Solano County Transit

SOLTRANS BOARD OF DIRECTORS AGENDA
Regular Meeting
3:00 PM,
Thursday, March 16, 2023
Vallejo City Council Chamber
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. CLOSED SESSION

CONFERENCE WITH REAL PROPERTY NEGOTIATORS (Gov't Code §54956.8): (7277 Chevron Way, Dixon, CA 95620 (APN 0109-230-190). Agency negotiators: Beth Kranda, Executive Director, Kristina Botsford, Deputy Director, Patricia Carr, General Services Manager. Negotiating party: Jon Quick, Colliers Parish Intl, Inc., Lloyd Carone, Chevron Way Property LLC, Under negotiation: Price and terms (3:00pm) The regular meeting will commence directly following closed session.

2. CALL TO ORDER/PLEDGE OF ALLEGIANCE

Cristina Arriola, Chairperson, City of Vallejo

3. 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. Cal. Gov't Code § 87200.

4. APPROVAL OF AGENDA

5. OPPORTUNITY FOR PUBLIC COMMENT

This is your opportunity to address the Board on a matter not listed on the Agenda; however, items must be within the subject matter jurisdiction of the Board. Please submit a Speaker Card before the first speaker is called and limit your comments to 3 minutes. The Board will hear public comments for up to 15 minutes. Any additional public comments will be heard at the conclusion of the meeting. Items from the public will be taken under consideration without discussion by the Board and may be referred to Staff.

6. EXECUTIVE DIRECTOR'S REPORT

7. PROCLAMATIONS & PRESENTATIONS

8. CONSENT CALENDAR

Recommendation: Approve the following consent items in one motion. Note: Items under consent calendar may be removed for separate discussion.

8.A. Meeting Minutes of February 16, 2023

Suggested Action: Approve the Board meeting minutes of February 16, 2023. (PRESENTER: Brittny Crain, Deputy Board Clerk/ Program Assistant)

Board Meeting Minutes of 02.16.23.pdf

8.B. Award Contract for CNG Fueling Station Maintenance Services

Suggested Action: Authorize the Executive Director to execute a contract with Trillium USA Company, LLC, dba Trillium CNG, to provide CNG fueling station maintenance for a three year period with two option years and a one-time investment in monitoring software in an amount not-to-exceed $571,200, subject to Legal Counsel approval as to form. (PRESENTER: Patricia Carr, General Services Manager)

Staff Report - Award Contract for CNG Fueling Station Maintenance Services.pdf

8.C. Federal Transit Administration (FTA) Section 5339(c) Low or No Emission Program Grant and 5339 (b) Bus and Bus Facilities Grant Applications

Suggested Action: Approve Resolution 2023-02 authorizing the Executive Director to submit an application for FTA Section 5339(c) Low and No Emissions Grant Funds and Resolution 2023-03 authorizing the Executive Director to submit an application for FTA Section 5339(b) Bus and Bus Facilities Grant Funds. (PRESENTER: Reilly Kent, Program Analyst I)

Staff Report - FTA Section 5339(c) Low or No Emission & (b) Bus & Facilities Grant App.pdf

Attachment A - Resolution 2023-02 Authorizing App for FTA Section 5339(c) Funds.pdf

Attachment B - Resolution 2023-03 Authorizing App for FTA Section 5339(b) Funds.pdf

8.D. Caltrans Clean California Local Grant Program Application

Suggested Action: Approve Resolution 2023-04 authorizing the Executive Director to submit an application for the Caltrans Clean California Local Grant Program. (PRESENTER: Angela Jackson, Program Analyst II; Reilly Kent, Program Analyst I)

Staff Report - Caltrans Clean California Local Grant Application.pdf

Attachment A - Reso 2023-04 Authorizing Application for Caltrans Clean CA Grant.pdf

REGULAR CALENDAR

9. ACTION ITEMS

9.A. Financial Forecast for Fiscal Year (FY) 2023-24 through 2032-33

Suggested Action: Receive the financial forecast for FY 2023-24 through 2032-33. (PRESENTER: Kristina Botsford, Deputy Director)

Staff Report - Financial Forecast FY 2023-24 through FY 2032-33.pdf

Attachment A - SolTrans 10-Year Financial Forecast.pdf

NON-ACTION/ INFORMATIONAL

10. DISCUSSION ITEMS

10.A. System Performance Report

Suggested Action: Informational. (PRESENTER: John Sanderson, Transit Services Manager)

Cover Memo - System Performance Report.pdf

11. NON-DISCUSSION ITEMS

11.A. State Legislative Report

Suggested Action: Informational.

Cover Memo - State Legislative Report.pdf

Attachment A - March 2023 State Legislative Report.pdf

12. BOARD OF DIRECTORS COMMENTS

13. ADJOURNMENT

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Sol Trans
Solano County Transit

SOLTRANS ACRONYMS LIST OF TRANSPORTATION TERMS

Last Updated: April 13, 2021

A	
ABAG	Association of Bay Area Governments
ADA	Americans with Disabilities Act
APC	Automatic Passenger Counter
APTA	American Public Transit Association
AVL	Automated Vehicle Location System
B	
BAFO	Best and Final Offer
BART	Bay Area Rapid Transit
C	
CAD	Computer-Aided Dispatch
CalACT	California Association for Coordinated Transportation
CalOES	California Office of Emergency Services
CalSTA	California State Transportation Agency
Caltrans	California Department of Transportation
CAM	Cost Allocation Model
CARB	California Air Resources Board
CNG	Compressed Natural Gas
COA	Comprehensive Operational Analysis
COV	City of Vallejo
CTA	California Transit Association
CTC	California Transportation Commission
CTSA	Consolidated Transportation Services Agency
D	
DAR	Dial-a-Ride
DBE	Disadvantaged Business Enterprise
DOT	Department of Transportation
E & F	
FAST	Fairfield and Suisun Transit
FAST Act	Fixing America's Surface Transportation Act
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
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
MOD	Mobility on Demand
MOU	Memorandum of Understanding
MPO	Metropolitan Planning Organization
MTC	Metropolitan Transportation Commission
N, O, & P	
NEXT	National Express Transit
NTD	National Transit Database
O&M	Operations and Maintenance
PAC	Public Advisory Committee
PARS	Public Agency Retirement Services
PCC	Paratransit Coordinating Council
PNR	Park & Ride
PPP (3P)	Public Private Partnership
PY	Prior Year
R & S	
RFP	Request for Proposals
RM2	Regional Measure 2 Funds
RM3	Regional Measure 3 Funds
RVH	Revenue Vehicle Hours
RVM	Revenue Vehicle Miles
SRTP	Short Range Transit Plan
STA	Solano Transportation Authority
STAF	State Transit Assistance Fund
T	
TAC	Technical Advisory Committee
TCP	Transit Capital Priorities
TDA	Transportation Development Act
TIP	Transportation Improvement Program
TNC	Transportation Network Company
U, V, W, Y	
UA or UZA	Urbanized Area
VMT	Vehicle Miles Traveled
VTC	Vallejo Transit Center
WETA	San Francisco Bay Area Water Emergency Transportation Authority
YTD	Year to Date

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Solano County Transit

DRAFT Board Minutes for Meeting of
February 16, 2023

1. CALL TO ORDER
Vice Chair Arriola called the regular meeting of the SolTrans Board to order at 3:31 p.m.

2. CONFIRM QUORUM/STATEMENT OF CONFLICT
A quorum was confirmed by the Deputy Board Clerk, Brittny Crain. There was no statement of conflict declared at this time.

MEMBERS PRESENT:	Cristina Arriola, Councilmember	City of Vallejo, Vice Chair
	Steve Young, Mayor	City of Benicia
	Robert McConnell, Mayor	City of Vallejo
	Terry Scott, Vice Mayor	City of Benicia
	Jim Spering, Supervisor Pro Tem, County of Solano	MTC Representative
	Alma Hernandez, Mayor, Suisun City	Ex-Officio – STA Representative/ MTC Alternate
	Diosdado Matulac, Councilmember	City of Vallejo, Alternate Member
MEMBERS ABSENT:	***None***	
STAFF PRESENT:	***In Alphabetical Order by Last Name:***	
	Angel Anderson	SolTrans Program Assistant
	Kristina Botsford	SolTrans Deputy Director
	Patricia Carr	SolTrans General Services Manager
	Brittny Crain	SolTrans Deputy Board Clerk/ Program Assistant
	Bernadette Curry	SolTrans Legal Counsel
	Larry John Guerrero	SolTrans Program Analyst II
	Bisi Ibrahim	SolTrans Senior Analyst
	Angela Jackson	SolTrans Program Analyst II
	Beth Kranda	SolTrans Executive Director
	Mandi Renshaw	SolTrans Senior Analyst
	John Sanderson	SolTrans Transit Services Manager
OTHERS PRESENT:	***In Alphabetical Order by Last Name:***	
	Leigh Ann Slack	Transdev
	Linda Beauchaine	Transdev
	Alvaro Sayong	Transdev
	Dan Smith	SolTrans Public Advisory Committee
	Brandon Thomson	Solano Transportation Authority

3. APPROVAL OF AGENDA
On a motion by Vice Chair Arriola and a second by Director McConnell, the SolTrans JPA Board unanimously approved the agenda.

4. OPPORTUNITY FOR PUBLIC COMMENT
A member of the public discussed the efficiency of the Yellow Line, as well as some concerns pertaining to the Red and Green Lines.

5. EXECUTIVE DIRECTOR'S REPORT
Beth Kranda discussed the upcoming April service changes, as well as the larger August service change. She also discussed the planned City of Benicia transportation forum in coordination with Benicia's Mayor and Vice Mayor.

6. PROCLAMATIONS AND PRESENTATIONS

6A. Swearing in of New Board Members
Vice Mayor Terry Scott was sworn in as a City of Benicia representative to the SolTrans Board.

Councilmember Diosdado Matulac was sworn in as a City of Vallejo alternate representative to the SolTrans Board.

CONSENT CALENDAR
On a motion by Director Young and a second by Director McConnell, the SolTrans JPA Board unanimously approved Consent Calendar Items 7A, 7C, 7D, and 7E. Agenda Item 7B, PARS Retirement Plan Valuation Report, was pulled for discussion. (5 Ayes)

7A. **Meeting Minutes of December 15, 2022**
Recommendation:
Approve the Board Meeting minutes of December 15, 2022.

7C. **Fiscal Year (FY) 2021-22 Annual Financial Audit and Letter from the Auditors**
Recommendation:
Receive SolTrans' FY 2021-22 Annual Financial Audit and Letter to the Board of Directors.

7D. **Authorization to Enter into an Agreement to Market and Accept Bids to Lease Lemon Street Lot**
Recommendation:
Authorize the Executive Director to negotiate and enter into an agreement with Colliers Parish International to market and accept bids for the lease of the Lemon Street lot with the approval of legal as to form.

7E. **Resolution Authorizing remote Teleconference Meetings**
Recommendation:
Approve resolution 2023-01, as shown in Attachment A, authorizing remote teleconference Board of Directors meetings for the period of January 19, 2023, through February 19, 2023, as a result of the continuing COVID-19 pandemic state of emergency.

RESCHEDULED CONSENT CALENDAR

7B. **PARS Retirement Plan Valuation Report**

Public Comments:
None presented.

Board Comments:
- Investment equities and policies were discussed.

- Payroll percentages were discussed.
- Alternate pension plan options were discussed.

Recommendation:
Receive the Actuarial Valuation Report, as of June 30, 2022, for the Solano County Transit PARS Retirement Plan.

REGULAR CALENDAR

8. ACTION ITEMS

8A. Selection of 2023 Officers of the SolTrans Board

Public Comments:
None presented.

Board Comments:
Director McConnell nominated current Vice Chair Arriola to the office of Chairperson.

Director Young nominated Director Scott to the office of Vice Chairperson.

Recommendation:
Select by majority vote the following officers of the SolTrans Board:
1) The Chairperson for 2023, commencing with the SolTrans Board meeting of March 16, 2023, from one of the Vallejo representatives, in accordance with the rotation process established by the SolTrans Bylaws: and
2) The Vice Chairperson for 2023, commencing with the SolTrans Board meeting of March 16, 2023, from one of the remaining Board of Directors from either Member City.

On a motion by Director McConnell and a second by Director Young, the SolTrans JPA Board unanimously approved the recommendation. (5 Ayes)

8B. Fiscal Year FY 2022-23 Operating Revenue and Expenses through December 31, 2022
Kristina Botsford provided a report on the current over-budget revenue and expense items, as well as items that are under budget for the fiscal year.

Public Comments:
None presented.

Board Comments:
None presented.

NON-ACTION/ INFORMATIONAL ITEMS

9. DISCUSSION ITEMS

9A. System Performance Report
John Sanderson provided a presentation on SolTrans' system performance report for the fiscal year to date. The system report included a detailed overview of local and express ridership data including local riders per hour, express riders per hour, average cost per local rider by route, average cost per express rider by route, and on time performance for the local routes as well as the express routes.

Public Comments:
None presented.

Board Comments:
- Factors that created our ridership standards were discussed.
- On- time performance was discussed.

- Performance standards were discussed.
- Pre-pandemic performance standards were discussed.
- Remediation efforts for more effective service were discussed.
- How the Vallejo Unified School District (VUSD) can benefit from more bus service was discussed.

Recommendation:
Informational.

10. NON-DISCUSSION ITEMS

10A. State Legislative Report

Recommendation:
Informational.

Public Comments:
None presented.

Board Comments:
None presented.

11. BOARD OF DIRECTORS COMMENTS

The Solano County Capitol Improvement project was discussed.

12. ADJOURNMENT

The meeting was adjourned at 4:46 p.m. The next regular meeting of the SolTrans Board is scheduled for **Thursday, March 16, 2023, at 3:30 p.m.**, at the Vallejo Council Chamber located at 555 Santa Clara Street, Vallejo, CA 94590.

Attested by:

02/16/2023

Brittny Crain — Date
Deputy Board Clerk/
Program Assistant

Solano County Transit

TO: BOARD OF DIRECTORS
PRESENTER: PATRICIA CARR, GENERAL SERVICES MANAGER
SUBJECT: AWARD CONTRACT FOR CNG FUELING STATION MAINTENANCE SERVICES
ACTION: MOTION

ISSUE:

The Board is being asked to authorize the Executive Director to execute a contract with Trillium USA Company, LLC, dba Trillium CNG (Trillium), to perform preventative maintenance and repairs on the compressed natural gas (CNG) fueling station located at the SolTrans Operations and Maintenance (O&M) Facility.

DISCUSSION:

The initial five year contract for maintenance services had expired and SolTrans issued a request for proposals on January 6, 2023. Proposals were received from two firms on February 3, 2023. The SolTrans evaluation panel scored the submissions based on the quality of the technical content, experience of the team, and cost of the services. Once the scores were tabulated, the proposers were asked to answer panelists' questions regarding their proposals and to submit a best and final offer.

At the conclusion of this process, the panel selected Trillium, the incumbent, for their understanding of SolTrans' requirements, and experience operating and maintaining CNG fueling stations for many public agencies, with special emphasis on transit agencies. Trillium's proposal also included installing software and a monitoring system which allows the state of the CNG fueling station to be continuously monitored by Trillium. Any fault errors can be corrected remotely and a technician can immediately travel to the site if the system goes down and needs repair.

Trillium proposed a fixed rate with annual increases of 5.6% which made them the lowest cost proposer, and is inclusive of labor, travel, parts and monitoring of the station. SolTrans recommends including an amount of $20,000 to cover out of warranty repairs and parts over the life of the contract.

This service is not optional and the cost has nearly doubled since we executed the previous contract with competitor bids being substantially higher.

FISCAL IMPACT:

The total cost of the contract over a three-year period, including two option years is $487,200 with an additional $20,000 for out-of-warranty repairs and parts to equal $507,200. SolTrans will purchase monitoring hardware for a one-time cost of $64,000 to be added to the cost during the first year of the contract. The impact to the FY 22-23 Operating Budget is estimated to increase the maintenance expenses by $12,000, and there is sufficient budget remaining to cover this expense. The one-time software cost and set up of $64,000 will increase the capital budget and will be funded with TDA capital reserve funds.

PERFORMANCE GOAL:

Goal 4: Capital/IT – Ensure vehicles, buildings and related infrastructure are maintained and long-term plans and strategies are considered.

RECOMMENDATION:

Authorize the Executive Director to execute a contract with Trillium USA Company, LLC, dba Trillium CNG, to provide CNG fueling station maintenance for a three-year period with two option years and a one-time investment in monitoring software in an amount not-to-exceed $571,200, subject to Legal Counsel approval as to form.

Solano County Transit

TO: BOARD OF DIRECTORS
PRESENTER: REILLY KENT, PROGRAM ANALYST I
SUBJECT: FEDERAL TRANSIT ADMINISTRATION (FTA) SECTION 5339(c) LOW OR NO EMISSION PROGRAM GRANT APPLICATION AND 5339(b) BUS AND BUS FACILITIES GRANT APPLICATION
ACTION: RESOLUTION

ISSUE:

The Board is being asked to approve Resolution No. 2023-02 authorizing Staff to apply for a grant under the FTA 5339(c) 2023 Low or No Emission Grant Program, and Resolution No. 2023-03 authorizing Staff to apply for FTA 5339(b) 2023 Bus and Bus Facilities Grant Program. Both grants are for the purchase of 14 battery electric buses, 11 plug-in chargers, three inductive chargers, project management to ensure successful implementation of the project, and workforce development in an amount not to exceed $12,458,500.

DISCUSSION:

SolTrans has secured the funding for the electrical infrastructure that is needed to install the charging equipment to charge up to 30 buses at our Operations and Maintenance facility. We have issued a purchase order for the first seven local battery-electric buses (BEBs) and have received one electric commuter coach. SolTrans now needs to fund the cost of the actual chargers for the coming buses, install enroute charging pads at the Vallejo Transit Center, and secure funding for the remaining 14 BEBs and chargers required to transition the local fleet from diesel-hybrids to 100% zero-emission buses.

FTA 5339(c) Low or No Emission Grant

Federal public transportation law (49 U.S.C. 5338(a)(2)(N)) authorizes $73,056,178 in fiscal year (FY) 2023 for the Low-No Program. The 2021 Bipartisan Infrastructure Law (BIL) (enacted as the Infrastructure Investment and Jobs Act, Pub. L. 117–58) appropriated additional funds for FY 2023 grants, for a total of $1.2 billion available in FY 2023. Eligible projects include purchase or lease of zero-emission and low-emission transit buses and charging infrastructure and equipment.

FTA 5339(b) Bus and Bus Facilities Grant

Federal public transportation law (49 U.S.C. 5338(a)(2)(N)) authorizes $469 million in FY 2023 for the Bus and Bus Facilities Program. Eligible projects include those that would replace, rehabilitate, purchase or lease buses and related equipment and to rehabilitate, purchase, construct, or lease bus-related facilities. This program supports President Biden’s Build Back Better initiative to mobilize American ingenuity to build an equitable clean energy future.

SolTrans has secured $6 million in federal formula funds for local battery electric buses as well as $600,000 from the Bay Area Air Quality Management District (BAAQMD) for charging infrastructure and chargers. For inductive charging, SolTrans will be partnering with Induct EV for the charging equipment and will receive state Transit and Intercity Rail Capital Program (TIRCP) funds passed through the Solano Transportation Authority (STA), as well as Low Carbon Transit Operations

Program (LCTOP) funds allocated by STA. These funds will serve as our local match for the federal funding we are requesting.

The grants are competitive federal grants that award 5339(c) and 5339(b) funds. Each year the guidelines and priorities change based on shifting FTA priorities. SolTrans applied and successfully obtained awards in the past. SolTrans was awarded $1.8 million in 2019 and $1.85 million in 2020 in the 5339(b) program competitions. This year, SolTrans is partnering with the Center for Transportation and the Environment (CTE) to assist with the application and project management in the deployment of the incoming fleet should SolTrans receive the requested funding for the 14 battery electric buses.

The current Administration is focused on low-income populations, air quality, and environmental justice. Based on area data gathered using the EPA EJ Screen tool and the National Ambient Air Quality Standards (NAAQS) EPA Greenbook, we meet much of the criteria for environmental indicators, air quality indexes, demographic indexes, and our project is consistent with the Administration's Justice40 Initiative that prioritizes environmental justice in disadvantaged communities. The grant also requires five percent of the funding to be used for workforce development. SolTrans is vetting ideas and developing programs for use of this portion of the funding should we be awarded the grant.

The grants this year allow, and even encourage, applicants to submit the same application to both programs and FTA will determine which program they wish to fund from.

FISCAL IMPACT:

If SolTrans were to be awarded the full requested Low and No Emissions or Bus and Bus Facilities grant of $12,458,500 for the project, acceptance would require the agency to commit $1,550,000 in additional local match dollars which will be funded by additional state and local funding. SolTrans would apply for additional local and state funds to cover the match, but has sufficient Transit Development Act (TDA) capital reserves that have been set aside for capital needs.

PERFORMANCE GOAL:

Goal 2: Financial Performance - Optimize fiscal health and sustainability.

RECOMMENDATION:

Approve Resolution 2023-02 authorizing the Executive Director to submit an application for FTA Section 5339(c) Low and No Emissions Grant Funds and Resolution 2023-03 authorizing the Executive Director to submit an application for FTA Section 5339(b) Bus and Bus Facilities Grant Funds.

Attachments:

A. Resolution 2023-02 Authorizing an Application for FTA Section 5339(c) Funds
B. Resolution 2023-03 Authorizing an Application for FTA Section 5339(b) Funds

ATTACHMENT A
Agenda Item 8C

RESOLUTION NO. 2023-02

RESOLUTION OF SOLANO COUNTY TRANSIT (SOLTRANS) AUTHORIZING AN APPLICATION FOR FEDERAL TRANSIT ADMINISTRATION (FTA) SECTION 5339(c) LOW OR NO EMISSION PROGRAM GRANT FUNDS FOR THE SOLTRANS ELECTRIFICATON PROJECT $12,458,500

WHEREAS Federal public transportation law (49 U.S.C. 5338(a)(2)(N)) authorizes $73,056,178 in FY 2023 for the Low-No Program, and the 2021 Bipartisan Infrastructure Law (BIL) (enacted as the Infrastructure Investment and Jobs Act, Pub. L. 117–58) appropriated additional funds for a total of $1.2 billion for FY 2023 grants; and

WHEREAS Solano County Transit is an eligible project sponsor for FTA 5339(c) Program funds; and

WHEREAS Solano County Transit wishes to submit a grant application to the Federal Transit Administration (FTA) for funds from the FTA Section 5339(c) Program for Fiscal Year 2022-23 for the purchase of electric buses, plug-in chargers, and indictive chargers, in an amount not to exceed $12,458,500.

NOW, THEREFORE, BE IT RESOLVED that the SolTrans Board of Directors authorizes the Executive Director or her designee to file and execute an application on behalf of SolTrans with the FTA to aid in the financing of capital assistance projects, pursuant to Section 5339(c) of the Federal Transit Act of 1964, as amended, and the Consolidated Appropriations Act of 2021; and

BE IT FURTHER RESOLVED that the Solano County Transit Board of Directors, by adopting this resolution, affirms that:

1. The Executive Director or her designee is authorized to execute and file all certifications and assurances, or any other documents required by the FTA.

2. The Executive Director or her designee is authorized to provide additional information as the FTA may require in connection with the application for Section 5339(c) funds.

3. The Executive Director or her designee is authorized to submit and approve requests for reimbursement of funds from the FTA for Section 5339(c) project(s).

Passed by the Solano County Transit (SolTrans) Board on this 16th Day of March 2023, by the following vote:

Ayes: ________
Noes: ________
Absent: ________
Abstain: ________

____
Christina Arriola, Chair
Solano County Transit (SolTrans)

ATTEST:

____
Angel Anderson
Deputy Board Clerk/ Program Assistant

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ATTACHMENT B
Agenda Item 8C

RESOLUTION NO. 2023-03

RESOLUTION OF SOLANO COUNTY TRANSIT (SOLTRANS) AUTHORIZING AN APPLICATION FOR FEDERAL TRANSIT ADMINISTRATION (FTA) SECTION 5339(b) BUS AND BUS FACILITIES GRANT FUNDS FOR THE SOLTRANS ELECTRIFICATION PROJECT IN AN AMOUNT NOT TO EXCEED $12,458,500

WHEREAS Section 5339(b) of Title 49, United States Code, authorizes FTA to award grants for buses and bus facilities for a total of $469 million under the Bus and Bus Facilities Program to be awarded through a competitive process; and

WHEREAS Solano County Transit is an eligible project sponsor for FTA 5339(b) Program funds; and

WHEREAS Solano County Transit wishes to submit a grant application to the Federal Transit Administration (FTA) for funds from the FTA Section 5339(b) Program for Fiscal Year 2022-23 for the purchase of battery-electric buses, plug-in chargers, and inductive chargers, in an amount not to exceed $12,458,500.

NOW, THEREFORE, BE IT RESOLVED that the SolTrans Board of Directors authorizes the Executive Director or her designee to file and execute an application on behalf of SolTrans with the FTA to aid in the financing of operating or capital assistance projects, pursuant to Section 5339(b) of the Federal Transit Act of 1964, as amended; and

BE IT FURTHER RESOLVED that the Solano County Transit Board of Directors, by adopting this resolution, affirms that:

1. The Executive Director or her designee is authorized to execute and file all certifications and assurances, or any other documents required by the FTA.
2. The Executive Director or her designee is authorized to provide additional information as the FTA may require in connection with the application for Section 5339(b) funds.
3. The Executive Director or her designee is authorized to submit and approve requests for reimbursement of funds from the FTA for Section 5339(b) project(s).

Passed by the Solano County Transit (SolTrans) Board on this 16th day of March 2023 by the following vote:

Ayes: ________
Noes: ________
Absent: ________
Abstain: ________

____
Christina Arriola, Chair
Solano County Transit (SolTrans)

ATTEST:

____
Angel Anderson
Deputy Board Clerk/ Program Assistant

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Solano County Transit

TO: BOARD OF DIRECTORS
PRESENTER: ANGELA JACKSON, PROGRAM ANALYST II; REILLY KENT, PROGRAM ANALYST I
SUBJECT: CALTRANS CLEAN CALFORNIA LOCAL GRANT PROGRAM APPLICATION
ACTION: RESOLUTION

ISSUE:

The Board is being asked to approve Resolution No. 2023-04 authorizing Staff to apply for a grant under the Caltrans Clean California Local Grant Program. The application request funds for the beautification, amenity enhancement, and safety improvements for the SolTrans Sereno Transit Center.

DISCUSSION:

Caltrans has issued a call for projects for their Clean California Grant Program. Last year, SolTrans identified the Sereno Transit Center (STC) as an urban heat island that is undesirable in appearance, uncomfortable for riders and, missing certain safety measures. For the last year, Staff has been looking at how we can beautify STC, and incorporate much needed safety improvements. This project intends to add improved bus shelters and shade, additional wayfinding signage, and encourage litter abatement. To improve safety, we will add path lighting and mature hedges between STC and the railroad tracks. Additionally, the space will be beautified by a mural from a local artist and an in-kind landscaping design provided by UC Davis students as their capstone project that includes removing concrete and “greening” the site. The total project cost with contingency is not-to-exceed $950,000.

This grant covers 100% of the costs with no local match required and we have three years to complete it. Angela Jackson, Program Analyst in the General Services Department, is the project manager for this project under the direction of Patricia Carr, General Services Manager.

FISCAL IMPACT:

There is no fiscal impact in applying for this grant program. If awarded, the grant covers 100% of the project costs and there is no direct fiscal impact to the Agency.

PERFORMANCE GOAL:

Goal 4: Capital/IT - Ensure vehicles, buildings and related infrastructure are maintained and long-term plans and strategies are considered; **Objective A** - Invest resources into future endeavors/capital infrastructure/ongoing projects; **ii**- Monitor conditions of bus stops and zones as well as transit centers.

RECOMMENDATION:

Approve Resolution 2023-04 authorizing the Executive Director to submit an application for the Caltrans Clean California Local Grant Program.

Attachment:

A. Resolution 2023-04 authorizing an application for the Caltrans Clean California Local Grant Program.

RESOLUTION NO. 2023-04

RESOLUTION OF SOLANO COUNTY TRANSIT (SOLTRANS) AUTHORIZING AN APPLICATION FOR CALTRANS CLEAN CALIFORNIA LOCAL GRANT PROGRAM FOR THE SERENO TRANSIT CENTER IMPROVEMENT PROJECT IN AN AMOUNT NOT TO EXCEED $950,000.

WHEREAS Solano County Transit is an eligible project sponsor for Caltrans Clean California Local Grant Program; and

WHEREAS a Restricted Grant Agreement is needed to be executed with the California Department of Transportation before such funds can be claimed through the Clean California Local Grant Program; and

WHEREAS Solano County Transit wishes to submit a grant application to the Caltrans Clean California Local Grant Program for the Sereno Transit Center Improvement Project, in an amount not to exceed $950,000.

NOW, THEREFORE, BE IT RESOLVED that the SolTrans Board of Directors authorizes the Executive Director or her designee to file and execute an application and amend agreements on behalf of SolTrans thereto with the California Department of Transportation; and

BE IT FURTHER RESOLVED that the Solano County Transit Board of Directors, by adopting this resolution, affirms that:

1. The Executive Director or her designee is authorized to execute and file all certifications and assurances, or any other documents required by Caltrans.

2. The Executive Director or her designee is authorized to provide additional information as Caltrans may require in connection with the application for Clean California Local Grant Program funds.

3. The Executive Director or her designee is authorized to submit and approve requests for reimbursement of funds from Caltrans for Clean California Local Grant Program project(s).

Passed by the Solano County Transit (SolTrans) Board on this 16th Day of March 2023, by the following vote:

Ayes: ________
Noes: ________
Absent: ________
Abstain: ________

____
Christina Arriola, Chair
Solano County Transit (SolTrans)

ATTEST:

____
Angel Anderson
Deputy Board Clerk/ Program Assistant

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Solano County Transit

TO: BOARD OF DIRECTORS
PRESENTER: KRISTINA BOTSFORD, DEPUTY DIRECTOR
SUBJECT: FINANCIAL FORECAST FOR FISCAL YEAR (FY) 2023-24 THROUGH 2032-33
ACTION: MOTION

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 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:

Staff has completed a review and update of the projected operating and capital revenues and expenditures for the next ten-year period, through FY 2032-33. 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 been slow with ridership and fare revenue lagging pre-pandemic levels resulting in a $2 million annual revenue loss.
2. Revenue streams are either flat or only showing modest growth. Federal relief funds are projected to be exhausted by June 2024.
3. Expenses are increasing at a high rate due to inflation, supply chain constraints, and labor costs.
4. Capital expense projections are high due to age and type of fleet, as well as state mandates to move to zero emissions.

Major Assumptions to Build Forecast

To build the forecast, several factors needed to be considered to develop the base years for projecting future operating needs, and to determine the capital needs for the next ten years. The following factors were assessed, and assumptions developed as the first step in the process:

- Hours of revenue service to be provided for local and SolanoExpress fixed routes and paratransit
- Transit contracted services variable hourly rate and fixed costs
- Fuel needs based on fleet mix and projected revenue miles
- Staffing plan
- Inflation factors
- Ridership assumptions
- Fleet replacement plan
- Major fleet maintenance timeline

- Facility capital maintenance plan
- Electrical infrastructure for future all-electric fleet
- Expected major capital projects

Staff has a high level of confidence in the timelines and plans, but there are the following areas of risk:

- Inflation is at the highest level in 40 years
- Operating revenue projections
- Ability to obtain future competitive grants for capital projects and vehicle replacements

These factors will affect the future level of service that SolTrans will be able to provide and the timeline for vehicle replacements.

10-Year Financial Forecast Key Points

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

Operating Revenue

Sufficient revenue must be available in each year to fund annual operating expenses. Overall, costs are rising much faster than revenue.

- Farebox revenues are projected to increase modestly over the next three years as we regain riders. Only increased ridership can increase fare revenue and we do not anticipate regaining full ridership based on current travel patterns.
- 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 SolanoExpress fare is set by the funding partners led by the Solano Transportation Authority. This fare hasn't been increased in over ten years and is not keeping pace with bridge toll increases. SolTrans does not have unilateral ability to change SolanoExpress Fares.
- SolTrans was allocated Federal ARPA funds which will help cover operating shortfalls in the current and next fiscal year.
- RM2 funds are a fixed source of bridge toll revenue and do not escalate.
- RM3 funds have not been projected as these funds have just recently been released from litigation. These will be very competitive funds to obtain and can only be used to increase service from pre-pandemic levels.
- Competitive/one-time operating revenue has not been projected since there is no known source at this time.
- Historically, agencies need to maintain a 20% farebox recovery ratio. SolTrans' farebox recovery is projected to be 10% this year and only increasing to 12-13% in the next few years. The farebox recovery ratio rule has been suspended by the State. It is unknown when this rule will be reinstated.

Operating Expenses

- Fixed route service hours have been budgeted to stay flat based on the current level of service we are providing. Local service hours are 69% of pre-pandemic levels. SolanoExpress hours for the Red and Yellow lines are 63% of pre-pandemic levels. The Blue and Green line hours are now included in SolTrans' service and both are at lower levels than FAST's pre-pandemic hours. Paratransit hours are 83% of pre-pandemic levels.
- The contracted transit service cost is based on a few factors. There is a variable portion that is an hourly rate applied to the hours of service run that covers driver wages and benefits. There is also 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 60-63% of the budget.

- Employee salaries and benefits are for the 14 approved SolTrans positions and account for 10% of the budget. The 14th position was approved last year by the Board, and we expect the position to be filled next month.
- 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. Natural gas has increased as well as diesel and unleaded. The cost of future electricity needs for battery-electric buses is still unknown as PG&E continues to introduce different rate structures. SolTrans Staff with the assistance of consultants will be setting up our rate structure in 2024.
- Maintenance costs have been increased to reflect the addition of two more bus lines with additional stops, and a north county facility to house the buses. As our facilities age, we are seeing additional repair expenses that are difficult to estimate in advance.
- All expenses were increased to current costs before applying an inflation factor for future years.

Curtola Park and Ride

The Curtola Park and Ride occupancy continues to be low, providing very little parking revenue, giving us insight into changing travel patterns post-pandemic. However, expenses to maintain and secure the lot have increased. SolTrans has engaged a broker with the Board's approval to explore leasing the often-vacant Lemon street portion of the lot to offset expenses.

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 about 75% of these funds for operations. The next 2 years of funding have been programmed as 50% for bus purchases and 50% 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 obtained from the State Transit and Intercity Rail Capital Program (TIRCP) and FTA 5339(b) program have been included.
- SolTrans has recently applied for State TIRCP funding for buses, bus chargers, and inductive charging. Awards will be announced end of April. SolTrans will also be applying for competitive federal funds for the same projects mid-April. These funds will be awarded later in the summer.

Capital Expenses

- Fleet replacement costs include the 21 electric buses for the local fixed route that SolTrans needs to purchase. SolTrans issued a purchase order for the first 7 battery-electric buses (BEB) in November 2022 with an expected delivery of late Summer 2024. PG&E also requires that we have at least 19 battery-electric buses within a certain time frame after the completion of the infrastructure. Our plan clearly shows that we will be buying 21 battery-electric buses for our local fleet to replace the diesel-hybrid buses.
- The SolanoExpress CNG fleet will need to start being replaced in 2030 with zero emission buses and funding will need to be identified.
- The SolanoExpress CNG fleet requires a mid-life engine replacement. We just had our first engine fail. The cost of each engine is $60,000 with our contractor handling the labor in house.
- The local hybrid fleet has had all engines and batteries replaced but the DPIM module is the third most costly part of the bus and it has no set replacement life. It could last the entire life of

the bus or fail tomorrow with no warning. We expect that a certain number will need to be replaced as we wind down the use of these buses.

- Replacement of paratransit buses, supervisor vehicles, and maintenance trucks are also included.
- 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, is 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. The operating reserve is set at 25% of the annual operating budget and is currently $4,724,000. Additionally, SolTrans has $23,500,000 in reserve for capital projects. SolTrans has been accumulating funds for the local bus replacement that is to start in FY 23-24, as well as to cover the budget gap for the electrification project.

Summary of 10-Year Forecast

The 10-year financial forecast shows the following, given the aforementioned assumptions and factors:

- The ongoing transit needs of the community are still very much unknown as we continue to recover from the pandemic. Local ridership has returned and if SolTrans were able to reinstate local service to pre-pandemic levels, the ridership would most likely increase. Travel patterns have changed for commuters with hybrid and fully remote work options. Some companies are now starting to mandate a return to the office and SolTrans is surveying riders and non-riders in the next couple of months to assess the needs of the community.
- Insufficient funding will be available through annual formula allocations, TDA derived from state sales tax dollars, and reduced fare revenue to meet annual operating needs after we exhaust the federal relief funds in June 2024. Solano County is the only county in the Bay Area that does not have a sales tax measure to fund transit.
- The Capital Fund has insufficient funding for replacing the full fleet of local buses that will have exceeded their 12-year useful lives on the timeline we have developed. Staff is confident additional funding will be obtained through various competitive grants currently available.
- Staff will need to pursue competitive grant funds and lobby for additional funding from the federal and state government. There are regional and statewide efforts currently working on obtaining a new funding stream for operations.

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: Financial Performance - Optimize fiscal health and long-term sustainability; **Objective B:** Budgets.

RECOMMENDATION:

Receive the Financial Forecast for FY 2023-24 through 2032-33.

Attachments:

A. SolTrans 10-Year Financial Forecast

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ATTACHMENT A
Agenda Item 9A

SOLANO COUNTY TRANSIT (SOLTRANS)
TEN YEAR FINANCIAL FORECAST (THROUGH FY 2032-33)

FISCAL YEAR:	FY 23-24	FY 24-25	FY 25-26	FY 26-27	FY 27-28	FY 28-29	FY 29-30	FY 30-31	FY 31-32	FY 32-33	TEN YEAR TOTAL
OPERATING BUDGET											
OPERATING REVENUE	$ 19,507,941	$ 17,093,471	$ 17,658,121	$ 17,972,786	$ 18,273,583	$ 18,580,647	$ 18,894,117	$ 19,214,133	$ 19,540,840	$ 19,736,249	$ 186,471,888
OPERATING EXPENSES	$ 19,507,941	$ 20,530,006	$ 21,039,845	$ 21,653,311	$ 22,461,733	$ 23,336,316	$ 24,229,040	$ 25,204,231	$ 26,265,186	$ 27,277,101	$ 231,504,710
NET OPERATING REVENUE	$ 0	$ (3,436,535)	$ (3,381,724)	$ (3,680,525)	$ (4,188,150)	$ (4,755,669)	$ (5,334,924)	$ (5,990,098)	$ (6,724,346)	$ (7,540,852)	$ (45,032,823)
CAPITAL PROJECT BUDGET											
CAPITAL PROJECT REVENUE	$ 21,064,941	$ 9,347,388	$ 5,786,278	$ 4,716,105	$ 3,142,865	$ 3,202,998	$ 4,744,106	$ 4,836,209	$ 4,930,127	$ 4,527,247	$ 66,298,264
CAPITAL PROJECT EXPENSES	$ 19,986,825	$ 14,020,658	$ 15,621,333	$ 3,026,855	$ 909,616	$ 3,393,343	$ 8,912,384	$ 11,139,550	$ 13,859,234	$ 2,837,879	$ 93,707,678
NET TDA FUNDS AVAILABLE (NEEDED) FOR CAPITAL	$ 1,078,116	$ (4,673,270)	$ (9,835,055)	$ 1,689,249	$ 2,233,249	$ (190,345)	$ (4,168,277)	$ (6,303,340)	$ (8,929,108)	$ 1,689,368	$ (27,409,413)
Shortfall	**$ (1,078,116)**	**$ 4,673,270**	**$ 9,835,055**	**$ (1,689,249)**	**$ (2,233,249)**	**$ 190,345**	**$ 4,168,277**	**$ 6,303,340**	**$ 8,929,108**	**$ (1,689,368)**	
TOTAL OPERATING AND CAPITAL BUDGETS											
TOTAL SOLTRANS REVENUE	$ 40,572,882	$ 26,440,859	$ 23,444,399	$ 22,688,890	$ 21,416,448	$ 21,783,645	$ 23,638,223	$ 24,050,343	$ 24,470,967		$ 228,506,656
TOTAL SOLTRANS EXPENSES	$ 39,494,766	$ 34,550,665	$ 36,661,178	$ 24,680,166	$ 23,371,349	$ 26,729,659	$ 33,141,424	$ 36,343,780	$ 40,124,421		$ 295,097,408
ANNUAL SURPLUS/(SHORTFALL- Use of available TDA Reserve)	$ 1,078,116	$ (8,109,806)	$ (13,216,778)								$ (20,248,468)
PROJECTED SHORTFALL WITH NO RESERVES AVAILABLE				$ (1,991,276)	$ (1,954,901)	$ (4,946,014)	$ (9,503,201)	$ (12,293,438)	$ (15,653,454)		$ (46,342,284)

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

	FY 2023-24 FORECAST	FY 2024-25 FORECAST	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	TEN YEAR TOTAL
OPERATING REVENUE											
Annual Sources											
Farebox Revenue	$ 2,260,000	$ 2,560,000	$ 2,585,000	$ 2,610,250	$ 2,635,753	$ 2,661,510	$ 2,687,525	$ 2,713,800	$ 2,740,338	$ 2,767,742	$ 26,221,918
Other Local Revenue	$ 85,000	$ 105,000	$ 125,000	$ 145,000	$ 145,000	$ 145,000	$ 145,000	$ 145,000	$ 145,000	$ 146,450	$ 1,331,450
Formula Funds	$ 17,112,941	$ 14,403,471	$ 14,923,121	$ 15,192,536	$ 15,467,830	$ 15,749,137	$ 16,036,592	$ 16,330,333	$ 16,630,502	$ 16,796,807	$ 158,643,269
Other Revenue	$ 50,000	$ 25,000	$ 25,000	$ 25,000	$ 25,000	$ 25,000	$ 25,000	$ 25,000	$ 25,000	$ 25,250	$ 275,250
Subtotal-Annual Sources:	$ 19,507,941	$ 17,093,471	$ 17,658,121	$ 17,972,786	$ 18,273,583	$ 18,580,647	$ 18,894,117	$ 19,214,133	$ 19,540,840	$ 19,736,249	$ 186,471,888
Competitive/One-Time Sources	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
TOTAL OPERATING REVENUE	$ 19,507,941	$ 17,093,471	$ 17,658,121	$ 17,972,786	$ 18,273,583	$ 18,580,647	$ 18,894,117	$ 19,214,133	$ 19,540,840	$ 19,736,249	$ 186,471,888
Contracted Transit Operations	$ 12,485,100	$ 13,236,944	$ 13,741,517	$ 14,293,766	$ 14,848,725	$ 15,423,230	$ 16,001,031	$ 16,645,531	$ 17,359,042	$ 18,103,773	$ 152,138,660
Employee Salaries/Benefits	$ 2,079,100	$ 2,141,473	$ 2,205,717	$ 2,271,889	$ 2,340,045	$ 2,410,247	$ 2,482,554	$ 2,557,031	$ 2,633,742	$ 2,712,754	$ 23,834,551
Fuel	$ 1,899,824	$ 1,993,795	$ 1,901,917	$ 1,786,242	$ 1,752,506	$ 1,876,769	$ 2,010,603	$ 2,154,771	$ 2,310,098	$ 2,379,401	$ 20,065,926
Other Operating and Administrative	$ 3,043,917	$ 3,157,795	$ 3,190,693	$ 3,301,414	$ 3,520,456	$ 3,626,070	$ 3,734,852	$ 3,846,898	$ 3,962,305	$ 4,081,174	$ 35,465,573
TOTAL OPERATING EXPENSES	$ 19,507,941	$ 20,530,006	$ 21,039,845	$ 21,653,311	$ 22,461,733	$ 23,336,316	$ 24,229,040	$ 25,204,231	$ 26,265,186	$ 27,277,101	$ 231,504,710
NET OPERATING REVENUE	$ 0	$ (3,436,535)	$ (3,381,724)	$ (3,680,525)	$ (4,188,150)	$ (4,755,669)	$ (5,334,924)	$ (5,990,098)	$ (6,724,346)	$ (7,540,852)	$ (45,032,823)
OVERALL FAREBOX RECOVERY RATIO	12.0%	13.0%	12.9%	12.7%	12.4%	12.0%	11.7%	11.3%	11.0%	10.7%	

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

	FY 2023-24 FORECAST	FY 2024-25 FORECAST	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	TEN YEAR TOTAL
CAPITAL PROJECT REVENUE											
Annual Sources	$ 6,715,502	$ 6,087,388	$ 4,247,278	$ 4,247,925	$ 2,665,321	$ 2,715,904	$ 4,247,270	$ 4,329,436	$ 4,413,218	$ 4,000,000	$ 43,669,242
Competitive/One-Time Sources	$ 7,740,602	$ 720,000	$ 819,000	$ 468,180	$ 477,544	$ 487,094	$ 496,836	$ 506,773	$ 516,909	$ 527,247	$ 12,760,185
Use of Capital Reserves	$ 6,608,837	$ 2,540,000	$ 720,000	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 9,868,837
TOTAL CAPITAL PROJECT REVENUE	$ 21,064,941	$ 9,347,388	$ 5,786,278	$ 4,716,105	$ 3,142,865	$ 3,202,998	$ 4,744,106	$ 4,836,209	$ 4,930,127	$ 4,527,247	$ 66,298,264
CAPITAL PROJECT EXPENSES											
Vehicle Maint/Equipment/Facilities	$ 1,041,732	$ 679,397	$ 2,165,303	$ 479,953	$ 436,651	$ 395,561	$ 542,607	$ 305,550	$ 1,396,704	$ 2,837,879	$ 10,281,336
Vehicle Replacements/expansion	$ 7,772,419	$ 8,115,592	$ 8,245,759	$ 298,909	$ 422,653	$ 2,947,782	$ 7,800,000	$ 10,834,000	$ 12,412,530	$ -	$ 58,849,644
On-Going/Annual Capital Needs	$ 8,814,151	$ 8,794,988	$ 10,411,062	$ 778,862	$ 859,303	$ 3,343,343	$ 8,342,607	$ 11,139,550	$ 13,809,234	$ 2,837,879	$ 69,130,980
AVL/Technology	$ 852,674	$ 220,670	$ 275,270	$ 247,994	$ 50,313	$ 50,000	$ 69,777	$ -	$ 50,000	$ -	$ 1,816,697
Electrification Project	$ 10,320,000	$ 4,855,000	$ 4,760,000	$ 2,000,000	$ -	$ -	$ 500,000	$ -	$ -	$ -	$ 22,435,000
Other Facility Projects	$ -	$ 150,000	$ 175,000	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 325,000
"One-time" Capital Projects	$ 11,172,674	$ 5,225,670	$ 5,210,270	$ 2,247,994	$ 50,313	$ 50,000	$ 569,777	$ -	$ 50,000	$ -	$ 24,576,697
TOTAL CAPITAL PROJECT EXPENSES	$ 19,986,825	$ 14,020,658	$ 15,621,333	$ 3,026,855	$ 909,616	$ 3,393,343	$ 8,912,384	$ 11,139,550	$ 13,859,234	$ 2,837,879	$ 93,707,678
Excess TDA to be added to reserve/ Unfunded Need	$ 1,078,116	$ (4,673,270)	$ (9,835,055)	$ 1,689,249	$ 2,233,249	$ (190,345)	$ (4,168,277)	$ (6,303,340)	$ (8,929,108)	$ 1,689,368	$ (27,409,413)

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Solano County Transit

TO: BOARD OF DIRECTORS
PRESENTER: JOHN SANDERSON, TRANSIT SERVICES MANAGER
SUBJECT: SYSTEM PERFORMANCE REPORT
ACTION: INFORMATIONAL

COVER MEMO:

The Board is being provided with a system performance report for March 16, 2023.

RECOMMENDATION:

Informational.

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Solano County Transit

TO: BOARD OF DIRECTORS
PRESENTER: BETH KRANDA, EXECUTIVE DIRECTOR
SUBJECT: STATE LEGISLATIVE REPORT
ACTION: INFORMATIONAL

COVER MEMO:

The Board is being provided with a state legislative report for March 16, 2023.

RECOMMENDATION:

Informational.

Attachment:
A. March 2023 State Legislative Report

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Shaw Yoder Antwih Schmelzer & Lange

1415 L Street
Suite 1000
Sacramento
CA, 95814
916-446-4656

March 8, 2023

TO: Board of Directors, Solano County Transit

FM: Michael Pimentel, Legislative Advocate

RE: STATE LEGISLATIVE UPDATE – March 8, 2023

Legislative Update

February 17 marked the bill introduction deadline for the first year of the 2023-24 Regular Session. This year, more than 2,500 bills were introduced by state legislators. In the coming weeks, many of the bills that were introduced to meet this legislative deadline will be significantly amended to meet the legislative deadline for amending "spot bills" of March 13. The Legislature will adjourn for Spring Recess on March 30, and reconvene on April 10. As we have previously reported, the Legislative Calendar, which sets the deadlines for the year, was released and can be viewed here.

As a reminder, the Legislative Calendar, which establishes process deadlines for the year can be viewed here. Importantly, February 17 marks the last day for legislators to introduce bills in 2023.

In this report, we provide an update on the statewide effort on transit operations funding, the establishment of the Senate Select Committee on Bay Area Public Transit, and existing funding opportunities for zero-emission buses and infrastructure, as well as legislation of interest to SolTrans.

Statewide Effort on Transit Operations Funding

The California Transit Association, in partnership with regional partners, continues to lead the statewide effort to secure transit operations funding in the Fiscal Year 2023-24 state budget. In February, the Association adopted a set of principles that will serve as the basis of the transit industry's forthcoming budget request. The principles commit to a two-track process, focused on addressing our industry's short- and long-term operations funding needs. Under the principles, any short-term transit operations funding the industry secures must be available to address budget shortfalls that would lead to service cuts and/or layoffs as well as to address ridership retention and growth strategies. Any long-term transit operations funding the industry secures must be flexible and available to address a broad range of service needs. In the coming weeks, the Association will review and vet potential funding solutions.

Establishment of Senate Select Committee on Bay Area Public Transit

On February 14, the Senate Rules Committee voted to establish the Senate Select Committee on Bay Area Public Transit. The committee will be comprised of Senators Scott Wiener (serving as Chair), Dodd, Glazer, McGuire, Skinner, and Wahab. While the committee has not formalized its agenda, Senate staff have highlighted that the committee will highlight challenges and opportunities facing Bay Area transit agencies, including, but not limited to, decarbonization, regional coordination, and homelessness.

Grants for Zero-Emission Buses and Infrastructure

As a standing feature, we provide the following breakdown of funding opportunities for zero-emission buses and charging/refueling infrastructure.

Vehicles:

Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project – Transit Set-Aside ($70 million in FY 2021-22, $70 million in FY 2022-23) – The Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project (HVIP) provides point-of-sale discount vouchers to fleet owners to reduce the purchase cost of zero- and near-zero emission trucks and buses operated in California on a first-come/first-served basis. HVIP is funded through the state's Greenhouse Gas Reduction Fund and State General Fund.

Current Guidelines: Found here

Status: Funding cycle for FY 2021-22 remains open; FY cycle for FY 2022-23 expected to open in March 2023

Vehicles and Infrastructure:

Volkswagen Environmental Mitigation Trust ($130 million total)- The Volkswagen (VW) Mitigation Trust provides $130 million in incentives to transit agencies, shuttle bus companies and school districts for the purchase of zero-emission buses and the installation of charging and/or refueling infrastructure on a first-come/first-served basis. The VW Environmental Mitigation Trust is a one-time funding opportunity resulting from a consent decree between the United States Environmental Protection Agency, ARB and VW. Funding from the Trust will be released to transit agencies, shuttle bus companies and school districts in two $65 million tranches. The second tranche of $65 million was released in November 2022.

Current Guidelines: See Beneficiary Mitigation Plan found here and certifications found here

Status: Funding cycle open

Energy Infrastructure Incentives for Zero-Emission Commercial Vehicles Project ($50 million in FY 2021-22) – The Energy Infrastructure Incentives for Zero-Emission Commercial Vehicles Project is intended to accelerate the deployment of infrastructure needed to fuel zero-emission trucks, buses, and equipment. The project will use a concierge-like model working directly with eligible applicants to help plan and fund the purchase of charging and hydrogen fueling infrastructure.

Current Guidelines: Found here

Status: Initial funding cycle for FY 2022-23 ($10 million) is scheduled to open on February 17

Bills of Interest

SBX1 2 (Skinner) Energy: Transportation Fuels: Supply and Pricing: Maximum Gross Gasoline Refining Margin.

This bill would establish a maximum gross gasoline refining margin at an unspecified amount per gallon and would also authorize the California Energy Commission to assess an administrative civil penalty on a refiner for exceeding the maximum gross gasoline refining margin. This bill would require the penalties collected to be deposited into the Price Gouging Penalty and to be returned, as refunds, to residents of the state, upon appropriation by the Legislature.

AB 96 (Kalra) Public Employment: Local Public Transit Agencies: Autonomous Transit Vehicle Technology.

This bill would require a public transit employer to provide written notice to the exclusive employee representative of the workforce affected by autonomous transit vehicle technology of its determination to begin, or its substantive progress toward initiating, any procurement process or a plan to acquire or deploy any autonomous transit vehicle technology for public transit services that would eliminate job functions or jobs of the workforce to which the autonomous transit vehicle technology applies not less than 12 months before commencing the process, plan, or deployment. The bill would require a public transit employer, upon a written request of the exclusive employee representative, to provide specified information to the exclusive employee representative, including the potential gaps in skills that may result from the new service. The bill would require the public transit employer, following the written request for information by the exclusive employee representative, and within 30 days of receiving the specified information, to commence collective bargaining on specified subjects, including creating plans to train and prepare the affected workforce to fill new positions created by the autonomous transit vehicle technology.

AB 463 (Hart) Electricity: Prioritization of Service: Public Transit Vehicles.
This bill would provide transit agencies with priority access to electricity when facing grid disruptions caused by natural or man-made disasters, rolling blackouts, utility company "Public Safety Power Shutoffs" (PSPS), and increasing demand on California's electrical grid.

AB 610 (Holden) Youth Transit Pass Pilot Program: Free Youth Transit Passes.
This bill would create the Youth Transit Pass Pilot Program for the purposes of awarding grants to transit agencies for the costs of creating, designing, developing, advertising, distributing, and implementing free youth transit passes to persons attending certain educational institutions, providing free transit service to holders of those passes, and administering and participating in the program. The bill would authorize a transit agency to submit a grant application in partnership with one or more educational institutions and would also authorize grant funds to be used to maintain, subsidize, or expand an existing fare free program.

AB 761 (Friedman) Transit Transformation Task Force.
This bill would require the Secretary of the California State Transportation Agency, on or before July 1, 2024, to establish and convene the Transit Transformation Task Force to include representatives from the department, the Controller's office, various local agencies, academic institutions, nongovernmental organizations, and other stakeholders. The bill would require the task force to develop a structured, coordinated process for early engagement of all parties to develop policies to grow transit ridership and improve the transit experience for all users of those services. The bill would require the secretary, in consultation with the task force, to prepare and submit a report of findings based on the task force's efforts to the appropriate policy and fiscal committees of the Legislature on or before January 1, 2025.

ACA 1 (Aguiar-Curry) Local Government Financing: Affordable Housing and Public Infrastructure: Voter Approval.
This constitutional amendment would lower the necessary voter threshold from a two-thirds supermajority to 55 percent to approve local general obligation bonds and special taxes for affordable housing and public infrastructure projects.

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