

PRELIMINARY BUDGET & WORKPLAN

FISCAL YEAR 2024-2025

June 5, 2024

Yolobus

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Introduction from the Executive Director

I'm pleased to share with you the enclosed Budget for Fiscal Year 2024-2025. New for this year, we've also developed a concurrent Workplan with input and collaboration from the entire staff. Together, the Budget and Workplan provide a blueprint to guide our efforts over the coming Fiscal Year (July 1, 2024 – June 30, 2025).

Highlights of the Workplan and Budget include:

- Complete planning for the new Downtown Woodland Transit Center.
- Complete community outreach and planning for the Yolo Active Transportation Corridors (YATC) project.
- Analyze BeeLine ridership data and feedback and consider adjustments to services to meet demand.
- Envision the future of Yolobus with our Short Range Transit Plan and Zero Emission Bus Implementation Plan.
- Revisit Route 42A/B schedule and routing to serve new Downtown Woodland Transit Center and minimize delays and detours in downtown Sacramento due to special events.
- Complete the transition to Automatic Passenger Counters (APCs) to provide more robust and accurate data about our transit services.
- As state workers return to in-person work in downtown Sacramento, restore suspended Express bus service from Davis and Woodland.
- New marketing campaigns targeting state workers and UC Davis affiliates, along with major sports events and special events in areas served by Yolobus.

Thanks for your continued support and partnership in addressing the transportation needs of our diverse Yolo County communities. We welcome 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 2022-25 (beginning July 1, 2024 and ending June 30, 2025), consists of the following:

FY 2024-25 YoloTD Budget Overview Table

Program	FY 2024-25 Operating Budget	Multi-Year Capital Projects			Total FY 2024-25
		Carryforward	FY 2024-25 Appropriation	Total Multi-year Projects	
Administration	\$3,391,860	\$0	\$0	\$0	\$3,391,860
Fixed Route	\$12,200,158	\$3,176,629	\$1,111,000	\$4,287,629	\$16,487,787
Microtransit	\$2,186,389	\$0	\$0	\$0	\$2,186,389
Paratransit	\$3,066,001	\$0	\$360,000	\$360,000	\$3,426,001
Multi-Modal	\$0	\$2,320,293	\$510,000	\$2,830,293	\$2,830,293
Reserves Funding	\$0	\$0	\$79,000	\$79,000	\$79,000
Total	\$20,844,407	\$5,496,922	\$2,060,000	\$7,556,922	\$28,401,329
FY 2023-24 Budget	\$19,709,000			\$5,498,200	\$25,207,200
Change	\$1,135,407			\$2,058,722	\$3,194,129
Percent Change	6%			37%	13%

Administration Operating Budget

Table 1.1a shows the proposed \$3.4 million FY 2024-25 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 \$205,860 (6%) compared to the FY 2023-24 budget, including the following:

- a. The net increase in salary and benefit costs of \$258,000 (11%), after allocation of certain salary and benefit costs to grant-funded projects. This increase reflects the following changes from last year:
 - 3% increase in salary to account for anticipated COLA adjustment of 4% - pending Board approval. The salary benchmarking survey adjustments that were approved and implemented in April 2024 were anticipated and included in the FY 2023-24 budget.
 - 11% increase in benefit costs. 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.
 - 79% increase in intern/temp costs, to account for expansion of our intern program to include transportation planning and communications internships, as well as our traditional transit operations internships.

- b. The proposed staffing shown in Table 1.1b anticipates very few changes to our staffing structure for the upcoming fiscal year:
 - No changes to the total number of Regular, Budgeted FTEs (15)
 - Eliminates the limited-term Associate Transportation Planner position that was funded by the Yolo 80 Managed Lanes Tolling Advance Planning grant.
 - Replaces one Associate Transportation Planner with one additional Senior Transportation Planner position, as approved by the YoloTD Board in April 2024.
 - Reflects the transition to a five-step classification system that was approved as part of the recent salary benchmarking study in April 2024.

- c. There is a 51% increase in "other administrative expenses" which includes items such as Human Resources consulting, facility security and cleaning, and office supplies. This year, it includes an increase of \$40,000 for accounting/auditing/actuarial services to assist YoloTD staff in addressing issues raised in our FY 2022-23 audit.

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 5% (\$80,000) from FY 2023-24. Table 1.1c provides further details.

- b. \$1.3 million in Yocha Dehe Wintun Nation/Cache Creek Casino Mitigation Funds, increasing from \$1.2 million budgeted in FY 2023-24. 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

Administration Operating Revenues	Final FY 23-24	Draft FY 24-25	Change	Percent Change
STA/LTF	\$1,512,000	\$1,666,061	\$154,061	10%
Cache Creek Mitigation	\$1,192,000	\$1,245,799	\$53,799	5%
Low Carbon/Renewable Energy Credits	\$200,000	\$110,000	(\$90,000)	-45%
Net Outside Fuel Sales	\$140,000	\$200,000	\$60,000	43%
Interest Revenue	\$100,000	\$120,000	\$20,000	20%
Advertising Revenue	\$42,000	\$50,000	\$8,000	19%
Total Administration Operating Revenues	\$3,186,000	\$3,391,860	\$205,860	6%

Administration Operating Expenses	Final FY 23-24	Draft FY 24-25	Change	Percent Change
Regular Employee Salaries	\$1,922,000	\$1,975,000	\$53,000	3%
Intern/Temp Employee Salaries	\$56,000	\$100,000	\$44,000	79%
Overtime	\$5,000	\$20,000	\$15,000	300%
Employee Salaries allocated to Projects	(\$180,000)	(\$100,000)	\$80,000	-44%
Subtotal Salaries	\$1,803,000	\$1,995,000	\$192,000	11%
PERS Employer Contribution	\$191,000	\$202,000	\$11,000	6%
PERS UAL Payment	\$176,000	\$191,000	\$15,000	9%
Health Insurance Employer Contribution	\$240,000	\$255,000	\$15,000	6%
Retiree Health Insurance	\$0	\$0	\$0	0%
Medicare Contribution	\$29,000	\$30,000	\$1,000	3%
Other Employee Benefits	\$20,000	\$24,000	\$4,000	20%
Benefits allocated to Projects	(\$44,000)	(\$24,000)	\$20,000	0%
Subtotal Benefits	\$612,000	\$678,000	\$66,000	11%
Subtotal Personnel Costs	\$2,415,000	\$2,673,000	\$258,000	11%
Technology	\$105,000	\$121,000	\$16,000	15%
Marketing & Communications	\$105,000	\$77,000	(\$28,000)	-27%
Other Operating Expenses	\$132,000	\$199,860	\$67,860	51%
Legal Services	\$85,000	\$40,000	(\$45,000)	-53%
Employee Training	\$57,000	\$30,000	(\$27,000)	-47%
Utilities	\$51,000	\$40,000	(\$11,000)	-22%
Memberships	\$31,000	\$30,000	(\$1,000)	-3%
Unitrans Pass-Thru for Uninc Area Service	\$24,000	\$24,000	\$0	0%
Facilities Maintenance	\$19,000	\$45,000	\$26,000	137%
Directors Stipends and Expenses	\$12,000	\$12,000	\$0	0%
Contingencies	\$150,000	\$100,000	(\$50,000)	-33%
Total Administrative Operating Expenses	\$3,186,000	\$3,391,860	\$205,860	6%

Table 1.1b. Authorized FTE and Classification Salary Scales

The District completed the salary benchmarking survey initiated during FY 2023-2024 to align salary ranges with comparable agencies. The Board approved the updated salaries on April 8, 2024, implementing a 5-Step salary scale. This process was in line with the District's plan since July 1, 2023, to ensure that compensation remains competitive and reflective of market standards. The salary for the Executive Director was not included in the salary revisions or the adjustment for Cost-of-Living.

Authorized Regular FTE Positions	Fiscal Year		Step	Salary
	23-24	24-25		
Executive Director	1	1	-	\$211,860
Director of Finance & Administration	1	1	1	\$164,287
			2	\$175,781
			3	\$188,086
			4	\$201,252
			5	\$215,342
Director of Transit Operations	1	1	1	\$151,719
			2	\$162,340
			3	\$173,703
			4	\$185,863
			5	\$198,873
Director of Planning	1	1	1	\$153,017
			2	\$163,728
			3	\$175,189
			4	\$187,453
			5	\$200,574
IT Specialist	1	1	1	\$101,712
			2	\$108,838
			3	\$116,451
			4	\$124,600
			5	\$133,324
IT Systems Support Technician	1	1	1	\$70,861
			2	\$75,828
			3	\$81,132
			4	\$86,811
			5	\$92,889
Senior Transportation Planner	1	2	1	\$110,248
			2	\$117,961
			3	\$126,223
			4	\$135,059
			5	\$144,506
Associate Transportation Planner	1	0	1	\$85,451
			2	\$91,441
			3	\$97,831
			4	\$104,682
			5	\$112,008
Assistant Transportation Planner	2	2	1	\$70,936
			2	\$75,891
			3	\$81,207
			4	\$86,898
			5	\$92,976
Communications/Marketing Specialist	1	1	1	\$88,708
			2	\$94,910
			3	\$101,562
			4	\$108,663
			5	\$116,276
Executive Assistant/Clerk of the Board	1	1	1	\$72,596
			2	\$77,676
			3	\$83,117
			4	\$88,932
			5	\$95,160
Accountant (previously "Senior Finance & HR Associate")	2	2	1	\$81,582
			2	\$87,298
			3	\$93,413
			4	\$99,940
			5	\$106,941
Accounting Technician (previously "Finance & HR Associate")	1	1	1	\$59,505
			2	\$63,673
			3	\$68,128
			4	\$72,896
			5	\$78,000
Total, Budgeted FTE's	15	15		
Intern - 999 Max hours per FY	4	6	1	\$18,059
			2	\$19,009
			3	\$20,010
Limited-Term Positions			Min	Max
Associate Transportation Planner	1	0	\$85,451	\$112,008

Table 1.1c. FY 2024-25 YoloTD Jurisdictions STA and LTF Allocations

	Davis			Woodland		
	Final	Prelim	Change	Final	Prelim	Change
	FY 2023-24	FY 2024-25		FY 2023-24	FY 2024-25	
STA Estimate by Jurisdiction	\$1,016,790	\$1,008,251	-0.8%	\$717,563	\$716,065	-0.2%
LTF Estimate by Jurisdiction	\$4,519,271	\$4,037,325	-10.7%	\$4,189,604	\$3,771,769	-10.0%
Total STA/LTF by Jurisdiction	\$5,536,061	\$5,045,576	-8.9%	\$4,907,167	\$4,487,834	-8.5%
STA/ LTF to YoloTD						
YoloTD Admin	\$453,124	\$483,473	6.7%	\$420,070	\$451,672	7.5%
Total, Transit Services	\$2,455,000	\$2,219,000	-9.6%	\$2,124,064	\$1,913,242	-9.9%
STA to YoloTD	\$1,016,790	\$1,008,251	-0.8%	\$717,563	\$716,065	-0.2%
LTF to YoloTD	\$1,891,334	\$1,694,222	-10.4%	\$1,826,571	\$1,648,849	-9.7%
Total YoloTD STA + Share of LTF	\$2,908,124	\$2,702,473	-7.1%	\$2,544,134	\$2,364,914	-7.0%
STA Retained by Jurisdiction	\$0	\$0	0.0%	\$0	\$0	0.0%
LTF Retained by Jurisdiction	\$2,627,937	\$2,343,103	-10.8%	\$2,363,033	\$2,122,920	-10.2%
Total Retained by Jurisdiction	\$2,627,937	\$2,343,103	-10.8%	\$2,363,033	\$2,122,920	-10.2%
West Sacramento						
	Final	Prelim	Change	Final	Prelim	Change
	FY 2023-24	FY 2024-25		FY 2023-24	FY 2024-25	
STA Estimate by Jurisdiction	\$630,458	\$647,975	2.8%	\$88,560	\$90,093	1.7%
LTF Estimate by Jurisdiction	\$3,681,030	\$3,413,117	-7.3%	\$517,073	\$474,549	-8.2%
Total STA/LTF by Jurisdiction	\$4,311,488	\$4,061,092	-5.8%	\$605,633	\$564,642	-6.8%
STA/ LTF to YoloTD						
YoloTD Admin	\$369,078	\$408,723	10.7%	\$17,958	\$56,828	216.4%
Total, Transit Services	\$2,661,725	\$2,464,895	-7.4%	\$163,000	\$118,064	-27.6%
STA to YoloTD	\$630,458	\$647,975	2.8%	\$88,560	\$90,093	1.7%
LTF to YoloTD	\$2,400,345	\$2,225,643	-7.3%	\$92,398	\$84,799	-8.2%
Total YoloTD STA + Share of LTF	\$3,030,803	\$2,873,618	-5.2%	\$180,958	\$174,892	-3.4%
STA Retained by Jurisdiction	\$0	\$0	0.0%	\$0	\$0	0.0%
LTF Retained by Jurisdiction	\$1,280,685	\$1,187,474	-7.3%	\$424,675	\$389,750	-8.2%
Total Retained by Jurisdiction	\$1,280,685	\$1,187,474	-7.3%	\$424,675	\$389,750	-8.2%
Yolo County						
	Final	Prelim	Change	Final	Prelim	Change
	FY 2023-24	FY 2024-25		FY 2023-24	FY 2024-25	
STA Estimate by Jurisdiction	\$428,364	\$383,373	-10.5%	\$2,882,000	\$2,845,757	-1.3%
LTF Estimate by Jurisdiction	\$2,501,069	\$2,215,972	-11.4%	\$15,408,000	\$13,912,732	-9.7%
Total STA/LTF by Jurisdiction	\$2,929,433	\$2,599,345	-11.3%	\$18,290,000	\$16,758,489	-8.4%
STA/ LTF to YoloTD						
YoloTD Admin	\$250,769	\$265,364	5.8%	\$1,511,000	\$1,666,061	10.3%
Total, Transit Services	\$177,595	\$118,009	-33.6%	\$7,581,384	\$6,833,210	-9.9%
STA to YoloTD	\$428,364	\$383,373	-10.5%	\$2,882,000	\$2,845,757	-1.3%
LTF to YoloTD	\$0	\$0	n/a	\$6,211,000	\$5,653,513	-9.0%
Total YoloTD STA + Share of LTF	\$428,364	\$383,373	-10.5%	\$9,092,384	\$8,499,271	-6.5%
STA Retained by Jurisdiction	\$0	\$0		\$0	\$0	
LTF Retained by Jurisdiction	\$2,501,069	\$2,215,972	-11.4%	\$9,197,000	\$8,259,219	-10.2%
Total Retained by Jurisdiction	\$2,501,069	\$2,215,972	-11.4%	\$9,197,616	\$8,259,218	-10.2%
Total (Rounded)						

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."

Fixed Route Annual Operating Budget and Service Levels

Table 1.2a shows the proposed **\$12.2 million** FY 2024-25 Fixed Route operating budget. The proposed service levels are provided in Table 1.2b.

The proposed Fixed Route budget represents an increase of **\$0.1 million (1%)** above FY 2023-24, primarily due to an anticipated one-time expense to lease up to 8 passenger buses, at a cost of \$480,000, to maintain current levels of service while we plan our transition from compressed natural gas to battery-electric as our primary fuel source.

The revenues supporting the Fixed Route budget are comprised of:

- a. \$4.2 million in STA/LTF from member jurisdictions, a decrease of 6%, as shown in Table 1.1c.
- b. \$1.2 million in passenger fares.
- c. \$2.1 in million in FTA 5307 CARES Act funding.
- d. \$1.8 million in Federal Transit Administration (FTA) 5307 Urbanized Area Formula Funds.
- e. \$0.4 million in FTA 5307 Congestion Mitigation and Air Quality (CMAQ) funding to support Route 42 expansion.
- f. \$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.
- g. \$0.4 million in State Transit Assistance (STA) State of Good Repair (SGR) funds to support vehicle maintenance.
- h. \$1.1 million in SB 125 (California Transit Recovery) Funds

Table 1.2a. Annual Operating Budget - Fixed Route

	Final FY 23-24	Draft FY 24-25	Change	Percent Change
Fixed Route Operating Revenues				
STA/LTF	\$4,822,000	\$4,524,895	(\$297,105)	-6%
FTA 5307 ARPA	\$3,012,000	\$0	(\$3,012,000)	n/a
FTA 5307 CARES	\$894,000	\$2,152,143	\$1,258,143	141%
FTA 5307 Formula Funds	\$1,181,000	\$1,769,696	\$588,696	50%
Passenger Fares	\$1,000,000	\$1,175,000	\$175,000	18%
FTA 5307/CMAQ for Route 42 Expansion	\$405,000	\$400,000	(\$5,000)	-1%
FTA/SacRT 5307 Causeway Connection	\$285,000	\$319,807	\$34,807	12%
UC Davis Funds for Causeway Connection	\$285,000	\$293,353	\$8,353	3%
STA-SGR State of Good Repair Funds	\$212,000	\$324,901	\$112,901	53%
Low Carbon Transportation Operating Program (LCTOP)	\$0	\$130,000	\$130,000	
FTA/Caltrans 5311 Rural Formula and CRSAA Funds	\$0	\$0	\$0	0%
SB 125	\$0	\$1,110,363	\$1,110,363	
Carryforward Fund Balance	\$13,000	\$0	(\$13,000)	
Total Fixed Route Operating Revenues	\$12,109,000	\$12,200,158	\$91,158	1%

	Final FY 23-24	Draft FY 24-25	Change	Percent Change
Fixed Route Operating Expenses				
Contracted Transportation	\$9,271,000	\$8,774,127	(\$496,873)	-5%
Fuel	\$1,032,000	\$1,043,819	\$11,819	1%
Insurance	\$776,000	\$684,310	(\$91,690)	-12%
Vehicle Maintenance	\$262,000	\$324,901	\$62,901	24%
Technology	\$260,000	\$308,000	\$48,000	18%
Utilities	\$230,000	\$270,000	\$40,000	n/a
Facilities Maintenance	\$50,000	\$156,000	\$106,000	212%
Marketing & Communications	\$45,000	\$24,000	(\$21,000)	-47%
Electric Vehicle Charging	\$33,000	\$35,000	\$2,000	6%
Equipment/Fleet Leases	\$0	\$480,001	\$480,001	
Contingencies	\$150,000	\$100,000	(\$50,000)	-33%
Total Fixed Route Operating Expenses	\$12,109,000	\$12,200,158	\$91,158	1%

Fixed Route Bus Service Assumptions

The FY 2024-25 budget largely maintains current service levels and represents a net *decrease* in budgeted hours and miles by about 25% compared to the current year budget. This is due to the postponement of several service increases which were envisioned in the current year budget but were not implemented due to a variety of factors.

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. The FY 2023-24 budget envisioned a mid-year service expansion of up to 16 additional daily trips, a 25% increase over current service levels. This service expansion was scheduled to take effect in January 2024 but was postponed due to ongoing challenges with driver recruitment/retention and maintaining our aging fleet of fixed-route buses. The FY 2024-25 budget continues to postpone that service increase and maintains 42A/B service at current levels. This results in a net reduction of hours and miles compared to last year's budget.
- Route 37: Services southern West Sacramento. No changes to current service levels.
- Route 40: Serves northern West Sacramento in a counterclockwise direction. No changes to current service levels.

- Route 41: Serves northern West Sacramento in a clockwise direction. No changes to current service levels.
- Route 240: Serves West Capital Ave and IKEA Shopping center. No changes to current service levels.
- Route 43/43R Express: Express service connecting Davis to Sacramento. Suspended due to driver shortage. Limited return in April of 2022. FY 2024-2025 resumes up to 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 was envisioned in the current year budget but not implemented. With the return-to-work orders for California state workers taking effect in June 2024, we are already seeing an increase in ridership on our limited express service. 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 recommendation. The service plan is to resume up to three morning and evening peak period trips to meet demand from south Davis, specifically due to the Route 42 route adjustment. This was envisioned in the current year budget but not implemented. With the return-to-work orders for California state workers taking effect in June 2024, we are already seeing an increase in ridership on our limited express service. 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 up to three morning and evening peak period trips to meet anticipated demand. This was envisioned in the current year budget but not implemented. With the return-to-work orders for California state workers taking effect in June 2024, we are already seeing an increase in ridership on our limited express service. This would return the service to 100% of pre-suspension levels.
- Route 211: Local Woodland service operating in a clockwise direction. No changes to current service.
- Route 212: Local Woodland service operating in a counterclockwise direction. No changes to current service.
- Causeway Connection: Express service connecting UC Davis, Davis, Sacramento, and the UC Davis Medical Center. No planned service changes.

Table 1.2b. Fixed Route Service Hours and Miles

Route	Community / Destinations	Operating Days	FY2023-24						Proposed FY 2024-25		Proposed FY 2024-25		% Change from Current Actual	
			Budgeted Trips ¹	Actual Trips ¹	Budgeted Hours	Actual Hours	Budgeted Miles	Actual Miles	Trips	Hours	Miles	Hours ²	Miles ²	
42A* 42B*	Intercity, Woodland, Davis, West Sacramento, Sacramento International Airport, Downtown Sacramento	MON-FRI SAT - SUN	70	54	56,949	44,302	1,274,569	1,106,888	54	44,303	1,106,888	0%	0%	
37	Southport Gateway West Sacramento Transit Center Downtown Sacramento	MON-FRI	15	13	4,845	3,895	86,953	51,435	13	3,911	51,435	0%	0%	
		SAT-SUN	13	0					0					
40	Northern West Sacramento Ikea Ct West Sacramento Transit Center Downtown Sacramento	MON-FRI	15	12	4,803	4,273	63,303	49,640	12	4,274	49,640	0%	0%	
		SAT	14	11					11					
		SUN	11	9					11					
41	Northern West Sacramento Ikea Ct West Sacramento Transit Center Downtown Sacramento	MON-FRI	15	12	4,173	3,333	54,742	37,951	12	3,347	37,951	0%	0%	
240	Ikea Ct, Reed Ave, Harbor Blvd West Sacramento Transit Center Downtown Sacramento	MON-FRI	15	12	4,724	4,563	61,186	54,049	12	4,335	51,372	-5%	-5%	
		SAT	15	12					12					
		SUN	12	12					12					
45	West/Central Woodland Downtown Sacramento Express	MON-FRI - AM TRIP	1	1	827	836	22,818	23,095	1	837	23,095	0%	0%	
		MON-FRI - PM TRIP	1	1					1					
211	County Fair Mall, West Woodland Loop	MON-FRI	12	15	4,389	5,141	57,742	68,036	15	5,144	68,036	0%	0%	
		SAT	12	12					12					
		SUN	11	11					11					
212	County Fair Mall, East Woodland Loop	MON-FRI	11	14	4,088	4,988	64,098	77,833	14	4,988	77,833	0%	0%	
		SAT	11	14					14					
		SUN	11	11					11					
215	Woodland, Madison, Esparto, Capay Cache Creek Casino Resort	MON-SUN - WESTBOUND	12	12	10,135	135	253,383	253,383	12	10,135	253,383	0%	0%	
		MON-SUN - EASTBOUND	12	12					12					
43	Davis, Downtown Sacramento Express	MON-FRI - AM TRIP	3	1	2,306	1,338	53,414	28,265	3	3,366	73,428	152%	160%	
		MON-FRI - PM TRIP	3	1					3					
43R	Reverse Commute: Downtown Sacramento, U.C. Davis Express	MON-FRI - AM TRIP	1	1	2,306	1,338	53,414	28,265	1	3,366	73,428	152%	160%	
		MON-FRI - PM TRIP	1	1					1					
44	South Davis Downtown Sacramento Express	MON-FRI - AM TRIP	3	0	1,469		38,230		3	2,784	57,062			
		MON-FRI - PM TRIP	3	0					3					
230*	West Davis, Downtown Sacramento Express	MON-FRI - AM TRIP	3	1	1,959	988	50,974	25,795	3	3,135	67,225	217%	161%	
		MON-FRI - PM TRIP	3	1					3					
138 Causeway Connection	Service between UCD Med Ctr and UCD Main campus, with limited stops between	MON-FRI	14	14	4,303	4,338	95,540	96,695	14	4,355	96,695	0%	0%	
Total			323	270	104,969	78,130	2,176,951	1,873,065	286	94,913	2,014,042	-10%	-7%	

Microtransit Annual Operating Budget

Table 1.3 shows the \$2.1 million Microtransit annual operating budget, which includes existing demand-responsive microtransit service in Knights Landing and Winters, continues new Woodland service which launched in September 2023, and expands the Knights Landing service area to include the unincorporated community of Yolo.

The proposed budget is \$821,000 (60%) more than the FY 2023-24 budget. This change accounts for:

- Increasing the hours of operation and number of vehicles operating in Winters and Knights Landing/Yolo service areas as noted in Table 1.2c. *Note: these service increases would require separate action by the YoloTD Board of Directors prior to implementation.*
- Includes a full year of Woodland microtransit service at current service levels, based on actual expenses.

Table 1.2c. Demand Response - Microtransit (Beeline) Service Hours

Jurisdiction	Operating Days	Operating Times	Operating Times	Budgeted FY 2023-24		Proposed FY 2024-25		Change	
				# of Beeline Vehicles	Hours	# of Beeline Vehicles	Hours	Vehicles	Hours
Woodland	MON - THUR	7:00 AM - 7:00 PM	7:00 AM - 7:00 PM	4	21,615	4	21,537	4	(78)
	FRI	7:00 AM - 11:00 PM	7:00 AM - 11:00 PM						
	SAT	9:00 AM - 11:00 PM	9:00 AM - 11:00 PM						
	SUN	8:00 AM - 7:00 PM	8:00 AM - 7:00 PM						
Winters	MON - FRI	7:00 AM - 7:00 PM	8:30 AM - 4:30 PM	1	2,727	2	6,951	2	4,224
	SAT	7:00 AM - 7:00 PM	8:30 AM - 4:30 PM						
	SUN	No Service	No Service						
Knightslanding	MON - FRI	7:00 AM - 6:00 PM	8:30 AM - 5:30 PM	1	2,964	2	7,043	2	4,079
	SAT	No Service	No Service						
	SUN	7:00 AM - 6:00 PM	8:30 AM - 5:30 PM						
Total	251 Weekdays 52 Saturdays 62 Sunday/Holidays	250 Weekdays 53 Saturdays 62 Sunday/Holidays		6	27,306	8	35,531	8	8,225

Revenue Sources include:

- \$1.3 million in STA/LTF from Woodland, Winters and Yolo County, as shown in Table 1.1c.
- \$0.2 million in FTA 5307 formula funds supporting Woodland Microtransit.
- \$0.2 million in FTA 5311 rural formula funds supporting the Knights Landing and Winters operations.
- \$25 thousand in STA-SGR Funds to support vehicle maintenance.
- \$45 thousand in passenger fares.

Table 1.3. Annual Operating Budget - Microtransit

Microtransit Operating Revenues	Final FY 23-24	Draft FY 24-25	Change	Percent Change
STA/LTF	\$846,000	\$843,315	(\$2,685)	0%
FTA 5307 Formula Funds	\$243,000	\$219,000	(\$24,000)	-10%
FTA 5307 CARES	\$0	\$411,882	\$411,882	
FTA/Caltrans 5311 Rural Formula Funds	\$226,000	\$204,214	(\$21,786)	-10%
STA-SGR State of Good Repair Funds	\$25,000	\$0	(\$25,000)	-100%
Passenger Fares	\$25,000	\$45,000	\$20,000	80%
SB125	\$0	\$462,978	\$462,978	
Total Microtransit Operating Revenues	\$1,364,000	\$2,186,389	\$821,389	60%

Microtransit Operating Expenses	Final FY 23-24	Draft FY 24-25	Change	Percent Change
Contracted Transportation - Woodland	\$590,000	\$915,000	\$325,000	55%
Contracted Transportation - Winters	\$170,000	\$400,000	\$230,000	135%
Contracted Transportation - Knights Landing	\$135,000	\$323,000	\$188,000	139%
Technology	\$231,000	\$30,000	(\$201,000)	-87%
Insurance	\$138,000	\$234,389	\$96,389	70%
Fuel	\$65,000	\$244,000	\$179,000	275%
Vehicle Maintenance	\$25,000	\$25,000	\$0	0%
Communications & Marketing	\$0	\$5,000	\$5,000	
Contingencies	\$10,000	\$10,000	\$0	0%
Total Microtransit Operating Expenses	\$1,364,000	\$2,186,389	\$822,389	60%

Paratransit Annual Operating Budget

Table 1.4 shows the \$3.07 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 represents a 1% increase over than FY 2023-24 levels, reflecting demand leveling off after several years of dramatic growth coming out of the pandemic.

Revenue Sources include:

- a. \$1.4 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. \$70 thousand in Cache Creek mitigation funds to reimburse for paratransit trips serving nearby areas.
- e. New for this year, \$117,000 in SB 125 transit recovery funds.

Table 1.4. Annual Operating Budget - Paratransit

Paratransit Operating Revenues	Final FY 23-24	Draft FY 24-25	Change	Percent Change
STA/LTF	\$1,912,000	\$1,465,000	(\$447,000)	-23%
FTA 5307 Formula Funds	\$842,000	\$755,054	(\$86,946)	-10%
Passenger Fares	\$145,000	\$150,000	\$5,000	3%
Cache Creek Mitigation	\$80,000	\$70,000	(\$10,000)	-13%
STA-SGR State of Good Repair Funds	\$65,000	\$0	(\$65,000)	
Organization-Paid Fares	\$5,000	\$0	(\$5,000)	-100%
FTA 5307 CARES	\$0	\$508,868	\$508,868	
SB125	\$0	\$117,079	\$117,079	0%
Carryforward Fund Balance	\$1,000	\$0	(\$1,000)	
Total Paratransit Operating Revenues	\$3,050,000	\$3,066,001	\$17,001	1%

Paratransit Operating Expenses	Final FY 23-24	Draft FY 24-25	Change	Percent Change
Contracted Transportation	\$2,504,000	\$2,514,000	\$10,000	0%
Fuel	\$224,000	\$224,000	\$0	0%
Insurance	\$206,000	\$200,922	(\$5,078)	-2%
Vehicle Maintenance	\$65,000	\$0	(\$65,000)	
Technology	\$41,000	\$117,079	\$76,079	
Contingencies	\$10,000	\$10,000	\$0	0%
Total Paratransit Operating Expenses	\$3,050,000	\$3,066,001	\$16,001	1%

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 \$4.9 million. The proposed combined FY 2024-25 operating budget of \$5.2 million would require a further deposit of \$284 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	Draft	Change	
	FY 23-24	FY 24-25		
Total Operating Expenses	\$19,709,000	\$20,844,407	\$1,135,407	6%
General Reserve (25% Operating Budget):	\$4,927,000	\$5,211,000	\$284,000	

Section 2. Multiyear Capital and Planning Projects

Capital and Planning Projects

This budget continues to establish multiyear capital and planning priorities including the Yolo Active Transportation Corridors (YATC) project, and the Zero Emission Fleet Transition Plan and Downtown Woodland Transit Center.

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

Table 2.1 displays \$2.6 million in proposed new appropriations for multiyear capital and planning projects. The new funding includes:

- FR-1 Electric Buses- Multiyear Reserve for Future Purchases: \$477 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-3 Fixed Route Planning Efforts: \$200 thousand in new SB 125 funding is proposed for the preparation of a Short Range Transit Plan. The scope of work and contract for this effort were approved by the Board in April 2024.
- FR-11 Downtown Woodland Transit Center: \$430 thousand of new funding is proposed for relocation costs for a new Transit Center in downtown Woodland, to replace the transit center at the County Fair Fashion Mall. This is an estimate that will be refined through the planning and design process currently underway. The funding source for these costs is to be determined.
- FR-12 Fixed Route Bus Battery Replacements: \$124 thousand in new Available Fund Balance/STA is proposed to be used to purchase six replacement batteries for our six Proterra electric buses.
- FR-13 Zero Emission Bus (ZEB) Electrification Infrastructure (Woodland): \$400 thousand in new SB 125 funding for design and engineering studies for electrification infrastructure upgrades needed to meet California's Zero Emission Vehicle requirements.
- MM-1 Yolo Active Transportation Corridors: \$200 thousand in additional grant funds from sources to be determined (supplementing the \$1.2 million federal RAISE funds already appropriated) are proposed to fund ongoing consulting services for the Yolo Active Transportation Corridors planning project.

Table 2.1. YoloTD Multi-year Capital and Planning Project Budgets with FY 2024-25 Budget Appropriation

Multiyear Capital and Planning Projects	Carryforward FY23-24	Actual/ Encumbered to Date	Balance FY23-24	Proposed FY 24-25 Appropriation	Total Multi-year Project Budget
FR-1. Electric Buses - Multi-year Reserve for Future Purchases					
Expenditure Budget					
Vehicle Equipment Purchase	\$1,343,463	\$0	\$1,343,463	\$477,000	\$1,820,463
Total FR-1 Expenditure Budget	\$1,343,463	\$0	\$1,343,463	\$477,000	\$1,820,463
Revenue Sources					
FTA 5307/5339 Funds	\$880,000	\$0	\$880,000	\$0	\$880,000
LCTOP - FY 2022-23 allocation	\$463,000	\$0	\$463,000	\$477,000	\$940,000
Total FR-1 Revenue Budget	\$1,343,000	\$0	\$1,343,000	\$477,000	\$1,820,000
FR-3. Fixed Route Planning Efforts					
Expenditure Budget					
Professional Svcs - Zero Emission Fleet	\$200,000	\$199,952	\$48	\$0	\$48
Professional Svcs - Short Range Transit Plan	\$200,000	\$200,000	\$0	\$200,000	\$200,000
Professional Svcs - 10 Year Capital Plan	\$100,000	\$0	\$100,000	\$0	\$100,000
Total FR-3 Expenditure Budget	\$500,000	\$399,952	\$100,048	\$200,000	\$300,048
Revenue Sources					
FTA 5307 Funds	\$400,000	\$399,952	\$48	\$0	\$48
SB125	\$0	\$0	\$0	\$200,000	\$200,000
Available Fund Balance	\$100,000	\$0	\$100,000	\$0	\$100,000
Total FR-3 Revenue Budget	\$500,000	\$399,952	\$100,048	\$200,000	\$300,048
FR-11 Downtown Woodland Transit Center					
Expenditure Budget					
Planning Services	\$225,000	\$75,000	\$150,000	\$0	\$120,000
Relocation	\$0	\$0	\$0	\$430,000	\$430,000
Total FR-11 Expenditure Budget	\$225,000	\$75,000	\$150,000	\$430,000	\$550,000
Revenue Sources					
FTA 5307 Funds	\$120,000	\$0	\$120,000	\$0	\$120,000
Available Fund Balance/STA	\$75,000	\$75,000	\$0	\$0	\$0
Funding TBD	\$0	\$0	\$0	\$430,000	\$430,000
Total FR-11 Revenue Budget	\$195,000	\$75,000	\$120,000	\$430,000	\$550,000
FR-12 Fixed Route Bus Battery Replacements (6)					
Expenditure Budget					
Fleet Engine/Parts	\$0	\$0	\$0	\$124,000	\$124,000
Total FR-12 Expenditure Budget	\$0	\$0	\$0	\$124,000	\$124,000
Revenue Sources					
FTA 5307 Funds	\$0	\$0	\$0	\$99,200	\$99,200
Available Fund Balance/STA	\$0	\$0	\$0	\$24,800	\$24,800
Total FR-12 Revenue Budget	\$0	\$0	\$0	\$124,000	\$124,000
FR-13 Zero Emission Bus (ZEB) Electrification Infrastructure (Woodland)					
Expenditure Budget					
Facilities Repair & Maintenance	\$0	\$0	\$0	\$400,000	\$400,000
Total FR-13 Expenditure Budget	\$0	\$0	\$0	\$400,000	\$400,000
Revenue Sources					
SB125	\$0	\$0	\$0	\$400,000	\$400,000
Total FR-13 Revenue Budget	\$0	\$0	\$0	\$400,000	\$400,000
MM-1 Yolo Active Transportation Corridors					
Expenditure Budget					
Consulting Services	\$1,200,000	\$559,707	\$640,293	\$200,000	\$840,293
Total MM-1 Expenditure Budget	\$1,200,000	\$559,707	\$640,293	\$200,000	\$840,293
Revenue Sources					
RAISE Grant	\$1,200,000	\$559,707	\$640,293	\$0	\$640,293
Funding TBD	\$0	\$0	\$0	\$200,000	\$200,000
Total MM-1 Revenue Budget	\$1,200,000	\$559,707	\$640,293	\$200,000	\$840,293

Table 2.1 Continued: YoloTD Multi-year Capital and Planning Project Budgets with FY 2024-25 Budget Appropriation					
Multiyear Capital and Planning Projects	Carryforward FY23-24	Actual/ Encumbered to Date	Balance FY23-24	Proposed FY 24-25 Appropriation	Total Multi-year Project Budget
MM-4 Countywide Travel Behavior Survey					
Expenditure Budget					
Professional Services	\$0	\$0	\$0	\$100,000	\$100,000
Total MM-4 Expenditure Budget	\$0	\$0	\$0	\$100,000	\$100,000
Revenue Sources					
Funding TBD	\$0	\$0	\$0	\$100,000	\$100,000
Total MM-4 Revenue Budget	\$0	\$0	\$0	\$100,000	\$100,000
MM-5 Major Fleet Maintenance					
Expenditure Budget					
Maintenance Services	\$0	\$0	\$0	\$210,000	\$210,000
Total MM-5 Expenditure Budget	\$0	\$0	\$0	\$210,000	\$210,000
Revenue Sources					
Funding TBD	\$0	\$0	\$0	\$210,000	\$210,000
Total MM-5 Revenue Budget	\$0	\$0	\$0	\$210,000	\$210,000
PT-1 Paratransit Vehicle Replacement (2)					
Expenditure Budget					
Vehicles	\$0	\$0	\$0	\$360,000	\$360,000
Total PT-1 Expenditure Budget	\$0	\$0	\$0	\$360,000	\$360,000
Revenue Sources					
Funding TBD	\$0	\$0	\$0	\$360,000	\$360,000
Total PT-1 Revenue Budget	\$0	\$0	\$0	\$360,000	\$360,000
YT-1 Yolotd Annual Reserves Contribution: ZEB Electrification Infrastructure Repair & Maintenance (Woodland)					
Expenditure Budget					
Facilities Repair & Maintenance	\$0	\$0	\$0	\$25,000	\$25,000
Total YT-1 Expenditure Budget	\$0	\$0	\$0	\$25,000	\$25,000
Revenue Sources					
Funding TBD	\$0	\$0	\$0	\$25,000	\$25,000
Total YT-1 Revenue Budget	\$0	\$0	\$0	\$25,000	\$25,000
YT-2 Yolotd Annual Reserves Contribution: Maitenance Shop Repairs					
Expenditure Budget					
Facilities Repair & Maintenance	\$0	\$0	\$0	\$54,000	\$54,000
Total YT-2 Expenditure Budget	\$0	\$0	\$0	\$54,000	\$54,000
Revenue Sources					
Funding TBD	\$0	\$0	\$0	\$54,000	\$54,000
Total YT-2 Revenue Budget	\$0	\$0	\$0	\$54,000	\$54,000
Total Projects with new appropriations	\$3,238,000	\$1,034,659	\$2,203,341	\$2,580,000	\$4,783,341

Table 2.2 displays \$2.8 million in other YoloTD pending and ongoing multi-year capital and planning project budgets carried forward from prior years, but where no new funding is being considered. These include projects such as the Yolo 80 Managed Lanes Legal, Advisory and Technical Services and Automatic Passenger Counters. This includes an adjustment of \$520 thousand to defund a prior year allocation for FR-4. GTFIS Real-Time Enhancements. This project was rolled into another project (FR-5 Automatic Passenger Counters) and is fully funded.

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

Multiyear Capital and Planning Projects	Carryforward FY23-24	Actual/ Encumbered to Date	Balance FY23-24	Adjustments to Prior Year Appropriations	Total Prior Year
FR-4. General Transit Feed Specification (GTFS) Real-Time Enhancements					
Expenditure Budget					
Equipment	\$520,000	\$0	\$520,000	(\$520,000)	\$0
Total FR-4 Expenditure Budget	\$520,000	\$0	\$520,000	(\$520,000)	\$0
Revenue Sources					
FTA 5339/5307 Funds	\$416,000	\$0	\$416,000	(\$416,000)	\$0
Available Fund Balance/STA Funds	\$104,000	\$0	\$104,000	(\$104,000)	\$0
Total FR-4 Revenue Budget	\$520,000	\$0	\$520,000	(\$520,000)	\$0
FR-5. Automatic Passenger Counters (APC)					
Expenditure Budget					
Equipment	\$420,000	\$0	\$420,000	\$0	\$420,000
Total FR-5 Expenditure Budget	\$420,000	\$0	\$420,000	\$0	\$420,000
Revenue Sources					
FTA 5307 Funds	\$420,000	\$0	\$420,000	\$0	\$420,000
Total FR-5 Revenue Budget	\$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 Budget	\$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 Budget	\$673,581	\$0	\$673,581	\$0	\$673,581
MM-2 80 Managed Lanes Advisory, Legal & Technical Services					
Expenditure Budget					
Professional Services	\$250,000	\$175,000	\$75,000	\$0	\$75,000
Total MM-2 Expenditure Budget	\$250,000	\$175,000	\$75,000	\$0	\$75,000
Revenue Sources					
Available Fund Balance	\$250,000	\$175,000	\$75,000	\$0	\$75,000
Total MM-2 Revenue Budget	\$250,000	\$175,000	\$75,000	\$0	\$75,000
MM-3 Tolling Authority					
Expenditure Budget					
FY 23-24 Allocated YoloTD Salaries and Benefits	\$250,000	\$0	\$250,000	\$0	\$250,000
Consulting Services	\$1,750,000	\$395,000	\$1,355,000	\$0	\$1,355,000
Total MM-3 Expenditure Budget	\$2,000,000	\$395,000	\$1,605,000	\$0	\$1,605,000
Revenue Sources					
SACOG Grant (RSTP)	\$2,000,000	\$395,000	\$1,605,000	\$0	\$1,605,000
Total MM-3 Revenue Budget	\$2,000,000	\$395,000	\$1,605,000	\$0	\$1,605,000
Total Continuing Projects (no new Funding)	\$3,863,581	\$570,000	\$3,293,581	(\$520,000)	\$2,773,581

Section 3. Five-Year Operating Budget Outlook

Table 3 provides a five-year operating budget outlook, presenting future expenditures and revenues in constant 2024 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 costs going down because many of the service restorations and expansions that were included in the current (FY 2023-24) budget were not implemented and have not been included in the proposed FY 2024-25 budget. This new outlook assumes that the limited-service restorations and expansions proposed for FY 2024-25 would continue unchanged in future years, until FY 2027-28 when service expansions funded by the Yolo 80 VMT mitigation plan would come into effect. The budget assumes the Yolo-80 mitigation programs are net revenue neutral – an assumption that will need to be refined closer to the implementation date of those services.

On the revenue side, the table shows the effect of the loss of remaining federal CARES Act funding in the current fiscal year, along with the expiring of various federal competitive grants supporting the FY 2024-25 budget.

Conversely, the table shows new one-time state funding from SB 125 that offset the loss of CARES revenue. Additionally, we estimate an increase in the use of federal formula (5307) funds from several possible sources including the Sacramento and Davis UZAs.

The combined effect of postponing service restorations and expansions, plus additional utilization of 5307 funds, results in a five-year outlook that does not currently anticipate any additional use of LTF funding.

Table 3. Five-Year Outlook in Constant 2024 Dollars

As we did last year, this forecast uses constant 2024 dollars to simplify assumptions and avoid predicting cost inflation. The funding gap will increase if base revenues grow more slowly than expenditures. YoloTD staff will refine this forecast, incorporating future service changes, funding, and inflationary factors, and will provide updates throughout the year.

	Projection					
	FY 2023-24	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
Expenditures						
Adjusted FY23-24 Operating Expenditure Budget	\$ 19,263,000	\$ -	\$ -	\$ -	\$ -	\$ -
FY24-25 Annualized Restoration/Microtransit expansion	\$ -	\$ 20,844,000	\$ 20,844,000	\$ 20,844,000	\$ 20,844,000	\$ 20,844,000
FY28-29 New Service VMT Mitigation Plan 2023 Estimates	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,200,000
Additional 25% deposit to General Reserve from budget increase	\$ -	\$ 393,000	\$ -	\$ -	\$ -	\$ -
Scenario Expenditure Budgets in 2024 Dollars:	\$ 19,263,000	\$ 21,237,000	\$ 20,844,000	\$ 20,844,000	\$ 20,844,000	\$ 25,044,000
Revenues						
State Transit Assistance	\$ 2,882,000	\$ 2,845,000	\$ 2,845,000	\$ 2,845,000	\$ 2,845,000	\$ 2,845,000
Local Transportation Fund (FY 24-25 Level)	\$ 6,211,000	\$ 5,654,000	\$ 5,654,000	\$ 5,654,000	\$ 5,654,000	\$ 5,654,000
Cache Creek Mitigation Funds	\$ 1,273,000	\$ 1,315,000	\$ 1,315,000	\$ 1,315,000	\$ 1,315,000	\$ 1,315,000
STA-SGR State of Good Repair Funds ¹	\$ -	\$ 325,000	\$ 325,000	\$ 325,000	\$ 325,000	\$ 325,000
Fare Revenue ²	\$ 1,355,000	\$ 1,370,000	\$ 1,370,000	\$ 1,370,000	\$ 1,370,000	\$ 1,370,000
Other: Fuel Sales/Advertising/Fuel Credits/Interest Etc. ³	\$ 1,375,000	\$ 1,005,000	\$ 1,005,000	\$ 1,005,000	\$ 1,005,000	\$ 1,005,000
UC Davis Causeway Connection Support	\$ 286,000	\$ 293,000	\$ 293,000	\$ 293,000	\$ 293,000	\$ 293,000
FTA 5311 Formula Funds:						
Rural Yolo County	\$ 806,000	\$ 204,000	\$ 220,000	\$ 220,000	\$ 220,000	\$ 220,000
FTA 5307 Formula Funds:						
UZA Woodland ⁴	\$ 2,085,000	\$ 2,468,000	\$ 3,000,000	\$ 3,000,000	\$ 3,000,000	\$ 3,000,000
UZA Davis ⁵	\$ -	\$ 150,000	\$ 150,000	\$ 150,000	\$ 150,000	\$ 150,000
UZA Sacramento ⁶	\$ 13,000	\$ 126,000	\$ 3,000,000	\$ 3,000,000	\$ 3,000,000	\$ 3,000,000
FTA competitive grants (42 Expansion, Causeway Connection) ⁷	\$ 318,000	\$ 720,000	\$ -	\$ -	\$ -	\$ -
ARPA 100% reimbursement funds (\$3M available)	\$ 1,901,000	\$ -	\$ -	\$ -	\$ -	\$ -
CARES Act 100% reimbursement funds (\$4.4M available)	\$ 1,074,000	\$ 3,072,000	\$ -	\$ -	\$ -	\$ -
SB125 formula-based capital program ⁸	\$ -	\$ 1,690,000	\$ 1,316,000	\$ -	\$ -	\$ -
New Service: Yolo 80 VMT Mitigation Plan 2023 Estimates ⁹	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,200,000
Total Base Revenues	\$ 19,579,000	\$ 21,237,000	\$ 20,493,000	\$ 19,177,000	\$ 19,177,000	\$ 23,377,000
Base Funding Excess (Deficit)	\$ 316,000	\$ -	\$ (351,000)	\$ (1,667,000)	\$ (1,667,000)	\$ (1,667,000)
Potential Funding Solutions						
Increased use of Formula funds ¹⁰	\$ -	\$ -	\$ 351,000	\$ 1,600,000	\$ 1,600,000	\$ 1,600,000
Obtain new competitive grants	\$ -	\$ -	\$ -	\$ 67,000	\$ 67,000	\$ 67,000
SB125 formula-based capital program	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Increased use of LTF/other potential funding strategies	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Increased use of unrestricted funds	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Excess funding added to unrestricted funds balance	\$ (316,000)	\$ -	\$ -	\$ -	\$ -	\$ -
Subtotal Potential Strategies to Close Excess (Deficit)	\$ (316,000)	\$ -	\$ 351,000	\$ 1,667,000	\$ 1,667,000	\$ 1,667,000
Remaining, Base Funding Excess (Deficit)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

- Notes:**
1. State of Good Repair (SGR) funds to be utilized towards vehicle maintenance, which is included in operating budget.
 2. Fare Revenues assumes no increases. Special fares included in other revenues.
 3. Other revenues include fuel sales and renewable fuel credits, special fares, Low -Carbon Transit Operations Program (LCTOP) in FY23-24 projections.
 4. As a result of the 2022 U.S. Census bureau data update, 5307 UZA Woodland allocation increased from \$2.4M to \$3M.
 5. YoloTD has an informal agreement with Unitrans and City of Davis to limit the use of 5307 UZA Davis funds to \$150,000.
 6. YoloTD has not fully utilized its allocation of the 5307 UZA Sacramento funds. The forecasts assumes a base amount of \$1.2M based on SACOG's draft 2024-25 5307 UZA Sac split letter.
 7. FTA Competitive grants assumes drawing down on current funds. Though YoloTD plans to seek new grants, no new funding is assumed in this forecast.
 8. SB125 Transit and Intercity Rail Capital Program forecast is based on YoloTD's Cycle I allocation of \$3M for FY24-25 & FY25-26. The legislation envisions a second cycle of SB 125 funding. However, this is uncertain pending the outcome of negotiations on the State of California budget for FY 2024-25. Therefore, this budget conservatively assumes no additional SB 125 funding.
 9. Implementing transit service expansions contained in the Yolo 80 VMT Mitigation Plan. The first three years of this service are fully funded by mitigation (capital) dollars. After the first three years, the service will be funded by future toll revenue at the discretion of the Capitol Area Tolling Authority.
 10. Increased Formula funding may include increased use of Davis UZA funds (pending agreement with Unitrans and City of Davis to revise existing informal agreement) and Discretionary SacUZA funding, which YoloTD has not sought in the last two years but for which we are eligible.

Section 4: Annual Workplan

(to be included in final document)