

BOARD OF DIRECTORS MEETING AGENDA

Directors: Jesse Loren (Chair, City of Winters)
Lucas Frerichs (Vice-Chair Yolo County)
Dawntè Early (City of West Sacramento)
Josh Chapman (City of Davis)
Mayra Vega (City of Woodland)
Kelly Fong Rivas (UC Davis, ex-officio)
Sukhi Johal (Caltrans, ex-officio)

This Board Meeting will be held in person at the location below. Members of the public who wish to participate remotely may use the zoom link or phone number below.

IN-PERSON INFORMATION

Meeting Date: February 9, 2026

Meeting Time: 6:00 PM

Meeting Place: Yolo Transportation District Board Room
350 Industrial Way
Woodland CA 95776

ZOOM INFORMATION

Link: <https://us06web.zoom.us/j/87969227172?pwd=hIaEqV4cjgNVfdOT80mRulUABYbc3v.1>

Meeting ID: 879 6922 7172

Passcode: 105086

All participants will be entered into the webinar as attendees.

YoloTD offers teleconference participation in the meeting via Zoom as a courtesy to the public. If no voting members of the YoloTD Board are attending the meeting via Zoom, and a technical error or outage occurs with the Zoom feed or Zoom is otherwise disrupted for any reason, the YoloTD Board reserves the right to continue the meeting without remote access.

The YoloTD Board of Directors encourages public participation in its meetings. Members of the public shall be given an opportunity to address the Board of Directors in person, remotely, and/or in writing. For more information on how to provide public comment, please see the section of this agenda entitled “Public Participation Instructions.”

The Board reserves the right to take action on all agendized items at any time during the meeting, except for timed public hearings. Items considered routine or non-controversial are placed on the Consent Calendar. Any Consent Calendar item can be separately addressed and discussed at the request of any member of the YoloTD Board.

Estimated Time		Agenda Item	Information	Action Item
6:00 PM	1.	Determination of Quorum (Voting members: Woodland, Davis, West Sacramento, Winters, Yolo County) (Nonvoting members: Caltrans, UCD)		X
	2.	Approve Agenda February 9, 2026 Meeting		X
6:05 PM	3.	Comments from public regarding matters <u>on the consent calendar</u> , or items <u>NOT on the agenda</u> but within the purview of YoloTD. Please note, the Board is prohibited from discussing items not on the agenda.	X	

CONSENT CALENDAR

6:12 PM	4a.	Approve Board Minutes for Regular Meeting of January 12, 2026 (<i>J. Marte, pp 5-9</i>)		X
	4b.	FY 2025-26 Financial and Internal Controls Update for October– December 2025 (Q2) (<i>L. Ambriz / C.Fadrigo, pp 10-22</i>)	X	
	4c.	Adopt Resolution 2026-02 to Accept funding from Affordable Housing and Sustainable Communities Grant (<i>L.Torney pp 23-31</i>)		X
	4d	Appoint Two New Members to Citizens Advisory Committee (<i>A.Bernstein/ J.Marte, pp 32-34</i>)		X

REGULAR CALENDAR

6:15 PM	5.	Budget Workshop: Options for Increasing Revenues to Address Future Deficits and Preserve Transit Service (<i>A.Bernstein/L.Hecht, pp 35-74</i>)	X	
7:15 PM	6.	Administrative Reports (<i>A. Bernstein, p 75</i>) Discussion regarding subjects not specifically listed is limited to clarifying questions. A. Board Members’ Verbal Reports B. Executive Director’s Verbal Report C. Transdev Report D. Long Range Calendar	X	
7:30 PM	7.	Adjournment		X

Unless changed by the YoloTD Board, the next meeting of the Board of Directors will be Monday, March 9, 2026, at 6:00 pm at Yolo Transportation District, 350 Industrial Way, Woodland CA 95776.

I declare under penalty of perjury that the foregoing agenda was posted on or before Friday, February 6, 2026, at the Yolo County Transportation District Office (350 Industrial Way, Woodland, California). Additionally, copies were transmitted electronically to the Woodland, Davis, West Sacramento, and Winters City Halls, as well as to the Clerk of the Board for the County of Yolo.

J. Marte

Janeene Marte, Clerk of the Board

Public Participation Instructions

Members of the public shall be provided with an opportunity to directly address the Board on items of interest to the public that are within the subject matter jurisdiction of the Board of Directors. Depending on the length of the agenda and number of speakers, the Board Chair reserves the right to limit the time each member of the public is allowed to speak to three minutes or less.

IN PERSON:

Please fill out a speaker card and give it to the Board Clerk if you wish to address the Board. Speaker cards are provided on a table by the entrance to the meeting room.

ON ZOOM:

If you are joining the meeting via Zoom and wish to make a comment on an item, click the "raise hand" button. If you are joining the webinar by phone only, press *9 to raise your hand. Please wait for the host to announce the comment period has opened and indicate that you wish to make a comment at that time. The Clerk of the Board will notify the Chair, who will call you by name or phone number when it is your turn to comment.

IN ADVANCE OF THE MEETING:

To submit a comment in writing, please email public-comment@yctd.org. In the body of the email, include the agenda item number and title with your comments. Comments submitted via email during the meeting shall be made part of the record of the meeting but will not be read aloud or otherwise distributed during the meeting. To submit a comment by phone in advance of the meeting, please call 530-402-2819 and leave a voicemail. Please note the agenda item number and title with your comments. All comments received by 4:00 PM on Monday, February 9, 2026, will be provided to the YoloTD Board of Directors in advance.

Americans With Disabilities Act Notice

If requested, this agenda can be made available in appropriate alternative formats to persons with a disability, as required by Section 202 of the Americans with Disabilities Act of 1990 and the Federal Rules and Regulations adopted in implementation thereof. Persons seeking an alternative format should contact the office for further information. In addition, a person with a disability who requires a modification or accommodation, including auxiliary aids or services, to participate in a public meeting should telephone or otherwise contact Yolo Transportation District as soon as possible and preferably at least 24 hours prior to the meeting. We may be reached at telephone number (530) 402-2819, via email at custserv@yctd.org or at the following address: 350 Industrial Way, Woodland, CA 95776.

VISION, VALUES AND PRIORITIES



Vision Statement

The vision statement tells us what we intend to become or achieve.

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



Core Values

A core value describes our individual and organizational behaviors and helps us to live out our vision.

- 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



District-Wide Priorities

Priorities align our vision and values with our implementation strategies.

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.



STAFF REPORT

ITEM	ITEM NUMBER
Approve Meeting Minutes for Regular Meeting of January 12, 2026	4a Action Feb 9, 2026 Board of Directors

PREPARED BY: J.Marte
ATTACHMENTS: A: Minutes

STAFF RECOMMENDATION(S)

Approve Meeting Minutes for Regular Meeting of January 12, 2026

BACKGROUND

The Yolo Transportation District (YoloTD) Board of Directors holds regular meetings in compliance with the Brown Act and public records laws. Those meetings are recorded in minutes, which are to be retained, in perpetuity, in the YoloTD archives.

The purpose of this item is to approve minutes of the Board of Directors meeting for the historical preservation and posterity of the YoloTD Board of Directors actions for future generations to understand the valuable work considered and accomplished by YoloTD.

FISCAL IMPACT

None

BOARD OF DIRECTORS MEETING MINUTES

January 12, 2026, at 6:00 p.m.
Yolo Transportation District Board Room
350 Industrial Way, Woodland, CA

1. Roll Call - Determination of Quorum

Chair Loren called the meeting to order at 6:00 p.m.

Directors Present:

Jesse Loren, Chair, City of Winters
Lucas Frerichs, Vice-Chair, County of Yolo
Dawnte Early, City of West Sacramento
Mayra Vega, City of Woodland
Josh Chapman, City of Davis
Kelly Fong Rivas, UC Davis, ex-officio
Manpreet Ark, Caltrans, ex-officio-Via Zoom

Staff Present:

Autumn Bernstein, Executive Director
Brian Abbanat, Director of Planning
Kimberly Hood, Legal Counsel

2. Approval of Agenda

Motion: Director Chapman made a motion to approve the Agenda. Motion was seconded by Director Early. The motion was approved by a vote of 5 Yes/0 No.

3. General Public Comments

Chair Loren called for general public comment

Michael Barnbaum provided general public comment

Seeing no further comments, Chair Loren closed public comments.

4. Consent Calendar

4a. Approve Board Minutes for the Meeting of January 12, 2026

4b. Report on Unmet Transit needs Feedback Received by YoloTD and Forward to SACOG

- 4c. Authorize the Executive Director to Sign a Sub-participating Addendum with AT&T for Wireless Communications Services and Equipment (AT&T) for Contactless Payment Readers
- 4d. Adopt Resolution 2026-01 to Adopt Updated Public Transit Agency Safety Plan (PTASP)
- 4e. Approve Reduced Service Schedule for the Holidays

Motion: Director Frerichs made a motion to approve the Consent Calendar. Motion was seconded by Director Early. The motion was approved by a vote of 5 yes/0 No.

Regular Calendar

5. 2025 Year in Review Slideshow

Executive Director Bernstein presented a slideshow highlighting Yolo County Transportation District's activities in 2025. The presentation included updates on ridership trends, service restoration efforts, implementation of Sweeper Service to support the A's move to West Sacramento, funding awards, approval of the Yolo Active Transportation Corridors in July, Short-Range Transit Plan surveys, involvement in the I-80 Managed Lanes project, progress on the Woodland Transfer Point, and the release of a new Request for Proposals for the transit operations contract.

Chair Loren called for public comment

Michael Barnbaum provided comments on the presentation

Alan Hirsch provided comments on the presentation

Seeing no further comments, Chair Loren closed public comments

6. Yolo80 Managed Laned Update on Traffic & Revenue Study, CARTA Interagency Loans, and Vehicle Miles Traveled (VMT) Mitigation

Director of Planning Abbanat presented an overview of Traffic and Revenue Study Scenario 3, including background information and next steps. Director of Planning Abbanat also reviewed the CARTA Interagency Loans, funding options explored, partner loan opportunities, and provided background and next steps related to Vehicle Miles Traveled (VMT) mitigation.

Project Manager Gurtej Bhattal of Caltrans District 3 joined the meeting and, along with Director of Planning Abbanat, responded to questions from the Board regarding the presentation, funding, and project timeline

Chair Loren called for public comment

Alan Hirsch provided comments on the presentation

Michael Barnbaum provided comments on the presentation

Seeing no further comments, Chair Loren closed public comments

7. Reappoint Two Board Members and One Alternate to Represent YoloTD on the Capitol Corridor Joint Powers Authority Board of Directors

Executive Director Bernstein presented the staff recommendation to reappoint Director Chapman and Vice Chair Frerichs as representatives, and Director Vega as an alternate, to the Capitol Corridor Joint Powers Authority Board of Directors

Chair Loren called for public comment

Michael Barnbaum provided comments on the Item

Seeing no Further comments, Chair Loren closed public comments

Motion: Director Early made a motion to approve the re-appointment of Director Chapman and Vice Chair Frerichs as representatives, and Director Vega as an alternate, to the Capitol Corridor Joint Powers Authority Board of Directors. Motion was seconded by Director Vega. The motion was approved by a vote of 5 Yes/0 No

8. Reappoint Directors to serve on the Capitol Area Regional Tolling Authority (CARTA) Board of Directors and Provide Preliminary Feedback on Guidance for Future Appointments

Executive Director Bernstein presented the staff recommendation to reappoint Director Early and Director Chapman as representatives, and Chair Loren as an alternate, to the CARTA Board of Directors. She also presented considerations related to CARTA appointments and reviewed options for providing guidance on future appointments.

Chair Loren called for public comment

Seeing no comments, Vice-Chair Loren closed public comments

Motion: Vice-Chair Frerichs made a motion to approve the re-appointment of Director Early and Vice Chair Frerichs as representatives, and Chair Loren as an alternate, to the Capitol Area Regional Tolling Authority (CARTA) Board of Directors. Motion was seconded by Director Vega. The motion was approved by a vote of 5 Yes/0 No

10. Administrative Reports

A. Board Members' Verbal Reports

B. Executive Director's Verbal Report

Executive Director Bernstein reported that the District completed the (TDA) Triennial Performance Audit interview on December 10, which went well. She also reported that an emergency procurement was conducted to secure property insurance prior to the January 6 lapse, and that the item will be brought back to the Board for ratification. She further noted that the pre-proposal site tour was held, with six firms in attendance, and that interviews have been conducted for candidates to serve on the Citizens Advisory Committee

C. Transdev Report

General Manager Julie Holmes reported that Transdev has new management in place, currently has 73 operators, 2 in training and 3 new operators that are returning to Transdev

D. Long Range Calendar

Executive Director Bernstein outlined the Long-Range Calendar

Chair Loren called for public comment.

Seeing no comments, Chair Loren closed public comments.

11. Adjournment

Chair Loren adjourned the meeting at 7:55 p.m.

Respectfully Submitted,

J. Marte
Janeene Marte, Clerk of the Board



STAFF REPORT

TOPIC

ITEM NUMBER

**FY 2025-26 Financial and Internal Controls Update
for October– December 2025 (Q2).**

4b

Information
Feb 9, 2026
Board of Directors

PREPARED BY: L.Ambriz/C.Fadrigio
ATTACHMENTS: A. YCTD FY 2025-26 Q2 Budget v Actuals
B. YCTD FY 2025-26 Q2 Capital

STAFF RECOMMENDATION(S)

Receive FY 2025-2026 Quarter 2 (Q2) Budget Status report for Operating and Capital Expenses update through December 31, 2025.

BACKGROUND

The YoloTD Board of Directors approved the fiscal year 2025-2026 Annual Operating and Capital Budget on July 14, 2025. The operating budget totals \$21.55 million, representing a slight increase of 2% compared to the FY 2024-2025 budget. Current service levels are maintained across fixed route, microtransit, and paratransit while incorporating updated cost projections based on actual expenses. Significant increases in the budget included insurance premiums, fuel prices, and the annual contractual escalators with our transit provider, Transdev. Service miles and hours were adjusted slightly downward to reflect actual operating conditions, though no service reductions are planned.

The FY 2025-2026 budget continues to rely on a mix of Local Transportation Funds (LTF) and State Transit Assistance (STA) allocations for services provided to each member jurisdiction, Federal Transit Assistance (FTA) 5307 Urbanized Areas (UZA) and 5311 Rural Area funds, passenger fares, and partner contributions from UC Davis, SacRT, and Cache Creek Casino. Limited State-of-Good Repair and SB 125 Transit Recovery funds are also utilized to help balance near-term operating

needs. Staff is concurrently advancing the Short-Range Transit Plan, which will guide future service, capital replacement, and financial planning for future operating years.

The capital budget of \$16.3 million includes a carry forward of \$9.1 million in projects and annual capital contribution (savings) and adds a total of \$7.1 million to new projects based on immediate operational and infrastructure needs. Several projects remain unfunded, while others were prioritized due to direct impacts on service delivery, particularly the shortage of available buses. In September 2025, the District took delivery of three (3) new CNG buses and is scheduled to purchase six (6) used CNG buses to help stabilize service capacity. However, the District's fleet remains a significant challenge, with many vehicles operating well past their useful life as shown in Table 1.

Table 1- Fleet Status as of November 2025:

# of Vehicles	In Service?	Average Age	Average Miles	Beyond FTA's 500k Max
16	Yes	17	799,000	299,000
22	Yes	7	400,000	-
5	No	18	830,000	330,000
9	No	6	160,000	-
3	No - New Buses	-	-	-
55	69%	10	437,800	125,800
Total	Total	Average	Average	Average

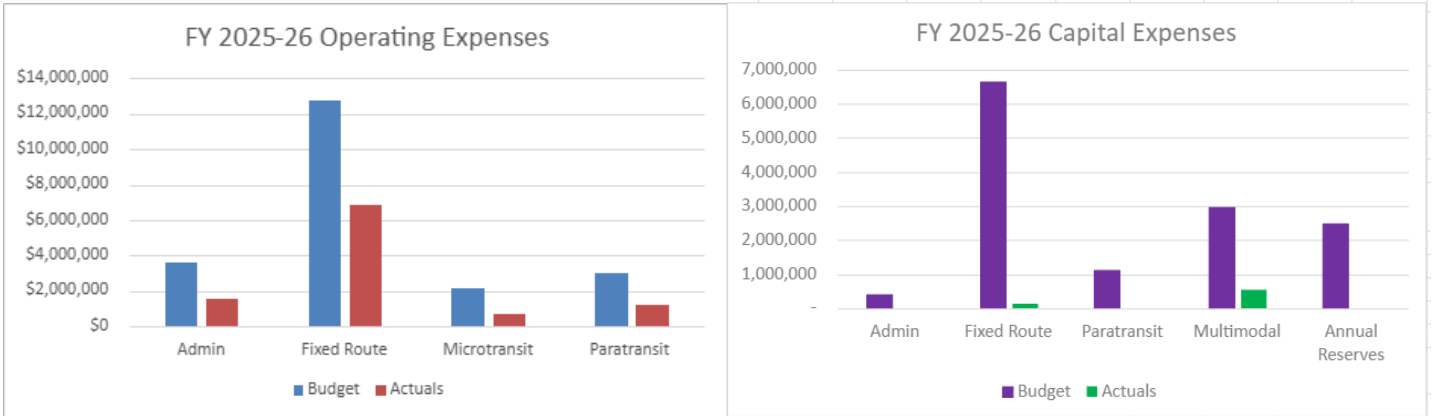
While the operating budget does not include regular fleet replacement, the capital budget outlines estimated annual contributions needed to fund future vehicle replacements and address major maintenance needs. As noted in the budget document, annual contributions for capital needs can only be set aside when there is a fiscal year surplus of unrestricted funds.

DISCUSSION

Operating and Capital Budget

This section summarizes the second quarter's actual spending compared to the budget. Detailed Budget to Actual reports is included as Attached A (Operating) and Attachment B (Capital Expenses)

ATTACHMENT A



Operating Expenses	Capital Expenses
Administration: Reflects savings due to three (3) vacant FTE positions. Fixed Route: On track as budgeted. Microtransit: On track as budgeted. Paratransit: On track as budgeted.	Most of the capital project expenses to date consist of professional consulting associated with the following projects: MM-01 YATC, MM-03 Yolo-80, and MM-06 UC Davis Campus Transportation plan projects. FR-10 for the purchase of (3) CNG buses is complete, but the expense was still pending payment by the end of Q2.

Internal Controls Update

Staff have prioritized addressing prior-year audit findings by conducting comprehensive policy reviews, analyzing internal procedures, and implementing improvements recommended by our auditors, Richardson & Company LLC. These efforts aim to strengthen the District’s internal control environment.

The FY 2024-25 financial audit, Single Audit and Transportation Development Act (TDA) audit fieldwork began in early December 2025 and is nearing completion. The audits proceeded more smoothly than in the prior two years, reflecting the impact of on-going training, process improvements, and correction actions. Some prior-year audit findings are expected not to be fully resolved due to timing constraints. Specifically, the FY 2023-24 audits (prior year) were completed at the end of March 2025, leaving approximately three months for staff to reassess and implement corrective actions by the end of FY 2024-25, June 30, 2025.

Corrective Measures and Initiatives to Strengthen Internal Controls:

- Policy and Process Review:** During Q2, the Finance department continued implementing process improvements aimed at strengthening internal controls and promoting consistency. Communication and collaboration among staff have improved, with greater awareness of defined roles and responsibilities. When questions arise, staff are increasingly referring to established policies and procedures to guide decision-making.

Early results from the FY 2024-2025 year-end closing and audits have already demonstrated significant improvements in efficiency. When a process is identified as overly complex or inefficient, it is evaluated and modified accordingly. The final audit reports are expected to be issued no later than March 2026. The audit partner from Richardson & Associates, LLP will present the audit findings and recommendations to the Board shortly after.

2. **Procurement:** Staff completed several procurements and continued to advance additional procurements currently in progress, including used CNG bus purchases, facility security system upgrades, on-call engineering services, bus advertising, and most significantly, the purchased transportation services contract. Given the use of local, state, and federal funding sources, procurements are subject to extensive regulatory and compliance requirements related to the acquisition of goods, services, and public works.

Staff have worked closely with funding coordinators, consultants, and legal counsel to ensure all applicable requirements are met. Procurement documentation has become more structured and consistent, strengthening internal controls and supporting compliance. This level of documentation is a critical component of proper procurement practices, particularly in preparation for state, federal, and financial audits.

3. **Reconciliation of Funding:** Over the past two years, Finance and Transit Operations focused on fully understanding and reconciling the various revenue sources that flow through YoloTD. An influx of COVID relief funding in 2020-2021, combined with staffing turnover, disrupted prior to reconciliation efforts. Staff have since reconciled and programmed almost all state, federal, and special funding sources.

This work is critical, as YoloTD previously experienced audit findings related to over-or-under claiming of funds. These findings were largely driven by uncertainty regarding available funding, eligible expenses under specific grants, and defined periods of performance. In some cases, federal or state operating assistance was claimed while planned service restorations or expansions did occur as scheduled, increasing the risk of overclaims due to underspending and the timing of reimbursement claims. Contributing to these issues, staff responsible for federal and state funding claims were relatively new to these roles and the complexity of grant programming, including project identification, fiscal year constraints, and compliance requirements governing allowable uses of funds.

These issues have been discussed with the Board during year-end reviews and during budget development. With funding more clearly identified by fiscal year and COVID-related funds almost fully claimed, staff can project future needs more accurately and ensure required local match funding is secured before pursuing additional federal and state funding opportunities.

4. **Cash Flow and Reserves:** In accordance with the Board adopted General Reserve Policy, the District maintains cash reserves at no less than twenty-five percent (25%) of the annual operating budget. Ongoing reconciliation of funding allocations and grants is essential to clearly identify the timing and sources of revenues and to monitor periods of when cash flow may fluctuate.

TDA Funds: A substantial portion of the District's operating revenue consists of State Transit Assistance (STA) and Local Transportation Funds (LTF) allocated to the District's public transit jurisdictions: Woodland, Davis, West Sacramento, Winters, and Yolo County. Historically, our jurisdictions serve as the claimants for TDA funds, and the District invoices them at the beginning of each quarter to advance operating revenue.

Federal Formula Funds: These represent the second-largest operating revenue source and are allocated solely to the Woodland, West Sacramento, and Davis service areas. These are provided on a reimbursement basis, requiring the District to first incur and pay eligible operating expenses. Once expenses are paid, they undergo a reconciliation and compliance review to verify eligibility, supporting documentation, and compliance with federal procurements requirements prior to submission of a reimbursement claim. This process does not happen immediately. Accordingly, the timing of federal reimbursements can affect cash flow, particularly during periods when other operating funds have not yet been received.

SB 125 Cycle 1 and 2: The District was allocated Senate Bill 125 funding to support public transit operations and select capital investments, consistent with the program's intent to stabilize and enhance transit service. Similar to the federal formula funds, SB 125 funds are available only on a reimbursement basis, requiring eligible expenses to be incurred and paid prior to reimbursement.

FISCAL IMPACT

None. The second quarter (Q2) actual revenues and expenses were included and approved as part of the approved in the FY 2025-2026 adopted budget.

**Yolo Transportation District
Fiscal Year 2025-2026
Budget to Actual as of Dec 31, 2025**

Administration			
Operating Revenue	Budget	Actuals	%
State Transit Assistance (STA)	\$2,253,143	\$1,153,447	51%
Local Transportation Funds (LTF)	439,035	192,642	44%
Cache Creek Mitigation	436,475	218,238	50%
Low Carbon/Renewable Energy Credits	120,000	228,300	190%
Net Outside Fuel Sales	150,000	26,324	18%
Interest Revenue	150,000	41,574	28%
Advertising Revenue	50,000	33,455	67%
State of Good Repair (SGR)	28,000	-	-
Misc Income	-	653	-
Total Administration Operating Revenues	\$3,626,653	\$1,894,632	52%
Operating Expenses			
Regular Employee Salaries	\$2,083,153	\$816,413	39%
Intern/Temp Employee Salaries	100,000	64,414	64%
Overtime	20,000	3,512	18%
Employee Salaries allocated to Projects	(100,000)	-	-
Subtotal Salaries	\$2,103,153	884,338.78	42%
PERS Employer Contribution	244,000	81,922	34%
PERS UAL Payment	208,000	201,745	97%
Health Insurance Employer Contribution	315,000	116,904	37%
Retiree Health Insurance	0	21,179	-
Medicare Contribution	32,000	12,546	39%
Other Employee Benefits	32,178	17,214	53%
Benefits allocated to Projects	(30,000)	-	-
Subtotal Benefits	\$801,178	\$451,511	56%
Technology	53,000	55,212	104%
Marketing & Communications	25,000	9,644	39%
Other Operating Expenses	98,550	106,062	108%
Legal Services	65,000	-	-
Employee Training	15,000	7,389	49%
Utilities	70,000	34,049	49%
Memberships	30,000	2,132	7%
Unitrans Pass-Thru for Uninc Area Service	24,000	-	-
Facilities Maintenance	23,300	15,728	68%
Vehicle Maintenance	14,500	-	-
Furniture and Fixtures	9,800	955	0
Other Professional/Consulting Services	182,972	18,975	0
Directors Stipends and Expenses	11,200	1,500	13%
Contingencies	100,000	-	-
Subtotal Other Operating Expenses	\$722,322	251,645	35%
Total Administration Operating Expenses	\$3,626,653	\$1,587,495	44%

Administration Operating Revenues and Expenses

Revenues:

- Q2 Interest report for funds held in the County Investment Pool is not expected until January 2026 closing report.
- STA and LTF funds are billed to jurisdictions for July-December 2025.
- Net Outside Fuel Sales revenue is reported through November 2025 due to pending December 2025 third party sales report from Trillium.

Administration Operating Revenues and Expenses - Continued

- Miscellaneous Income includes fees for replacing Connect Cards and Corpay Mastercard rebates.

Expenses:

- Projected net salary and benefits savings of \$250K due to three (3) vacant positions: 1) Finance Associate
2) IT Systems Support Technician and 3) Assistant/Associate Transportation Planner.
 - IT Systems Support Technician position- Candidate currently in pre-employment screening.
 - Assistant/Associate Planner position- Second round interviews completed.
- Legal Services have not for Q1-Q2 have not been billed to the District yet.

**Yolo Transportation District
Fiscal Year 2025-2026
Budget to Actual as of Dec 31, 2025**

Fixed Route Services			
Operating Revenue	Budget	Actuals	%
State Transit Assistance (STA)	-	-	-
Local Transportation Funds (LTF)	\$5,493,800	\$2,746,900	50%
FTA 5307 ARPA	-	-	-
FTA 5307 CARES	60,000	-	-
FTA 5307 Formula Funds	3,035,912	-	-
FTA 5311 Caltrans 5311 Rural	100,000	69,841	70%
Passenger Fares	1,000,000	1,087,683	109%
FTA 5307/CMAQ for Route 42 Expansion	-	1,497,454	-
FTA 5307 Capital Woodland UZA	-	1,280,000	-
FTA/SacRT 5307 Causeway Connection	160,000	-	-
UC Davis Funds for Causeway Connection	325,859	162,275	50%
Cache Creek Mitigation	1,083,749	387	0%
STA-SGR State of Good Repair Funds	119,060	-	-
Low Carbon Transportation Operating Program (LCTOP)	-	-	-
SACOG SB125	1,391,000	-	-
Total Fixed Route Operating Revenues	\$ 12,769,380	\$ 6,844,540	54%
Operating Expenses			
Contracted Transportation	\$9,139,117	4,921,296	54%
Fuel	1,185,333	396,673	33%
Insurance	1,244,574	1,037,913	83%
Vehicle Maintenance	100,000	-	-
Technology	226,740	154,136	68%
Utilities	235,000	269,493	115%
Facilities Maintenance	99,060	26,134	26%
Marketing & Communications	28,000	-	-
Electric Vehicle Charging	21,976	8,753	40%
Equipment/Fleet Leases	0	-	-
Other Operating Expenses	140,000	13,775	10%
Other Professional/Consulting Services	249,580	-	-
Contingencies	100,000	-	-
Total Fixed Route Operating Expenses	\$ 12,769,380	\$ 6,828,172	53%

Fixed Route Operating Revenues and Expenses

Revenues:

- Passenger Fares revenue is reported through November 2025 pending December reconciliations and Q2 ticket usage reimbursement billings.
- STA and LTF funds are billed to jurisdictions for July-December 2025.
- Q2 Interest report for funds held in the County Investment Pool is not expected until end of January 2026.
- SB125 Cycle 1 funds claims for Q1 & Q2 transit operating assistance pending submission.

Expenses:

- Contracted Transportation Service expense is reported through December 2025.
- Cost for Compressed Natural Gas (CNG) expense is reported through November 2025.
- Utilities include a one-time purchase of eighty-three (83) transit bus cradles totaling \$45K. Cradles are vehicle-mounted docking accessories that power, secure, and connect cellular devices and used to provide onboard internet and data connectivity for buses. The replacements include having nine (9) spare cradles on-hand.

**Yolo Transportation District
Fiscal Year 2025-2026
Budget to Actual as of Dec 31, 2025**

Microtransit (Beeline) Services

Operating Revenue	Budget	Actuals	%
State Transit Assistance (STA)	-	-	-
Local Transportation Funds (LTF)	\$388,946	\$230,229	59%
FTA 5307 Formula Funds	1,056,211	-	-
FTA 5307 CARES	-	-	-
FTA/Caltrans 5311 Rural Formula Funds	-	-	-
STA-SGR State of Good Repair Funds	10,000	-	-
Passenger Fares	75,000	32,731	44%
SACOG SB125	600,000	-	-
Total Microtransit Operating Revenues	\$2,130,157	\$262,960	12%
Operating Expenses			
Contracted Transportation - Woodland	\$951,073	\$223,556	24%
Contracted Transportation - Winters	332,053	88,876	27%
Contracted Transportation - Knights Landing	199,782	49,008	25%
Technology	30,000	-	-
Insurance	368,906	308,787	84%
Fuel	165,996	32,439	20%
Vehicle Maintenance	20,000	24,057	120%
Facilities Maintenance	-	-	-
Communications & Marketing	10,000	-	-
Other Professional/Consulting Services	32,347	-	-
Other Operating Expenses	10,000	-	-
Contingencies	10,000	-	-
Total Microtransit Operating Expenses	\$2,130,157	726,723	34%

Microtransit (Beeline) Operating Revenues and Expenses

Revenues:

- Passenger Fares reflect revenues through November 2025.
- STA and LTF funds are billed to jurisdictions for July-December 2025.
- SB125 Cycle 1 funds claims for Q1 & Q2 transit operating assistance pending submission.

Expenses:

- Contracted Transportation Service expense is reported through December 2025.
- Costs for Compressed Natural Gas (CNG) and Diesel fuel have gradually increased as compared to last year. Fuel cost is reported through October 2025.
- Vehicle Maintenance includes RideCo license fees and monthly services. The license fees should be reclassified to Technology.

**Yolo Transportation District
Fiscal Year 2025-2026
Budget to Actual as of Dec 31, 2025**

Paratransit Services

Operating Revenue	Budget	Actuals	%
State Transit Assistance (STA)	-	-	-
Local Transportation Funds (LTF)	\$1,104,125	\$544,923	49%
FTA 5307 Formula Funds	842,693	7,140	1%
FTA 5311 Rural Area	20,000	-	-
STA-SGR State of Good Repair Funds	10,000	-	-
Passenger Fares	268,000	69,435	26%
Cache Creek Mitigation	80,000	195	0%
SACOG SB125	700,000	-	-
Other Misc Revenue	-	1,680	-
Total Paratransit Operating Revenues	\$3,024,818 #	623,372	21%
Operating Expenses			
Contracted Transportation	\$2,388,497	\$860,571	36%
Fuel	238,489	70,912	30%
Insurance	322,732	269,987	84%
Vehicle Maintenance	7,500	-	-
Facilities Maintenance	10,000	-	-
Technology	16,000	-	-
Marketing & Communications	10,000	-	-
Capital Expenses	-	-	-
Other Operating expenses	-	319	-
Other Professional/Consulting Services	21,600	-	-
Contingencies	10,000	-	-
Total Paratransit Operating Expenses	\$3,024,818	1,201,788	40%

Paratransit Operating Revenues and Expenses

Revenues:

- Passenger Fares reflect revenues through November 2025.
- STA and LTF funds are billed to jurisdictions for July-December 2025 (Q2).
- SB125 Cycle 1 funds claims for Q1 & Q2 transit operating assistance pending submission.

Expenses:

- Contracted Transportation Service expense is reported through December 2025.
- Costs for Compressed Natural Gas (CNG) and Diesel fuel have gradually increased as compared to last year.
- Other operating expenses like Technology, Marketing & Communications, and Other professional services are typically a yearend allocation.

Yolo Transportation District
Fiscal Year 2025-2026
Budget to Actuals as of December 31, 2025
Capital and Planning Projects

Project #	Type	Multi-year Capital and Planning Projects	FY 24-25 Carryforward	FY 25-26 Budget	Total Budget	FY 25-26 Actuals	Actual as a % of Total
AD-01	Capital	Facility Security, Badge Reader Replacement/Expansion	-	70,000	70,000	-	-
AD-03	Capital	Surveillance camera System Upgrade	-	290,000	290,000	-	-
FR-03	Planning	Fixed Route Planning Efforts	610,168	(260,000)	350,168	103,522	30%
FR-05	Capital	Automatic Passenger Counters (APCs)	69,349	-	69,349	-	-
FR-09	Capital	Bus Washer/Water Recycler Replacement	673,581	-	673,581	-	-
FR-10	Capital	Two Replacement 40' CNG Buses	1,600,000	893,000	2,493,000	-	-
FR-11	Planning	Downtown Woodland Transit Center	498,647	-	498,647	4,560	1%
FR-12	Capital	Fixed Route Bus Battery Replacement	124,000	124,000	248,000	-	-
FR-13	Capital	Zero Emission Bus (ZEB) Electrification Infrastructure (Woodland)	400,000	(400,000)	-	-	-
FR-14	Capital	Maintenance Shop Roll-Up Doors Replacement	-	100,000	100,000	-	-
FR-15	Capital	Fixed Route Bus Replacement Used/Retrofit: CNG	-	1,950,000	1,950,000	-	-
FR-16	Capital	Fixed Route Bus Replacement: Electric Bus Purchase	-	268,062	268,062	-	-
FR-99	Capital	Engine/Transmission Rebuilds	-	-	-	20,515	-
MM-01	Planning	Yolo Active Transportation Corridors	640,293	200,000	840,293	87,862	10%
MM-02	Planning	80 Managed Lanes Advisory, Planning, Legal & Technical Services	250,000	(250,000)	-	282,008	25%
MM-03		Tolling Authority	1,113,929	-	1,113,929		
MM-04	Planning	Countywide Travel Behavior Survey	100,000	100,000	200,000	-	-
MM-05	Capital	Major Fleet Maintenance	210,000	215,000	425,000	-	-
MM-06	Planning	UC Davis Campus Transportation Plan	385,267	-	385,267	192,202	50%
PT-1	Capital	Paratransit Vehicle Replacements (2)	360,000	770,000	1,130,000	-	-
YT-01	Reserves	Electric Buses- Multi-year Reserve for Future Purchase (Previously FR-1)	1,820,463	489,000	2,309,463	-	-
YT-02	Reserves	Annual Reserves Contribution ZEB Infrastructure Repair &	25,000	25,700	50,700	-	-
YT-03	Reserves	Annual Reserves Contribution Admin Vehicle Replacement	-	55,000	55,000	-	-
YT-04	Reserves	Annual Reserves Contribution Computers, Servers, and software	-	23,000	23,000	-	-
YT-05	Reserves	Annual Reserves Contribution Facility Paving & Surface maintenance (Woodland)	-	11,000	11,000	-	-
YT-06	Reserves	Annual Reserves Contribution Bus Stop/ADA Improvements	-	50,000	50,000	-	-
Total, Capital and Planning Project Budget			\$ 8,880,697	\$ 4,768,762	\$ 13,649,459	\$ 690,669	5%

Yolo Transportation District
Fiscal Year 2025-2026
Budget to Actuals as of December 31, 2025
Capital and Planning Projects

Project #	Type	Multiyear Capital and Planning Projects	Phase	Status
AD-01	Capital	Facility Security, Badge Reader Replacement/Expansion	On Hold	Project is on hold.
AD-03	Capital	Surveillance camera System Upgrade	On Hold	Project is on hold.
FR-03	Planning	Fixed Route Planning Efforts	In Progress	This project was established to update routing and schedules based on relocation of the Woodland Transit Center. Project is pending new transit center location.
FR-05	Capital	Automatic Passenger Counters (APCs)	In Progress	The APC's are installed. Diagnostic work continues troubleshooting the hardware and software issues for the APC's that currently read passengers at a 60% accuracy. The goal is to reach 90% accuracy by February 2026.
FR-09	Capital	Bus Washer/Water Recycler Replacement	In Progress	An inspection of the bus wash was completed in January 2026. Repairs are estimated under \$50,000. Final quote is pending.
FR-10	Capital	Two Replacement 40' CNG Buses	Complete	In September 2025, Gillig, delivered of three (3) CNG buses. YoloTD claimed \$1.4M in State-of-Good Repair funding and will claim \$1.2M in FTA 5307 UZA funding for the purchase of these buses. Shortly before the planned deployment of the three new buses, rain revealed interior leaks. Repairs are being addressed under the manufacturers warranty prior to service. Buses expected to be in service in March 2026, after repairs and CHP inspection are completed.
FR-11	Planning	Downtown Woodland Transit Center	In Progress	Transit Center project is being considered for a \$1 million award from the SACOG Mobility Zones funding program to fund improvements to facilitate the relocation. Staff will select from a newly procured consulting bench in March 2026 to complete design. The City will likely be responsible for bidding the construction contract.
FR-12	Capital	Fixed Route Bus Battery Replacement	In Progress	Quote solicitation pending.
FR-13	Capital	Zero Emission Bus (ZEB) Electrification Infrastructure (Woodland)	In Progress	Consultants completed a stress test analysis and overall fleet energy needs. Staff will task an on-call consultant in March 2026 to initiate planning and design.
FR-14	Capital	Maintenance Shop Roll-Up Doors Replacement	In Progress	Procurement is pending.
FR-15	Capital	Fixed Route Bus Replacement Used/Retrofit: CNG	Complete	Pending the procurement of six (6) used CNG buses at \$150K each from L.A. Charter. Expected delivery is April 2026. The cost of outfitting each bus, including communication, technology, and painting are estimated at \$40K-50K per bus.
FR-16	Capital	Fixed Route Bus Replacement: Electric Bus Purchase	In Progress	In September 2025, YoloTD and Gillig agreed to move forward with the procurement of electric buses to occur in January 2026. Once the procurement process is complete, the estimated build time is two years.
FR-99	Capital	Engine/Transmission Rebuilds	In Progress	On-going. Fixed Route bus engine rebuilds and transmission replacements are scheduled based on immediate need and when funds are available. Transdev will provide a list of expected engine and transmission builds in February 2026.

Capital and Planning Projects – Continued:

				Draft plan is complete and staff is seeking input from advisory bodies. Staff is also developing an implementation strategy document that will be updated annually to track progress toward completion.
MM-01	Planning	Yolo Active Transportation Corridors	In Progress	For the Madison-Esparto and Woodland-Davis segments, design consultants have started surveying and basemapping and have completed a memo of alignment alternatives.
MM-02	Planning	80 Managed Lanes Advisory, Legal & Technical Services	Complete	This project is complete. All current tasks have shifted to MM-03.
MM-03	Planning	Tolling Advance Planning	In Progress	1) Traffic and Revenue Study is 100% complete, 2) Roadside Toll System Integration RFP is 100% complete, 3) Community Engagement is ongoing, 4) TDM Organizational Study is 90% complete, 5) Corridor-Level Equity Analysis & Plan is 80% complete.
MM-04	Planning	Countywide Travel Behavior Survey	On Hold	Project is unfunded. Staff applied to the Caltrans Sustainable Transportation Planning grant program for funding.
MM-05	Planning	Major Fleet Maintenance	In Progress	An assessment of fleet conditions and prioritization is currently underway.
MM-06	Planning	UC Davis Campus Transportation Plan	In Progress	YoloTD passes through to UC Davis funding from a Caltrans Transportation Planning grant. Project is in Phase II of outreach, sharing what they heard from Phase I and also developing recommendations. UC Davis intends to install a temporary traffic circle one one location on campus and film for several days before and after to see how travel patterns change. This project is approximately 70% complete.
PT-01	Capital	Paratransit Vehicle Replacements (2)	In Progress	Staff obtained quotes for approximately \$159K per for paratransit vehicles.
YT- 01	Reserves	Electric Buses- Multi-year Reserve for Future Purchase (Previously FR-1)	Pending	Annual Reserves are funded as funds become available.
YT- 02	Reserves	Annual Reserves Contribution ZEB Infrastructure Repair & Maintenance	Pending	Annual Reserves are funded as funds become available.
YT- 03	Reserves	Annual Reserves Contribution Admin Vehicle Replacment	Pending	Annual Reserves are funded as funds become available.
YT- 04	Reserves	Annual Reserves Contribution Computers, Servers, and Software	Pending	Annual Reserves are funded as funds become available.
YT- 05	Reserves	Annual Reserves Contribution Facility Paving & Surface maintenance (Woodland)	Pending	Annual Reserves are funded as funds become available.
YT- 06	Reserves	Annual Reserves Contribution Bus Stop/ADA Improvement	Pending	Annual Reserves are funded as funds become available.



STAFF REPORT

TOPIC	ITEM NUMBER
Adopt Resolution 2026-02 to Accept funding from Affordable Housing and Sustainable Communities Grant	4c Action Feb 9, 2026 Board of Directors

PREPARED BY:	L.Torney,
ATTACHMENTS:	A. Resolution 2026-02 B. Press Release

STAFF RECOMMENDATION(S)

Adopt Resolution 2026-02 to work with the California Department of Housing and Community Development and the Strategic Growth Council to accept grant funding as part of Round 9 of the Affordable Housing and Sustainable Communities Program.

BACKGROUND

The California Department of Housing and Community Development and the Strategic Growth Council issued an Affordable Housing & Sustainable Communities Program (AHSC) Notice of Funding Availability, on March 25, 2025. YoloTD worked with Yolo County Housing Authority, City of Woodland, Operative Office, and Brinshore Development, LLC to apply in response to the NOFA. The application, called the Tupelo Project, aims to transform a 2.4-acre underutilized site in Woodland into a vibrant mid-rise affordable housing community with 73 units.

Transportation improvements funded under the grant include new electric buses, bus charging stations, and bus shelters in the project vicinity along with monthly transit passes for residents for 15 years. Additionally, new sidewalks and bike lanes will provide safe paths throughout the neighborhood.

This project builds on the work of the Armfield/Lemen Neighborhood Framework Plan which began in 2022 funded by a Regional Early Action Planning grant from the Sacramento Area Council of Governments.

The application partners met at least biweekly for almost a year, including prior to the NOFA release to coordinate ideas on project elements and develop the application.

The Tupelo Project scored the third highest in the state out of the 21 projects awarded in 17 jurisdictions.

DISCUSSION

The total project award is \$27,999,100. YoloTD will accept \$13,999,100 toward the purchase of 9.5 new electric buses, five electric charging stations, and 10 bus shelters. All components must be in place within five years of award. The State requires all parties who accept funds as part of AHSC to have an adopted resolution acknowledging acceptance of the awarded funds.

YoloTD will coordinate with the state and other partners on the procurement and documentation required for the grant.

FISCAL IMPACT

None at this time. This resolution is a requirement for receiving funds. Failure to adopt the attached resolution could jeopardize the project and affect YoloTD's eligibility for applying in future rounds.

**RESOLUTION OF THE GOVERNING BODY OF
YOLO COUNTY TRANSPORTATION DISTRICT**

AFFORDABLE HOUSING & SUSTAINABLE COMMUNITIES PROGRAM

RESOLUTION NO.: 2026-02

Tupelo

WHEREAS, the California Department of Housing and Community Development ("Department") and the Strategic Growth Council ("SGC") have issued an Affordable Housing & Sustainable Communities Program ("AHSC" or "AHSC Program") Notice of Funding Availability, dated March 25, 2025 ("AHSC Program NOFA"); and

WHEREAS, YOLO COUNTY TRANSPORTATION DISTRICT a Public Entity ("The District"), partnered with the Yolo County Housing Authority, and the City of Woodland, to apply to the Department in response to the NOFA (the "Application") and was determined to be an eligible Applicant; and based on the Application, the Department made an award of Program funds (the "Program Award") pursuant to the conditional award letter, dated December 10, 2025; and

WHEREAS, Department and SGC have made a conditional commitment of AHSC Program funds to assist Tupelo (the "Project"), and such commitment was made to awardees pursuant to that certain conditional award letter, dated December 10, 2025 (the "Award Letter") in the following amount(s):

AHSC Program Award Component	Amount Awarded
AHSC Program Loan Award	\$14,000,000
AHSC Program Grant Award	\$13,999,100
Total:	\$27,999,100

WHEREAS, the AHSC Program Loan Award and AHSC Program Grant Award expressly identified above will hereinafter jointly be referred to as the "AHSC Program Award."

NOW, THEREFORE, IT IS RESOLVED, that The District is hereby authorized and directed to act in connection with the Program Award.

RESOLVED FURTHER: District is hereby authorized and directed to accept and incur an obligation for the Program Award. That in connection with the AHSC Program

Award, The District is authorized and directed to enter into, execute, and deliver one or more STD 213, Standard Agreements for a sum not to exceed the full amount of the AHSC Program Award, and any and all other documents required or deemed necessary or appropriate to secure the AHSC Program Award from the Department and to participate in the AHSC Program, and all amendments thereto (collectively, the "Program Award Documents").

RESOLVED FURTHER: The District acknowledges and agrees that it shall be subject to the terms and conditions specified in the STD 213, Standard Agreements, and that the Affordable Housing Sustainable Communities Program of 2024 NOFA and the Application will be incorporated by reference therein and made a part thereof. The District also acknowledges and agrees that any and all activities, expenditures, information, and timelines represented and described in the Application are enforceable through the relevant STD 213, Standard Agreement(s). The District also acknowledges and agrees that Program Award funds are to be expended only on the eligible uses and activities identified in the relevant STD 213, Standard Agreement(s).

RESOLVED FURTHER: That the **Yolo County Transportation District Board of Directors** authorizes the Executive Director to execute the Program Award Documents and all amendments on behalf of The District.

RESOLVED FURTHER, that this resolution shall take effect immediately upon its passage, and that any actions taken thus far in furtherance of the activities authorized by this resolution are hereby ratified.

PASSED AND ADOPTED by the Board of Directors of the Yolo County Transportation District, County of Yolo, State of California, this 9th day of February 2026, by the following vote: _____

AYES:

NOES:

ABSTAIN:

ABSENT:

Jesse Loren, Chair
Board of Directors

ATTEST:

Janeene Marte, Clerk
Board of Directors

Approved as to Form:

Kimberly Hood, District Counsel



FOR IMMEDIATE RELEASE

Yolo County Partnership Awarded Grant for Affordable Housing Community

Project Features Sustainable Transportation Improvements and Resident Services

Woodland, CA (December 10, 2025): A Yolo County partnership has been awarded a \$27,999,100 grant from the Affordable Housing and Sustainable Communities (AHSC) Program to transform a 2.4-acre underutilized site in Woodland into a vibrant mid-rise affordable housing community with 73 units across a diverse mix of unit sizes. This transit-oriented development, currently referred to as Tupelo, represents a longstanding collaboration between the City of Woodland, Yolo County Housing, and Yolo Transportation District—alongside development partners Brinshore and Operative Office—to address critical housing needs while providing affordable and accessible transportation options.

The proposed housing project is all-electric, net-zero energy, and features thoughtful climate adaptation strategies to mitigate extreme heat risks. Located on Lemen Avenue near Yolano Drive, Tupelo is within walking distance to key destinations including the Woodland Public Library, Woodland City Hall, the Post Office, North Valley Indian Health's Mobile Medical Clinic, YMCA Yolano Recreation Center, and Head Start of Yolo County's childcare facility. Resident amenities will include a community room which can also serve as a place to cool down and clean air refuge during extreme weather events, secure bicycle storage, playground, and outdoor gathering areas. On-site services will focus on health education, financial literacy, and housing stability.

"This project truly represents the 'Yolo Way,' where partners step up to address needs collaboratively," says Ian Evans, Executive Director of Yolo County Housing and President/CEO of New Hope CDC. "The City, YoloTD, our development partners, and multiple partners throughout the County all coming together to advance a fantastic project in such a deserving neighborhood that will bring additional affordable housing online and make walking, biking, and public transit not only safer, but more accessible is truly wonderful. The first housing in this community was built 75 years ago. We promised the

community we would invest in this neighborhood and this is a great first step towards realizing that promise and preparing this community for the next 75 years.”

“A great project for the City of Woodland and Yolo County Housing as they celebrate their 75th anniversary. In time Tupelo will be transformative for YCH residents with improvements to greenspace, transportation opportunities, and a beautiful environment. So very proud to be a member of the team to bring this project to life,” says Rich Lansburgh, member of the Housing Authority board.

Transportation improvements funded under the grant include new electric buses and bus shelters in the vicinity. This will enhance public transit service for Yolo County, helping increase the frequency of YoloBus Routes 42A and 42B to 30 minutes all day between Woodland, Davis, West Sacramento, downtown Sacramento, Sacramento International Airport, and more. The project will provide residents with free membership to the Yolo Commute program, as well as unlimited transit passes for 15 years. Additionally, new sidewalks and bike lanes will provide safe paths throughout the neighborhood.

“Not only will this project help provide much needed affordable housing for so many deserving households and transform this neighborhood, it will assist the County in reaching its climate goals by helping purchase twelve zero emission buses for YoloTD, adding bike lanes and sidewalks, and providing free transit passes for the residents making alternative modes of transportation much more accessible for them,” says Mary Vixie-Sandy, Yolo County Housing Chair and Yolo County Board of Supervisors Chair.

“This grant will enhance mobility for everyone who lives, works, and shops in central Woodland,” says Woodland City Councilmember and YoloTD Board Member Mayra Vega. “From making our streets safer for pedestrians and bicyclists to providing new, state-of-the-art buses and bus shelters, I couldn’t be more thrilled for the transportation improvements this grant will support.”

This project builds on the work of the Armfield/Lemen Neighborhood Framework Plan which began in 2022 thanks to a Regional Early Action Planning grant from the Sacramento Area Council of Governments. Robust community engagement including surveys and public workshops has shaped every aspect of the project to ensure that Tupelo addresses local priorities while advancing the neighborhood transformation envisioned by residents. The project also builds on the community engagement and contributions of valued local partners including the Yolo County Office of Sustainability and their work on the Climate Action and Adaptation Plan (CAAP), Davis Community Action Network’s Community Voices Series, and the Yolo County Office of Education’s Roadmap to the Future engagement. The partners are grateful to Northern California Construction Training and the Yolo County Workforce Innovation Board for their commitment to local workforce development strategies. Development is anticipated to begin as early as 2027.

“Providing clean, affordable and well-maintained housing should be a goal of any healthy, responsible community,” says Woodland Mayor Tom Stallard. “The City of Woodland is proud to collaborate with Yolo Housing Authority and others to replace very old and tired public housing with brand new units. We are grateful for the substantial funding provided by this grant.”

This is the first time in ten years that a Yolo County jurisdiction has been awarded AHSC funding—and this round, two Yolo County projects are receiving awards, with the City of West Sacramento also among the awardees. The program began in 2015, and in that inaugural year the City of West Sacramento was awarded \$6,730,888 for the West Gateway Place Affordable Housing Project.

The AHSC Program is administered by the California Department of Housing and Community Development and implemented by the Strategic Growth Council. The program aims to reduce greenhouse gas emissions by funding projects that integrate affordable housing, sustainable public transit, and active transportation improvements. For more information visit <https://sgc.ca.gov/grant-programs/ahsc/>.

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Yolo Transportation District

<https://yolotd.org/>

Yolo County Housing

<https://www.ych.ca.gov/>

New Hope Community Development Corporation

<https://newhopecdc.org/>

The City of Woodland

<https://cityofwoodland.gov/>

Brinshore

<https://www.brinshore.com>

Operative Office

<https://www.operativeoffice.com>

Contact

Ian Evans

Executive Director

Yolo County Housing/New Hope CDC

147 W Main Street, Woodland CA 95695

ievans@ych.ca.gov | (530) 669-2219

RENDERINGS





STAFF REPORT

TOPIC

Appoint Maria Elena Sepulveda and Valerie Green to the Citizens Advisory Committee

ITEM NUMBER

4d

Action
Feb 9, 2026
Board of Directors

PREPARED BY: A. Bernstein and J. Marte
ATTACHMENTS: none

STAFF RECOMMENDATION(S)

Appoint Maria Elena Sepulveda and Valerie Green as new members of the Citizens Advisory Committee

BACKGROUND

The YoloTD Citizens Advisory Committee (CAC) is composed of individuals who reside within the YoloTD district boundaries. There are five appointees representing the five member jurisdictions, plus four at-large seats. Committee members are appointed to serve a four-year term.

The purpose of the CAC, as described in the Bylaws, is to “*advise the Executive Director and the Board of Directors on fixed route transit, paratransit, microtransit and other alternative transportation services, developments and facilities affecting the District, including principles for route, schedule, and fare changes, and such other policy and service related matters which the Chair, Board, or Executive Director deem appropriate for Committee consideration.*”

Federal guidance -- and best practices in transportation planning -- require that our Citizens Advisory Committee be representative of the communities we serve. Following the

recommendation of the CAC, in February 2023 the YoloTD Board of Directors approved the creation of two additional “At Large” seats on the CAC (for a total of four seats), along with stipends to offset economic hardships that could be created by service on the committee. The Board action also created an Ad Hoc Committee of Directors Early and Loren to recommend changes to the criteria used to fill vacancies on the CAC.

In July 2023, the YoloTD Board of Directors approved changes to the By-Laws for the Citizens Advisory Committee (CAC) to:

- Update the criteria used to fill vacancies on the CAC, per the recommendation of the Ad Hoc Committee comprised of Directors Loren and Early;
- Incorporate policy changes approved by the Board at the February 2023 meeting, including the creation of two additional “At Large” seats (for a total of four) and provision of stipends to CAC members.

After the Board’s action, YoloTD staff updated the recruitment and application materials for the CAC, in consultation with the existing CAC members. In October 2024, we launched a renewed outreach effort aimed at recruiting applicants from populations currently underrepresented on the CAC. Applicants are being screened and interviewed on a rolling basis. Applicant screening has been performed by Board Chair Jesse Loren, CAC Chair Lisa Baker, and Executive Director Autumn Bernstein.

Five applications were reviewed and scored in December 2025, and three of those were interviewed in January 2026. Two of those interviewed in January have been recommended for appointment

DISCUSSION

Maria Elena Sepulveda is a resident of Woodland and has been a Yolo County resident for 42 years. She is a current YoloBus rider and has used public transportation since childhood and her children also use YoloBus. Maria Elena is bilingual in English and Spanish and is currently completing her master’s degree in public policy and administration. In her application, she noted that public transportation is important and impacts the entire community, not just riders. She also identified herself as representing several YoloTD priority populations, including minority communities, individuals who have experienced homelessness, women, students, and parents/caregivers.

Valerie R. Green is a resident of Woodland and has lived in Yolo County for five years. In her application, she expressed an interest in improving the city’s transportation system to support residents’ future quality of life. She identified herself as representing several YoloTD priority populations, including low-income individuals, those who have experienced

homelessness, individuals with disabilities, women, public transit users, and advocates for bicycling and walkability.

Board Chair Loren, CAC Chair Baker, and Executive Director Bernstein interviewed both candidates. Based on their applications and these interviews, the recommendation is to appoint Maria Elena Sepulveda and Valerie R. Green to the Citizens Advisory Committee.



STAFF REPORT

TOPIC	ITEM NUMBER
Budget Workshop: Options for Increasing Revenues to Address Future Deficits and Preserve Transit Service	5 Information Feb 9 2026 Board of Directors

PREPARED BY: A.Bernstein/L.Hecht
ATTACHMENTS: A. Slide Deck

STAFF RECOMMENDATION(S)

Participate in an informational workshop on options for increasing revenues to address future deficits and preserve transit service.

BACKGROUND

The concept of a special budget workshop series was proposed by Board members during the development of the FY 2024-25 budget. Board members expressed a desire for additional education about YoloTD funding sources, allocation of funds – particularly TDA funds – and the impact of lapsing one-time COVID relief funds on YoloTD’s mid- to long-term financial outlook.

The commitment to create a special budget workshop series was included in the July 8, 2024 Board action to approve the budget. At the November 2024 meeting of the Board of Directors, the Board provided feedback on a first draft proposal for a series of three workshops. At the January 2025 Board meeting, the Board approved the three-workshop series. The Board’s motion recommended that the first two workshops be held before the end of FY 202-25, and the third workshop be held in Fall of 2025. The Board also requested that the first workshop include an overview of both state and federal funding sources, and the second workshop focus on allocation of costs, as well as local funding sources.

The first workshop was held on May 27, 2025 and was titled ***Intro to Transit Funding: An overview and status update on state and federal funding sources that sustain transit service in Yolo County.***

The second workshop, on cost allocations and local funding sources, has been delayed due to workload challenges within the Finance department and is now scheduled for March 2026. Today's workshop is the third workshop in the Board-approved series and is focused on ***Options for Increasing Revenues to Address Future Deficits.***

DISCUSSION

In lieu of a staff report, staff have prepared a detailed slide deck that provides information on the six options that will be presented at the Board workshop.

The six options are:

1. Increase share of federal funding
2. Continue state transit recovery (SB 125) funding
3. VMT mitigation
4. Toll revenue from Yolo 80 managed lanes
5. Increase share of LTF Revenue
6. Voter-approved transportation sales tax measure

Of these five options, most have been discussed at prior Board meetings. This will, however, be the Board's first discussion of a voter-approved transportation sales tax measure. Therefore, staff have included significantly more information about this option than the other five.

In the interest of time, only a subset of slides on the transportation sales tax measure will be presented at the workshop. Staff will be prepared to answer questions on any of the other slides which are included here but not presented during the workshop.

FISCAL IMPACT

There are no immediate fiscal impacts associated with this item. This is an information-only workshop and the Board will not take any action on any of the options proposed here.



1

Table of Contents: Introduction & Background

1. Refresher on budget workshop series
2. Recap of Workshop #1
3. Estimating YoloTD's future deficit
4. Goals and structure of this workshop

2

Table of Contents: Six Options for Increasing Revenue

1. Increase share of federal funding
2. Continue state transit recovery (SB 125) funding
3. VMT mitigation
4. Toll revenue from Yolo 80 managed lanes
5. Increase share of LTF Revenue
6. Voter-approved transportation sales tax measure

Introduction & Background

Refresher on Budget Workshop Series

This workshop series was an outcome of FY 24-25 budget process

Goals

- Broader understanding of YoloTD funding sources and budgeting process
- Explore options to address future deficits
- Promote learning > Set direction

Three Workshops

- Overview of Major Funding Sources (Federal/State) - May 2025
- Options for Increasing Revenues – Feb 2026
- Budgeting Process – how costs are allocated to funding sources – Mar 2026



5

5

RECAP

Workshop 1: Major Funding Sources

INTRO TO TRANSIT FUNDING

An overview and status update on state and federal funding sources that sustain transit service in Yolo County

Amy Changchien
Deputy Regional Administrator
FTA

Chad Edison
Chief Deputy Secretary for Rail and Transit
CalSTA

Erik Johnson
Deputy Executive Director of Operations
SACOG

Kari Watkins
Associate Professor
UC Davis

May 27, 2025 6:00 PM

In-Person and Virtual

YoloTD logo



6

6

Transit is crucial to achieving the region's goals



68%

of housing and employment growth projected in communities with existing transit service



2X

today's weekday transit service is required to meet GHG reduction targets



5-10%

of households do not have a car, disproportionately low-income households and people of color



7

7

Long-term, transportation revenues for roads and transit are projected to decline

Pew

More EVs, Less Gas Tax Revenue Create State Transportation Budget Issues

State fiscal debates to watch in 2025

ARTICLE

January 14, 2025

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California gas tax revenue will drop by \$6 billion, threatening roads



BY ALEJANDRO LAZO

DECEMBER 13, 2023

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Similar slowdown anticipated for TDA revenues

FUND

Local Transportation Fund (LTF)

State Transit Assistance Fund (STA)

TAX



0.25% sales tax on goods



7.625% sales tax on diesel fuel

OUTLOOK



Mixed bag: Consumer spending is decreasing, slower growth overall ¹



Declining: \$300 million less revenue by 2034²

Source: (1) "Updated Big Three Revenue Outlook", Legislative Analyst's Office; (2) "Assessing California's Climate Policies: Implications for State Transportation Funding and Programs", Legislative Analyst's Office.



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Transit Transformation Task Force

The Transit Transformation Task Force was a statewide panel created by **Senate Bill 125 (SB 125)** in 2023 to develop strategies for revitalizing and modernizing public transit across California.

The Task Force was established in response to **declining ridership** and **financial instability** at many transit agencies—problems worsened by the COVID-19 pandemic.

Mission: identify both short- and long-term reforms to make transit more efficient, equitable, and financially sustainable.

The **California State Transportation Agency (CalSTA)** convened the 25-member Task Force, which included representatives from transit agencies, local governments, labor unions, environmental organizations, business groups, academics and rider advocates.

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Estimating YoloTD's Future Deficit

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YoloTD structural deficit

Five-Year Outlook adopted in June 2025 relies on **one-time recovery funds** and **accumulated savings** to maintain current service levels through FY 29-30.
(see next slide)

- Does not account for increased costs of **new transit operations contract**
- Assumes **fleet replacement** and **zero-emission transition** are funded separately through discretionary grants.
- Assumes expenses and revenues grow at same rate.



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TABLE 3. FIVE-YEAR OUTLOOK IN CONSTANT 2025 DOLLARS

	FY 24-25		Five-Year Outlook				
	Final Budget	YE Projection	FY 25-26	FY 26-27	FY 27-28	FY 28-29	FY 29-30
Expenditures							
FY24-25 Operating Expenditure Budget	\$21,225,529	\$17,363,861	\$21,401,008	\$21,401,008	\$21,401,008	\$21,401,008	\$21,401,008
FY25-26 Non-recurring operating expenses	-	-	\$150,000	-	-	-	-
FY28-29 New Service VMT Mitigation Plan 2023 Estimates	-	-	-	-	-	\$4,200,000	\$4,200,000
Adjustment to 25% deposit to General Reserve	\$379,382	-	\$82,000	(\$37,748)	-	-	-
Scenario Expenditure Budgets in 2025 Dollars:	\$21,604,911	\$17,363,861	\$21,633,008	\$21,363,260	\$21,401,008	\$25,601,008	\$25,601,008
Revenues							
State Transit Assistance	\$2,845,000	\$2,845,747	\$2,253,143	\$2,253,143	\$2,253,143	\$2,253,143	\$2,253,143
Local Transportation Fund (FY 24-25 Level)	\$5,654,000	\$4,353,513	\$7,425,906	\$7,425,906	\$7,425,906	\$7,425,906	\$7,425,906
Cache Creek Mitigation Funds	\$1,315,000	\$1,315,000	\$1,600,224	\$1,600,224	\$1,600,224	\$1,600,224	\$1,600,224
STA-SGR State of Good Repair Funds ¹	\$325,000	\$79,818	\$167,060	\$167,060	\$167,060	\$167,060	\$167,060
Fare Revenue ²	\$1,370,000	\$1,343,000	\$1,343,000	\$1,343,000	\$1,343,000	\$1,343,000	\$1,343,000
Other: Fuel Sales/Advertising/Fuel Credits/Interest Etc. ³	\$1,005,000	\$975,000	\$470,000	\$470,000	\$470,000	\$470,000	\$470,000
UC Davis Causeway Connection Support	\$293,000	\$286,000	\$325,859	\$325,859	\$325,859	\$325,859	\$325,859
FTA 5311 Formula Funds:							
Rural Yolo County	\$204,000	\$204,214	\$120,000	\$200,000	\$200,000	\$200,000	\$200,000
FTA 5307 Formula Funds:							
UZA Woodland ⁴	\$2,468,000	\$128,000	\$2,868,527	\$3,110,316	\$3,110,316	\$3,110,316	\$3,110,316
UZA Davis ⁵	\$150,000	\$150,000	\$300,000	\$150,000	\$150,000	\$150,000	\$150,000
UZA Sacramento ⁶	\$126,000	-	\$1,766,289	\$2,650,000	\$2,650,000	\$2,650,000	\$2,650,000
FTA competitive grants (42 Expansion, Causeway Connect) ⁷	\$720,000	\$487,489	\$160,000	-	-	-	-
CRRSAA-COVID Grant (Sacramento UZA)	-	\$1,020,111	-	-	-	-	-
ARPA 100% reimbursement funds (Sacramento)	-	\$2,125,428	-	-	-	-	-
CARES Act 100% reimburs. funds (Woodland & Davis UZA)	\$3,072,000	\$2,763,292	\$60,000	-	-	-	-
SB125 formula-based capital program ⁸	\$1,690,000	-	\$2,691,000	\$1,705,500	\$1,705,500	\$1,705,500	\$1,705,500
New Service: Yolo 80 VMT Mitigation Plan 2023 Estimates ⁹	-	-	-	-	-	\$4,200,000	\$4,200,000
Unrestricted Funds	-	-	\$82,000	(\$37,748)	-	-	-
Total Base Revenues	\$21,237,000	\$18,076,612	\$21,633,008	\$21,363,260	\$21,401,008	\$25,601,008	\$25,601,008
Base Funding Excess (Deficit)	(\$367,911)	\$712,751	\$0	\$0	\$0	\$0	\$0
Potential Funding Solutions							
Increased use of Formula funds ¹⁰	\$367,911	-	-	-	-	-	-
Obtain new competitive grants	-	-	-	-	-	-	-
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	-	(\$712,751)	-	-	-	-	-
Subtotal Potential Strategies to Close Excess (Deficit)	\$367,911	(\$712,751)	\$0	\$0	\$0	\$0	\$0
Remaining, Base Funding Excess (Deficit)	\$0	\$0	\$0	\$0	\$0	\$0	\$0



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YoloTD structural deficit

For purposes of this discussion, we estimate an annual structural deficit of **\$5-\$8 million** per year due to some combination of the following:

- Increased costs of **new transit operations contract** (bids are due Feb 10)
- **Urgent fleet replacement needs** not fully funded by grants
- **Federal transit funds** may decline in next transportation bill



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What happens if structural deficit is not addressed?

- **Reductions in transit service**, using the Short Range Transit Plan's 80% and 90% scenarios as guideposts
- **Delayed transition to zero-emission fleet** – a move which could jeopardize state funding
- **Layoffs** of frontline workers and administrative staff



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Goals for today's workshop



Explore options for increasing revenue



Identify areas where additional research/exploration is desired



Return for future Board action on which options to pursue



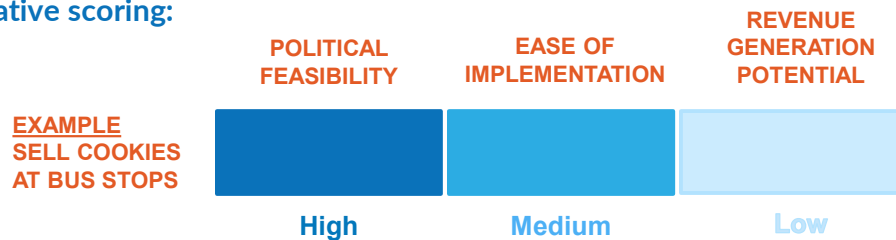
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Looking at each option

- How the funding mechanism works
- Current funding levels for YoloTD
- What is the range of additional funding YoloTD could receive? Would it contribute meaningfully to closing the deficit?
- What is the process for getting additional funding?
- Potential next steps

Qualitative scoring:



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Not on the table today

Funding mechanisms YoloTD does not have authority to implement

- Parcel taxes or other local taxes or fee programs
- Road user charges (eg "pay as you drive" fees or mileage-based fees)

One-time grants (federal/state/regional)

- More appropriate for fleet replacement and other capital needs
- Could potentially be used to bridge short-term funding gaps

New/expanded partnerships with major employers

- Cache Creek Shuttle, Causeway Connection
- Assume these continue to be self-supported



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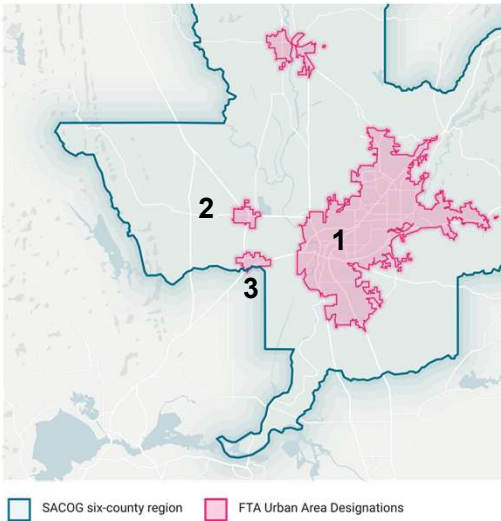
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Six Options

Option 1

**INCREASE SHARE OF
FEDERAL FUNDING**

Most **federal** transit funding for YoloTD flows through three urban areas



	Urban area	Population	FTA 5307 funding in FY25 (\$M)	YoloTD Share
1	Sacramento (formula)	1,946,618	\$37.6	\$1.2
1	Sacramento (grants)	---	\$4.2	varies
2	Woodland	61,133	\$2.5	\$2.5
3	Davis	77,034	\$6.2	\$0.15
	Total		\$50	\$3.85

Source: Federal Transit Administration • Created with Datawrapper

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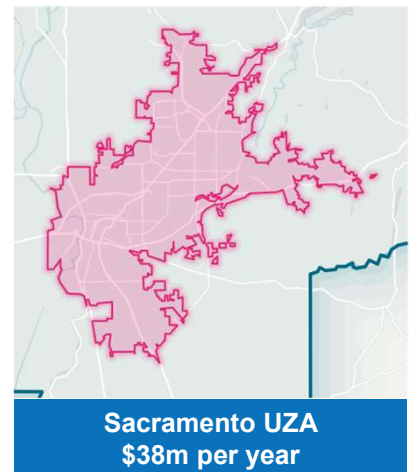
Federal Funding: Sacramento UZA

Federal transit funds for the Sacramento Urbanized Area are shared among YoloTD, SacRT, and other small transit operators in Placer and El Dorado Counties.

Funding supports YoloBus **West Sacramento local routes** as well as **Intercity Route 42A/B**

Funding levels dictated by **2015 MOU**:

- 88% by formula
- 12% by competitive grant program



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Federal Funding: Sacramento UZA

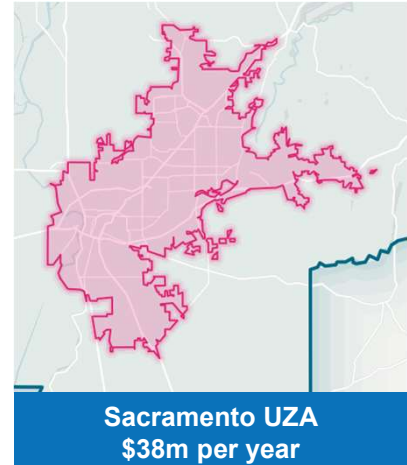
Status of MOU Negotiations

- SacRT is proposing to eliminate competitive grant program, allocate all funds by formula. This would result in more predictability but less funding for YoloTD.
- Proposed changes to formula methodology would further decrease YoloTD's formula share.

Likely Impact on YoloTD Budget

In **best case scenario**, there is no change to YoloTD funding levels (\$1-1.2 million formula + \$0.5-1m in grants per year)

In **worst case scenario**, YoloTD funding levels decline (\$0.8-1m formula + no grants)



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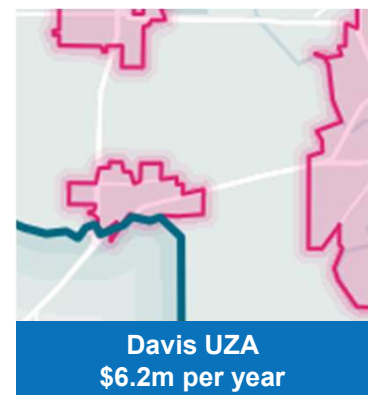
Federal Funding: Davis UZA

Federal transit funds for the Davis Urbanized Area are shared by Unitrans and YoloBus.

Funding supports YoloBus **Davis Express Routes 43, 43R, 44 and 230** as well as **Intercity Route 42A/B**.

Funding levels for Davis UZA allocated by historical practice:

- Typically \$150k to YoloTD (\$300k in FY 2026)
- Remainder to Unitrans (currently ~\$6m)



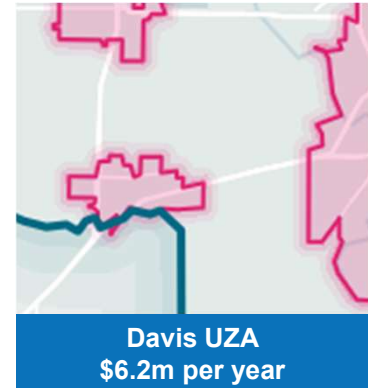
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Federal Funding: Davis UZA

Student fees cover 71% of Unitrans operating costs. Unitrans uses federal funding to cover remaining operating costs, and for fleet maintenance and repair. *(Historically, Unitrans has not received TDA funds).*

However, the YoloBus fleet is significantly older and in greater need of replacement. FTA uses average lifetime miles to track fleet condition. By this measure, YoloBus's fleet replacement needs are more than double that of Unitrans.

- YoloBus fleet: 477,000 avg lifetime miles
- Unitrans fleet: 212,000 avg lifetime miles



Source: National Transit Database 2024



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Federal Funding: Big Picture

Transit funding levels are established by Congress every ~5 years via broad-based transportation funding bill (aka "Highway Bill").

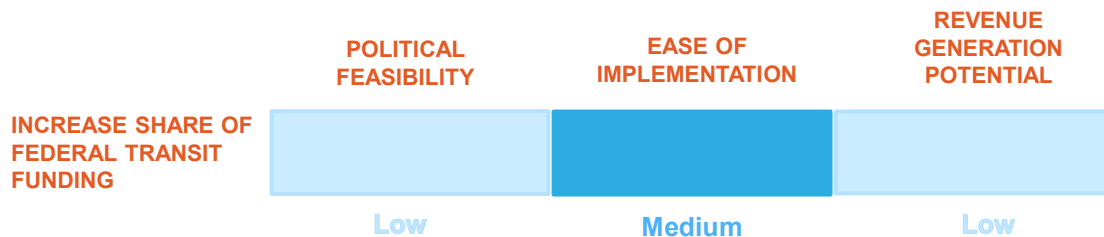
The current transportation authorization bill passed in 2021 and expires **September 2026**.

There is no draft bill yet, but **transit funding is predicted to remain steady or decline.**



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Increase Share of Federal Funding: Qualitative Scoring and Potential Next Steps



Potential Next Steps:

- Continue negotiations on Sacramento UZA MOU to preserve current earned share and competitive grant program
- Negotiate with Unitrans/City of Davis to establish Davis UZA MOU
- Support advocacy for transit funding in federal Highway Bill



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Option 2

CONTINUE STATE TRANSIT RECOVERY (SB 125) FUNDING



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What is SB 125?

Passed in 2023, provides **\$5.1 billion** in one-time, flexible emergency funding to transit agencies in California. It was intended to **stave off transit cuts** brought about by declining ridership and revenues post-COVID. These funds administered by SACOG for the four-county region that includes Yolo, Sacramento, Yuba and Sutter.

The bill also created a statewide **Transit Transformation Task Force** to develop policies to help transit recover long-term. SACOG is also required to create a **Long-Term Financial Plan & Recovery Strategy** for transit in the SACOG region. That work is underway.

Current SB 125 Funding Awards to YoloTD

SACOG has administered two cycles of SB 125 funding to date. The third (**and final!**) cycle is currently underway.

YoloTD has received the following allocations:

- Cycle 1: \$3 million
- Cycle 2: \$3.3 million
- Cycle 3: **TBD**

YoloTD staff hope Cycle 3 funds can absorb impact of new transit operations contract for the next 3-5 years

State Transit Transformation Task Force Concludes Its Work with Unsatisfying Final Meeting

Task Force members were disappointed in the scope of the final recommendations, but hope they serve as a starting point for greater reform.



By Damien Newton

8:44 AM PDT on October 17, 2025



Task force does not identify clear path forward to address fiscal cliff.

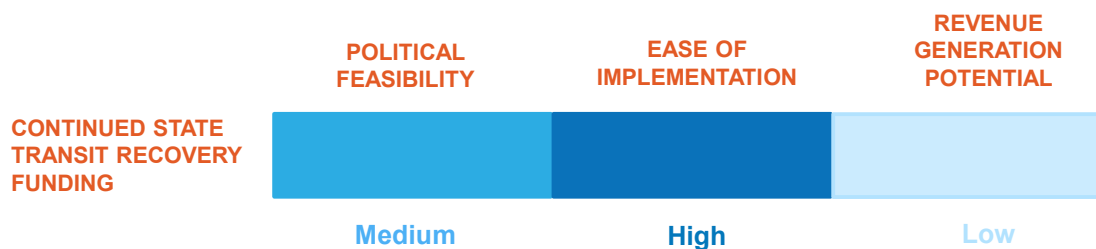
Task Force Final Report (Dec 2025) includes the following recommendations on funding:

- **Implement new state funding mechanisms** to stabilize transit agencies in the near term, increase and enhance transit service in the mid-term, and deliver transit service that aligns with the goals of the report over the long-term.
- Consider additional flexibility for transit agencies, regions or voters to **place measures on the ballot**.
- Allow **maximum flexibility** to transit agencies when expending State transportation funds, and MPOs to flex federal highway dollars for transit.



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State Transit Recovery (SB 125) Funding: Qualitative Scoring and Potential Next Steps



Potential Next Steps:

- Advocate for maximum share of Cycle 3 funding from SACOG
- Support advocacy for renewed state transit funding



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Option 3

VMT MITIGATION



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What is VMT Mitigation?

VMT mitigation is now a required component of CEQA analysis for any project that will generate new car trips.

- Capacity-expanding road or highway projects
- Auto-dependent housing, office and retail developments

Strategies that increase transit ridership, such as **increasing transit frequency or access to key destinations**, have been demonstrated to reduce VMT.

This change in CEQA came after the passage of legislation (SB 743). VMT mitigation programs are evolving rapidly. Yolo 80 was **among the first highway projects** statewide to comply with the new requirements.



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VMT Mitigation for Yolo 80 Project

YoloTD is slated to receive ~\$5.5 million annually starting in FY 2028 from Yolo 80 construction capital funds.

These investments may continue beyond initial mitigation period, pending availability of toll revenue.

These funds are slated for **expansion** of transit service including the 42A/B and Causeway Connection, not **continuation** of current service.

A major expansion of **Yolo Commute**, the commuter incentive program administered by YoloTD, is also programmed for VMT mitigation funding from the Yolo 80 project.



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Aside from Yolo 80, are there other opportunities to receive VMT mitigation funding?

Yes!

I-5 tolling project in Sacramento County could be another source of VMT mitigation funding, particularly for **Intercity Route 42A/B**

Housing and commercial developments are another option. YoloTD has discussed VMT mitigation opportunities with multiple project applicants navigating the approvals process.

Fully funding new or expanded transit service is not financially feasible for most developments of the size and scale we see in Yolo County. However, partial funding of new/expanded transit service could be an option.



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VMT Mitigation Banking

In response to SB 743, agencies across California are working to establish VMT mitigation “banks”

What is a VMT mitigation bank?

SB 743 implementation guidelines allow regional agencies to create VMT mitigation banks. These banks sell VMT “credits” to project proponents, and then use the pooled credits to implement VMT mitigation measures.

Agencies participating in a mitigation bank must identify high-priority projects that can be reasonably implemented using pooled funds or credits, and demonstrably achieve quantifiable VMT reductions.

Similar approach has been used for affordable housing, habitat, and open space projects.



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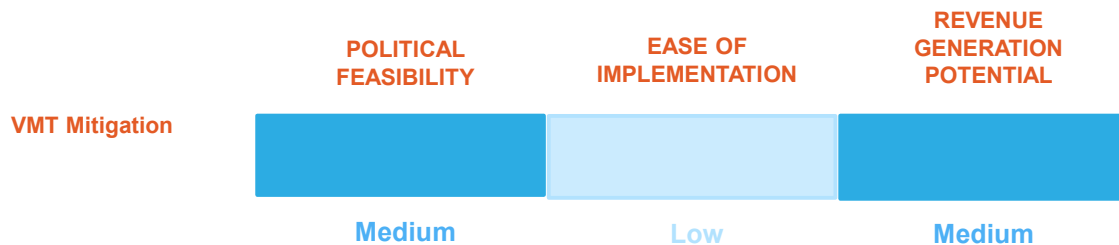
How would YoloTD engage in VMT Mitigation Banking?

1. Work with SACOG and other counties to develop a regional VMT mitigation bank.
2. Explore participation in California statewide mitigation bank for significant transportation impacts (*Pursuant to AB 130, 2025*).
3. Work with YoloTD member jurisdictions to create a Yolo-specific VMT Mitigation banking program focused on projects and programs that serve Yolo County.



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VMT Mitigation Funding: Qualitative Scoring and Potential Next Steps



Potential Next Steps:

- Research best practices and emerging models in VMT mitigation banking
- Engage with regional and statewide VMT mitigation banks under development



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Option 4

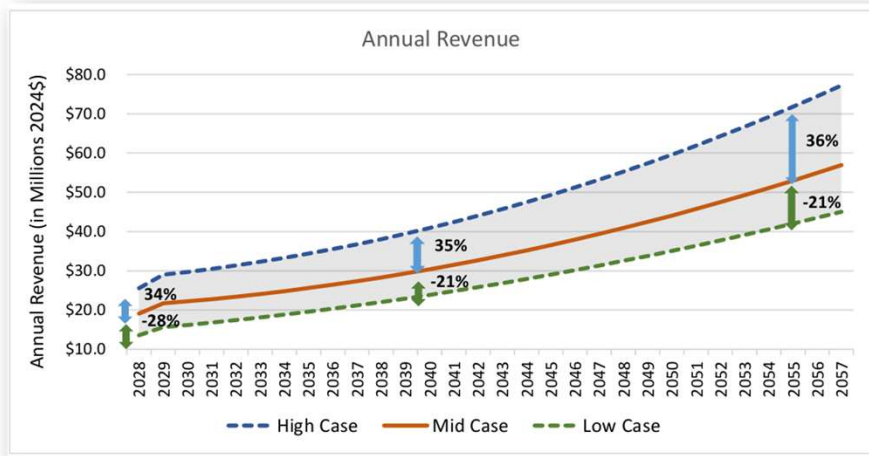
TOLL REVENUE FROM YOLO 80 MANAGED LANES



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Overview of Toll Revenue

The Yolo 80 managed lanes project is expected to generate \$14-26 million per year in **gross revenue** when lanes opens in 2028. Revenue is projected to grow over time.



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'Net Excess' Toll Revenue

After all operating expenses (including VMT mitigation), **net excess toll revenue** will be available for other transportation needs.

What projections do we have about net excess toll revenue?

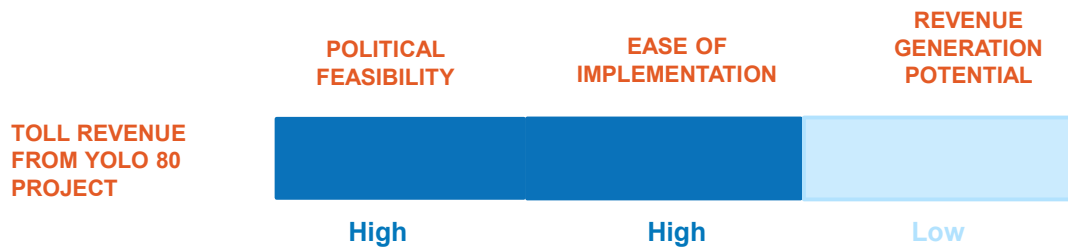
CARTA has not yet published projections of net excess toll revenue. Major cost drivers are still being developed. In addition to regular operating costs, CARTA will have **repayment of startup loans** for the first 5-10 years of lane operations.

Net excess toll revenue **unlikely before 2035**, and amount is not yet known. There will be other, competing priorities for that revenue. Available funding could be significant in the mid- to long-term, but not soon enough to address near-term deficits.



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Toll Revenue from Yolo 80: Qualitative Scoring and Potential Next Steps



Potential Next Steps:

- Continue engagement with CARTA to shape funding waterfall, CARTA loan agreements, and other budgetary factors.



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Option 5

INCREASE SHARE OF LTF FUNDING



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Overview of Local Transportation Fund

The Local Transportation Fund, or LTF, is California's largest transit funding program.

Designated Uses: LTF provides for public transit planning and operations as well as coordination between transit providers.

Source of Funds: LTF is derived from a 1/4 cent of the general sales tax.

Administration: All revenues are returned to the originating county. Yolo County's funds are administered by SACOG.

Small County Loophole: The 1971 law includes a provision allowing counties with populations under 500,000 to use their LTF for local streets and roads, *if* all transit needs are met, a determination made through public hearings administered by SACOG. This loophole enables non-transit spending but requires proving no unmet transit needs exist.

TDA Alphabet Soup

The terms LTF and TDA are often used interchangeably.

TDA stands for Transportation Development Act, the 1971 law which established the Local Transportation Fund.

However, TDA also includes other, smaller pots of funding (STA + SGR), but those don't have the same flexibility as LTF and are for transit only.



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LTF Allocations for FY 2025-26 (in \$ millions)

Jurisdiction	Total LTF Available (\$M)	Amount Used by YoloTD	Amount Retained by Jurisdiction	Percent Retained by Jurisdiction
Davis	4.61	2.24	2.38	51%
Woodland	4.30	2.12	2.12	49%
West Sacramento	3.85	2.62	1.23	32%
Winters	0.54	0.15	0.39	72%
Yolo County	2.41	0.23	2.19	91%
All Jurisdictions	13.9	7.43	8.30	60%



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Competing Priorities

Road rehabilitation is critically underfunded in Yolo County. A 2018 YoloTD study estimated the need at **\$40 million** per year.

Most jurisdictions in Yolo County rely upon LTF for their annual road rehabilitation budgets.

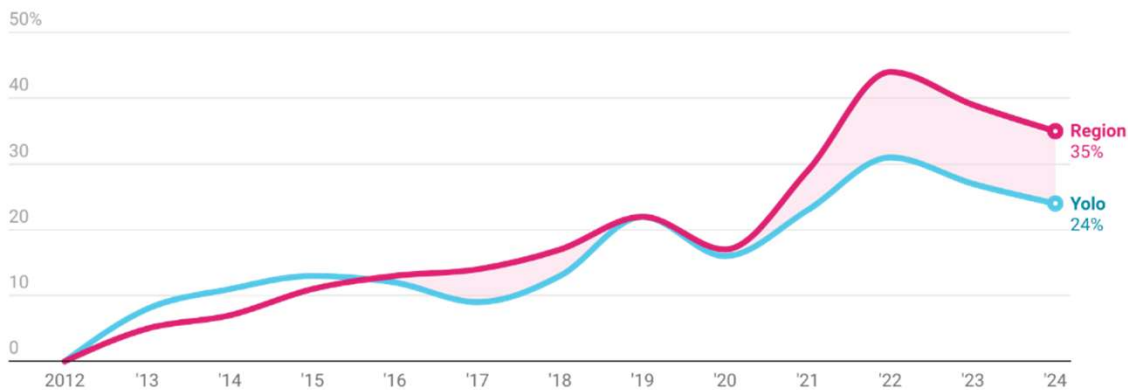
LTF also funds **ridesharing** (West Sacramento On-Demand), and **complete streets** projects in Yolo jurisdictions.



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LTF revenue in Yolo County has grown, but at a slower rate than the SACOG region overall

Change in LTF revenues in the four-county region and Yolo County since 2012



Data note: Revenues were inflation-adjusted to 2024 dollars
Source: SACOG, State of California • Created with Datawrapper



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Who decides how to allocate LTF?

It's complicated.

The **YoloTD Board of Directors** and the **City of Davis** (as the operator of Unitrans) have discretion over how much LTF to claim for transit.

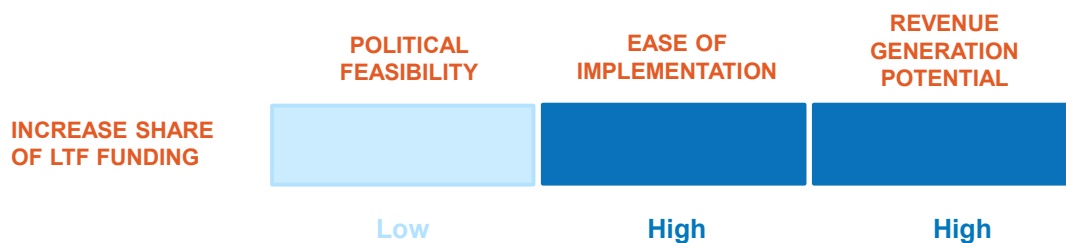
If YoloTD and City of Davis don't claim all available LTF for transit, **SACOG** may make a determination that there are no unmet transit needs, and cities can apply to claim the excess funds for other priorities.

Reducing transit service to preserve funding for road rehabilitation may not be consistent with SACOG's LTF guidelines and/or the TDA statute.



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Increase Share of LTF Funding: Qualitative Scoring and Potential Next Steps



Potential Next Steps:

- Talk to jurisdictions about the impact of reducing available LTF, whether other sources of funding are available to minimize impacts
- Coordinate with SACOG about implications of service reductions for Unmet Transit Needs process



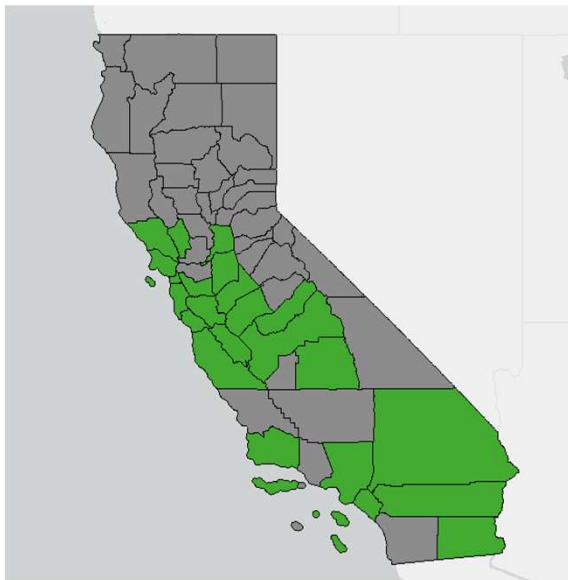
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Option 6

TRANSPORTATION SALES TAX MEASURE



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-  Counties with a transportation sales tax
-  Counties without a transportation sales tax

Countywide transportation sales taxes are widespread in California

25 "self-help" counties in California generate local transportation revenue via sales tax measures.

Sales tax revenue is less restrictive than state or federal funds, allowing for flexibility and innovation.

Sales tax revenue provides essential local match for competitive state/federal grants that are otherwise out of reach.



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Impact of Sales Taxes on Winning Discretionary Grants

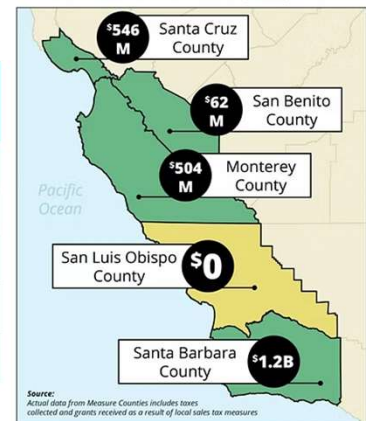
Most state and federal grant programs include local match criteria. Local sales taxes provide the primary source of local match in California.

Evidence from across California suggests that every \$1 of transportation sales tax collected results in \$1-2 additional dollars in grants won.

**Central Coast Example:
Sales Tax Collected and Grants
Won (2016-2025)**

Region	Collected	Grants Won
Santa Cruz	\$196M	\$350M
Monterey	\$277M	\$227M
Santa Barbara	\$458M	\$759M
SLO	\$0	\$0
Lost out on	\$270M	\$430M

**Total Transportation Tax Funding Impacts
by County (2016-2025)**
Based on actual sales tax revenue and competitive grants won



Transportation Sales Tax 101

There are two types of local sales taxes, general and special. Any sales tax administered by YoloTD is a **special tax** by default.

In most cases, the county's Transportation Authority approves an ordinance placing a tax measure on the ballot for a subsequent special election that year.

Once placed on the ballot, a local sales tax increase **must be passed by voters** to take effect. Special taxes must receive a 2/3 majority of votes to pass if introduced through a board-approved ordinance.*

Revenue is allocated based on an expenditure plan included in the associated ordinance.

Local transportation sales taxes usually include a **Citizens Oversight Commission** to ensure transparent and appropriate use of funds.

**Note: If placed on the ballot via citizen's initiative, 50% majority is required. More on this later.*

How are funds typically allocated?

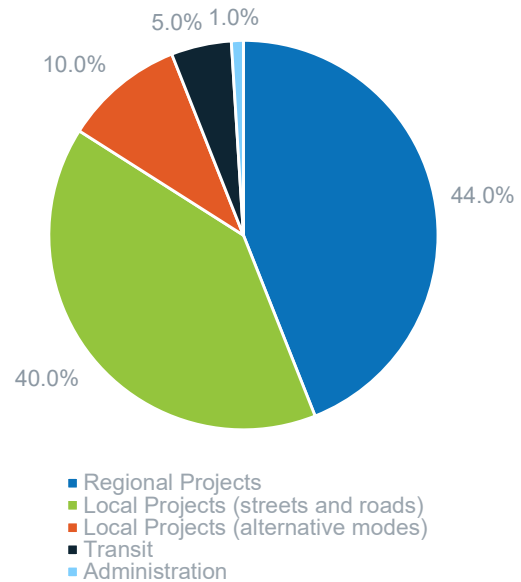
The major categories included in existing local transportation sales tax measures in California:

- Local streets and roads
- Large capital projects
- Transit operations

Active transportation can also be included as its own category or integrated into local streets and capital projects.

Transportation Authorities have flexibility to **design their expenditure plans** based on a combination of local priorities, funding needs, and political feasibility.

Expenditure plan for Merced County's Measure V



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YOLO COUNTY SALES TAX CONSIDERATIONS

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What could a measure fund in Yolo County?

Local streets and roads

Most existing transportation sales taxes return a portion of revenue to each jurisdiction for local streets and roads based on the share of revenue generated, population, road mileage, or some combination of the three.

Capital projects

There is significant flexibility in how capital project funds could be allocated. A Countywide Transportation Improvement Plan could form a foundation by collecting and prioritizing local projects. Other allocation methods could include jurisdictions self-identifying priority projects based on their own plans, or competitive project selection based on established evaluation criteria.

Transit

A portion of generated revenue could go directly to transit operations and/or capital expenses for YoloTD, or it could go to member jurisdictions for local streets and roads while current TDA funding used for that purpose is returned to the district.



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How much revenue would be generated annually?

Jurisdiction	Existing Tax Rate	Taxable Transactions 2024	Estimated Tax Revenue 2024	Add'l Annual Revenue from Quarter Cent Increase	Add'l Annual Revenue from Half Cent Increase	Percent of Total Revenue
Yolo County Unincorporated	7.25%	\$627,284,353	\$45,478,116	\$1,568,211	\$3,136,422	9%
Davis	9.25%	\$1,005,685,375	\$93,025,897	\$2,514,213	\$5,028,427	19%
Woodland	8.00%	\$1,647,199,540	\$131,775,963	\$4,117,999	\$8,235,998	26%
West Sacramento	9.25%	\$2,376,360,934	\$219,813,386	\$5,940,902	\$11,881,805	44%
Winters	8.25%	\$105,850,134	\$8,732,636	\$264,625	\$529,251	2%
Total		\$5,762,380,336	\$498,825,998	\$14,405,951	\$28,811,902	100%



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Could Sales Tax Revenue Replace TDA for Local Streets and Roads?

	TDA Funds Retained in FY 24-25	Add'l. Annual Revenue from Quarter Cent Increase (2024)	Remaining Revenue (Quarter Cent)	Add'l. Annual Revenue from Half Cent Increase (2024)	Remaining Revenue (Half Cent)
All Jurisdictions	\$8,259,219	\$14,405,951	\$6,146,732	\$28,811,902	\$20,552,683

Yes!

A **half cent tax** would generate enough revenue in each jurisdiction to entirely replace TDA funds for local streets and roads, while also leaving an additional **\$20.5 million annually** for additional investments such as capital projects, active transportation, increased transit or increased funding for local streets and roads.

A **quarter cent tax** would generate enough revenue to entirely replace TDA in some, but not all, Yolo County jurisdictions.



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How much total revenue would be generated?

Year	Quarter Cent	Half Cent
Total with previous 20-year average growth rate	\$437,982,900	\$875,965,800
Total with 50% of previous 20-year average growth rate	\$353,861,166	\$707,722,331
Total with 150% of previous 20-year average growth rate	\$545,922,238	\$1,091,844,476
Average yearly revenue with previous 20-year average growth rate	\$21,899,145	\$43,798,290

Everything in 2024 dollars



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How would we decide which projects to fund?

Many counties prepare a **Countywide Transportation Improvement Plan (CTIP)** to guide expenditures.

A CTIP is a countywide plan that identifies priority transportation improvements across all modes. The CTIP often serves as the foundation for deciding which projects to include in an expenditure plan – particularly major capital projects. It would also be beneficial to YoloTD and the county at large as a planning document in its own right.

A 2018 CTIP developed by YoloTD staff provides a compilation of needs and projects but lacks evaluation criteria and project prioritization. This plan identified a countywide sales tax as the most promising funding solution, but no further action was taken at the time.

Staff is currently exploring **funding opportunities to develop an updated CTIP in FY 26-27**.

POLITICAL CONSIDERATIONS

Does YoloTD have the authority to do this?

Yes!

YoloTD's enabling legislation gives the district the direct authority to place a local transportation sales tax measure on the ballot through a **board-approved ordinance**.

A tax ordinance can be adopted if a majority of the board of directors and a majority of the governing bodies of YoloTD's member jurisdictions pass it. Once an ordinance is adopted, the measure can be placed on the ballot and must pass with a **2/3 majority**.

Allowable uses include "the construction and improvement of state highways, the construction, maintenance, improvement, and operation of local streets, roads, and highways, and the construction, improvement, and operation of public transit systems."

Tax measures may only be imposed for a **maximum of 20 years**, after which voters may reapprove the tax.

The tax rate can be between 0.25% and 1% in increments of 0.25%, and an expenditure plan must be included in the ordinance.



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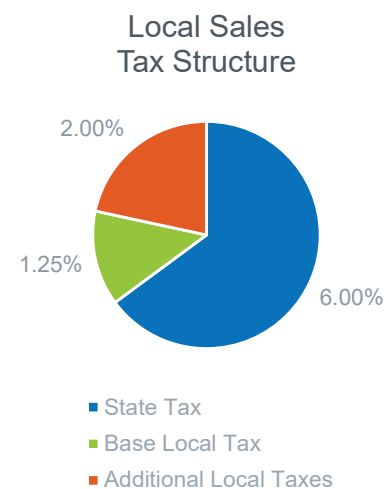
Haven't Davis and West Sacramento already reached their sales tax caps?

Yes, but there are workarounds.

Of California's 7.25% base state sales tax rate, 6% goes to the state and 1.25% goes to local cities and counties. Cities, counties, and special districts like YoloTD can impose additional taxes on top of this base rate up to a maximum of 2% for a combined local rate of 9.25%. Since Davis and West Sacramento already have city taxes of 2%, neither the county nor YoloTD can impose any additional tax without exceeding the limit.

Legislation could give YoloTD an exemption to the local sales tax cap. Several agencies have successfully passed legislation recently, giving themselves the ability to impose a new tax over the limit.

- SB 333 (25-26 leg session) exempted the San Luis Obispo Council of Governments
- AB 761 (25-26) exempted the Monterey-Salinas Transit District
- SB 862 (23-24) exempted the Santa Cruz Metropolitan Transit District



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What if some Yolo jurisdictions aren't a good fit?

We can design a measure to include only a subset of Yolo jurisdictions.

Language can be included in cap-exemption legislation that gives YoloTD the ability to impose a tax on **only specific jurisdictions** within the county.

A **"coalition of the willing"** could be created by only including jurisdictions that want to participate in the new tax.

AB 1223, passed in the 25-26 legislative session, gave the Sacramento Transportation Authority this power after several recent attempts to pass a local transportation sales tax in Sacramento County fell short. Future attempts can now exclude unincorporated areas of the county and specific cities.

AB 1413, passed in the 19-20 legislative session, gave the Placer, Solano, and San Diego Transportation Authorities this same ability.



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Can we get 2/3 of voters to vote for it?

Maybe. But we could also consider other options.

A board-approved ordinance is not the only option for placing a transportation sales tax measure on the ballot.

A **citizens' initiative** can place a measure on the ballot if it garners enough signatures in the county (approximately 6,900).

Sales tax measures placed on the ballot through the initiative process require a **50% + 1 majority** to pass, unlike the 2/3 threshold of a traditional measure approved by the board.

In recent years, there have been attempts to subject citizens' initiatives to the same 2/3 vote requirement as ordinance-based measures. So far, these have been unsuccessful.



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CASE STUDIES

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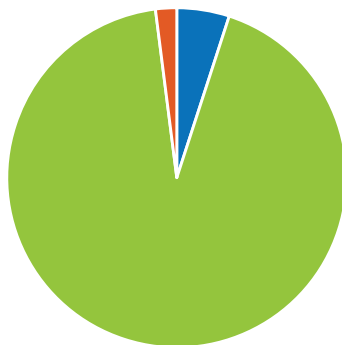


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NAPA COUNTY

Measure U (2024): Expenditure Plan



- \$56 million capital set-aside
- Local streets and roads
- Administration

The expenditure plan for Measure U is simple, with only two main funding categories. The plan includes a \$56 million set-aside for capital projects, 2% of funds for administration, and all other revenue going to local streets and roads.

Local streets and roads funding is allocated based on the proportion of sales tax generated in each jurisdiction for the cities, with the county receiving funds based 50% on sales tax revenue generation and 50% based on the proportion of lane miles in the unincorporated area of the county.

The \$56 million capital set-aside is to be used on a list of 4 primary highway projects listed in the expenditure plan. The projects included in this list are high scoring capital projects from the county's Countywide Transportation Improvement Plan (CTIP).

100% of TDA funds in Napa go to transit, with Measure U providing significant funding for local streets and roads.



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NAPA COUNTY

Measure U (2024): Political Considerations

Measure U was placed on the 2024 ballot through an ordinance by the Napa Valley Transportation Authority.

The tax was imposed at a rate of 0.5%, and **did not require a legislative exception** since no city in Napa had reached the 9.25% cap.

Measure U passed with 73% of the vote, well above the 66.7% majority needed.

The measure was a tax **renewal of an existing transportation tax** passed in 2012. Renewals are typically easier to pass than new taxes.

The measure garnered political support from a wide range of sources including the Napa Chamber of Commerce and several local newspapers. Informational materials emphasized **road repair and improvement** as well as traffic relief.



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MADERA COUNTY

Measure T (2024): Political Considerations

Measure T was placed on the 2024 ballot through **citizens' initiative** after a 2022 ordinance measure failed to achieve the 2/3 majority needed, only receiving 52% of the vote.

Measure T was a renewal of an existing 2006 tax approved by voters.

Measure T used an identical expenditure plan to the failed 2022 measure, which had been developed by a steering committee assembled by the Madera County Transportation Authority (MCTA). Development of the expenditure plan involved **extensive public outreach** and engagement with local stakeholders.

The measure gained political endorsements and support from prominent local officials including all county supervisors, a majority of Madera's city council, the Sheriff, and the San Joaquin Valley Taxpayers Association.

Measure T received the **same vote share** as the failed 2022 measure at 52%, but passed since it was proposed through the initiative process.



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MADERA COUNTY

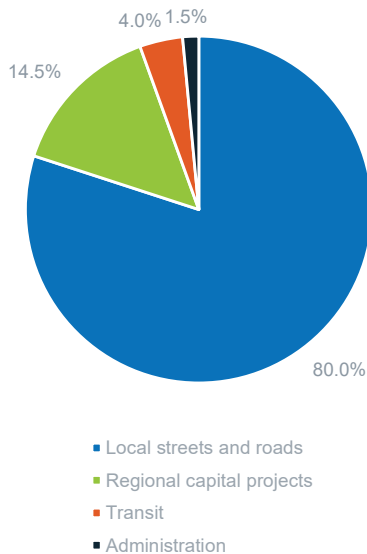
Measure T (2024): Expenditure Plan

Measure T's expenditure plan includes three primary funding categories, with 1.5% of funding going to administration:

- Local streets and roads (80% with a 10% set-aside specifically for disadvantaged communities)
- Regional capital projects (14.5%)
- Transit (4%)

Local streets and roads funding is distributed based on population share in each jurisdiction.

Regional projects are selected discretionarily by the MCTA board. Projects must be in MCTC's Regional Transportation Plan to be considered.



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SAN MATEO COUNTY

Measure W (2018): Political Considerations

Measure W was placed on the ballot in 2018 through an ordinance from the San Mateo County Transportation Authority (SMCTA).

The state legislature passed AB 1613 in 2017 to allow SMCTA to exceed the 2% cap with this 0.5% tax since the city of San Mateo was already at the limit.

The measure **passed with 66.9% of the vote**, meeting the 2/3 majority requirement of ordinance-based special tax measures.

The County and SamTrans spent poured significant resources into the "Get Us Moving" campaign that sent mailers to residents asking for public comment for the development of an expenditure plan.

- **Residents returned over 14,000 mailers** with comments on how the sales tax revenue should be used.
- Priorities collected from the outreach campaign were used to inform funding allocation in the expenditure plan with the goal of increasing public support for the measure.



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SAN MATEO COUNTY Measure W (2018): Expenditure Plan

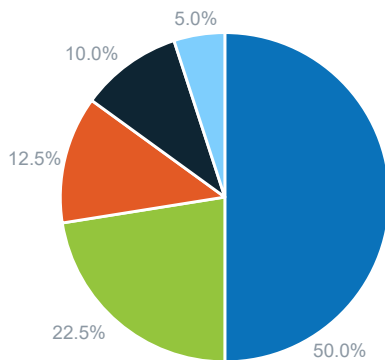
50% of revenue generated goes to the San Mateo County Transit District (SamTrans) for countywide public transit operations and capital expenses.

50% of the revenue generated goes to SMCTA for various projects.

- Countywide highway congestion relief (22.5%)
- Local safety and congestion relief (12.5%)
- Regional transit connections (10%)
- Bicycle and pedestrian improvements (5%)

For countywide highway congestion relief, regional transit connections, and bicycle and pedestrian improvements, **projects are selected on a discretionary basis** based on evaluation criteria created in a separate planning document published after the passage of Measure W.

For local safety and congestion relief, most funding is **allocated by jurisdiction based on a formula** of 50% population and 50% road miles. A small portion goes to a discretionary fund for grade separation projects.



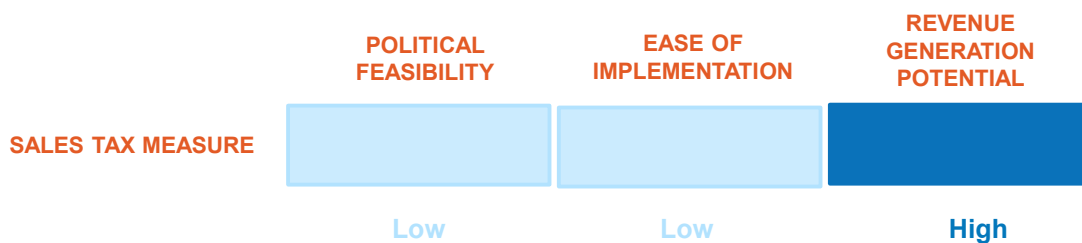
- Countywide public transit operations and capital
- Highway congestion relief
- Local safety and congestion relief
- Regional transit connections
- Bicycle and pedestrian improvements



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Transportation Sales Tax Measure: Qualitative Scoring and Potential Next Steps



Potential Next Steps:

- Interviews with peer agencies, experts, public opinion researchers to assess viability
- Explore collaborations with other Yolo County agencies & stakeholders
- Update 2018 Countywide Transportation Improvement Plan (CTIP)



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Evaluating the Options

		POLITICAL FEASIBILITY	EASE OF IMPLEMENTATION	REVENUE GENERATION POTENTIAL
High	INCREASED SHARE OF FEDERAL FUNDING			
	CONTINUED STATE TRANSIT RECOVERY (SB 125)			
Medium	VMT MITIGATION			
	TOLL REVENUE FROM YOLO 80 PROJECT			
Low	INCREASE SHARE OF LTF FUNDING			
	TRANSPORTATION SALES TAX MEASURE			

Discussion and Next Steps



What clarifying questions do you have about these six options?



Are there other options you'd like us to explore?



Where would additional research/staff work be useful?



What are our next steps to continue this discussion?



STAFF REPORT

TOPIC

Long-Range Calendar

ITEM NUMBER

6d

Information
Feb 9, 2026
Board of Directors

PREPARED BY: J. Marte
ATTACHMENTS: None

STAFF RECOMMENDATION(S)

The following agenda items are tentatively scheduled for upcoming meetings of the YoloTD Board of Directors.

Long Range Calendar Agenda Items

March 2026:

- Budget Workshop #2: Cost Allocation
- Transit Operations RFP Update
- Multi-Modal Program Overview
- Yolo Commute Expansion Update

April 2026:

- Approve Transit Operations Contract
- Preliminary Workplan for FY 2026-27

May 2026:

- FY 2026-27 Draft Budget and Workplan
- Yolo Active Transportation Corridors (YATC): Draft Final Plan
- Yolo Commute Program Expansion
- SRTP Service Recommendations