



SOLTRANS PUBLIC ADVISORY COMMITTEE (PAC) AGENDA
Public Advisory Committee
5:30 PM
Wednesday, April 30, 2025
Council Chambers
555 Santa Clara Street
Vallejo, CA 94590

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.

Americans with Disabilities Act (ADA): This agenda is available upon request in alternative formats to persons with a disability, as required by the ADA of 1990 (42 U.S.C. §12132) and the Ralph M. Brown Act (Cal. Govt. Code §54954.2). Persons requesting a disability related modification or accommodation should contact Suzanne Reyes, Transit Board Administrator/Office Manager, at (707) 736-6993 during regular business hours at least 72 hours prior to the time of the meeting.

Staff Reports: Staff reports are available for inspection at the SolTrans office, during regular business hours, 8:00 a.m. to 5:00 p.m., Monday-Friday. You may also contact the Transit Board Administrator/Office Manager via email at Suzanne@soltransride.com.

Supplemental Reports: Any reports or other materials that are issued after the agenda has been distributed may be reviewed by contacting the SolTrans Transit Board Administrator/Office Manager 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.

1. **CALL TO ORDER**
2. **CONFIRM QUORUM/ STATEMENT OF CONFLICT**
3. **APPROVAL OF AGENDA**
4. **OPPORTUNITY FOR PUBLIC COMMENT**
5. **ACTION ITEMS**

5.A Draft Fiscal Year (FY) 2025-26 Performance Goals

Suggested Action: Receive the attachment and provide feedback on the draft SolTrans FY 2025-26 Performance Goals, as shown in Attachment A. (PRESENTER: Beth Kranda, Executive Director)

[Cvr Memo.pdf](#)

[ATCH A-Draft FY 2025-26 Performance Goals.pdf](#)

NON-ACTION/ INFORMATIONAL

6. **DISCUSSION ITEMS**

6.A Systemwide Comprehensive Operational Analysis (COA) Draft Concepts and Public Comment Period

Suggested Action: Informational. (PRESENTER: Mandi Renshaw, Planning and Marketing Manager)

[RPT-COA Draft Concepts and Public Comment Period.pdf](#)

[ATCH A-COA System Redesign Outreach Update.pdf](#)

6.B System Performance Report

Suggested Action: Informational. (PRESENTER: Myron Banez, Program Analyst I - Operations and Planning)

[Cvr Memo.pdf](#)

[ATCH A-System Performance Rpt.pdf](#)

7. NON-DISCUSSION ITEMS

7.A Contractor Performance Update

Suggested Action: Informational.

[Cvr Memo.pdf](#)

[ATCH A-Contractor Performance Update.pdf](#)

7.B Agency Updates

Suggested Action: Informational.

[Cvr Memo.pdf](#)

[ATCH A-Agency Updates.pdf](#)

7.C Financial Forecast for Fiscal Year (FY) 2025-26 Through 2034-35

Suggested Action: Informational.

[RPT-Financial Forecast FY26-35.pdf](#)

[ATCH A-10-Year Financial Forecast.pdf](#)

[ATCH B-10-Year Financial Forecast PPT.pdf](#)

7.D Proposed Fiscal Year (FY) 2025-26 Operating and Capital Budget

Suggested Action: Informational.

[RPT-Proposed FY25-26 Operating and Capital Budget.pdf](#)

[ATCH A-Operating Revenue & Expenses.pdf](#)

[ATCH B-FY 25-26 Proposed Capital Budget.pdf](#)

8. ADJOURNMENT



PUBLIC ADVISORY COMMITTEE

Scope and Membership

SolTrans promotes an open and inclusive public involvement process.

i. SCOPE

Each Member Agency will appoint three members of the public with demonstrated expertise or special interest in transit issues, who reside within the boundaries of the agencies that they represent, to serve on a Public Advisory Committee (PAC). This will include representatives selected by each Member Agency.

The PAC will serve as an advisory committee to the SolTrans Board and will review and comment to the SolTrans Board on the following matters:

1. Service and fare adjustments,
2. Development of Short Range Transit Plans, and
3. Review SolTrans' annual work plan. (SolTrans JPA, pg. 6)

1. **Bus service adjustments** are typically implemented in January and August. Bus service adjustments that require a public process and PAC and Board approval include:

- Major changes that increase or reduce service hours and/or service miles by 10 percent of the entire system, eliminate an existing route, or create a new route; or
- Minor service changes that reduce a single route's or combined related routes' total mileage or daily vehicle revenue miles by at least 25% on the weekday(s) for which the change is made.

However, routine service adjustments that do not meet the above criteria are implemented by staff without formal public process or Board approval. Factors influencing routine adjustments include changing traffic patterns, interagency coordination, staffing levels, and public feedback. Staff plan and implement the changes, providing an informational update to the PAC and Board of Directors.

A **fare change** is any change to an existing, established fare rate, fare type, transfer policy, or fare media policy, applicable to regular fixed route or paratransit service.

2. **Short Range Transit Plans (SRTP)** outline how a public transit system will operate over a period of years. The SRTP assesses the transit system, fleet needs, capital and operating costs and revenue, and new transit services or projects. The SRTP planning period is usually five years.
3. **SolTrans' work plan** is updated annually and presented to the PAC and Board of Directors. The work plan document, Performance Goals and Objectives, is used to guide the agency's decision-making processes and organize activities in a meaningful manner, to effect positive change and improve performance, as desired by the Board of Directors for carrying-out SolTrans' mission to "provide safe, reliable, courteous, efficient and accessible transportation services that effectively link people, jobs and communities."

ii. MEMBERSHIP

The PAC typically meets quarterly, or as needed.

Appointments shall continue until a successor is duly appointed by the representing agency unless a term expiration is specified below. Some agencies permit members with expired terms to continue serving until a successor is appointed.

City of Benicia Representatives
Ginger Burnett (<i>term expires 7/31/2023</i>), 2025 Chair
Daniel Smith
<i>Vacant</i>
Solano Transportation Authority Representatives
Tom Bartee
Adjoa McDonald (<i>term expires 4/13/2025</i>)
Cynthia Tanksley (<i>term expires 5/8/2022</i>)
City of Vallejo Representatives
Richard Burnett (<i>term expires 6/30/2022</i>), 2025 Vice-Chair
<i>Vacant</i>
<i>Vacant</i>

Interested citizens may contact the Clerk's offices of the representing agencies above if they wish to apply to fill one of the current or upcoming vacancies.



SOLTRANS ACRONYMS LIST OF TRANSPORTATION TERMS

Solano County Transit

Last Updated: April 10, 2025

A		MOD	Mobility on Demand
ABAG	Association of Bay Area Governments	MOU	Memorandum of Understanding
ADA	Americans with Disabilities Act	MPO	Metropolitan Planning Organization
APC	Automatic Passenger Counter	MTC	Metropolitan Transportation Commission
APTA	American Public Transit Association	N, O, & P	
AVL	Automated Vehicle Location System	NTD	National Transit Database
B		O&M	Operations and Maintenance
BAFO	Best and Final Offer	PAC	Public Advisory Committee
BART	Bay Area Rapid Transit	PARS	Public Agency Retirement Services
BEB	Battery-Electric Bus	PCC	Paratransit Coordinating Council
C		PNR	Park & Ride
CAD	Computer-Aided Dispatch	PPP (3P)	Public Private Partnership
CalACT	California Association for Coordinated Transportation	PY	Prior Year
CalOES	California Office of Emergency Services	R & S	
CalSTA	California State Transportation Agency	RFP	Request for Proposals
Caltrans	California Department of Transportation	RM2	Regional Measure 2 Funds
CAM	Cost Allocation Model	RM3	Regional Measure 3 Funds
CARB	California Air Resources Board	RVH	Revenue Vehicle Hours
CEQA	California Environmental Quality Act	RVM	Revenue Vehicle Miles
CNG	Compressed Natural Gas	SRTTP	Short Range Transit Plan
COA	Comprehensive Operational Analysis	STA	Solano Transportation Authority
COV	City of Vallejo	STAF	State Transit Assistance Fund
CTA	California Transit Association	T	
CTC	California Transportation Commission	TAC	Technical Advisory Committee
CTSA	Consolidated Transportation Services Agency	TCP	Transit Capital Priorities
D		TDA	Transportation Development Act
DAR	Dial-a-Ride	TIP	Transportation Improvement Program
DBE	Disadvantaged Business Enterprise	TNC	Transportation Network Company
DOT	Department of Transportation	U, V, W, Y	
E & F		UA or UZA	Urbanized Area
FAST	Fairfield and Suisun Transit	VMT	Vehicle Miles Traveled
FAST Act	Fixing America's Surface Transportation Act	VTC	Vallejo Transit Center
FHWA	Federal Highway Administration	WETA	San Francisco Bay Area Water Emergency Transportation Authority
FTA	Federal Transit Administration	YTD	Year to Date
FY	Fiscal Year		
G, H, I, & J			
GFI	Gen-fare Industries Farebox		
GPS	Global Positioning System		
HOV	High Occupancy Vehicle		
IFB	Invitation for Bid		
JPA	Joint Powers Authority		
L & M			
LCTOP	Low Carbon Transit Operations Program		
LoNo	Low or No Carbon emissions		
MCI	Motor Coach Industries		

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Solano County Transit

TO: PUBLIC ADVISORY COMMITTEE
PRESENTER: BETH KRANDA, EXECUTIVE DIRECTOR
SUBJECT: DRAFT FISCAL YEAR (FY) 2025-26 PERFORMANCE GOALS
ACTION: MOTION

COVER MEMO:

The PAC is being asked to provide feedback to Staff on SolTrans' draft Fiscal Year (FY) 2025-26 Performance Goals, submitted as Attachment A. Staff will incorporate the Committee's feedback and present a final version to the Board at the May Board meeting for approval.

RECOMMENDATION:

Receive the attachment and provide feedback on the draft SolTrans FY 2025-26 Performance Goals, as shown in Attachment A.

Attachment:

- A. Draft FY 2025-26 Performance Goals

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MISSION, VALUES AND GOALS

MISSION STATEMENT:

"We provide safe, reliable, courteous, efficient and accessible transportation services that effectively link people, jobs and communities."

VALUES:

- Safety
- Customer-focused
- Accessible
- Quality
- Sustainability
- Fiscal Responsibility
- Collaboration

GOALS:

1. Service
2. Operational Support
3. Governance / Agency Longevity
4. Capital Projects / IT
5. Zero-emission Transition

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FY 2025-26 Solano County Transit (SolTrans) Performance Goals

The intent of the Performance Goals and Objectives for SolTrans is to guide Staff’s decision-making processes and to organize the Agency’s activities in a meaningful manner, in order to effect positive change and improve performance, as desired by the Board of Directors for carrying-out SolTrans’ mission: “We provide safe, reliable, courteous, efficient and accessible transportation services that effectively link people, jobs and communities.”

The following goals provide a framework for pursuing our mission: 1) Service; 2) Operational Support; 3) Governance/Agency Longevity; 4) Capital Projects/IT; and 5) Zero-emission Transition. In order to achieve these goals, objectives are outlined in the table below. Performance on each is then tracked according to progress made on a specified standard or milestone or pure accomplishment of a specific activity. Also, in some cases, performance in a particular area is ongoing, and Staff will keep the Board informed on notable progress made.

Goals and objectives are not listed in any specific priority order; rather, the appropriate attention and priority will be given to specific goals/objectives to attain the stated results without neglecting the other goals/objectives. In many cases, delivery of a specific goal is balanced by others, as in the example of delivery of service (Goal 1) that is also sustainable (Goal 2) considering various funding or other constraints.

GOALS/OBJECTIVES		
1. GOAL: Service – Deliver on-time safe transit services which meet the needs of Solano County communities.		
A.	OBJECTIVE: Develop and monitor performance measures.	
	i.	Continue monitoring performance reports. (Board report)
	ii.	Increase on-time performance (OTP) to an aspirational 80% for express and local service, and 90% for paratransit service by decreasing early departures and late departures using new technology and working with the contractor.
	iii.	Bring a quarterly performance report to the SolTrans Board.
	iv.	Define, measure and/or assess complementary paratransit service performance per FTA, TDA and other relevant guidelines.
B.	OBJECTIVE: Comprehensive Operational Analysis (COA)	
	i.	Complete a comprehensive evaluation of the existing fixed-route (local and express) services to determine strengths, weaknesses, and opportunities for improvements as it relates to the goals of the Agency and the Short-Range Transit Plan.

	ii.	Increase ridership by analyzing and identifying gaps and opportunities within the overall existing travel market and evaluate individual local and express fixed routes and how they function together.
	iii.	Engage with the northern county transit providers and authorities regarding their local systems and access to the express service.
	iv.	Increase frequency vs. geographical coverage; establish a service plan that uses the current budget.
2. GOAL: Operational Support – Enhance Agency and personnel resources to remain effective, relevant and sustainable.		
A.	OBJECTIVE: Reassess the safety and emergency operations plan and staff training (ongoing).	
B.	OBJECTIVE: Marketing/brand identity	
	i.	Create the annual marketing plan that concentrates on increasing brand awareness, including new opportunities in the northern cities of the county.
	ii.	Create a regular report that shares Agency performance statistics/facts with the Board and regional partners.
	iii.	Maintain strong community partnerships by continuing to engage in their events and share transit information with their constituents.
	iv.	Continue to engage in customer communications via digital and print publications, social media, and host or participate in community and industry events to maintain high satisfaction and positive awareness.
C.	OBJECTIVE: Develop SolTrans' Short Range Transit Plan (SRTP).	
	i.	Partner with a consultant to develop a comprehensive Short-Range Transit Plan (SRTP) that aligns with SolTrans' operational needs, regional transportation goals, budgetary constraints, and community priorities by December 2025. This will serve as a guide for decision-making and funding opportunities.
D.	OBJECTIVE: Continue to assess and complete standard operating procedures (SOPs) documentation.	
	i.	Continue to assess existing SOPs for mission critical functions agencywide as SolTrans evolves, as well as those which may be missing or need updating.
	ii.	Perform a cost-benefit analysis and assess the feasibility of current staff availability to complete outstanding SOPs with possible coordination with an outside consultant.

E.	OBJECTIVE: Finance and long-term financial sustainability.	
	i.	Aggressively apply for grants that will cover capital costs freeing up TDA funds for operations.
	ii.	Ensure funding streams are maintained by applying for and complying with reporting requirements for each funding source.
	iii.	Cost Control – Continue to identify areas where costs can be reduced.
	iv.	Accounting/Procurements/Contracts - Identify tools and new processes to reduce workload, time and errors to achieve efficiency on processes identified for improvement.
	v.	Complete the Federal Transit Administration (FTA) triennial review.
3. GOAL: Governance/Agency longevity – Ensure best practices with balanced objectives and equal concern for all stakeholders, maintain accountability, responsiveness and transparency, safeguarding sustainability.		
A.	OBJECTIVE: State and local efforts	
	i.	Work with the state lobbyist on legislation and grant opportunities.
	ii.	Local partnerships - Maintain relationships with community groups.
	iii.	Continue robust regional coordination efforts and committee involvement, including with MTC.
B.	OBJECTIVE: Monitor initiatives and trends that enhance customer experience and sustainability.	
	i.	Actively participate in regional, national and international committees, subcommittees and other arenas that crowdsource information on changing trends, initiatives and successful projects, procurements and pilots.
	ii.	Where fiscally possible, attend conferences, lectures, and forums in person to foster interpersonal relationships with other agency representatives for strategies and guidance on agency-related priorities and projects.
4. GOAL: Capital Projects/IT - Ensure vehicles, buildings and related infrastructure are maintained and long-term plans and strategies are considered.		

A.	OBJECTIVE: Develop a fleet management plan.	
	i.	Develop a vehicle retirement plan in line with SolTrans' zero emission plan and monitor vehicle maintenance.
B.	OBJECTIVE: Ensure the state of good repair for existing infrastructure.	
	i.	Monitor and assess transit stops. (ongoing)
	ii.	Develop a specialized plan to respond to service stop needs identified in the Comprehensive Operational Analysis (COA).
	iii.	Explore energy resiliency strategies for SolTrans' facilities, including solar efficacy at the SolTrans Curtola Park and Ride Hub (Curtola PNR) and VTC.
	iv.	Assess assets and establish long-term capital plans for SolTrans' facilities.
	v.	Create a new asset tracking and inventory process.
	vi.	Continually assess existing technology and accessories that support Staff daily functions and explore transitioning if/when better value opportunities emerge.
C.	OBJECTIVE: Explore and prioritize new innovations and opportunities.	
	i.	Research projects and pilots that ensure SolTrans is at the forefront of industry leadership and keeps expenses low.
	ii.	Investigate opportunities – particularly those involving AI – to integrate, coordinate or make public operations information more accessible.
	iii.	Assess and invest in fare and affordability initiatives through technology.
	iv.	Explore revenue generation opportunities, including but not limited to a potential Transit-Oriented Development (TOD) at the SolTrans Curtola Park and Ride Hub.
D.	OBJECTIVE: Regional Mapping and Wayfinding Pilot Project at VTC	

	i.	Coordinate with MTC on the wayfinding project design and implementation.
E.	OBJECTIVE: Development of land purchased next to the Operations and Maintenance facility.	
	i.	Engage in a visioning process to look at all options and needs.
5. GOAL: Successful service transition to a zero-emission fleet to meet the 2040 state mandate.		
A.	OBJECTIVE: Update the zero-emission roadmap.	
	i.	Engage a consultant to assist in updating the roadmap.
B.	OBJECTIVE: Continue to meet/surpass SolTrans' zero-emission plan.	
	i.	1/2 of local service hours will be performed by battery-electric bus (BEB) by the end of FY 2025-26.
	ii.	Ensure charge management solutions are implemented that lend to the success of the zero-emission plan.
	iii.	Express bus: Investigate and identify studies and pilots for Hydrogen fuel.
C.	OBJECTIVE: Provide federally funded workforce development for our contract staff and future zero-emission workforce.	
	i.	Provide workforce development training, tools, and resources to Agency staff and contract staff.
	ii.	Develop workforce development training, tools and resources for the future workforce and needs across impacted departments.

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Solano County Transit

TO: PUBLIC ADVISORY COMMITTEE
PRESENTER: MANDI RENSHAW, PLANNING AND MARKETING MANAGER
SUBJECT: SYSTEMWIDE COMPREHENSIVE OPERATIONAL ANALYSIS (COA) DRAFT CONCEPTS AND PUBLIC COMMENT PERIOD
ACTION: INFORMATIONAL

ISSUE:

The current public comment period for the COA System Redesign Draft Concepts was initially planned to span from February 20 to April 17. The Board of Directors approved the Staff's request to extend the public comment period and close with a public hearing at the May 15 Board Meeting. This extension allows additional time to engage with stakeholders and gather ample feedback from riders and non-riders, with a particular focus on the cities in the northern portion of the county.

DISCUSSION:

The current public comment period was scheduled to conclude on April 17. While staff is well into extensive outreach efforts, additional time was required to ensure meaningful engagement with a broader range of stakeholders. To date, over 60 hours of outreach have been completed throughout the county, however, staff wanted to ensure communities in the cities in the northern part of the county are reached, where constituents may not yet have had the opportunity to share their perspectives.

In initial outreach and meetings with funding partners, the request to expand the public comment period was made. SolTrans is responding to those requests through this extension. This extension provides an opportunity to continue gathering valuable input on all service modes—local and express—allowing SolTrans to maintain a balanced and informed approach to system redesign.

Staff is:

- announcing the extension through all communication channels, including the SolTrans website, social media, and local media outlets; and
- continuing to collect and analyze public feedback, preparing a detailed summary for Board review following the extended comment period.

FISCAL IMPACT:

There is no fiscal impact associated with this report.

PERFORMANCE GOAL:

Goal 1: Service – Deliver on-time safe transit services which meet the needs of Solano County Communities; **Objective B** – Comprehensive Operational Analysis (COA).

RECOMMENDATION:

Informational.

Attachment:

- A. COA: System Redesign Outreach Update

COA: System Redesign Outreach Update

For: SolTrans Public Advisory Committee



Presented by: Mandi Renshaw
Planning & Marketing Manager

Draft Concepts Release

Public Comment opened Thursday, February 20, 2025, post SolTrans Board meeting.

Concepts were created based on existing service analysis and current travel patterns of Solano County residents.

Now, the most important part is engaging with riders and non-riders to ensure their voices shape future service.



On-Board Bus Information

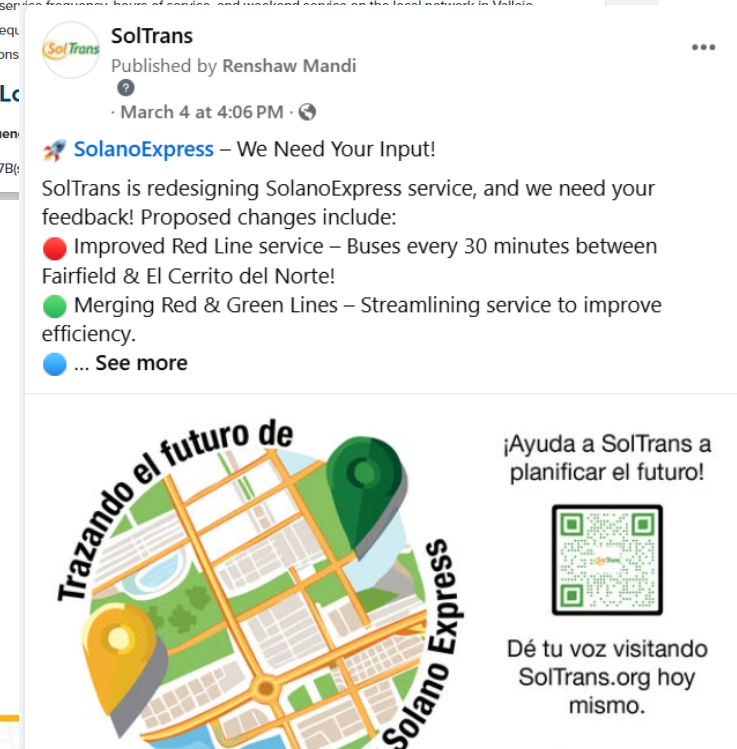
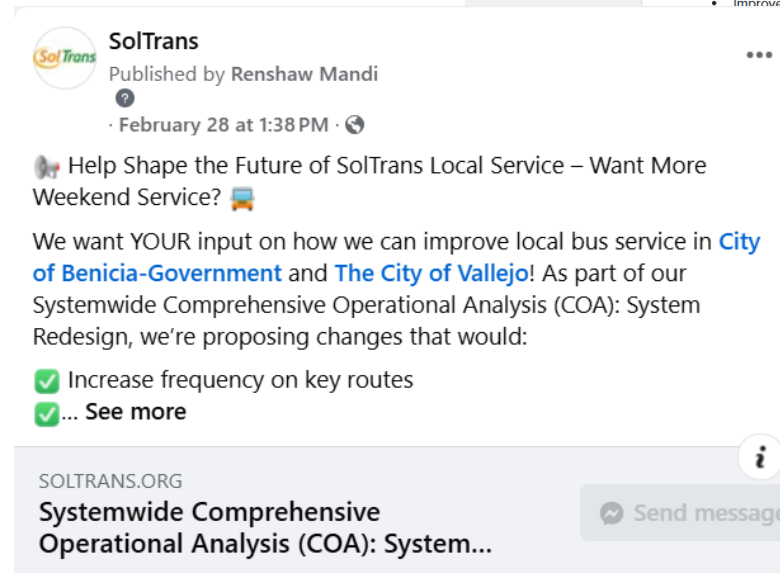
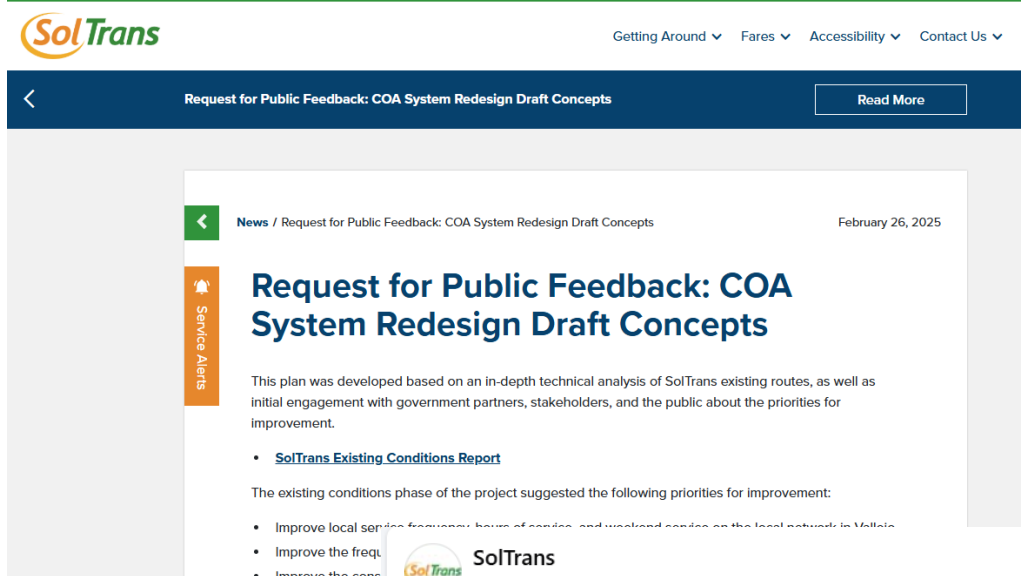
- Screens inside the bus display information about the COA Draft Concepts request for feedback, including a scannable QR code.
- Verbal announcements are on all buses encouraging rider feedback.



Digital Outreach

Draft Concept Information and outreach event opportunities are available on:

- SolTrans.org
- Facebook, with targeted posts to get feedback from local and SolanoExpress riders
- Instagram



Newspaper Advertising

Newspaper advertisements promoting COA: System Redesign Draft Concepts and public engagement in:

- Vallejo Times-Herald
- Vacaville Times
- Fairfield Daily Republic
- Benicia Times Herald
- Featured in Vallejo Sun Article



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Stakeholder Meeting

Staff hosted the second Stakeholder Meeting, which included key stakeholders from Solano County, to review the Draft Concepts and provide feedback.

- The 21 attendees included bus operators, City of Benicia staff, City of Vallejo staff, Solano Mobility, Supervisor Wilson's representative, and Congressman Cabaldon's representative.



In-Person Outreach

Staff are riding buses and engaging with riders about the Draft Concepts and how to provide feedback. Staff have already dedicated time on:

- Route 3
- Route 4
- Route 8
- Route 6
- Yellow Line

Staff will continue riding throughout the public comment period and will have ridden all the routes, prioritizing peak ridership trips and times.



In-person Outreach

- March 8 - Benicia Main St Depot
- March 11- Vacaville Transportation Center
- March 14 - Vallejo Transit Center
- March 15 - Vallejo Farmers Market
- March 20 - Special Board Meeting at JFK Library
- March 26 - Walnut Creek BART
- March 27 - Walnut Creek BART
- March 27 - Glen Cove Community Meeting, Glen Cove Elementary School
- March 28 - Benicia Senior Center
- March 29 - Vacaville Farmers Market
- April 2 - Fairfield Transportation Center
- April 3 - Dixon Business District Meeting
- April 4 - Suisun Amtrak Station
- April 5 - Benicia City Park Fiesta Primavera
- April 11 - Vallejo Transit Center
- April 12 - Vallejo Farmers Market
- April 22- Solano Community College, Earth Day
- April 24- Benicia Farmers Market



Upcoming Events

- Staff will continue to ride the bus and talk with riders
- May 8 - SolanoExpress COA Workshop
12:30 - 2:30 pm at the Ulatis Community Center, Vacaville
- May 9 – SolTrans 2nd Friday Community Event, 2:00 p.m. - 4:30 p.m. at the Vallejo Transit Center



Help us plan for the future!



Add your voice by visiting SolTrans.org



Questions?

Thank you.



Solano County Transit

TO: PUBLIC ADVISORY COMMITTEE
PRESENTER: MYRON BANEZ, PROGRAM ANALYST I – OPERATIONS & PLANNING
SUBJECT: SYSTEM PERFORMANCE REPORT
ACTION: INFORMATIONAL

COVER MEMO:

The Public Advisory Committee is being provided with an informational system performance report.

RECOMMENDATION:

Informational.

Attachment:

- A. System Performance Report

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March 2025 System Performance Report

For: SolTrans Public Advisory Committee



Presented by: Myron Banez
Program Analyst I – Operations and Planning

Productivity

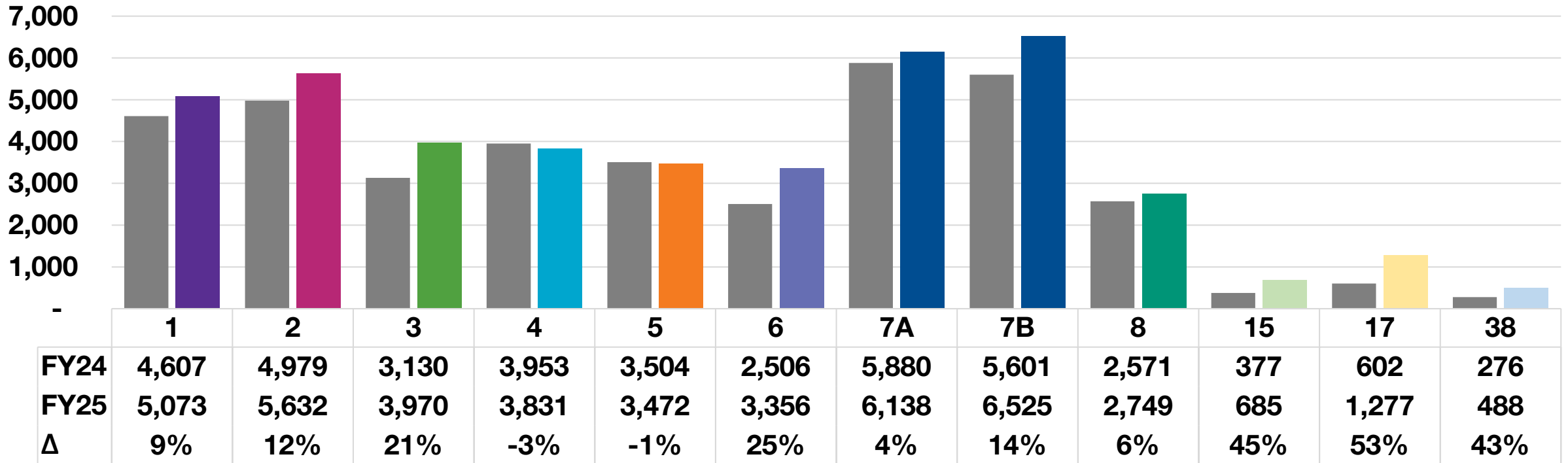
What and how much service was provided?

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

Ridership (Route)

March Local Ridership (Route)

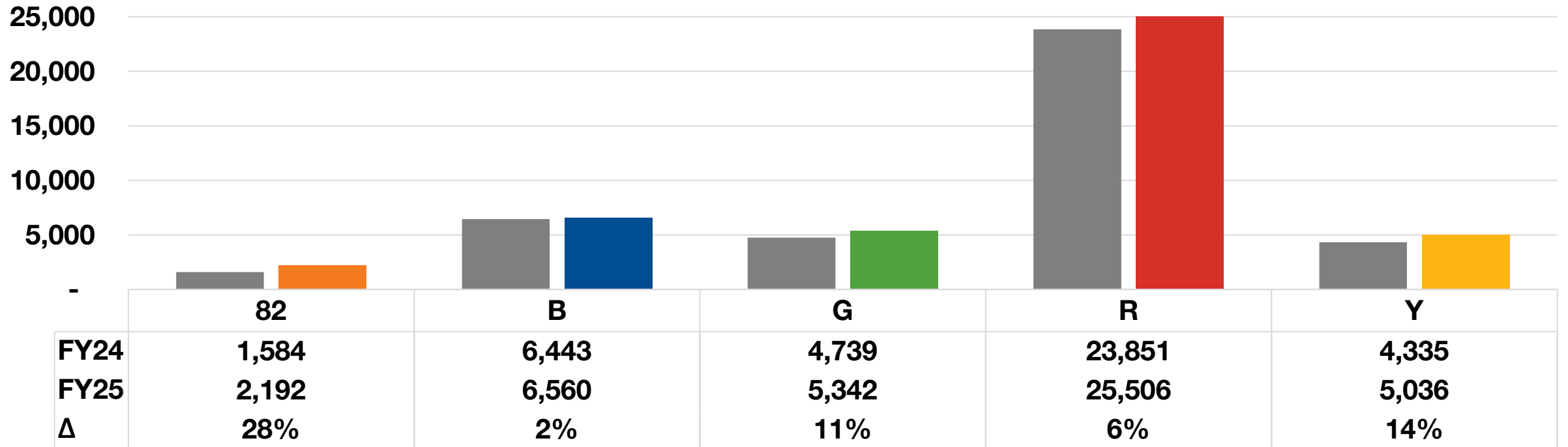
■ FY24 ■ FY25



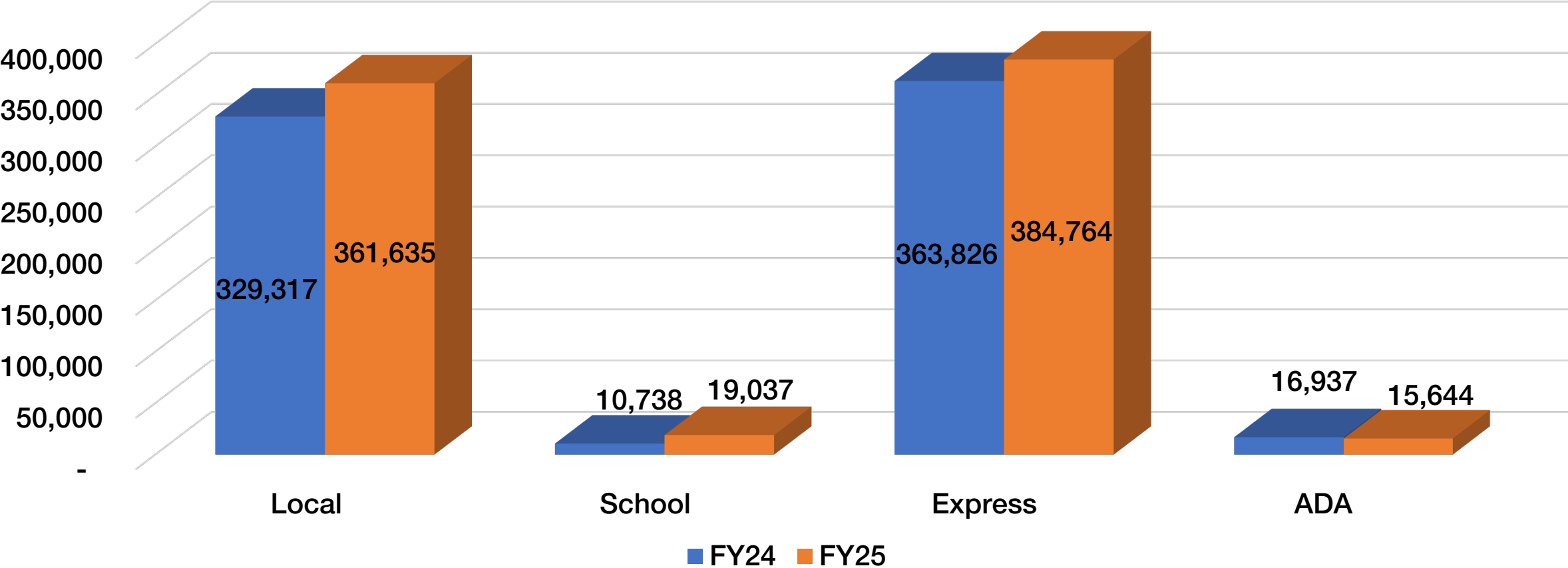
Ridership (Route)

March Express Ridership (Route)

■ FY24 ■ FY25

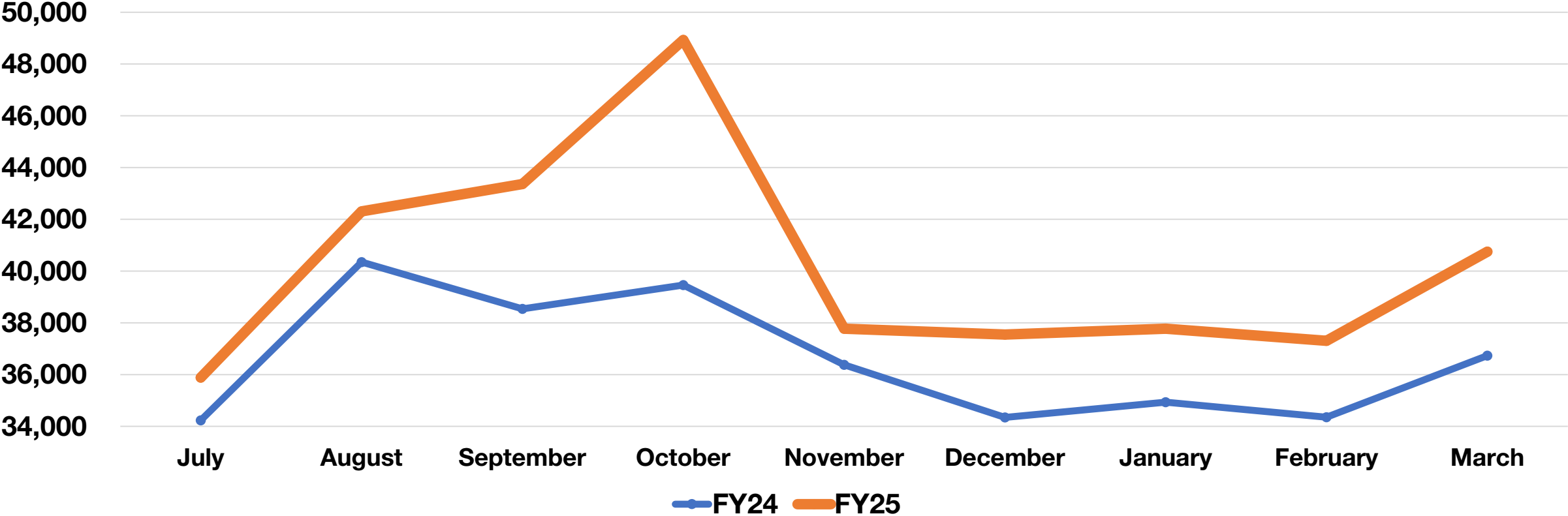


Ridership YTD (Mode)



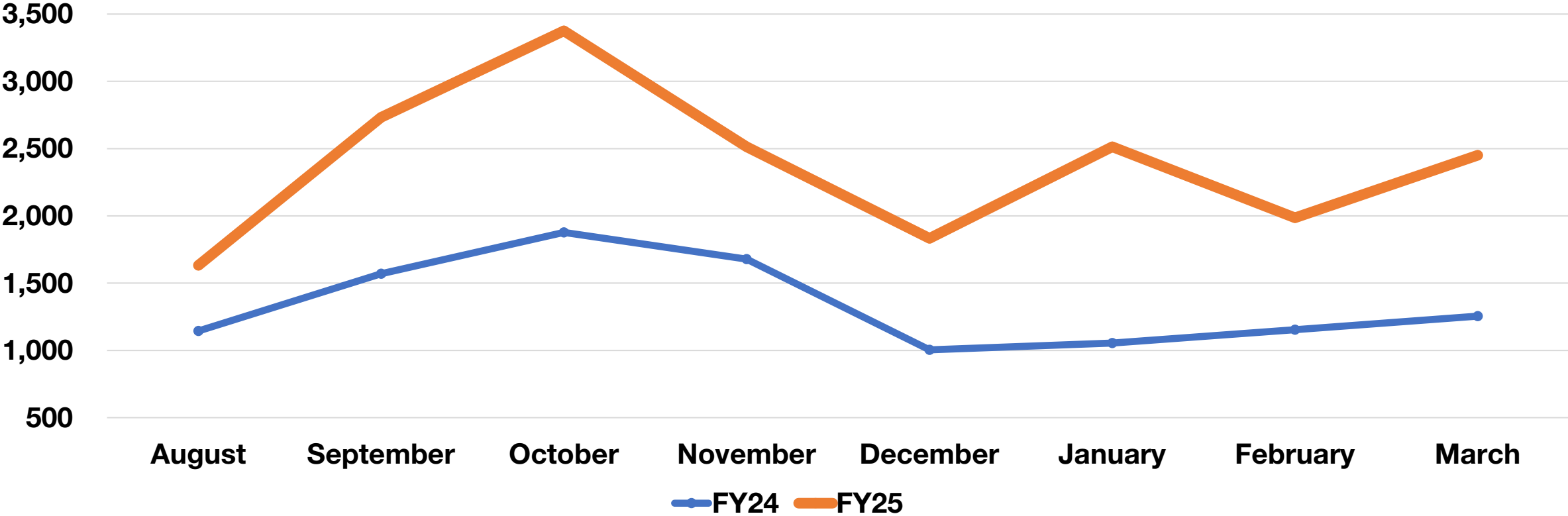
Trending Ridership (Mode)

Trending Local Ridership



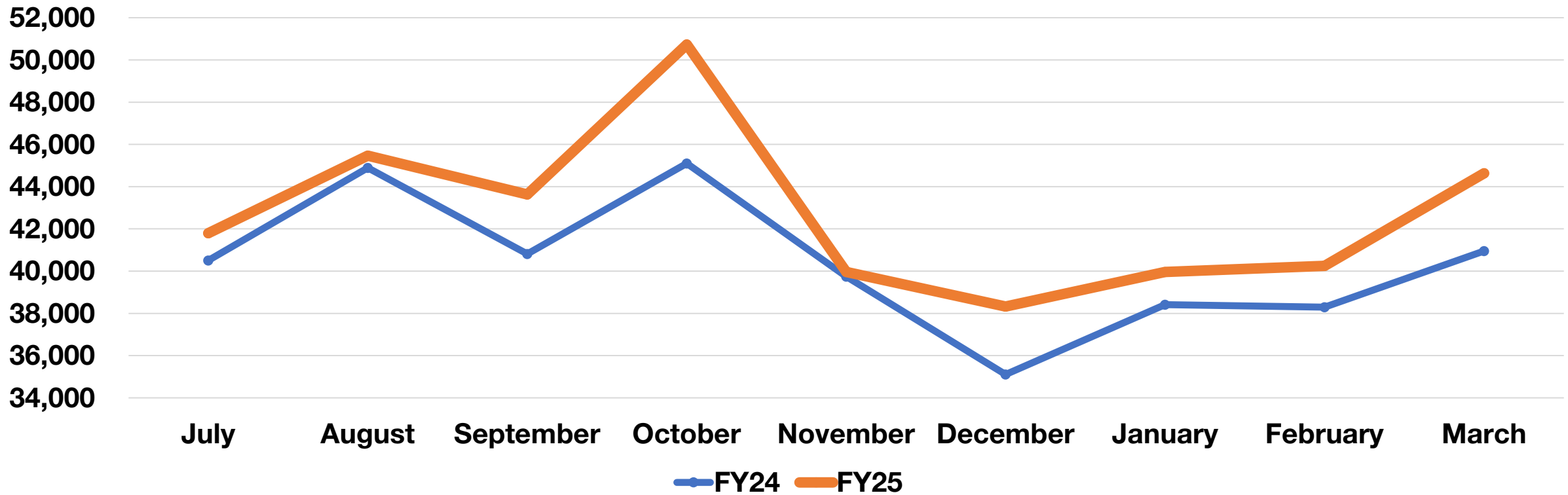
Trending Ridership (Mode)

Trending School Ridership



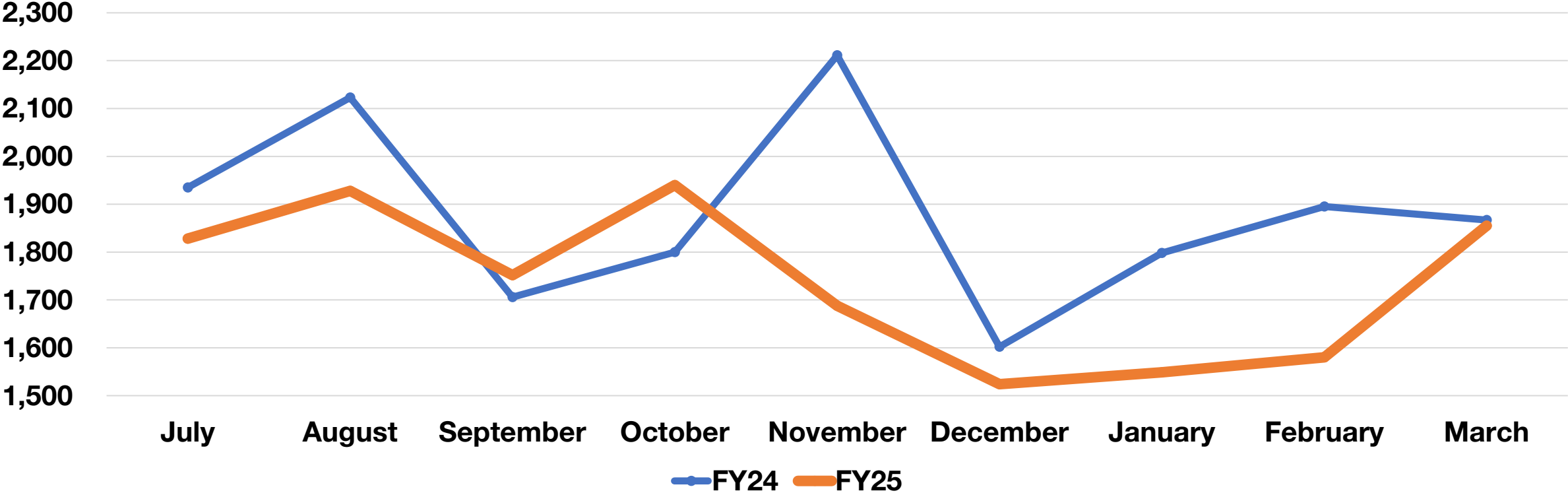
Trending Ridership (Mode)

Trending Express Ridership

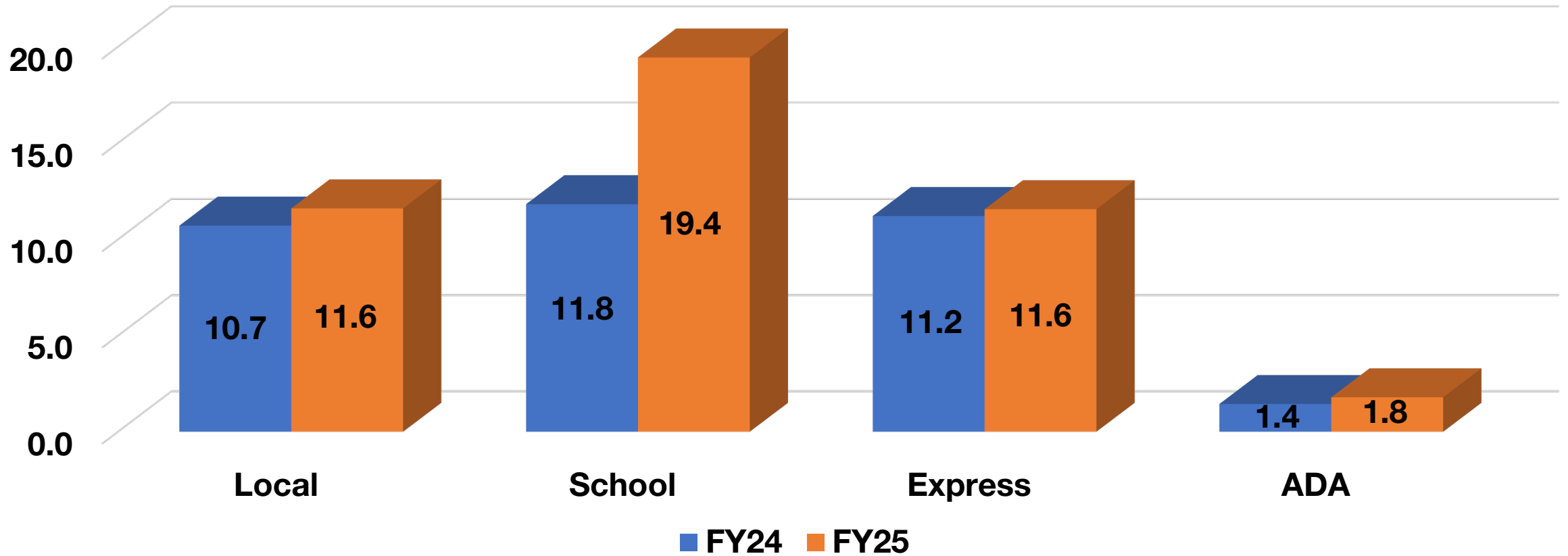


Trending Ridership (Mode)

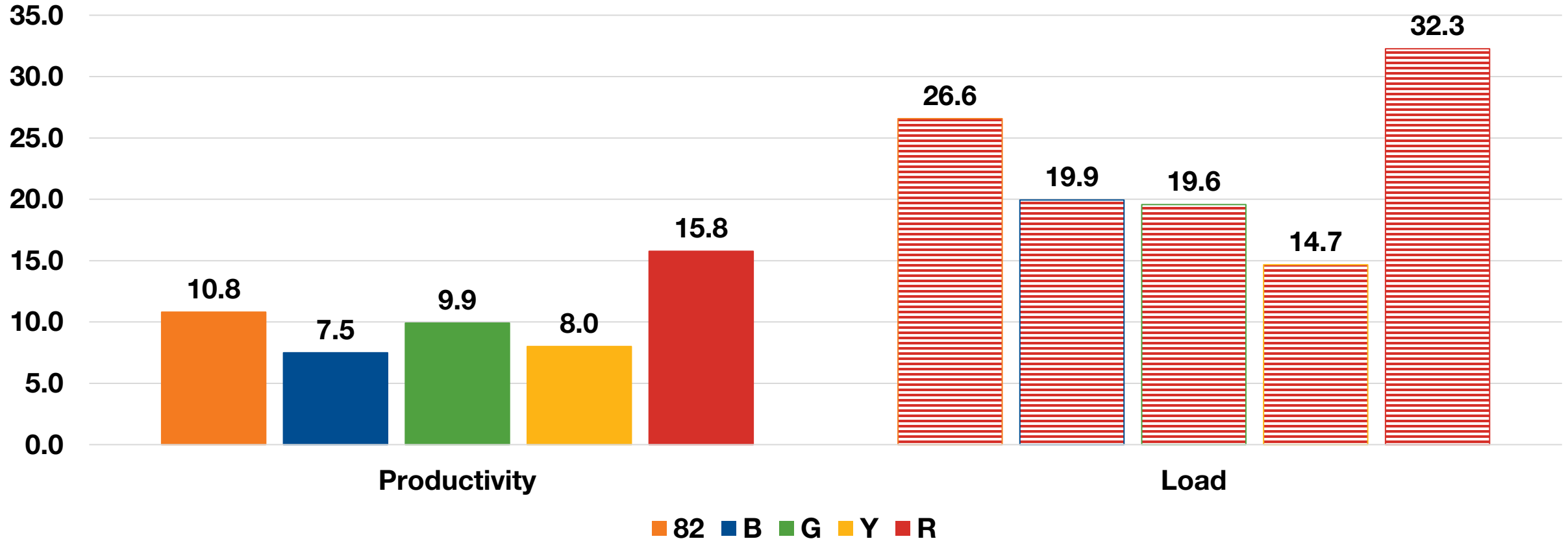
Trending ADA Ridership



Monthly Productivity



Express Monthly Productivity



Missed Trips As % of Scheduled Trips

Mode	Missed	Scheduled	%
Local	37	6,404	0.6%
School	2	170	1.2%
Express	21	3,658	0.6%
ADA	-	1,576	0.0%
Total	60	11,808	

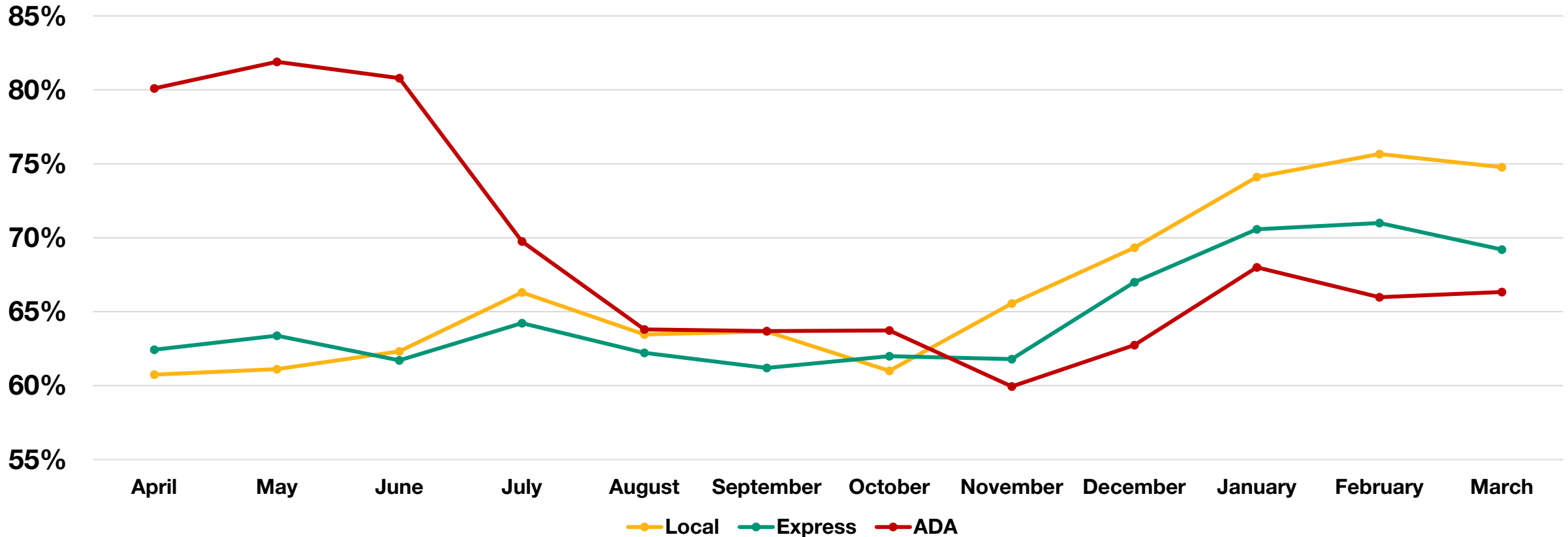
Performance

How well was service provided and communicated?

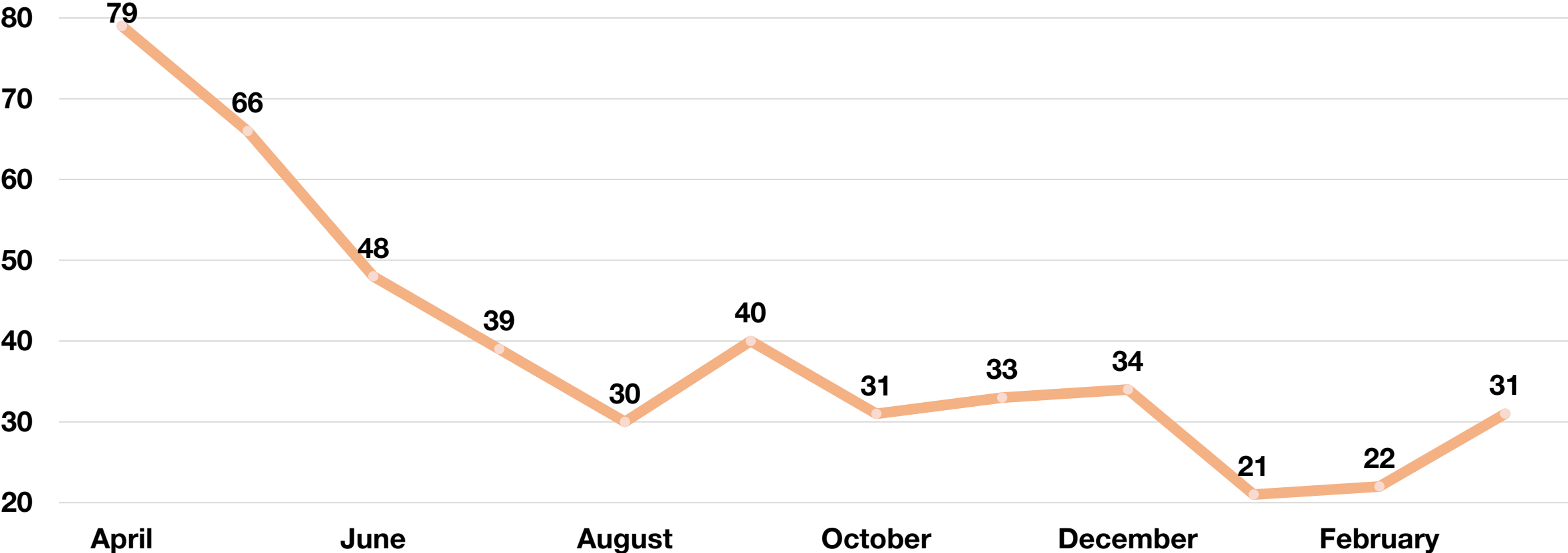
- On-Time Performance
- Verified Complaints

Trending Punctuality (Mode)

Mode	Contract OTP	Goal OTP
Local	75%	80%
Express	70%	80%
ADA	90%	90%



Trending Verified Complaints



“Verified” indicates that these are valid complaints as identified by evidence in data and/or video cameras.

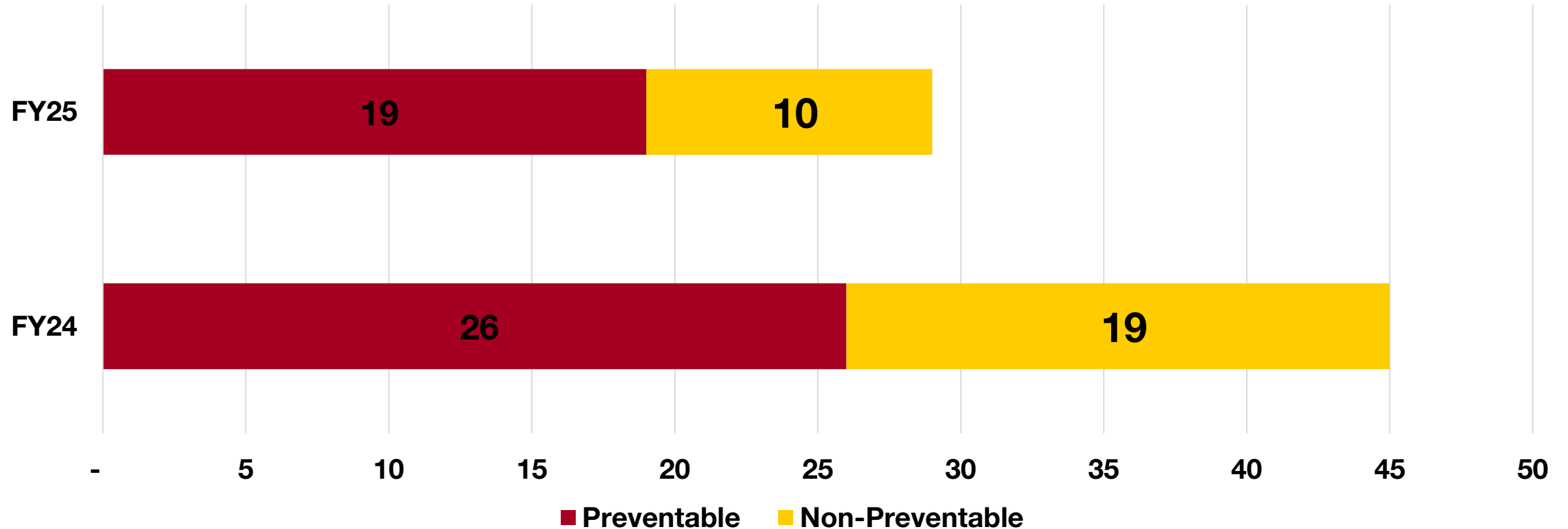


Safety

Was service provided safely?

- Accident Metrics

Trending Accidents (Type)



Questions?



Solano County Transit

TO: PUBLIC ADVISORY COMMITTEE
PRESENTER: RON FREEMAN II, OPERATIONS MANAGER
SUBJECT: CONTRACTOR PERFORMANCE UPDATE
ACTION: INFORMATIONAL

COVER MEMO:

At the January Board meeting, the Board requested to hear from Transdev Management at a future meeting. The PAC is being provided with the Contractor Performance Update that was presented to the Board by Ray Robinson, Transdev General Manager, at the meeting on March 20, 2025.

RECOMMENDATION:

Informational.

Attachment:

- A. Contractor Performance Update

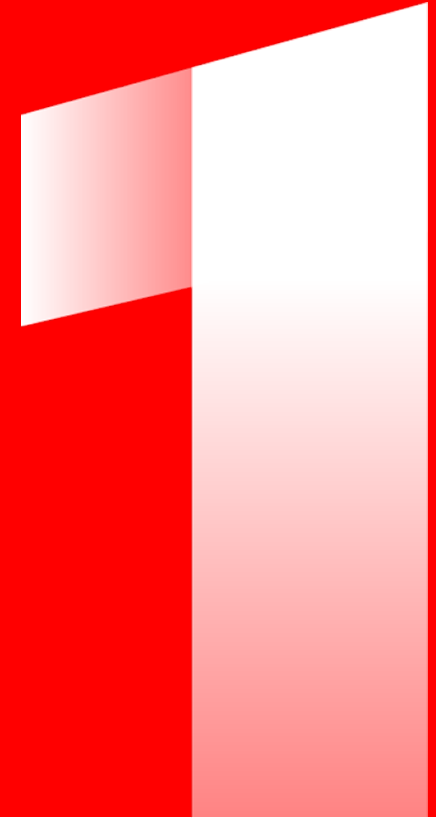
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Contractor Performance Update

March 2025



Introduction and Overview



Ray Robinson, General Manager



Ray Robinson
General Manager

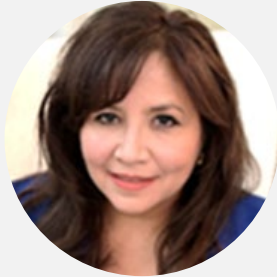
Started at SolTrans Feb. 17

35 Years Multimodal Experience

Oversight of 450+ Vehicles and
1,200 Employees, 7 Facilities

Skilled Labor Partner

Introduction of Leadership Support



Carmen Alba

SVP, Northwest Operations

Oversight Since September 2024

20+ Years of Transit Experience

Former VP Operations/COO of
Sacramento RT

Experience with Transdev for
Yolobus, Butte Regional Transit,
and Dallas Area Rapid Transit



Mike Girard

Interim General Manager

SolTrans Since December 2024

35 Years Transit Experience

Experienced - Oversight of 495
Vehicles and 800 Operators

U.S. Army Veteran - 82nd Airborne
Military Police

Transdev's U.S. and California Footprint



- | | | | |
|---------------|-----------------------------|-------------------------|-----------------------------------|
| ● Fixed Route | ● Airport Service | ● Call Center/Brokerage | ● ADA Eligibility/Travel Training |
| ● Paratransit | ● NEMT | ● School Bus | ● Vehicle Services |
| ● Maintenance | ● Autonomous Vehicle | ● Shuttle | ● Transit Management |
| ● Rail | ● Operations Control Center | ● Microtransit | ● MaaS |

Action Plan for Continuous Improvement



Management Team Reset

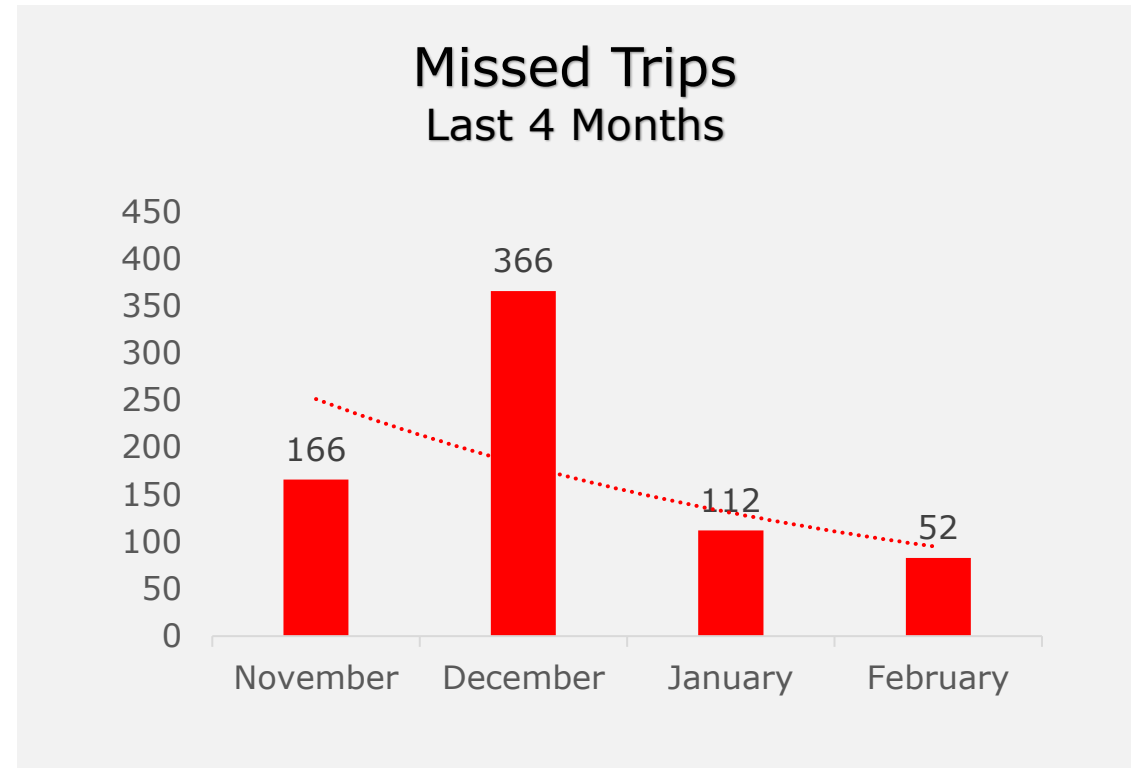
- Implementation of a Culture of Accountability
- Replacement of Key Personnel Positions
 - General Manager
 - Operations Manager
 - Safety and Training Manager



Reduction of Missed Trips

Fixed Route

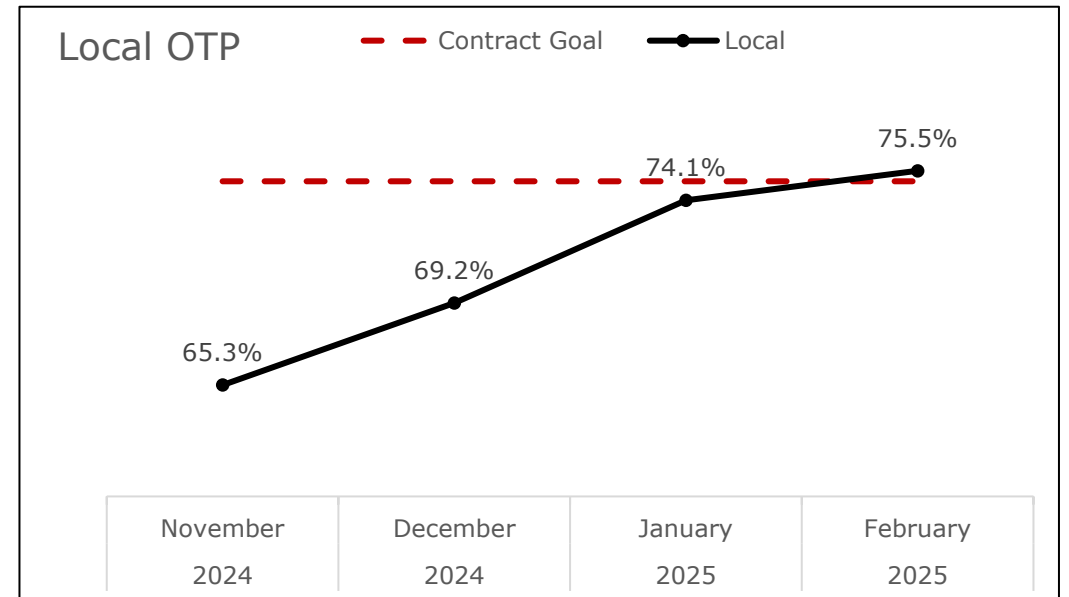
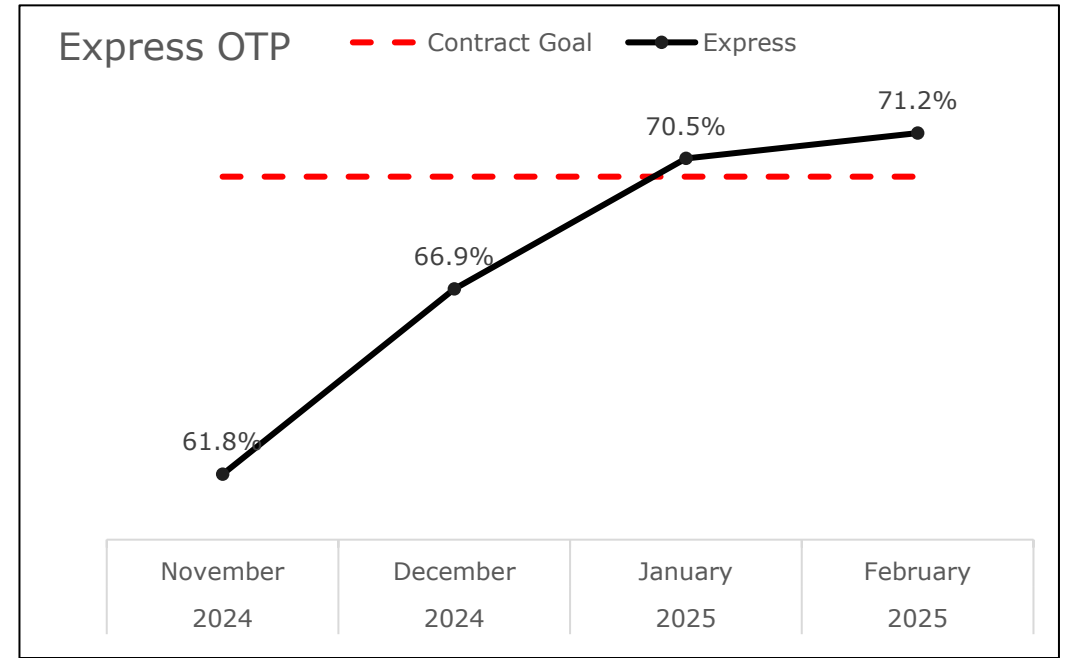
- Operated 98.9% Service in February
- Operator Call Offs
 - Visible Management
 - Improved Communication
 - Reinforcing Attendance Policy
 - Increased Extra Board
 - Added Incentives
 - Visual Scorecard



On-Time Performance

Fixed Route

- Targeting Early Departures
 - Retraining on MDTs and Proper Timeclock
- Working with Staff to Validate GPS Trigger Points
- Reinforcing Policy and Accountability
- Added Field Supervision
- Added Incentives
- Visual Scorecard

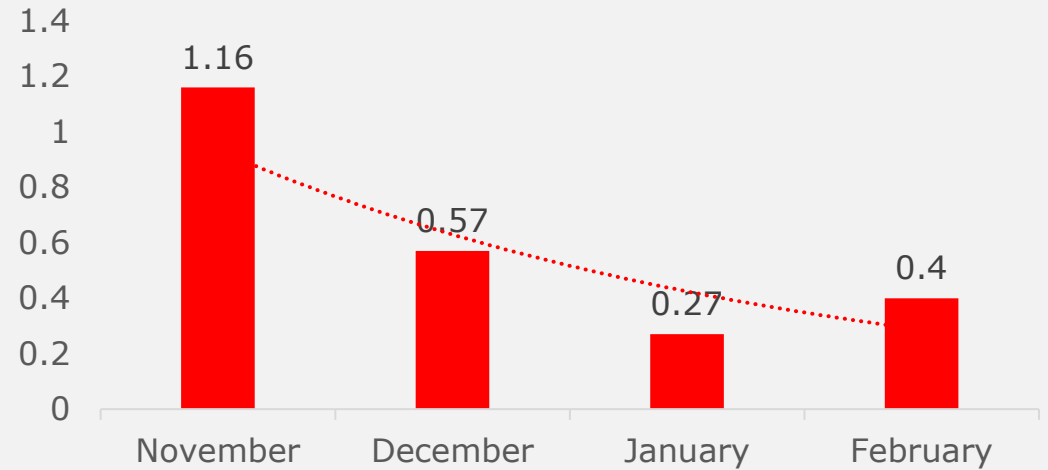


Safety Performance

Fixed Route and Paratransit

- 50% Decrease in Unsafe Driving Behaviors (last 12 Months)
- Targeted and Increased Communication
- Frequent Coaching
- Celebrate Success

Preventable Accident Frequency Rate



Maintenance Performance

- CHP Audit with Zero Findings
- Exceeding Contract Goal for Miles Between Roadcalls at 33,000
- 99% Core PMI On-Time Performance
- Paratransit Farebox Installation Complete



THANK YOU





Solano County Transit

TO: PUBLIC ADVISORY COMMITTEE
PRESENTER: MANDI RENSHAW, PLANNING AND MARKETING MANAGER
SUBJECT: AGENCY UPDATES
ACTION: INFORMATIONAL

COVER MEMO:

The Public Advisory Committee is being provided with informational agency updates.

RECOMMENDATION:

Informational.

Attachment:

- A. Agency Updates

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Agency Updates

For: SolTrans Public Advisory Committee



Presented by: Mandi Renshaw
Planning and Marketing Manager

Art Bus Reveal



SolTrans' Call for Artists:



Miro Salazar Steps Up to the Challenge!

SolTrans is not only committed to providing efficient public transit but also to creating a vibrant and engaging experience for its riders. As part of that mission, SolTrans continues to champion our major initiatives: increasing public art and leading the way toward zero emissions. These two goals have merged again, as SolTrans sought an artist to design a unique piece of art for one of their new electric buses, spotlighting both the bus itself and their overall green initiative.

After an extensive search, SolTrans has selected local artist Miro Salazar to bring his creative vision to life. Miro isn't new to the SolTrans family – his work was featured on one of the original electric buses in 2019. Now, he's back with the exciting opportunity to craft a brand-new design for yet another electric bus.



Meet Miro Salazar: A Community Artist with Deep Roots

If you haven't met Miro personally, chances are you've seen his artwork throughout Vallejo and Solano County. Over the past two decades, Miro's vibrant, colorful murals that have become beloved fixtures in the community. Born in Merrill, PA, Miro studied graphic arts in college before transferring to Cleveland, Ohio in 1976, where he experienced snow for the first time. After nine years in the advertising world, he made a life-changing decision to move to Vallejo in 1986 – drawn to the Bay Area's mild winters, receptive audiences, and the opportunity for a new chapter.



Since then, Vallejo has been home to Miro and his family, and he's never looked back. Though he's now retired, Miro's passion for art remains strong. He continues to create, contributing to local projects and events, all while maintaining his own artistic endeavors. "His unique blend of cultural heritage, professional experience, and deep love for the Vallejo community is what makes his vision so impactful."

A New Electric Bus, A New Vision

We're all excited to introduce Miro's creation for his next phase of SolTrans' electric bus fleet. His design not only adds a splash of color and creativity to Benicia and Vallejo's streets but also symbolizes the progress and innovation of SolTrans' zero-emissions initiative.

In the coming weeks, keep your eyes peeled for Miro's artwork. Soon, it will be rolling down the streets of Benicia and Vallejo, bringing art and innovation together for everyone in the community to enjoy.

We can't wait for the community to experience this newest addition to the SolTrans fleet!

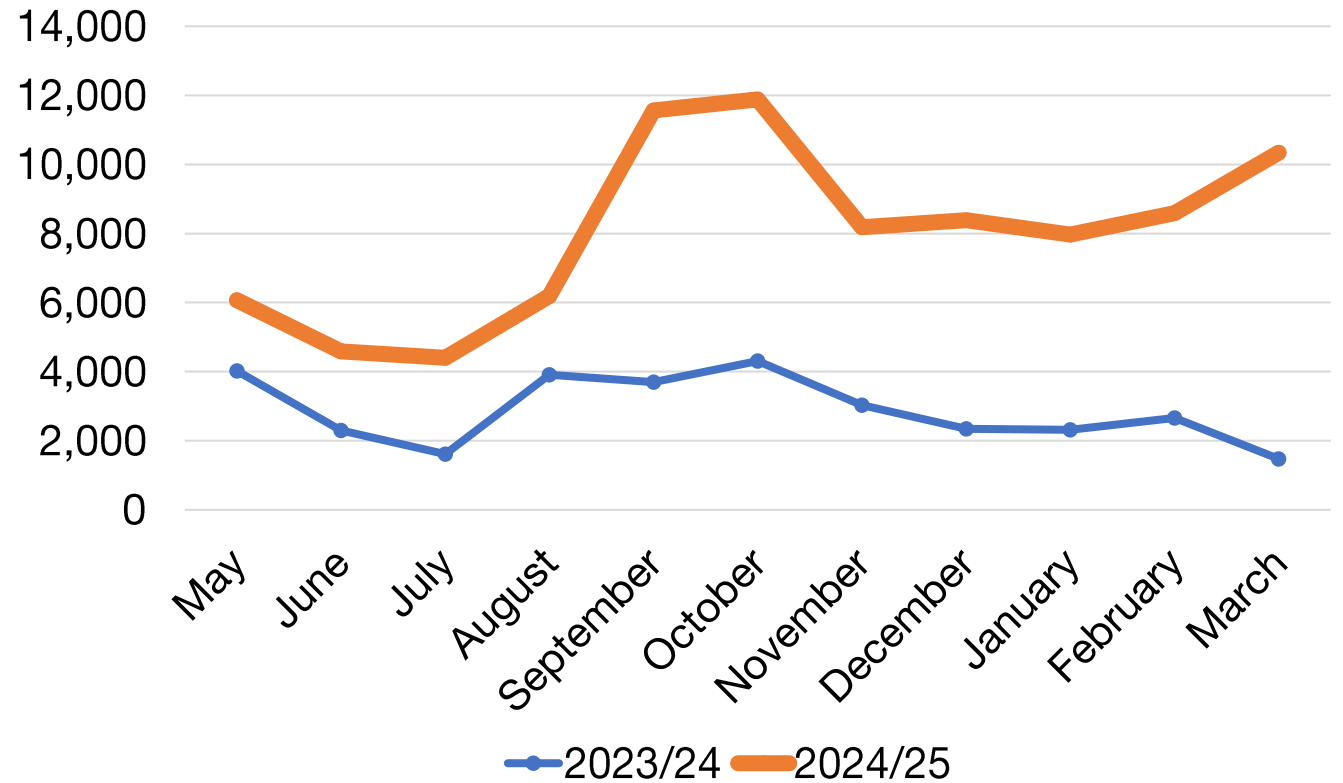
Miro Salazar



Youth Ride Free Pilot Ridership Update

Month	2023/24	2024/25
May	4,022	6,066
June	2,301	4,590
July	1,614	4,401
August	3,911	6,189
September	3,699	11,563
October	4,307	11,884
November	3,027	8,184
December	2,340	8,387
January	2,317	7,972
February	2,659	8,592
March	1,475	10,344

Youth Ridership Comparison



SolTrans Achieves Risk Management Accreditation Award

As a member of the Golden State Risk Management Authority (GSRMA) risk pool, SolTrans annually participates in the Risk Management Accreditation Program (RMAP). RMAP is designed to serve as a roadmap for improving operations, reducing claims, and preventing losses.

For the fourth year in a row, SolTrans:

- Attained accreditation – a very rare achievement and the highest level possible in the program
- Completed a full-scale audit of every point value
- Completed a rigorous application process

SolTrans will be awarded \$24,939.70 in credit toward our annual insurance premium.

Questions?

Thank you.

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Solano County Transit

TO: PUBLIC ADVISORY COMMITTEE
PRESENTER: KRISTINA BOTSFORD, DEPUTY DIRECTOR
SUBJECT: FINANCIAL FORECAST FOR FISCAL YEAR (FY) 2025-26 THROUGH 2034-35
ACTION: INFORMATIONAL

ISSUE:

The SolTrans Budget Policy, adopted by the Board on March 24, 2011, requires the Executive Director to provide the Board with a 10-Year Financial Forecast no later than April of each year. This forecast serves as the basis for the proposed budget for the following fiscal year to be presented to the Board in April as a draft with a request for feedback. The final proposed budget is presented to the Board in May for approval.

DISCUSSION:

Summary of Results

Staff has completed a review and update of the projected operating and capital revenues and expenditures for the next 10-year period, through FY 2034-35. The financial forecast was developed utilizing conservative revenue projections and realistic operating and capital cost estimates based upon information currently available.

SolTrans, like the majority of transit agencies in California, is facing a fiscal cliff. There are four main reasons for this:

1. Post-pandemic recovery has continued to be slow, with ridership not able to recover due to a lack of funding to increase service hours to pre-pandemic levels, which in turn has kept fare revenue down.
2. SolTrans has limited revenue streams with no county sales tax measure for transit.
3. Expenses are increasing at a much higher rate than revenue due to inflation rates, labor costs, and supply chain issues.
4. Capital expense projections are high due to age and type of fleet, state mandates to move to zero emissions, and by the number of facilities SolTrans requires to sustain operations.

In the prior year, we projected a fiscal cliff in four years. Since that time, the situation has stabilized, and we have made decisions on capital projects and creative programming of funds to allow more funding for operations. SolTrans is able to sustain current local service levels for the next five years and potentially for 10 years or more if we use our available funding primarily for operations.

SolTrans operates in a small, urbanized area, which allows us to use our federal formula funding for operations and preventive maintenance on our fleet. Contracted transit services, diesel and unleaded fuel, and SolTrans staff salaries comprise over 80% of our budget and are all eligible expenses for our federal formula funding. Federal funding for the current and prior fiscal years was primarily used to purchase new buses to replace our aged local fleet, with a smaller amount reserved for operations. Going forward, we can begin to program more of these funds for operations. In the meantime, while we are rebuilding reserves, we can program LCTOP funding for operations to bridge the gap.

The full replacement of our local fleet is in jeopardy due to the new federal administration's review of all federal competitive awards and future funding. We do not know if our \$12.5M grant will be obligated at this time, but we are hopeful. We have a contingency plan that would replace some of the local buses and delay the replacement of others. We may be able to reduce the total number of buses needed based on the results of the COA and strategic scheduling decisions. We will need to continue to seek competitive funding for future projects, especially to replace the Solano Express fleet beginning in 2030. All other capital needs for the next four years can be funded with current resources.

Solano Express has its own funding plan and has sufficient funding for the next two years. All funding partners will need to decide in the next 12-18 months if they can each allocate more TDA funds to Solano Express. Alternatively, the Solano Transportation Authority (STA) will need to decide if they wish to allocate additional State Transit Assistance Funds (STAF) to Solano Express. We have assumed for this forecast that Solano Express will be fully funded with STAF or other funds. If no additional funding materializes, then service cuts must be considered. We will have a much better sense of our cost structure and available funding next year.

Forecast Key Points and Assumptions

The 10-Year Financial Forecast (Attachment A) provides information on projected operating and capital funding needs over the next 10-year period and the anticipated revenue that will be available to fund those costs. Local fixed route, express, demand response expenses, and contracted transit costs have been broken out in this forecast. SolTrans operates as a system with overhead costs that support all modes. Overhead is comprised of direct and indirect expenses. For purposes of the forecast, actual expenses by mode have been used to estimate the allocation of overhead by mode.

The key assumptions upon which the 10-Year Financial Forecast was developed are summarized below.

Service Levels

- Revenue hours of service will remain at the current levels of 45,000 local fixed route hours, 45,000 Solano Express hours, and 10,000 paratransit hours

Operating Revenue

- Farebox revenues are projected to increase modestly over the next three years as we gain new riders. Farebox could actually increase with increased ridership due to the intense focus on our service. Reduction in missed trips and better on-time performance (OTP) could result in increased ridership. Additionally, we are working with our contractor on fare collection to ensure our new drivers are properly trained in all types of fare collection.
- There are no planned fare increases built into the projection. The regional Bay Area Fare Integration Committee is working on various fare programs to standardize certain aspects of fares and fare payment. SolTrans' local fare is in line with other operators and increasing this fare would have a small impact on revenue. The express fare is set by the STA board based on the recommendation of the funding partners. This fare hasn't increased in over 10 years and is not keeping pace with bridge toll increases. SolTrans has recommended that this be placed on a future agenda for discussion with the funding partners.
- We have assumed an escalation of 2.7% for TDA funds, which are based on state sales tax. We have assumed no growth in our federal formula funds due to the uncertainty with the current administration. The revenue estimates for these funds are critical to monitor to ensure we can continue to fund our operations. A decrease in either of these sources would be detrimental.
- Solano Express is partially funded with RM2 and RM3 funds. This funding is a fixed source of bridge toll revenue and does not escalate. The ongoing allocation of RM3 funds has not been finalized, but we have estimated \$1M based on the current allocation.

- Federal ARPA COVID relief funds programmed for Solano Express will be exhausted at the end of the fiscal year. STA has already programmed STAF funds for the next two years to fully fund Solano Express. However, STAF funding is derived from diesel taxes, and it is falling with the FY26 estimate \$900,000 lower than FY25. There will be insufficient STAF to fully fund Solano Express after FY27.
- Competitive/one-time operating revenue has not been projected since there is no known source at this time.

Operating Expenses

- The contracted transit service cost has a variable portion that is an hourly rate, applied to the hours of service run that covers driver wages and benefits. Contracted transit service also has a fixed fee that we pay, regardless of hours of service, that covers road supervisors, vehicle maintenance labor, utility workers, dispatch, customer service, and the contractor's management staff. The contract has an annual escalation that averages 4.5%. Additionally, any parts used in vehicle maintenance are passed through to SolTrans based on actual expense. In total, these costs, under the operating transit service contract, account for 63% of the budget.
- This forecast assumes we will execute the option years on our contract beginning July 1, 2026 or that a new contract will be similar in cost.
- Employee salaries and benefits are for the 14 approved SolTrans positions.
- Fuel has been projected based on the current and expected fleet mix and based on the estimated total mileage with contingencies for fuel pricing fluctuations. The transition from diesel to electricity for our local fleet has been projected by our consultants to be a cost savings. These savings have not been included here since the timing of the electric buses is in flux due to the issues with our federal grant. Once the buses go into service, we should see a reduction in fuel costs.
- All expenses were increased to current costs before applying an inflation factor for future years.

Capital Revenue

- SolTrans receives Federal Transit Administration (FTA) 5307 formula funding annually. As an operator in a small, urbanized area (population under 200,000), we are able to use the funds for operations and capital expenditures. The agency has been utilizing a majority of the funding for bus purchases in the past three years, but future funding is being primarily programmed for operations.
- Additional annual sources of funding have been projected and include FTA 5339 funds, AB 664 bridge toll credits, state LCTOP, and SB1 State of Good Repair funds.
- Transit Development Act (TDA) funding is used as a local match and for general capital purchases.
- Competitive grants from the FTA 5339(b) program are included for our current bus replacement project, but this funding is currently in limbo, and we hope to know by late summer if the funds will be obligated.

Capital Expenses

- Fleet replacement costs include the remaining 14 electric buses for the local fixed route that SolTrans needs to purchase. SolTrans received the first five battery-electric buses (BEB) in January. We hope to have these buses placed in service this May after our infrastructure is commissioned. A second purchase order was issued in November 2023 for 14 more BEBs. These buses are funded with a mix of federal formula funds and the competitive grant discussed above. We have enough formula funds to purchase five buses. The remaining nine buses will be funded with the competitive grant if FTA obligates the funding.
- The express CNG fleet will need to start being replaced in FY30 with zero-emission buses, and funding will need to be identified. Based on our current service levels, we may be able to retire the oldest buses in 2030 and maintain service with the remainder of the buses. Since we purchased the buses over a period of years, we will be able to spread the replacement plan over several years. Additionally, 14 of the buses are either new or diesel and will not need to be replaced in the next 10 years.

- The express CNG fleet (21 buses) requires a mid-life engine replacement. We have replaced four engines to date. We have opted to wait for the engines to give out instead of preemptively replacing them. We have only had to replace one engine this year. Funding the engine replacements has been identified by STA.
- Replacement of paratransit buses, supervisor vehicles, and maintenance trucks is also included. We recently purchased three paratransit vans and three road supervisor cars. We will delay any further replacements as long as possible without jeopardizing our service.
- Ongoing capital needs include vehicle maintenance and equipment costs, funding to address maintenance needs throughout the system, technology upgrades, and facility maintenance.
- Other major one-time expenses that are included, but will not be done unless funding is secured, are a new HVAC system at our administration building, a back-up generator for the administration building and Vallejo Transit Center, and a battery storage system for our Operations and Maintenance facility to allow us to charge some buses if the grid goes down.

Reserves

SolTrans maintains operating and capital reserves. Staff projects our TDA reserve as of June 30, 2025 to be approximately \$15 million. Of this amount, the operating reserve is set at 25% of the annual operating budget and is currently calculated to be \$5.7 million. This leaves \$9.3 million in reserves for operating and capital needs, but this is projected to drop to \$2 million by the end of FY27, at which time we will begin to rebuild. SolTrans has expended or committed much of the reserve for the local match portion of our bus replacements and the electrification infrastructure project.

SolTrans also has unprogrammed federal formula funds that can be used for operations or capital. We estimate this amount at \$6 million, with an additional million dollars each year remaining for future capital needs. Additionally, SolTrans may earn up to \$2 million in additional federal funding if we meet or beat certain metric averages.

FISCAL IMPACT:

The 10-Year Financial Forecast provides a framework through which the fiscal strength of the Agency can be assessed over an extended period of time. Through ongoing assessments of the Agency's financial strength, using a set of assumptions as directed by the Board of Directors, SolTrans has the opportunity to plan more effectively to meet its future needs, as well as take the appropriate actions in a timely manner to ensure the agency continues to be sustainable. The 10-Year Financial Forecast also serves as a good starting point for building the annual budget, as it allows Staff to gauge to the greatest extent possible any potential impacts to SolTrans caused by fiscal decisions made in any given year.

PERFORMANCE GOAL:

Goal 2: Governance/Agency longevity – Ensure best practices with balanced objectives and equal concern for all stakeholders, maintain accountability, responsiveness, and transparency, safeguarding sustainability; **Objective B** - Long-term financial sustainability.

RECOMMENDATION:

Informational.

Attachments:

- A. 10-Year Financial Forecast
- B. 10-Year Financial Forecast PowerPoint

SOLANO COUNTY TRANSIT (SOLTRANS)
TEN YEAR FINANCIAL FORECAST (THROUGH FY 2034-35)

FISCAL YEAR:	FY 25-26	FY 26-27	FY 27-28	FY 28-29	FY 29-30	FY 30-31	FY 31-32	FY 32-33	FY 33-34	FY 34-35	TEN YEAR TOTAL
OPERATING BUDGET											
Operating Revenue	\$ 22,738,637	\$ 23,582,045	\$ 24,480,337	\$ 25,402,363	\$ 26,235,345	\$ 27,173,308	\$ 27,086,380	\$ 28,054,692	\$ 28,908,378	\$ 29,902,578	\$ 263,564,063
Operating Expenses	\$ 22,735,465	\$ 23,579,334	\$ 24,480,966	\$ 25,385,287	\$ 26,241,352	\$ 27,172,188	\$ 27,079,328	\$ 28,048,390	\$ 28,903,898	\$ 29,909,915	\$ 263,536,123
Net Operating Revenue	\$ 3,172	\$ 2,711	\$ (630)	\$ 17,076	\$ (6,007)	\$ 1,121	\$ 7,052	\$ 6,301	\$ 4,480	\$ (7,337)	\$ 27,940
CAPITAL PROJECT BUDGET											
Capital Project Revenue	\$ 9,777,239	\$ 14,369,172	\$ 2,827,457	\$ 2,898,214	\$ 2,970,906	\$ 2,346,192	\$ 2,409,981	\$ 2,475,632	\$ 2,543,205	\$ 2,595,144	\$ 45,213,141
Capital Project Expenses	\$ 9,093,400	\$ 13,867,450	\$ 1,055,013	\$ 1,507,883	\$ 412,221	\$ 10,063,707	\$ 9,858,143	\$ 7,598,050	\$ 7,608,452	\$ 424,375	\$ 61,488,694
Net Funds Available (Needed)	\$ 683,839	\$ 501,722	\$ 1,772,445	\$ 1,390,330	\$ 2,558,684	\$ (7,717,515)	\$ (7,448,162)	\$ (5,122,417)	\$ (5,065,247)	\$ 2,170,769	\$ (16,275,553)
TOTAL OPERATING AND CAPITAL BUDGETS											
Total Soltrans Revenue	\$ 32,515,876	\$ 37,951,217	\$ 27,307,794	\$ 28,300,576	\$ 29,206,251	\$ 29,519,501	\$ 29,496,361	\$ 30,530,324	\$ 31,451,583	\$ 32,497,722	\$ 308,777,205
Total Soltrans Expenses	\$ 31,828,865	\$ 37,446,784	\$ 25,535,979	\$ 26,893,170	\$ 26,653,574	\$ 37,235,895	\$ 36,937,471	\$ 35,646,440	\$ 36,512,350	\$ 30,334,290	\$ 325,024,817
Annual Surplus	\$ 687,011	\$ 504,433	\$ 1,771,815	\$ 1,407,407	\$ 2,552,677					\$ 2,163,432	\$ 9,086,775
PROJECTED CAPITAL NEED						\$ (7,716,394)	\$ (7,441,110)	\$ (5,116,116)	\$ (5,060,767)		\$ (25,334,388)

**SOLANO COUNTY TRANSIT (SOLTRANS) TEN YEAR FINANCIAL FORECAST
OPERATING REVENUE AND EXPENSE SUMMARY**

	FY 2025-26 FORECAST	FY 2026-27 FORECAST	FY 2027-28 FORECAST	FY 2028-29 FORECAST	FY 2029-30 FORECAST	FY 2030-31 FORECAST	FY 2031-32 FORECAST	FY 2032-33 FORECAST	FY 2033-34 FORECAST	FY 2034-35 FORECAST	TEN YEAR TOTAL
OPERATING REVENUE											
Annual Sources											
Farebox Revenue	\$ 1,443,000	\$ 1,456,680	\$ 1,470,497	\$ 1,484,452	\$ 1,498,546	\$ 1,512,782	\$ 1,527,160	\$ 1,541,681	\$ 1,556,348	\$ 1,571,161	\$ 15,062,307
Other Local Revenue	\$ 185,000	\$ 195,000	\$ 195,000	\$ 195,000	\$ 195,000	\$ 195,000	\$ 195,000	\$ 195,000	\$ 195,000	\$ 195,000	\$ 1,940,000
Formula Funds	\$ 20,467,596	\$ 20,810,165	\$ 22,764,840	\$ 23,672,911	\$ 24,491,799	\$ 25,415,527	\$ 25,314,221	\$ 26,268,011	\$ 27,107,030	\$ 28,086,417	\$ 244,398,515
Other Revenue	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 500,000
Subtotal-Annual Sources:	\$ 22,145,596	\$ 22,511,845	\$ 24,480,337	\$ 25,402,363	\$ 26,235,345	\$ 27,173,308	\$ 27,086,380	\$ 28,054,692	\$ 28,908,378	\$ 29,902,578	\$ 261,900,822
Competitive/One-Time Sources	\$ 593,041	\$ 1,070,200	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,663,241
TOTAL OPERATING REVENUE	\$ 22,738,637	\$ 23,582,045	\$ 24,480,337	\$ 25,402,363	\$ 26,235,345	\$ 27,173,308	\$ 27,086,380	\$ 28,054,692	\$ 28,908,378	\$ 29,902,578	\$ 263,564,063
OPERATING EXPENSES											
Contracted Transit Operations	\$ 14,438,479	\$ 15,018,038	\$ 15,645,892	\$ 16,266,526	\$ 16,828,532	\$ 17,454,435	\$ 17,045,242	\$ 17,685,999	\$ 18,314,705	\$ 18,970,035	\$ 167,667,886
Employee Salaries/Benefits	\$ 2,541,937	\$ 2,618,195	\$ 2,696,741	\$ 2,777,643	\$ 2,860,972	\$ 2,946,802	\$ 3,035,206	\$ 3,126,262	\$ 3,126,262	\$ 3,220,050	\$ 28,950,070
Fuel	\$ 2,060,000	\$ 2,121,800	\$ 2,185,454	\$ 2,251,018	\$ 2,318,548	\$ 2,388,105	\$ 2,459,748	\$ 2,533,540	\$ 2,609,546	\$ 2,687,833	\$ 23,615,591
Other Operating and Administrative	\$ 3,695,049	\$ 3,821,300	\$ 3,952,879	\$ 4,090,099	\$ 4,233,300	\$ 4,382,846	\$ 4,539,133	\$ 4,702,589	\$ 4,853,384	\$ 5,031,997	\$ 43,302,576
TOTAL OPERATING EXPENSES	\$ 22,735,465	\$ 23,579,334	\$ 24,480,966	\$ 25,385,287	\$ 26,241,352	\$ 27,172,188	\$ 27,079,328	\$ 28,048,390	\$ 28,903,898	\$ 29,909,915	\$ 263,536,123
NET OPERATING REVENUE	\$ 3,172	\$ 2,711	\$ (630)	\$ 17,076	\$ (6,007)	\$ 1,121	\$ 7,052	\$ 6,301	\$ 4,480	\$ (7,337)	\$ 27,940
OVERALL FAREBOX RECOVERY RATIO	7.2%	7.0%	6.8%	6.6%	6.5%	6.3%	6.4%	6.2%	6.1%	5.9%	

**SOLANO COUNTY TRANSIT (SOLTRANS) TEN YEAR FINANCIAL FORECAST
REVENUE & EXPENSE BY MODE**

TOTAL OPERATING REVENUE BY MODE	FY 2025-26 FORECAST	FY 2026-27 FORECAST	FY 2027-28 FORECAST	FY 2028-29 FORECAST	FY 2029-30 FORECAST	FY 2030-31 FORECAST	FY 2031-32 FORECAST	FY 2032-33 FORECAST	FY 2033-34 FORECAST	FY 2034-35 FORECAST	TEN YEAR TOTAL
LOCAL	\$ 9,616,041	\$ 9,968,780	\$ 10,353,716	\$ 10,736,438	\$ 11,095,778	\$ 11,491,769	\$ 11,404,441	\$ 11,823,830	\$ 12,184,968	\$ 12,617,891	\$ 111,293,653
EXPRESS	\$ 11,249,166	\$ 11,656,194	\$ 12,081,080	\$ 12,538,909	\$ 12,949,766	\$ 13,403,742	\$ 13,380,926	\$ 13,851,414	\$ 14,275,301	\$ 14,752,689	\$ 130,139,187
PARATRANSIT	\$ 1,873,430	\$ 1,957,071	\$ 2,045,541	\$ 2,127,016	\$ 2,189,800	\$ 2,277,798	\$ 2,301,013	\$ 2,379,448	\$ 2,448,108	\$ 2,531,998	\$ 22,131,223
TOTAL OPERATING REVENUE	\$ 22,738,637	\$ 23,582,045	\$ 24,480,337	\$ 25,402,363	\$ 26,235,345	\$ 27,173,308	\$ 27,086,380	\$ 28,054,692	\$ 28,908,378	\$ 29,902,578	\$ 263,564,063
<i>check</i>	<i>\$ 22,738,637</i>	<i>\$ 23,582,045</i>	<i>\$ 24,480,337</i>	<i>\$ 25,402,363</i>	<i>\$ 26,235,345</i>	<i>\$ 27,173,308</i>	<i>\$ 27,086,380</i>	<i>\$ 28,054,692</i>	<i>\$ 28,908,378</i>	<i>\$ 29,902,578</i>	<i>\$ 263,564,063</i>

TOTAL OPERATING EXPENSE BY MODE	FY 2025-26 FORECAST	FY 2026-27 FORECAST	FY 2027-28 FORECAST	FY 2028-29 FORECAST	FY 2029-30 FORECAST	FY 2030-31 FORECAST	FY 2031-32 FORECAST	FY 2032-33 FORECAST	FY 2033-34 FORECAST	FY 2034-35 FORECAST	TEN YEAR TOTAL
<i>Contracted Transit Services + Maintenance, Fluids & Tires Pass-Thrus</i>											
LOCAL	\$ 6,546,099	\$ 6,802,344	\$ 7,083,466	\$ 7,361,983	\$ 7,614,417	\$ 7,895,750	\$ 7,693,216	\$ 7,983,187	\$ 8,269,483	\$ 8,566,239	\$ 75,816,185
EXPRESS	\$ 6,646,099	\$ 6,905,344	\$ 7,189,556	\$ 7,471,256	\$ 7,726,968	\$ 8,011,677	\$ 7,812,621	\$ 8,106,175	\$ 8,396,160	\$ 8,696,717	\$ 76,962,573
PARATRANSIT	\$ 1,246,281	\$ 1,310,350	\$ 1,372,870	\$ 1,433,287	\$ 1,487,147	\$ 1,547,008	\$ 1,539,405	\$ 1,596,637	\$ 1,649,063	\$ 1,707,079	\$ 14,889,128
<i>Liquidated Damages</i>											\$ -

<i>Other direct expenses and allocated overhead</i>											
LOCAL	\$ 3,068,485	\$ 3,166,234	\$ 3,267,486	\$ 3,372,402	\$ 3,481,155	\$ 3,593,928	\$ 3,710,919	\$ 3,832,336	\$ 3,916,214	\$ 4,045,909	\$ 35,455,070
EXPRESS	\$ 4,601,352	\$ 4,747,933	\$ 4,899,765	\$ 5,057,092	\$ 5,220,173	\$ 5,389,282	\$ 5,564,715	\$ 5,746,787	\$ 5,872,566	\$ 6,067,051	\$ 53,166,716
PARATRANSIT	\$ 627,149	\$ 647,128	\$ 667,822	\$ 689,265	\$ 711,492	\$ 734,541	\$ 758,452	\$ 783,268	\$ 800,411	\$ 826,919	\$ 7,246,448

TOTAL OTHER OPERATING EXPENSES	\$ 8,296,986	\$ 8,561,295	\$ 8,835,074	\$ 9,118,760	\$ 9,412,820	\$ 9,717,752	\$ 10,034,087	\$ 10,362,391	\$ 10,589,192	\$ 10,939,879	\$ 95,868,237
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<i>Total Expense by Mode</i>											
LOCAL	\$ 9,614,584	\$ 9,968,579	\$ 10,350,953	\$ 10,734,386	\$ 11,095,572	\$ 11,489,679	\$ 11,404,134	\$ 11,815,523	\$ 12,185,697	\$ 12,612,149	\$ 111,271,254.85
EXPRESS	\$ 11,247,451	\$ 11,653,277	\$ 12,089,322	\$ 12,528,348	\$ 12,947,141	\$ 13,400,960	\$ 13,377,336	\$ 13,852,961	\$ 14,268,726	\$ 14,763,767	\$ 130,129,289.22
PARATRANSIT	\$ 1,873,430	\$ 1,957,478	\$ 2,040,692	\$ 2,122,552	\$ 2,198,639	\$ 2,281,549	\$ 2,297,858	\$ 2,379,905	\$ 2,449,474	\$ 2,533,998	\$ 22,135,575.45

TOTAL OPERATING EXPENSES	\$ 22,735,465	\$ 23,579,334	\$ 24,480,966	\$ 25,385,287	\$ 26,241,352	\$ 27,172,188	\$ 27,079,328	\$ 28,048,390	\$ 28,903,898	\$ 29,909,915	\$ 263,536,123
<i>check</i>	<i>\$ 22,735,465</i>	<i>\$ 23,579,333</i>	<i>\$ 24,480,966</i>	<i>\$ 25,385,286</i>	<i>\$ 26,241,352</i>	<i>\$ 27,172,187</i>	<i>\$ 27,079,328</i>	<i>\$ 28,048,390</i>	<i>\$ 28,903,898</i>	<i>\$ 29,909,914</i>	<i>\$ 263,536,120</i>

<i>Net Revenue (Expense) by Mode</i>											
LOCAL	\$ 1,457	\$ 201	\$ 2,763	\$ 2,052	\$ 206	\$ 2,090	\$ 307	\$ 8,307	\$ (729)	\$ 5,743	\$ 22,398.04
EXPRESS	\$ 1,715	\$ 2,916	\$ (8,242)	\$ 10,560	\$ 2,626	\$ 2,782	\$ 3,590	\$ (1,548)	\$ 6,575	\$ (11,078)	\$ 9,897.63
PARATRANSIT	\$ 0	\$ (406)	\$ 4,849	\$ 4,464	\$ (8,839)	\$ (3,751)	\$ 3,155	\$ (457)	\$ (1,366)	\$ (2,001)	\$ (4,352.03)
Operating Over/(Under)	\$ 3,172	\$ 2,711	\$ (630)	\$ 17,076	\$ (6,007)	\$ 1,121	\$ 7,052	\$ 6,301	\$ 4,480	\$ (7,337)	\$ 27,940

**SOLANO COUNTY TRANSIT (SOLTRANS) TEN YEAR FINANCIAL FORECAST
CAPITAL PROJECT REVENUE AND EXPENSE SUMMARY**

	FY 2025-26 FORECAST	FY 2026-27 FORECAST	FY 2027-28 FORECAST	FY 2028-29 FORECAST	FY 2029-30 FORECAST	FY 2030-31 FORECAST	FY 2031-32 FORECAST	FY 2032-33 FORECAST	FY 2033-34 FORECAST	FY 2034-35 FORECAST	TEN YEAR TOTAL
CAPITAL PROJECT REVENUE											
Annual Sources	\$ 6,810,610	\$ 2,895,110	\$ 2,827,457	\$ 2,898,214	\$ 2,970,906	\$ 2,346,192	\$ 2,409,981	\$ 2,475,632	\$ 2,543,205	\$ 2,595,144	\$ 30,772,450
Competitive/One-Time Sources	\$ 980,000	\$ 8,478,050	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 9,458,050
Use of Capital Reserves	\$ 1,986,629	\$ 2,996,012	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,982,641
TOTAL CAPITAL PROJECT REVENUE	\$ 9,777,239	\$ 14,369,172	\$ 2,827,457	\$ 2,898,214	\$ 2,970,906	\$ 2,346,192	\$ 2,409,981	\$ 2,475,632	\$ 2,543,205	\$ 2,595,144	\$ 45,213,141
CAPITAL PROJECT EXPENSES											
Vehicle Maint/Equipment/Facilities	\$ 609,000	\$ 470,250	\$ 743,013	\$ 591,163	\$ 412,221	\$ 403,707	\$ 608,143	\$ 398,050	\$ 408,452	\$ 424,375	\$ 5,068,374
Vehicle Replacements/expansion	\$ 7,880,400	\$ 10,997,200	\$ 312,000	\$ 566,720	\$ -	\$ 9,620,000	\$ 9,150,000	\$ 7,200,000	\$ 7,200,000	\$ -	\$ 52,926,320
On-Going/Annual Capital Needs	\$ 8,489,400	\$ 11,467,450	\$ 1,055,013	\$ 1,157,883	\$ 412,221	\$ 10,023,707	\$ 9,758,143	\$ 7,598,050	\$ 7,608,452	\$ 424,375	\$ 57,994,694
AVL/Technology	\$ 302,000	\$ 200,000	\$ -	\$ 300,000	\$ -	\$ 20,000	\$ 50,000	\$ -	\$ -	\$ -	\$ 872,000
Electrification Project	\$ -	\$ 2,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,000,000
Other Facility Projects	\$ 302,000	\$ 200,000	\$ -	\$ 50,000	\$ -	\$ 20,000	\$ 50,000	\$ -	\$ -	\$ -	\$ 622,000
"One-time" Capital Projects	\$ 604,000	\$ 2,400,000	\$ -	\$ 350,000	\$ -	\$ 40,000	\$ 100,000	\$ -	\$ -	\$ -	\$ 3,494,000
TOTAL CAPITAL PROJECT EXPENSES	\$ 9,093,400	\$ 13,867,450	\$ 1,055,013	\$ 1,507,883	\$ 412,221	\$ 10,063,707	\$ 9,858,143	\$ 7,598,050	\$ 7,608,452	\$ 424,375	\$ 61,488,694
Excess to be added to reserve/ Unfunded Need	\$ 683,839	\$ 501,722	\$ 1,772,445	\$ 1,390,330	\$ 2,558,684	\$ (7,717,515)	\$ (7,448,162)	\$ (5,122,417)	\$ (5,065,247)	\$ 2,170,769	\$ (16,275,553)

10-YEAR FINANCIAL FORECAST

For: SolTrans Public Advisory Committee



Presented by: Kristina Botsford
Deputy Director

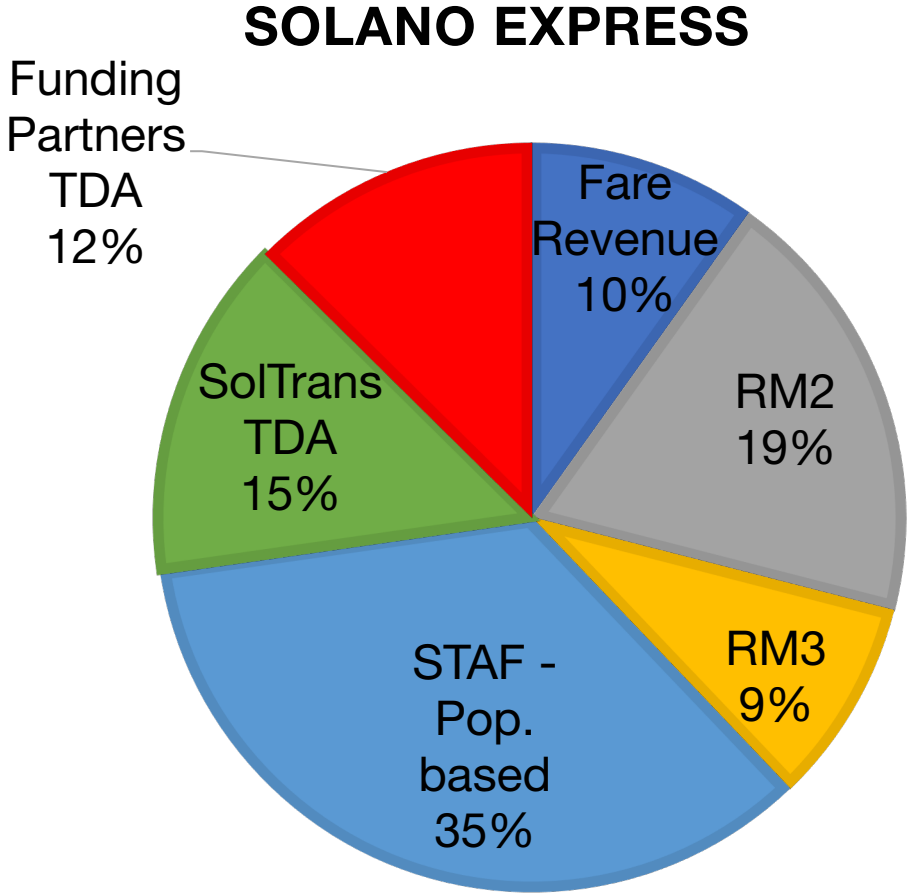
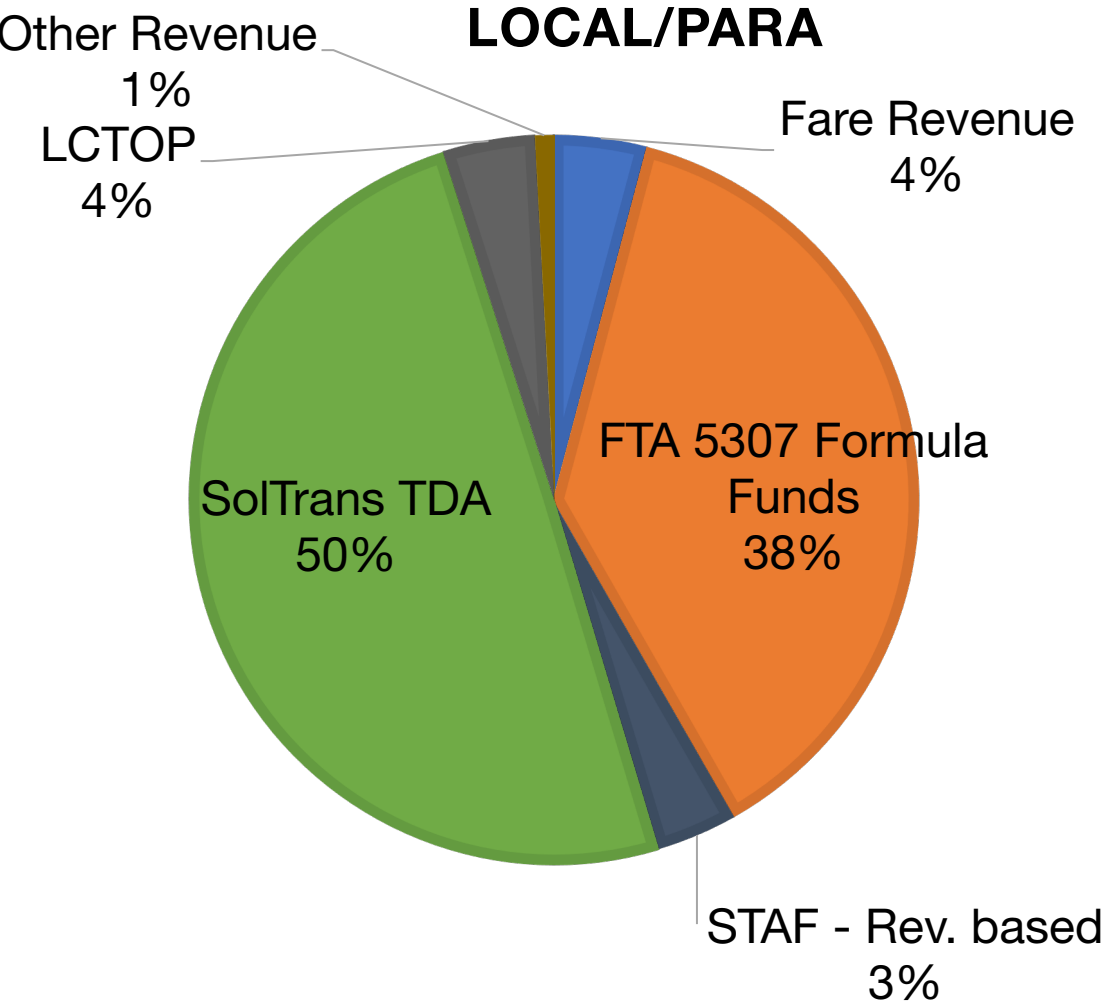
Executive Summary

- ▶ Local Service - SolTrans has enough annual TDA and Federal Formula funds to fund local fixed route and paratransit operations at current service levels for at least 5 years and potentially longer assuming TDA revenue continues to increase
- ▶ Solano Express –State Transit Assistance funds (STAF) are used to balance the budget and fund mobility programs. This funding source is declining, and STA will need to use STAF reserves in addition to current year allocation to fund Express.
- ▶ Stable long-term source of operating revenue needed for the region
- ▶ SolTrans' reserves will be low for the next 2 years while we rebuild
 - ▶ 25% operating budget reserve at a minimum is always maintained for ALL modes

Assumptions and Risks

- ▶ TDA is funded with state sales tax dollars and is assumed to be flat
 - ▶ Primary source of operating revenue and local match funds for federal capital projects
 - ▶ Risk that sales tax dollars stagnate or decrease like they did this year
- ▶ STAF is derived from state diesel taxes and the fund estimate shows a decline as more diesel vehicles are retired
 - ▶ Significant source of funding for Solano Express after RM2/3 funding
 - ▶ STAF reserves to balance the budget will be depleted in 5 years and the annual allocation will fall short of the need
- ▶ STAF revenue-based funds use the pre-pandemic formula and this provision sunsets in FY 26
 - ▶ Risk that paratransit will lose a portion of the \$380k in annual funding
- ▶ FTA formula Funds
 - ▶ Assumed funding flat with no increase; historically this grows 2% annually
 - ▶ Uncertainty with current administration but appears transportation will continue to be funded

Operating Funding Streams



Operating Expenses

- Transit Services Contract costs increased July 1, 2024, due to higher labor costs with new union agreement
 - Contract term ends June 30, 2026, and then five one-year option terms available
 - 63% of budget
- Fuel expenses are projected to stay flat
 - Consultant estimates show that moving local fleet from diesel to electric will be a cost savings if we properly manage time of day charging – this cost savings is not reflected in the forecast
- All other expenses escalated by 3% inflation with some adjustments for known contract changes

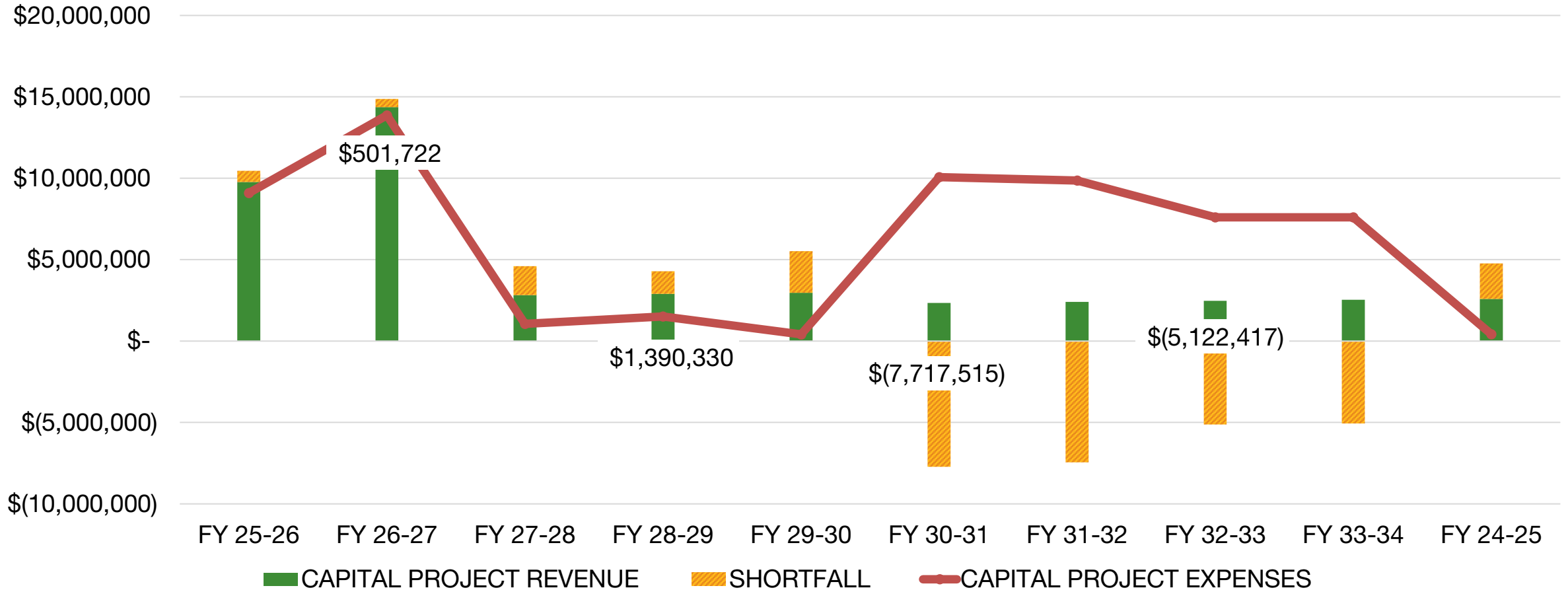
Operating Revenue & Expenses By Mode

	FY 25-26	FY 26-27	FY 27-28	FY 28-29
LOCAL/PARA				
Revenue	\$ 11,489,471	\$ 11,925,851	\$ 12,399,257	\$ 12,863,454
Transit Contract & Parts	\$ 7,792,380	\$ 8,112,694	\$ 8,456,336	\$ 8,795,270
Direct Operating Exp & Overhead	\$ 3,695,634	\$ 3,813,362	\$ 3,935,308	\$ 4,061,667
Net over/(shortfall) *	\$ 1,457	\$ (205)	\$ 7,612	\$ 6,516
SOLANO EXPRESS				
Revenue	\$ 11,249,166	\$ 11,656,194	\$ 12,081,080	\$ 12,538,909
Transit Contract Exp & Parts	\$ 6,646,099	\$ 6,905,344	\$ 7,189,556	\$ 7,471,256
Direct Operating Exp & Overhead	\$ 4,601,352	\$ 4,747,933	\$ 4,899,765	\$ 5,057,092
Net over/(shortfall) *	\$ 1,715	\$ 2,916	\$ (8,242)	\$ 10,560

* Net over/(shortfall) is in essence zero

Capital Revenue and Expense

Capital Shortfall (Projected)



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Solano County Transit

TO: PUBLIC ADVISORY COMMITTEE
PRESENTER: KRISTINA BOTSFORD, DEPUTY DIRECTOR
SUBJECT: PROPOSED FISCAL YEAR (FY) 2025-26 OPERATING AND CAPITAL BUDGET
ACTION: INFORMATIONAL

ISSUE:

The FY 2025-26 proposed operating and capital budget is being presented to the SolTrans Board of Directors for review as a preliminary draft. The Board-approved Budget Policy requires the draft budget to be presented at the April Board meeting with the final budget presented for Board approval in May. We are presenting a balanced budget for FY 2025-26.

DISCUSSION:

I. 10-YEAR BUDGET OUTLOOK

The 10-year projection was presented to the Board at the March 20th meeting. The proposed operating and capital budget for FY 2025-26 was prepared using the projections presented in the 10-year budget outlook with some changes to include updated information on detailed cost estimates.

II. FY 2024-25 PROJECTED ACTUAL OPERATING REVENUE AND EXPENSES

The Board-approved FY 2024-25 budget and projected actuals are shown in Attachment A. We are currently projecting expenses to come in under budget with sufficient revenue to cover expenses. SolTrans will be using less federal operating assistance this year and will carryover available funding to next year. Additionally, federal COVID relief funding under the American Rescue Plan Act (ARPA) will be fully expended this fiscal year as part of the Solano Express budget. Current year actual expenses were used as a basis to determine next year's budget. A budget update for FY 2024-25 was presented to the Board on March 20th and another update will be presented May 15th prior to approving the budget for FY 2025-26.

III. FY 2025-26 OPERATING BUDGET SUMMARY

This preliminary draft operating budget for FY 2025-26 shows a balanced budget with total operating expenses increasing to \$23,120,000.

SolTrans' operating budget includes local, express, and paratransit bus service with additional program costs for the local taxi service provided by Solano Transportation Authority (STA). Our vehicle revenue hours are comprised of 45,000 hours of local service, 45,000 hours of Solano Express, and 14,000 hours of complementary paratransit service. SolTrans budgets direct expenses based on mode of service. This includes our contracted transit services, fuel costs, vehicle parts and tires and comprise 74% of the total budget. SolTrans also has substantial overhead for staffing, facilities, technology, insurance, and other general and administrative expenses that make up the remaining 26%. These expenses support all services and are budgeted

in total by expense category. Actual expenses are allocated to the modes using hours of revenue service as a basis, or vehicle miles, depending on the expense category.

A. Operating Revenue

This year we showed details of how each mode is funded. All funding is allocated to SolTrans or can be claimed by SolTrans directly. No operating funds pass through another agency.

Farebox and Parking Revenue

Farebox revenue has been kept flat for Solano Express and Paratransit but reduced for local service. We have budgeted for LCTOP revenue (under state funding) that is being programmed to cover the lost fare revenue from our youth ride free program. This program pilot will come back to the Board later this spring for discussion on extending the pilot or making the program permanent. Parking revenue has been lowered to match the revenue received the past two years. We are not seeing an increase in parking revenue at this time.

Operating Subsidies

Operating subsidies come from a variety of sources and the larger amounts are detailed below:

- Federal 5307 funds, annual allocation - This funding has been allocated and programmed for operating assistance and preventive maintenance. It is available to obligate in a grant and staff is working on that process now.
- State Transit Assistance Funds (STAF) – SolTrans receives the revenue-based portion directly and applies it to paratransit expenses. The population-based funds are approved by the STA Board for SolTrans to claim for express service expenses. STA typically doesn't take this funding to the STA Board for approval until July after the start of the fiscal year, however the board previously approved the STAF reserves to be used to fund Solano Express.
- TDA funds – MTC has estimated the amount of TDA funds available. We have estimated we will need approximately \$7 million of the \$8.6 million estimate for operations. Additionally, SolTrans can claim TDA funds from other Solano County agencies as part of the funding agreement for Express service.
- RM2/3 funds – MTC has estimated the amount of RM2 & RM3 bridge tolls we expect to receive. This is a fixed amount based on a portion of the bridge tolls in the Bay Area and can only be used to fund express service that crosses a bridge. RM3 funding is set for this fiscal year but MTC has not yet determined the allocation of this funding for FY 2026-27 and beyond. This funding will be critical in determining how much express service we can offer in the future.

The express service budget is currently based on a set dollar amount per revenue hour based on SolTrans' budget. Actual costs are monitored and reported quarterly to the funding partners and a reconciliation is completed the next fiscal year.

B. Operating Expenses

SolTrans' operating budget has five main cost drivers, which represent 90% of the budgeted costs. They are outlined as follows, along with the approximate portion of the total budget:

- Contracted transit services with Transdev – 60%
- Salaries and benefits – 12%
- Fuel – 8%
- Facility operations and maintenance – 4%
- Vehicle parts and other operating expenses – 6%

Transit Services Contract

- Service hours – This budget assumes scheduled revenue service hours remain the same as the current schedule of 90,000 hours. We estimate we will run 14,000 hours of paratransit service.

- Contract rates – The fifth year of the five-year contract with Transdev begins July 1, 2025. The variable rate for revenue hours of service for fixed route is \$85.55 per hour. The variable rate for paratransit revenue hours is \$61.38 per hour.
- The fixed fee portion of the contract covers vehicle maintenance labor, administrative wages, and benefits (for dispatchers, road supervisors and customer service), Transdev management staff wages, insurance, and corporate overhead. The annual fixed costs are \$5,325,201.

Salaries and Benefits

We have budgeted for the current 14 full-time SolTrans employees to receive a merit increase using the expected cost-of-living adjustment (COLA) rate as a guide to set the minimum pay increase. We will not know this year's consumer price index (CPI) until May 10th, but we expect that it will be at least 2.4%. We have also included budget for the addition of an in-house network administrator that will replace the fees charged by our consultant. We will be discussing this with the Board-appointed Finance Subcommittee on April 16th and will present a verbal update at the Board meeting.

Fuel

Fuel expenses move with the amount of service we provide and how far the buses need to travel for various routes. We have a mixed fleet that uses diesel, compressed natural gas, gasoline and electric fuel. Electric fuel will become a bigger part of the budget this year and we have estimated the cost for the budget. Our consultant has projected that our fuel costs will decrease as we retire the 2011 Gillig diesel-hybrid buses and move to battery-electric buses (BEBs) for our local fleet. We have reduced the estimated diesel fuel expense but have kept a contingency budget for fuel due to fluctuations in price that can occur.

Vehicle Parts and Other Operating Expenses

The contract with Transdev treats parts, tires and fluids as pass-through expenses. We have estimated these costs to be approximately \$990,000 to maintain our aging fleet. With the increase in the number of vehicles, as well as different fleet types, our parts costs have increased. We are monitoring parts costs and inventory more closely this year to identify potential cost savings.

Facility Operations and Maintenance

SolTrans has higher facility costs than similar size agencies. We operate two separate buildings, a bus yard, a compressed natural gas (CNG) fueling facility, two transit centers, and a park and ride. We have come under budget for the current year but do expect the cost to maintain our facilities to increase as most contracts have annual escalation clauses. This is another area where we are working to reduce costs while still maintaining our facilities in a state of good repair.

Other

Professional services costs have remained higher due to the COA and our BEB transition consultant. The advertising and marketing budget has been increased for the public outreach and marketing for any potential service changes due resulting from the COA.

IV. FY 2025-26 CAPITAL BUDGET SUMMARY

The total FY 2025-26 proposed capital budget is \$18,523,888. This amount reflects new budget and revenue requests as well as carryover of approved budget for projects not yet completed at the end of the current fiscal year (please see Attachment B for full details on the proposed capital budget). The proposed capital budget is funded with available federal, state, and local funds.

A. Carryover Projects

Vehicles

- In November 2023, the Board approved the purchase of 14 Gillig BEBs after SolTrans was awarded federal funds, that in combination with our federal formula funds, will cover 80% of the cost of the buses. The discretionary award has not been obligated, and we hope to have clarity by early fall as to whether FTA will obligate our grant. Gillig is holding off on production of our buses until we have funding assurances. If our grant is obligated, we expect all 14 buses to be delivered by the end of the fiscal year. This would complete our transition to a fully electric local fleet.

En-Route Charging

SolTrans has had inductive charging in the budget for the past two years. Our consultant has reviewed our local routes and the range with the new Gillig BEBs and has determined that we have no need at this time for inductive charging. We have removed the project from our budget and are determining the best way to reprogram the funding that is set aside for this project. We will be working on updating our plan to transition to zero-emission vehicles and can determine at that time the feasibility of long-range electric buses and the potential need for inductive charging. Based on the current best practices in transit, battery-electric coaches are not recommended for commuter service and as such, there are no buses on the market to procure that allow for en-route charging.

Technology

We have carried over the last phase of the computer-aided dispatch/automatic vehicle location (CAD/AVL) real time signage and interchange project that has been delayed multiple times due to supply chain issues and with technical issues related to the steel structure of the transit center canopy. We have made some progress but are still troubleshooting with our vendor and hope to have this completed before the end of the calendar year. We are also carrying over the phone system replacement project. We issued the RFP twice but have been unsuccessful in finding a vendor that will bid on our project. We are reviewing the scope and reaching out directly to vendors.

Facilities

We are carrying over the budget for replacing older cameras at the SolTrans Curtola Park and Ride Hub and our O&M facility. This project was postponed as we assessed our systems and waited for the IT infrastructure to be completed prior to starting new projects. Additionally, we needed to complete the door access project before undertaking a new technology-related project. This delay allowed us to program state of good repair funds to cover a portion of the cost of the cameras.

B. New Projects

Vehicle Maintenance and Shop Equipment

The MCI CNG buses are at an age where the engines will need to be replaced. We have budgeted for three engine replacements next fiscal year. This cost is being covered by federal funds programmed for preventive maintenance costs. Additionally, the Gillig hybrid buses have a dual power inverter module (DPIM) component that is at the end of its life, and we have no way of knowing if it will continue to run for years or will abruptly stop working. We have budgeted for three DPIM replacements due to the delay in retiring these buses. The remaining budget is for routine maintenance for major component replacements as well as new lifts that are needed to replace our aging lifts that are used to elevate buses, allowing the mechanics to get underneath the bus.

Technology

This budget includes two new projects and a budget for ongoing technology component replacements such as servers.

- We have budgeted to upgrade our website trip planner to use Transit App instead of our CAD/AVL system.
- Our paratransit software is in dire need of an upgrade and a relaunch to effectively use the software as intended.

Facilities

There are two projects and an equipment item budgeted for facilities. We will be assessing our land purchase next door to our O&M facility. We will need to look at improvements to secure and potentially utilize the land until a long-term plan is developed. We are looking to extend the wall at the back of our property to provide a barrier from the railroad tracks and limit access to the property. Additionally, we need to move to phase II of our door access system. We successfully implemented the system at our O&M facility this year. We will be installing the same system at our other facilities, unifying the security at all sites. Lastly, we need to purchase a new scissor lift to access the new electrical infrastructure to allow vendors and contract staff to maintain our bus chargers.

FISCAL IMPACT:

There is no fiscal impact with receiving the proposed budget for review.

PERFORMANCE GOAL:

Goal 2: Operational Support – Enhance Agency and personnel resources to remain effective, relevant and sustainable; **Objective E:** – Finance and long-term financial sustainability.

RECOMMENDATION:

Informational.

Attachments:

- A. Proposed Operating Revenue and Expenses FY 25-26
- B. FY 2025-26 Proposed Capital Budget

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SolTrans

Operating Revenue

	FY 23-24	FY 24-25		FY 25-26	CY Projected Actuals vs. Proposed Budget
	Actuals	Adopted Budget	Projected Actuals	Proposed Budget	
Fare & Parking Revenue					-
Farebox Revenue - Solano Express	\$ 1,341,299	\$ 1,337,283	\$ 1,400,000	\$ 1,443,000	\$ 43,000
Farebox Revenue - Local	324,856	662,717	350,000	358,000	8,000
Farebox Revenue - Paratransit	71,550	75,000	67,410	75,000	7,590
Fare Revenue - Solano College Fees	107,583	110,000	100,000	100,000	-
Parking Revenue	29,437	40,000	30,000	30,000	-
Federal Grant Funding					-
Federal (FTA) Section 5307:					
Operating Assistance	2,218,791	1,935,190	700,000	3,000,000	2,300,000
ARPA - Local	287,099	-	-	-	-
ARPA - Solano Express	2,255,222	2,600,000	2,600,000	-	(2,600,000)
Preventive Maintenance - Local/Para	904,327	750,000	750,000	800,000	50,000
ADA set-aside - Paratransit	525,607	393,955	393,955	401,834	7,879
Federal (FTA) Section 5339		125,000	100,000	125,000	25,000
State Grant Funding					-
State Transit Assistance Funds (STAF):					
STAF - Population Based - Solano Express		100,000	346,771	3,925,000	3,578,229
STAF - Population Based - Local	1,165,598	-	388,145	-	(388,145)
STAF - Revenue Based - Paratransit	558,377	478,838	402,000	413,070	11,070
LCTOP - Local/Express				468,041	468,041
Local Grant Funding					
Transportation Development Act (TDA):					
TDA - Local/Para/Taxi	3,434,888	7,335,061	6,485,785	5,661,889	(823,896)
TDA - Solano Express	1,416,781	1,375,000	1,375,000	1,416,250	41,250
TDA from other Operators - Solano Express	1,392,747	1,600,000	1,600,000	1,648,000	48,000
Regional Measure 2 (RM-2) - Solano Express	2,149,916	2,149,916	2,149,916	2,149,916	-
Regional Measure 2 (RM-3) - Solano Express	655,951	1,000,000	1,000,018	1,000,000	(18)
Other Revenue					
Insurance Proceeds	56,086	-	-	-	
Advertising/Greyhound/Rebates	51,411	25,000	50,000	55,000	5,000
Investment Income	246,919	120,115	150,000	50,000	(100,000)
Total Revenue	\$ 19,194,445	\$ 22,213,075	\$ 20,439,000	\$ 23,120,000	\$ 2,681,000
FAREBOX & PARKING REVENUE	1,874,725	2,225,000	1,947,410	2,006,000	58,590
OPERATING SUBSIDY REVENUE	17,319,720	19,988,075	18,491,590	21,114,000	2,622,410
Total Revenue	\$ 19,194,445	\$ 22,213,075	\$ 20,439,000	\$ 23,120,000	\$ 2,681,000
Overall Farebox Recovery	9.8%	10.0%	9.5%	8.7%	-0.9%

SolTrans

Operating Expenses FY 25-26

	A	B		C		
	FY 23-24	FY 24-25		FY 25-26		
	Actuals	Adopted Budget	Projected Actuals	Proposed Budget	% of Total Budget	CY Projected Actuals vs. Proposed Budget
Contracted Transit Services	\$ 11,151,383	\$ 13,003,272	\$ 11,650,000	\$ 13,800,000	59.7%	\$ 2,150,000
Salaries & Benefits	\$ 2,173,893	\$ 2,463,100	\$ 2,500,000	\$ 2,700,000	11.7%	\$ 200,000
Fuel	\$ 1,660,286	\$ 2,100,000	\$ 1,675,000	\$ 1,850,000	8.0%	\$ 175,000
Vehicle Parts & Other Operating Exp	\$ 1,186,805	\$ 1,100,000	\$ 1,435,000	\$ 1,404,250	6.1%	\$ (30,750)
Facility Operations & Maintenance	\$ 773,157	\$ 850,000	\$ 770,000	\$ 825,750	3.6%	\$ 55,750
Professional Services	\$ 463,331	\$ 806,850	\$ 675,000	\$ 670,000	2.9%	\$ (5,000)
Technology	\$ 251,234	\$ 490,000	\$ 325,000	\$ 350,000	1.5%	\$ 25,000
Security	\$ 429,728	\$ 446,000	\$ 420,000	\$ 430,000	1.9%	\$ 10,000
Utilities	\$ 395,235	\$ 349,353	\$ 320,000	\$ 330,000	1.4%	\$ 10,000
Insurance & Taxes/Fees	\$ 190,251	\$ 200,000	\$ 239,000	\$ 255,000	1.1%	\$ 16,000
Advertising & Marketing	\$ 148,597	\$ 204,500	\$ 140,000	\$ 245,000	1.1%	\$ 105,000
General Administration/Other Program Exp	\$ 370,545	\$ 200,000	\$ 290,000	\$ 260,000	1.1%	\$ (30,000)
Total Expenses	\$ 19,194,445	\$ 22,213,075	\$ 20,439,000	\$ 23,120,000		\$ 2,681,000
Net Income (Expense)	\$ (0)	\$ -	\$ (0)	\$ 0		

SOLTRANS
FY 2025-2026 PROPOSED CAPITAL BUDGET

CARRYOVER PROJECTS <i>Previously Approved</i>	TOTAL	FUNDING SOURCE			
		Federal	State	Local -TDA	Other
Vehicles	\$ 16,967,888				
(14) Gillig Battery Electric Buses - Local Route Fleet				\$ 1,226,039	
<i>FTA 5339a/b</i>		\$ 13,574,310			
<i>CA HVIP Rebate Program</i>			\$ 1,932,000		
<i>AB 664 Bridge Toll Credits</i>					\$ 235,539
Technology	\$ 192,000				
CAD/AVL Final Phase/Interchange project & Real Time Signage	\$ 152,000			\$ 152,000	
Phone System	\$ 40,000			\$ 40,000	
Facilities	\$ 159,000				
Camera Replacement at O&M and Curtola	\$ 159,000			\$ 99,000	
<i>State of Good Repair funds</i>			\$ 60,000		\$ -
TOTAL CARRYOVER PROJECTS	\$ 17,318,888	\$ 13,574,310	\$ 1,992,000	\$ 1,517,039	\$ 235,539

NEW PROJECTS	Total	FUNDING SOURCE			
		Federal	State	Local -TDA	Other
Vehicle Maintenance/Shop Equipment	\$ 639,000				
(3) MCI CNG Engine Replacement	\$ 189,000				
5307		\$ 136,437			
<i>AB664 Bridge Toll Credits</i>					\$ 52,563
(3) Gillig DPIMs	\$ 225,000				
<i>AB664 Bridge Toll Credits</i>					\$ 225,000
Major Vehicle Component Replacement	\$ 100,000			\$ 100,000	
Vehicle Maintenance Equipment - SEFAC lift	\$ 125,000			\$ 25,000	
5307		\$ 100,000			
Technology	\$ 174,000				
Website Trip Planner (Transition from CNX to Transit App)	\$ 12,000			\$ 12,000	
Trapeze Upgrade for PASS and Online Scheduling	\$ 100,000			\$ 100,000	
Computers/Servers/Wireless Access	\$ 62,000			\$ 62,000	
Facilities	\$ 293,000				
1880 Broadway Land improvements	\$ 150,000			\$ 150,000	
Scissor Lift	\$ 20,000			\$ 20,000	
Door Access System (Curtola, VTC & Sereno)	\$ 123,000			\$ 123,000	
Bus Shelters/Amenities	\$ 99,000				
Benches, bus stop blades and poles, shelters, signage	\$ 75,000			\$ 5,038	
<i>LCTOP</i>		\$ -	\$ 69,962		
Reional Wayfinding Project (MTC Funding)	\$ 24,000				\$ 24,000
TOTAL NEW PROJECTS	\$ 1,205,000	\$ 236,437	\$ 69,962	\$ 597,038	\$ 301,563
TOTAL ALL PROJECTS	\$ 18,523,888	\$ 13,810,747	\$ 2,061,962	\$ 2,114,077	\$ 537,102