MEETING AGENDA

Special STA Board Meeting
Solano Express Transit Study Session
Wednesday, October 14, 2026
STA Board Room, 4:00 p.m.
423 Main Street, Suisun City, CA 94585

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

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

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

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Staff Reports: Staff reports are available for inspection at the STA Offices, 423 Main Street, Suisun City during regular business hours, 8:00 a.m. to 5:00 p.m., Monday-Friday. You may also contact the Clerk of the Board via email at sernst@sta.ca.gov. **Supplemental Reports:** Any reports or other materials that are issued after the agenda has been distributed may be reviewed by contacting the STA Clerk of the Board and copies of any such supplemental materials will be available on the table at the entry to the meeting room.

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

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AGENDA ITEMS	BOARD/STAFF PERSON
1. CALL TO ORDER/PLEDGE OF ALLEGIANCE (4:00 p.m.)	Chair Alma Hernandez
2. CONFIRM QUORUM/STATEMENT OF CONFLICT An official who has a conflict must, prior to consideration of the decision; (1) publicly identify in detail the financial interest that causes the conflict; (2) recuse himself/herself from discussing and voting on the matter; (3) leave the room until after the decision has been made. CA Gov't Code § 87200	
3. APPROVAL OF AGENDA	
4. OPPORTUNITY FOR PUBLIC COMMENT (4:05 –4:10 p.m.)	
5. DISCUSSION ITEM (4:10 – 5:20 p.m.)	
A. Solano Express Transit Study Session	Robert Guerrero
i. Solano Express Decision Making and Service Goals	Beth Kranda
ii. Solano Express Fare Adjustment	Group
Recommendation: Informational. **Pg. 3**	
6. BOARD MEMBER COMMENTS (5:20 – 5:30 p.m.)	
7. ADJOURNMENT	

Agenda Item 10.E
August 25, 2026

DATE: August 20, 2026
TO: Solano County Intercity Consortium
FROM: Kristina Botsford, SolTrans Deputy Director
RE: Proposed Solano Express Fare Increase

Background:
SolTrans is proposing a fare increase to support long-term financial sustainability of the Solano Express system while maintaining equitable and affordable access to the public. Solano Express fares have remained the same or even decreased for certain fares since the creation of SolTrans 15 years ago. Fares have not kept pace with operating costs or the rise in bridge tolls. SolTrans' Board-approved fare policy directs Staff to annually evaluate the need for a possible fare analysis. SolTrans reviewed fare revenue during this last 10-year forecast process and determined that a fare increase will be necessary for Solano Express to sustain the current level of service.

The intercity funding working group has discussed the need for a fare increase on multiple occasions, with the last meeting being held in April 2026. At that time, a document was shared with the group that outlined the decisions to be made on fares, fare payment methods, and a possible timeline. After discussions with SolTrans, it was determined that public outreach on a fare increase needed to wait until after the major service change was completed on August 2nd. The timeline of an increase is dependent on other factors; such as the timing of Intercity Consortium, STA and SolTrans board meetings, the need to determine which boards need to approve an increase, and informing Clipper of fare changes.

On July 16, 2026, SolTrans staff brought an information report to the SolTrans Board for a possible fare increase and presented a tentative timeline. That report outlined the next steps which was to bring information to the Intercity Consortium to facilitate a discussion on various fare increase scenarios. Included in this report is a summary of our the SolTrans Board-approved Fare Policy, current transit fares and bridge tolls, information on other agencies' fares, proposed fare increase scenarios, and a timeline for July 1, 2027 fare change.

Discussion:

Many transit agencies in the Bay Area have had fare increases within the last five (5) years. SolTrans has reviewed the local and express fares for eight (8) transit agencies including BART and San Francisco Bay Ferry. Taking into consideration service area, mileage to and from destinations, and for express routes crossing toll bridges, SolTrans covers a large service area in comparison to peer agencies who also offer commuter services. While some agencies may have lower fares or have made smaller fare increases, most are not providing the same level of regional connectivity or traversing bridges.

SolTrans has a Fare Policy that includes Solano Express that was adopted by its Board in 2015 and amended in November 2018 (Attachment A). The policy needs to be updated to reflect the current state of fares and decisions that were made during the pandemic. However, the guiding principles still stand and are relevant to today. Solano Express does not have its own Fare Policy and that is something the funding partners could consider adopting.

Fare Comparison to Other Agencies

The current Solano Express one-way adult fare is $5 for out of county, $2.75 for travel within the county and $6 for the Route 82 to San Francisco. There are very few operators that offer regional commuter service and very few cross a bridge. Transbay fares for AC Transit are $6.50, and for WestCat, they are $5. Both operators travel a short distance between their county to San Francisco via the Bay Bridge. NVTA charges $6 and travels through Solano County to El Cerrito del Norte BART. The SF Bay Ferry from Vallejo to San Francisco charges $10.00.

Agency & Last Fare Increase Date	SolTrans 7/1/2019	NVTA 7/01/2024	WestCAT -	Tri-Delta 2015	County Connection 3/10/2019	LAVTA 4/1/2026	AC Transit 7/1/2025	SF Bay Ferry Vallejo - SF 7/1/2026	BART ECDN - EMB 1/1/2026	BART N. CON - EMB 1/1/2026	BART CON - EMB 1/1/2026
Adult Fare Categories	**2026 Fare Costs**										
CASH											
Express In County	$ 2.75	$ 3.50	$ 1.75	$ 2.50	$ 2.50	$ 2.50					
Day Pass - Express In County	$ 5.50					$ 4.00					
Express Out of County	$ 5.00	$ 6.00	$ 5.00				$ 6.50				
Day Pass - Express Out of County	$ 10.00										
Route 82 (2 bridges)	$ 6.00										
CLIPPER											
Express In County		$ 3.50	$ 1.75	$ 2.50	$ 2.00	$ 2.50					
Day Pass - Express In County			$ 3.75	$ 3.75	$ 3.75	$ 3.75					
Express Out of County	$ 5.00	$ 6.00	$ 5.00				$ 6.50				
Day Pass - Express Out of County	$ 10.00										
Route 82 (2 bridges)	$ 6.00							$ 10.00	$ 5.90	$ 7.95	$ 7.70
31-DAY PASS											
Express In County *	$ 70.00			$ 57.00	$ 60.00	$ 70.00					
Express Out of County/Transbay	$114.00	$125.00	$140.00				$234.00				
** Token Transit Only*											

We have noted the date of the last fare increase in the table. The recent increases from other agencies demonstrate that transit providers from the Bay Area are responding to the increase in costs. Unlike agencies that have implemented more frequent incremental fare adjustments, Solano Express has absorbed years of increasing costs without increasing passenger contribution. A measured adjustment now would help address the accumulated gap while avoiding the need for a significantly larger adjustment in the future. The Solano Express current fares cover 11-12% of the cost of the service. This is down from a 2019 pre-pandemic farebox recovery rate of 43%, when SolTrans ran the Yellow (70) Line, Red (60) Line and Route 82.

Increasing Bridge Tolls

The cost of transportation in the Bay Area is also increasing for automobile users. Bridge tolls continue to increase in response to the last voter-approved Regional Measure 3 (RM3) toll increase that added $3 over three years to the toll. The toll rate update also includes an increase

of 50 cents a year from 2026 through 2030 to cover increased maintenance costs, bringing expected bridge tolls from the current $8.50 to $10.50 by 2030.

The Solano Express lines run service over one or more Bay Area bridges. The 40 and 70 lines provide service to North Concord and Concord via the Benicia bridge. The 60 and 90 lines cross the Carquinez Bridge to provide service to El Cerrito del Norte BART, and Route 82 crosses the Carquinez and Bay Bridges to provide service to the San Francisco Ferry Building. The BART fare from North Concord to SF Embarcadero is currently $7.95 and from El Cerrito del Norte to SF Embarcadero is $5.90. Staff used this information to determine the cost for residents to drive over the bridge (parking fees at final destination would be another cost we haven't quantified due to the variability) vs. taking the bus and then BART vs. taking the ferry.

Ratio of Solano Express Fares: Bridge Toll Increase											
Fare Type	**Current Fare**	**Pre-2022 Bridge Toll***	**% of Fare: Bridge Toll**	**2027 Bridge Toll**	**% of Fare: Bridge Toll**	**2028 Bridge Toll**	**% of Fare: Bridge Toll**	**2029 Bridge Toll**	**% of Fare: Bridge Toll**	**2030 Bridge Toll**	**% of Fare: Bridge Toll**
Out of County	$ 5.00	$ 6.00	83.33%	$ 9.00	55.6%	$ 9.50	52.6%	$ 10.00	50.0%	$ 10.50	47.6%
Route 82**	$ 6.00	$ 11.00	54.55%	$ 17.00	35.3%	$ 18.00	33.3%	$ 19.00	31.6%	$ 20.00	30.0%

**Before the RM3 toll increase took effect on January 1, 2022, the regular tolls for the seven state-owned Bay Area bridges were $6 for two-axle vehicles (cars, trucks, and motorcycles).*

***Multi-Bridge Discount: If you travel over more than one state-owned bridge per day during peak commute hours and pay bridge tolls with a FasTrak toll tag or License Plate Account, you will receive a $1.00 discount off your second toll ($0.50 for carpools). Only 2-axle vehicles are eligible. You must use the same toll tag or same vehicle license plate for both tolls and can receive a maximum of two discounts per calendar day, per toll tag or vehicle.*

Cost of Taking Bus then BART to San Francisco vs SF Bay Ferry* *Single Ride*										
Routes 40 & 70	**BART N.CON - EMB**	**TOTAL**	**Routes 40 & 70**	**BART CON - EMB**	**TOTAL**	**Routes 60 & 90**	**BART ECDN - EMB**	**TOTAL**		**SF Bay Ferry VAL-EMB**
$5.00	$7.95	$12.95	$5.00	$7.70	$12.70	$5.00	$5.90	$10.90		$10.00

**This chart is reflective if a rider pays cash and then uses Clipper on BART. If a rider uses Clipper for both modes, there is a transfer discount. Clipper riders transferring from one transit agency to another will receive a discount of up to $2.85 on their second ride, and any subsequent rides with any transit agency — if that ride happens within two hours of the first ride.*

Analysis of Need

As operating costs continue to increase and a pending fiscal cliff continues to remain a reality, a reasonable fare increase helps to ensure that Solano Express remains reliable, safe, and financially sustainable while preserving current service levels for riders. The proposed change should be evaluated not just as a fare increase, but as an effort to restore balance between the costs of providing service, public investment, and our commitment to equitable access, while understanding the economic impact to our residents

The Solano Express forecast prepared by SolTrans staff assumes at least a $150,000 increase in fare revenue each year for three years to stabilize the finances for the next seven years. This would require at least a $1 increase in the fares each year for three years potentially spread over a five-year period – meaning we would have a fare increase on July 1, 2027 (FY 28), 2029 (FY 30) and 2031 (FY 32). The amount of the increase could be offset by better collection ratios.

Proposed Increase Amount

SolTrans is proposing to increase both Out of County and Route 82 fares. Below is a chart of the proposed increase amount:

Fare Type	Current Fare	Increase Amount	Proposed Fare by 2032	Total Fare Increase %
Out of County	$5.00	$2.00	$7.00	40%
Route 82	$6.00	$5.00	$11.00	83% (10% over pre-pandemic fare)

Multi-Year Increase

A multi-year transit fare increase, when tied to service improvements, rising expenses, and equity initiatives, can provide long-term financial stability and improved ridership while minimizing disruption. This will balance the need for higher fares with the need to keep transit affordable and accessible. This approach avoids the loss of operating revenue that occurs when fares are flat while costs rise, helping Solano Express meet farebox recovery targets.

Staff have evaluated what an increase would look like as a gradual three-year increase over five years, and what an annual increase would look like over five years, and an accelerated increase in three years. Below are charts for Out of County and Route 82 fares based on each proposed increase amount and timeline.

3- Year Increase over 5 Years				
Year of Increase	**Out of County**	**% of Change from Current Fare in that Year**	**Route 82**	**% of Change from Current Fare in that Year**
Year 1 (FY28)	$6.00	20.0%	$9.00	50.0%
Year 2 (FY 30)	$6.50	8.3%	$10.00*	11.1%
Year 3 (FY 32)	$7.00	7.7%	$11.00	10.0%

**Note: Route 82 fare pre-pandemic*

Gradual 5 Year Increase		
Year of Increase	**Out of County**	**Route 82**
Year 1 (FY28)	$6.00	$9.00
Year 2 (FY 29)	$6.25	$9.50
Year 3 (FY 30)	$6.50	$10.00
Year 4 (FY 31)	$6.75	$10.50
Year 5 (FY 32)	$7.00	$11.00

Accelerated 3-Year Increase		
Year of Increase	**Out of County**	**Route 82**
Year 1 (FY28)	$6.00	$9.00
Year 2 (FY 29)	$6.50	$10.00
Year 3 (FY 30)	$7.00	$11.00

There are multiple factors to consider as we determine the fare and the scenarios of how to get there including the rider perspective on total cost of travel and ease of understanding, staff time to implement each change, and outreach efforts for each change.

Intra-County Fare

Another consideration is the intra-county fare. This is a reduced fare on Solano Express for riders traveling within the county. This fare is unusual for commuter routes and no other agency that we know of has this fare unless they can charge zone fares. Solano Express is trying to meet the needs of the commuters headed out of the county but also to riders traveling within the county. However, the Clipper system has no way to charge different fares depending on destination. The system can only send one fare based on the route. This makes fare collection challenging and leaves the fare payment amount up to the honesty of the rider. Based on SolTrans' analysis of the Blue line prior to the service change, there are very few riders using the intra-county fare. However, this may change with the increased service frequency.

Fare Types

The last consideration is looking at the number of fare products we offer. SolTrans would like to eliminate day passes issued on the bus. Riders can buy day passes or have fares accumulate to a day pass while using Clipper or Token Transit. Issuing day passes requires costly fareboxes, maintenance of fareboxes while a bus is in service causing delays, lifetime maintenance of fareboxes, and maintaining and refilling the paper stock in each farebox. Many of our peer agencies have moved to clipper only day passes.

Next Steps

1. SolTrans is seeking feedback from the funding partners on this report and the proposals, as well as the timeline.
2. SolTrans will bring feedback from the funding partners to the SolTrans Board in September.
3. The STA and SolTrans Boards will meet in October to discuss roles and give the funding partners guidance on which Board(s) need to approve fare increases for Solano Express.

Fiscal Impact:

There is no fiscal impact related to this informational report.

Recommendation:

Discussion item.

Attachments:

A. SolTrans Fare Policy
B. Fare Change Timeline

Fare Policy

Adopted: 12-17-15
Amended: 11-15-18

Purpose

The purpose of this Board Policy is to set forth the guiding principles and goals for Solano County Transit's (SolTrans) Fare Policy. This policy further serves to codify actions taken regarding fares, fare structure and fare adjustments.

1. General Principles

Generally, fares are required to generate revenue to offset operating expenses as defined by the State of California's Transportation Development Act (TDA) as part of a sustainable, long-term Financial Plan. The following principles guide the establishment, management and collection of SolTrans' fare revenue:

a. **Promote Ridership**: SolTrans seeks to encourage, facilitate, and grow transit ridership within SolTrans' service area.
b. **Equitable Fares:** Fares and the fare structure should be fair for all passengers. To be equitable, fares must take into account the needs of SolTrans' riders as well as the cost and value of the service provided by SolTrans. Services that cost more to operate or provide additional value to riders compared with local bus service are considered premium services and may be priced higher than local bus service. Premium services include express buses and Americans with Disabilities Act (ADA) paratransit services.
c. **Simplicity**: SolTrans' fare structure and range of fare media shall be easy for the riders to understand and to move through the system with ease; fares shall be easily applied by transit operating employees and simple enough to minimize the costs associated with fare collection, fare media distribution and revenue processing.
d. **Policy Supportiveness:** Fares and the fare structure should be supportive of other Agency goals – service, land use, and social goals – and compliant with other regulatory mandates.
e. **Sustainability:** SolTrans seeks to set fares that create a sustainable service for the communities of Vallejo and Benicia.

2. Farebox Recovery

Transit fares collected offset operating expenses for providing transit services. The ratio of fares to total operating expenses is the farebox recovery ratio. TDA requires that the farebox recovery ratio be at least 20%. The SolTrans Board may at any time set a goal for a higher farebox recovery rate, and fares should be structured to meet that goal.

3. Fare Structure

a. Local Fares

i. Adult Fare – The adult local fare shall be the base fare upon which other fares and pass prices are calculated
ii. Youth Fare – Youth (ages 6-18) may be lower than the adult fare
iii. Seniors(age 65+)/Disabled/Medicare(SDM) Local Fare – SDM fare shall be no more than 50% of the adult local fare, rounded down to the nearest $.05, in compliance with the Federal Transportation Administration's (FTA's) Half Fare requirement
iv. Child Fare – Up to two children, age 5 and under, may ride free with any fare paying rider. Additional children shall pay the Youth fare
v. Adult & Youth Day Pass – shall be equivalent to at least 2 single fares
vi. SDM Day Pass – shall be no more than 50% of the adult day pass rate, rounded down to the nearest $.05 if necessary
vii. 10 Ride Passes – shall be equivalent to the cost of 10 rides less a discount of no more than 20%
viii. 31 Day Passes – shall be priced to provide commuters with a discount but shall be, at a minimum, 20 times more than the cost of the cash fare
ix. Fare for ADA certified accompanying personal care attendant may be set at the discretion of Staff with the Board's approval, within FTA and TDA guidelines.

b. Solano Express Fares

Solano Express Fares will follow the same guidelines as Local fares with the following exceptions:

i. Day Passes – shall be equivalent to at least 2 single fares
ii. 31 Day Passes – Shall be priced to provide commuters with a discount but shall be, at a minimum, 15 times more than the cost of the cash fare
iii. Solano Express fares shall be developed in consultation with the Solano Transportation Authority and other Solano Express partners.

c. Transfers

i. Transfers shall be charged at the full fare rate
ii. Inter-agency Transfers – To the extent that SolTrans has executed Inter-Agency Transfer agreements, such Transfers would be governed by Inter-agency Transfer agreements and SolTrans will accept appropriate fare media from other agencies.

d. Paratransit Fares

In compliance with the Americans with Disabilities Act of 1990 and the implementing FTA regulations, ADA Complementary Paratransit fares will equal twice the regular fixed route fare for the same trip. If paratransit provides service beyond or in addition to the federally defined ADA Complementary Paratransit service, a higher fare shall be charged for that service.

i. Cash Fare – twice the fixed route local cash fare
ii. Solano Express ADA Paratransit Fare – standard cash fare plus minimum $2.50 upgrade.

e. General Public Dial-a-Ride Fares

i. Adult Fare – shall be ~~equal~~ equivalent to at least 2 Adult Local Fares to reflect the demand-responsive nature of the service
ii. Concession Fares – Reduced fares may be offered to Youth, Senior, Disabled, Medicare, and/or ADA-Certified at the discretion of the Board, including at specific times of the day and/or days of the week.
iii. Multi-Ride Tickets/Passes – Multi-ride tickets (e.g. 10-Ride Ticket) and/or period passes (e.g. 31-Day Pass) may be offered either at a discount of no more than 20% or at the equivalent of full cash fare at the discretion of the Board.

4. Fare Media

a. Riders may pay their fare using the acceptable media as determined by the current SolTrans fare media procedures in effect, which may include:
   i. Cash – bills, coins, or as cash loaded on a Clipper Card
   ii. Day Pass – paper punch or magnetic-stripe pass which can be purchased on the bus at the time of the first boarding of the day
   iii. 10 Ride Pass – paper punch or magnetic-stripe pass
   iv. 31-Day Pass – paper punch or magnetic-stripe pass or as a pass loaded onto a Clipper Card
b. All Passes vary in Color and Type to differentiate between Local and Solano Express, as well as to differentiate between Adult, Youth or SDM

5. Promotions and Special Events

a. Fare Promotions, including special event fares, may be used to attract riders to SolTrans service, to facilitate and promote regional transit, and to provide support for community events.
b. Fare promotions may be priced higher or lower than SolTrans' regular fares.
c. Fare promotions are not required to include a specific fare for seniors, persons with disabilities or Medicare cardholders (SDMs), however the rates charged SDMs during off-peak hours must not exceed one-half the rates generally applicable to other persons at peak hours as required by FTA regulations.

d. Fare promotions must be able to be implemented within the capabilities of the current fare collection equipment
e. Fare promotions shall not exceed 6 months in duration without renewal via Board action.

6. Fare Adjustments

The need to consider fare adjustments should be done annually during the budget process or while preparing financial projections for SolTrans total operations. At a minimum, an analysis of SolTrans' fare structure and fare revenue projections will be done every 3 years and presented to the board no later than the April board meeting when the draft budget is presented for the next fiscal year. Fare adjustments should be done incrementally on a gradual basis to avoid a dire situation in which SolTrans is forced to increase fares substantially in one year. Any proposed fare adjustments will be presented to the SolTrans Public Advisory Committee and the SolTrans Technical Advisory committee for feedback prior to SolTrans staff presenting a final recommendation to the Board for consideration.

a. Fare Adjustments should be considered under the following scenarios:
    i. After presenting the annual budget, SolTrans projects that it will fail the required farebox recovery ratio and/or fail to meet operating obligations
    ii. After presenting the annual audited financial statements to the Board, SolTrans has failed to meet the required farebox recovery ratio
    iii. Financial projections show a failure to meet the required farebox recovery ratio and for maintenance of the board approved operating reserve.
b. Prior to making a recommendation to increase fares, Staff shall consider the following factors:
    i. Analyze alternatives to meeting farebox recovery before increasing fares
    ii. Review the Consumer Price Index for All Urban Consumers for the San Francisco-Oakland region and assess the cumulative increase since the last fare adjustment
    iii. Analyze the impact on disadvantaged communities and low-income individuals in SolTrans' service area in compliance with SolTrans' Title VI Policy
    iv. Staff shall solicit and consider public comment in compliance with Federal Transit Law - 49 USC Chapter 53, as may be amended, and the applicable FTA Circular at the time
    v. Staff shall review the fare structures and any planned fare increases of neighboring agencies
    vi. Staff shall consider the timing of implementing a fare increase based on economic factors
    vii. Any changes to fares should be rounded to the nearest $.05

July 1, 2027 Fare Increase Timeline

Month	Date	Year	Action
July	**16**	**2026**	**Bring Fare Analysis to Board for Discussion**
August	*17*	*2026*	*Submit discussion packet to Consortium*
August	**25**	**2026**	**Bring SE to Consortium for discussion**
September	*9*	*2026*	*STA Board Meeting (board reports due Sept. 2)*
September	**17**	**2026**	**Bring Fare Increase Feedback from Consortium to Board for Discussion**
September	*29*	*2026*	*Consortium Meets*
October		*2026*	*No Consortium Meeting*
October	**15**	**2026**	**SolTrans Board Meeting**
November	**18**	**2026**	**SolTrans PAC Meeting**
November	**19**	**2026**	**SolTrans Board Meeting**
November	18	2026	Option 1: Public Outreach | Bring to PAC*
November	17	2026	Option 2: Bring to Consortium & Vote on Increase
November		*2026*	*No STA Board Meeting*
January	27	2027	Option 2: Public Outreach | Bring to PAC*
December	17	2026	Option 1: Bring to SolTrans Board to Open Public Comment Period (30-day)
January	21	2027	Option 1: Close Public Comment Period and Hold Public Hearing; Board Votes on Increase*
January	21	2027	Option 2: Bring to SolTrans Board to Open Public Comment Period (30-day)
February	18	2027	Option 2: Close Public Comment Period and Hold Public Hearing; Board Votes on Increase*
February	18	2027	Option 3: Bring to SolTrans Board to Open Public Comment Period (30-day)
March	18	2027	Option 3: Close Public Comment Period and Hold Public Hearing; Board Votes on Increase*
April	**1**	**2027**	**Notify Clipper of Changes**
April-June		**2027**	**Marketing/Outreach Campaign**
July	**1**	**2027**	**Fare Increase Goes into Effect**

**2027 SolTrans PAC meeting dates are not finalized*