

FINAL BUDGET

FISCAL YEAR 2023-2024

June 12, 2023

Yolobus

Introduction from the Executive Director

On behalf of the entire YoloTD team, I am pleased to share with you the enclosed budget for the 2023-2024 fiscal year.

Improving transit service: As transit ridership continues to rebound post-COVID, this budget restores and expands select services in response to demand.

- Increasing frequencies on the Intercity Route 42A/B to 30 minutes all day, representing a 25% increase in service over current levels.
- Restoring express service from South Davis to downtown Sacramento
- Restoring evening service in West Sacramento

These service expansions are dependent on having sufficient drivers available to operate the service. Labor shortages continue to be an issue throughout the industry. This budget assumes service expansions would begin in January 2024, midway through the budget year.

Fixing the I-80 commute: This budget continues our multi-year commitment to improving multimodal travel on the Interstate 80 corridor. This year, we will continue working with our partners at Caltrans to establish the first-in-the-region Express Lanes on I-80 in Yolo County. We will also complete the planning and policy work necessary to establish a tolling authority, complete an environmental review for the new lanes, and get ready to break ground on the first phase in 2025.

Active Transportation Corridors: We are gearing up to launch the planning and community engagement process for the Yolo Active Transportation Corridors project, which will plan a network of multiuse bicycle and pedestrian paths connecting the communities of Yolo County.

Maintaining Reliable Service while Transitioning to a Zero-Emission Fleet: With the pending approval of our state-mandated fleet conversion plan, we will begin directing resources toward replacing our aging fleet of buses with new, cleaner technology and planning the necessary infrastructure to support a growing fleet of battery-electric buses. Meanwhile, in the short run, we are planning to purchase 2 CNG buses to replace vehicles that are beyond their useful life, in order to maintain service reliability during the transition to a zero-emission fleet.

Beeline Microtransit Service: This budget supports the launch our newly rebranded microtransit service, *Beeline by Yolobus*, in Woodland in August 2023.

Downtown Woodland Transit Center: This budget funds the relocation of our Woodland transit center from the County Fair Fashion Mall to a more central location in downtown Woodland.

Internal restructuring: To support our growing body of planning work, this budget proposes restructuring our leadership team from three positions to four. We are eliminating the Deputy Director of Planning and Operations, replacing it with two new positions: Director of Planning and Director of Transit Operations. These two new positions will work alongside our Director of Finance Administration, with all three reporting to the Executive Director. This new position will be offset by a reduction in the number of Planning/Operations staff employed by the District, maintaining a total staff number of 14 FTE.

As always, we thank you for your continued partnership in serving the transportation needs of our Yolo County communities and look forward to your feedback and input.

Autumn Bernstein
Executive Director

Budget Overview

The Yolo County Transportation District (YoloTD) provides fixed route, microtransit and paratransit services within Yolo County and between Yolo County and the City of Sacramento. YoloTD is also responsible for multimodal transportation planning within Yolo County. The YoloTD Budget for Fiscal Year 2023-24 (beginning July 1, 2023 and ending June 30, 2024), consists of the following:

FY 2023-24 YoloTD Budget Overview Table

Program	FY 2023-24 Operating Budget	Multi-Year Projects			Total FY 2023-24
		Prior Year Balances Carrying Fwd	FY 23-24 Appropriation	Total Multi- year Projects	
Administration	\$3,186,000				\$3,186,000
Fixed Route	\$12,096,000	\$2,993,581	\$2,213,000	\$5,206,581	\$15,089,581
Microtransit	\$1,359,000	\$0			\$1,359,000
Paratransit	\$3,050,000	\$0			\$3,050,000
Multi-Modal	\$0	\$900,000	\$2,350,000	\$3,250,000	\$3,250,000
Total	\$19,691,000	\$3,893,581	\$4,563,000	\$8,456,581	\$28,147,581

FY 2022-23 Budget	\$17,789,000		\$5,498,200	\$23,287,200
Change	\$1,902,000		\$2,958,381	\$4,860,381
Percent Change	11%		54%	21%

Section 1: Annual Operating Budget

1.1 Administration Operating Budget

Table 1.1a shows the proposed \$3.2 million FY 2023-24 Administration budget, which includes labor costs, other central administrative expenses, and the costs and revenues associated with selling fuel to outside users at our compressed natural gas (CNG) refueling station.

The proposed Administration budget represents an increase of \$26 thousand (1%) compared to the FY 2022-23 budget, including the following:

- a. The net increase in salary and benefit costs of \$0.2 million (7%), after allocation of certain salary and benefit costs to grant-funded projects. While this budget postpones determination of a specific COLA adjustment, it includes an allowance for salary adjustments that may be later recommended to the Board for potential retroactive application to July 2023.
- b. The proposed staffing shown in Table 1.1b anticipates:
 1. Replacing the position of Deputy Director for Operations and Planning into two separate positions: Director of Transit Operations and Director of Planning. Salary ranges for these two new positions have not yet been determined. YoloTD anticipates completing a compensation survey during the summer of 2023, and will come back to the Board with recommendations for salary ranges for the new positions, along with any updates to existing positions that may be indicated by the survey.
 2. Reducing the number of Senior Planners by two while adding an Assistant Transportation Planner.
 3. Adding a Finance Associate position to expand administrative capacity in anticipation of a substantial increase in grant funding and workload associated with the Yolo 80 Managed Lanes project. The budget assumes the cost of this position will be allocated to grant funds.
 4. Adding a limited-term Associate Transportation Planner, to be funded by YoloTD's Yolo 80 Managed Lanes Tolling Advance Planning grant (MM-3).
- c. The benefits budget continues to reflect the expectation that YoloTD's retiree health benefits will not draw upon the operating budget, thanks to investment earnings on YoloTD's retiree health benefit trust fund.
- d. Other operating expenses include items such as facility security and cleaning, and office supplies and furnishings.

The revenues supporting the Administration budget consist primarily of:

- a. \$1.5 million in Transportation Development Act State Transit Assistance and Local Transportation Fund (STA/LTF), increasing \$0.1 million from FY 2022-23. Table 1.1c provides further details.
- b. \$1.2 million in Yocha Dehe Wintun Nation/Cache Creek Casino Mitigation Funds, reduced from \$1.4 million budgeted in FY 2022-23. This is based on updated estimates as to the cost of service benefiting the casino area.
- c. Other general revenues that YoloTD can use to support its general operations, including low carbon/renewable energy credits, outside fuel sale royalties, advertising revenue, and interest revenue.

Table 1.1a. Annual Operating Budget - Administration

	Final	Draft	
Administration Operating Revenues	FY 22-23	FY 23-24	Change
STA/LTF	\$1,370,000	\$1,511,000	\$141,000
Cache Creek Mitigation	\$1,442,000	\$1,193,000	(\$249,000)
Low Carbon/Renewable Energy Credits	\$200,000	\$200,000	\$0
Net Outside Fuel Sales	\$48,000	\$140,000	\$92,000
Interest Revenue	\$50,000	\$100,000	\$50,000
Advertising Revenue	\$50,000	\$42,000	(\$8,000)
Total Administration Operating Revenues	\$3,160,000	\$3,186,000	\$26,000

	Final	Draft	
Administration Operating Expenses	FY 22-23	FY 23-24	Change
Regular Employee Salaries	\$1,578,000	\$1,922,000	\$344,000
Intern/Temp Employee Salaries	\$54,000	\$56,000	\$2,000
Overtime	\$5,000	\$5,000	\$0
Employee Salaries allocated to Projects	\$0	(\$180,000)	(\$180,000)
Subtotal Salaries	\$1,637,000	\$1,803,000	\$166,000
PERS Employer Contribution	\$143,000	\$191,000	\$48,000
PERS UAL Payment	\$210,000	\$176,000	(\$34,000)
Health Insurance Employer Contribution	\$216,000	\$240,000	\$24,000
Retiree Health Insurance	\$0	\$0	\$0
Medicare Contribution	\$24,000	\$29,000	\$5,000
Other Employee Benefits	\$20,000	\$20,000	\$0
Benefits allocated to Projects	\$0	(\$44,000)	(\$44,000)
Subtotal Benefits	\$613,000	\$612,000	(\$1,000)
Subtotal Personnel Costs	\$2,250,000	\$2,415,000	\$165,000
Technology	\$97,000	\$105,000	\$8,000
Marketing & Communications	\$156,000	\$105,000	(\$51,000)
Other Operating Expenses	\$129,000	\$132,000	\$3,000
Legal Services	\$85,000	\$85,000	\$0
Employee Training	\$57,000	\$57,000	\$0
Utilities	\$51,000	\$51,000	\$0
Memberships	\$31,000	\$31,000	\$0
Unitrans Pass-Thru for Uninc Area Service	\$24,000	\$24,000	\$0
Facilities Maintenance	\$18,000	\$19,000	\$1,000
Directors Stipends and Expenses	\$12,000	\$12,000	\$0
Contingencies	\$250,000	\$150,000	(\$100,000)
Total Administrative Operating Expenses	\$3,160,000	\$3,186,000	\$26,000

Table 1.1b. Authorized FTE and Classification Ranges, Effective July 1, 2023

Note: YoloTD is planning to complete a compensation survey during FY 2023-24 to benchmark salary ranges against comparable jurisdictions. This survey will be used to provide proposed ranges for new classifications proposed in the budget and may result in proposed new ranges for continuing positions. Any updates to the salary ranges would be presented to the YoloTD Board for review and approval prior to going into effect.

Classification Title	FTE		Annual Salary Range	
	22-23	23-24	Low	High
Regular Positions				
Executive Director	1	1	\$211,860	\$211,860
Transit Operations & Planning Director - split into two separate positions in FY 23-24	1	0	\$141,298	\$170,839
Director of Transit Operations- new in FY 23-24	0	1	TBD	TBD
Director or Planning- new in FY 23-24	0	1	TBD	TBD
Finance & Admin Director	1	1	\$137,435	\$168,958
IT Specialist	1	1	\$101,849	\$128,202
IT Systems Support Tech	1	1	\$56,019	\$69,245
Senior Transportation Planner	3	1	\$80,609	\$129,475
Associate Transportation Planner	1	1	\$68,357	\$99,001
Assistant Transportation Planner	1	2	\$83,273	\$85,022
Communications/Marketing Specialist	1	1	\$68,357	\$99,166
Executive Assistant/Clerk of the Board	1	1	\$74,474	\$96,922
Senior Finance and HR Associate	2	2	\$63,823	\$80,656
Finance Associate	0	1	TBD	TBD
Total Authorized Regular FTE	14	15		
Limited Term Positions (Subject to Availability of Designated Funding)				
Associate Transportation Planner	0	1	\$68,357	\$99,001
Total Authorized Limited Term FTE	0	1		

Table 1.1c. FY 2023-24 YoloTD Jurisdictions STA and LTF Allocations

	Davis			Woodland		
	Final	Prelim	Change	Final	Prelim	Change
	FY 2022-23	FY 2023-24		FY 2022-23	FY 2023-24	
STA Estimate by Jurisdiction	\$805,612	\$1,016,790	26.2%	\$561,365	\$717,563	27.8%
LTF Estimate by Jurisdiction	\$4,761,442	\$4,519,271	-5.1%	\$4,347,051	\$4,189,604	-3.6%
Total STA/LTF by Jurisdiction	\$5,567,054	\$5,536,061	-0.6%	\$4,908,416	\$4,907,167	0.0%
STA/ LTF to YoloTD						
YoloTD Admin	\$515,000	\$453,124	-12.0%	\$454,000	\$420,070	-7.5%
Fixed Route	\$1,864,000	\$1,851,000	-0.7%	\$1,312,000	\$662,000	-49.5%
Paratransit Service	\$419,000	\$604,000	44.2%	\$483,000	\$842,000	74.3%
Microtransit Service	\$0	\$0		\$208,000	\$620,064	198.1%
STA to YoloTD	\$805,612	\$1,016,790	26.2%	\$561,365	\$717,563	27.8%
LTF to YoloTD	\$1,992,388	\$1,891,334	-5.1%	\$1,895,635	\$1,826,572	-3.6%
Total YoloTD STA + Share of LTF	\$2,798,000	\$2,908,124	3.9%	\$2,457,000	\$2,544,135	3.5%
STA Retained by Jurisdiction	\$0	\$0	0.0%	\$0	\$0	0.0%
LTF Retained by Jurisdiction	\$2,769,054	\$2,627,937	-5.1%	\$2,451,416	\$2,363,032	-3.6%
Total Retained by Jurisdiction	\$2,769,054	\$2,627,937	-5.1%	\$2,451,416	\$2,363,032	-3.6%
West Sacramento						
	Final	Prelim	Change	Final	Prelim	Change
	FY 2022-23	FY 2023-24		FY 2022-23	FY 2023-24	
STA Estimate by Jurisdiction	\$495,904	\$630,458	27.1%	\$65,443	\$88,560	35.3%
LTF Estimate by Jurisdiction	\$3,840,137	\$3,681,030	-4.1%	\$506,771	\$517,073	2.0%
Total STA/LTF by Jurisdiction	\$4,336,041	\$4,311,488	-0.6%	\$572,214	\$605,633	5.8%
STA/ LTF to YoloTD						
YoloTD Admin	\$401,000	\$369,078	-8.0%	\$0	\$17,958	n/a
Fixed Route	\$2,314,000	\$2,245,725	-3.0%	\$0	\$0	n/a
Paratransit Service	\$285,000	\$416,000	46.0%	\$29,000	\$41,000	41.4%
Microtransit Service	\$0	\$0		\$127,000	\$122,000	-3.9%
STA to YoloTD	\$495,904	\$630,458	27.1%	\$65,443	\$88,560	35.3%
LTF to YoloTD	\$2,504,096	\$2,400,345	-4.1%	\$90,557	\$92,398	2.0%
Total YoloTD STA + Share of LTF	\$3,000,000	\$3,030,803	1.0%	\$156,000	\$180,958	16.0%
STA Retained by Jurisdiction	\$0	\$0	0.0%	\$0	\$0	0.0%
LTF Retained by Jurisdiction	\$1,336,041	\$1,280,685	-4.1%	\$416,214	\$424,675	2.0%
Total Retained by Jurisdiction	\$1,336,041	\$1,280,685	-4.1%	\$416,214	\$424,675	2.0%
Yolo County						
	Final	Prelim	Change	Final	Prelim	Change
	FY 2022-23	FY 2023-24		FY 2022-23	FY 2023-24	
STA Estimate by Jurisdiction	\$252,859	\$428,364	69.4%	\$2,181,000	\$2,882,000	32.1%
LTF Estimate by Jurisdiction	\$1,958,067	\$2,501,069	27.7%	\$15,413,000	\$15,408,000	0.0%
Total STA/LTF by Jurisdiction	\$2,210,926	\$2,929,433	32.5%	\$17,594,000	\$18,290,000	4.0%
STA/ LTF to YoloTD						
YoloTD Admin	\$0	\$250,769		\$1,370,000	\$1,511,000	10.3%
Fixed Route	\$0	\$67,595		\$5,490,000	\$4,826,000	-12.1%
Paratransit Service	\$25,000	\$10,000		\$1,241,000	\$1,913,000	54.1%
Microtransit Service	\$124,000	\$100,000		\$459,000	\$842,000	83.4%
STA to YoloTD	\$149,000	\$428,364	187.5%	\$2,077,000	\$2,882,000	38.8%
LTF to YoloTD	\$0	\$0	n/a	\$6,483,000	\$6,211,000	-4.2%
Total YoloTD STA + Share of LTF	\$149,000	\$428,364	187.5%	\$8,560,000	\$9,093,000	6.2%
STA Retained by Jurisdiction	\$103,859	\$0	-100.0%	\$104,000	\$0	-100.0%
LTF Retained by Jurisdiction	\$1,958,067	\$2,501,069	27.7%	\$8,930,000	\$9,197,000	3.0%
Total Retained by Jurisdiction	\$2,061,926	\$2,501,069	21.3%	\$9,034,000	\$9,197,000	1.8%
Total (Rounded)						
	Final	Prelim	Change	Final	Prelim	Change
	FY 2022-23	FY 2023-24		FY 2022-23	FY 2023-24	
STA Estimate by Jurisdiction	\$252,859	\$428,364	69.4%	\$2,181,000	\$2,882,000	32.1%
LTF Estimate by Jurisdiction	\$1,958,067	\$2,501,069	27.7%	\$15,413,000	\$15,408,000	0.0%
Total STA/LTF by Jurisdiction	\$2,210,926	\$2,929,433	32.5%	\$17,594,000	\$18,290,000	4.0%
STA/ LTF to YoloTD						
YoloTD Admin	\$0	\$250,769		\$1,370,000	\$1,511,000	10.3%
Fixed Route	\$0	\$67,595		\$5,490,000	\$4,826,000	-12.1%
Paratransit Service	\$25,000	\$10,000		\$1,241,000	\$1,913,000	54.1%
Microtransit Service	\$124,000	\$100,000		\$459,000	\$842,000	83.4%
STA to YoloTD	\$149,000	\$428,364	187.5%	\$2,077,000	\$2,882,000	38.8%
LTF to YoloTD	\$0	\$0	n/a	\$6,483,000	\$6,211,000	-4.2%
Total YoloTD STA + Share of LTF	\$149,000	\$428,364	187.5%	\$8,560,000	\$9,093,000	6.2%
STA Retained by Jurisdiction	\$103,859	\$0	-100.0%	\$104,000	\$0	-100.0%
LTF Retained by Jurisdiction	\$1,958,067	\$2,501,069	27.7%	\$8,930,000	\$9,197,000	3.0%
Total Retained by Jurisdiction	\$2,061,926	\$2,501,069	21.3%	\$9,034,000	\$9,197,000	1.8%

State Transit Assistance (STA) funds are derived from a Statewide tax on diesel fuel. The State Controller's Office allocates the tax revenue by formula. STA funding can only be used for transportation planning and mass transportation purposes.

Local Transportation Fund (LTF) allocations are derived from a ¼ cent of the general sales tax collected statewide and is intended to "improve existing public transportation services and encourage regional transportation coordination."

1.2 Fixed Route Annual Operating Budget and Service Levels

Table 1.2a shows the proposed \$12.1 million FY 2023-24 Fixed Route operating budget. The proposed service levels are provided in Table 1.2b. The proposed Fixed Route budget represents an increase of \$0.3 million (2%) above FY 2022-23, primarily due to:

- a. Increase of \$0.5 million (5%) in contracted transportation and fuel costs, based on the proposed service levels shown in Table 1.2b, taking into account the per-mile and per-hour annual escalators provided in the transportation contract with Transdev.
- b. Decrease of \$0.25 million in the contingency budget due to reduced volatility in fuel prices compared to a year ago.

The revenues supporting the Fixed Route budget are comprised of:

- a. \$4.8 million in STA/LTF from member jurisdictions, as shown in Table 1.1c.
- b. \$3.0 million in remaining FTA 5307 American Rescue Plan Act (ARPA) funds that provide zero-match federal dollars to support transit operating costs.
- c. \$1.0 million in passenger fares.
- d. \$0.9 million in FTA 5307 CARES Act funding, leaving an estimated \$3.5 million in allocated CARES Act funds available to support future year operations.
- e. \$1.2 million in Federal Transit Administration (FTA) 5307 Urbanized Area Formula Funds.
- f. \$0.4 million in FTA 5307 Congestion Mitigation and Air Quality (CMAQ) funding to support Route 42 expansion.
- g. \$0.3 million in FTA 5307 funds from Sacramento Regional Transit (SacRT) and \$0.3 million from UC Davis to support the Causeway Connection Route 138.
- h. \$0.2 million in State Transit Assistance (STA) State of Good Repair (SGR) funds to support vehicle maintenance.
- i. Low Carbon Transportation Operating Program (LCTOP) are not proposed to be used for the Operating budget this year, but rather are proposed to provide a nonfederal match for federal funds placed in our multiyear capital project FR-1 for the future purchase of zero-emission electric buses.
- j. YoloTD's limited FTA 5311 Rural Formula funds previously used to support the Fixed Route budget are instead applied to support the Microtransit budget for Knight's Landing and Winters.

Table 1.2a. Annual Operating Budget - Fixed Route

Fixed Route Operating Revenues	Final FY 22-23	Draft FY 23-24	Change
STA/LTF	\$5,490,000	\$4,826,000	(\$664,000)
FTA 5307 ARPA	\$0	\$3,012,000	\$3,012,000
FTA 5307 CARES	\$1,633,000	\$891,000	(\$742,000)
FTA 5307 Formula Funds	\$1,686,000	\$1,180,000	(\$506,000)
Passenger Fares	\$971,000	\$1,000,000	\$29,000
FTA 5307/CMAQ for Route 42 Expansion	\$405,000	\$405,000	\$0
FTA/SacRT 5307 Causeway Connection	\$223,000	\$285,000	\$62,000
UC Davis Funds for Causeway Connection	\$223,000	\$285,000	\$62,000
STA-SGR State of Good Repair Funds	\$195,000	\$212,000	\$17,000
Low Carbon Transportation Operating Program (LCTOP)	\$699,000	\$0	(\$699,000)
FTA/Caltrans 5311 Rural Formula and CRSAA Funds	\$303,000	\$0	(\$303,000)
Total Fixed Route Operating Revenues	\$11,828,000	\$12,096,000	\$268,000

Fixed Route Operating Expenses	Final FY 22-23	Draft FY 23-24	Change
Contracted Transportation	\$8,799,000	\$9,258,000	\$459,000
Fuel	\$964,000	\$1,032,000	\$68,000
Insurance	\$857,000	\$776,000	(\$81,000)
Vehicle Maintenance	\$195,000	\$262,000	\$67,000
Technology	\$289,000	\$260,000	(\$29,000)
Utilities	\$189,000	\$230,000	\$41,000
Facilities Maintenance	\$50,000	\$50,000	\$0
Marketing & Communications	\$44,000	\$45,000	\$1,000
Electric Vehicle Charging	\$41,000	\$33,000	(\$8,000)
Contingencies	\$400,000	\$150,000	(\$250,000)
Total Fixed Route Operating Expenses	\$11,828,000	\$12,096,000	\$268,000

Fixed Route Bus Service Assumptions

Staff have considered and incorporated several service changes to account for demand from customers (pre-COVID and Post-COVID). The FY 2023-2024 planned service level includes the addition of 9,100 service hours and a decrease of 165,000 service miles over FY 2022-2023 budget hours and miles. The increase in hours is due to increases in Route 42A, 42B and 37 service. The decrease in miles is due to an error in last year's budgeted miles.

Fixed-Route Services

- Route 42A/42B: Intercity service connecting Woodland, Davis, West Sacramento, Sacramento International Airport, and Downtown Sacramento. 42A operates in a clockwise direction, 42B operates in a counterclockwise direction. Planned service changes include expansion to 30-minute frequency though out weekday and weekend service. The service expansion includes 16 additional trips and is budgeted for only half the fiscal year. This represents a 25% increase in service over current service levels.
- Route 37: Services southern West Sacramento. Service schedule adjusted to better connect with other local services and addition of weekend and evening service.
- Route 40: Serves northern West Sacramento in a counterclockwise direction. Service schedule adjusted to provide weekday service to 9:30 PM (current service ends at 6:30 PM). Service span was reduced during COVID

and resuming later evening service will benefit the Disadvantaged Communities served by this route.

- Route 41: Serves northern West Sacramento in a clockwise direction. Service schedule adjusted to provide weekday service to 9:10 PM (current service ends at 6:10 PM). Service span was reduced during COVID and resuming later evening service will benefit the Disadvantaged Communities served by this route.
- Route 240: Serves West Capital Ave and IKEA Shopping center. Service schedule adjusted to provide weekday service to 9:00 PM (current service ends at 7:00 PM). Service span was reduced during COVID and resuming later evening service will benefit the Disadvantaged Communities served by this route.
- Route 43/43R Express: Express service connecting Davis to Sacramento. Suspended due to driver shortage. Limited return in April of 2021. FY 2023-2024 resumes three trips in the morning and evening peaks, and one trip of the 43R reverse commute route in the morning and evening peak periods. This would return the service to approximately 60% of pre-suspension levels.
- Route 44: Express service connecting south Davis to Sacramento. Suspended during COVID and to support YoloGo services. The service plan is to resume three morning and evening peak period trips to meet demand from south Davis, specifically due to the Route 42 route adjustment. This would return the service to approximately 100% of pre-suspension levels.
- Route 230: Express service connecting West Davis to Sacramento. The service plan is to resume three morning and evening peak period trips to meet anticipated demand. This would return the service to 100% of pre-suspension levels.
- Route 202: Local Woodland service operating in a clockwise direction. Introduction of a new fixed route service which would provide hourly headways but have an hour and a half travel time. The new service would also have expanded the hours of service. This new service would replace Route 211 and will go to the Board in May, concurrent with the draft budget.
- Route 203: Local Woodland service operating in a counterclockwise direction. Introduction of a new fixed route service which would provide hourly headways but have an hour and a half travel time. The new service would also have expanded the hours of service. This new service would replace Route 211 and will go to the Board in May, concurrent with the draft budget.
- Causeway Connection: Express service connecting UC Davis, Davis, Sacramento, and the UC Davis Medical Center. No planned service changes.

Table 1.2b shows planned service levels by route:

Table 1.2b. Fixed Route Service Hours and Miles

Route	Community / Destinations	Total Bus Trips	Budgeted FY 2022-23		Proposed FY 2023-24	
			Hours	Miles	Hours	Miles
42A 42B	Intercity Woodland, Davis, West Sacramento, Sacramento International Airport, Downtown Sacramento	M-F: 54 - 70 loops* Sat-Sun: 54 - 70 loops* *includes 6 months increased service	23,373	573,907	29,267	659,947
			23,729	518,941	27,682	614,622
37	Southport Gateway West Sacramento Transit Center Downtown Sacramento	M-F: 12 - 15 loops* Sat-Sun: 0 - 13 loops* *includes 6 months increased service	4,603	102,093	4,845	86,953
40	Northern West Sacramento Ikea Ct West Sacramento Transit Center Downtown Sacramento	M-F: 12 - 15 loops* Sat: 11 - 14 loops* Sun: 9 - 11 loops* *includes 6 months increased service	5,582	97,140	4,803	63,303
41	Northern West Sacramento Ikea Ct West Sacramento Transit Center Downtown Sacramento	M-F: 12 - 15 loops* Sat: 12 - 15 loops* Sun: 0 - 11 loops* *includes 6 months increased service	4,140	79,140	4,173	54,742
240	Ikea Ct Reed Ave Harbor Blvd West Sacramento Transit Center Downtown Sacramento	M-F: 12 - 15 loops* Sat: 12 - 15 loops* Sun: 10 - 12 loops* *includes 6 months increased service	5,309	102,248	4,724	61,186
45	West/Central Woodland Downtown Sacramento Express	1AM trips M-F 1 PM trips M-F	2,668	71,401	827	22,818
211	County Fair Mall, West Woodland Loop	M-F: 12 loops Sat: 12 loops Sun: 11 loops	4,026	51,100	4,389	57,742
212	County Fair Mal, East Woodland Loop	M-Sun: 11 loops	4,062	51,903	4,088	64,098
215	Woodland Madison Esparto Capay Cache Creek Casino Resort	12 westbound trips 7 days/wk 12 eastbound trips 7 days/wk	9,808	250,784	10,135	253,383
43 43R	Davis, Downtown Sacramento Express	43: M-F AM: 1 - 3 trips* 43: M-F PM: 1 - 3 trips* 43R: M-F AM: 1 trip 43R: M-F PM: 1 trip *includes 6 months increased service	3,016	80,755	2,306	53,414
44	South Davis Downtown Sacramento Express	M-F AM: 0 - 3 trips* M-F PM: 0 - 3 trips* *includes 6 months increased service	2,156	38,446	1,469	38,230
230	West Davis, Downtown Sacramento Express	M-F AM: 1 - 3 trips* M-F PM: 1 - 3 trips* *includes 6 months increased service	2,957	78,267	1,959	50,974
Causeway Connection	Service between UCD Med Ctr and UCD Main campus, with limited stops between	M-F: 14 trips	3,950	107,927	4,303	95,540
Total		150 Weekday Bus Trips 85 Saturday Bus Trips 81 Sun/Hol Bus Trips	99,377	2,204,051	104,969	2,176,951
FY 24-25 Projected Total, Annualizing New Trips					123,895	2,512,089

1.3. Microtransit Annual Operating Budget

Table 1.3 shows the \$1.4 million Microtransit annual operating budget, which covers ongoing demand-responsive microtransit service in Knights Landing and Winters, and new Woodland service expected to launch in August 2023.

The proposed budget is \$0.5 million (55%) more than the FY 2022-23 budget, primarily due to including a full year of Woodland microtransit service for FY 2023-24 (compared to the six months assumed for the FY 2022-23 budget).

Revenue Sources include:

- a. \$0.8 million in STA/LTF from Woodland, Winters and Yolo County, as shown in Table 1.1c.
- b. \$0.2 million in FTA 5307 formula funds supporting Woodland Microtransit.
- c. FTA 5311 rural formula funds supporting the Knights Landing and Winters operations.
- d. \$25 thousand in STA-SGR Funds to support vehicle maintenance.
- e. \$25 thousand in passenger fares.

Table 1.3. Annual Operating Budget - Microtransit

	Final	Draft	
Microtransit Operating Revenues	FY 22-23	FY 23-24	Change
STA/LTF	\$459,000	\$842,000	\$383,000
FTA 5307 Formula Funds	\$219,000	\$243,000	\$24,000
FTA/Caltrans 5311 Rural Formula Funds	\$0	\$224,000	\$224,000
STA-SGR State of Good Repair Funds	\$20,000	\$25,000	\$5,000
Passenger Fares	\$7,000	\$25,000	\$18,000
FTA/Caltrans 5311 CRRSAA	\$173,000	\$0	(\$173,000)
Total Microtransit Operating Revenues	\$878,000	\$1,359,000	\$481,000

	Final	Draft	
Microtransit Operating Expenses	FY 22-23	FY 23-24	Change
Contracted Transportation - Woodland	\$208,000	\$588,000	\$380,000
Contracted Transportation - Winters	\$126,000	\$169,000	\$43,000
Contracted Transportation - Knights Landing	\$115,000	\$134,000	\$19,000
Technology	\$196,000	\$231,000	\$35,000
Insurance	\$82,000	\$137,000	\$55,000
Fuel	\$81,000	\$65,000	(\$16,000)
Vehicle Maintenance	\$20,000	\$25,000	\$5,000
Contingencies	\$50,000	\$10,000	(\$40,000)
Total Microtransit Operating Expenses	\$878,000	\$1,359,000	\$481,000

1.4. Paratransit Annual Operating Budget

Table 1.4 shows the \$3.0 million Paratransit operating budget, which covers demand-responsive paratransit services for individuals with disabilities that prevent them from being able to use YoloTD's fixed route service. The proposed budget is \$1.1 million more than FY 2022-23 levels, reflecting the increased demand seen during FY 2022-23 as demand has rebounded from the greatly reduced travel during the COVID pandemic.

Revenue Sources include:

- a. \$1.9 million in STA/LTF, as shown in Table 1.1c.
- b. \$0.8 million in FTA 5307 Urbanized Area Formula Funds.
- c. \$150 thousand in passenger and organization-paid fares.
- d. \$80 thousand in Cache Creek mitigation funds to reimburse for paratransit trips serving nearby areas.
- e. \$65 thousand in STA-SGR funds to support vehicle maintenance.

Table 1.4. Annual Operating Budget - Paratransit

	Final	Draft	
Paratransit Operating Revenues	FY 22-23	FY 23-24	Change
STA/LTF	\$1,241,000	\$1,913,000	\$672,000
FTA 5307 Formula Funds	\$516,000	\$842,000	\$326,000
Passenger Fares	\$35,000	\$145,000	\$110,000
Cache Creek Mitigation	\$23,000	\$80,000	\$57,000
STA-SGR State of Good Repair Funds	\$60,000	\$65,000	\$5,000
Organization-Paid Fares	\$48,000	\$5,000	(\$43,000)
Total Paratransit Operating Revenues	\$1,923,000	\$3,050,000	\$1,127,000

	Final	Draft	
Paratransit Operating Expenses	FY 22-23	FY 23-24	Change
Contracted Transportation	\$1,440,000	\$2,504,000	\$1,064,000
Fuel	\$147,000	\$224,000	\$77,000
Insurance	\$126,000	\$206,000	\$80,000
Vehicle Maintenance	\$60,000	\$65,000	\$5,000
Technology	\$50,000	\$41,000	(\$9,000)
Contingencies	\$100,000	\$10,000	(\$90,000)
Total Paratransit Operating Expenses	\$1,923,000	\$3,050,000	\$1,127,000

2. General Reserve

In February 2022, the YoloTD Board of Directors adopted a General Reserve policy establishing a target of that an amount equivalent to 25% of the annual operating budget expenses should be set aside to provide for continuity of service-critical operations during times of unexpected revenue shortfalls or emergency expenditures. As shown in Table 1.5, the General Reserve currently holds \$4.447 million. The proposed combined FY 2023-24 operating budget of \$19.691 million would require a further deposit of \$476 thousand to the General Reserve from available fund balances to maintain the 25% target level at \$4.923 million.

Table 1.5. General Reserve Deposit Calculation

	Final FY 22-23	Draft FY 23-24	Change
Total Operating Expenses	\$17,789,000	\$19,691,000	\$1,902,000
General Reserve (25% Operating Budget):	\$4,447,000	\$4,923,000	\$476,000

Section 2. Multiyear Capital and Planning Projects

2.1. Capital and Planning Projects

This budget continues to establish multiyear capital and planning priorities including the Yolo 80 Managed Lanes Project, the Yolo Active Transportation Corridors (YATC) project, and the Zero Emission Fleet Transition Plan. It also adds a new, Board-approved priority: the Downtown Woodland Transit Center.

We are currently in the process of developing a 10-year capital improvement plan, which we will bring to the Board for approval in early 2024. That plan will inventory our capital assets and identify those places where additional capital investment is needed.

Table 2.1 displays \$4.6 million in proposed new appropriations for multiyear capital and planning projects. The new funding includes:

- FR-1 Electric Buses- Multiyear Reserve for Future Purchases: \$463 thousand in new LCTOP funding is proposed to be set aside to serve as a match for potential future federal funding to support electric bus purchases consistent with state mandates.
- FR-10 Two 40' Replacement CNG Buses: \$1.6 million in federal grant funding and State of Good Repair funds are proposed for the purchase of two replacement CNG buses that are urgently needed to replace vehicles that are well past their useful life and maintain service reliability. This purchase is consistent with YoloTD's zero emission fleet transition plan, which recognizes the need for a limited number of replacement CNG buses while the District develops the infrastructure to allow for a fully zero emission fleet.
- FR-11 Downtown Woodland Transit Center: \$150 thousand of new funding is proposed to continue efforts authorized by the Board in FY 2022-23 for a new Transit Center in downtown Woodland, to replace the transit center at the County Fair Fashion Mall.
- MM-1 Yolo Active Transportation Corridors: \$350 thousand in additional grant funds (supplementing the \$850 thousand already appropriated) are proposed to fund ongoing consulting services assisting YoloTD with the Active Transportation Corridors planning project.
- MM-3 Yolo 80 Managed Lanes Tolling Advance Planning: \$2 million in grant funding to conduct steps necessary to secure tolling authoring prior to procurement, toll system design, and back-office support. including the addition of two new positions to add capacity specifically focused on the I-80 project: a term-limited Assistant Planner, and a Finance Associate. Yolo 80 Managed Lanes is a regionally significant freeway expansion project to improve mobility on Interstate 80 throughout the length of Yolo County (including a short segment of US 50) in partnership with Caltrans District 3. This project will construct new tolled managed lanes along 17 miles of Interstate 80 to reduce congestion, prioritize transit, provide bicycle facilities, and support local communities. YoloTD appropriated \$150 thousand for consulting services related to this project in FY 2022-23 (Project MM-2). The project has been awarded \$86 million in federal INFRA funds for design and construction. An additional grant application pending with the state Trade

Table 2.1. YoloTD Multi-year Capital and Planning Project Budgets with FY 2023-24 Budget Appropriation

Multiyear Capital and Planning Projects	Appropriations through FY 22-23	Actual or Encumbered to date	FY 22-23 Balance	Proposed FY 23-24 Appropriation	Total Multi-year Project Budget
FR-1. Electric Buses - Multi-year Reserve for Future Purchases					
Expenditure Budget					
Vehicle Equipment Purchase	\$880,000	\$0	\$880,000	\$463,000	\$1,343,000
Total FR-1 Expenditure Budget	\$880,000	\$0	\$880,000	\$463,000	\$1,343,000
Revenue Sources					
FTA 5307/5339 Formula Funds	\$880,000	\$0	\$880,000	\$0	\$880,000
LCTOP - FY 2022-23 allocation	\$0	\$0	\$0	\$463,000	\$463,000
Total FR-1 Revenue Budget	\$880,000	\$0	\$880,000	\$463,000	\$1,343,000
FR-10 Two Replacement 40' CNG Buses					
Expenditure Budget					
Vehicle Equipment Purchase	\$0	\$0	\$0	\$1,600,000	\$1,600,000
Total FR-10 Expenditure Budget	\$0	\$0	\$0	\$1,600,000	\$1,600,000
Revenue Sources					
FTA 5307 Formual Funds	\$0	\$0	\$0	\$1,280,000	\$1,280,000
State of Good Repair Funds	\$0	\$0	\$0	\$320,000	\$320,000
Total FR-10 Revenue Budget	\$0	\$0	\$0	\$1,600,000	\$1,600,000
FR-11 Downtown Woodland Transit Center					
Expenditure Budget					
Planning Services	\$75,000	\$75,000	\$0	\$150,000	\$150,000
Total FR-11 Expenditure Budget	\$75,000	\$75,000	\$0	\$150,000	\$150,000
Revenue Sources					
FTA 5307 Formual Funds	\$0	\$0	\$0	\$120,000	\$120,000
Available Fund Balance/STA	\$75,000	\$75,000	\$0	\$30,000	\$30,000
Total FR-11 Revenue Budget	\$75,000	\$75,000	\$0	\$150,000	\$150,000
MM-1 Yolo Active Transportation Corridors					
Expenditure Budget					
Consulting Services	\$850,000	\$0	\$850,000	\$350,000	\$1,200,000
Total MM-1 Expenditure Budget	\$850,000	\$0	\$850,000	\$350,000	\$1,200,000
Revenue Sources					
and Equity (RAISE) Grant	\$850,000	\$0	\$850,000	\$350,000	\$1,200,000
Total MM-1 Revenue Budget	\$850,000	\$0	\$850,000	\$350,000	\$1,200,000
MM-3 Tolling Authority					
Expenditure Budget					
FY 23-24 Allocated YoloTD Salaries and Benefits	\$0	\$0	\$0	\$250,000	\$250,000
Consulting Services	\$0	\$0	\$0	\$1,750,000	\$1,750,000
Total MM-3 Expenditure Budget	\$0	\$0	\$0	\$2,000,000	\$2,000,000
Revenue Sources					
SACOG Grant	\$0	\$0	\$0	\$2,000,000	\$2,000,000
Total MM-3 Revenue Budget	\$0	\$0	\$0	\$2,000,000	\$2,000,000
Total Projects with New Funding	\$4,118,581	\$225,000	\$3,893,581	\$4,563,000	\$8,456,581

Corridors Enhancement Program (TCEP) would provide \$103 million in capital funding.

Table 2.2 displays \$2.2 million in other YoloTD pending and ongoing multi-year capital and planning project budgets carried forward from prior years.

Table 2.2. Other YoloTD Pending and Ongoing Capital and Planning Project Budgets Carried Forward from Prior Years

Multiyear Capital and Planning Projects	Appropriations through FY 22-23	Actual or Encumbered to date	FY 22-23 Balance	Proposed FY 23-24 Appropriation	Total Multi-year Project Budget
FR-3. Fixed Route Planning Efforts					
Expenditure					
Professional Svcs - Zero Emission Fleet	\$200,000	\$0	\$200,000	\$0	\$200,000
Professional Svcs - Short Range Transit Plan	\$200,000	\$0	\$200,000		\$200,000
Professional Svcs - 10 Year Capital Plan	\$100,000	\$0	\$100,000		\$100,000
Total FR-3 Expenditure	\$500,000	\$0	\$500,000	\$0	\$500,000
Revenue Sources					
FTA 5307 Funds	\$400,000	\$0	\$400,000		\$400,000
Available Fund Balance	\$100,000	\$0	\$100,000		\$100,000
Total FR-3 Revenue	\$500,000	\$0	\$500,000	\$0	\$500,000
FR-4. General Transit Feed Specification (GTFS) Real-Time Enhancements					
Expenditure					
Equipment	\$520,000	\$0	\$520,000		\$520,000
Total FR-4 Expenditure	\$520,000	\$0	\$520,000	\$0	\$520,000
Revenue Sources					
FTA 5339/5307 Funds	\$416,000	\$0	\$416,000		\$416,000
Available Fund Balance/STA	\$104,000	\$0	\$104,000		\$104,000
Total FR-4 Revenue	\$520,000	\$0	\$520,000	\$0	\$520,000
FR-5. Automatic Passenger Counters (APCs)					
Expenditure Budget					
Equipment	\$420,000	\$0	\$420,000		\$420,000
Total FR-5 Expenditure	\$420,000	\$0	\$420,000	\$0	\$420,000
Revenue Sources					
FTA 5339/5307 Funds	\$336,000	\$0	\$336,000		\$336,000
Available Fund Balance/STA	\$84,000	\$0	\$84,000		\$84,000
Total FR-5 Revenue	\$420,000	\$0	\$420,000	\$0	\$420,000
FR-9. Bus Washer/Water Recycler Replacement					
Expenditure Budget					
Equipment and Installation Services	\$673,581	\$0	\$673,581		\$673,581
Total FR-9 Expenditure	\$673,581	\$0	\$673,581	\$0	\$673,581
Revenue Sources					
CARES Act Funding	\$400,000	\$0	\$400,000		\$400,000
FY 2021-22 STA-SGR Funds	\$273,581	\$0	\$273,581		\$273,581
Total FR-9 Revenue	\$673,581	\$0	\$673,581	\$0	\$673,581
MM-2. 80 Managed Lanes Advisory, Legal & Technical Services					
Expenditure					
Professional Services	\$200,000	\$150,000	\$50,000		\$50,000
Total MM-2 Expenditure	\$200,000	\$150,000	\$50,000	\$0	\$50,000
Revenue Sources					
Available Fund Balance	\$200,000	\$150,000	\$50,000	\$0	\$50,000
Total MM-2 Revenue	\$200,000	\$150,000	\$50,000	\$0	\$50,000
Total Continuing Projects (no new Funding)	\$2,313,581	\$150,000	\$2,163,581	\$0	\$2,163,581

Section 3. Five-Year Operating Budget Outlook

Table 3 provides a five-year operating budget outlook, presenting future expenditures and revenues in constant 2023 dollars. This framework ignores the likely increases in both revenues and expenditures due to inflation. If base revenues grow more slowly than expenditures, this will result in larger funding gaps than shown.

This outlook shows that the effect of annualizing the six months of increased service in the FY 2023-24 budget would require approximately \$1.5 million annually in future years, plus a one-time deposit of \$368 thousand in the general reserve in FY 2024-25.

On the revenue side, the table shows the effect of the loss of one-time federal ARPA and CARES Act funding, assuming YoloTD's ARPA funds are depleted in FY 2023-24 and CARES Act funds are depleted in FY 2024-25, along with the expiring of various federal competitive grants supporting the FY 2024-25 budget.

The combined effect of expenditure increases and expiring revenue sources results in a funding gap that grows from \$3 million in FY 2024-25 to \$6 million in future years.

Proposed initial strategies for closing the \$6 million gap include:

- Additional drawdown of Federal 5307 formula grants that provide 50% support for operations to backfill the loss of 100%-funding ARPA and CARES Act funds (~\$1.9 million per year).
- Seeking new competitive grants to backfill for expiring grants (~\$0.7 million per year).
- Drawing down a portion of YoloTD's estimated \$8.4 million in accumulated unrestricted fund balance from prior years. Table 3 shows one such scenario, which would use 50% of that fund balance to assist with the transition to obtaining other revenue sources, leaving 50% available for capital or other one-time needs.
- Ramping up the use of state LTF funds, which under state law are prioritized for transit but can be used flexibly in small counties such as Yolo, when there are no "unmet transit needs." Currently, \$9.2 million in LTF funds are not used for transit and are therefore made available to local jurisdictions for other transportation needs, such as local streets and roads. Table 3 shows an amount of additional LTF rising from \$0.5 million in FY 2024-25 to \$3.5 million in FY 2027-28 are used for transit, leaving ~\$5.7 million in LTF annually for flexible use by local jurisdictions.

Other potential funding solutions include:

- Enhanced state funding currently sought by transit advocates and major transit agencies (BART, SF Muni and LA Metro) to backfill the loss of Federal CARES Act and ARPA support.
- Fare increases.
- Use of I-80 toll revenues once the I-80 toll lane project is completed.
- A local sales tax or other revenue measure to support transit and/or other transportation needs, potentially backfilling the increased use of LTF for transit. Under state law, the YoloTD Board of Directors has the authority to put a countywide transportation sales tax measure before the voters.

Table 3. Five-Year Outlook in Constant 2023 Dollars

Note: Use of constant 2023 dollars is a simplifying assumption which removes the need to forecast cost inflation. If actual base revenues grow at a slower rate than base expenditures, then the funding gap would be larger than the amount shown

Expenditures	FY 2023-24	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28
Base FY2023-24 Operating Expenditure Budget	\$19,691,000	\$19,691,000	\$19,691,000	\$19,691,000	\$19,691,000
Impact of annualizing fixed route service	\$0	\$1,472,000	\$1,472,000	\$1,472,000	\$1,472,000
Additional 25% deposit to General Reserve from budget increase	\$0	\$368,000	\$0	\$0	\$0
Scenario Expenditure Budgets in 2023 Dollars:	\$19,691,000	\$21,531,000	\$21,163,000	\$21,163,000	\$21,163,000
Revenues	FY 2023-24	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28
State Transit Assistance	\$2,882,000	\$2,882,000	\$2,882,000	\$2,882,000	\$2,882,000
Local Transportation Fund (FY 23-24 Level)	\$6,211,000	\$6,211,000	\$6,211,000	\$6,211,000	\$6,211,000
Cache Creek Mitigation Funds	\$1,273,000	\$1,273,000	\$1,273,000	\$1,273,000	\$1,273,000
STA-SGR State of Good Repair Funds	\$302,000	\$302,000	\$302,000	\$302,000	\$302,000
Fare Revenue	\$1,175,000	\$1,175,000	\$1,175,000	\$1,175,000	\$1,175,000
Fuel Sales/Advertising/Fuel Credits/Interest Etc.	\$482,000	\$482,000	\$482,000	\$482,000	\$482,000
UC Davis Causeway Connection Support	\$285,000	\$285,000	\$285,000	\$285,000	\$285,000
FTA 5307 Formula Funds	\$2,265,000	\$2,265,000	\$2,265,000	\$2,265,000	\$2,265,000
FTA 5311 Formula Funds	\$224,000	\$224,000	\$224,000	\$224,000	\$224,000
FTA Competitive Grants (42 Expansion, Causeway Connection)	\$690,000	\$285,000	\$0	\$0	\$0
ARPA 100% reimbursement funds (\$3M available)	\$3,012,000	\$0	\$0	\$0	\$0
CARES Act 100% reimbursement funds (\$4.4M available)	\$891,000	\$3,498,000	\$0	\$0	\$0
Total Base Revenues	\$19,692,000	\$18,882,000	\$15,099,000	\$15,099,000	\$15,099,000
Base Funding Gap	n/a	\$2,649,000	\$6,064,000	\$6,064,000	\$6,064,000
Potential Funding Solutions					
Increased use of 5307 Formula Funds (Backfill 50% ARPA/CARES)		\$200,000	\$1,900,000	\$1,900,000	\$1,900,000
Obtain new competitive grants to backfill expiring CMAQ		\$405,000	\$690,000	\$690,000	\$690,000
Use of unrestricted fund balance carried forward from prior years.		\$1,500,000	\$1,500,000	\$1,000,000	\$0
Additional use of LTF/other potential funding strategies		\$544,000	\$1,974,000	\$2,474,000	\$3,474,000
Subtotal Potential Strategies to Close Gap		\$2,649,000	\$6,064,000	\$6,064,000	\$6,064,000
Remaining Funding Gap		\$0	\$0	\$0	\$0