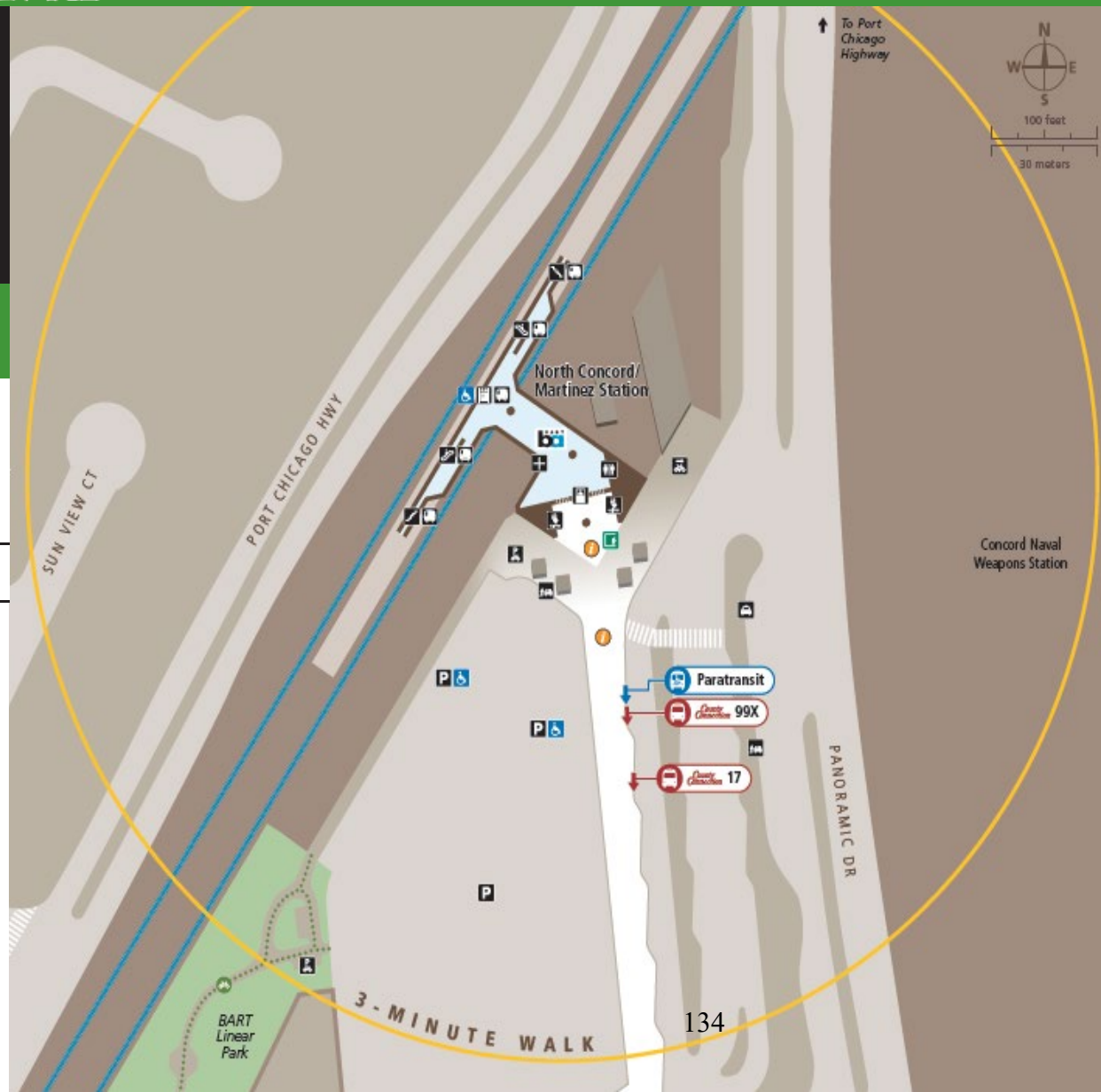
公車站地圖



## Transit Information

North  
Concord/  
Martinez  
Station

Concord



Attachment B

## Transit Lines



County Connection

### Local Bus Lines

17 BART Concord

99X Martinez Amtrak

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

# Transit Stops

Paradas del tránsito

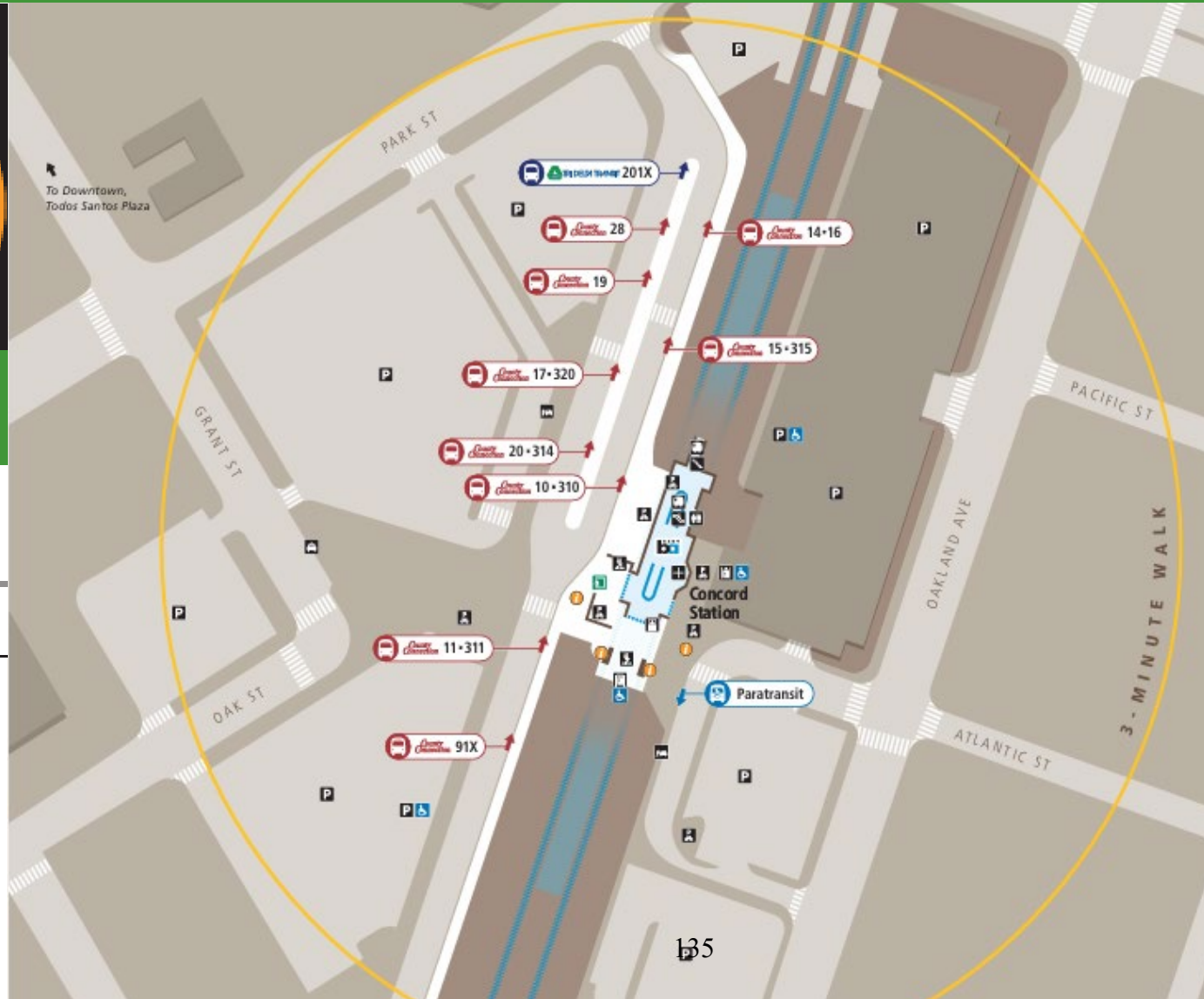
公車站地圖



Transit  
Information

Concord  
Station

Concord



## Transit Lines

**County Connection** County Connection

### Local Bus Lines

- 10 Clayton
- 11 Pleasant Hill BART via Oak Grove Road
- 14 Pleasant Hill BART via Monument Blvd.
- 15 Walnut Creek BART via Treat Blvd.
- 16 Martinez Amtrak via Alhambra Ave.
- 17 North Concord BART via Solano Way
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- 28 Martinez Amtrak via Diablo Valley College
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### Weekend Only Bus Lines

- 310 Clayton
- 311 Walnut Creek BART via Treat Blvd.
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- 315 Landana Dr.
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**TRI DELTA TRANSIT** Tri Delta Transit

### Express Bus Line

- 201X Pittsburg/Bay Point BART

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*Solano Transportation Authority*

*... working for you!*

## SOLANO TRANSPORTATION AUTHORITY

Member Agencies:

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

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

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

April 29, 2025

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

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

Dear Ms. Kranda:

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

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

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

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

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

Sincerely,

Daryl K. Halls  
Executive Director

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

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

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

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### **GENERAL COMMENTS:**

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

### **SPECIFIC COMMENTS:**

- 1) Elimination of Green Line/Proposed Merger with Red Line

We understand the need to reduce service hours systemwide in order to address the SolanoExpress Bus fiscal cliff beginning in FY 2027-28 and see the Green Line as an opportunity to reduce hours. STA is interested in addressing the fiscal cliff by exploring other more affordable service options for the Green Line to continue service for residents from Suisun City and Fairfield to continue accessing El Cerrito-Del Norte BART. The STA Board approved forwarding these COA comments to SolTrans.

- 2) Moving the Southern End of the Blue and Yellow Line to North Concord BART.

While the round-trip cycle time for each bus could improve (see below), it is not sufficient to increase the number of trips provided with existing resources and would negatively impact customers.

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

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

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

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

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

### 3) Davis Terminus

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

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

The STA Board approved forwarding these COA comments to SolTrans.

### 4) Ridership versus Service/Lifeline Coverage

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

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Attachments:

- A. Walnut Creek BART Station Map
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# Transit Stops

Paradas del tránsito

公車站地圖



## Transit Information

Walnut Creek Station

Walnut Creek



Downtown Map



## Transit Lines

**County Connection** County Connection

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# Transit Stops

Paradas del tránsito

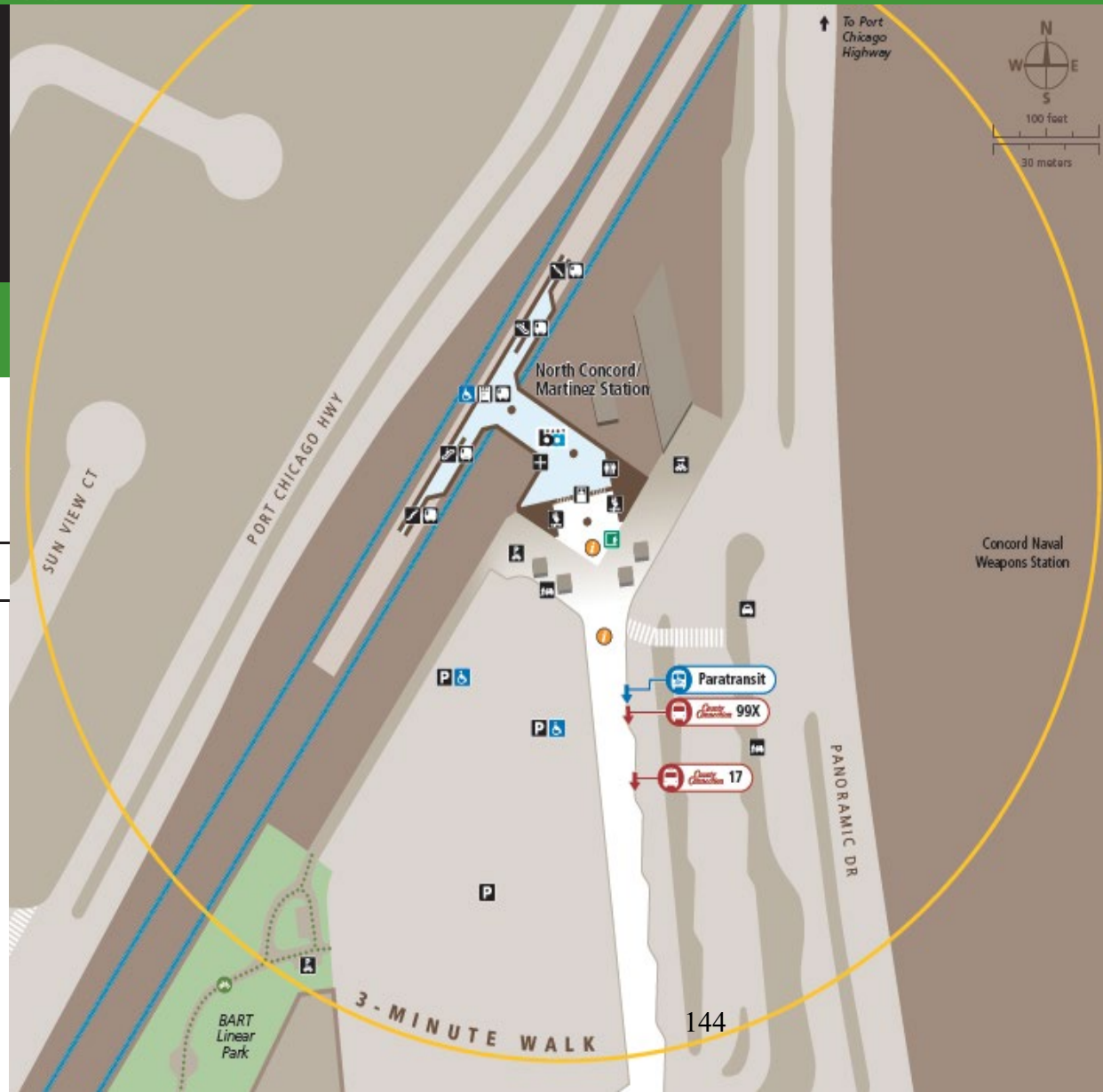
公車站地圖



## Transit Information

North  
Concord/  
Martinez  
Station

Concord



Attachment B

## Transit Lines



County Connection

### Local Bus Lines

17 BART Concord

99X Martinez Amtrak

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



# Transit Stops

Paradas del tránsito

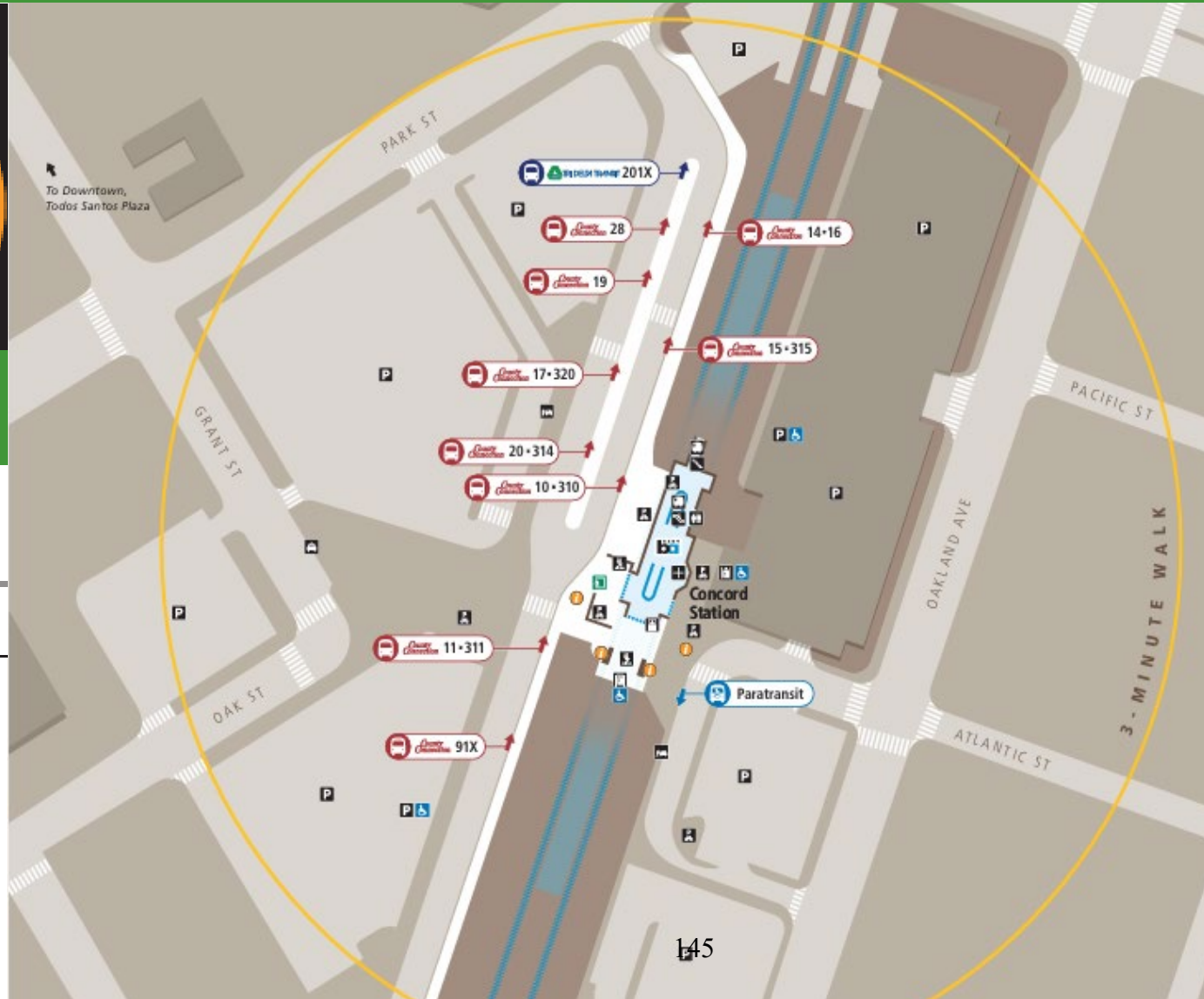
公車站地圖



Transit  
Information

Concord  
Station

Concord



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 Tri Delta Transit

### Express Bus Line

- 201X Pittsburg/Bay Point BART

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TO: SOLANO COUNTY INTERCITY TRANSIT CONSORTIUM  
PRESENTER: MANDI RENSHAW, PLANNING AND MARKETING MANAGER  
SUBJECT: COMPREHENSIVE OPERATIONAL ANALYSIS (COA) REVISED CONCEPTS  
ACTION: MOTION

---

#### BACKGROUND:

The Revised Concepts for the Final Comprehensive Operational Analysis (COA) mark the conclusion of a multiple months-long process of listening to the community, collaborating with stakeholders, and carefully weighing how to deliver a network that balances efficiency, coverage, and equity—while remaining cost-neutral. The revisions presented here are based directly on feedback gathered during the extensive outreach period, which began with the release of the COA Draft Concepts on February 20, 2025, and concluded with a public hearing on May 15, 2025.

Over the course of the outreach period, SolTrans staff and consultants held or attended 69 engagement events across Solano County and regional hubs. More than 1,000 community members participated—both daily riders and non-riders—sharing perspectives on how local and SolanoExpress services could better meet mobility needs. Staff invested roughly 80 hours in the field, including nights, early mornings, and weekends, to ensure we captured input from all demographics and travel patterns.

Engagement was targeted to reach both local and regional riders. Key hubs included El Cerrito del Norte and Walnut Creek BART stations, the Vallejo, Fairfield, and Vacaville Transit Centers, and high-traffic community spaces such as farmers markets. Two dedicated stakeholder sessions were held in Vallejo and Vacaville, and onboard ride-alongs on every route allowed for direct conversations with riders about their trips and the proposed changes.

In total, 453 surveys were completed, supplemented by dozens of website comments and in-person feedback. Of these responses, 51% addressed SolanoExpress concepts, 34% addressed local route concepts, and 15% discussed both. Feedback on the Draft Concepts was candid: 64% of open-ended comments expressed concern about specific proposed changes, 10% were supportive, 14% were neutral, and 12% were unrelated to route-specific proposals. For SolanoExpress specifically, many riders emphasized the importance of maintaining or improving regional connections to major employment and transit hubs, particularly BART stations.

#### DISCUSSION:

The feedback received has been instrumental in shaping the Proposed Network, which makes targeted improvements to SolanoExpress services while preserving fiscal responsibility. The revisions focus on:

- Increasing frequency where demand is highest, particularly on the Red Line.
- Improving schedule consistency on the Yellow and Blue Lines to make them more useful for a variety of trips all day, rather than only during a.m. and p.m. peak service. In the survey, 64% of respondents said they strongly agreed, agreed, or were neutral about moving the terminus to Concord. Most of the verbal feedback from both riders and non-riders expressed excitement about the new opportunities for connections in Concord, Martinez, and Pleasant

Hill, with many current Yellow and Blue Line riders noting that Concord is already their destination and that this change would significantly improve their travel.

- Preserving key regional connections while reallocating resources from underperforming services to high-demand corridors.

#### Proposed SolanoExpress Revisions of Draft Concepts

- Blue Line: Hourly frequency between Concord and Vacaville all day; coordinated terminus with the Yellow Line at North Concord and Concord BART. Service to Davis will be discontinued unless additional funding becomes available (future service possibilities detailed in Final Report).
- Red Line: Midday frequency between Vallejo Transit Center and El Cerrito del Norte BART increased to every 30 minutes; peak-period frequency between Fairfield and Vallejo also increased to every 30 minutes; midday Fairfield service remains hourly.
- Green Line: Reduced to two a.m. and two p.m. peak-period round trips to align with demand; other trips accommodated by the more frequent Red Line and restructured Blue Line.
- Yellow Line: Serves both North Concord and Concord BART; retains Benicia service; maintains consistent 60-minute frequency all day.
- Route 82: Discontinued; resources reallocated to increase service frequency to El Cerrito del Norte BART.

The Proposed Network is projected to meet or exceed current job access levels during most time periods, with substantial midday access gains for the Fairfield and Vacaville Transportation Centers. Only three time periods are projected to fall below current access levels (see Attachment A, Figure 75).

Additionally, the Final COA Report will include the STA Board-requested cost analysis for providing a high-quality Davis service, ensuring partners have the data needed to evaluate future funding and service opportunities.

#### CONCLUSION:

The Revised Concepts for SolanoExpress reflect a balanced, data-informed response to the feedback received from riders, community members, stakeholders, and funding partners. These changes will enhance frequency where it matters most, make service more reliable and predictable, and better connect Solano County residents to key regional destinations.

While no redesign can address every request, this plan positions SolanoExpress to operate within current resources while being ready to adapt if new funding becomes available. Adoption of the Proposed Network in September 2025 would strengthen Solano County's regional transit links, enhance reliability, and create a more appealing service for a broader range of riders—reinforcing SolanoExpress' role as the county's critical connector to the greater Bay Area.

#### FISCAL IMPACT:

There is no fiscal impact associated with this report and the proposed changes to the SolanoExpress system.

#### RECOMMENDATION:

Approve the proposed changes to the SolanoExpress system as proposed in the SolTrans COA Final Report and forward a recommendation to the Board of Directors to approve the proposed changes.

Attachments:

- A. SolTrans COA Final Report



DATE: August 18, 2025  
TO: Solano County Intercity Transit Consortium  
FROM: Kathrina Gregana, Associate Planner  
Robert Guerrero, Deputy Executive Director/Director of Planning  
RE: Solano Comprehensive Transportation Plan (CTP) Update: Transit and Rideshare  
Element Goals and Objectives

---

**Background:**

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

One of the primary purposes of the CTP is to identify a list of priority transportation projects and programs from the seven Solano cities and the County of Solano that will be eligible for STA's discretionary funds (e.g. One Bay Area Grant (OBAG), Transportation Development Act (TDA) and Bay Area Air Quality Management District (BAAQMD) Transportation Fund for Clean Air (TFCA) Program Funds) as well as STA staff support. The intent is to submit the list of projects and programs from the CTP Update for inclusion in the MTC's updated RTP. Doing so will make the identified Solano projects and programs eligible for current and future regional, state, and federal funding.

The first critical step in the CTP Update process is establishing the Goals and Objectives for the three CTP Elements. The Goals define the overarching vision for Solano County's transportation system, while the Objectives create a roadmap for achieving this vision by setting specific, measurable and achievable targets. The Goals and Objectives serve as the foundation for subsequent deliverables in the plan, including policies, strategies, and project recommendations.

**Discussion:**

This is an information item for the Transit Consortium and STA TAC. At this point, all three CTP policy subcommittees have formally approved their respective Element Goals and Objectives. Specifically, the Transit and Rideshare Committee unanimously approved the proposed Element Goals and Objectives at their meeting on July 9<sup>th</sup>.

STA staff received verbal comments at the April 9<sup>th</sup> Transit and Rideshare Committee meeting, as well as written comments via email on the draft Transit and Rideshare Goals and Objectives. These comments, along with STA's responses and proposed actions, are summarized in Attachment A. The revised Goals and Objectives, incorporating the feedback, were then presented at the subsequent Transit and Rideshare Policy Committee meeting on July 9<sup>th</sup>, which were unanimously approved. The finalized draft Transit and Rideshare Goals and Objectives can be found in Attachment B.

The next step is to present the finalized draft Goals and Objectives for all three Elements: Active Transportation; Arterials, Highways and Freeways; and Transit and Rideshare to the STA Board at their September 10<sup>th</sup> meeting for their approval. In addition, STA staff anticipates working with each CTP committee to develop priority projects and programs before wrapping up the completion of the CTP by Summer/Fall of 2026. A schedule of committee actions/recommendations are included as Attachment C.

This report serves as an informational item regarding the finalized draft of the Transit and Rideshare Element Goals and Objectives.

**Fiscal Impact:**

None.

**Recommendation:**

Informational.

**Attachment:**

- A. CTP Update Transit and Rideshare Element Goals and Objectives - Comment Matrix
- B. Revised CTP Update Transit and Rideshare Goals and Objectives
- C. CTP Schedule – Transit and Rideshare Element Committee

CTP Transit and Rideshare Element Drafts Goals and Objectives			
Submitted Comments and Responses			
Submitted By	Comment	STA Response	Next Steps
Mobility – Provide Rider Convenience and Choice – slide 4			
Soltrans	1) Item B – What does “these land uses” refer to. a) Please note that with a focus on PDAs, we would not be focused on any area North of Vacaville.	<p>Goal B. should state "Connect <u>to</u> land uses.."</p> <p>Priority Development Areas are locally nominated areas, which are ultimately approved by the Metropolitan Transportation Commission (MTC), centered around regional transit hubs where local jurisdictions are focusing housing, jobs and services. Focusing our efforts on improving and coordinating public transit within PDAs most effectively supports sustainable mode shift and helps reduce GHG emissions - consistent with Metropolitan Transportation Commission Plan Bay Area 2050. Given that regional funding programs prioritize transportation investments in these areas, we believe it is both strategic and practical to concentrate transportation improvements in these areas.</p> <p>However, the STA recognizes that two Solano jurisdictions, specifically Dixon and Rio Vista, do not have designated PDAs. As the countywide transportation agency, STA is committed to ensuring that these jurisdictions continue to receive reliable and effective transit and rideshare services that are tailored to meet their unique needs. An example of this commitment is the SolanoExpress Blue Line, which connects the Bay Area Region through Solano County (including Dixon) to Davis and the broader Sacramento Region. STA will continue to support these jurisdictions in securing funding to address their transit priorities.</p>	Amend the objective to state: Connect <b>these <u>to</u></b> land uses and adapt to changes in demographics and employment patterns with a focus on Priority Development Areas (PDA)
Soltrans	2) Item E – The term “ALL” is an impossible goal. Need to define what ALL means – is it all residents regardless of age, ability, income, etc. or are you saying be all things to all people, which is not a feasible goal. a) This also directly refers to programs of Solano Mobility – currently there is a mish mash of programs designed for very specific groups of people without regard to equity between communities.	<p>The phrase "for ALL" in this goal underscores STA's commitment to ensuring transportation accessibility meets the diverse needs of ALL Solano residents, including individuals with disabilities, seniors, veterans, commuters, students, and low-income individuals. The STA defines transportation equity as providing fair and inclusive access to mobility options for <b><u>all people</u></b>, regardless of age, ability, income, or where they live. The Solano Mobility Programs were specifically designed to address these needs and help close the transportation accessibility gaps.</p> <p>We disagree with the comment regarding Solano Mobility. The Solano Mobility Program is collectively designed to be equitable for all residents to participate in. The program continues to evolve to meet the needs of Solano's most vulnerable residents.</p>	No action needed
Soltrans	3) Item G – Increase transit and rideshare usage – this is what SolTrans is attempting to do with the COA and we are being told by STA to do the opposite and provide mediocre service to all to ensure coverage. We cannot grow ridership keeping the system exactly as it is and without additional funding, we have limited options.	<p>The STA is committed to advancing the goal of increasing transit and rideshare usage while ensuring equitable access to mobility options for all Solano residents. Central to this commitment is ensuring that no community should be left out of the public transit network. We believe these two goals, expanding ridership and maintaining lifeline coverage to promote equity, are complementary and can be successfully achieved through a thoughtful and balanced approach. Although current funding is limited and we recognize that additional resources will be needed to make significant improvements to the public transit system, there are other efficient ways to move these goals forward beyond additional funding. This includes exploring innovative strategies to expand transit options in response to changing ridership patterns and the dynamic transit landscape.</p> <p>A prime example is the transition by Solano transit operators to microtransit services. Transit operators in the cities of Fairfield, Rio Vista, Suisun City, and Vacaville have adjusted their transit service to preserve coverage and increase ridership. Fairfield Transit (FAST) and Vacaville City Coach have transitioned from a fixed route sytem to incorporate a hybrid of microtransit and fixed route service to offer greater flexibility and efficiency. In addition, Rio Vista and Suisun City recently evaluated their local transit services through their Community Based Transportation Plans and have made adjustments to make their demand-response and microtransit systems more flexible, reliable, and better able to meet the unique needs of their local communities.</p>	No action needed
Soltrans	4) Item I – implement effective paratransit services for ALL – what does this mean? Each transit operator must provide complementary paratransit service. STA's mobility programs fills in some gaps but it is not paratransit service by definition. Also the term ALL needs to be defined because by definition, all residents do not qualify for paratransit services. Do you mean all that qualify for paratransit but are outside of the complementary paratransit service area or need regional transportation?	<p>The STA offers mobility programs through Solano Mobility to complement the Solano public transit system and address accessibility gaps, including those in paratransit services. This objective aims to ensure that paratransit services are available to all eligible individuals by expanding coverage to those who reside outside the current service area or require transportation beyond local routes. Solano Mobility Programs are designed to serve these individuals and bridge the gap in access.</p> <p>This clarification will be added to the goals and objectives.</p>	Amend the objective to state: Implement effective <b>American with Disabilities (ADA) (including paratransit) service <del>for ALL (i.e paratransit and Solano County Intercity Taxi (ITX) Card program)</del> to ensure access to ADA eligible Solano residents</b>

State of Good Repair – Develop and Maintain Infrastructure – slide 6			
Soltrans	5) Please define Mobility Hubs. Is there a way to better group these so that transit facilities are separated from Highway projects?	Mobility Hubs are defined as places in a community that bring together public transit, bike share, car share, vanpools, and other ways for people to get to where they want to go without a private vehicle, as defined by the MTC. It is important to note that Mobility Hubs are not stand alone projects; rather, they are multi-modal hubs that incorporate transit and rideshare services, and arterials, highways, freeways, and active transportation infrastructure elements. Given the regional and state goals to reduce VMT and GHG, it is beneficial to consider Mobility Hubs within the broader context of local, regional and state projects regardless of whether the project is a highway project.	No action needed
Service Delivery – slide 7			
Soltrans	6) Item A iii – Why would STA assist transit operators on accurate data and reporting when some operators have robust systems and know far more about operations than STA staff? I would change this goal to assist operators in the region to get their systems and reporting up to current standards.	<p>As the countywide transportation agency, the STA is committed to supporting member agencies and transit operators in ensuring a reliable, efficient, and equitable transportation system throughout Solano County. While we fully support transit operators who are already collecting and reporting accurate data, STA will continue to offer assistance to those who request it.</p> <p>Additionally, STA plays an active role in helping member agencies and transit operators obtain grant funding for transit and rideshare projects. These grants often come with specific reporting requirements that could include this data, and this goal is intended to further support these needs.</p>	No action needed
Soltrans	7) Item C – Why expansion? There is no funding at this time. What about focusing on upgrades or rehabilitation of existing facilities or help facilitate the infrastructure needed to transition to zero emission fleets?	<p>STA is committed to simultaneously advancing expansion and upgrading existing transit infrastructure. Current projects that the STA is actively working on include enhancing transit access to the future mobility hub at Fairgrounds Drive in Vallejo, designing rail access at the Solano Rail Hub in Suisun City and working with Fairfield on the expansion of the Fairfield-Vacaville Hannigan Station train depot and parking facilities. Other notable examples of expansion projects completed by the STA are the York Street Expansion Project in Vallejo 1 and the Slip Ramp project at the Fairfield Transportation Center. It is also important to note that most grant opportunities tend to prioritize the expansion of transit facilities, with fewer opportunities available for maintenance-focused projects.</p> <p>Furthermore, to address the last comment made, the STA remains committed to supporting transit operators in their transition to a zero-emission emission fleet, as outlined in Objective C under Sustainability and Resiliency.</p>	No action needed
Soltrans	8) Item G – STA focuses on the region vs local service. Microtransit is really a local service that should be left to the transit operators and is widely known to not really be cost effective (many agencies have tried and have had to scale back or cancel their programs). A better goal may be to support transit agencies in assessing if microtransit is right for any areas of their community.	<p>This proposed objective aims to support local agencies interested in implementing microtransit services within their communities. Solano County has one of the longest running microtransit services in the region through the demand response service, which has been running for 40 years. More recently, the Cities of Dixon and Suisun City completed their Community Based Transportation Plan, which included a comprehensive evaluation of transit access options and through this process, microtransit was identified as the best fit that aligns with the city's needs and available resources.</p> <p>Additionally, Suisun Microtransit, Vacaville City Coach and FAST have successfully transitioned to a hybrid model, combining fixed routes with microtransit options.</p> <p>These five transit operators are all fiscally solvent, operating within their existing resources, and are not projected to face a fiscal cliff in the near future. STA supported these local efforts when requested.</p>	No action needed



Sustainability and Resiliency - slide 8			
Soltrans	9) Item A – What is the scope of the Solano County Alternative Fuel and Infrastructure Plan? Transit already has a mandate from the state and every agency has a plan to get there.	In addition to transit operators, Solano member agencies are required to transition their public fleet to zero-emission vehicles. Several member agencies have already requested assistance from the STA in developing a countywide Solano County Alternative Fuels and Infrastructure Plan to support this transition, citing limited staff capacity to undertake this effort on their own. Additionally, the STA provides support to Rio Vista Delta Breeze and Suisun Microtransit in operating their transit services, and is assisting these agencies, along with Dixon, in developing their respective implementation plans. While we fully support transit operators who wish to proceed with their own planning effort to meet the zero-emission fleet mandate, we will also continue to offer assistance to those agencies that request support.	No action needed
Soltrans	10) Item B – Assist Transit operators who wish to upgrade fixed facilities to be more energy efficient – How would STA assist agencies? Research? Financially? With what dollars?	<p>While the STA has access to limited transit funding, we have extensive knowledge of federal, state and regional grant and funding programs and can provide support in securing the necessary funding for these energy efficient upgrades. More recently, STA successfully secured a Transit and Intercity Rail Capital Program (TIRCP) grant to support the electrification efforts of Soltrans.</p> <p>Additionally, several member agencies have already requested assistance from the STA in developing a countywide Solano County Alternative Fuels and Infrastructure Plan to support their transition to a zero-emission fleet.</p>	No action needed
Soltrans	11) Item C – Similar to item A and again we have long had a mandate from CARB and all transit agencies have a plan already so how would STA assist in ensuring we achieve our plans?	<p>Not all Solano transit operators have completed a zero-emission plan to comply with the CARB mandate. As stated in our response to #9, while the STA fully supports transit operators who choose to independently develop their plans to meet the zero-emission transit fleet mandate, we will continue to offer assistance to those agencies and transit operators that request support. The STA will be assisting Rio Vista, Suisun City and Dixon to develop their plans.</p> <p>As previously mentioned, STA possesses extensive knowledge of federal, state and regional grant and funding programs. In addition to the development of their plans, we can also support transit operators in securing the necessary funding to cover the expensive vehicle and charging equipment purchases required in the zero-emission transition.</p>	No action needed
Soltrans	12) Item D- to achieve reduced VMT and increase PMT on mass transit then we need to implement changes to Solano Express to increase ridership which is the opposite of STA staff recommendations on the COA.	As stated in our response to the comment on <b>Mobility -Item G</b> , the STA is committed to advancing the goal of increasing transit and rideshare usage while ensuring equitable access to mobility options for Solano residents. Our recommendations include both increasing ridership and preserving service coverage.	No action needed
Soltrans	13) Item E – Need specifics – the 2 things that I can identify immediately is that we need solar and battery storage for our electrical infrastructure and we need local roads and highways to be maintained to reduce damage to transit vehicles. We lost our entire road supervisor fleet of vans due to the poor condition of the roads in Vallejo. All 5 had cracks in the rear suspension framing and have to be scrapped.	The STA is currently developing the Solano Transportation Resiliency Plan, which will assess the Solano Routes of Regional Significance, regional transit facilities, rail and ferry facilities and the active transportation network. The plan aims to identify vulnerable transportation assets and develop a prioritized capital projects list to enhance their resilience. The plan is expected to be completed by the summer of 2026, and further details will be provided once the recommendations are established from this effort.	No action needed
Transit Facilities of Regional Significance - slide 9			
Soltrans	14) Vallejo Transit Center is misclassified and should be under passenger stations.	We agree with this comment and will incorporate the requested change	The Vallejo Transit Center will be included under the Passenger Stations category within the Transit Facilities of Regional Significance
Soltrans	15) Sereno is mislabeled and should be Sereno Transit Center	We agree with this comment and will incorporate the requested change	The Sereno Transfer Station will be corrected to the Sereno Transit Center and will be categorized under Passenger Stations within the Transit Facilities of Regional Significance
Soltrans	16) To be consistent, the Dixon Park and Ride should be under Passenger Transfer Sites	We agree with this comment and will incorporate the requested change	The Dixon Park and Ride Lot will be included under the Passenger Transfer Sites category within the Transit Facilities of Regional Significance

General Comments			
Mayor Alma Hernandez, City of Suisun City	There is a need to define equity through a transportation lens for the CTP to ensure we are using a shared common definition across the CTP elements	STA staff will reference the 2020 CTP Equity Chapter and Equity Principles to develop a definition of transportation equity for the 2026 CTP Update	The following transportation equity definition is proposed: "Transportation equity means ensuring the meaningful participation of Solano County's vulnerable populations in all aspects of mobility and infrastructure planning to ensure that disadvantaged communities' unique and unmet needs are prioritized. It aims to advance a just, healthy, and prosperous quality of life in all Solano County communities while addressing transportation and the diverse mobility needs of our residents, businesses, and visitors to provide a safe, innovative, equitable multi-modal system in Solano County."
Avery Livengood, PAC Representative for CTP Transit and Rideshare Committee	Asked to separate the performance measures from the draft goals and objectives	We agree with this comment and will incorporate the requested change	Amendments were made to the draft goals and objectives to remove references to performance measures

# Comprehensive Transportation Plan Transit & Rideshare Committee Revised Draft Goals and Objectives

*This version incorporates comments received from the April 9, 2025 Committee Meeting and via email*

Kathrina Gregana  
Associate Planner  
STA

Robert Guerrero  
Deputy Executive  
Director/Director of Planning  
STA

# DEFINITIONS

**Goal – milestones that reflect achievement of Statement of Purpose**

*Increase transit and rideshare usage at a rate faster than population growth*



**Strategy/Policy/Objective – specific actions to achieve goal**

*Study options for coordination of local and intercity transit*



**Performance metric – how do we measure progress towards the goal?**

*Double systemwide passengers per vehicle hour*

# MOBILITY

## Provide Rider Convenience and Choice

- A. Provide access to county and regionally significant population centers, employment and civic amenities
- B. Connect **these to** land uses and adapt to changes in demographics and employment patterns with a focus on Priority Development Areas (PDA)
- C. Support an **equitable, efficient, and** reliable local and intercity mass transit system that conveniently connects to regional transit systems
- D. Develop and implement programs to coordinate the provision of interregional, intercity and local transit services. When requested, support transit operators who are interested in ~~system and~~ functional consolidation, **service expansion and innovation**
- E. Ensure **accessibility** ~~mobility~~ by providing services for ALL through the programs of *Solano Mobility*
- F. Address “first mile/last mile” gaps **by facilitating multimodal improvements such as mobility hubs**
- G. Increase transit and rideshare usage at a faster rate than population growth **to reduce regional VMT** ~~by tracking transit mode-share and passengers per vehicle-revenue hour~~
- H. Ensure system effectiveness by preparing periodic and timely reviews of transit service performance
- I. **Implement effective American with Disabilities (ADA) (including paratransit) services for ALL (i.e paratransit and Solano County Intercity Taxi (ITX) Card program) to ensure access to ADA eligible Solano residents**

# STATE OF GOOD REPAIR

## Develop and Maintain Infrastructure

- A. Maintain and develop conveniently located transit and **mobility** facilities ~~and policies~~ that support public transit service and accommodate private transit and support service providers
- B. **Develop policies and** focus transit and **mobility** infrastructure investments into **Mobility Hubs** and Transit Facilities of Regional Significance (TFOR) **to expand commuter shared-ride participation**
- C. ~~Expand commuter shared-ride participation~~, Identify, construct and expand convenient ~~park and ride locations~~ **Mobility Hubs**, improve access to TFORs and implement an Express Lane system on major freeways
- D. Improve safety by reducing accidents and injuries in the vicinity of Transit Facilities of Regional Significance ~~and develop a strategic plan to address the issue through the development of a~~ **Safe Routes to Transit plan**
- E. ~~Implement effective paratransit services (i.e Solano County Intercity Taxi (ITX) Card program)~~ **[moved to Mobility]**

# SUSTAINABILITY AND RESILIENCY

## Create a Sustainable and Resilient Transit Network ~~Help Improve Air Quality~~

- A. Reduce air pollutant emissions related to transit and rideshare by developing and implementing the Solano County Alternative Fuel and Infrastructure Plan.
- B. Assist transit operators who wish to upgrade fixed facilities to be more energy efficient.
- C. Achieve a fully ~~electrified~~ zero-emission transit and mobility system that enhances air quality, and promotes equitable access to efficient and affordable mobility solutions**
- D. Exceed Climate Action Plan for Transportation Infrastructure (CAPTI) goals to encourage mode-shift and reduce Vehicle Miles Travelled (VMT) while increasing person-throughput of transportation network**
- E. Encourage the identification of transportation assets that are vulnerable or at risk of impact from climate change and recommend resiliency improvements**

# SERVICE DELIVERY

## Fund Vehicles, Facilities and Services

- A. To facilitate informed service and investment decisions, provide decision-makers with timely, accurate and sufficient information.
  - i. Ensure all major Transit Corridor Studies are conducted and kept up-to-date including for I-80/I-680/I-780, SR 12, SR 29 and SR 37
  - ii. Conduct Countywide Ridership Surveys every two to three years with specific target surveys of services to improve efficiency and productivity
  - iii. Assist transit operators to obtain and provide more accurate data and reporting
- B. Help fund adequate maintenance, repair and replacement of transit vehicles and supporting infrastructure **for regional service**
- C. Help fund ~~adequate maintenance and~~ strategic expansion of Transit Facilities of Regional Significance
- D. Facilitate informed service and investment decisions and provide decision-makers with timely, accurate and sufficient information
- E. Make investment decisions in partnership with regional and inter-regional transit providers, including local partners such as local transit providers, the Capitol Corridor Joint Powers Authority (CCJPA) and Water Emergency Transportation Authority (WETA) and regional partners such as BART, Metropolitan Transportation Commission, and Caltrans
- F. Participate in regional and mega-regional multimodal corridor studies and implementation on SR-37, I-80, and I-680.
- G. Facilitate a dynamic, responsive, resilient, **and accessible and cost-effective** microtransit system that seamlessly integrates into the countywide transportation network**



CTP Transit and Rideshare Committee – Future Meetings

1. December 10, 2025, from 4:00PM-5:30PM
  - Present Draft Prioritized Transit and Rideshare Projects List Projects List for Review and Comment
  - Present Public Outreach Findings and Summary Report
  - Presentation on State, Regional and Local Rail Planning Efforts
  - Presentation on Transit and Rideshare Funding Sources
2. March 11, 2026, from 4:00PM-5:30PM
  - Request Adoption of Prioritized Transit and Rideshare Projects List
  - Presentation on Solano Community Based Transportation Plans
  - Presentation on Solano Priority Transit and Rideshare Projects
3. June 10, 2026, from 4:00PM-5:30PM
  - Request Approval of Transit and Rideshare Element Draft Report

*\*Note: This schedule is tentative and subject to change*

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DATE: August 18, 2025  
TO: Solano County Intercity Transit Consortium  
FROM: Kathrina Gregana, Associate Planner  
RE: Solano Transportation Resiliency Plan – Public Outreach Plan and Survey

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**Background:**

In recent years, Solano County has experienced impacts from extreme weather events that have posed threats to the transportation system. Severe storm events, wildfires, and heat waves experienced in the County have impacted evacuation routes and caused disruptions and damage to vital transportation routes. More critically, these events have posed serious risks to the safety and well-being of Solano residents. Unfortunately, these extreme weather events and climate change impacts are expected to become more frequent and severe in the coming years.

In 2023, the STA secured a \$500,000 Sustainable Communities Grant award from Caltrans to develop a Solano Transportation Resiliency Plan (STRP). The objective of this planning effort is to be proactive on this front by identifying transportation assets in Solano County that are vulnerable or at risk to extreme weather events and recommending transportation infrastructure improvements to make them more resilient. The scope covers Solano County Routes of Regional Significance, Transit Centers of Regional Significance, rail and ferry facilities and some active transportation facilities.

**Discussion:**

The STRP kicked off in early 2025. A Project Leadership Team (PLT) was established to guide the plan development and includes public works and planning staff from the eight Solano member agencies and representatives from the Capitol Corridor Joint Powers Authority, San Francisco Bay Ferry, and California Office of Emergency Services.

Public outreach is a critical component of the planning process to ensure that the plan reflects the input and priorities of Solano communities. STA staff recently launched the first phase of public outreach, which will span from July through October 2025. The goal of this initial phase is to introduce the project to the community and to better understand the community's perspective on the challenges and opportunities regarding extreme weather event risks to the transportation system.

As part of this outreach phase, the STA is hosting two public workshops:

- Tuesday, August 19<sup>th</sup> from 6:00PM-7:30PM – In-Person Workshop at STA Board Chambers in Suisun City
- Thursday, August 21<sup>st</sup> from 6:00PM-7:30PM – Virtual Workshop via Zoom

In addition, the STA launched a community survey to further collect input on community needs and priorities as it relates to transportation climate resiliency. The survey is accessible online and in print format to ensure broad and inclusive participation. It will remain open through early October 2025. A copy of the survey is included as Attachment A.

To maximize awareness and participation, STA staff will be attending community pop-up events across the County to promote the STRP, advertise upcoming workshops and encourage residents to complete the survey. A list of past and upcoming events is included in Attachment B.

Lastly, an STRP project webpage was created on the STA website to provide a central clearinghouse of information for people to learn more about the project, provide additional comments and notify the public of upcoming outreach activities. The link to the STRP webpage can be found here: [https://sta.ca.gov/active\\_plans/solano-transportation-resiliency-plan/](https://sta.ca.gov/active_plans/solano-transportation-resiliency-plan/)

**Fiscal Impact:**

None.

**Recommendation:**

Informational.

Attachments:

1. Solano Transportation Resiliency Plan (STRP) – Community Survey
2. STRP Pop Up Events List

## Solano Transportation Resiliency Plan Survey

### Welcome to the Solano Transportation Resilience Plan Survey!

**Solano County's transportation system is increasingly impacted by severe weather events such as storms, wildfires, sea level rise, and heat waves threatening key routes and infrastructure. In response, local jurisdictions have initiated adaptation and resiliency plans. The Solano Transportation Authority (STA), in partnership with all seven cities in the county and unincorporated areas, is developing the Solano Transportation Resiliency Plan to ensure our transportation network can withstand current and future extreme weather events.**

**This survey helps us understand your experiences with weather impacts on transportation and identify resilience priorities. Your feedback will play a crucial role in shaping plans to improve transportation infrastructure to ensure it meets future demands. Together, we can build a more sustainable and resilient transportation system for Solano County.**

**The survey will take about 10 minutes to complete. Thank you for sharing your insights!**

## Solano Transportation Resiliency Plan Survey

1. How concerned are you that extreme weather events will affect your ability to travel within or out of Solano County?

- ☐ Very concerned
- ☐ Somewhat concerned
- ☐ Not concerned
- ☐ Not sure

2. Which, if any, of the following extreme weather events are you concerned will affect how you get around in Solano County? (Select all that apply)

- ☐ Severe storms (flooding, landslides, etc.)
- ☐ Wildfires
- ☐ Heat waves
- ☐ Coastal flooding/sea level rise
- ☐ Air quality (e.g., smoke from wildfires)
- ☐ Other (please specify)

- ☐ None of the above

3. Which, if any, aspects of living in Solano County are you concerned will be negatively affected by extreme weather events? (Select all that apply)

- ☐ Air quality
- ☐ Water quality
- ☐ Access to parks and open spaces
- ☐ Access to goods and services
- ☐ Housing
- ☐ Other (please specify)

- ☐ None of the above

### Solano Transportation Resiliency Plan Survey

4. Have you experienced disruptions or delays when using public transit (BART, Capitol Corridor, City Coach, Delta Breeze, FAST, ferry, Read-Ride, SolanoExpress, SolTrans, etc.) due to severe weather or natural disasters in the past year?

- ☐ Yes, frequently
- ☐ Yes, occasionally
- ☐ No, never
- ☐ I do not use public transit

### Solano Transportation Resiliency Plan Survey

5. What climate hazards have you experienced? (Select all that apply)

- ☐ Severe storms (flooding, landslides, etc.)
- ☐ Wildfires
- ☐ Heat waves
- ☐ Coastal flooding/sea level rise
- ☐ Air quality (e.g., smoke from wildfires)
- ☐ Other (please specify)

- ☐ None of the above

6. How did this affect you?

- ☐ Travel detour
- ☐ Travel delay
- ☐ Travel cancellation
- ☐ Other (please specify)

- ☐ None of the above

7. If you'd like, please describe in more detail how the experience affected you (e.g. if you missed work, had to take a detour, etc.)

8. Please share any additional details on how climate hazards have affected you (optional):

Solano Transportation Resiliency Plan Survey

9. Please rank the following climate adaptation measures in the order you would prioritize to make transportation systems more resilient in Solano County, 1 being most important to 9 being least important. Toggle the option from the left or click the arrows on the right to rank items.

- Improving flood protection
- Increasing wildfire preparedness (e.g., creating fire breaks, resilient evacuation routes)
- Upgrading transportation infrastructure to withstand damage from severe weather such as storms and extreme heat
- Improving emergency evacuation routes
- Providing alternative transportation services in the event of emergencies or cancellations
- Expanding green infrastructure (e.g., tree canopies, permeable pavements)
- Adapting biking and walking routes to climate changes (heat, flood, etc.)
- Providing better communication during climate-related disruptions
- Protecting and improving natural habitats

## Solano Transportation Resiliency Plan Survey

10. In your opinion, what are the most significant challenges in making Solano County's transportation system more resilient to extreme weather events? (Optional)

11. Do you have any suggestions to make Solano County's transportation system more resilient to extreme weather events? (Optional)

## Solano Transportation Resiliency Plan Survey

12. What community do you live in?

- ☐ Benicia
- ☐ Dixon
- ☐ Fairfield
- ☐ Vallejo
- ☐ Vacaville
- ☐ Rio Vista
- ☐ Suisun City
- ☐ Travis AFB
- ☐ Unincorporated Solano County
- ☐ Other (please specify)

## Solano Transportation Resiliency Plan Survey

13. In what area of Unincorporated Solano County do you live?



## Solano Transportation Resiliency Plan Survey

14. Which of the following modes of transportation do you use? (Check all that apply)

- ☐ BART
- ☐ Bike
- ☐ Bus
- ☐ Carpool/Vanpool
- ☐ Drive Alone
- ☐ Ferry
- ☐ Taxi/Uber/Lyft
- ☐ Capitol Corridor
- ☐ Walk
- ☐ Other (please specify)

15. Please share your email if you would like to receive future project updates (optional):

## Solano Transportation Resiliency Plan Survey

The following demographic questions are optional:

16. Which group from the following represents your age?

- ☐ Under 18
- ☐ 18-24
- ☐ 25-34
- ☐ 35-44
- ☐ 45-54
- ☐ 55-64
- ☐ 65+
- ☐ Prefer not to answer

17. What gender do you identify as?

- ☐ Woman
- ☐ Man
- ☐ Transgender
- ☐ Nonbinary
- ☐ Prefer not to answer
- ☐ I self-identify as:

18. What best describes your race or ethnicity?

- ☐ American Indian or Alaska Native
- ☐ Asian or Asian American
- ☐ Black or African American
- ☐ Hispanic or Latino
- ☐ Middle Eastern or North African
- ☐ Native Hawaiian or other Pacific Islander
- ☐ White or Caucasian
- ☐ I prefer not to say
- ☐ Other (please specify)

19. What is your annual income?

- ☐ Less than \$35,000
- ☐ \$35,000 to \$74,999
- ☐ \$75,000 to \$99,999
- ☐ \$100,000 to \$124,999
- ☐ \$125,000 to \$149,999
- ☐ \$150,000 or more
- ☐ I prefer not to say

## Solano Transportation Resiliency Plan

### Community Outreach Event List\*

Last Updated - August 19, 2025

Date	Event Name	Time	City	Location
July				
7.24.25	Fairfield Senior Center	11:30 a.m.	Fairfield	Adult Recreation Center at 1200 Civic Center Drive, Fairfield
7.27.25	Benicia Waterfront Rocks Festival	11:00-6:00 p.m.	Benicia	Corner of 1st and, E B St, Benicia, CA 94510
7.31.25	Vallejo Resource Fair	4:00-6:30 p.m.	Vallejo	Vallejo John F. Kennedy Library, 505 Santa Clara St, Vallejo
August				
8.6.25	Solano Mobility Presentation at Solano Vista Senior Apartments	3:00-4:00 p.m.	Vallejo	Solano Vista Senior Apartments, 40 Valle Vista Ave, Vallejo, CA 94590
8.8.25	Solano Mobility Friday Tabling at the Vallejo Transit Center	2:00-4:00 p.m.	Vallejo	Vallejo Transit Center, 311 Sacramento Street, Vallejo CA 94590
8.9.25	Fairfield Suisun Unified School District Resource Fair	10:00-1:00 p.m.	Fairfield	St. Mark's Lutheran Church, 1600 Union Ave, Fairfield CA 94533
8.9.25	Solano Mobility Tabling Event at Mount Calvary Baptist Church	10:00-1:00 p.m.	Fairfield	Mount Calvary Baptist Church, 1735 Enterprise Drive, Bldg. 3, Fairfield CA 94533
8.16.25	Solano Land Trust - Get the Rush! at Rush Ranch	10:00-12:30 p.m.	Suisun City	3521 Grizzly Island Road, Suisun City, CA 94585
8.20.25	Solano Mobility tabling at the Dixon	10:00-12:30 p.m.	Dixon	Solano Life House 575 South Jefferson, Dixon, CA
8.28.25	Solano Mobility tabling at the Senior Health Fair	9:00-12:00 p.m.	Suisun City	Joseph A Nelson Community Center, 611 Village Dr, Suisun City, CA 94585
September				
9.3.25	Solano Mobility Presentation at Solano Vista Senior Apartments	TBD	Vallejo	Solano Vista Senior Apartments, 40 Valle Vista Ave, Vallejo, CA 94590
9.12.25	Solano Mobility Friday Tabling at the Vallejo Transit Center	TBD	Vallejo	Vallejo Transit Center, 311 Sacramento Street, Vallejo CA 94590
9.13.25	Rio Vista Airport Day 4th Annual Wings & Wheels	TBD	Rio Vista	Rio Vista Municipal Airport, 3000 Baumann Road, Rio Vista, CA
9.18.25	Dixon - Concerts in the Park	6:00-7:30 p.m.	Dixon	Pardi Plaza, 132 E A St, Dixon, CA 95620
9.20.25	Benicia Oktoberfest & Marketplace	TBD	Benicia	Corner of 1st and, E B St, Benicia, CA 94510
9.27.25	City of Vacaville Farmers Market	9:00 - 1:00 p.m.	Vacaville	Andrews Park, Vacaville, CA 95688
October				
10.8.25	National Night Out	TBD	Countywide	Throughout Solano County
10.9.25	Rio Vista Bass Derby and Festival	TBD	Rio Vista	33 N. Second Street, Rio Vista, CA 94571
*List may be subject to change				

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DATE: August 26, 2025  
TO: Solano County Intercity Transit Consortium  
FROM: Sean Person, Legislative Assistant  
RE: Legislative Update

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**Background:**

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

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

**Discussion:**

The STA continues to sponsor Assembly Bill 697 (AB 697), which was first introduced to the California State Legislature by Assemblymember Lori Wilson. AB 697 seeks to authorize State Route 37 corridor improvements to advance in a cost-effective and environmentally beneficial procedure by permitting the projects under the California Endangered Species Act (CESA) process for authorized take of fully protected species. AB 697 has passed through the California State Assembly Floor and currently is set for hearing on August 25, 2025, at the California State Senate Floor.

Senate Bill 63 (SB 63), joint-authored by Senators Scott Wiener and Jesse Arregion and co-authored by Assemblymembers Catherine Stefani and Matt Haney, which intendeds to authorize a Bay Area-wide transportation revenue measure with the aim of funding regional transit and mobility improvements, were voted by San Mateo and Santa Clara County transit agencies to join the regional transit funding measure. The bill now shows the support by the following five (5) counties: Alameda, Contra Costa, San Francisco, Santa Clara, and San Mateo.

SB 63 will require transportation agencies to make changes to improve financial efficiency and coordination with other systems to receive funding. BART, MUNI, Caltrain, and AC Transit will be required to comply with the Metropolitan Transportation Commission's (MTC) Regional Network Management policies and programs, and the Commission will be required to conduct an independent third party financial efficiency review to identify cost-saving measures for those operators. After the assessment, the operators will be required to submit implementation plans to MTC detailing cost-efficiency measures they plan to implement. If approved by the legislature, SB 63 will authorize the Bay Area to place a measure on the November 2026 ballot.

In addition to these two bills, Assembly Bill 939 (AB 939), introduced to the legislature by Assemblymember Schultz and referred to as the "Safe, Sustainable, Traffic-Reducing Transportation Bond Act of 2026," would author a \$20 billion general obligation bond to appear on the November 3, 2026 ballot. Proceeds from this bond would support transit and passenger rail,

local streets and roads along with active transportation, zero-emission vehicle infrastructure, freight facilities, and safety and grade-separation projects.

Lastly, Assembly Bill 1250 (AB 1250), authored by Assemblymember Papan, seeks to eliminate the requirement for paratransit riders to recertify their eligibility beginning January 1, 2027. This measure, aimed at reducing administrative difficulties on riders with disabilities, is under consideration by the Assembly Transportation Committee.

**Fiscal Impact:**

None.

**Recommendation:**

Informational.



DATE: August 13, 2025  
TO: Solano County Intercity Transit Consortium  
FROM: Jasper Alve, Senior Project Manager  
RE: Summary of Funding Opportunities

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**Discussion:**

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

	FUND SOURCE	TOTAL AMOUNT AUTHORIZED	APPLICATION DEADLINE
Federal			
1.	Port Infrastructure Development Program	\$500M	September 10, 2025
	<a href="https://www.grants.gov/search-results-detail/358404">https://www.grants.gov/search-results-detail/358404</a>		
State			
1.	Caltrans FTA 5310 2025 Call for Projects	\$51.400M	September 3, 2025
	<a href="https://www.grants.ca.gov/grants/caltrans-fta-5310-2025-call-for-projects/">https://www.grants.ca.gov/grants/caltrans-fta-5310-2025-call-for-projects/</a>		
2.	Rubberized Pavement Grant Program	\$6.571M	September 11, 2025
	<a href="https://www.grants.ca.gov/grants/rubberized-pavement-grant-program-5/">https://www.grants.ca.gov/grants/rubberized-pavement-grant-program-5/</a>		

**Fiscal Impact:**

None.

**Recommendation:**

Informational.

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