

FISCAL YEAR 2024-2025

# BUDGET & WORKPLAN

Adopted July 8, 2024

Yolo Transportation District



Prepared by the Finance Department under the Direction of Executive Director, Autumn Bernstein  
Director of Finance & Administration, Chas Ann Fadrigio, MBA

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# ACKNOWLEDGEMENTS

First, we would like to extend our gratitude to the Finance & Administration Department for their significant contributions to budget development. Their unwavering dedication has carried YoloTD through numerous changes, always staying committed to serving our communities.

- **Leticia Ambriz**, Accountant (18 years of service)
- **Cristina Grajeda**, Accountant (12 years of service)

Special thanks to the Transit Operations Department for their detailed transit service plans, evaluating city transit needs, scheduling routes and frequencies, and assisting the Finance Department with funding evaluations and future revenue opportunities.

- **Daisy Romero**, Director of Transit Operations
- **Courtney Williams Jr.**, Senior Transportation Planner
- **Kassandra Barrientos**, Assistant Transportation Planner

We acknowledge and thank the Planning Department for their work on the capital plan. Your dedication to active multimodal corridor initiatives and achievements with the Yolo-80 Managed Lane project is greatly appreciated.

- **Brian Abbanat**, Director of Planning
- **Brenda Lomeli**, Assistant Transportation Planner

A very special thanks to our Communications and Marketing Team for transforming the look and layout of our FY 2024-2025 budget book. Your commitment to understanding a “citizen-level view” and enhancing our community outreach has increased awareness and accessibility to our services. Thank you for capturing great YoloTD milestones, outreach events, and services; our budget book looks great!

- **Christopher Quan Le**, Communications & Marketing Specialist
- **Nathan Jurgensen**, Intern 2022-2024
- **David Nacorda**, Intern 2022-2024

We also want to express our gratitude to our IT department for maintaining our IT systems and in-bus communications and technology. Your support is crucial to our success and business continuity.

- **Daniel Gomez**, Information Systems Technician (12 years of service)

Thank you to our Technical Advisory Committee and Citizen’s Advisory Committee for your time, feedback, and support during the budget development process.

**Chas Ann Fadrigio, MBA**  
*Director of Finance & Administration*

**Autumn Bernstein**  
*Executive Director*



## **VISION**

Provide seamless, sustainable mobility solutions to help Yolo communities thrive.



## **VALUES**

- We are transparent, inclusive and accountable to the public, stakeholders and partner agencies
- We are committed to addressing inequities and improving outcomes for our most vulnerable communities
- We prioritize environmental sustainability and climate resilience
- We value efficiency, innovation and responsible stewardship of public funds



## **PRIORITIES**

1. Provide transit service that is faster, more reliable and convenient.
2. Partner with member jurisdictions, community-based organizations and local, regional, state and federal agencies to identify and address the current and evolving mobility needs of Yolo County.
3. Coordinate, plan and fundraise to deliver a full suite of transportation projects and programs.



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# EXECUTIVE DIRECTOR'S MESSAGE

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).

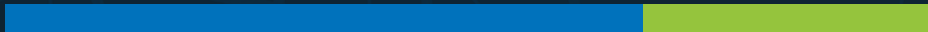
## Highlights of the Workplan and Budget include:

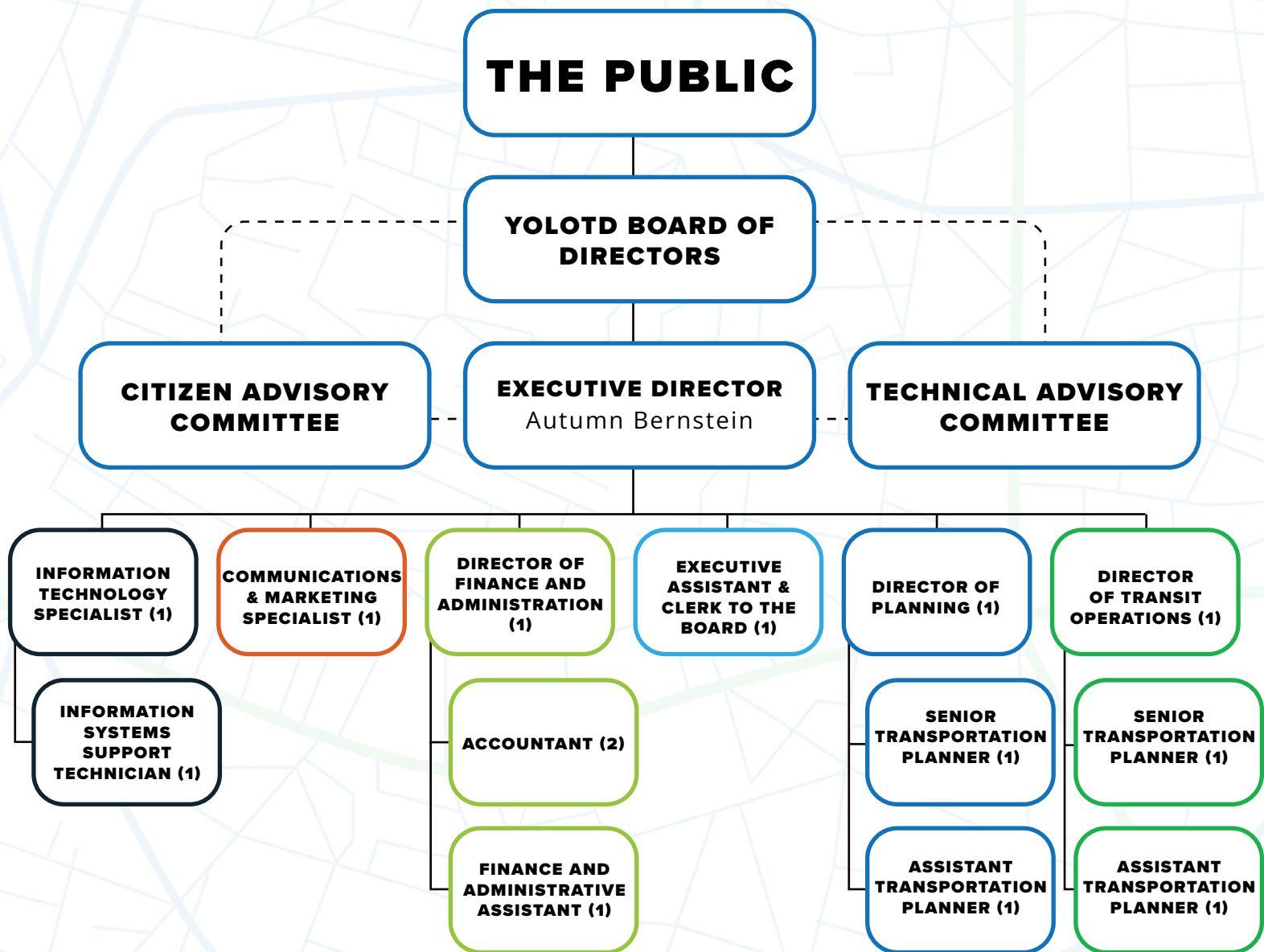
- Complete planning for the new Downtown Woodland Transit Center.
- Complete community outreach and planning for the Yolo Active Transportation Corridors (YATC) project.
- Analyze BeeLine ridership data and feedback and consider adjustments to services to meet demand in the Winters and Knights Landing/Yolo service areas.
- 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 suspended local trips on Routes 40 and 240 in West Sacramento.
- 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*





# THE DISTRICT

Yolo Transportation District (YoloTD) is structured with the public at its foundation, followed by the Board of Directors representing various factions of Yolo County. The Executive Director leads six key departments, overseeing 14 full-time staff, four part-time interns, and partnering with Transdev for day-to-day bus operations, ensuring effective transportation services for the community. Additionally, YoloTD benefits from advisory input through the Citizen Advisory Committee and Technical Advisory Committee, providing valuable guidance on projects and initiatives.



**JOSH CHAPMAN**  
**CHAIR**

*Council Member, City of Davis*  
*Term Ends: Dec 2024*

**DR. DAWNTÉ EARLY**  
**VICE CHAIR**

*Council Member, City of West Sacramento*  
*Term Ends: Dec 2026*



# BOARD OF DIRECTORS





**TOM STALLARD**

**BOARD MEMBER**

*Council Member, City of Woodland  
Term Ends: Nov 2024*



**LUCAS FRERICHS**

**BOARD MEMBER**

*District 2 Supervisor, Yolo County Board  
of Supervisors  
Term Ends: Dec 2027*



**JESSE LOREN**

**BOARD MEMBER**

*Council Member, City of Winters  
Term Ends: Nov 2024*



**MATT DULCICH**

**EX-OFFICIO**

*Director of Environmental Planning,  
UC Davis*



**SUKHI JOHAL**

**EX-OFFICIO**

*Senior Transportation Planner  
Caltrans District 3*

YoloTD’s Board of Directors is led by Chair Josh Chapman, City of Davis Council Member, and Vice Chair Dr. Dawnté Early, City of West Sacramento Council Member. The Board of Directors is made up of other members including representatives from the City of Woodland, City of Winters, Yolo County Board of Supervisors, and two ex-officio members representing UC Davis and Caltrans District 3. This diverse team guides YoloTD’s initiatives with expertise and community-focused perspectives.

# Yolobus SERVICES

YoloTD operates local and intercity public buses 365 days a year in Yolo County and neighboring areas. Our vehicles runs through the cities of Davis, West Sacramento, Winters, Woodland, and Downtown Sacramento with stops at popular destinations such as UC Davis, Sacramento International Airport (SMF), UC Davis Medical Center, Sutter Health Park, and Cache Creek Casino Resort.



- 42A 42B** INTERCITY/AIRPORT  
Mon-Sun, Hourly and Peak
- 37** SOUTHPORT  
Mon-Fri, All Day
- 40** WEST SACRAMENTO LOCAL  
Mon-Sun, Hourly
- 41** WEST SACRAMENTO LOCAL  
Mon-Sun, Hourly
- 240** WEST SACRAMENTO SHUTTLE  
Mon-Sun, Hourly

- 45** WOODLAND EXPRESS  
Mon-Fri, Peak Only
- 211** WEST WOODLAND LOCAL  
Mon-Sun, Hourly
- 212** EAST WOODLAND LOCAL  
Mon-Sun, Hourly
- 215** CACHE CREEK SHUTTLE  
Mon-Sun, 17 Round Trips

- 43** DAVIS EXPRESS  
Mon-Fri, Peak Only
- 43R** DAVIS EXPRESS (REVERSE)  
Mon-Fri, Peak Only
- 230** DAVIS EXPRESS  
Mon-Fri, Peak Only
- 138** CAUSEWAY CONNECTION  
Mon-Fri, Hourly



## **Yolobus FIXED ROUTES**

The Yolobus fixed route is a service that follows consistent routes and schedules. Our buses make regularly scheduled stops to pick up and deliver passengers accordingly. Yolobus currently operates 14 fixed routes (6 local routes, 4 intercity routes, and 4 express routes) with a fleet of 48 buses.



## **SPECIAL PARATRANSIT**

Paratransit services are available to our riders who are unable to utilize our fixed route services due to disability. This service operates primarily within a ¾ mile boundary around the fixed-route bus services. In order to utilize the service, riders must apply through our Yolobus Special Paratransit Application. Nine ADA compliant paratransit vehicles are used to operate this service.



## **beeLine MICROTRANSIT**

BeeLine is an on-demand rideshare service, that offers convenient transportation within designated zones across Yolo County. With small vehicles and an intuitive mobile app, riders enjoy personalized trips, easy booking, and seamless payment options. Formerly YOUR Ride, BeeLine launched in September 2023 and currently operates with 8 vehicles across four zones: Woodland, Winters, Knights Landing, and Yolo.



## PROJECT HIGHLIGHT

# YOLO 80 MANAGED LANES PROJECT

In collaboration with the California Department of Transportation (Caltrans), YoloTD is spearheading the Yolo 80 Managed Lanes project which aims to optimize traffic flow along the I-80 corridor on the western side of the Sacramento-Yolo metropolitan area, facilitating smoother commutes and supporting regional growth.

### Project Goals:

- **Congestion Reduction:** Adding 17 miles of tolled managed lanes, one additional lane in each direction, without widening the causeway footprint, along with ramp meters and technology upgrades, will ease traffic congestion.
- **Transit Priority:** The project emphasizes transit and carpool vehicles, supported by advanced detection technology for preferential treatment.
- **Bicycle Facility Upgrades:** Enhancements to existing bike paths and safety measures on approach roads will improve cycling accessibility.
- **Community Benefits:** Decreasing cut-through traffic and reinvesting toll revenue into local communities, with a focus on environmental justice, will enhance community well-being.

### Current State of the Project:

In January 2024, the establishment of the Capitol Area Regional Tolling Authority (CARTA) marked a collaborative effort between SACOG, YoloTD, Caltrans, and regional stakeholders. As a Joint Powers Authority (JPA), CARTA will oversee toll facility development and operation in the Sacramento region, facilitating coordinated planning for future transportation projects.

In May 2024 the California Transportation Commission approved CARTA's tolling authority application for the project and provided gap funding to enable Phase 1 construction.

Construction is expected to begin in fall 2024 with the new lanes opening in fall 2027.





## PROJECT HIGHLIGHT

# YOLO ACTIVE TRANSPORTATION CORRIDORS PLAN

The Yolo Active Transportation Corridors (YATC) plan is a comprehensive initiative aimed at connecting Yolo county's unincorporated communities and cities with each other with safe, comfortable, off-street bicycling and walking paths to address mobility barriers for low-income and minority residents.

This planning endeavor builds upon YoloTD's recent initiatives, focusing on improving transportation options for the region's isolated and disadvantaged areas. These areas face challenges due to rurality, isolation, and disproportionately high environmental burdens, resulting in socioeconomic disparities.

The project, with a budget of \$1.7 million, is primarily funded by a \$1.2 million grant from the federal Rebuilding American Infrastructure with Sustainability and Equity (RAISE) discretionary grant program.

YoloTD staff, in collaboration with consultants Fehr & Peers, are have completed Phase 1 of our outreach focusing on existing conditions and priorities & aspirations of Yolo county communities. to shape the project's direction and outcomes. Phase 1 outreach included 10 workshops in the unincorporated communities and 3 open houses in Davis, West Sacramento, and Woodland.





## PROJECT HIGHLIGHT

# ZERO EMISSION BUSES FLEET CONVERSION PLAN

The California Air Resources Board (CARB) implemented the Innovative Clean Transit Regulation (ICT) in December 2018, mandating that all public transit agencies transition to zero-emission bus fleets by 2040. Yolobus, classified as a small transit operator under ICT, must adhere to specific deadlines outlined for such operators.

Under ICT regulations, starting in 2029, all bus procurements must be zero-emission buses (ZEBs). YoloTD's ZEB rollout plan provides structured guidance on meeting this procurement requirement, subject to revisions. While transitioning to ZEBs, Yolobus plans to operate a blended fleet of compressed natural gas (CNG), diesel, and battery electric buses.

At the June 2023 Board Meeting, the Yolobus Zero-Emission Roll-out Plan was formally approved, signifying our commitment to CARB's regulations. The plan, developed by our Planning team, is supported by internal fleet data tracking mileage and vehicle useful life.



*Transit agencies currently deploying or planning on deploying zero-emission buses.*

## PROJECT HIGHLIGHT

# SHORT-RANGE TRANSIT PLAN

The 2024-2031 Short-Range Transit Plan (SRTP) serves as a comprehensive roadmap outlining an agency's strategies, goals, and projects for a period typically spanning five to seven years. It directs operational activities, investments, and service enhancements, subject to periodic updates to adapt to changing transit needs. Key purposes of the SRTP include optimizing transit services to meet evolving ridership demands and addressing infrastructure investments for the maintenance and modernization of transit assets and facilities.

YoloTD staff has contracted with Transportation Management & Design, Inc. (TMD) to develop

the SRTP. This draft will analyze current services (fixed route, microtransit, and ADA paratransit services) and propose new services covering different scenarios. TMD will also provide a capital cost analysis for bus stop improvements and Route 42A/B signal prioritization. This initiative aims to create a strategic transit plan aligned with Yolo County's evolving transportation needs. As of July 2024, the project has held three open houses in Davis, West Sacramento, and Woodland and launched and promoted an online survey for early input and to help shape the plan's service recommendations. SRTP completion is expected in winter/spring 2025.



## PROJECT HIGHLIGHT

# WOODLAND TRANSIT CENTER

YoloTD's commitment to enhancing transit infrastructure is evident in its efforts to relocate the Woodland Transit Center from its current location at the County Fair Fashion Mall. This move aims to address safety concerns and improve accessibility to Woodland's burgeoning downtown core for passengers. In April 2023, YoloTD engaged Kimley Horn Associates to conduct a comprehensive study in Woodland, focusing on identifying a new transit center location in downtown Woodland and transitioning services from the County Fair Fashion Mall. The study's scope included defining facility requirements, creating concept layouts, evaluating potential locations, and

estimating costs. Since April, YoloTD staff, Kimley Horn Associates, and City of Woodland officials have collaborated extensively to assess criteria, trade-offs, amenities, and potential sites. In April 2023 the YoloTD Board support a "preliminary preferred alternative" in the Second Street & Court Street area, conduct traffic analysis, and proceed to 30% design.

YoloTD staff anticipate finalizing 30% design and cost estimates, concluding collaboration with the City of Woodland, and presenting findings to the Board by the end of calendar year 2024. This milestone marks a significant step toward improving transit services in the Woodland area.





# BUDGET OVERVIEW

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

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	\$12,536,419	\$ 4,776,629	\$1,111,000	\$5,887,629	\$18,424,048
Microtransit	\$2,238,169	\$0	\$0	\$0	\$2,238,169
Paratransit	\$3,059,081	\$0	\$360,000	\$360,000	\$3,419,081
Multi-Modal	\$0	\$2,320,293	\$1,010,000	\$3,330,293	\$3,330,293
Reserves Funding	\$0	\$0	\$79,000	\$79,000	\$79,000
<b>Total</b>	<b>\$21,225,529</b>	<b>\$7,096,922</b>	<b>\$2,560,000</b>	<b>\$9,656,922</b>	<b>\$30,882,451</b>
<b>FY 2023-24 Budget</b>	\$19,709,000			<b>\$5,498,200</b>	<b>\$25,207,200</b>
<b>Change</b>	\$1,516,529			\$4,158,722	\$5,675,251
<b>Percent Change</b>	8%			76%	23%

## SECTION 1

# 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:



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.



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.



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 2023-24 audit.

### The revenues supporting the Administration budget consist primarily of:

- \$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.
- \$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.
- 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**

<b>Administration Operating Revenues</b>	<b>Final FY 23-24</b>	<b>Final FY 24-25</b>	<b>Change</b>	<b>Percent Change</b>
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%
<b>Total Administration Operating Revenues</b>	<b>\$3,186,000</b>	<b>\$3,391,860</b>	<b>\$205,860</b>	<b>6%</b>

<b>Administration Operating Expenses</b>	<b>Final FY 23-24</b>	<b>Final FY 24-25</b>	<b>Change</b>	<b>Percent Change</b>
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%
<b>Subtotal Salaries</b>	<b>\$1,803,000</b>	<b>\$1,995,000</b>	<b>\$192,000</b>	<b>11%</b>
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%
<b>Subtotal Benefits</b>	<b>\$612,000</b>	<b>\$678,000</b>	<b>\$66,000</b>	<b>11%</b>
<b>Subtotal Personnel Costs</b>	<b>\$2,415,000</b>	<b>\$2,673,000</b>	<b>\$258,000</b>	<b>11%</b>
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	
Facilities Maintenance	\$19,000	\$45,000	\$26,000	137%
Directors Stipends and Expenses	\$12,000	\$12,000	\$0	
Contingencies	\$150,000	\$100,000	(\$50,000)	-33%
<b>Total Administrative Operating Expenses</b>	<b>\$3,186,000</b>	<b>\$3,391,860</b>	<b>\$205,860</b>	<b>6%</b>

## 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	FY 23-24	FY 24-25	Step	July 1, 2023	Salary
<b>Executive Director</b>	1	1	-	\$211,860	\$211,860
			1	\$157,968	\$164,287
<b>Director of Finance &amp; Administration</b>	1	1	2	\$169,020	\$175,781
			3	\$180,852	\$188,086
			4	\$193,512	\$201,252
			5	\$207,060	\$215,342
<b>Director of Transit Operations</b>	1	1	1	\$145,884	\$151,719
			2	\$156,096	\$162,340
			3	\$167,023	\$173,703
			4	\$178,714	\$185,863
			5	\$191,224	\$198,873
<b>Director of Planning</b>	1	1	1	\$147,132	\$153,017
			2	\$157,431	\$163,728
			3	\$168,451	\$175,189
			4	\$180,243	\$187,453
			5	\$192,860	\$200,574
<b>IT Specialist</b>	1	1	1	\$97,800	\$101,712
			2	\$104,652	\$108,838
			3	\$111,972	\$116,451
			4	\$119,808	\$124,600
			5	\$128,196	\$133,324
<b>IT Systems Support Technician</b>	1	1	1	\$68,136	\$70,861
			2	\$72,912	\$75,828
			3	\$78,012	\$81,132
			4	\$83,472	\$86,811
			5	\$89,316	\$92,889
<b>Senior Transportation Planner</b>	1	2	1	\$106,008	\$110,248
			2	\$113,424	\$117,961
			3	\$121,368	\$126,223
			4	\$129,864	\$135,059
			5	\$138,948	\$144,506
<b>Associate Transportation Planner</b>	1	0	1	\$82,164	\$85,451
			2	\$87,924	\$91,441
			3	\$94,068	\$97,831
			4	\$100,656	\$104,682
			5	\$107,700	\$112,008
<b>Assistant Transportation Planner</b>	2	2	1	\$68,208	\$70,936
			2	\$72,972	\$75,891
			3	\$78,084	\$81,207
			4	\$83,556	\$86,898
			5	\$89,400	\$92,976

**TABLE 1.1B CON.**

Authorized Regular FTE Positions	FY 23-24	FY 24-25	Step	July 1, 2023	Salary
<b>Communications/Marketing Specialist</b>	1	1	1	\$85,296	\$88,708
			2	\$91,260	\$94,910
			3	\$97,656	\$101,562
			4	\$104,484	\$108,663
			5	\$111,804	\$116,276
<b>Executive Assistant/Clark of the Board</b>	1	1	1	\$66,574	\$69,237
			2	\$71,202	\$74,050
			3	\$76,152	\$79,198
			4	\$81,446	\$84,704
			5	\$87,108	\$90,592
<b>Accountant</b> <i>(Previously "Senior Finance &amp; HR Associate")</i>	2	2	1	\$78,444	\$81,582
			2	\$83,940	\$87,298
			3	\$89,820	\$93,413
			4	\$96,096	\$99,940
			5	\$102,828	\$106,941
<b>Accounting Technician</b> <i>(Previously "Finance &amp; HR Associate")</i>	1	1	1	\$57,216	\$59,505
			2	\$61,224	\$63,673
			3	\$65,508	\$68,128
			4	\$70,092	\$72,896
			5	\$75,000	\$78,000
<b>Total, Budgeted of FTE's</b>	<b>15</b>	<b>15</b>			
<b>Intern - 999 max hours per FY</b>	4	6	1	\$17,364	\$18,059
			2	\$18,278	\$19,009
			3	\$19,240	\$20,010
<b>Limited Term Positions</b>				<b>Min</b>	<b>Max</b>
<b>Associate Transportation Planner</b>	1	0		\$85,451	\$112,008



**TABLE 1.1C. FY 2024-2025 YOLOTD JURISDICTIONS STA & LTF ALLOCATIONS**

	Davis			Woodland		
	Final FY 23-24	Prelim FY 24-25	Change	Final FY 23-24	Prelim FY 24-25	Change
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%
<b>Total STA/LTF by Jurisdiction</b>	<b>\$5,536,061</b>	<b>\$5,045,576</b>	<b>-8.9%</b>	<b>\$4,907,167</b>	<b>\$4,487,834</b>	<b>-8.5%</b>
<b>STA/ LTF to YoloTD</b>						
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%
<b>STA to YoloTD</b>	<b>\$1,016,790</b>	<b>\$1,008,251</b>	<b>-0.8%</b>	<b>\$717,563</b>	<b>\$716,065</b>	<b>-0.2%</b>
<b>LTF to YoloTD</b>	<b>\$1,891,334</b>	<b>\$1,694,222</b>	<b>-10.4%</b>	<b>\$1,826,571</b>	<b>\$1,648,849</b>	<b>-9.7%</b>
<b>Total YoloTD STA + Share of LTF</b>	<b>\$2,908,124</b>	<b>\$2,702,473</b>	<b>-7.1%</b>	<b>\$2,544,134</b>	<b>\$2,364,914</b>	<b>-7.0%</b>
<b>STA Retained by Jurisdiction</b>	<b>\$0</b>	<b>\$0</b>	<b>0.0%</b>	<b>\$0</b>	<b>\$0</b>	<b>0.0%</b>
<b>LTF Retained by Jurisdiction</b>	<b>\$2,627,937</b>	<b>\$2,343,103</b>	<b>-10.8%</b>	<b>\$2,363,033</b>	<b>\$2,122,920</b>	<b>-10.2%</b>
<b>Total Retained by Jurisdiction</b>	<b>\$2,627,937</b>	<b>\$2,343,103</b>	<b>-10.8%</b>	<b>\$2,363,033</b>	<b>\$2,122,920</b>	<b>-10.2%</b>
	West Sacramento			Winters		
	Final FY 23-24	Prelim FY 24-25	Change	Final FY 23-24	Prelim FY 24-25	Change
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%
<b>Total STA/LTF by Jurisdiction</b>	<b>\$4,311,488</b>	<b>\$4,061,092</b>	<b>-5.8%</b>	<b>\$605,633</b>	<b>\$564,642</b>	<b>-6.8%</b>
<b>STA/ LTF to YoloTD</b>						
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%
<b>STA to YoloTD</b>	<b>\$630,458</b>	<b>\$647,975</b>	<b>2.8%</b>	<b>\$88,560</b>	<b>\$90,093</b>	<b>1.7%</b>
<b>LTF to YoloTD</b>	<b>\$2,400,345</b>	<b>\$2,225,643</b>	<b>-7.3%</b>	<b>\$92,398</b>	<b>\$84,799</b>	<b>-8.2%</b>
<b>Total YoloTD STA + Share of LTF</b>	<b>\$3,030,803</b>	<b>\$2,873,618</b>	<b>-5.2%</b>	<b>\$180,958</b>	<b>\$174,892</b>	<b>-3.4%</b>
<b>STA Retained by Jurisdiction</b>	<b>\$0</b>	<b>\$0</b>	<b>0.0%</b>	<b>\$0</b>	<b>\$0</b>	<b>0.0%</b>
<b>LTF Retained by Jurisdiction</b>	<b>\$1,280,685</b>	<b>\$1,187,474</b>	<b>-7.3%</b>	<b>\$424,675</b>	<b>\$389,750</b>	<b>-8.2%</b>
<b>Total Retained by Jurisdiction</b>	<b>\$1,280,685</b>	<b>\$1,187,474</b>	<b>-7.3%</b>	<b>\$424,675</b>	<b>\$389,750</b>	<b>-8.2%</b>
	Yolo County			Total (Rounded)		
	Final FY 23-24	Prelim FY 24-25	Change	Final FY 23-24	Prelim FY 24-25	Change
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%
<b>Total STA/LTF by Jurisdiction</b>	<b>\$2,929,433</b>	<b>\$2,599,345</b>	<b>-11.3%</b>	<b>\$18,290,000</b>	<b>\$16,758,489</b>	<b>-8.4%</b>
<b>STA/ LTF to YoloTD</b>						
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%
<b>STA to YoloTD</b>	<b>\$428,364</b>	<b>\$383,373</b>	<b>-10.5%</b>	<b>\$2,882,000</b>	<b>\$2,845,757</b>	<b>-1.3%</b>
<b>LTF to YoloTD</b>	<b>\$0</b>	<b>\$0</b>	<b>n/a</b>	<b>\$6,211,000</b>	<b>\$5,653,513</b>	<b>-9.0%</b>
<b>Total YoloTD STA + Share of LTF</b>	<b>\$428,364</b>	<b>\$1,016,790</b>	<b>-10.5%</b>	<b>\$9,092,384</b>	<b>\$8,499,271</b>	<b>-6.5%</b>
<b>STA Retained by Jurisdiction</b>	<b>\$0</b>	<b>\$0</b>	<b>0.0%</b>	<b>\$0</b>	<b>\$0</b>	<b>0.0%</b>
<b>LTF Retained by Jurisdiction</b>	<b>\$2,501,069</b>	<b>\$1,016,790</b>	<b>-11.4%</b>	<b>\$9,197,000</b>	<b>\$8,259,219</b>	<b>-10.2%</b>
<b>Total Retained by Jurisdiction</b>	<b>\$2,501,069</b>	<b>\$1,016,790</b>	<b>-11.4%</b>	<b>\$9,197,616</b>	<b>\$8,259,218</b>	<b>-10.2%</b>

**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 & SERVICE LEVELS

Table 1.2a shows the proposed \$12.5 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 \$0.4 million (4%) 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:**

- \$4.5 million in STA/LTF from member jurisdictions, a decrease of 6%, as shown in Table 1.1c.
- \$1.2 million in passenger fares.
- \$2.1 in million in FTA 5307 CARES Act funding.
- \$2.1 million in Federal Transit Administration (FTA) 5307 Urbanized Area Formula Funds.
- \$0.4 million in FTA 5307 Congestion Mitigation and Air Quality (CMAQ) funding to support Route 42 expansion.
- \$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.
- \$0.3 million in State Transit Assistance (STA) State of Good Repair (SGR) funds to support vehicle maintenance.
- \$1.1 million in SB 125 (California Transit Recovery) Funds

**TABLE 1.2A. ANNUAL OPERATING BUDGET - FIXED ROUTE**

Fixed Route Operating Revenues	Final FY 23-24	Final FY 24-25	Change	Percent Change
STA/LTF	\$4,822,000	\$4,524,895	(\$297,105)	-6%
FTA 5307 ARPA	\$3,012,000	\$0	(\$3,012,000)	
FTA 5307 CARES	\$894,000	\$2,152,143	\$1,258,143	141%
FTA 5307 Formula Funds	\$1,181,000	\$2,090,939	\$909,939	77%
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	\$339,919	\$127,919	60%
Low Carbon Transportation Operating Program (LCTOP)	\$0	\$130,000	\$130,000	
FTA/Caltrans 5311 Rural Formula and CRSAA Funds	\$0	\$0	\$0	
SB 125	\$0	\$1,110,364	\$1,110,364	
Carryforward Fund Balance	\$13,000	\$0	(\$13,000)	
<b>Total Fixed Route Operating Revenues</b>	<b>\$12,109,000</b>	<b>\$12,536,419</b>	<b>\$427,419</b>	<b>4%</b>
Fixed Route Operating Expenses	Final FY 23-24	Final FY 24-25	Change	Percent Change
Contracted Transportation	\$9,271,000	\$9,064,924	(\$206,076)	-2%
Fuel	\$1,032,000	\$1,065,122	\$33,122	3%
Insurance	\$776,000	\$693,453	(\$82,547)	-11%
Vehicle Maintenance	\$262,000	\$339,919	\$77,919	30%
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%
<b>Total Fixed Route Operating Expenses</b>	<b>\$12,109,000</b>	<b>\$12,536,419</b>	<b>\$427,419</b>	<b>4%</b>

# 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 8% 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.

## INTERCITY ROUTE

### 42A/B

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.

## WEST SACRAMENTO LOCAL

### 37

Serves southern West Sacramento. No changes to current service levels.

### 40

Serves northern West Sacramento in a counterclockwise direction. Service schedule adjusted to provide four additional weekday trips in the early morning and evening.

### 41

Serves northern West Sacramento in a clockwise direction. No changes to current service levels.

### 240

Serves West Capital Ave and IKEA Shopping center. Service schedule adjusted to provide two additional weekday evening trips (current services end at 7:00 PM).



## EXPRESS

# 43 & 43R

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.

# 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.

# 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.

## WOODLAND LOCAL

# 211

Local Woodland service operating in a clockwise direction. No changes to current service.

# 212

Local Woodland service operating in a counterclockwise direction. No changes to current service.

## INTERCITY

# 138

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	FY2023-2024			Adopted FY2024-25			% Change from Current Actual	
			Actual Trips <sup>1</sup>	Actual Hours	Actual Miles	Trips	Hours	Miles	Hours <sup>2</sup>	Miles <sup>2</sup>
<b>42A*</b>	Intercity, Woodland, Davis, West Sacramento, Sacramento International Airport, Downtown Sacramento	MON-FRI	54	44,302	1,106,888	54	44,303	1,106,888	0%	0%
		SAT-SUN								
<b>42B*</b>										
<b>37</b>	Southport Gateway, West Sacramento Transit Center, Downtown Sacramento	MON-FRI	13	3,895	51,435	13	3,911	51,435	0%	0%
		SAT-SUN	0			0				
<b>40</b>	Northern West Sacramento, Ikea Ct, West Sacramento Transit Center, Downtown Sacramento	MON-FRI	12	4,273	49,640	17	5,487	63,884	28%	29%
		SAT	11			11				
		SUN	9			9				
<b>41</b>	Northern West Sacramento, Ikea Ct, West Sacramento Transit Center, Downtown Sacramento	MON-FRI	0	3,333	37,951	14	3,347	37,951	0%	0%
		SAT	0			0				
		SUN	12			0				
<b>240</b>	Ikea Ct, Reed Ave, Harbor Blvd, West Sacramento Transit Center, Downtown Sacramento	MON-FRI	12	4,563	54,049	14	4,899	58,487	7%	7%
		SAT	12			12				
		SUN	12			10				
<b>45</b>	West/Central Woodland, Downtown Sacramento Express	MON-FRI (AM Trip)	1	836	23,095	1	837	23,095	0%	0%
		MON-FRI (PM Trip)	1			1				
<b>211</b>	County Fair Mall, West Woodland Loop	MON-FRI	15	5,141	68,036	15	5,144	68,036	0%	0%
		SAT	12			12				
		SUN	11			11				
<b>212</b>	County Fair Mall, East Woodland Loop	MON-FRI	14	4,988	77,833	14	4,988	77,833	0%	0%
		SAT	14			14				
		SUN	11			11				
<b>215</b>	Woodland, Madison, Esparto, Capay, Cache Creek Casino Resort	MON-SUN (Westbound)	12	135	253,383	12	10,135	253,383	0%	0%
		MON-SUN (Eastbound)	12			12				

**TABLE 1.2B.CON.**

Route	Community / Destinations	Operating Days	FY2023-2024			Adopted FY2024-25			% Change from Current Actual	
			Actual Trips <sup>1</sup>	Actual Hours	Actual Miles	Trips	Hours	Miles	Hours <sup>2</sup>	Miles <sup>2</sup>
<b>43</b>	Davis, Downtown Sacramento, Express	MON-FRI (AM Trip)	1	1,338	28,265	3	3,366	73,428	152%	160%
		MON-FRI (PM Trip)	1			3				
<b>43R</b>	Reverse Commute: Downtown Sacramento, U.C. Davis, Express	MON-FRI (AM Trip)	1			1				
		MON-FRI (PM Trip)	1			1				
<b>44</b>	South Davis, Downtown Sacramento Express	MON-FRI (AM Trip)	0			3	2,784	57,062		
		MON-FRI (PM Trip)	0			3				
<b>230*</b>	West Davis, Downtown Sacramento Express	MON-FRI (AM Trip)	1	988	25,795	3	3,135	67,225	217%	161%
		MON-FRI (PM Trip)	1			3				
<b>138</b>	Causeway Connection: Service between UCD Med Ctr and UCD Main campus, with limited stops between	MON-FRI	14	4,338	96,695	14	4,355	96,695	0%	0%
<b>Total</b>			<b>270</b>	<b>78,130</b>	<b>1,873,065</b>	<b>291</b>	<b>96,690</b>	<b>2,035,401</b>	<b>24%</b>	<b>9%</b>

*Notes:*

- 1. Total Trips include both 42A & 42B routes. Budgeted Trips include six (6) months increased service. Actual Trips reflect not implementing restored services as of January 2024.*
- 2. Route 42A and 42B decreased by the FY23-24 proposed increase of 12,650 Hours and 168,484 Miles.*

# MICROTRANSIT ANNUAL OPERATING BUDGET

Table 1.3 shows the \$2.2 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 \$874,000 (64%) 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 (BEE LINE) SERVICE HOURS**

Jurisdiction	Operating Times	Operating Times	Budgeted FY2023-2024		Adopted FY2024-2025		Change	
			# of BeeLine Vehicles	Hours	# of BeeLine Vehicles	Hours	# of BeeLine Vehicles	Hours
Woodland	7:00am-7:00pm	7:00am-7:00pm						
	7:00am-11:00pm	7:00am-11:00pm	4	12,568	4	18,999	4	6,431
	9:00am-11:00pm	9:00am-11:00pm						
	8:00am-7:00pm	8:00am-7:00pm						
Winters	7:00am-7:00pm	8:30am-4:30pm						
	7:00am-7:00pm	8:30am-4:30pm	1	3,161	2	6,951	2	3,790
	No Service	No Service						
Knights Landing	7:00am-6:00pm	8:30am-5:30pm						
	No Service	No Service	1	2,864	2	6,423	2	3,559
	7:00am-6:00pm	8:30am-5:30pm						
<b>Total</b>	<b>251 Weekdays 52 Saturdays 62 Sundays/Holidays</b>	<b>250 Weekdays 53 Saturdays 62 Sundays/Holidays</b>	<b>6</b>	<b>18,593</b>	<b>8</b>	<b>32,372</b>	<b>8</b>	<b>13,779</b>

**Revenue Sources include:**

- \$0.8 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 5307 CARES Act funding
- \$0.3 million in FTA 5311 rural formula funds supporting the Knights Landing and Winters operations.
- \$45 thousand in passenger fares.
- New for this year, \$463 thousand in SB 125 transit recovery funds.

**TABLE 1.3 ANNUAL OPERATING BUDGET- MICROTRANSIT**

Microtransit Operating Revenues	Final FY 23-24	Final 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	\$406,991	\$406,991	
FTA/Caltrans 5311 Rural Formula Funds	\$226,000	\$260,885	\$34,885	15%
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	
<b>Total Microtransit Operating Revenues</b>	<b>\$1,364,000</b>	<b>\$2,238,169</b>	<b>\$873,169</b>	<b>64%</b>

Microtransit Operating Expenses	Final FY 23-24	Final FY 24-25	Change	Percent Change
Contracted Transportation - Woodland	\$590,000	\$957,000	\$367,000	62%
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	\$226,169	\$88,169	64%
Fuel	\$65,000	\$262,000	\$197,000	303%
Vehicle Maintenance	\$25,000	\$25,000	\$0	0%
Communications & Marketing	\$0	\$5,000	\$5,000	
Contingencies	\$10,000	\$10,000	\$0	0%
<b>Total Microtransit Operating Expenses</b>	<b>\$1,364,000</b>	<b>\$2,238,169</b>	<b>\$874,169</b>	<b>64%</b>



# 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:

- \$1.4 million in STA/LTF, as shown in Table 1.1c.
- \$0.8 million in FTA 5307 Urbanized Area Formula Funds.
- \$150 thousand in passenger and organization-paid fares.
- \$70 thousand in Cache Creek mitigation funds to reimburse for paratransit trips serving nearby areas.
- \$502 thousand in FTA 5307 CARES Act funding
- 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	Final FY 24-25	Change	Percent Change
STA/LTF	\$1,912,000	\$1,455,999	(\$456,001)	-24%
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	\$501,949	\$501,949	
SB125	\$0	\$126,079	\$126,079	
Carryforward Fund Balance	\$1,000	\$0	(\$1,000)	
<b>Total Paratransit Operating Revenues</b>	<b>\$3,050,000</b>	<b>\$3,059,081</b>	<b>\$10,081</b>	<b>0.3%</b>
Paratransit Operating Expenses	Final FY 23-24	Final 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	\$194,002	(\$11,998)	-6%
Vehicle Maintenance	\$65,000	\$0	(\$65,000)	
Technology	\$41,000	\$117,079	\$76,079	
Contingencies	\$10,000	\$10,000	\$0	0%
<b>Total Paratransit Operating Expenses</b>	<b>\$3,050,000</b>	<b>\$3,059,081</b>	<b>\$9,081</b>	<b>0.3%</b>

# 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 \$5.3 million would require a further deposit of \$362 thousand to the General Reserve from available fund balances to maintain the 25% target level at \$5.28 million.

**TABLE 1.5. GENERAL RESERVE DEPOSIT CALCULATION**

	Final FY 23-24	Final FY 24-25	Change	Percent Change
Total Operating Expenses	\$19,709,000	\$21,225,529	\$1,516,529	8%
<b>General Reserve (25% Operating Budget):</b>	<b>\$4,927,000</b>	<b>\$5,306,000</b>	<b>\$379,000</b>	



## SECTION 2

# MULTIYEAR 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 \$3 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.



### MM-4 COUNTYWIDE TRAVEL BEHAVIOR SURVEY:

\$100 thousand pending final funding. Develop countywide travel survey to establish a baseline of travel patterns. Update triennially to enable local agencies to monitor progress longitudinally toward transportation/sustainability goals.



### MM-5 MAJOR FLEET MAINTENANCE:

\$210 thousand pending final funding. Scheduled and unscheduled maintenance and repairs for fixed route, paratransit, and microtransit vehicles.



### MM-6 UC DAVIS CAMPUS TRANSPORTATION PLAN:

\$500 thousand funded by the FY23-24 CalTrans Sustainable Communities Grant. The plan will identify physical and programmatic strategies to reduce campus-generated VMT and to improve active transportation, transit service/operations, and safety on the UC Davis main campus.



### PT-1 PARATRANSIT VEHICLE REPLACEMENTS (2):

\$360 thousand pending final funding. Add vehicles to accommodate the growing demand of its Yolo County ADA riders. These additional vehicles will also help replace the aging paratransit fleet.



**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	Adopted FY24-25 Appropriation	Total Multi-year Project Budget
<b>FR-3 Fixed Route Planning Efforts</b>					
<b>Expenditure Budget</b>					
Professional Svcs - Zero Planning	\$200,000				
Professional Svcs - Short Range Transit Plan	\$200,000	\$400,000	(\$200,000)	\$200,000	\$0
Professional Svcs - 10 Year Capital Plan	\$100,000	\$0	\$100,000	\$0	\$100,000
<b>Total FR-3 Expenditure Budget</b>	<b>\$500,000</b>	<b>\$400,000</b>	<b>(\$100,000)</b>	<b>\$200,000</b>	<b>\$100,000</b>
<b>Revenue Sources</b>					
FTA 5307 Funds	\$400,000	\$399,952	\$48		\$48
SB125	\$0	\$0	\$0	\$200,000	\$200,000
Available Fund Balance	\$100,000	\$0	\$100,000		\$100,000
<b>Total FR-3 Revenue Budget</b>	<b>\$500,000</b>	<b>\$399,952</b>	<b>\$100,048</b>	<b>\$200,000</b>	<b>\$300,048</b>
<b>FR-11 Downtown Woodland Transit Center</b>					
<b>Expenditure Budget</b>					
Planning Services	\$225,000	\$172,478	\$52,522	\$0	\$52,522
Relocation	\$0	\$0	\$0	\$430,000	\$430,000
<b>Total FR-11 Expenditure Budget</b>	<b>\$225,000</b>	<b>\$172,478</b>	<b>\$150,000</b>	<b>\$430,000</b>	<b>\$482,522</b>
<b>Revenue Sources</b>					
FTA 5307 Funds	\$120,000	\$0	\$120,000	\$0	\$120,000
Available Fund Balance/STA	\$75,000	\$75,000	\$0	\$0	\$0
Pending	\$0	\$0	\$0	\$430,000	\$430,000
<b>Total FR-11 Revenue Budget</b>	<b>\$195,000</b>	<b>\$75,000</b>	<b>\$120,000</b>	<b>\$430,000</b>	<b>\$550,000</b>
<b>FR-12 Fixed Route Bus Battery Replacements (6)</b>					
<b>Expenditure Budget</b>					
Fleet Engine/Parts	\$0	\$0	\$0	\$124,000	\$124,000
<b>Total FR-12 Expenditure Budget</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$124,000</b>	<b>\$124,000</b>
<b>Revenue Sources</b>					
FTA 5307 Funds	\$0	\$0	\$0	\$99,200	\$99,200
Available Fund Balance/STA	\$0	\$0	\$0	\$24,800	\$24,800
<b>Total FR-12 Revenue Budget</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$124,000</b>	<b>\$124,000</b>
<b>FR-13 Zero Emission Bus (ZEB) Electrification Infrastructure (Woodland)</b>					
<b>Expenditure Budget</b>					
Facilities Repair & Maintenance	\$0	\$0	\$0	\$400,000	\$400,000
<b>Total FR-13 Expenditure Budget</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$400,000</b>	<b>\$400,000</b>
<b>Revenue Sources</b>					
SB125	\$0	\$0	\$0	\$400,000	\$400,000
<b>Total FR-13 Revenue Budget</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$400,000</b>	<b>\$400,000</b>
<b>MM-1 Yolo Active Transportation Corridors</b>					
<b>Expenditure Budget</b>					
Consulting Services	\$1,200,000	\$559,707	\$640,293	\$200,000	\$840,293
<b>Total MM-1 Expenditure Budget</b>	<b>\$1,200,000</b>	<b>\$559,707</b>	<b>\$640,293</b>	<b>\$200,000</b>	<b>\$840,293</b>
<b>Revenue Sources</b>					
RAISE Grant	\$1,200,000	\$559,707	\$640,293	\$0	\$640,293
Funding TBD	\$0	\$0	\$0	\$200,000	\$200,000
<b>Total MM-1 Revenue Budget</b>	<b>\$1,200,000</b>	<b>\$559,707</b>	<b>\$640,293</b>	<b>\$200,000</b>	<b>\$840,293</b>

TABLE 2.1. CON.

Multiyear Capital and Planning Projects	Carryforward FY23-24	Actual/ Encumbered to Date	Balance FY23-24	Adopted FY24-25 Appropriation	Total Multi-year Project Budget
<b>MM-4 Countywide Travel Behavior Survey</b>					
<b>Expenditure Budget</b>					
Professional Services	\$0	\$0	\$0	\$100,000	\$100,000
<b>Total MM-4 Expenditure Budget</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$100,000</b>	<b>\$100,000</b>
<b>Revenue Sources</b>					
Pending	\$0	\$0	\$0	\$100,000	\$100,000
<b>Total MM-4 Revenue Budget</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$100,000</b>	<b>\$100,000</b>
<b>MM-5 Major Fleet Maintenance</b>					
<b>Expenditure Budget</b>					
Maintenance Services	\$0	\$0	\$0	\$210,000	\$210,000
<b>Total MM-5 Expenditure Budget</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$210,000</b>	<b>\$210,000</b>
<b>Revenue Sources</b>					
Pending	\$0	\$0	\$0	\$210,000	\$210,000
<b>Total MM-5 Revenue Budget</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$210,000</b>	<b>\$210,000</b>
<b>MM-6 UC Davis Campus Transportation Plan</b>					
<b>Expenditure Budget</b>					
Professional Services	\$0	\$0	\$0	\$485,000	\$485,000
Staff Time	\$0	\$0	\$0	\$15,000	\$15,000
<b>Total MM-6 Expenditure Budget</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$500,000</b>	<b>\$500,000</b>
<b>Revenue Sources</b>					
FY23-24 CalTrans Sustainable Communities Grant	\$0	\$0	\$0	\$500,000	\$500,000
<b>Total MM-6 Revenue Budget</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$500,000</b>	<b>\$500,000</b>
<b>PT-1 Paratransit Vehicle Replacement (2)</b>					
<b>Expenditure Budget</b>					
Vehicles	\$0	\$0	\$0	\$360,000	\$360,000
<b>Total PT-1 Expenditure Budget</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$360,000</b>	<b>\$360,000</b>
<b>Revenue Sources</b>					
Pending	\$0	\$0	\$0	\$360,000	\$360,000
<b>Total PT-1 Revenue Budget</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$360,000</b>	<b>\$360,000</b>
<b>YT-1 Electric Buses - Multi-year Reserve for Future Purchases (Previously FR-1)</b>					
<b>Expenditure Budget</b>					
Vehicle Equipment Purchase	\$1,343,463	\$0	\$1,343,463	\$477,000	\$1,820,463
<b>Total YT-1 Expenditure Budget</b>	<b>\$1,343,463</b>	<b>\$0</b>	<b>\$1,343,463</b>	<b>\$477,000</b>	<b>\$1,820,463</b>
<b>Revenue Sources</b>					
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
<b>Total YT-1 Revenue Budget</b>	<b>\$1,343,000</b>	<b>\$0</b>	<b>\$1,343,000</b>	<b>\$477,000</b>	<b>\$1,820,000</b>
<b>YT-2 Yolotd Annual Reserves Contribution: ZEB Electrification Infrastructure Repair &amp; Maintenance (Woodland)</b>					
<b>Expenditure Budget</b>					
Facilities Repair & Maintenance	\$0	\$0	\$0	\$25,000	\$25,000
<b>Total YT-2 Expenditure Budget</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$25,000</b>	<b>\$25,000</b>
<b>Revenue Sources</b>					
Pending	\$0	\$0	\$0	\$25,000	\$25,000
<b>Total YT-2 Revenue Budget</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$25,000</b>	<b>\$25,000</b>

TABLE 2.1. CON.

Multiyear Capital and Planning Projects	Carryforward FY23-24	Actual/ Encumbered to Date	Balance FY23-24	Adopted FY24-25 Appropriation	Total Multi-year Project Budget
<b>YT-3 Yolotd Annual Reserves Contribution: Maintenance Shop Repairs</b>					
<b>Expenditure Budget</b>					
Facilities Repair & Maintenance	\$0	\$0	\$0	\$54,000	\$54,000
<b>Total YT-3 Expenditure Budget</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$54,000</b>	<b>\$54,000</b>
<b>Revenue Sources</b>					
Pending	\$0	\$0	\$0	\$54,000	\$54,000
<b>Total YT-3 Revenue Budget</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$54,000</b>	<b>\$54,000</b>
<b>Total Projects with new appropriations</b>	<b>\$3,238,000</b>	<b>\$1,034,659</b>	<b>\$2,203,341</b>	<b>\$3,080,000</b>	<b>\$5,283,341</b>



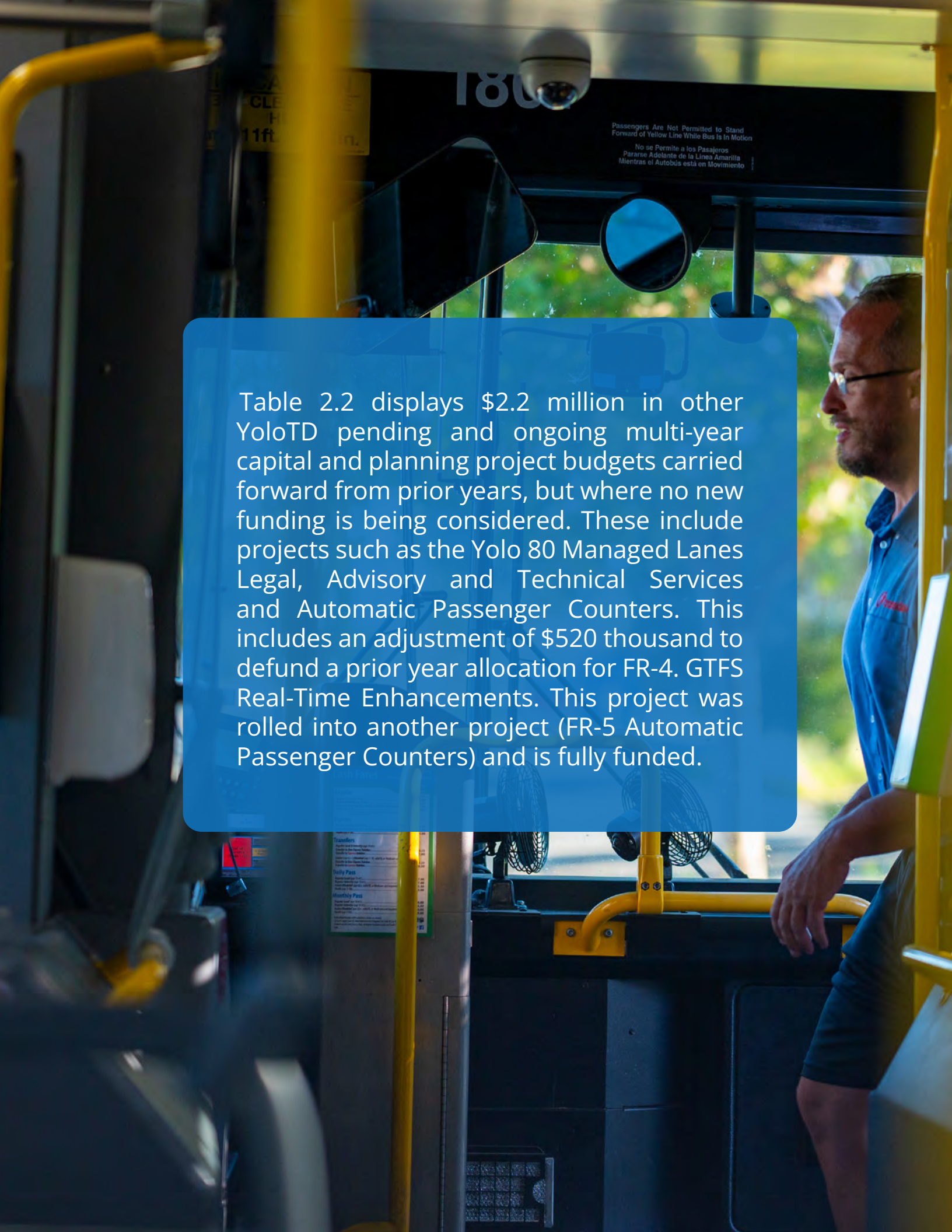


Table 2.2 displays \$2.2 million in other YoloTD pending and ongoing multi-year capital and planning project budgets carried forward from prior years, but where no new funding is being considered. These include projects such as the Yolo 80 Managed Lanes Legal, Advisory and Technical Services and Automatic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

<b>Multiyear Capital and Planning Projects</b>	<b>Carryforward FY23-24</b>	<b>Actual/ Encumbered to Date</b>	<b>Balance FY23-24</b>	<b>Prior Year Appropriations</b>	<b>Total Prior Year</b>
<b>FR-4 General Transit Feed Specification (GTFS) Real-Time Enhancements</b>					
<b>Expenditure Budget</b>					
Equipment	\$520,000	\$0	\$520,000	(\$520,000)	\$0
<b>Total FR-4 Expenditure Budget</b>	<b>\$520,000</b>	<b>\$0</b>	<b>\$520,000</b>	<b>(\$520,000)</b>	<b>\$0</b>
<b>Revenue Sources</b>					
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
<b>Total FR-4 Revenue Budget</b>	<b>\$520,000</b>	<b>\$0</b>	<b>\$520,000</b>	<b>(\$520,000)</b>	<b>\$0</b>
<b>FR-5 Automatic Passenger Counters (APC)</b>					
<b>Expenditure Budget</b>					
Equipment	\$420,000	\$0	\$420,000	\$0	\$420,000
<b>Total FR-5 Expenditure Budget</b>	<b>\$420,000</b>	<b>\$0</b>	<b>\$420,000</b>	<b>\$0</b>	<b>\$420,000</b>
<b>Revenue Sources</b>					
FTA 5307 Funds	\$420,000	\$0	\$420,000	\$0	\$420,000
<b>Total FR-5 Revenue Budget</b>	<b>\$420,000</b>	<b>\$0</b>	<b>\$420,000</b>	<b>\$0</b>	<b>\$420,000</b>
<b>FR-9 Bus Washer/Water Recycler Replacement</b>					
<b>Expenditure Budget</b>					
Equipment and Installation Services	\$673,581	\$0	\$673,581		\$673,581
<b>Total FR-9 Expenditure Budget</b>	<b>\$673,581</b>	<b>\$0</b>	<b>\$673,581</b>	<b>\$0</b>	<b>\$673,581</b>
<b>Revenue Sources</b>					
CARES Act Funding	\$400,000	\$0	\$400,000		\$400,000
FY 2021-22 STA-SGR Funds	\$273,581	\$0	\$273,581		\$273,581
<b>Total FR-9 Revenue Budget</b>	<b>\$673,581</b>	<b>\$0</b>	<b>\$673,581</b>	<b>\$0</b>	<b>\$673,581</b>
<b>FR-10 Two 40' CNG Bus Replacements</b>					
<b>Expenditure Budget</b>					
Vehicles	\$1,600,000	\$0	\$1,600,000		\$1,600,000
<b>Total FR-10 Expenditure Budget</b>	<b>\$1,600,000</b>	<b>\$0</b>	<b>\$1,600,000</b>	<b>\$0</b>	<b>\$1,600,000</b>
<b>Revenue Sources</b>					
FFY2018 FTA 5307 Funds	\$1,280,000	\$0	\$1,280,000		\$1,280,000
FFY19-24 State of Good Repair Funds	\$320,000	\$0	\$320,000		\$320,000
<b>Total FR-10 Revenue Budget</b>	<b>\$1,600,000</b>	<b>\$0</b>	<b>\$1,600,000</b>	<b>\$0</b>	<b>\$1,600,000</b>
<b>MM-2 80 Managed Lanes Advisory, Legal &amp; Technical Services</b>					
<b>Expenditure Budget</b>					
Professional Services	\$250,000	\$175,000	\$75,000	\$0	\$75,000
<b>Total MM-2 Expenditure Budget</b>	<b>\$250,000</b>	<b>\$175,000</b>	<b>\$75,000</b>	<b>\$0</b>	<b>\$75,000</b>
<b>Revenue Sources</b>					
Available Fund Balance	\$250,000	\$175,000	\$75,000	\$0	\$75,000
<b>Total MM-2 Revenue Budget</b>	<b>\$250,000</b>	<b>\$175,000</b>	<b>\$75,000</b>	<b>\$0</b>	<b>\$75,000</b>
<b>MM-3 Tolling Authority</b>					
<b>Expenditure Budget</b>					
Consulting Services	\$2,000,000	\$395,000	\$1,605,000	\$0	\$1,605,000
<b>Total MM-3 Expenditure Budget</b>	<b>\$2,000,000</b>	<b>\$395,000</b>	<b>\$1,605,000</b>	<b>\$0</b>	<b>\$1,605,000</b>
<b>Revenue Sources</b>					
SACOG Grant (RSTP)	\$2,000,000	\$395,000	\$1,605,000	\$0	\$1,605,000
<b>Total MM-3 Revenue Budget</b>	<b>\$2,000,000</b>	<b>\$395,000</b>	<b>\$1,605,000</b>	<b>\$0</b>	<b>\$1,605,000</b>
<b>Total Continuing Projects</b> <i>(no new Funding)</i>	<b>\$5,463,581</b>	<b>\$570,000</b>	<b>\$4,893,581</b>	<b>(\$520,000)</b>	<b>\$4,373,581</b>
<b>Combined Total Multiyear Projects</b>	<b>\$8,701,581</b>	<b>\$1,604,659</b>	<b>\$7,096,922</b>	<b>\$2,560,000</b>	<b>\$9,656,922</b>



### 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
<b>Expenditures</b>						
Adjusted FY23-24 Operating Expenditure Budget	\$19,263,000	-	-	-	-	-
FY24-25 Annualized Restoration/Microtransit expansion	-	\$21,225,529	\$21,225,529	\$21,225,529	\$21,225,529	\$21,225,529
FY28-29 New Service VMT Mitigation Plan 2023 Estimates	-	-	-	-	-	\$4,200,000
Additional 25% deposit to General Reserve from budget increase	-	\$379,382	-	-	-	-
<b>Scenario Expenditure Budgets in 2024 Dollars:</b>	<b>\$19,263,000</b>	<b>\$21,604,911</b>	<b>\$21,225,529</b>	<b>\$21,225,529</b>	<b>\$21,225,529</b>	<b>\$25,425,529</b>
<b>Revenues</b>						
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 <sup>1</sup>	-	\$325,000	\$325,000	\$325,000	\$325,000	\$325,000
Fare Revenue <sup>2</sup>	\$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. <sup>3</sup>	\$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
<b>FTA 5311 Formula Funds:</b>						
Rural Yolo County	\$806,000	\$204,000	\$220,000	\$220,000	\$220,000	\$220,000
<b>FTA 5307 Formula Funds:</b>						
UZA Woodland <sup>4</sup>	\$2,085,000	\$2,468,000	\$3,000,000	\$3,000,000	\$3,000,000	\$3,000,000
UZA Davis <sup>5</sup>	-	\$150,000	\$150,000	\$150,000	\$150,000	\$150,000
UZA Sacramento <sup>6</sup>	\$13,000	\$126,000	\$3,000,000	\$3,000,000	\$3,000,000	\$3,000,000
FTA competitive grants (42 Expansion, Causeway Connection) <sup>7</sup>	\$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 <sup>8</sup>	-	\$1,690,000	\$1,316,000	-	-	-
New Service: Yolo 80 VMT Mitigation Plan 2023 Est. <sup>9</sup>	-	-	-	-	-	\$4,200,000
<b>Total Base Revenues</b>	<b>\$19,579,000</b>	<b>\$21,237,000</b>	<b>\$20,493,000</b>	<b>\$19,177,000</b>	<b>\$19,177,000</b>	<b>\$23,377,000</b>
<b>Base Funding Excess (Deficit)</b>	<b>\$316,000</b>	<b>(\$367,911)</b>	<b>(\$732,529)</b>	<b>(\$2,048,529)</b>	<b>(\$2,048,529)</b>	<b>(\$2,048,529)</b>
<b>Potential Funding Solutions</b>						
Increased use of Formula funds <sup>10</sup>	-	\$367,911	\$732,529	\$1,981,529	\$1,981,529	\$1,981,529
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)	-	-	-	-	-
<b>Subtotal Potential Strategies to Close Excess (Deficit)</b>	<b>(\$316,000)</b>	<b>\$367,911</b>	<b>\$732,529</b>	<b>\$2,048,529</b>	<b>\$2,048,529</b>	<b>\$2,048,529</b>
<b>Remaining, Base Funding Excess (Deficit)</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>

**Notes:**

- State of Good Repair (SGR) funds to be utilized towards vehicle maintenance, which is included in operating budget.
- Fare Revenues assumes no increases. Special fares included in other revenues.
- Other revenues include fuel sales and renewable fuel credits, special fares, Low -Carbon Transit Operations Program (LCTOP) in FY23-24 projections.
- As a result of the 2022 U.S. Census bureau data update, 5307 UZA Woodland allocation increased from \$2.4M to \$3M.
- YoloTD has an informal agreement with Unitrans and City of Davis to limit the use of 5307 UZA Davis funds to \$150,000.
- 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.
- FTA Competitive grants assumes drawing down on current funds. Though YoloTD plans to seek new grants, no new funding is assumed in this forecast.
- SB125 Transit and Intercity Rail Capital Program forecast is based on YoloTD's Cycle I allocation of \$3M for FY24-25 & FY25-26. As of June 22, 2024, the State is moving forward with a second
- 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.
- 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.



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