



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: June 8, 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 agenda 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 June 8, 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 May 18, 2026 <i>(J. Marte, pp 5-8)</i>		X
	4b.	Approve a Second One-year Option to Extend YoloTD's Contract with RideCo US, Inc for Microtransit Technology Platform <i>(D.Romero, pp 9-46)</i>		X
	4c.	FY 2025-26 Financial and Internal Controls Update for January– March 2026 (Q3) <i>(L. Ambriz/ C.Fadrigo, pp 47-60)</i>	X	
	4d.	Approve Resolution 2026-10 Authorizing the Executive Director to Execute an amendment to the User Agreement for Electronic Payment Acceptance Services with Evalon Inc <i>(D. Romero, pp 61-68)</i>		X

REGULAR CALENDAR

6:15 PM	5.	Approval of Provisional FY 2026- 27 Budget and Workplan <i>(C. Fadrigo, pp 69-112)</i>		X
6:45 PM	6.	Yolo 80 Managed Lanes VMT Mitigation Plan <i>(B. Abbanat, pp 113-120)</i>	X	
7:15 PM	7.	Administrative Reports <i>(A. Bernstein, p 121)</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	8.	Adjournment		X

Unless changed by the YoloTD Board, the next meeting of the Board of Directors will be Monday, July 13, 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, June 5, 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, June 8, 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

TOPIC	ITEM NUMBER
Approve Meeting Minutes for Regular Meeting of May 18, 2026	<p style="text-align: center;">4a</p> <p style="text-align: center;">Information Jun 8, 2026 Board of Directors</p>

PREPARED BY: ATTACHMENTS:	J.Marte A. Minutes
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STAFF RECOMMENDATION(S)

Approve Meeting Minutes for Regular Meeting of May 18, 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.



BOARD OF DIRECTORS MEETING MINUTES

May 18, 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 6:09 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 Sukhi Johal, Caltrans, ex-officio

Directors Absent:

Kelly Fong Rivas, UC Davis, ex-officio

Staff Present:

Autumn Bernstein, Executive Director
Chas Fadrigio, Director of Finance
Kimberly Hood, Legal Counsel

2. Approval of Agenda

Motion: Director Vega made a motion to approve the Agenda. Motion was seconded by Director Early. The motion was approved by a vote of 4 Yes/0 No.

3. General Public Comments

Chair Loren called for general public comment

Michael Barnbaum provided general public comment

Alan Hirsch provided general public comment

Seeing no further comments, Chair Loren closed public comments.

4. Consent Calendar

- 4a. Approve Board Minutes for the Meeting of April 13, 2026
- 4b. Approve Resolution 2026-07 Authorizing the Executive Director to Execute a User Agreement for Electronic Payment Acceptance Services with Elavon Inc
- 4c. Approve Resolution 2026-08 Designating Signature Authority for the FY 2026-27 bank accounts with WestAmerica and Yolo County.

Motion: Director Vega made a motion to approve the Consent Calendar. Motion was seconded by Director Early. The motion was approved by a vote of 4 yes/0 No.

Regular Calendar

5. Audited Financial Statements and Compliance Reports and Governance Letter for the Fiscal Year Ended June 30, 2025.

Director of Finance Fadrigio introduced the item regarding the FY 2024-25 audited financial statements, compliance reports, and governance letter.

Brian Nash, CPA with Richardson & Company, LLP, joined remotely and presented an overview of the audit findings, financial statements, compliance reports, and governance letter.

Director of Finance Fadrigio and Brian Nash responded to questions from the Board regarding the audit findings, grant reconciliation procedures, and corrective actions.

Chair Loren called for Public Comment

Alan Hirsch provided comments on the presentation

Seeing no further comments, Chair Loren closed public comments

At this time Vice-Chair Frerichs arrived

6. Receive and Provide Feedback on Preliminary Budget and Workplan for FY 2026-27

Director of Finance Fadrigio and Executive Director Bernstein presented the preliminary FY 2026-27 budget. The presentation included an overview of operating and capital budget assumptions, projected revenues and expenses, State Transit Assistance (STA) and Local Transportation Fund (LTF) allocations, five-year financial outlook, and proposed transit service levels.

Director of Finance Fadrigio and Executive Director Bernstein also reviewed feedback received from the Technical Advisory Committee (TAC) and Citizens Advisory Committee (CAC) regarding service levels, funding allocations, operating deficits, and the proposed budget presentation.

The Board deferred discussion of the FY 2026-27 Workplan to a future meeting. The Board also provided feedback and asked questions regarding transit funding, service assumptions, projected operating deficits, capital projects, and the five-year outlook

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

7. Administrative Reports

A. Board Members' Verbal Reports

B. Executive Director's Verbal Report

Executive Director Bernstein reported that BeeLine ridership in Winters has increased and that Woodland BeeLine ridership also increased in March. She also reported that YoloTD participated in the Touch a Truck event and Loopalooza in Davis, the Breath Bike Festival in West Sacramento, and the Woodland Honey Festival. Executive Director Bernstein further reported that YoloTD submitted a grant application for the California Transit and Intercity Rail Capital Program (TIRCP).

C. Transdev Report

General Manager Holmes reported that MV Transportation staff are onsite and working on onboarding activities. She also reported that safety meetings are being held this week.

D. Long Range Calendar

Executive Director Bernstein outlined the Long-Range Calendar

Chair Loren called for public comment.

Michael Barnbaum provided general public comment

Alan Hirsch provided general public comment

Seeing no further comments, Chair Loren closed public comments.

8. Closed Session

Closed Session Public Employee Performance Evaluation Pursuant to Government Code Section 54957 Position Title: Executive Director

9. Adjournment

Chair Loren adjourned the meeting.

Respectfully Submitted,

J. Marte
Janeene Marte, Clerk of the Board



STAFF REPORT

TOPIC	ITEM NUMBER
<p>Approve a Second One-year Option to Extend YoloTD’s Contract with RideCo US, Inc for Microtransit Technology Platform</p>	<p style="text-align: center;">4b</p> <p style="text-align: center;">Action Jun 8, 2026 Board of Directors</p>

<p>PREPARED BY: ATTACHMENTS:</p>	<p>Daisy Romero, Director of Operations</p> <p>A. RideCo Software Services Agreement 2022</p> <p>B. Resolution authorizing the executive director to negotiate and execute a contract option year with RideCo US, Inc</p>
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STAFF RECOMMENDATION(S)

Authorize the Executive Director to exercise the second of three option years of our existing contract with RideCo US, Inc. for a Microtransit Technology Platform.

BACKGROUND

YoloTD currently operates microtransit service known as Beeline in Knights Landing (with connections to Woodland and the Town of Yolo), Winters (with connections to Davis and Vacaville) and within the City of Woodland. Previously, the service was known as YourRide and only operated in Knights Landing and Winters as a form of Dial a ride. However, with the introduction of the RideCo software we have transformed our microtransit service. With the integration of the RideCo software, users have access to on-demand transit service via a smartphone app. Beeline riders can pay via the app as well as track their vehicle location when their ride is in progress. BeeLine riders who do not have access to a smartphone can continue to book rides via telephone.

In fall 2022, RideCo US, Inc. was selected as the vendor for microtransit technology via a competitive two-step (RFI/RFP) procurement process. With RideCo software, YoloTD operates existing services on up to four vehicles in the Woodland Zone, two in the Winters Zone and one vehicle in the Knights Landing/ Yolo Zone. RideCo is responsible for maintaining the mobile app that our riders use to book and track their rides, as well as the back-end office software used by our dispatchers to track and also book rides over the phone. RideCo is also responsible for the software that our drivers use on mobile tablets to see and perform the scheduled rides. YoloTD staff and RideCo staff meet bi-weekly to go over data trends, software technology upgrades, marketing, and troubleshooting issues using the RideCo software.

DISCUSSION

RideCo's software has allowed for YoloTD's increasingly popular Beeline service to operate at scale, providing the people of Woodland, Winters, Knights Landing, and Yolo with more transportation options. Beeline ridership has continued to increase in both Woodland and Winters, with all-time monthly highs two months in a row in Winters in March and April 2026. On-time performance has improved significantly since November 2025, with pickup OTP above 80% and dropoff OTP above 94% since December 1, 2025. Winters beeline service is expected to change in January 2027 with the reintroduction of Route 220, and future Beeline reductions in Woodland are also expected as part of YoloTD's other Short Range Transit Plan (SRTP) service changes in FY 27-28.

YoloTD has been satisfied with the services provided by RideCo and is encouraged by increasing ridership and on-time performance in FY25-26. YoloTD will be exercising a second option year with RideCo as a result of strong performance. YoloTD staff plans to issue a new RFP for transit technology providers in FY26-27, which will include microtransit technology services. The second option year will begin July 24th, 2026 and run through July 24th, 2027.

FISCAL IMPACT

RideCo Inc has agreed to maintain their current pricing for the second option year. Currently, the contract states that costs are not to exceed \$896,320.00 for the full term. These rates have been factored into our FY 26-27 budget in the Microtransit operations budget.

RIDECO SUBSCRIPTION AND SERVICES AGREEMENT

This Subscription and Services Agreement is entered into on 26 September, 2022 (the “**Effective Date**”) by and between **RideCo US Inc.**, a Delaware corporation having its registered office at 10880 Wilshire Boulevard, Suite 1101, Los Angeles, CA 90024 (“**RideCo**”), and **Yolo County Transportation District**, having its registered office at 350 Industrial Way, Woodland, CA 95776 (the “**Customer**” and/or “**Agency**”) and governs use by Customer of RideCo’s on-demand software & solutions, also known as the Dynamic Transit System (as further defined below).

NOW THEREFORE, for good and valuable consideration, the receipt and sufficiency of which is hereby acknowledged by each of the parties hereto, it is agreed by and between the parties as follows:

1. INTERPRETATION

1.01 Definitions: In this Agreement, unless there is something in the subject matter or context inconsistent therewith, the following terms shall have the following meanings:

“**Agreement**” means this subscription and services agreement and includes any amendments, supplements, schedules, exhibits or appendices attached, referencing this agreement, or expressly made a part hereof by agreement between the parties.

“**Approved Equipment/Third Party Software**” means the equipment and third-party software required to operate the Distributed Software, specified in Schedule “B” hereto, including all upgrades, enhancements, releases, additions, modifications, and replacements of same from time to time approved in writing by RideCo.

“**Distributed Software**” means the RideCo passenger mobile application and driver mobile applications and any other software tools or components made available by RideCo for download under this Agreement.

“**Dynamic Transit System**” means RideCo’s proprietary software programs including optimization algorithms, data analysis algorithms, web application, passenger mobile application, driver mobile application, dashboards, graphical user interface, all documentation and end user manuals;

“**Documentation**” means any and all of the following that are provided by RideCo, in any form of media, in connection with the Service Offerings: (a) know-how, proprietary information and methodologies, document templates and best practice guides; (b) scripts and data analysis tools; (c) user manuals and guides, that explain or facilitate the use of the Software, including all updates thereto; and (d) data sheets, specifications and other technical documents and materials in respect of the Software.

“**Downtime**” is the total accumulated minutes during a calendar month that are part of Maximum Available Minutes and that has a critical failure of the Software (which for greater certainty means a majority of the functions of the Software are unavailable or inaccessible for a majority of end users of the Customer).

“**Fees**” means the fees due and payable to RideCo under this Agreement as specified and further defined in an applicable SOW and/or Exhibit attached thereto.

“**Maintenance and Support Services**” means the technical services provided by RideCo as further described in Section 2 of Schedule “B” to this Agreement.

“**Maximum Available Minutes**” is the total accumulated minutes during a calendar month when the Service Offerings are expected to be available to facilitate the booking and provision of passenger rides and for the use of operator dashboards.

RIDECO SUBSCRIPTION AND SERVICES AGREEMENT

“Monthly Uptime Percentage” is calculated as Maximum Available Minutes less Downtime divided by Maximum Available Minutes in a calendar month for a given platform or program subscription. Monthly Uptime Percentage is represented by the following formula:

$$\text{Monthly Uptime \%} = (\text{Maximum Available Minutes} - \text{Downtime}) / \text{Maximum Available Minutes}$$

“Personal Data” has the meaning given in Schedule “C”.

“Platform Software” means collectively the RideCo Dynamic Transit System (DTS) cloud platform technology and underlying software, including its dynamic routing technologies, ride-sharing technologies, algorithms, implementation architectures, operations dashboards, user interfaces, and application programming interfaces (“APIs”) to third party systems.

“Operational Data” means data recorded by the Distributed Software and presented through export on the operations dashboard end-user interface, where such data is provided by Customer or passengers or partner drivers and operators of Customer. For greater certainty, Operational Data includes, but is not limited to, passenger ride booking information (origin, destination, time, payment, status) and driver action data (location data, pickup/drop-off times) however Operational Data does not include System Log Data or any other data that is not provided as an export to an end user through the operations dashboard end-user interface.

“Purchase Order” means any purchase order signed by RideCo (or its agents or distributors or resellers) and the Customer respecting the Service Offerings, either attached to this Agreement or incorporated by reference.

“Service Offerings” means collectively the Software, Documentation, associated APIs and interfaces to third party systems provided by RideCo pursuant to any Statement of Work on the terms of this Agreement.

“Software” means collectively the Distributed Software, Platform Software, and any interfaces between the two.

“Software Enhancements” means an update or upgrade to the Distributed Software or to the Platform Software, which update or upgrade may include new product features that change the character or structure of the software or its functional use or operation and will usually form part of an automatic update to the Software without any action being required from Customer.

“Statement of Work” means one or more work orders or schedules of Service Offerings and deliverables to be performed or provided under this Agreement, the first of which is attached as Schedule “A”. A Statement of Work may contain the agreed additional fees and payment criteria. Each Statement of Work shall be attached to this Agreement as a sequentially numbered exhibit and shall expressly be deemed incorporated into this Agreement and subject to all the terms and conditions set forth herein.

“System Log Data” means data derived by RideCo from Operational Data which has been aggregated with other RideCo customer data, and which has been de-identified consistent with applicable legal definitions of de-identified information and in a manner so that it contains no Personal Data and does not, and cannot reasonably be used, to identify Customer. For greater certainty, System Log does not identify a specific passenger, nor does it contain any Customer Confidential Information.

“Vehicle Revenue Hours” (VRH) means the hours that vehicles are scheduled to, or actually travel, while in revenue service. Vehicle Revenue Hours include layover / recovery time. Vehicle Revenue Hours excludes: (a) deadhead; (b) operator training; (c) vehicle maintenance testing; and (d) other non-revenue uses of vehicles.

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1.02 Schedules: The schedules to this Agreement are set forth as follows:

- Schedule “A” - Statement of Work
- Exhibit 1 to Schedule “A” - Financial Terms
- Schedule “B” - Service Level Agreement
- Schedule “C” - Data Protection Undertaking
- Schedule “D” - Federal Provisions
- Schedule “E” - Insurance

SERVICE OFFERINGS LICENSE, INTELLECTUAL PROPERTY RIGHTS, CONFIDENTIALITY

1.03 License Grant: Subject to the terms of this Agreement, RideCo grants Customer a limited, revocable, non-exclusive and non-transferable license to: (a) access and use the Service Offerings in the geographic locations and for the use-cases set forth in the Purchase Order and in accordance with the applicable Statement of Work. The Distributed Software may only be used in combination with the Approved Equipment/Third Party Software. RideCo or its agents, resellers or distributors may release from time to time to Customer at no additional charge during the term of this Agreement, software bug fixes and patches and such releases shall be considered “Software” hereunder and subject to the terms of this Agreement unless otherwise specified by RideCo. This license does not imply any rights to Software Enhancements or technical or other support services, except as otherwise expressly set forth herein. As used herein the “Intended Purpose” means use of the Service Offerings for the purpose of providing dynamic routing and shared ride technologies relating to the Customer’s transportation operations.

1.04 Restrictions & End User Terms:

- (a) *Restrictions.* Except as otherwise expressly permitted in this Agreement, Customer shall not, and shall not encourage any third party to: (a) customize, modify or create any derivative works of the Service Offerings; (b) decompile, disassemble, reverse engineer, or otherwise attempt to derive the source code for the Software (except to the extent applicable laws specifically prohibit such restriction); (c) remove or alter any trademark, logo, copyright or other proprietary notices, legends, symbols or labels in the Distributed Software; (d) publish or disclose any results of benchmark tests run on the Software to a third party without RideCo’s prior written consent; (e) redistribute, encumber, sell, rent, lease, sub-license or otherwise transfer rights to the Service Offerings; (f) copy, reproduce, distribute, modify or in any other manner duplicate the Software, in whole or in part and Customer may not copy any written materials (except for training materials and for internal use) accompanying any portion of the Service Offerings unless specifically authorized in writing to do so by RideCo. Customer shall not access the Service Offerings in order to: (i) build a competitive product or service; or (ii) copy any ideas, features, functions or graphics of the Service Offerings. For greater certainty, Customer will not be in breach of this Section 2.02 if Customer independently develops a competing product or service without use or reference to RideCo’s Confidential Information as described in Section 2.09 below.
- (b) *End Users.* Customer shall ensure that end users agree to mutually agreed terms of service and privacy policy in accordance with requirements of applicable law before using the service. Customer will inform end users that the transportation services are provided by Customer (or its partner drivers, as appropriate); not RideCo.

1.05 RideCo Intellectual Property: RideCo retains all right, title and interest in and to the Service Offerings including all Documentation, all intellectual property rights in the

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Software and all copies and derivative works thereof. Customer acknowledges and agrees that the Service Offerings, Software Enhancements (if any) and all intellectual property rights therein (including without limitation, copyrights, patents, trade secrets, trademarks, moral rights and other intellectual property rights, in and to the Service Offerings and Software Enhancements and all modifications, changes, enhancements, or additions thereto) and all intellectual property rights relating to the provision of professional services, feedback, technical support, maintenance and other support if any, (collectively, “**RideCo IP**”), are owned or licensed by RideCo. To the extent Customer acquires rights in the RideCo IP, Customer assigns such rights to RideCo and waives any moral rights it may have in the RideCo IP to and in favor of RideCo. Nothing in this Agreement gives Customer any right, title or interest in, to or under any of the Service Offerings or Software Enhancements or any intellectual property rights therein (including without limitation patent rights) or arising pursuant to professional services, product feedback, technical support and other support.

- 1.06 Operational Data:** As between Customer and RideCo, Customer will own the Operational Data. Subject to the data protection undertakings set out in Schedule “C”, Customer hereby grants to RideCo for the duration of this Agreement a worldwide and royalty-free right and license to access and use the Operational Data for the sole purposes of: (i) providing the Service Offerings to Customer, (ii) assessing the performance of the Service Offerings; and (iii) creating System Log Data (as defined in Section 2.06 below). Customer is not entitled to receive any compensation or re-imbusement of any kind from RideCo for use of said Operational Data. Except as otherwise expressly permitted in this Agreement, RideCo does not claim any right, title or interest in the Operational Data. Customer represents and warrants that Customer has all necessary consents (if any) relating to the collection, retention, use, processing and disclosure of Operational Data (including all underlying Personal Data) and that use of the Operational Data in the manner contemplated in this Agreement will not breach the rights of any third party. For the avoidance of doubt, RideCo is not responsible for any liability arising out of the collection, retention, use, operation and disclosure by Customer of Operational Data (including any Personal Data contained therein).
- 1.07 Data Protection Undertaking.** RideCo hereby agrees and undertakes to comply with the data protection undertakings set out in Schedule “C”.
- 1.08 System Log Data.** As between RideCo and Customer, all right and title to RideCo System Log Data belongs to RideCo and accordingly RideCo is free to use RideCo System Log Data for any purpose including the improvement of RideCo’s Service Offerings.
- 1.09 Suggestions.** RideCo shall have a royalty-free, worldwide, transferable, sub licensable, irrevocable, perpetual, unrestricted license to use and/or incorporate into its products, services and business any suggestions, enhancement requests, recommendations or other feedback provided by Customer relating to the operation of the Service Offerings.
- 1.10 Reservation of Rights.** Except for the rights and licenses granted in this Agreement, Customer acknowledges and agrees that RideCo owns and shall retain all right, title and interest (including without limitation all patent rights, copyrights, trademark rights, trade secret rights and all other intellectual property rights therein) in and to the technology used to provide the Service Offerings) and all related RideCo IP and RideCo grants Customer no further licenses of any kind hereunder, whether by implication, estoppel or otherwise. Customer acknowledges that only RideCo shall have the right to maintain, enhance or otherwise modify the Service Offerings.
- 1.11 Confidentiality:**

RIDECO SUBSCRIPTION AND SERVICES AGREEMENT

- (a) *Confidential Information.* As used herein, "**Confidential Information**" means all confidential information of a party ("**Disclosing Party**") disclosed to the other party ("**Receiving Party**") that is designated in writing as confidential or ought to be considered confidential based on the nature of the information and the circumstances of disclosure. For greater certainty, the Documentation and the functionality of the Software are all Confidential Information of RideCo. Confidential Information shall not include any information that the Receiving Party can demonstrate by its written records: (a) was known to it prior to its disclosure hereunder by the Disclosing Party; (b) is or becomes known through no wrongful act of the Receiving Party; (c) has been rightfully received from a third party without restriction or disclosure and without breach by such third party of a non-disclosure obligation; (d) is independently developed by the Receiving Party; (e) has been approved for release by the Disclosing Party's prior written authorization.
- (b) *Obligations.* Neither party shall use any Confidential Information of the other party except as necessary to exercise its rights or perform its obligations under this Agreement or as expressly authorized in writing by the other party. Each party shall use the same degree of care to protect the other party's Confidential Information as it uses to protect its own Confidential Information of like nature. Neither party shall disclose the other party's Confidential Information to any person or entity other than its officers, employees, service partners, consultants and legal advisors who need access to such Confidential Information in order to effect the intent of the Agreement and who have entered into written confidentiality agreements with it at least as restrictive as those in this Section. Upon any termination of this Agreement, the receiving party will promptly return to the disclosing party or destroy, at the disclosing party's option, all of the disclosing party's Confidential Information.
- (c) *Injunctive Relief.* Each party acknowledges that due to the unique nature of the other party's Confidential Information, the disclosing party may not have an adequate remedy in money or damages if any unauthorized use or disclosure of its Confidential Information occurs or is threatened. In addition to any other remedies that may be available in law, in equity or otherwise, the disclosing party shall be entitled to seek injunctive relief to prevent such unauthorized use or disclosure.
- (d) *Other Exemptions.* Notwithstanding the foregoing provisions in this Section 2.09, the parties may disclose this Agreement: (i) as otherwise required by law or the rules of any stock exchange or over-the-counter trading system provided that reasonable measures are used to preserve the confidentiality of the Agreement; (ii) in confidence to legal counsel; (iii) in connection with the requirements of a public offering or securities filing provided reasonable measures are used to obtain confidential treatment for the proposed disclosure, to the extent such treatment is available; (iv) in connection with the enforcement of this Agreement or any rights under this Agreement, provided that reasonable measures are used to preserve the confidentiality of the Agreement; (v) in confidence, to auditors, accountants and their advisors; and (vi) in confidence, in connection with a change of control or potential change of control of a party or an affiliate of a party, provided that reasonable measures are used to preserve the confidentiality of the Agreement; and fulfilling any obligation under Section 2.09(e) below. For any legally compelled disclosure or disclosure pursuant to a court, regulatory, or securities filing or as required by statute, the parties shall reasonably cooperate to limit disclosure of this Agreement and Disclosing Party will not be in breach of its obligations of confidence by complying with such requirements. For greater certainty, nothing in this Section 2.09 will diminish a Receiving Party's obligations under this Agreement to comply with applicable privacy and personal information protection laws (including the obligations set out in the applicable Statement of Work).

RIDECO SUBSCRIPTION AND SERVICES AGREEMENT

- (e) *Statutory Disclosure Requirements.* Any documents or work product that Customer receives from RideCo pursuant to this Agreement may be considered public records or records subject to access to information laws which govern Customer. If RideCo believes include confidential information which is otherwise subject to protection from disclosure, RideCo shall mark such documents and/or work product as “CONFIDENTIAL INFORMATION EXEMPT FROM DISCLOSURE.”
- (i) Customer shall immediately notify RideCo upon Customer’s determination that a request for public disclosure of records has been made that includes any records that have been so marked, which shall in no event be later than ten (10) business days following receipt of such request;
 - (ii) Customer shall seek a formal legal opinion within the statutorily required time period regarding whether the requested records are exempt from disclosure under the specific legislation. RideCo may file a brief in support of its position. Until such opinion is delivered, Customer will maintain the confidentiality of such records; and
 - (iii) If the formal legal opinion concludes that the requested records are not exempt from disclosure and Customer agrees, in its sole discretion, to a request by RideCo to challenge this opinion in court pursuant to the procedures of applicable legislation, RideCo shall assist Customer in its defense of the same.

2. MAINTENANCE AND SUPPORT SERVICES

- 2.01** Maintenance and support for the Software will be provided in accordance with the terms of Schedule “B”.

3. FEES AND PAYMENT

- 3.01 Fees:** In consideration of the provision of the license and services under this Agreement to Customer, Customer agrees to pay RideCo the Fees in accordance with any applicable Statement of Work and/or Exhibit attached thereto.
- 3.02 Taxes:** All charges and fees provided for in this Agreement are exclusive of and do not include any foreign or domestic governmental taxes or charges of any kind imposed by any federal, state, provincial or local government on the transactions contemplated by this Agreement, including without limitation excise, sales, use, property, license, value-added taxes, goods and services, harmonized, franchise, withholding or similar taxes, customs or other import duties or other taxes, tariffs or duties other than taxes that are imposed based on the net income of RideCo. Any such taxes that are imposed on the net income of RideCo shall be the sole responsibility of RideCo. Notwithstanding the generality of the foregoing, if Customer is a purely governmental organizations exempt from payment of any taxes, then Customer shall not be charged taxes under this Agreement.

4. TERM AND TERMINATION

- 4.01 Term:** This Agreement commences on the Effective Date and shall run for an initial period specified in the applicable Statement of Work together with any agreed extensions, unless terminated sooner in accordance with the terms of this Section 5.
- 4.02 Termination for Convenience:** Customer may terminate this Agreement, in whole or in part, at any time by giving ninety (90) days written notice of termination to RideCo if Customer determines that termination is in its best interest. In the event such notice is

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given, RideCo shall cease immediately all work in progress. RideCo shall be paid its costs, including contract close-out costs, on work performed up to the time of termination.

- 4.03 Termination for Cause:** Either party may terminate this Agreement with written notice if the other party: (i) fails to correct a material breach of its obligations under this Agreement within thirty (30) days after receipt by such other party of written notification from the notifying party of such material breach; (ii) ceases to carry on business as a going concern; or (iii) files a bankruptcy petition or has such a petition filed involuntarily against it, becomes insolvent, makes an assignment for the benefit of creditors, consents to the appointment of a trustee, or if bankruptcy reorganization or insolvency proceedings are instituted by or against the other party.
- 4.04 Survival:** The following Sections shall survive the termination or expiration of this Agreement for any reason: 1. (Definitions), 2.02(a) (Restrictions), 2.03 (RideCo Intellectual Property), 2.06 (System Log Data), 2.07 (Suggestions), 2.08 (Reservation of Rights), 2.09 (Confidentiality), 4.03 (Survival), 4.04 (Effect of Termination), 5.02 (Disclaimer of Warranties), 5.03 (Service Disclaimer and Liability Waiver), 5.04 (Limitation of Liability), 6. (General Provisions) and all terms related to payment (until payments have been made in full) and any other terms herein which expressly state that such terms will survive or which by their nature are required to survive to give effect to the surviving terms stated to survive, shall survive the termination or expiration of this Agreement for any reason and will continue in full force and effect subsequent to and notwithstanding such termination, until such provisions are satisfied or by their nature expire.
- 4.05 Effect of Termination:** On termination, Customer shall destroy all copies of the Distributed Software, all accompanying Documentation and Confidential Information of RideCo and shall provide confirmation of having done so within 5 business days of the effective date of termination.

5. WARRANTIES, INDEMNIFICATION, LIABILITY

5.01 Warranties:

- (a) *Representations and Warranties by Each Party.* Each party represents, warrants to the other party that: (i) it has all requisite power and authority and approvals to execute, deliver and perform its obligations under this Agreement; (ii) the execution and delivery of this Agreement and the performance of its obligations hereunder have been duly authorized by it and any necessary third parties;
- (b) *RideCo Warranties.* RideCo represents and warrants to Customer that RideCo will perform its duties and obligations hereunder in a careful, diligent, professional, proper, efficient and business-like manner. RideCo further represents and warrants that:
- (i) RideCo is a corporation or limited liability company, duly organized, validly existing and in good standing under the laws of its jurisdiction of incorporation;
 - (ii) The Service Offerings do not, to RideCo's knowledge, infringe any patent, copyright or trademark or violate the trade secret or other proprietary rights of any third party;
 - (iii) RideCo owns or has exclusive or non-exclusive rights in all patents, copyrights, trademarks, trade secrets and other proprietary rights in and to the Service Offerings necessary to grant the licenses herein; and

RIDECO SUBSCRIPTION AND SERVICES AGREEMENT

- (iv) RideCo possesses the legal right and authority to execute and perform this Agreement,
- (c) *Customer Warranties.* Customer represents and warrants to RideCo that Customer adheres to applicable privacy laws and has in place appropriate agreements with end users regarding the collection, processing and use of Customer Personal Data (as defined in Schedule “C”) in accordance with the terms of this Agreement and subject to compliance with Schedule “C” by RideCo, will not violate any rights of a third party or breach applicable data protection laws.

5.02 Disclaimer of Warranties: The Service Offerings are provided ‘as is’ and RideCo does not warrant, however, that the functions performed by the Service Offerings will meet Customer’s requirements or that the operation of the same will be uninterrupted or error-free. Except as set forth in this Agreement, there are no other warranties or conditions of any kind, including without limitation, the warranties that the Service Offerings are free of defects, merchantable or fit for a particular purpose. Specifically, RideCo makes no representation or warranty regarding the merchantability, fitness for a particular purpose of the Service Offerings. All Approved Equipment/Third Party Software is subject to the warranty of its respective manufacturer and no warranty whatsoever is provided by RideCo. RideCo makes no guarantee of the performance, accuracy and results of the Service Offerings with respect to Operational Data. This disclaimer of warranty constitutes an essential part of this Agreement. No use of the Service Offerings is authorized under this Agreement except under this disclaimer.

5.03 Service Disclaimer and Liability Waiver. Customer acknowledges that RideCo is a technology provider and not a provider of transportation services. To the fullest extent permitted by law, RideCo will not be responsible for: (i) the actions, inactions, errors, omissions, representations, warranties, breaches or negligence of any passenger or driver or for any personal injuries, death, property damage, or other damages or expenses resulting therefrom; or (ii) the actions, inactions, errors, omissions, representations, warranties, breaches or negligence of transportation providers or for any damages or expenses resulting therefrom including without limitation any personal injury or property damage and Customer expressly waives the right to bring any claim against RideCo, its successors, assigns or related companies, directors, officers or employees in respect of any and all actions, causes of action, damages, claims, cross-claims and demands of any kind in connection with the transportation, vehicular or driver related portions of the services.

5.04 Limitation of Liability:

- (a) EXCEPT FOR BREACH OF CONFIDENTIALITY, MISAPPROPRIATION OF INTELLECTUAL PROPERTY, IN NO EVENT SHALL RIDECO BE LIABLE TO THE CUSTOMER FOR ANY LOST PROFITS OR FOR ANY INCIDENTAL, PUNITIVE, INDIRECT, SPECIAL OR CONSEQUENTIAL DAMAGES (INCLUDING, WITHOUT LIMITATION, DAMAGES FOR LOSS OF BUSINESS, LOSS OF PROFITS, BUSINESS INTERRUPTION, LOSS OF DATA, LOST SAVINGS OR OTHER SIMILAR PECUNIARY LOSS), HOWEVER CAUSED AND UNDER ANY THEORY OF LIABILITY (INCLUDING NEGLIGENCE) AND WHETHER OR NOT RIDECO HAS BEEN ADVISED OF THE POSSIBILITY OF SUCH DAMAGE.
- (b) Excluding any indemnification obligations and confidentiality obligations in this Agreement, RideCo’s cumulative liability to the Customer or any other party for damages for any cause whatsoever will be limited to no more than the Fees paid under the applicable SOW in the preceding three (3) months.

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5.05 Indemnification:

- (a) RideCo shall indemnify, defend and hold Customer and its affiliates (including their officers, directors, agents, and employees) harmless against any claims by a third party that any part of the Service Offerings infringes any patent, copyright, trademark or trade secret right of such third party, and RideCo will pay any damages and expenses relating thereto, provided that the actual or alleged infringement has not been caused by the use of a modification of the Software other than by RideCo, by the combination and/or use of the Distributed Software with third party software, hardware, data, and/or technology not approved by RideCo in writing or by Customer's failure to implement any update or upgrade provided by RideCo. Customer will promptly notify RideCo of any such claim and provide reasonable assistance to RideCo with respect to handling the claim. Customer's failure to provide timely notice or reasonable assistance will relieve RideCo of its obligations under this Section to the extent that RideCo has been actually prejudiced by such failure. RideCo will have the sole right to defend, negotiate and settle any claims provided however that Customer shall have the right, at its option and expense, to participate in the defense of any action or proceeding through counsel of its own choosing. RideCo may at any time and at its option and expense: (i) procure the right of Customer to continue to use the Service Offerings that may infringe a third party's rights; or (ii) modify the Service Offerings so as to avoid infringement; or (iii) terminate this Agreement and the licenses granted hereunder.
- (b) Customer shall, except to the extent prohibited by law, indemnify, defend, and hold RideCo, its licensors and its affiliates (including their officers, directors, agents, and employees) harmless from and against any and all liabilities, damages, losses, expenses, claims, demands, suits, fines, and/or judgments (collectively "Claims"), including reasonable attorneys' fees, costs, and expenses incidental thereto, which may be suffered by, accrued against, charged to, or recoverable from RideCo by reason of any Claim arising out of or relating to: (a) bodily injury (including death) or damage to tangible personal or real property caused by any act, error or omission, or misconduct by transportation providers or passengers of the transportation service operated by or facilitated by Customer; or (b) violation of any law or regulation by Customer (including, without limitation, any privacy or personal information protection law or regulation); or breach of any data protection warranties under this Agreement.

6. General Provisions:

- 6.01 Sub-Contract:** RideCo may sub-contract the performance of aspects of the Maintenance and Support Services set forth herein. For the avoidance of doubt, RideCo shall remain fully responsible for the performance of all aspects of the Maintenance and Support Services and shall be liable for the acts and omissions of its sub-contractors.
- 6.02 Partial Invalidity:** If any provision in this Agreement should be held illegal or unenforceable by a court having jurisdiction, such provision shall be modified to the extent necessary to render it enforceable without losing its intent, or severed from this Agreement if no such modification is possible, and other provisions of this Agreement shall remain in full force and effect.
- 6.03 Assignment:** Either party may not assign this Agreement without the written consent of (but on notice to) the other party. Notwithstanding the generality of the foregoing, RideCo may freely assign this Agreement to a successor in interest upon a merger, acquisition, reorganization, change of control, or sale of all or virtually all of its assets, and any such assignment shall not require the consent of the Customer. This Agreement shall be binding on and shall inure to the benefit of the parties, their successors and permitted assigns.

RIDECO SUBSCRIPTION AND SERVICES AGREEMENT

- 6.04 Governing Law and Venue:** Except to the extent applicable law, if any, requires otherwise, this Agreement shall be governed by the laws of California. All disputes relating to this Agreement shall be subject to in the courts of County of Yolo, California.
- 6.05 Publicity.** RideCo shall be entitled to disclose and publicize in the form of customer lists and on its web site and marketing materials, the identity of the Customer as a client of RideCo, provided that the use of any trademark/logo of Customer shall be subject to Customer's prior written consent. RideCo shall be entitled to include a "*powered by RideCo*" statement in the white labeled versions of the Distributed Software.
- 6.06 Force Majeure:** Except for payment obligations, neither party shall be liable for any delay or failure in performance due to such acts of God, earthquake, labor disputes, strikes, shortages of supplies, riots, war, fire, pandemics, epidemics, or transportation difficulties, to the extent not in control of such party. The obligations and rights of the excused party shall be extended on a week to week basis, provided, however, that a delay of thirty (30) days shall entitle the other party to terminate this Agreement without liability.
- 6.07 Miscellaneous:** This Agreement constitutes the entire agreement between the parties concerning the subject matter hereof. This Agreement may be amended only in writing signed by both parties. A waiver by either party of any term or condition of this Agreement or any breach thereof, in any one instance, shall not waive such term or condition or any subsequent breach thereof. The relationship between RideCo and Customer is that of independent contractors and neither Customer nor its agents shall have any authority to bind RideCo in any way. If any dispute arises under this Agreement, the prevailing party shall be reimbursed by the other party for any and all legal fees and costs associated therewith. The headings to the sections of this Agreement are used for convenience only and shall have no substantive meaning.
- 6.08 Compliance with Laws:** In performing under this Agreement, RideCo shall comply with all applicable laws and regulations of any federal, state, provincial or local government entity.
- 6.09 Relationship of the Parties.** The parties are independent contractors. This Agreement does not create a partnership, franchise, joint venture, agency, fiduciary or employment relationship between the parties. It is the intent of the Parties that the performance by RideCo of its duties and obligations for Customer shall be that of an independent contractor, and nothing herein shall create or imply an agency or employment relationship between Customer and RideCo. This Agreement shall not be deemed to constitute a joint venture or partnership between the Parties. RideCo agrees that as an independent contractor, Customer will not provide insurance coverage for it and it is not covered under the Customer's workers compensation insurance. RideCo also agrees that it will not be treated or seek to be treated as an employee of Customer for any purpose.

RIDECO SUBSCRIPTION AND SERVICES AGREEMENT

IN WITNESS WHEREOF, the parties have executed this Agreement by their duly authorized officers in that behalf.

RideCo US Inc.



Signature
I have authority to bind RideCo.

Prem Gururajan

Name (typed or printed)

CEO

Title

26 Sep 2022

Date

Yolo County Transportation District



Signature
I have authority to bind Customer.

Autumn Bernstein

Name: (typed or printed)

Executive Director

Title

September 29, 2022

Date

Approved as to form:

By: Hope P. Welton
Hope P. Welton, District Counsel

RIDECO SUBSCRIPTION AND SERVICES AGREEMENT

SCHEDULE "A"

PROJECT TERMS AND INITIAL STATEMENT OF WORK

Project Term: Commences on the Effective Date and shall run for an initial period of twenty-four (24) months from the launch date to passengers, with three (3) additional options to extend by a 1-year term at Customer's discretion, subject to agreement of applicable terms including the appropriate Fees.

Zone: To be mutually agreed upon.

Service model: On-demand microtransit using stops, within the Zone.

Vehicles: To be determined by Customer.

Service Hours: To be determined by Customer.

Scope of Work:

Project Management, Training, Software Requirements, and Data Reporting:

1. Project management will be a continuous function and a key responsibility of RideCo. RideCo will develop and maintain an overall project schedule to ensure milestones are met in an efficient manner.
2. RideCo shall coordinate with Customer to refine and approve the service model, including specific stops, schedules, service coverage areas, ad cost structure (including potential subsidization).
3. RideCo shall ensure adequate and complete training of initial operators, dispatchers, operations manager(s), and Customer staff that are involved in the operation or monitoring of the service. Additional training sessions may be requested for an additional fee.
4. RideCo will ensure that the functions listed in Software Functional Requirements (as outlined below) are met.
5. RideCo and Customer will agree upon data reporting expectations and shall include daily ridership information, stop locations, use of referral or promotional codes, qualitative data collected from riders to capture travel preferences, and other data as mutually agreed.
6. RideCo will work with Customer to coordinate a test run of both the software application and service prior to commencement of public revenue service operations.
7. RideCo will provide a standard daily KPI report, including data mutually agreed upon by Customer and RideCo. Custom reporting is out of scope but may be requested for an additional fee.
8. RideCo will review data dashboard with Customer and transportation partners on weekly basis during the first month of revenue service operations and a monthly basis thereafter, during the Project Term.
9. RideCo will periodically provide Customer with any recommendations for changes in stops, service hours, or promotions to ensure meeting project goals.
10. RideCo will provide Customer with a final report summarizing their market, operational findings, viability of long-term service, and recommendations. A presentation on the final report will be provided to Customer staff.

Branding and Marketing:

1. RideCo will brand the rider mobile application uniquely to the service. Customer will provide necessary graphics and content for RideCo to brand the application.
2. RideCo will advise Customer in the marketing of the service to passengers, including providing examples of successful marketing materials from other client efforts.
3. RideCo will configure and manage referral and promotional codes throughout, during the Project.

RIDECO SUBSCRIPTION AND SERVICES AGREEMENT

Software Functional Requirements:

Passenger Application Requirements:

Rider Account

- Trip history menu to see trip details
 - Start & end time
 - Starting & ending address
 - Trip cost (if applicable)
 - Help menu to provide feedback, or report other issue
- Reserved trip details
- Recent destinations are automatically saved to rider account

Ride Booking and Tracking:

- Ability to enter an address or select current or specific location on the map
- Reserve multiple seats or seat types (e.g. accessible)
- Reserve trips up to 5 business days in advance
- Reserve multiple trips at once (same trip for multiple days in one week)
- Retain recently queried locations so they are easy to pull up even if rider does not designate them as a “favorite”
- Ability to restrict stop vs. doorstep drop-off and pick-up points
- Vehicle location, vehicle ID and driver information are displayed while waiting for pickup
- Ability to call and/or leave a note for driver

Payment

- Ability to hold credit card information.
- Place to enter promotional codes

Rating System

- Ride rating (e.g., 1 to 5 stars)

Customer Support

- Legal/terms and conditions
- A place for Frequently Asked Questions (FAQs)
- In app requests for support
- Customer service system that creates trackable tickets for follow up and resolution
- Ability to mask phone number when contacting driver

Driver Application Requirements:

- Automatic trip dispatching
- Dynamic routing capabilities to adjust vehicle allocation efficiently.
- Make phone calls to a rider via anonymized phone number
- Ability to launch turn-by-turn driving directions

Operations Dashboard Requirements:

- Dashboards accessible to operations coordinators and authorized individuals by the City
- Dashboard displays real-time data on riders, vehicles, drivers and service performance/Key Performance Indicators (KPIs). Data available includes:
 - Ridership
 - Travel times
 - Trip denial rate

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- Booking abandonment rates
 - On-time performance
 - Trip and driver reviews
 - Trip and driver comments
- Ability to assign different user-level permissions and rights based on operator, seniority, or role.
 - The data gathered will be shared with / available to the operator or agency in multiple formats:
 - Dashboards to visualize rider, driver, and performance data, aggregated across a period or at an individual trip/driver level
 - Weekly and monthly performance reports provided in Excel, in a performance format to be mutually agreed upon
 - Exports of the raw data (rides, vehicles, times, locations etc.) in CSV format that can be further analyzed by the operator or agency staff if they desire

Software Security, Reliability & Privacy Requirements:

- The passenger and driver apps are 'stateless' and do not store any confidential passenger data on the local device.
- All data is stored securely in the cloud (Amazon Web Services – 'AWS').
- The passenger and driver apps communicate securely with the cloud-based platform using RESTful APIs.
- The software platform has a 99.9%+ historical uptime performance record.
- Data is encrypted in transit.
- All public facing webservers have been hardened using industry standard practices.
- Internal networks are shielded by security groups which define allowable ports and IP addresses for internal services.
- APIs are all secured using token authentication using an identity management system. Tokens are only valid for one user and can only be acquired by successfully authenticating against an authentication API. APIs used by internal components are never exposed publicly. For certain API calls, throttling exists to prevent against DOS type attacks.
- Daily backups of production databases for disaster recovery.
- Software does not store any payment card or billing information on company's servers.
- The mobile applications and operations dashboards include their own terms of service to end users that include provisions relating to data privacy, confidentiality, and intellectual property rights.

RIDECO SUBSCRIPTION AND SERVICES AGREEMENT

EXHIBIT 1 TO SCHEDULE "A"

FINANCIAL TERMS

Subject to any limitations set forth in this Agreement, Agency agrees to pay Service Provider the amounts specified below. The total compensation for the full Term, including reimbursement for actual expenses, shall not exceed **\$896,320.00**.

ITEM	PRICE
Implementation Fee (Deployment Support) <ul style="list-style-type: none"> ● Service modeling & simulations ● Deployment Support ● Initial system adjustments (no limits) ● Application white-labeling ● Application data migration ● Transit App Integration ● Initial training (operator, dispatcher & driver training) 	\$19,000.00 <i>One-time, upfront fee</i> <i>Includes Knights Landing, Winters/El Rio Villa & Woodland Zones</i>
Annual Base Fee (RideCo Technology Platform) <ul style="list-style-type: none"> ● Branded passenger application ● Web application ● Operator application ● Dashboard suite ● Daily KPI reports ● NTD reporting ● Solver-algorithm based routing 	\$34,000/year total for up to 5 vehicles <i>Billed monthly</i> <i>Additional fees:</i> <i>\$1,800/vehicle/year for vehicles 6+</i>
Vehicle/hour fee	\$1.96 per vehicle hour
Software Support Fee: <ul style="list-style-type: none"> ● Annual technical support and software maintenance ● Dedicated Project Manager & Business Analyst Support throughout life of project ● Proactive analysis and project improvement recommendations ● Post launch refinement as required ● Marketing support and best practices 	Included
Represent microtransit service data (or service description) using open data standards (compliant with GTFS-Flex and/or GTFS-OnDemand)	Included

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Integrate YCTD’s existing mobile fare payments system (Bytemark) into the microtransit technology platform	Included
Fees for third-party payment processors if applicable (e.g. credit card related)	Passed through directly to the Agency in a separate invoice
Zendesk licenses	Three (3) licenses included <i>Additional licenses \$300 each</i>

Professional services and on-site support (that are outside the scope of the services specified in this Agreement) offered at a rate of \$120/hour in addition to reimbursement of pre-approved travel expenses. All amounts are in U.S. Dollars and exclude taxes. All amounts are due thirty (30) days after date of invoice. Interest shall accrue at the rate of twenty percent (20%) per annum on all charges remaining unpaid after due. In addition to RideCo’s right to receive late payment interest on unpaid invoices, RideCo reserves the right to immediately cease provision of Service Offerings under this Agreement if any invoice is in arrears for sixty (60) or more days from the date of invoice.

Customer hereby agrees to purchase the product and services outlined above at the prices and on the terms and conditions contained herein and subject to this Agreement.

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SCHEDULE "B" SERVICE LEVEL AGREEMENT

1. APPROVED EQUIPMENT / THIRD PARTY SOFTWARE

Driver Mobile App Requirements:

- Android Device running the most recent Android OS major version release of and one previous major version release with Google Play Services
- GPS Enabled Phone
- High speed (4G recommended) data plan with a minimum of 2GB/month
- Minimum screen resolution 800x480
- Minimum recommended CPU: Mid-to-High range performance CPU based on ARMv8-A 64-bit Architecture
- 2GB RAM
- 1GB internal storage

Passenger Mobile App Requirements:

- iPhone running the most recent iOS major version release and two previous major version releases, or Android device running the most recent Android OS major version release of and two previous major version releases with Google Play Services
- Minimum screen resolution 800x480
- Minimum recommended CPU: dual-core 1.5GHz
- 1GB RAM
- 200MB internal storage

Browser requirements for operations dashboards:

- Google Chrome (the most recent major version release and one previous major version release)
- Firefox (the most recent major version release and one previous major version release)
- Safari (the most recent major version release and one previous major version release)

2. MAINTENANCE AND SUPPORT SERVICES

2.1 Maintenance Services: RideCo shall provide the following maintenance services to Customer:

- (a) Supply or deploy corrections to the Software as required to correct errors, defects, malfunctions, and deficiencies, if any, in the Software; and
- (b) Supply or deploy improvements, extensions, upgrades, enhancements and other changes to the Software developed from time to time by RideCo.

2.2 Support Services: In response to a support request from Customer, RideCo shall provide the following support services to Customer as per the priority levels, response times and procedures specified in Schedule "B" to be provided remotely:

- (a) Clarification of software functionality
- (b) Adjustments to software configuration; and
- (c) Advice on the use and results of the Service Offerings;

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2.3 Services Outside Scope of Maintenance and Support: The Maintenance and Support Services to be provided under this Agreement do not include:

- (a) Correction of errors or defects caused by operation of the Software in a manner other than specified in the Software documentation;
- (b) Rectification of errors caused by incorrect use of the Software;
- (c) Correction of errors caused in whole or in part by the use of computer programs other than the Software unless the use of such programs has been approved by RideCo in writing; or
- (d) Diagnosis or rectification of faults not associated with the Software.

2.4 Access: The Customer shall:

- (a) provide RideCo's support personnel reasonable or necessary access to the Customer accounts relating to the Distributed Software, as may be applicable, at mutually agreed upon times, and for the purposes of providing the Maintenance and Support Services;
- (b) Provide RideCo with a duly qualified and trained representative of the Customer, and with all relevant information and assistance required by RideCo to enable RideCo to provide the Maintenance and Support Services.

2.5 Professional Services: Customer may request at any time and from time to time that RideCo provide to Customer any other professional services or Software modifications which are within the scope of its business and which are not provided for herein and which are not covered by the Subscription and Services Fee. RideCo shall evaluate such requests and may provide the Customer an estimate of the cost of such professional services. In no event shall RideCo be obligated to provide professional services not agreed in writing with Customer.

2.6 Availability:

- (a) RideCo shall make the Service Offerings Available, as measured over the course of each calendar month during the term and any additional periods during which RideCo does or is required to provide Service Offerings (each such calendar month, a "**Service Period**"), at least 99.9% of the time (the "**Availability Requirement**"). "**Available**" means the Service Offerings are available and operable for access and use by the majority of end users of the Customer over the Internet in conformity with the specifications and documentation therefor. "**Availability**" has a correlative meaning. The Service Offerings are not considered Available in the event of any of the following:
 - (i) an issue affecting entire system or single critical production function for at least the majority of end users of the Customer;
 - (ii) System down or operating in materially degraded state for at least 50.1% of end users of the Customer.

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3. PRIORITY LEVELS, RESPONSE TIMES, EXCEPTIONS AND PROCEDURES

3.1. Priority Levels

High	Business critical problems that affect the availability or access of or to the Service Offering for most users
Medium	Not critical but important problems that materially interrupt or restrict the normal production running of the Software (affecting a minority of users)
Low	Not business critical or important. Issues that do not materially impact the normal production running of the Software

3.2. Resources and Forms of Support

Support Portal	Utilized for medium or low priority items ** Customer specific slack channel(s) (typically one slack channel for each active service)
Emergency hotline	Used for critical / high priority items **Customer specific emergency telephone number **Customer specific emergency slack channel

3.3. Support Response Time

Priority	Response Time	Update Frequency	Resolution Time
High	Reviewed by RideCo staff and support ticket updated/created within 2 hours	Every 2 hours or as mutually determined	Within 24 hours RideCo will attempt to resolve all high priority issues within 24 hours, however resolution times may be longer depending on the nature and complexity of the problem.
Medium	Reviewed by RideCo staff and support ticket updated/created within 12 hours	Every working day or as mutually determined	Within five (5) business days

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Low	Reviewed by RideCo staff and support ticket updated/created within 24 hours	Every week or as mutually determined	RideCo shall notify Customer within ten (10) business days of the analysis of the problem, the intended fix and the release in which it will be delivered. Where feasible, RideCo shall provide a temporary workaround to Customer.
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- 3.4. Exceptions:** No period of Hosted Service degradation or inoperability will be included in calculating Availability to the extent that such downtime or degradation is due to any of the following ("Exceptions"):
- (a) Client's or any of its Authorized Users' misuse of the Hosted Services;
 - (b) failures of Client's or its Authorized Users' internet connectivity;
 - (c) internet or other network traffic problems or connectivity of cellular networks other than problems arising in or from networks actually or required to be provided or controlled by Supplier;
 - (d) Client's or any of its Authorized Users' failure to meet any minimum hardware or software requirements set forth in the Specifications; or
 - (e) Scheduled Downtime; or
 - (f) Downtime is caused by third party hardware or third party software, except to the extent Supplier exerts control over such third party hardware or third party software.

RIDECO SUBSCRIPTION AND SERVICES AGREEMENT

SCHEDULE “C” DATA PROTECTION UNDERTAKING

1. **Definitions.** Capitalized terms used herein shall have the meanings set forth in this Section 1. Terms that are capitalized but not otherwise defined in this Schedule shall have the meaning set forth in the RideCo Subscription and Services Agreement (“**Agreement**”)

“**Personal Data**” means data, whether true or not, about an individual who can be identified —

- (a) from that data; or
- (b) from that data and other information to which the organization has or is likely to have access;

“**Security Incident**” means —

- (a) any act or omission that compromises the security, confidentiality, or integrity of Operational Data as it relates to Customer or the physical, technical, administrative, or organizational safeguards put in place by RideCo, or by Customer should RideCo have access to Customer’s systems, that relate to the protection of the security, confidentiality, or integrity of Operational Data, or
- (b) receipt of a complaint in relation to the privacy and data security practices of RideCo, or a breach or alleged breach of this Schedule relating to such privacy and data security practices. Without limiting the foregoing, the loss of or unauthorized access, disclosure, or acquisition of Operational Data, or an incident that prevents or limits users or Customer from accessing a system or any Operational Data (through the use of malware, ransomware, or otherwise) is a Security Incident.

RideCo agrees that the following terms shall apply where RideCo accesses, handles or uses any Operational Data under the Agreement, including in the course of and/or in connection with exercising its rights or carrying out its obligations under the Agreement:

- a. Standard of Care. Except as provided in the Agreement, RideCo shall not sell, rent, transfer, distribute, or otherwise disclose Operational Data for RideCo’s own purposes or for the benefit of anyone other than Customer, in each case, without prior written consent. RideCo shall comply with any reasonable written instructions the Customer gives RideCo in advance relating to compliance with any laws, regulations, court orders, or self-regulatory programs applicable to the collection, use, disclosure, treatment, protection, storage and return of Operational Data.
- b. Information Security. RideCo shall maintain reasonable and appropriate policies and procedures to protect the security, privacy, integrity, and confidentiality of Operational Data, including a written information security program that is reviewed at least annually.
 - i. RideCo shall implement administrative, physical, and technical safeguards to protect Operational Data from unauthorized access, acquisition, or disclosure, destruction, alteration, accidental loss, misuse, or damage that are no less rigorous than accepted industry practices including the National Institute of Standards and Technology (NIST) Cybersecurity Framework, and the Payment Card Industry Data Security Standard), and shall ensure that all such safeguards, including the manner in which Operational Data is Processed, comply with applicable data protection and privacy laws, as well as the terms and conditions of this Schedule.
 - ii. At a minimum, RideCo’s safeguards for the protection of Operational Data shall include: (i) limiting access of Operational Data to authorized users; (ii) securing business facilities, data centers, paper files, servers, backup systems, and computing equipment, including, but not limited to, all mobile devices and other equipment with information storage capability; (iii) implementing network, application, database, and platform security; (iv) securing information

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transmission, storage, and disposal; (v) implementing authentication and access controls within media, applications, operating systems, and equipment; (vi) encrypting Operational Data stored on any media; (vii) encrypting Operational Data transmitted over public or wireless networks; (viii) logically segregating Operational Data from information of RideCo or its other customers so that Operational Data is not commingled with any other types of information; (ix) conducting risk assessments, penetration testing, and vulnerability scans and implementing, at RideCo's sole cost and expense, a corrective action plan to correct any material issues that are reported as a result of the testing; (x) implementing appropriate personnel security and integrity procedures and practices; and (xi) providing appropriate privacy and information security training to RideCo's employees.

c. PCI-DSS.

- i. If, in the course of its engagement by Customer, RideCo has access to or will collect, handle, access, use, store, process, transmit, dispose of or disclose credit, debit or other payment cardholder information (as such term is defined by the PCI-DSS, "**Cardholder Data**"), RideCo: (i) acknowledges that RideCo is responsible for the security of Cardholder Data that RideCo collects, handles, accesses, uses, stores, processes, transmits, disposes of, discloses, or otherwise possesses, for or on behalf of Customer or to the extent that RideCo could impact the security of Customer's Cardholder Data environment; and (ii) shall comply and remain in compliance with all rules, regulations, standards, and security requirements of the payment brands, including, without limitation, the PCI-DSS, in each case, as such may be amended, modified, supplemented, or replaced from time to time ("**PCI Security Requirements**") including remaining aware at all times of changes to the PCI DSS and promptly implementing all procedures and practices as may be necessary to remain in compliance with the PCI-DSS at RideCo's sole cost and expense.
- ii. RideCo shall, not less than once per year, at RideCo's sole cost and expense undergo a PCI-DSS assessment in the form and manner as required by the PCI-DSS and the payment brands (a "Security Assessment"), on all of RideCo's systems and System Components (as defined in the PCI DSS) used by RideCo to perform the services

d. Security Incident. If RideCo discovers a Security Incident, or if there has been any unauthorized or accidental disclosure, corruption, or damage of Operational Data, RideCo must inform the Customer without undue delay and no later than 72 hours after RideCo becomes aware of such Security Incident RideCo. Following a Security Incident, the parties will coordinate with each other to investigate the matter. RideCo will reasonable cooperate with Customer in Customer's handling of the matter, including: (i) assisting with any investigation; (ii) providing Customer with physical access to any facilities and operations affects; (iii) facilitating interviews with RideCo's employees, former employees and others involved in the matter; and (iv) making available all relevant records, logs, files, data reporting, and other materials required to comply with all privacy and data protection requirements or as otherwise reasonably required by the Customer. RideCo shall not inform any third party of any Security Incident involving Customer without first obtaining Customer's prior written consent, except when law or regulation requires it.

- i. RideCo agrees that Customer has the sole right to determine: (i) whether to provide notice of a Security Incident to any affected individuals, regulators, law enforcement, agencies, or others, as required by law or regulation or in the Customer's discretion, including the contents and delivery method of the notice; and (ii) whether to offer any type of remedy to individuals affected by the Security Incident, including the nature and extent of such remedy..
- ii. RideCo shall notify the Customer promptly in the event of any claim or complaint from any individual to whom the Operational Data relates and/or where there has been an event of non-compliance with any data privacy laws by RideCo, whether discovered by RideCo or forming the subject of an investigation and/or action by the relevant authorities.

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- iii. RideCo shall notify the Customer promptly in the event that RideCo is required by law, court order, warrant, subpoena, or other legal or judicial process to disclose any Operational Data to any person, unless prohibited by law.
- e. Oversight of Security Compliance. At least once per year, RideCo shall conduct audits of the information technology and information security controls for all facilities used in complying with its obligations under this Schedule, including, but not limited to, obtaining a network-level vulnerability assessment performed by a recognized third-party audit firm based on recognized industry best practices.
 - i. Upon Customer's written request, to confirm compliance with this Schedule, as well as any applicable laws and industry standards, RideCo shall promptly and accurately complete a written information security questionnaire provided by Customer, or a third party on Customer's behalf, regarding RideCo's business practices and information technology environment in relation to all Operational Data being handled and/or services being provided by RideCo to Customer pursuant to this Schedule. RideCo shall fully cooperate with such inquiries.
 - ii. At no charge to Customer, RideCo shall, at least once each calendar year at no greater than a twelve month interval from the previous audit (such interval, the "Audit Period"), carry out an audit, report, attestation, and opinion that evaluates the security controls over RideCo's sites, facilities, systems (including infrastructure, software, people, procedures, and data), and system components through or from which the Services are provided, including those of all of RideCo's authorized users, subcontractors and subservice organizations, (collectively, "RideCo Systems") throughout the entirety of the Audit Period. Without limiting the foregoing, RideCo shall document any changes made to RideCo Systems relating to the Audit, including RideCo changes in the Subcontractors or subservice organizations used by RideCo, as well as assessments and attestations from RideCo, its subcontractors and any subservice organizations with respect to the effectiveness of the controls prior to and after the implementation of any such change.
 - iii. Audit Findings. If: RideCo at any time discovers a material or significant weakness or deficiency in RideCo's controls that could reasonably be expected to cause data loss or unauthorized access or disclosure of Operational Data (any of the foregoing, a "**Deficiency**"), then in each case RideCo's officer in charge of information technology security (or, if mutually-agreed, his delegated representative), shall notify Customer and meet with Customer upon Customer's request to discuss with Customer the nature and extent of the Deficiency, and RideCo shall (a) promptly develop a remediation plan with respect to each Deficiency (which shall include deadlines for the completion of the tasks/activities under such remediation plan and such deadlines shall be negotiated with Customer), (b) diligently implement the remediation plan and shall use commercially reasonable efforts to remediate any Deficiencies, and (c) promptly report to Customer on the status of remediation efforts as requested by Customer.
- f. Consents. If under the Agreement, RideCo has to collect any Operational Data from the Customer's employees or any other individuals directly, RideCo must notify the individuals about the purpose of RideCo's collection and must obtain their consent before RideCo does so, and RideCo must follow any reasonable instructions which the Customer may give RideCo in this regard, and must comply with all applicable laws for such collection of Operational Data.

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- g. Third Party Disclosure. RideCo must not disclose any Operational Data to any other unrelated persons/entities or transfer any Operational Data outside of the USA or Canada without the Customer's permission in writing.

- h. Return or Destruction of Operational Data. RideCo shall promptly return to the Customer or destroy any Operational Data received in error. RideCo must destroy Operational Data as soon as practicable if required by the Customer. At the end of the Agreement, RideCo must notify the Customer if RideCo or other recipients (if disclosure of Operational Data to such other recipients has been permitted by the Customer in writing) have any Operational Data collected/received as part of the Agreement and follow the Customer's instructions on returning or destroying the Operational Data, whether in written, electronic, or other form or media. Following such destruction, the Customer may require RideCo to certify that RideCo (and such recipients) no longer have Operational Data. If RideCo wants to retain any Operational Data beyond the end of the Agreement, RideCo will be required to inform the Customer of RideCo's reasons and seek the Customer's written consent on the same. RideCo shall comply with all reasonable directions provided by Customer with respect to the return or disposal of Operational Data.

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SCHEDULE "D" FEDERAL PROVISIONS

1. Incorporation of FTA Terms - The following provisions include, in part, certain Standard Terms and Conditions required by DOT, whether or not expressly set forth in the preceding contract provisions. All contractual provisions required by DOT, as set forth in FTA Circular 4220.1F are hereby incorporated by reference. Anything to the contrary herein notwithstanding, all FTA mandated terms shall be deemed to control in the event of a conflict with other provisions contained in this Agreement. The Service Provider shall not perform any act, fail to perform any act, or refuse to comply with any Agency requests which would cause Agency to be in violation of the FTA terms and conditions.
2. Access to Records. The following access to records requirements apply to this Agreement:
 - a. Where the Agency is the FTA Recipient or a subgrantee of the FTA Recipient in accordance with 49 C. F. R. 18.36(i), the Service Provider agrees to provide the Agency, the FTA Administrator, the Comptroller General of the United States or any of their authorized representatives access to any books, documents, papers and records of the Service Provider which are directly pertinent to this contract for the purposes of making audits, examinations, excerpts and transcriptions. Service Provider also agrees, pursuant to 49 C. F. R. 633.17 to provide the FTA Administrator or his authorized representatives including any PMO Service Provider access to Service Provider's records and construction sites pertaining to a major capital project, defined at 49 U.S.C. 5302(a)1, which is receiving federal financial assistance through the programs described at 49 U.S.C. 5307, 5309 or 5311.
 - b. The Service Provider agrees to permit any of the foregoing parties to reproduce by any means whatsoever or to copy excerpts and transcriptions as reasonably needed.
 - c. The Service Provider agrees to maintain all books, records, accounts and reports required under this contract for a period of not less than three years after the date of termination or expiration of this contract, except in the event of litigation or settlement of claims arising from the performance of this contract, in which case Service Provider agrees to maintain same until the Agency, the FTA Administrator, the Comptroller General, or any of their duly authorized representatives, have disposed of all such litigation, appeals, claims or exceptions related thereto. Reference 49 CFR 18.39(i)(11).
3. Civil Rights.
 - a. *Nondiscrimination* - In accordance with Title VI of the Civil Rights Act, as amended, 42 U.S.C. § 2000d, section 303 of the Age Discrimination Act of 1975, as amended, 42 U.S.C. § 6102, section 202 of the Americans with Disabilities Act of 1990, 42 U.S.C. § 12132, and Federal transit law at 49 U.S.C. § 5332, the Service Provider agrees that it will not discriminate against any employee or applicant for employment because of race, color, creed, national origin, sex, age, or disability. In addition, the Service Provider agrees to comply with applicable Federal implementing regulations and other implementing requirements FTA may issue.
 - b. *Equal Employment Opportunity* - The following equal employment opportunity requirements apply to the Agreement:
 - i. Race, Color, Creed, National Origin, Sex - In accordance with Title VII of the Civil Rights Act, as amended, 42 U.S.C. § 2000e, and Federal transit laws at 49 U.S.C. § 5332, the Service Provider agrees to comply with all applicable equal employment opportunity requirements of U.S. Department of Labor (U.S. DOL) regulations, "Office of Federal Contract Compliance Programs, Equal Employment Opportunity, Department of Labor," 41 C.F.R. Parts 60 et seq ., (which implement Executive Order No. 11246, "Equal Employment Opportunity," as amended by Executive Order No. 11375, "Amending

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Executive Order 11246 Relating to Equal Employment Opportunity," 42 U.S.C. § 2000e note), and with any applicable Federal statutes, executive orders, regulations, and Federal policies that may in the future affect construction activities undertaken in the course of the Project. The Service Provider agrees to take affirmative action to ensure that applicants are employed, and that employees are treated during employment, without regard to their race, color, creed, national origin, sex, or age. Such action shall include, but not be limited to, the following: employment, upgrading, demotion or transfer, recruitment or recruitment advertising, layoff or termination; rates of pay or other forms of compensation; and selection for training, including apprenticeship. In addition, the Service Provider agrees to comply with any implementing requirements FTA may issue.

- ii. Age - In accordance with section 4 of the Age Discrimination in Employment Act of 1967, as amended, 29 U.S.C. § § 623 and Federal transit law at 49 U.S.C. § 5332, the Service Provider agrees to refrain from discrimination against present and prospective employees for reason of age. In addition, the Service Provider agrees to comply with any implementing requirements FTA may issue.
 - iii. Disabilities - In accordance with section 102 of the Americans with Disabilities Act, as amended, 42 U.S.C. § 12112, the Service Provider agrees that it will comply with the requirements of U.S. Equal Employment Opportunity Commission, "Regulations to Implement the Equal Employment Provisions of the Americans with Disabilities Act," 29 C.F.R. Part 1630, pertaining to employment of persons with disabilities. In addition, the Service Provider agrees to comply with any implementing requirements FTA may issue.
- c. The Service Provider also agrees to include these requirements in each subcontract financed in whole or in part with Federal assistance provided by FTA, modified only if necessary to identify the affected parties.

4. Disadvantaged Business Enterprises.

- a. This Agreement is subject to the requirements of Title 49, Code of Federal Regulations, Part 26, Participation by Disadvantaged Business Enterprises in Department of Transportation Financial Assistance Programs. The national goal for participation of Disadvantaged Business Enterprises (DBE) is 10%. The Agency's overall goal for DBE participation is 2.3%. A separate goal has not been established for this procurement.
- b. The Service Provider shall not discriminate on the basis of race, color, national origin, or sex in the performance of this Agreement. The Service Provider shall carry out applicable requirements of 49 CFR Part 26 in the award and administration of this DOT-assisted contract. Failure by the Service Provider to carry out these requirements is a material breach of this Agreement, which may result in the termination of this Agreement or such other remedy as Agency deems appropriate. Each subcontract the Service Provider signs with a subcontractor must include the assurance in this paragraph (see 49 CFR 26.13(b)).
- c. Service Provider will be required to report its DBE participation obtained through race-neutral means throughout the period of performance of this Agreement.
- d. Service Provider is required to pay its subcontractors performing work related to this Agreement for satisfactory performance of that work no later than 30 days after the Service Provider's receipt of payment for that work from the Agency. In addition, the Service Provider is required to return any retainage payments to those subcontractors within 30 days after incremental acceptance of the subcontractor's work by the Agency and Service Provider's receipt of the partial retainage payment related to the subcontractor's work.
- e. The Service Provider must promptly notify Agency whenever a DBE subcontractor performing work related to this Agreement is terminated or fails to complete its work,

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and must make good faith efforts to engage another DBE subcontractor to perform at least the same amount of work. The Service Provider may not terminate any DBE subcontractor and perform that work through its own forces or those of an affiliate without prior written consent of Agency.

5. Energy Conservation - The Service Provider agrees to comply with mandatory standards and policies relating to energy efficiency which are contained in the state energy conservation plan issued in compliance with the Energy Policy and Conservation Act.
6. Federal Changes – Service Provider shall at all times comply with all applicable FTA regulations, policies, procedures and directives, including without limitation those listed directly or by reference in the Master Agreement between Agency and FTA, as they may be amended or promulgated from time to time during the term of this contract. Service Provider's failure to so comply shall constitute a material breach of this Agreement.
7. No Obligation By The Federal Government
 - a. The Agency and Service Provider acknowledge and agree that, notwithstanding any concurrence by the Federal Government in or approval of the solicitation or award of the Agreement, absent the express written consent by the Federal Government, the Federal Government is not a party to this Agreement and shall not be subject to any obligations or liabilities to the Agency, Service Provider, or any other party (whether or not a party to that Agreement) pertaining to any matter resulting from the Agreement.
 - b. The Service Provider agrees to include the above clause in each subcontract financed in whole or in part with Federal assistance provided by FTA. It is further agreed that the clause shall not be modified, except to identify the subcontractor who will be subject to its provisions.
8. Program Fraud and False or Fraudulent Statements or Related Acts.
 - a. The Service Provider acknowledges that the provisions of the Program Fraud Civil Remedies Act of 1986, as amended, 31 U.S.C. § § 3801 et seq . and U.S. DOT regulations, "Program Fraud Civil Remedies," 49 C.F.R. Part 31, apply to its actions pertaining to this Project. Upon execution of the Agreement, the Service Provider certifies or affirms the truthfulness and accuracy of any statement it has made, it makes, it may make, or causes to be made, pertaining to the Agreement or the FTA assisted project for which the Services are being performed. In addition to other penalties that may be applicable, the Service Provider further acknowledges that if it makes, or causes to be made, a false, fictitious, or fraudulent claim, statement, submission, or certification, the Federal Government reserves the right to impose the penalties of the Program Fraud Civil Remedies Act of 1986 on the Service Provider to the extent the Federal Government deems appropriate.
 - b. The Service Provider also acknowledges that if it makes, or causes to be made, a false, fictitious, or fraudulent claim, statement, submission, or certification to the Federal Government under a contract connected with a project that is financed in whole or in part with Federal assistance originally awarded by FTA under the authority of 49 U.S.C. § 5307, the Government reserves the right to impose the penalties of 18 U.S.C. § 1001 and 49 U.S.C. § 5307(n)(1) on the Service Provider, to the extent the Federal Government deems appropriate.
 - c. The Service Provider agrees to include the above two clauses in each subcontract financed in whole or in part with Federal assistance provided by FTA. It is further agreed that the clauses shall not be modified, except to identify the subcontractor who will be subject to the provisions.
9. Patent and Rights in Data
 - a. *Rights in Data*

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- i. The term "subject data" used in this clause means recorded information, whether or not copyrighted, that is delivered or specified to be delivered under the contract. The term includes graphic or pictorial delineation in media such as drawings or photographs; text in specifications or related performance or design-type documents; machine forms such as punched cards, magnetic tape, or computer memory printouts; and information retained in computer memory. Examples include, but are not limited to: computer software, engineering drawings and associated lists, specifications, standards, process sheets, manuals, technical reports, catalog item identifications, and related information. The term "subject data" does not include financial reports, cost analyses, and similar information incidental to contract administration.
- ii. The following restrictions apply to all subject data first produced in the performance of the Agreement:
 1. Except for its own internal use, the Agency or Service Provider may not publish or reproduce subject data in whole or in part, or in any manner or form, nor may the Agency or Service Provider authorize others to do so, without the written consent of the Federal Government, until such time as the Federal Government may have either released or approved the release of such data to the public; this restriction on publication, however, does not apply to any contract with an academic institution.
 2. In accordance with 49 C.F.R. §18.34 and 49 C.F.R. § 19.36, the Federal Government reserves a royalty-free, non-exclusive and irrevocable license to reproduce, publish, or otherwise use, and to authorize others to use, for "Federal Government purposes," any subject data or copyright described in subsections (2)(b)1 and (2)(b)2 of this clause below. As used in the previous sentence, "for Federal Government purposes," means use only for the direct purposes of the Federal Government. Without the copyright owner's consent, the Federal Government may not extend its Federal license to any other party.
 - a. Any subject data developed under this Agreement, whether or not a copyright has been obtained; and
 - b. Any rights of copyright purchased by the Agency or Service Provider using Federal assistance in whole or in part provided by FTA.
 3. When FTA awards Federal assistance for experimental, developmental, or research work, it is FTA's general intention to increase transportation knowledge available to the public, rather than to restrict the benefits resulting from the work to participants in that work. Therefore, unless FTA determines otherwise, the Agency and the Service Provider performing experimental, developmental, or research work required by the Agreement agrees to permit FTA to make available to the public, either FTA's license in the copyright to any subject data developed in the course of the Agreement, or a copy of the subject data first produced under the contract for which a copyright has not been obtained. If the experimental, developmental, or research work, which is the subject of the Agreement, is not completed for any reason whatsoever, all data developed under the Agreement shall become subject data as defined in subsection (i) of this clause and shall be delivered as the Federal Government may direct. This subsection (iii), however, does not apply to adaptations of automatic data processing equipment or programs for the Agency or Service Provider's use whose costs are financed in whole or in part

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with Federal assistance provided by FTA for transportation capital projects.

4. Unless prohibited by state law, upon request by the Federal Government, the Agency and the Service Provider agree to indemnify, save, and hold harmless the Federal Government, its officers, agents, and employees acting within the scope of their official duties against any liability, including costs and expenses, resulting from any willful or intentional violation by the Agency or Service Provider of proprietary rights, copyrights, or right of privacy, arising out of the publication, translation, reproduction, delivery, use, or disposition of any data furnished under that contract. Neither the Agency nor the Service Provider shall be required to indemnify the Federal Government for any such liability arising out of the wrongful act of any employee, official, or agents of the Federal Government.
 5. Nothing contained in this clause on rights in data shall imply a license to the Federal Government under any patent or be construed as affecting the scope of any license or other right otherwise granted to the Federal Government under any patent.
 6. Data developed by the Agency or Service Provider and financed entirely without using Federal assistance provided by the Federal Government that has been incorporated into work required by the Agreement is exempt from the requirements of subsections (2), (3), and (4) of this clause, provided that the Agency or Service Provider identifies that data in writing at the time of delivery of the contract work.
 7. Unless FTA determines otherwise, the Service Provider agrees to include these requirements in each subcontract for experimental, developmental, or research work financed in whole or in part with Federal assistance provided by FTA.
- iii. Unless the Federal Government later makes a contrary determination in writing, irrespective of the Service Provider's status (i.e. , a large business, small business, state government or state instrumentality, local government, nonprofit organization, institution of higher education, individual, etc.), the Agency and the Service Provider agree to take the necessary actions to provide, through FTA, those rights in that invention due the Federal Government as described in U.S. Department of Commerce regulations, "Rights to Inventions Made by Nonprofit Organizations and Small Business Firms Under Government Grants, Contracts and Cooperative Agreements," 37 C.F.R. Part 401.
 - iv. The Service Provider also agrees to include these requirements in each subcontract for experimental, developmental, or research work financed in whole or in part with Federal assistance provided by FTA.
- b. *Patent Rights*
- i. General - If any invention, improvement, or discovery is conceived or first actually reduced to practice in the course of or under the Agreement, and that invention, improvement, or discovery is patentable under the laws of the United States of America or any foreign country, the Agency and Service Provider agree to take actions necessary to provide immediate notice and a detailed report to the party at a higher tier until FTA is ultimately notified.
 - ii. Unless the Federal Government later makes a contrary determination in writing, irrespective of the Service Provider's status (a large business, small business, state government or state instrumentality, local government, nonprofit organization, institution of higher education, individual), the Agency and the Service Provider agree to take the necessary actions to provide, through FTA, those rights in that invention due the Federal Government as described

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in U.S. Department of Commerce regulations, "Rights to Inventions Made by Nonprofit Organizations and Small Business Firms Under Government Grants, Contracts and Cooperative Agreements," 37 C.F.R. Part 401.

- iii. The Service Provider also agrees to include the requirements of this clause in each subcontract for experimental, developmental, or research work financed in whole or in part with Federal assistance provided by FTA.

10. Suspension and Debarment

- a. This Agreement is a covered transaction for purposes of 49 CFR Part 29. As such, the Service Provider is required to verify that none of the Service Provider, its principals, as defined at 49 CFR 29.995, or affiliates, as defined at 49 CFR 29.905, are excluded or disqualified as defined at 49 CFR 29.940 and 29.945.
- b. The Service Provider is required to comply with 49 CFR 29, Subpart C and must include the requirement to comply with 49 CFR 29, Subpart C in any lower tier covered transaction it enters into.
- c. By signing this Agreement, the Service Provider certifies as follows: The certification in this clause is a material representation of fact relied upon by Agency. If it is later determined that the Service Provider knowingly rendered an erroneous certification, in addition to remedies available to Agency, the Federal Government may pursue available remedies, including but not limited to suspension and/or debarment. The Service Provider agrees to comply with the requirements of 49 CFR 29, Subpart C while this offer is valid and throughout the term of this Agreement. The Service Provider further agrees to include a provision requiring such compliance in its lower tier covered transactions.

11. Clean Air - The Service Provider agrees to comply with all applicable standards, orders or regulations issued pursuant to the Clean Air Act, as amended, 42 U.S.C. §§ 7401 et seq. The Service Provider agrees to report each violation to the Agency and understands and agrees that the Agency will, in turn, report each violation as required to assure notification to FTA and the appropriate EPA Regional Office. The Service Provider also agrees to include these requirements in each subcontract exceeding \$100,000 financed in whole or in part with Federal assistance provided by FTA.

12. Clean Water - The Service Provider agrees to comply with all applicable standards, orders or regulations issued pursuant to the Federal Water Pollution Control Act, as amended, 33 U.S.C. 1251 et seq. The Service Provider agrees to report each violation to the Agency and understands and agrees that the Agency will, in turn, report each violation as required to assure notification to FTA and the appropriate EPA Regional Office. The Service Provider also agrees to include these requirements in each subcontract exceeding \$100,000 financed in whole or in part with Federal assistance provided by FTA.

13. Lobbying – Service Provider shall file the certification required by 49 CFR part 20, "New Restrictions on Lobbying." Each tier certifies to the tier above that it will not and has not used Federal appropriated funds to pay any person or organization for influencing or attempting to influence an officer or employee of any agency, a member of Congress, officer or employee of Congress, or an employee of a member of Congress in connection with obtaining any Federal contract, grant or any other award covered by 31 U.S.C. 1352. Each tier shall also disclose the name of any registrant under the Lobbying Disclosure Act of 1995 who has made lobbying contacts on its behalf with non-Federal funds with respect to that Federal contract, grant or award covered by 31 U.S.C. 1352. Such disclosures are forwarded from tier to tier up to the recipient.

14. ADA Compliance – The Contractor will be required to meet all requirements of the Americans with Disabilities Act of 1990 (ADA) and any and all regulations and rules adopted pursuant

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thereto in performing its Agreement with YCTD necessary to assure the project is in complete compliance with ADA.

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SCHEDULE "E" INSURANCE

A. Insurance Coverages. Service Provider shall provide and maintain insurance, acceptable to the Agency, in full force and effect throughout the term of this Agreement, against claims for injuries to persons or damages to property which may arise from or in connection with the performance of the Services by Service Provider, its agents, representatives or employees. Service Provider shall procure and maintain the following scope and limits of insurance:

Commercial General Liability (CGL): Insurance written on an occurrence basis to protect Service Provider and Agency against liability or claims of liability which may arise out of this Agreement in the amount of two million dollars (\$2,000,000) per occurrence and subject to an annual aggregate of four million dollars (\$4,000,000). Coverage shall be at least as broad as Insurance Services Office form Commercial General Liability coverage (Occurrence Form CG 0001). There shall be no endorsement or modification of the CGL limiting the scope of coverage for either insured vs. additional insured claims or contractual liability. All defense costs shall be outside the limits of the policy.

Vehicle Liability Insurance: Vehicle liability insurance in an amount not less than \$1,000,000 for injuries, including accidental death, to any one person, and subject to the same minimum for each person, in an amount not less than one million dollars (\$1,000,000) for each accident, and property damage insurance in an amount of not less than one million dollars (\$1,000,000). A combined single limit policy with aggregate limits in an amount of not less than \$2,000,000 shall be considered equivalent to the said required minimum limits. Coverage shall be at least as broad as Insurance Services Office form number CA 0001 covering Automobile Liability, including code 1 "any auto" and endorsement CA 0025, or equivalent forms subject to the approval of the Agency.

Workers' Compensation Insurance: Workers' Compensation insurance as required by the State of California and a minimum of one million dollars (\$1,000,000) of employers' liability coverage. Service Provider shall provide an endorsement that the insurer waives the right of subrogation against the Agency and its respective elected officials, officers, employees, agents and representatives. In the event a claim under the provisions of the California Workers' Compensation Act is filed against Agency by a bona fide employee of Service Provider participating under this Agreement, Service Provider is to defend and indemnify the Agency from such claim.

Professional Liability Insurance: Professional liability insurance appropriate to the Service Provider's profession in an amount not less than one million dollars \$1,000,000 per occurrence. This coverage may be written on a "claims made" basis, and must include coverage for contractual liability. The professional liability insurance required by this Agreement must be endorsed to be applicable to claims based upon, arising out of or related to Services performed under this Agreement. The insurance must be maintained for at least three (3) consecutive years following the completion of Service Provider's services or the termination of this Agreement. During this additional three (3) year period, Service Provider shall annually and upon request of the Agency submit written evidence of this continuous coverage.

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B. Other Provisions. Insurance policies required by this Agreement shall contain the following provisions:

1. All Coverages.

a. Each insurance policy required by this Agreement shall be endorsed and state the coverage shall not be suspended, voided, cancelled by the insurer or either Party to this Agreement, reduced in coverage or in limits except after 30 days' prior written notice by certified mail, return receipt requested, has been given to Agency.

b. Insurance is to be placed with insurers with a current A.M. Best's rating of no less than A:VII.

2. Commercial General Liability and Automobile Liability Coverages.

a. Agency, and its respective elected and appointed officers, officials, and employees and volunteers are to be covered as additional insureds as respects: liability arising out of activities Service Provider performs; products and completed operations of Service Provider; premises owned, occupied or used by Service Provider; or automobiles owned, leased, hired or borrowed by Service Provider. The coverage shall contain no special limitations on the scope of protection afforded to Agency, and their respective elected and appointed officers, officials, or employees.

b. Service Provider's insurance coverage shall be primary insurance with respect to Agency, and its respective elected and appointed, its officers, officials, employees and volunteers. Any insurance or self-insurance maintained by Agency, and its respective elected and appointed officers, officials, employees or volunteers, shall apply in excess of, and not contribute with, Service Provider's insurance.

c. Service Provider's insurance shall apply separately to each insured against whom claim is made or suit is brought, except with respect to the limits of the insurer's liability.

d. Any failure to comply with the reporting or other provisions of the insurance policies, including breaches of warranties, shall not affect coverage provided to Agency, and its respective elected and appointed officers, officials, employees or volunteers.

e. The insurer waives all rights of subrogation against the Agency, its elected or appointed officers, officials, employees or agents.

3. Workers' Compensation Coverage. Unless the Agency Manager otherwise agrees in writing, the insurer shall agree to waive all rights of subrogation against Agency, and its respective elected and appointed officers, officials, employees and agents for losses arising from work performed by Service Provider.

C. Other Requirements. Service Provider agrees to deposit with Agency, at or before the effective date of this Agreement, certificates of insurance necessary to satisfy Agency that the insurance provisions of this contract have been complied with. The Agency may require that Service Provider furnish Agency with copies of original endorsements effecting coverage required by this Exhibit "B". The certificates and endorsements are to be signed by a person

RIDECO SUBSCRIPTION AND SERVICES AGREEMENT

authorized by that insurer to bind coverage on its behalf. Agency reserves the right to inspect complete, certified copies of all required insurance policies, at any time.

1. Service Provider shall furnish certificates and endorsements from each subcontractor identical to those Service Provider provides.

2. Any deductibles or self-insured retentions must be declared to and approved by Agency. At the option of Agency, either the insurer shall reduce or eliminate such deductibles or self-insured retentions as respects Agency or its respective elected or appointed officers, officials, employees and volunteers, or the Service Provider shall procure a bond guaranteeing payment of losses and related investigations, claim administration, defense expenses and claims.

3. The procuring of such required policy or policies of insurance shall not be construed to limit Service Provider's liability hereunder nor to fulfill the indemnification provisions and requirements of this Agreement.

Attachment: B

RESOLUTION NO. 2026-09

CONDITIONALLY AUTHORIZING THE EXECUTIVE DIRECTOR TO NEGOTIATE AND EXECUTE A CONTRACT WITH RIDE CO US, INC. FOR A MICROTRANSIT TECHNOLOGY PLATFORM

NOW, THEREFORE, BE IT RESOLVED by the Board of Directors for the Yolo County Transportation District that:

The Executive Director is hereby authorized to exercise the second of three potential option years in our existing contract with RideCo US, Inc. for a Microtransit Technology Platform at a total cost not to exceed \$896,320.00.

PASSED AND ADOPTED by the Board of Directors of the Yolo County Transportation District, County of Yolo, State of California, this 8th day of June 2026, by the following vote:

- AYES:
- NOES:
- ABSTAIN:
- ABSENT:

Jesse Loren, Chair
Board of Directors

ATTEST:

Janeen Marte, Clerk of
Board of Directors

Approved as to Form:

Kimberly Hood, District Counsel



STAFF REPORT

TOPIC

ITEM NUMBER

FY 2025-26 Financial and Internal Controls Update for January– March 2026 (Q3).

4c

**Information
Jun 8, 2026
Board of Directors**

PREPARED BY: Leticia Ambriz/Chas Fadrigo
ATTACHMENTS: 1. YCTD FY 2025-26 Q3 Budget v Actuals
2. YCTD FY 2025-26 Q3 Capital

STAFF RECOMMENDATION(S)

Receive FY 2025-2026 Quarter 3 (Q3) Budget Status report for Operating and Capital Expenses update through March 31, 2026.

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 March 2026:

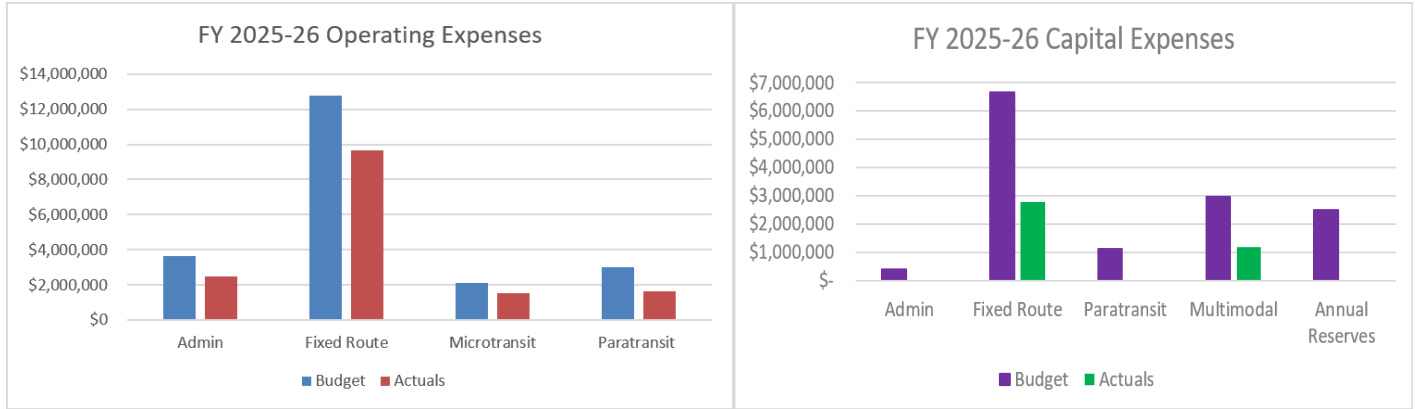
# of Vehicles	In Service?	Average Age	Average Miles	Beyond FTA's 500k Max
16	Yes	17	799,000	299,000
22	Yes	7	400,000	-
5	No	18	830,000	330,000
9	No	6	160,000	-
3	No - New Buses	-	-	-
55	69%	10	437,800	125,800
Total	Total	Average	Average	Average

While the operating budget does not include regular fleet replacement, the capital budget outlines estimated annual contributions needed to fund future vehicle replacements and addresses 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 third quarter’s actual spending compared to the budget. Detailed Budget to Actual reports is included as Attached A (Operating) and Attachment B (Capital Expenses)



Operating Expenses	Capital Expenses
<p>Administration: Reflects savings due to one (1) vacant FTE positions.</p> <p>Fixed Route: On track as budgeted.</p> <p>Microtransit: On track as budgeted.</p> <p>Paratransit: On track as budgeted.</p>	<p>Most of the capital project expenses to date are associated with the following projects: FR-10 Purchase (3) CNG buses, FR-15 Purchase of (6) Used CNG buses, and consulting help associated with various Planning projects.</p>

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.

During Q3, the Finance department completed the FY 2024-25 Financial Audit, Federal Single Audit and the Transportation Development Act audit. The FY 2024-25 audits showed significant improvement in accounting and internal control practices. The final audit reports and findings were presented to the Board by the audit partner of Richardson & Associates, LLP, in May 2026.

Corrective Measures and Initiatives to Strengthen Internal Controls:

1. **Procurement:** During the quarter, Staff completed the procurement of the new transit operator contract. Through a competitive process MV was selected and the contract was approved by the Board in April 2026. An RFP for bus advertising is also underway and expected to complete prior to the end of the fiscal year.
2. **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. In April 2026, the Board approved the use of \$390,237 from the General Reserve Fund to cover the start-up costs associated with the new transit operations contract. Despite this planned use of reserves, the District remains committed to maintaining reserve levels in compliance with Board policy and ensuring adequate liquidity to support ongoing operations.

SB 125 Cycle 1: 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. In March 2026, staff submitted a claim totaling approximately \$1.9 million for the FY 2025-26 fixed route operating assistance, the purchase of six (6) used CNG buses and for consulting services associated with the District's Short-range transportation plan (SRTP). Receipt of these funds will help replenish the District cash balances and support ongoing transit operations and capital needs.

FISCAL IMPACT

None. The third quarter (Q3) 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 Mar 31, 2026**

Administration			
Operating Revenue	Budget	Actuals	%
State Transit Assistance (STA)	\$2,253,143	\$1,716,733	76%
Local Transportation Funds (LTF)	439,035	302,401	69%
Cache Creek Casino Transit Subsidy Revenue	436,475	436,475	100%
Low Carbon/Renewable Energy Credits	120,000	374,346	312%
Net Outside Fuel Sales	150,000	39,548	26%
Interest Revenue	150,000	92,359	62%
Advertising Revenue	50,000	51,437	103%
State of Good Repair (SGR)	28,000	-	-
Misc Income	-	1,098	-
Total Administration Operating Revenues	\$3,626,653	\$3,014,398	83%
Operating Expenses			
Regular Employee Salaries	\$2,083,153	\$1,303,640	63%
Intern/Temp Employee Salaries	100,000	98,751	99%
Overtime	20,000	4,526	23%
Employee Salaries allocated to Projects	(100,000)	-	-
Subtotal Salaries	\$2,103,153	1,406,917.68	67%
PERS Employer Contribution	244,000	132,334	54%
PERS UAL Payment	208,000	201,745	97%
Health Insurance Employer Contribution	315,000	174,776	55%
Retiree Health Insurance	0	33,774	-
Medicare Contribution	32,000	19,946	62%
Other Employee Benefits	32,178	31,534	98%
Benefits allocated to Projects	(30,000)	-	-
Subtotal Benefits	\$801,178	\$594,108	74%
Technology	53,000	64,053	121%
Marketing & Communications	25,000	13,340	53%
Other Operating Expenses	98,550	233,260	237%
Legal Services	65,000	35,140	-
Employee Training	15,000	22,193	148%
Utilities	70,000	50,066	72%
Memberships	30,000	12,741	42%
Unitrans Pass-Thru for Uninc Area Service	24,000	-	-
Facilities Maintenance	23,300	22,875	98%
Vehicle Maintenance	14,500	-	-
Furniture and Fixtures	9,800	955	0
Other Professional/Consulting Services	182,972	35,775	0
Directors Stipends and Expenses	11,200	3,500	31%
Contingencies	100,000	-	-
Subtotal Benefits	\$722,322	493,897	68%
Total Administration Operating Expenses	\$3,626,653	\$2,494,923	69%

Administration Operating Revenues and Expenses

Revenues:

- Q3 Interest report has not been reported for funds held in the County Investment Pool.
- STA and LTF funds are billed to jurisdictions for July-March 2026.
- Net Outside Fuel Sales revenue is reported through March 2026.
- Miscellaneous Income includes fees for replacing Connect Cards and Corpay Mastercard rebates.

Administration Operating Revenues and Expenses - Continued

Expenses:

- Projected net salary and benefits savings of \$250K due to three (3) vacant positions: 1) Finance Associate.
 - IT Systems Support Technician position hired in March 2026
 - Assistant Planner position hired in March 2026.
- Quarter 3 Legal Services had not been billed to District.

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

Fixed Route Services

Operating Revenue	Budget	Actuals	%
State Transit Assistance (STA)	-	-	-
Local Transportation Funds (LTF)	\$5,493,800	\$4,120,350	75%
FTA 5307 ARPA	-	-	-
FTA 5307 CARES	60,000	-	-
FTA 5307 Formula Funds	3,035,912	-	-
FTA 5311 Caltrans 5311 Rural	100,000	-	0%
Passenger Fares	1,000,000	851,041	85%
FTA 5307/CMAQ for Route 42 Expansion	-	218,523	-
FTA 5307 Capital Woodland UZA	-	1,280,000	-
FTA/SacRT 5307 Causeway Connection	160,000	-	-
UC Davis Funds for Causeway Connection	325,859	242,104	74%
Cache Creek Casino Transit Subsidy Revenue	1,083,749	1,083,749	100%
STA-SGR State of Good Repair Funds	119,060	1,497,454	1258%
Low Carbon Transportation Operating Program (LCTOP)	-	-	-
SACOG SB125	1,391,000	1,326,095	95%
Misc Transit Income	-	100	-
Gain (Loss) Sale of Capital Assets-fed funded	-	15,030	-
Total Fixed Route Operating Revenues	\$ 12,769,380	\$ 10,634,446	83%

Operating Expenses			
Contracted Transportation	\$9,139,117	7,343,842	80%
Fuel	1,185,333	678,258	57%
Insurance	1,244,574	1,037,913	83%
Vehicle Maintenance	100,000	-	-
Technology	226,740	155,585	69%
Utilities	235,000	382,393	163%
Facilities Maintenance	99,060	43,943	44%
Marketing & Communications	28,000	8,604	-
Electric Vehicle Charging	21,976	13,049	59%
Equipment/Fleet Leases	0	-	-
Other Operating Expenses	140,000	21,725	16%
Other Professional/Consulting Services	249,580	-	-
Contingencies	100,000	-	-
Total Fixed Route Operating Expenses	\$ 12,769,380	\$ 9,685,310	76%

Fixed Route Operating Revenues and Expenses

Revenues:

- Passenger Fares revenue is reported through March 2026.
- Q3 Interest report has not been reported for funds held in the County Investment Pool.
- STA and LTF funds are billed to jurisdictions for July-March 2026.
- FTA 5307 claims were submitted in April and May 2026
- STA-SGR Revenue reflects the reimbursement for the purchase of 2-CNG Buses
- SACOG SB 125 Cycle 1 Revenue Claim #2 will be submitted in June 2026

Expenses:

Fixed Route Operating Revenues and Expenses - Continued

- Contracted Transportation Service expenses are reported through March 2026.
- Cost for Compressed Natural Gas (CNG) expense is reported through March 2026.
- Utilities include a one-time purchase of eighty-three (83) transit bus cradle points totaling \$45K. Cradle points are vehicle-mounted docking accessories that power, secure, and connect cellular devices are used to provide onboard internet and data connectivity for buses. The replacements include having nine (9) spare cradle points on hand.

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

Microtransit (Beeline) Services

Operating Revenue	Budget	Actuals	%
State Transit Assistance (STA)	-	-	-
Local Transportation Funds (LTF)	\$388,946	\$291,710	75%
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	59,742	80%
SACOG SB125	600,000	-	-
Total Microtransit Operating Revenues	\$2,130,157	\$351,451	16%
Operating Expenses			
Contracted Transportation - Woodland	\$951,073	\$646,075	68%
Contracted Transportation - Winters	332,053	258,412	78%
Contracted Transportation - Knights Landing	199,782	143,306	72%
Technology	30,000	-	-
Insurance	368,906	308,787	84%
Fuel	165,996	88,122	53%
Vehicle Maintenance	20,000	67,292	336%
Facilities Maintenance	-	-	-
Communications & Marketing	10,000	-	-
Other Professional/Consulting Services	32,347	-	-
Other Operating Expenses	10,000	2,127	21%
Contingencies	10,000	-	-
Total Microtransit Operating Expenses	\$2,130,157	1,514,120	71%

Microtransit (Beeline) Operating Revenues and Expenses

Revenues:

- Passenger Fares revenue is reported through March 2026.
- STA and LTF funds are billed to jurisdictions for July-March 2026.
- FTA 5307 and 5311 claims were submitted in April and May 2026
- SACOG SB 125 Cycle 1 Revenue Claim #2 will be submitted in June 2026

Expenses:

- Contracted Transportation Service expenses are reported through March 2026.
- Costs for Compressed Natural Gas (CNG) and Diesel fuel have gradually increased compared to last year. Fuel cost is reported through March 2026.

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

Paratransit Services

Operating Revenue	Budget	Actuals	%
State Transit Assistance (STA)	-	-	-
Local Transportation Funds (LTF)	\$1,104,125	\$828,094	75%
FTA 5307 Formula Funds	842,693	-	0%
FTA 5311 Rural Area	20,000	-	-
STA-SGR State of Good Repair Funds	10,000	-	-
Passenger Fares	268,000	109,145	41%
Cache Creek Casino Transit Subsidy Revenue	80,000	-	0%
SACOG SB125	700,000	-	-
FTA 5307 CARES	-	671,579	-
Other Misc Revenue	-	471	-
Total Paratransit Operating Revenues	\$3,024,818 #	1,609,289	53%
Operating Expenses			
Contracted Transportation	\$2,388,497	\$1,264,990	53%
Fuel	238,489	101,264	42%
Insurance	322,732	269,987	84%
Vehicle Maintenance	7,500	-	-
Facilities Maintenance	10,000	-	-
Technology	16,000	16,310	-
Marketing & Communications	10,000	-	-
Capital Expenses	-	-	-
Other Operating expenses	-	523	-
Other Professional/Consulting Services	21,600	-	-
Contingencies	10,000	-	-
Total Paratransit Operating Expenses	\$3,024,818	1,653,073	55%

Paratransit Operating Revenues and Expenses

Revenues:

- Passenger Fares revenue is reported through March 2026.
- STA and LTF funds are billed to jurisdictions for July-March 2026.
- FTA 5307 claims were submitted in April and May 2026
- SACOG SB 125 Cycle 1 Revenue Claim #2 will be submitted in June 2026

Expenses:

- Contracted Transportation Service expenses are reported through March 2026.
- Diesel fuel cost was reported through March 2026.
- Other operating expenses like Technology, Marketing & Communications, and Other professional services are a yearend allocation.

**Yolo Transportation District
Fiscal Year 2025-2026
Budget to Actuals as of March 31, 2026
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	114,724	33%
FR-04	Capital	General Transit Feed Specification (GTFS) Enhancements			-	-	
FR-05	Capital	Automatic Passenger Counters (APCs)	69,349	-	69,349	40,751	59%
FR-09	Capital	Bus Washer/Water Recycler Replacement	673,581	-	673,581	-	-
FR-10	Capital	Three Replacement 40' CNG Buses (Prev 2 buses)	1,600,000	893,000	2,493,000	2,537,363	102%
FR-11	Planning	Downtown Woodland Transit Center	498,647	-	498,647	16,085	3%
FR-12	Capital	Fixed Route Bus Battery Replacement	124,000	124,000	248,000	-	0%
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	780,000	40%
FR-16	Capital	Fixed Route Bus Replacement: Electric Bus Purchase	-	268,062	268,062	-	-
FR-99	Capital	Engine/Transmission Rebuilds				85,659	
MM-01	Planning	Yolo Active Transportation Corridors	640,293	200,000	840,293	329,620	39%
MM-02	Planning	80 Managed Lanes Advisory, Planning, Legal & Technical Services	250,000	(250,000)	-		
MM-03		Tolling Authority	1,113,929	-	1,113,929	545,723	49%
MM-04	Planning	Countywide Travel Behavior Survey	100,000	100,000	200,000	-	-
MM-06	Planning	UC Davis Campus Transportation Plan	385,267	-	385,267	299,098	78%
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 & Maintenance	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 Improvement	-	50,000	50,000	-	-
YT-07	Capital	Major Fleet Maintenance	210,000	215,000	425,000	-	-
Total, Capital and Planning Project Budget			\$ 8,270,697	\$ 4,953,762	\$ 13,224,459	\$ 4,749,023	36%

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

Project #	Type	Multiyear Capital and Planning Projects	Phase	Status
AD-01	Capital	Facility Security, Badge Reader Replacement/Expansion	On Hold	May 2026 Project is still on hold. Proposed to be carried forward to FY26-27. RFP is in development.
AD-03	Capital	Surveillance camera System Upgrade	On Hold	May 2026 Project is still on hold. Proposed to be carried forward to FY26-27. RFP is in development.
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. May 2026- Project is still working towards completion. Accuracy for APCs is still in the 70% threshold.
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. May 2026 This project is complete, FTA grant has been closed out. Buses have had their CHP inspection and are now in service.
FR-11	Planning	Downtown Woodland Transit Center	In Progress	Consultants have completed 30% design. In late January 2026, YoloTD was notified the Woodland 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. May 2026 Update: Staff was awarded a \$1 million SACOG Mobility Zones grant to fund improvements to facilitate the relocation. Staff has also met with City of Woodland staff to discuss project roles and responsibilities. Immediate next step is to execute agreement with SACOG and proceed to 60% design.
FR-12	Capital	Fixed Route Bus Battery Replacement	In Progress	Staff obtained quotes for two-battery electric buses. The cost per bus is approximately \$1.4M. Procurement is pending.

Capital and Planning Projects – Continued:

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. May 2026 Update: Staff have submitted BUILD and TIRCP grants for over \$6 million to fund design and construction of Phase 1 ZEB Electrification Infrastructure Upgrades in preparation for the 11 AHSC-funded electric buses and consistent with state requirements to begin transitioning to a zero-emission vehicle fleet.
FR-14	Capital	Maintenance Shop Roll-Up Doors Replacement	In Progress	Procurement is pending. May 2026 Project is still on hold. RFP is in development.
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. May 2026 Buses have been purchased and are pending inspection before being delivered by June 2026.
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. Procurement is still on hold, Pending finalization of fleet, to determine if Proterra buses will be salvaged, or auctioned.
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. . May 2026, Transdev has provided the list of engine and transmission rebuilds. Total amount is reflected in the 2026-2027 budget.
MM-01	Planning	Yolo Active Transportation Corridors	In Progress	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. For the Madison-Esparto and Woodland-Davis segments, design consultants have started surveying and basemapping and have completed a memo of alignment alternatives. May 2026 Update: Staff are wrapping up input on the Draft Plan and Implementation Strategy from member agencies' advisory bodies. Final Plan will come to YoloTD and Yolo County Boards in late summer 2026. Madison-Esparto and Woodland Davis segments have completed basemapping. Coordination is continuing with staff at Yolo County, Caltrans District 3, City of Woodland, and City of Davis.
MM-02	Planning	80 Managed Lanes Advisory, Legal & Technical Services	Complete	This project is complete. All current tasks have shifted to MM-03.

Capital and Planning Projects – Continued:

MM-03	Planning	Tolling Advance Planning	In Progress	<p>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.</p> <p>May 2026 Update: 1) Traffic and Revenue Study is 100% complete, 2) Roadside Toll System RFP is 100% complete and CARTA has released and proposals are due on 6/26, 3) Community Engagement coordination is occurring between CARTA, YoloTD, Caltrans District 3, and respective consultants, 4) TDM Organizational Study Draft Report is complete and scheduled for the YoloTD Board in September, 5) Corridor-Level Equity Study is complete and scheduled for the YoloTD Board in July.</p>
MM-04	Planning	Countywide Travel Behavior Survey	On Hold	<p>Project is unfunded. Staff applied to the Caltrans Sustainable Transportation Planning grant program for funding.</p> <p>May 2026 Update: Staff applied to the Caltrans Sustainable Transportation Planning grant program for funding. Award announcements for this project are expected spring/summer 2026.</p>
MM-05	Planning	Major Fleet Maintenance	In Progress	<p>An assessment of fleet conditions and prioritization is currently underway.</p> <p>May 2026 Update: Assessment of fleet conditions and replacement prioritization is nearly complete and will be scheduled for a future YoloTD Board meeting with the broader capital improvement program.</p>
MM-06	Planning	UC Davis Campus Transportation Plan	In Progress	<p>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.</p> <p>May 2026 Update: YoloTD passes through to UC Davis funding from a Caltrans Transportation Planning grant. The Draft Plan is complete as are grant-funded obligations. Staff will coordinate with UC Davis and Caltrans on project close-out.</p>
PT-01	Capital	Paratransit Vehicle Replacements (2)	In Progress	<p>Staff obtained quotes for approximately \$159K per for paratransit vehicles.</p>



STAFF REPORT

TOPIC	ITEM NUMBER
Approve Resolution 2026-10 Authorizing the Executive Director to Execute an amendment to the User Agreement for Electronic Payment Acceptance Services with Elavon Inc	<p>4d</p> <p>Action Jun 8, 2026 Board of Directors</p>

<p>PREPARED BY: ATTACHMENTS:</p>	<p>Daisy Romero, Director of Transit Operations</p> <p>A. Resolution 2026-10 Authorizing the Executive Director to execute an amendment to the user agreement for electronic payment acceptance services with Elavon, Inc.</p> <p>B. Yolo Elavon User Agreement Amendment</p>
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STAFF RECOMMENDATION(S)

Approve Resolution 2026-10 Authorizing the Executive Director to execute an amendment user agreement for electronic payment acceptance services with Elavon, Inc.

BACKGROUND

The California Integrated Travel Project (Cal-ITP project) is a statewide initiative to modernize transit fare collection systems and create a more seamless regional transit payment experience among participating transit agencies.

Since 2024, YoloTD has been working to implement contactless fare payment (aka 'tap to pay') technology. The project is being implemented through the Sacramento Region Cal-ITP Implementation Project, a regional initiative led by [Sacramento Area Council of Governments \(SACOG\)](#) and [Capitol Corridor Joint](#)

[Powers Authority \(CCJPA\)](#) and funded through the California Transit and Intercity Rail Capital Program (TIRCP)

DISCUSSION

In April 2026, the YoloTD team in collaboration with Kuba, Inc installed the tap-to-pay devices in Yolobus vehicles that will allow riders to pay fares using credit cards, debit cards, and mobile payment devices while boarding.

The proposed agreement will leverage existing procurements established through the Cal-ITP program. The California Department of General Services (DGS) established Master Service Agreement (MSA) No. 5-22-70-22-01 for Electronic Payment Acceptance Services (EPAY) to allow State and local government agencies to procure electronic payment processing services through pre-qualified vendors.

Resolution 2026-07, approved at the May 2026 Board meeting authorized the Executive Director to enter into a User Agreement with Elavon Inc. under MSA No. 5-22-70-22-01 for electronic payment acceptance services related to transit operations. The agreement incorporates the terms and conditions of the statewide MSA and establishes Elavon as the provider for mass transit electronic payment processing services for YoloTD.

Under the agreement, Elavon will provide electronic payment acceptance and processing services, including support for transit-related payment transactions, online reporting tools, customer support, chargeback processing, and secure payment processing services compliant with Payment Card Industry (PCI) standards. The MSA also requires contractors to maintain industry-standard security and privacy controls and provide continuous customer and technical support services.

Agreement Amendment

After the YoloTD Executive Board approved resolution 2026-07, YoloTD team was notified by CallTP staff afterward that a subsequent amendment to the user agreement was drafted and needed YoloTD Board approval prior to executing the User Agreement. The user agreement amendment adds terms to define financial procedures and terms of service for YoloTD to which an authorized user must adhere. The scope of the amended changes includes establishing financial means to pay debt fees to Elavon, creation of a reserve account to pay owed amounts to Elavon, classifying events related to fraud or negative financial transactions, creation of reserve accounts. The agreement amendment will begin once executed and continue through June 1, 2028. This is consistent with the allowable term structure identified within the statewide MSA.

After YoloTD staff reviewed the amendment, staff identified no fiscal impacts that would require further inquiry towards executing the user agreement amendment with Elavon Payment Processer.

FISCAL IMPACT

There are no fiscal impacts for this amendment.

ATTACHMENT A

RESOLUTION NO. 2026-10

**A RESOLUTION AUTHORIZING THE EXECUTIVE DIRECTOR TO EXECUTE
USER AGREEMENT ADMENTMENT FOR ELECTRONIC PAYMENT
ACCEPTANCE SERVICES WITH ELAVON, INC.**

WHEREAS, the State of California established the California Integrated Travel Project (Cal-ITP) to standardize and modernize transit payments across California transit operators;

WHEREAS, Open-loop contactless fare payment systems (aka tap-to-pay) that accept bank cards and mobile wallets are proven to lower expenses and increase transit ridership;

WHEREAS, in 2021, the State Department of General Services (DGS) conducted a Request for Proposals that established Master Service Agreements (MSAs) allowing public transportation providers to directly purchase equipment for contactless payment systems, including for hardware payment acceptance devices, transit processor services to do fare calculation; and payment processors;

WHEREAS, In April 2022, a consortium of transit agencies in the Sacramento region, including YoloTD, applied for and won a Transit and Intercity Rail Capital Project (TIRCP) award for the Sacramento Region California Integrated Travel Project (Cal-ITP) Implementation Project to purchase, install, and implement contactless payment equipment and services on transit fleets throughout the region;

WHEREAS, In August 2024, the California Transportation Commission allocated the TIRCP award of \$2,180,000, releasing the TIRCP funds to SACOG to administer to the Sacramento region transit agency consortium;

WHEREAS, at the May 11th, 2026 YoloTD Board Meeting, the Board approved Resolution 2026-07 to enter into agreement with Elavon Payment Processor for electronic payment acceptance services;

WHEREAS, YoloTD must amend the User Agreement with Elavon Payment Processors to add additional financial terms and procedures for Authorized Users to adhere to;

NOW THEREFORE BE IT RESOLVED that the Board of Directors of the Yolo County Transportation District authorizes the Executive Director to execute the amendment to the user agreement for electronic payment acceptance services with Elavon, Inc.,

PASSED AND ADOPTED by the Board of Directors of the Yolo Transportation District, County of Yolo, State of California, this 8th day of June, 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

STATE OF CALIFORNIA MSA #5-22-70-22-01

LOCAL AUTHORIZED USER ADDENDUM

Pursuant to Exhibit A, Section 12(e) of the Agreement, the following terms are added to the Agreement for Local Authorized Users:

1. **DIRECT DEBIT.** If Authorized User selects Direct Debit on the Set Up Form, Contractor will debit its fees and other amounts due for the Services (including chargebacks, adjustments and other amounts owed) under the Agreement from the DDA (or, if applicable, the Reserve Account), once each day or month for the Authorized User's daily or monthly activity, as applicable, or such amount will be deducted from the funds due Authorized User under the Agreement.
2. **RESERVE ACCOUNT.**
 - a. **Establishment.** If a Reserve Event (defined below) occurs, Contractor may establish a **Reserve Account** in the Reserve Amount (defined below) to provide security and a source of funds to pay Contractor for all amounts that Authorized User may owe under this Agreement. Contractor will have sole control of the Reserve Account, and, upon Authorized User's delivery of funds to Contractor for creating credits in the Reserve Account (or Contractor's crediting the Reserve Account with amounts that otherwise would have been paid to Authorized User), Authorized User will have no further property interest in such funds (or rights to payment) other than with respect to a contingent right to payment from Contractor as described in this Agreement upon the termination of the Reserve Account.
 - b. **Reserve Amount.** The "**Reserve Amount**" is equal to the aggregate dollar value of: [(average % credits to processing volume during the same period plus average % Chargebacks to processing volume during the same period) multiplied by four] multiplied by [average monthly processing volume] plus [one month's average fees] plus [number of days delayed delivery multiplied by the average day's processing volume]. For purposes of this calculation, the number of days delayed delivery means the number of days between the date on which the Cardholder's Payment Device is charged and the date the product is shipped to the Cardholder (if the goods are being shipped) or the date the Cardholder receives the product or service. Further, for purposes of this calculation, Contractor will determine the applicable period considering factors such as Authorized User's Transaction volume and seasonality.
 - c. **Reserve Event.** The following will constitute "**Reserve Events**":
 1. Fraudulent activity in any monthly period that equals or exceeds 1% of Authorized User's average monthly volume over the preceding 12-month period;
 2. Chargebacks in any monthly period that equal or exceed 1% of the total dollar value of incoming items to Contractor;
 3. Contractor's reasonable belief that Authorized User, if not approved by Contractor to engage in delayed delivery transactions, has accepted deposits but has not delivered the goods or services;
 4. The commencement of a Bankruptcy Proceeding by or against Authorized User;
 5. Termination of the Agreement for any reason or the occurrence of an event listed in Exhibit H, Section 4 of the Agreement giving Contractor the right to terminate the Agreement;
 6. Nonpayment of amounts owed by Authorized User to Contractor;

7. Fines, assessments, or charges imposed or reasonably expected to be imposed by the Payment Networks;
 8. The occurrence of a material adverse change in Authorized User's financial condition;
 9. Assignment of the Agreement by Authorized User in violation of Exhibit C, Section 3 of the Agreement; and
 10. Revocation, termination, expiration or non-renewal of any guaranty, indemnity agreement, letter of credit or any other Alternate Security (defined below) provided in connection with the Agreement, if applicable.
- d. **Funding.** Contractor may fund the Reserve Account up to the Reserve Amount by any of the following means:
1. Contractor may require Authorized User to transfer funds to Contractor for credit to the Reserve Account;
 2. Contractor may debit the DDA and provide a corresponding credit to the Reserve Account; or
 3. Contractor may credit to the Reserve Account amounts it would otherwise be obligated to credit to Authorized User.
- e. **Use of Funds in Reserve Account.** Contractor may apply credits in the Reserve Account against any outstanding amounts Authorized User owes under the Agreement. Additionally, Contractor may debit the Reserve Account to exercise its rights under the Agreement, including its rights of set-off and recoupment to collect any amounts due to Contractor.
- f. **Termination of Reserve Account.** Credits in the Reserve Account will remain in the Reserve Account, and will be used only to pay amounts due to Contractor, until Authorized User has paid in full all amounts owing or that may be owed under the Agreement, including all Chargebacks, returns, adjustments, fees, fines, penalties, assessments and charges from the Payment Networks, and any other payments due under the Agreement. In no event will Authorized User be entitled to a payment from Contractor in an amount equal to the credits remaining in the Reserve Account before 270 days following the effective date of termination of the Agreement. Notwithstanding the foregoing, if Contractor determines that the Reserve Event that gave rise to the establishment of the Reserve Account has been sufficiently cured, then Contractor may terminate the Reserve Account or release credits from the Reserve Account, or both, prior to the termination of the Agreement.
- g. **Alternate Security.** In lieu of or in addition to establishing and crediting a Reserve Account, Contractor may accept an alternative form of security ("**Alternate Security**") for the purpose of providing a source of funds to pay Contractor for all amounts owed by Authorized User. Contractor may at any time reevaluate Alternate Security it previously accepted and require funding of a Reserve Account so that the amount of credits in a Reserve Account, taken together with amounts represented by any Alternate Security Contractor accepts, equals the Reserve Amount.
3. **RECOUPMENT AND SET-OFF.** Contractor has the right of recoupment and set-off, and may offset any outstanding or uncollected amounts owed to it hereunder from:
- a. Any amounts it would otherwise be obligated to deposit into the DDA;
 - b. The Reserve Account by reducing the credits thereto; and

c. Any other amounts it may owe Authorized User under the Agreement.

4. **TRIBAL GOVERNMENTS.** If Authorized User qualifies as a federally recognized or acknowledged tribal government or an instrumentality thereof, then Authorized User expressly and irrevocably provides a limited waiver of its sovereign immunity (and any defense based thereon) from any suit, action or proceeding or from any legal process (whether through service of notice, attachment prior to judgment, attachment in aid of execution, exercise of contempt powers or otherwise) brought by Contractor relative to disputes between the Contractor and Authorized User under the Agreement in the exclusive jurisdiction of the State or Federal Courts in California. Without prejudice to the limited waiver of sovereign immunity provided in the Agreement, no other waiver of Authorized User's sovereign immunity from suit may be implied from any action or document. Authorized User waives any requirement for Contractor to exhaust tribal court remedies that might otherwise require, as a matter of law or comity, that a dispute be heard first in the tribal court of Authorized User. The waivers and consents described in this Section will inure to the benefit of the parties hereto. The parties will be entitled to all available legal and equitable remedies, including the right to specific performance, money damages and injunctive or declaratory relief. The waivers of sovereign immunity and of the obligation to exhaust tribal court remedies and the consents to jurisdiction contained in this Section are irrevocable and will survive termination of the Agreement. Authorized User covenants that it has obtained and will maintain in effect all authorizations and consents necessary to grant the waiver of sovereign immunity and the obligations to exhaust tribal court remedies contained herein.
5. **PAYMENT NAVIGATOR SERVICES.** If Authorized User is using Payment Navigator Services, then Authorized User agrees that it will be responsible for all losses in connection with claims arising from alleged infringement of patent, copyright or other intellectual property right, or misappropriation of trade secrets, of any third party by Payment Navigator as modified or altered by Authorized User, its partners, employees, agents or contractors, or the use of any data submitted by Authorized User.

Agreed and accepted

_____,
[print or insert Authorized User Agency Name]
("Authorized User"):

By: _____

Name: _____

Title: _____

Date: _____

ELAVON

By: _____

Name: Timothy I. Miller

Title: SVP, Risk Mgmt. Executive

Date: _____



STAFF REPORT

TOPIC	ITEM NUMBER
Approval of Provisional FY 2026- 27 Budget and Workplan	<p>5</p> <p>Action Jun 8, 2026 Board of Directors</p>

PREPARED BY: ATTACHMENTS:	C. Fadrigio, A. Bernstein A. Draft Preliminary FY 2026-27 Budget B. Proposed FY 2026-27 Workplan
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STAFF RECOMMENDATION(S)

Approve the FY 2026-27 Preliminary Budget and Workplan as a provisional budget pending completion of staff’s review and incorporation of budget revisions directed by the Board.

BACKGROUND

Yolo Transportation District operates on a fiscal year calendar (July 1- June 30). Prior to the start of the new fiscal year, the agency prepares an annual budget and workplan. The workplan identifies major priorities for the coming fiscal year. The budget identifies the projected expenses and revenues to accomplish those priorities, along with ongoing Yolobus operations and maintenance.

Process and Timeline for Approval of FY 2026-27 Budget & Workplan

The process for soliciting input and finalizing the Budget and Workplan is outlined below.

April 30: Preliminary Budget & Workplan shared with YoloTD member jurisdictions via email

May 4: Technical Advisory Committee (TAC) meetings to receive and provide feedback

May 11: Citizens Advisory Committee (CAC) meetings to receive and provide feedback

May 18: YoloTD Board receives and provides feedback on Preliminary Budget & Workplan

May 29: Deadline for YoloTD member jurisdictions to share any requested changes in writing

June 8: Board approves Preliminary FY 2026-27 Budget & Workplan as a provisional budget

June 29: Technical Advisory Committee meeting to review revised FY 2026-27 Budget

July 13: Board approves Revised FY 2026-27 Budget & Workplan

This process and timeline comply with the requirements identified in YoloTD's adopted bylaws.

DISCUSSION

At the May 18, 2026 meeting, the Board reviewed the Preliminary FY 2026-27 Budget and directed staff to identify cost reductions in response to projected funding deficits beginning in FY 2027-28. Since that meeting, staff has been evaluating potential budget adjustments and opportunities to reduce operating expenses while considering the operational and financial impacts of such changes. Staff believes the review conducted to date has identified the majority of expenses that may reasonably be reduced, deferred, or eliminated without significantly affecting transit service levels. However, staff will continue to evaluate remaining budget items and incorporate any additional adjustments identified prior to presenting the revised FY 2026-27 Budget next month.

In the interim, this report addresses the Board's primary areas of feedback, summarizes cost-saving opportunities identified to date, and provides context regarding expenses that may be reduced as well as those with limited flexibility for reduction.

Board Feedback and Direction received on May 18, 2026:

1. Review discretionary spending and identify expenses that could be reduced, deferred, or eliminated.

Cost Review: During the May 18, 2026, discussion, the Board highlighted several budget line items that reflected notable increases including Employee Training, Marketing & Communications and Other Operating expenses. These discussions prompted staff to further evaluate whether such increases are necessary and identify opportunities for potential reductions.

While the Preliminary FY 2026-27 Budget included increases in certain areas, it also incorporated reductions and cost-saving measures in other budget categories. To provide a complete picture of the budget development process, **Table 1** summarizes expense reductions that were included in the Preliminary FY 2026-27 budget and collectively reduced expenses by approximately \$774,636. These reductions reflect staff's ongoing efforts to balance operational needs, priorities, and long-term financial sustainability.

Table 1 – Reduction to Budget Line items as Compared to the Prior Year Budget

Cost Area	Budget Expense Line Item	Final FY 25-26	Preliminary FY 26-27	Reductions
Administration	Technology	\$ 53,000	\$ 49,300	\$ (3,700)
Administration	Vehicle Maintenance	\$ 14,500	\$ 2,500	\$ (12,000)
Administration	Furniture & Fixtures	\$ 9,800	\$ 5,000	\$ (4,800)
Administration	Professional/Consulting	\$ 182,972	\$ 117,500	\$ (65,472)
Fixed Route	Fuel	\$ 1,185,333	\$ 926,790	\$ (258,543)
Fixed Route	Marketing & Communications	\$ 28,000	\$ 12,000	\$ (16,000)
Fixed Route	Professional/Consulting	\$ 249,580	\$ -	\$ (249,580)
Fixed Route	Other Operating Expenses	\$ 140,000	\$ 138,300	\$ (1,700)
Paratransit	Contracted Transportation	\$ 2,388,497	\$ 2,247,256	\$ (141,241)
Paratransit	Professional/Consulting	\$ 21,600	\$ -	\$ (21,600)

Total, FY26-27 Reductions Compared to Prior year \$ 4,273,282.00 \$ 3,498,646.00 \$ (774,636.00)

Staff is currently evaluating discretionary expenses and implementing the Board's direction to identify potential cost savings. **Table 2** summarizes expenses included in the Preliminary FY 2026-27 Budget for which staff has identified approximately \$1,186,178 in reductions, deferrals, or eliminations to date. These proposed adjustments may reduce the amount of Local Transportation Funds (LTF) revenues required to support District operations and could result in additional LTF funds being retained by the member jurisdictions during FY 2026-27. Staff's review is ongoing, and any additional cost-saving opportunities identified prior to budget adoption will be incorporated into the revised budget presented to the Board at the July meeting.

Table 2 – Reductions to the FY 2026-27 Preliminary Budget

Cost Area	Description	Preliminary FY 26-27	Revised FY 26-27	Proposed Reduction
Administration	Eliminate Annual Training and Travel	\$ 68,000	\$ 15,000	\$ (53,000)
Administration	Remove office repairs & maintenance. Eliminating the Finance position opens up JM's cubicle permanently.	\$ 30,000	\$ -	\$ (30,000)
Administration - Finance	Remove RGS consulting help with Procurement Policy. Removes full \$15,000	\$ 15,000	\$ -	\$ (15,000)
Administration - HR	Reduce HR consulting from \$30K to \$15K	\$ 30,000	\$ 15,000	\$ (15,000)
Administration - RM	Reduce consultant help on YoloTD Illness Injury Prevention Plan (required by law) Reduce from \$15,000 to \$5,000	\$ 15,000	\$ 5,000	\$ (10,000)
Comm & Marketing	Communications & Marketing - Reduce Website update, Services & Supplies	\$ 85,400	\$ 52,900	\$ (32,500)
Planning	Planning - Countywide Capital Improvement Plan	\$ 150,000	\$ -	\$ (150,000)
Planning	Planning - Consulting services on various projects	\$ 80,000	\$ -	\$ (80,000)
Planning	Planning - Remove Project MM-04 - LTF funding	\$ 57,000	\$ -	\$ (57,000)
Fixed Route	Insurance change in estimate per CalTIP 26-27 Annual Liability Summary Program Yearly Contributions Report	\$ 1,634,803	\$ 1,227,919	\$ (406,884)
Microtransit	Insurance change in estimate per CalTIP 26-27 Annual Liability Summary Program Yearly Contributions Report	\$ 479,123	\$ 359,175	\$ (119,948)
Paratransit	Insurance change in estimate per CalTIP 26-27 Annual Liability Summary Program Yearly Contributions Report	\$ 424,554	\$ 207,708	\$ (216,846)
Total, FY 26-27 Budget Adjustments, Deferment and Eliminations		\$ 3,068,880	\$ 1,882,702	\$ (1,186,178)

2. Identify opportunities to reduce expenses in response to the projected funding deficits in future fiscal years.

Cost Reductions: During the May 18, 2026 discussion with the Board, concerns were raised regarding the projected budget deficit beginning in FY 2027-28. In reviewing the District's funding assumptions, staff noted that if no new funding sources are identified in future years, service reductions may ultimately be necessary.

The Preliminary FY 2026-27 Budget proposes a total operating budget of \$27,693,547. In response to the Board's direction to identify cost-saving opportunities, staff evaluated the budget to determine which expenses could be reduced without affecting transit service levels. As shown in **Table 3**, only \$2,308,188 or 8% of the total operating budget, is considered discretionary (adjustable costs) and potentially available for reduction.

The remaining 92% of total operating budget consists primarily of fixed or service-related costs, where meaningful reductions would likely require corresponding reductions in transit service. In addition, Senate Bill (SB) 125 funding is intended to support the preservation and enhancement of transit services, limiting opportunities to reduce expenditures in areas supported by those funds.

As shown in **Table 2**, staff has identified \$1,186,178 in potential budget reductions, representing approximately 51.4% of the discretionary expenses identified in the Preliminary FY 2026-27 Budget. These proposed adjustments would reduce discretionary expenses from \$2,308,188 to approximately \$1,122,010, while maintaining existing transit service levels.

Table 3 – Breakdown of Fixed and Adjustable (Discretionary) Costs

Preliminary FY 26-27 Budget	Total	Fixed Costs	Adjustable Costs
Administration	\$ 3,757,402	\$ 3,208,402	\$ 549,000
Transit Costs:			
Fixed Route	\$17,400,652	\$15,724,910	\$ 1,675,742
Microtransit	\$ 3,179,938	\$ 3,117,591	\$ 62,347
Paratransit	\$ 3,355,555	\$ 3,334,456	\$ 21,099
	\$27,693,547	\$25,385,359	\$ 2,308,188
As a percent of Total Operating Budget		92%	8%

Fixed Costs Include:	Adjustable Costs Include:
Employee Salaries & Benefits	Marketing & Communications
Legal Services	Employee Training & Travel
Utilities	Office Furniture & Equipment
Contracted Transportation	Memberships
Bus Fuel & Electricity	Buildings & Repairs
Insurance	Consulting & Professional Services
Vehicle Maintenance	Contingency
Facilities Maintenance	
Technology	
Contractor Start-up Costs	

Addressing Future Deficits:

Short-Range Transportation Plan (SRTP)

As discussed during the presentation of the draft SRTP, projected funding deficits in future fiscal years may ultimately require transit service reductions if additional funding sources are not identified. The draft SRTP includes service reduction scenarios intended to illustrate potential approaches for aligning service levels with transit needs, available revenues and maintaining the District's long-term financial sustainability. While the SRTP has not yet been finalized, it provides a framework for evaluating how service adjustments could be used to address future budget shortfalls.

Service Reduction as a Proportion to Cost Reduction

It is important to note that reductions in service hours do not translate into proportional reductions in operating costs. Under the District's new transit operations contract, costs are comprised of variable rates based on revenue hours and miles, as well as fixed annual cost and other expenses that do not fluctuate directly with service levels. As a result, a twenty percent (20%) reduction in service would not necessarily generate a twenty percent (20%) reduction in operating costs. The actual savings achieved would depend on the specific service reductions implemented and the extent to which associated fixed and variable costs are affected.

Service Reductions and Federal Transit Assistance (FTA) Formula Funds

It should also be noted that reductions in service levels may affect future FTA Section 5307 formula allocations, which are based in part on service and operating statistics.

Consequently, while service reductions may generate operating cost savings, they may also reduce future federal funding available to the District. Any reduction in federal funding would need to be offset through additional local funding sources, such as TDA revenues, or through further service adjustments.

Five-Year Outlook – Operating Only

Although the District’s Five-Year Financial Outlook identifies operating funding challenges, it does not fully address the substantial capital investments that will be required for future fleet replacement and major capital assets, making the pursuit of additional funding opportunities an ongoing priority. Staff will continue to pursue grant opportunities and other external funding sources to help offset vehicle maintenance costs, support capital replacement needs, and reduce the pressure on operating funds.

Next Steps

Approval of the budget as a provisional budget will provide the District with spending authority necessary to continue operations while staff complete the Board-directed revisions. The provisional budget reflects the Preliminary FY 2026-27 Budget and Workplan previously presented to the Board and does not incorporate the expenditure reductions currently under review.

FISCAL IMPACT

The provisional budget authorizes expenses based on the Preliminary FY 2026-27 Budget and Workplan presented to the Board on May 18, 2026. Any budget adjustments resulting from staff’s ongoing review will be incorporated into the final proposed budget for Board consideration on July 13, 2026.



DRAFT

PRELIMINARY BUDGET & WORKPLAN

FISCAL YEAR 2026-2027

MAY 18, 2026

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Introduction from the Executive Director

Coming soon!

Budget Overview

The Yolo County Transportation District (YoloTD) provides fixed route, microtransit and paratransit services within Yolo County and between Yolo County and the City of Sacramento. YoloTD is also responsible for multi-modal transportation planning within Yolo County. The YoloTD Budget for Fiscal Year 2026-2027 (beginning July 1, 2026 and ending June 30, 2027), consists of the following:

FY 2026-27 YoloTD Budget Overview Table

Operating Budget		Multi-Year Capital Projects			Total
Program	FY 26-27 Operating	FY 25-26 Carryforward	FY 26-27 Appropriations	FY 26-27 Capital Projects	FY 26-27 Proposed
Administration	\$ 3,757,402	\$ 360,000	\$ -	\$ 360,000	\$ 4,117,402
Fixed Route	\$ 17,400,652	\$ 3,837,789	\$ 265,419	\$ 4,103,208	\$ 21,503,860
Microtransit	\$ 3,350,079	\$ -	\$ -	\$ -	\$ 3,350,079
Paratransit	\$ 3,355,556	\$ 1,300,000	\$ (1,130,000)	\$ 170,000	\$ 3,525,556
IT & Bus Tech	\$ -	\$ -	\$ 109,000	\$ 109,000	\$ 109,000
Multi-Modal	\$ -	\$ 585,432	\$ 390,000	\$ 975,432	\$ 975,432
Reserves Funding	\$ -	\$ -	\$ 558,700	\$ 558,700	\$ 558,700
Total	\$ 27,863,689	\$ 6,083,221	\$ 193,119	\$ 6,276,340	\$ 34,140,029
FY 2025-26 Budget	\$21,551,008			\$5,498,200	\$27,049,208
Change	\$6,312,681			\$778,140	\$7,090,821
Percent Change	29%			14%	26%

Program	FY 26-27 Operating Budget	Total % of Operating Budget
Administration	\$ 3,757,402	13.5%
Fixed Route	\$ 17,400,652	62.4%
Microtransit	\$ 3,350,079	12.0%
Paratransit	\$ 3,355,556	12.0%
Total, FY 26-27	\$ 27,863,689	100%

Administration Operating Budget

Table 1.1a shows the proposed \$3.6 million FY 2026-27 Administration budget, which includes labor costs, other central administrative expenses, and the costs and revenues associated with selling fuel to outside users at our compressed natural gas (CNG) refueling station. Administration represents 13.6% of the total operating budget.

The proposed Administration budget represents an increase of \$130,749 (4%) compared to the FY 2025-26 budget, including the following:

- The net increase in salary and benefit costs \$74,871 (3%). This increase reflects the following changes from last year:
- 3.8% increase in salary to account for anticipated COLA adjustment of 2.72% - pending Board approval – and step increases.
- 13% increase in benefit costs. YoloTD participates in the CalPERS system. The benefits budget continues to reflect the expectation that YoloTD’s retiree health benefits will not draw upon the operating budget, thanks to investment earnings on YoloTD’s retiree health benefit trust fund.
- The proposed staffing shown in Table 1.1b anticipates the elimination of one vacant full-time-equivalent position for the upcoming fiscal year.
- \$0.1 million decrease based on actual spending (Technology, Other Professional Services/Consulting, Furniture and Fixtures, Facilities Maintenance and Membership), as well as reclassifying expenses to appropriate expense line items.
- \$53 thousand increase budgeted for staff training and travel (Executive Team, Transit Operations and Planning)
- \$38 thousand increase budgeted in non-recurring operating expenses for the Admin building repairs and maintenance, as well as implementation costs for CivicPlus, a digital platform for Brown Act-compliant and accessible Board agenda and meeting management.

The revenues supporting the Administration budget consist primarily of:

- \$2.2 million in Transportation Development Act State Transit Assistance and Local Transportation Fund (STA/LTF) revenues, representing a 62% increase compared to FY 2025-26. This increase offsets the reprogramming of Cache Creek Casino Transit Subsidy funds described below. Table 1.1c provides further details.
- An Increase of \$0.6 million in Yocha Dehe Wintun Nation/Cache Creek Casino Transit Subsidy Funds compared to FY 2025-26. Greater utilization of SB 125 Cycles 1 & 2 funding for transit operations allows these subsidy funds to be redirected to support the Administration operating budget.
- Other general revenues available to support agency operations, including low carbon and renewable energy credits, outside fuel sale royalties, advertising revenue, and interest earnings.

Table 1.1a. Annual Operating Budget - Administration

Administration Operating Revenues	Final FY 25-26	Draft FY 26-27	Change	Percent Change
State Transit Assistance (STA)	\$ 2,253,143	\$ 2,049,079	\$ (204,064)	-9%
Local Transportation Funds (LTF)	\$ 439,035	\$ 214,140	\$ (224,895)	-51%
Cache Creek Casino Transit Subsidy Funds	\$ 436,475	\$ 1,044,183	\$ 607,708	139%
Low Carbon/Renewable Energy Credits	\$ 120,000	\$ 120,000	\$ -	-
Net Outside Fuel Sales	\$ 150,000	\$ 150,000	\$ -	-
Interest Revenue	\$ 150,000	\$ 125,000	\$ (25,000)	-17%
Advertising Revenue	\$ 50,000	\$ 55,000	\$ 5,000	10%
State of Good (SGR) Repair	\$ 28,000	\$ -	\$ (28,000)	-100%
Total Administration Operating Revenues	\$ 3,626,653	\$ 3,757,402	\$ 130,749	4%

Administration Operating Expenses	Final FY 25-26	Draft FY 26-27	Change	Percent Change
Regular Employee Salaries	\$ 2,083,153	\$ 2,003,994	\$ (79,159)	-3.8%
Intern/Temp Employee Salaries	\$ 100,000	\$ 127,872	\$ 27,872	27.9%
Overtime	\$ 20,000	\$ 20,000	\$ -	-
Employee Salaries allocated to Projects/Services	\$ (100,000)	\$ (120,000)	\$ 20,000	-20%
Subtotal Salaries	\$ 2,103,153	\$ 2,031,866	\$ (31,287)	-1%
PERS Employer Contribution	\$ 244,000	\$ 305,089	\$ 61,089	25%
PERS UAL Payment	\$ 208,000	\$ 214,722	\$ 6,722	3%
Health Insurance Employer Contribution	\$ 315,000	\$ 350,000	\$ 35,000	11%
Medicare Contribution	\$ 32,000	\$ 31,202	\$ (798)	-2%
Other Employee Benefits	\$ 32,178	\$ 42,322	\$ 10,144	32%
Employee Benefits allocated to Projects/Services	\$ (30,000)	\$ (36,000)	\$ (6,000)	20%
Subtotal Benefits	\$ 801,178	\$ 907,335	\$ 106,157	13%
Subtotal Personnel Costs	\$ 2,904,331	\$ 2,939,202	\$ 74,871	3%
Technology	\$ 53,000	\$ 49,300	\$ (3,700)	-7%
Marketing & Communications	\$ 25,000	\$ 48,500	\$ 23,500	94%
Legal Services	\$ 65,000	\$ 70,000	\$ 5,000	8%
Employee Training	\$ 15,000	\$ 68,000	\$ 53,000	353%
Utilities	\$ 70,000	\$ 73,000	\$ 3,000	4%
Facilities Maintenance	\$ 23,300	\$ 28,000	\$ 4,700	20%
Other Operating Expenses	\$ 98,550	\$ 166,000	\$ 67,450	68%
Vehicle Maintenance	\$ 14,500	\$ 2,500	\$ (12,000)	-83%
Furniture and Fixtures	\$ 9,800	\$ 5,000	\$ (4,800)	-49%
Other Professional/Consulting Services	\$ 182,972	\$ 117,500	\$ (65,472)	-36%
Memberships	\$ 30,000	\$ 14,000	\$ (16,000)	-53%
Directors Stipends and Expenses	\$ 11,200	\$ 14,400	\$ 3,200	29%
Unitrans Pass-Thru for Uninc Area Service	\$ 24,000	\$ 24,000	\$ -	-
Contingencies	\$ 100,000	\$ 100,000	\$ -	-
Non-recurring expenses:				
Admin building workspace expansion & repairs	\$ -	\$ 30,000	\$ 30,000	-
Board Meeting Software -Civicplus Implementation	\$ -	\$ 8,000	\$ 8,000	-
Subtotal Other Administration Costs	\$ 722,322	\$ 818,200	\$ 95,878	13%
Total Administrative Operating Expenses	\$ 3,626,653	\$ 3,757,402	\$ 170,749	5%

Table 1.1b. Authorized FTE and Classification Salary Scales

The Cost-of-Living increase for the period of April 2024 to April 2025: 2.72%					
Authorized Regular FTE Positions	Fiscal Year		Step	7/1/2025	7/1/2026
	25-26	26-27		Salary	Salary
Executive Director	1	1	N/A	\$ 211,860	\$ 253,882
Director of Finance & Administration	1	1	1	\$ 170,595	\$ 175,236
			2	\$ 182,531	\$ 187,496
			3	\$ 195,309	\$ 200,621
			4	\$ 208,981	\$ 214,665
			5	\$ 223,612	\$ 229,694
Director of Transit Operations	1	1	1	\$ 157,545	\$ 161,831
			2	\$ 168,574	\$ 173,159
			3	\$ 180,374	\$ 185,280
			4	\$ 193,000	\$ 198,249
			5	\$ 206,510	\$ 212,127
Director of Planning	1	1	1	\$ 158,893	\$ 163,215
			2	\$ 170,016	\$ 174,640
			3	\$ 181,917	\$ 186,865
			4	\$ 194,651	\$ 199,945
			5	\$ 208,276	\$ 213,942
IT Specialist	1	1	1	\$ 105,618	\$ 108,491
			2	\$ 113,017	\$ 116,092
			3	\$ 120,923	\$ 124,212
			4	\$ 129,385	\$ 132,904
			5	\$ 138,443	\$ 142,209
IT Systems Support Technician	1	1	1	\$ 73,583	\$ 75,584
			2	\$ 78,740	\$ 80,882
			3	\$ 84,248	\$ 86,540
			4	\$ 90,144	\$ 92,596
			5	\$ 96,456	\$ 99,079
Senior Transportation Planner	2	2	1	\$ 114,482	\$ 117,596
			2	\$ 122,491	\$ 125,822
			3	\$ 131,070	\$ 134,635
			4	\$ 140,245	\$ 144,059
			5	\$ 150,055	\$ 154,136
Associate Transportation Planner	1	1	1	\$ 88,732	\$ 91,145
			2	\$ 94,952	\$ 97,535
			3	\$ 101,587	\$ 104,351
			4	\$ 108,702	\$ 111,659
			5	\$ 116,309	\$ 119,473
Assistant Transportation Planner	1	1	1	\$ 73,660	\$ 75,664
			2	\$ 78,805	\$ 80,949
			3	\$ 84,326	\$ 86,619
			4	\$ 90,235	\$ 92,690
			5	\$ 96,546	\$ 99,172
Communications & Marketing Specialist	1	1	1	\$ 92,114	\$ 94,620
			2	\$ 98,555	\$ 101,236
			3	\$ 105,462	\$ 108,331
			4	\$ 112,836	\$ 115,905
			5	\$ 120,741	\$ 124,025
Executive Assistant/Clerk of the Board	1	1	1	\$ 71,896	\$ 73,851
			2	\$ 76,894	\$ 78,985
			3	\$ 82,239	\$ 84,476
			4	\$ 87,956	\$ 90,349
			5	\$ 94,071	\$ 96,630
Accountant	2	2	1	\$ 84,714	\$ 87,019
			2	\$ 90,650	\$ 93,116
			3	\$ 97,000	\$ 99,638
			4	\$ 103,778	\$ 106,600
			5	\$ 111,048	\$ 114,068
Finance & Administration Assistant	1	0	1	\$ 61,790	\$ 63,471
			2	\$ 66,118	\$ 67,916
			3	\$ 70,744	\$ 72,668
			4	\$ 75,695	\$ 77,754
			5	\$ 80,995	\$ 83,198
Total, Budgeted FTE's	15	14			
Intern - 999 Max hours per FY	4	6		\$ 16,484	\$ 21,229

Table 1.1c. FY 2026-27 YoloTD Jurisdictions STA and LTF Allocations

	Davis			Woodland		
	Final	Prelim	Change	Final	Prelim	Change
	FY 2025-26	FY 2026-27		FY 2025-26	FY 2026-27	
STA Estimate by Jurisdiction	\$ 661,247	\$ 594,664	-10%	\$ 616,706	\$ 560,124	-9%
LTF Estimate by Jurisdiction	\$ 4,614,630	\$ 4,322,443	-6%	\$ 4,303,792	\$ 4,071,381	-5%
Total STA/LTF by Jurisdiction	\$ 5,275,877	\$ 4,917,107	-7%	\$ 4,920,498	\$ 4,631,505	-6%
STA/ LTF to YoloTD						
YoloTD Admin	\$ 790,094	\$ 656,810	-17%	\$ 736,874	\$ 618,660	-16%
Total, Transit Services	\$ 2,109,579	\$ 2,208,348	5%	\$ 2,063,373	\$ 2,293,079	11%
STA to YoloTD	\$ 661,247	\$ 594,664	-10%	\$ 616,706	\$ 560,124	-9%
LTF to YoloTD	\$ 2,238,426	\$ 2,270,493	1%	\$ 2,183,541	\$ 2,351,614	8%
Total YoloTD STA + Share of LTF	\$ 2,899,673	\$ 2,865,157	-1%	\$ 2,800,247	\$ 2,911,738	4%
STA Retained by Jurisdiction	\$ -	\$ -	0%	\$ -	\$ -	0%
LTF Retained by Jurisdiction	\$ 2,376,204	\$ 2,051,950	-14%	\$ 2,120,251	\$ 1,719,767	-18.9%
Total Retained by Jurisdiction	\$ 2,376,204	\$ 2,051,950	-14%	\$ 2,120,251	\$ 1,719,767	-19%
	West Sacramento			Winters		
	Final	Prelim	Change	Final	Prelim	Change
	FY 2025-26	FY 2026-27		FY 2025-26	FY 2026-27	
STA Estimate by Jurisdiction	\$ 551,713	\$ 503,587	-8.7%	\$ 77,119	\$ 72,907	-5.5%
LTF Estimate by Jurisdiction	\$ 3,850,231	\$ 3,660,430	-4.9%	\$ 538,187	\$ 529,941	-1.5%
Total STA/LTF by Jurisdiction	\$ 4,401,944	\$ 4,164,017	-5.4%	\$ 615,306	\$ 602,848	-2.0%
STA/ LTF to YoloTD						
YoloTD Admin	\$ 659,217	\$ 556,215	-16%	\$ 92,146	\$ 80,526	-13%
Total, Transit Services	\$ 2,513,781	\$ 2,653,504	6%	\$ 136,473	\$ 155,681	14%
STA to YoloTD	\$ 551,713	\$ 503,587	-8.7%	\$ 77,119	\$ 72,907	-5.5%
LTF to YoloTD	\$ 2,621,285	\$ 2,706,132	3.2%	\$ 151,500	\$ 163,300	7.8%
Total YoloTD STA + Share of LTF	\$ 3,172,998	\$ 3,209,719	1.2%	\$ 228,619	\$ 236,207	3.3%
STA Retained by Jurisdiction	\$ -	\$ -	0.0%	\$ -	\$ -	0.0%
LTF Retained by Jurisdiction	\$ 1,228,946	\$ 954,298	-22.3%	\$ 386,687	\$ 366,641	-5.2%
Total Retained by Jurisdiction	\$ 1,228,946	\$ 954,298	-22.3%	\$ 386,687	\$ 366,641	-5.2%

	Yolo County (Unincorporated)			Total (Rounded)		
	Final	Prelim	Change	Final	Prelim	Change
	FY 2025-26	FY 2026-27		FY 2025-26	FY 2026-27	
STA Estimate by Jurisdiction	\$ 346,358	\$ 317,797	-8.2%	\$ 2,253,143	\$ 2,049,079	-9.1%
LTF Estimate by Jurisdiction	\$ 2,417,123	\$ 2,309,976	-4.4%	\$ 15,723,963	\$ 14,894,171	-5.3%
Total STA/LTF by Jurisdiction	\$ 2,763,481	\$ 2,627,773	-4.9%	\$ 17,977,106	\$ 16,943,250	-5.8%
STA/ LTF to YoloTD						
YoloTD Admin	\$ 413,848	\$ 351,009	-15.2%	\$ 2,692,178	\$ 2,263,219	-15.9%
Total, Transit Services	\$ 163,665	\$ 592,592	262.1%	\$ 6,986,871	\$ 7,903,203	13.1%
STA to YoloTD	\$ 346,358	\$ 317,797	-8.2%	\$ 2,253,143	\$ 2,049,079	-9.1%
LTF to YoloTD	\$ 231,155	\$ 625,804	270.7%	\$ 7,425,906	\$ 8,117,343	9.3%
Total YoloTD STA + Share of LTF	\$ 577,513	\$ 943,601	63.4%	\$ 9,679,049	\$ 10,166,422	5.0%
STA Retained by Jurisdiction	\$ -	\$ -		\$ -	\$ -	
LTF Retained by Jurisdiction	\$ 2,185,968	\$ 1,684,172	-23.0%	\$ 8,298,057	\$ 6,776,828	-18.3%
Total Retained by Jurisdiction	\$ 2,185,968	\$ 1,684,172	-23.0%	\$ 8,298,057	\$ 6,776,828	-18.3%

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

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

Note:

FY 2026-27 STA funding is proposed to be fully allocated to YoloTD. FY 2026-27 LTF funding is proposed to be shared between jurisdictions and YoloTD; however, the allocation is not split based on the historical percentages. This adjustment reflects YoloTD utilizing approximately \$1.3M in additional LTF funds to support FY 2026-27 non-recurring operating expenses.

Fixed Route Annual Operating Budget and Service Levels

Table 1.2a shows the proposed **\$17.4 million** FY 2026-27 Fixed Route operating budget. The proposed service levels are provided in Table 1.2b. **Fixed Route represents 62.8% of the total operating budget.**

The proposed Fixed Route budget represents an increase of **\$4.6 million (36%)** above FY 2025-26.

Significant cost changes compared to FY 2025-26 include:

- \$1.7 million increase in contracted transportation costs driven by a 17% rate increase
- \$1.3 million in one-time, non-recurring operating and planning projects supported by TDA Local Transportation Funds (LTF) to meet local match requirements or address cost inflation for grant-funded projects.
- \$1 million in non-recurring major vehicle maintenance and transmission replacements supported by the State-of-Good Repair (SGR) and SB 125 Cycle 2 funding.
- \$427 thousand in one-time start-up costs for the transition to a new contractor for transit operations
- \$426 thousand projected increase in insurance costs
- \$339 thousand increase in Fuel stations operations and maintenance to reflect current costs and expected increases
- \$268 thousand decrease in fuel aligned with actual usage including an escalator of 3%
- \$250 thousand decrease in professional/consulting services budgeted as non-recurring in the prior year

The revenues supporting the Fixed Route budget are comprised of:

- \$7.2 million in LTF from member jurisdictions, as shown in Table 1.1c.
- \$3.8 million in Federal Transit Administration (FTA) 5307 Urbanized Area Formula Funds.
- \$3.7 million in SB 125 (California Transit Recovery) Funds Cycles 1 & 2
- \$1 million in passenger fares
- \$914 thousand from Cache Creek Casino Transit Subsidy Funds
- \$426 thousand in State of Good Repair (SGR) funds to support vehicle and facilities maintenance.
- \$287 thousand from UC Davis to support the Causeway Connection Route 138.

Table 1.2a. Annual Operating Budget - Fixed Route

Fixed Route Operating Revenues	Final FY 25-26	Draft FY 26-27	Change	Percent Change
Recurring Revenues:				
Local Transportation Funds (LTF)	\$ 5,493,800	\$ 7,203,536	\$ 1,709,736	31%
Passenger Fares	\$ 1,000,000	\$ 1,000,000	\$ -	-
FTA 5307 UZA Formula Funds	\$ 3,035,912	\$ 3,838,945	\$ 803,033	26%
FTA 5307 SacRT Causeway Connection	\$ 160,000	\$ -	\$ (160,000)	-100%
FTA 5311 Caltrans 5311 Rural	\$ 100,000	\$ -	\$ (100,000)	-100%
Cache Creek Casino Transit Subsidy Funds	\$ 1,083,749	\$ 914,638	\$ (169,111)	-16%
UC Davis Funds for Causeway Connection	\$ 325,859	\$ 287,186	\$ (38,673)	-12%
State of Good Repair Funds (SGR)	\$ 119,060	\$ 425,775	\$ 306,715	258%
Non-Recurring Revenues:				
FTA 5307 CARES	\$ 60,000	\$ -	\$ (60,000)	-100%
SB 125 Cycle 1	\$ 1,391,000	\$ -	\$ (1,391,000)	-100%
SB 125 Cycle 2	\$ -	\$ 2,388,976	\$ 2,388,976	-
SB 125 Cycle 3	\$ -	\$ 1,341,595	\$ 1,341,595	-
Total Fixed Route Operating Revenues	\$ 12,769,380	\$ 17,400,652	\$ 4,631,272	36%

Fixed Route Operating Expenses	Final FY 25-26	Draft FY 26-27	Change	Percent Change
Recurring Expenses:				
Contracted Transportation	\$ 9,139,117	\$ 10,641,863	\$ 1,502,746	16%
Fuel	\$ 1,185,333	\$ 926,790	\$ (258,543)	-22%
Insurance	\$ 1,244,574	\$ 1,670,092	\$ 425,518	34%
Vehicle Maintenance	\$ 100,000	\$ 100,000	\$ -	-
Technology	\$ 226,740	\$ 325,148	\$ 98,408	43%
Utilities	\$ 235,000	\$ 235,000	\$ -	-
Facilities Maintenance	\$ 99,060	\$ 100,000	\$ 940	1%
Marketing & Communications	\$ 28,000	\$ 12,000	\$ (16,000)	-57%
Electric Vehicle Charging	\$ 21,976	\$ 22,000	\$ 24	0.1%
Other Professional/Consulting Services	\$ 249,580	\$ -	\$ (249,580)	-100%
Fuel Station Operations & Maintenance	\$ -	\$ 339,600	\$ 339,600	-
Other Operating Expenses	\$ 140,000	\$ 138,300	\$ (1,700)	-1%
Contingencies	\$ 100,000	\$ 100,000	\$ -	-
Non-recurring expenses:				
Vehicle Major Maintenance	\$ -	\$ 1,036,952	\$ 1,036,952	-
Operating and Planning Projects/Local Match	\$ -	\$ 1,325,442	\$ 1,325,442	-
Contracted Transportation -New Contract Start-up Cost	\$ -	\$ 427,465	\$ 427,465	-
Total Fixed Route Operating Expenses	\$ 12,769,380	\$ 17,400,652	\$ 4,631,272	36%

Fixed Route Bus Service Assumptions

The FY 2026-27 budget includes the midyear restoration of Fixed Route 220 in Winters, with a corresponding decrease in microtransit service to Winters. All other fixed-route services are unchanged from the current fiscal year. YoloTD funds transit service based on service hours and miles operated (including in-service and deadhead miles), as well as an annual contracted transportation fixed fee.

YoloTD is currently finalizing a new Short Range Transit Plan, which will make changes needed to improve service and respond to changing funding levels over the next 5-7 years. The plan is currently undergoing a final round of outreach on service reduction scenarios and is slated to return to the Board of Directors for action in Fall 2026. The majority of resulting service changes are anticipated to take effect in FY 2027-28 to coincide with the opening of the new Woodland Transfer Point.

Table 1.2b Summarizes fixed-route service, including hours and miles by route for FY 2026-27.

Table 1.2b. Fixed Route Service Hours and Miles

Route	Community / Destinations	Operating Days	Budgeted FY 2025-26			Proposed FY 2026-27			Change	
			Trips	Hours	Miles	Trips	Hours	Miles	Hours	Miles
42A* 42B*	Intercity ,Woodland, Davis, West Sacramento, Downtown Sacramento, Sacramento Intemational Airport, Golden 1 A's Sweepers	MON-FRI SAT - SUN	54	44,445	1,041,535	54	43,897	1,032,129	-1%	0
37	Southport Gateway West Sacramento Transit Center Downtown Sacramento	MON-FRI	13	3,911	58,330	13	3,911	58,330	0%	0
		SAT-SUN	0			0				
40	Northern West Sacramento Ikea Ct West Sacramento Transit Center Downtown Sacramento	MON-FRI	17	5,529	62,373	17	5,529	62,373	0%	0
		SAT	11			11				
		SUN	9			9				
41	Northern West Sacramento Ikea Ct West Sacramento Transit Center Downtown Sacramento	MON-FRI	14	3,640	41,586	14	3,640	41,586	0%	0
		SAT	0			0				
		SUN	0			0				
240	Ikea Ct, Reed Ave, Harbor Blvd West Sacramento Transit Center Downtown Sacramento	MON-FRI	14	4,949	57,219	14	4,949	57,219	0%	0
		SAT	12			12				
		SUN	10			10				
45	West/Central Woodland Downtown Sacramento Express	MON-FRI - AM TRIP	1	837	23,720	1	837	23,720	0%	0
		MON-FRI - PM TRIP	1			1				
211	County Fair Mall, West Woodland Loop	MON-FRI	15	5,144	66,616	15	5,144	66,616	0%	0
		SAT	12			12				
		SUN	11			11				
212	County Fair Mal, East Woodland Loop	MON-FRI	14	4,902	65,175	14	4,902	65,175	0%	0
		SAT	14			12				
		SUN	11			11				
215	Woodland, Madison, Esparto, Capay Cache Creek Casino Resort	MON-SUN - WESTBOUND	12	8,614	255,055	12	8,614	255,055	0%	0
		MON-SUN - EASTBOUND	12			12				
43	Davis, Downtown Sacramento Express	MON-FRI - AM TRIP	3	3,025	74,673	3	3,025	74,673	0%	0
		MON-FRI - PM TRIP	3			3				
43R	Reverse Commute: Downtown Sacramento, U.C. Davis Express	MON-FRI - AM TRIP	1	3,025	74,673	1	3,025	74,673	0%	0
		MON-FRI - PM TRIP	1			1				
44	South Davis Downtown Sacramento Express	MON-FRI - AM TRIP	3	3,095	70,812	3	3,095	70,812	0%	0
		MON-FRI - PM TRIP	3			3				
220	Winters	MON-FRI - AM TRIP	0	0	0	3	882	23,377	0%	23,377
		MON-FRI - PM TRIP	0			3				
230*	West Davis, Downtown Sacramento Express	MON-FRI - AM TRIP	3	2,809	70,835	3	2,809	70,835	0%	0
		MON-FRI - PM TRIP	3			3				

Microtransit (BeeLine) Annual Operating Budget

The budget assumes the continuation of BeeLine microtransit services for Woodland and Knights Landing and assumes the following changes to Winters:

- Continuation of current BeeLine microtransit service to Winters, with two (2) BeeLine vehicles through January 2027.
- Upon the restoration of Route 220 in Winters, BeeLine microtransit service will be reduced to one (1) vehicle operating on the same schedule (7 am- 7 pm, M-F).
- As with all service changes, the Board will take separate action to approve this service change prior to implementation, based on staff analysis and community input. The exact service hours and costs may vary.

The proposed BeeLine microtransit budget represents a **49% increase** (\$1 million) over FY 2025-26. Microtransit represents 11.5% of the total operating budget.

Significant cost changes compared to FY 2025-26 include:

- \$0.7 million increase in contracted transportation costs driven by a 63% rate increase which now includes mileage-based charges and an annual fixed fee.
- \$125 thousand projected increase in insurance
- \$112 thousand in non-recurring contracted transportation start-up cost
- \$83 thousand increase in fuel
- \$65 thousand in non-recurring major vehicle maintenance

Revenue Sources include:

- \$1.5 million in SB 125 (California Transit Recovery) funds Cycles 1 & 2
- \$1.0 million in FTA 5307 formula funds supporting Woodland microtransit.
- \$0.4 million in LTF from Woodland, Winters and Yolo County, as shown in Table 1.1c.
- \$212 thousand in FTA 5311 formula funds to support Knights Landing microtransit
- \$75 thousand in passenger fares.
- \$31 thousand in STA-State of Good Repair Funds to support vehicle maintenance.

Table 1.2c provides more detail on the hours of service and number of vehicles for BeeLine microtransit across the three service zones.

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

Jurisdiction	Operating Days	Operating Times	Budgeted FY 2025-26		Proposed FY 2026-27		Change	
			# of Beeline Vehicles	Hours	# of Beeline Vehicles	Hours	Vehicles	Hours
Woodland	MON - THUR	7:00 AM - 7:00 PM	4	18,626	4	18,578	0	(48)
	FRI	7:00 AM - 11:00 PM						
	SAT	9:00 AM - 11:00 PM						
	SUN	8:00 AM - 7:00 PM						
Winters (July 1, 2026 - Jan 23, 2027)	MON - FRI	7:00 AM - 7:00 PM	2	5,696	2	3,260	0	(2,436)
	MON - FRI	7:00 AM - 11:00 AM						
		3:00 PM - 6:00 PM						
	SAT	7:00 AM - 7:00 PM						
	SUN	No Service						
Winters (Starting Jan 24, 2027)	MON - FRI	7:00 AM - 7:00 PM	0	0	1	2,210	1	2,210
	SAT	7:00 AM - 7:00 PM						
	SUN	No Service						
Knights landing	MON - FRI	7:00 AM - 7:00 PM	1	3,913	1	3,913	0	(1)
	SAT	No Service						
	SUN	7:00 AM - 7:00 PM						
Total		251 Weekdays 52 Saturdays 62 Sunday/Holidays	7	28,235	8	27,960	1	(275)

Table 1.3 shows the \$2.1 million BeeLine microtransit annual operating budget, which includes BeeLine microtransit service in Woodland, Winters and Knights Landing/Yolo.

Table 1.3. Annual Operating Budget - Microtransit

Microtransit Operating Revenues	Final FY 25-26	Draft FY 26-27	Change	Percent Change
Recurring Revenues:				
Local Transportation Funds (LTF)	\$ 388,946	\$ 373,563	\$ (15,383)	-4%
FTA 5307 UZA Formula Funds	\$ 1,056,211	\$ 961,088	\$ (95,123)	-9%
FTA/Caltrans 5311 Rural Formula Funds	\$ -	\$ 212,442	\$ 212,442	-
STA-SGR State of Good Repair Funds	\$ 10,000	\$ 31,644	\$ 21,644	216%
Passenger Fares	\$ 75,000	\$ 75,000	\$ -	-
Non-Recurring Revenues:				
SB125 Cycle 1	\$ 600,000	\$ -	\$ (600,000)	-
SB125 Cycle 2	\$ -	\$ 440,041	\$ 440,041	-
SB125 Cycle 3	\$ -	\$ 1,086,161	\$ 1,086,161	-
Total Microtransit Operating Revenues	\$2,130,157	\$3,179,938	\$1,049,781	49%
Microtransit Operating Expenses	Final FY 25-26	Draft FY 26-27	Change	Percent Change
Recurring Expenses:				
Contracted Transportation - Woodland	\$ 951,073	\$ 1,328,858	\$ 377,785	40%
Contracted Transportation - Winters	\$ 332,053	\$ 479,982	\$ 147,929	45%
Contracted Transportation - Knights Landing	\$ 199,782	\$ 340,207	\$ 140,425	70%
Fuel	\$ 165,996	\$ 248,994	\$ 82,998	50%
Insurance	\$ 368,906	\$ 493,823	\$ 124,917	34%
Vehicle Maintenance	\$ 20,000	\$ 20,000	\$ -	-
Facilities Maintenance	\$ 10,000	\$ 10,000	\$ -	-
Technology	\$ 20,000	\$ 20,000	\$ -	-
Marketing & Communications	\$ 10,000	\$ 10,000	\$ -	-
Other Professional/Consulting Services	\$ 32,347	\$ 32,347	\$ -	-
Other Operating Expenses	\$ 10,000	\$ 10,000	\$ -	-
Contingencies	\$ 10,000	\$ 10,000	\$ -	-
Non-recurring expenses:				
Vehicle Major Maintenance	\$ -	\$ 64,500	\$ 64,500	-
Contracted Transportation -New Contract Start-up Cost	\$ -	\$ 111,227	\$ 111,227	-
Total Microtransit Operating Expenses	\$ 2,130,157	\$ 3,179,938	\$ 1,049,781	49%

Paratransit Annual Operating Budget

Table 1.4 shows the **\$3.4 million** Paratransit operating budget, which funds demand-responsive paratransit services for individuals with disabilities who are unable to use YoloTD's fixed route service. The proposed FY 2026-27 budget reflects a net **11% increase** over FY 2025-26. Service hours were rightsized to align with the current and prior-year actuals; however, the reduction in hours is offset by higher costs under the new transit contract. Paratransit represents 12.1% of the total operating budget.

Significant cost changes compared to FY 2025-26 include:

- \$299 thousand in non-recurring major vehicle maintenance
- \$110 thousand increase in insurance
- \$72 thousand in non-recurring contracted transportation start-up cost
- \$7 thousand increase in fuel
- \$141 thousand decrease in contracted transportation costs driven by a 15% cost increase, an annual fixed fee offset by an adjustment in service hours.

Revenue Sources include:

- \$1.1 million in LTF, as shown in Table 1.1c.
- \$1.3 million in FTA 5307 Urbanized Area Formula Funds.
- \$0.6 million in SB 125 (California Transit Recovery) Funds Cycles 1 & 2.
- \$150 thousand in passenger and organization-paid fares.
- \$80 thousand in Cache Creek Casino Transit Subsidy funds to reimburse for paratransit trips serving nearby areas.

Table 1.4. Annual Operating Budget - Paratransit

Paratransit Operating Revenues	Final FY 25-26	Draft FY 26-27	Change	Percent Change
Recurring Revenues:				
Local Transportation Funds (LTF)	\$ 1,104,125	\$ 1,077,473	\$ (26,652)	-2%
FTA 5307 UZA Formula Funds	\$ 842,693	\$ 1,294,508	\$ 451,815	54%
FTA 5311 Rural Area	\$ 20,000	\$ -	\$ (20,000)	-100%
STA-SGR State of Good Repair Funds	\$ 10,000	\$ 115,542	\$ 105,542	1055%
Passenger Fares	\$ 268,000	\$ 150,000	\$ (118,000)	-44%
Cache Creek Mitigation	\$ 80,000	\$ 80,000	\$ -	-
Non-Recurring Revenues:				
SB125 Cycle 1	\$ 700,000	\$ -	\$ (700,000)	-100%
SB125 Cycle 2	\$ -	\$ 536,032	\$ 536,032	-
SB125 Cycle 3	\$ -	\$ 102,000	\$ 102,000	-
Total Paratransit Operating Revenues	\$ 3,024,818	\$ 3,355,555	\$ 330,737	10.9%

Paratransit Operating Expenses	Final FY 25-26	Draft FY 26-27	Change	Percent Change
Recurring Expenses:				
Contracted Transportation	\$ 2,388,497	\$ 2,247,256	\$ (141,241)	-6%
Fuel	\$ 238,489	\$ 245,644	\$ 7,155	3%
Insurance	\$ 322,732	\$ 433,214	\$ 110,482	34%
Vehicle Maintenance	\$ 7,500	\$ 10,000	\$ 2,500	33%
Facilities Maintenance	\$ 10,000	\$ 10,000	\$ -	0%
Technology	\$ 16,000	\$ 17,500	\$ 1,500	9%
Marketing & Communications	\$ 10,000	\$ 11,100	\$ 1,100	11%
Other Professional/Consulting Services	\$ 21,600	\$ -	\$ (21,600)	-100%
Contingencies	\$ 10,000	\$ 10,000	\$ -	-
Non-recurring expenses:				
Vehicle Major Maintenance	\$ -	\$ 298,534	\$ 298,534	-
Contracted Transportation -New Contract Start-up Cost	\$ -	\$ 72,308	\$ 72,308	-
Total Paratransit Operating Expenses	\$ 3,024,818	\$ 3,355,556	\$ 330,738	10.9%

2. General Reserve

The YoloTD Board of Directors adopted a General Reserve policy establishing that an amount equivalent to 25% of the annual operating budget expenses should be set aside to provide for continuity of service-critical operations during times of unexpected revenue shortfalls or emergency expenditures.

As shown in Table 1.5, the General Reserve currently holds \$5.4 million. The proposed combined FY 2025-26 operating budget of \$27.7 million would require a further deposit of **\$692 thousand** to the General Reserve from available fund balances to maintain the 25% target level at \$6.1 million.

Table 1.5. General Reserve Deposit Calculation

	Final FY 25-26	Draft FY 26-27	Change	
Total Operating Expenses	\$ 21,551,008	\$ 27,693,547	\$ 6,182,539	29%
Less: Non-recurring operating expenses	\$ -	\$ (3,374,428)	\$ -	-
General Reserve (25% Operating Budget):	\$ 5,388,000	\$ 6,079,780	\$ 691,780	13%

Section 2. Multi-year Capital and Planning Projects

Capital and Planning Projects

This budget continues to support the District's ongoing investment in fleet, facilities, technology, and long-term system planning. The FY 2026-27 proposed budget includes new appropriations for projects, continued funding projects carried over from prior years, and annual capital reserve contributions to prepare for future needs. Project budgets reflect updated cost estimates, revised schedules and evolving operational needs, including adjustments to certain fleet procurements.

Major multi-year projects include the Yolo 80 Managed Lanes Tolling Advance Planning Project, the Yolo Active Transportation Corridors (YATC) project, the Zero Emission Fleet Transition Plan and establishing a new Woodland Transfer Point.

We are currently in the process of finalizing a 10-year capital improvement plan that aligns with our Short Range Transit Plan and Zero Emission Fleet Transition Plan, which we will bring to the Board for approval after the SRTTP is finalized, likely in Fall 2026. That plan inventories our capital assets and identifies those places where additional capital investment is needed. Near-term priorities are included here.

Table 2.1 displays \$1.1 million in proposed new appropriations for multi-year capital and planning projects,

New capital project appropriations include:

- Zero emission Bus (ZEB) Electrification Infrastructure - required to meet state GHG transition requirements and fulfill requirements of \$14 million Affordable Housing Sustainable Communities (AHSC) grant, which requires us to procure and put into service nine (9) battery electric buses by 2030.
- Critical IT infrastructure needs including purchase and Installation of Uninterrupted Power Supply (UPS) and replacement of aging network communications hardware.
- Countywide Travel Behavior Survey (pending grant award)

Annual Capital Reserves Contributions

Table 2.1 also displays potential annual capital reserves contributions (YT-02 through YT-09) . The annual reserves contributions represent the amounts the District believe should be set aside when unrestricted funds are available. If unrestricted revenues such as interest earnings, advertising revenue, fuel credits, and other one-time or excess funds become available, YoloTD will contribute up to \$0.6 million to reserves for future operating and capital needs.

Table 2.1. New YoloTD Multi-year Capital and Planning Projects with FY 2026-27 Appropriations

Multiyear Capital & Planning Projects and Annual Reserves Planning	FY 25-26 Carryforwards	FY 26-27 Appropriation	Total Multi-year Project Budget
(NEW) FR-13 Zero Emission Bus (ZEB) Electrification Infrastructure			
Expenditure Budget			
Facilities Repair & Maintenance	\$0	\$374,000	\$374,000
Total FR-13 Expenditure Budget	\$0	\$374,000	\$374,000
Revenue Sources			
BUILD Grant - Application submitted	\$0	\$187,000	\$187,000
TDA-LTF (FY27) Non-recurring operating expense	\$0	\$187,000	\$187,000
Total FR-13 Revenue Budget	\$0	\$374,000	\$374,000
(NEW) IT-01. Purchase and Installation of Uninterrupted Power Supply (UPS)			
Expenditure Budget			
Purchase and Installation	\$0	\$47,000	\$47,000
Total IT-01 Expenditure Budget	\$0	\$47,000	\$47,000
Revenue Sources			
FTA 5339 Woodland (FFY 23) - To program		\$37,600	\$37,600
State-of-Good Repair (FY 25) - To program		\$9,400	\$9,400
Total IT-01 Revenue Budget	\$0	\$47,000	\$47,000
(NEW) IT-02. Replace Network Communications Hardware			
Expenditure Budget			
Purchase and Installation	\$0	\$62,000	\$62,000
Total IT-02 Expenditure Budget	\$0	\$62,000	\$62,000
Revenue Sources			
FTA 5339 Woodland (FFY 24) -To program	\$0	\$49,600	\$49,600
State-of-Good Repair (FY 25) -To program	\$0	\$12,400	\$12,400
Total IT-02 Revenue Budget	\$0	\$62,000	\$62,000
(NEW) MM-04 Countywide Travel Behavior Survey			
Expenditure Budget			
Consulting Services	\$0	\$447,000	\$447,000
Total MM-04 Expenditure Budget	\$0	\$447,000	\$447,000
Revenue Sources			
Caltrans Sustainable Communities Grant (if awarded)	\$0	\$390,000	\$390,000
TDA-LTF (FY27) - Non-recurring operating expense	\$0	\$57,000	\$57,000
Total MM-04 Revenue Budget	\$0	\$447,000	\$447,000
YT-02. Annual Reserves Contribution: ZEB Electrification Infrastructure Repair & Maintenance (Woodland)			
Expenditure Budget			
Facilities Repair & Maintenance	\$0	\$25,700	\$25,700
Total YT-02 Expenditure Budget	\$0	\$25,700	\$25,700
Revenue Sources			
Unrestricted Funds (If Available)	\$0	\$25,700	\$25,700
Total YT-02 Revenue Budget	\$0	\$25,700	\$25,700
YT-03. Annual Reserves Contribution: Maintenance Shop Repairs			
Expenditure Budget			
Facilities Repair & Maintenance	\$0	\$55,000	\$55,000
Total YT-03 Expenditure Budget	\$0	\$55,000	\$55,000
Revenue Sources			
Unrestricted Funds (If Available)	\$0	\$55,000	\$55,000
Total YT-03 Revenue Budget	\$0	\$55,000	\$55,000

Table 2.1. New YoloTD Multi-year Capital and Planning Projects with FY 2026-27 Appropriations - Continued

Multiyear Capital & Planning Projects and Annual Reserves Planning	FY 25-26 Carryforwards	FY 26-27 Appropriation	Total Multi-year Project Budget
YT-04. Annual Reserves Contribution: Major Fleet Maintenance			
Expenditure Budget			
Maintenance Services	\$0	\$215,000	\$215,000
Total YT-04 Expenditure Budget	\$0	\$215,000	\$215,000
Revenue Sources			
Unrestricted Funds (If Available)	\$0	\$215,000	\$215,000
Total YT-04 Revenue Budget	\$0	\$215,000	\$215,000
YT-05. Annual Reserves Contribution: Fixed Route Bus Battery Replacements (6)			
Expenditure Budget			
Procurement/Installation	\$0	\$124,000	\$124,000
Total YT-05 Expenditure Budget	\$0	\$124,000	\$124,000
Revenue Sources			
Unrestricted Funds (If Available)	\$0	\$124,000	\$124,000
Total YT-05 Revenue Budget	\$0	\$124,000	\$124,000
YT-06 Annual Reserves Contribution: Computers, Servers, and Software			
Expenditure Budget			
Equipment	\$0	\$23,000	\$23,000
Total YT-06 Expenditure Budget	\$0	\$23,000	\$23,000
Revenue Sources			
Unrestricted Funds (if available)	\$0	\$23,000	\$23,000
Total YT-06 Revenue Budget	\$0	\$23,000	\$23,000
YT-07. Annual Reserves Contribution: Facility Paving & Surface Maintenance (Woodland)			
Expenditure Budget			
Design & Construction	\$0	\$11,000	\$11,000
Total YT-07 Expenditure Budget	\$0	\$11,000	\$11,000
Revenue Sources			
Unrestricted Funds (if available)	\$0	\$11,000	\$11,000
Total YT-07 Revenue Budget	\$0	\$11,000	\$11,000
YT-08. Annual Reserves Contribution: Bus Stop / ADA Improvements			
Expenditure Budget			
Procurement & Installation	\$0	\$50,000	\$50,000
Total YT-08 Expenditure Budget	\$0	\$50,000	\$50,000
Revenue Sources			
Unrestricted Funds (if available)	\$0	\$50,000	\$50,000
Total YT-08 Revenue Budget	\$0	\$50,000	\$50,000
YT-09. Admin Vehicle Replacement used for YoloTD Meetings, Events & Outreach			
Expenditure Budget			
Vehicle Purchase	\$0	\$55,000	\$55,000
Total YT-09 Expenditure Budget	\$0	\$55,000	\$55,000
Revenue Sources			
Unrestricted Funds (if available)	\$0	\$55,000	\$55,000
Total YT-09 Revenue Budget	\$0	\$55,000	\$55,000
Total, FY2026-27 New Capital & Annual Reserves Plan	\$0	\$1,488,700	\$1,488,700

Table 2.2 displays existing multi-year projects with budgets carried forward from FY 25-26 that are proposed to receive new appropriations for FY 26-27. The FR-09 Bus Washer/Water Recycler Replacement reflects a \$0.6M project defunding resulting from a revised cost estimate. Following inspection, it was determined that repairs can be completed to extend the asset's useful life until a future replacement can be funded. New appropriations are budgeted at **\$0.76 million**.

Table 2.2. Ongoing YoloTD Multi-year Capital and Planning Projects with FY 2025-26 Carryforwards and FY 2026-27 Appropriations

Multiyear Capital and Planning Projects	FY 25-26 Carryforwards	FY 26-27 Appropriation	Total Multi-year Project Budget
FR-09. Bus Washer / Water Recycler Replacement			
Expenditure Budget			
Repairs	\$673,581	(\$598,581)	\$75,000
Total FR-09 Expenditure Budget	\$673,581	(\$598,581)	\$75,000
Revenue Sources			
FTA 5339 Woodland (FFY 23)	\$673,581	(\$478,865)	\$194,716
STA 99314 (FY24-25)	\$0	(\$119,716)	(\$119,716)
Total FR-09 Revenue Budget	\$673,581	(\$598,581)	\$75,000
FR-11 Downtown Woodland Transit Center			
Expenditure Budget			
Relocation Capital	\$430,000	\$979,000	\$1,409,000
Total FR-11 Expenditure Budget	\$430,000	\$979,000	\$1,409,000
Revenue Sources			
SACOG Mobility Zones Grant	\$430,000	\$647,000	\$1,077,000
AHSC Grant	\$0	\$30,000	\$30,000
LTF (FY26-27) Non-recurring operating expense Woodland: 66%, County, W.Sac and Davis: 34%	\$0	\$302,000	\$302,000
Total FR-11 Revenue Budget	\$430,000	\$979,000	\$1,409,000
MM-01 Yolo Active Transportation Corridors			
Expenditure Budget			
Consulting Services & Staff Time	\$136,864	\$380,794	\$517,658
Total MM-01 Expenditure Budget	\$136,864	\$380,794	\$517,658
Revenue Sources			
RAISE Grant	\$68,432	\$0	\$68,432
TDA-LTF (FY27) - Non recurring operating expense	\$68,432	\$380,794	\$449,226
Total MM-01 Revenue Budget	\$136,864	\$380,794	\$517,658
Total, Ongoing Capital Projects with Carryovers & FY 26-27 Appropriations	\$1,240,445	\$761,213	\$2,001,658

Table 2.3 presents a **net \$3.1 million** in other YoloTD ongoing multi-year capital and planning project budgets carried forward from prior years. This total reflects \$1.1M in project de-funding associated with two (2) paratransit electric vehicles, as the funding for these vehicles (SB 125 cycle 2) was reprogrammed to operations to prevent service cuts in FY 2026-27. No new appropriations are anticipated for these projects. The carried-forward projects include facility repairs and replacements and fleet replacement initiatives, and planning efforts. In certain cases, budget adjustments are requested to allow additional time for project completion.

Table 2.3. Ongoing YoloTD Multi-year Capital and Planning Projects with FY 2025-26 Carryforwards Only

Multiyear Capital and Planning Projects	FY 25-26 Carryforwards	FY 26-27 Appropriation	Total Multi-year Project Budget
AD-02. Facility Security, Badge Reader Replacement / Expansion			
Expenditure Budget			
Equipment and Installation Services	\$70,000	\$0	\$70,000
Total AD-02 Expenditure Budget	\$70,000	\$0	\$70,000
Revenue Sources			
State-of-Good Repair (FY 25)	\$70,000	\$0	\$70,000
Total AD-02 Revenue Budget	\$70,000	\$0	\$70,000
AD-03. Surveillance Camera System Upgrade			
Expenditure Budget			
Equipment and Installation Services	\$290,000	\$0	\$290,000
Total AD-03 Expenditure Budget	\$290,000	\$0	\$290,000
Revenue Sources			
FTA 5339 Sacramento (FFY 24) -To program	\$232,000	\$0	\$232,000
State-of-Good Repair (FY 25)	\$58,000	\$0	\$58,000
Total AD-03 Revenue Budget	\$290,000	\$0	\$290,000
FR-03. Short Range Transit Plan			
Expenditure Budget			
Consulting Services	\$80,168	\$0	\$80,168
Total FR-03 Expenditure Budget	\$80,168	\$0	\$80,168
Revenue Sources			
FTA 5307 UZA Sac (FFY 20) CA-2024-201	\$33,216	\$0	\$33,216
FTA 5307 UZA All (FFY 20) CARES CA-2020-173	\$13,736	\$0	\$13,736
TDA-LTF (FY27) Non-recurring operating expense	\$33,216	\$0	\$33,216
Total FR-03 Revenue Budget	\$80,168	\$0	\$80,168
FR-05. Automatic Passenger Counters (APC) Regional Open Loop Payment System / Kuba Pay / Masabi			
Expenditure Budget			
Equipment	\$69,349	\$0	\$69,349
Total FR-05 Expenditure Budget	\$69,349	\$0	\$69,349
Revenue Sources			
FTA 5307 UZA (FFY21) CA-2024-190	\$55,479	\$0	\$55,479
State-of-Good Repair (FY 25)	\$13,870	\$0	\$13,870
Total FR-05 Revenue Budget	\$69,349	\$0	\$69,349
FR-12. Maintenance Shop Roll-Up Doors Replacement			
Expenditure Budget			
Equipment and Installation Services	\$100,000	\$0	\$100,000
Total FR-12 Expenditure Budget	\$100,000	\$0	\$100,000
Revenue Sources			
FTA 5339 Woodland (FFY 23) -To program	\$80,000	\$0	\$80,000
State-of-Good Repair (FY 25)	\$20,000	\$0	\$20,000
Total FR-12 Revenue Budget	\$100,000	\$0	\$100,000

Table 2.3. Ongoing YoloTD Multi-year Capital and Planning Projects with FY 2025-26 Carryforwards Only - Continued

Multiyear Capital and Planning Projects	FY 25-26 Carryforwards	FY 26-27 Appropriation	Total Multi-year Project Budget
FR-14. Fixed Route Bus Replacement: Electric Bus Purchase (2-2027)			
Expenditure Budget			
Vehicle	\$2,517,907	\$0	\$2,517,907
Total FR-14 Expenditure Budget	\$2,517,907	\$0	\$2,517,907
Revenue Sources			
FTA 5307 UZA Woodland (FFY 19) CA-2024-202	\$1,089,845	\$0	\$1,089,845
LCTOP (FY 23)	\$940,000	\$0	\$940,000
LCTOP (FY 24 & FY25)	\$488,062	\$0	\$488,062
Total FR-14 Revenue Budget	\$2,517,907	\$0	\$2,517,907
PT-01. Paratransit Vehicle Replacement: Electric (3-2026)			
Expenditure Budget			
Vehicles	\$1,130,000	(\$1,130,000)	\$0
Total PT-01 Expenditure Budget	\$1,130,000	(\$1,130,000)	\$0
Revenue Sources			
SB-125 Cycle 2	\$1,130,000	(\$1,130,000)	\$0
Total PT-01 Revenue Budget	\$1,130,000	(\$1,130,000)	\$0
PT-02. Paratransit Vehicle Replacement: Gas (1-2026)			
Expenditure Budget			
Purchase Vehicle	\$170,000	\$0	\$170,000
Total PT-02 Expenditure Budget	\$170,000	\$0	\$170,000
Revenue Sources			
FTA 5307 UZA Woodland (FFY 22) CA-2025-154	\$80,272	\$0	\$80,272
FTA 5339 Woodland (FFY 24) -To program	\$55,728	\$0	\$55,728
STA 99314 (FY24-25)	\$34,000	\$0	\$34,000
Total PT-02 Revenue Budget	\$170,000	\$0	\$170,000
MM-03 Yolo 80 Tolling Advanced Planning			
Expenditure Budget			
Consulting Services	\$584,000	\$0	\$584,000
Total MM-03 Expenditure Budget	\$584,000	\$0	\$584,000
Revenue Sources			
SACOG Grant (RSTP)	\$517,000	\$0	\$517,000
TDA-LTF (FY27) - Non recurring operating expense	\$67,000	\$0	\$67,000
Total MM-03 Revenue Budget	\$584,000	\$0	\$584,000
Total, Ongoing Capital Projects with Carryovers	\$5,011,424	(\$1,130,000)	\$3,881,424

Table 2.4 summarizes ongoing YoloTD multi-year capital and planning projects presented in Tables 2.1 to 2.3. and reflects total program costs. The FY 2026-2027 proposed Operating Budget also includes projects classified as non-recurring operating expenses. These projects are shown in the table below. Revenues identified as "TDA-LTF (FY 27)" represent project costs that are already budgeted within the FY 2026-2027 Operating Budget under **Non-Recurring Operating Expenses**.

To avoid double counting, the total multi-year capital and planning program of \$7,371,782 is reduced by \$1,095,442, which reflects costs already included in the Operating Budget. The resulting net total of \$6,273,640 represents the amount reported in the Budget Overview under Multi-year Capital Projects.

Table 2.4. Summary of Ongoing YoloTD Multi-year Capital and Planning Projects

Summary of Capital and Planning Project Tables	FY 25-26 Carryforward	FY 26-27 Appropriation	Totals
Table 2.1. New YoloTD Multi-year Capital and Planning Projects with FY 2026-27 Appropriations	\$ -	\$ 1,488,700	\$ 1,488,700
Table 2.2. Ongoing YoloTD Multi-year Capital and Planning Projects with FY 2025-26 Carryforwards and FY 2026-27 Appropriations	\$ 1,240,445	\$ 761,213	\$ 2,001,658
Table 2.3. Ongoing YoloTD Multi-year Capital and Planning Projects with FY 2025-26 Carryforwards Only	\$ 5,011,424	\$ (1,130,000)	\$ 3,881,424
Total, FY 2026-27 Proposed Multi-Year Project Budget	\$ 6,251,869	\$ 1,119,913	\$ 7,371,782
Administration (AD)	\$ 360,000	\$ -	\$ 360,000
Fixed Route (FR)	\$ 3,871,005	\$ 754,419	\$ 4,625,424
Microtransit (MT)	\$ -	\$ -	\$ -
Paratransit (PT)	\$ 1,300,000	\$ (1,130,000)	\$ 170,000
IT and Bus Technology (IT)	\$ -	\$ 109,000	\$ 109,000
Multi-Modal (MM)	\$ 720,864	\$ 827,794	\$ 1,548,658
Reserves Funding (YT)	\$ -	\$ 558,700	\$ 558,700
Total, FY 2026-27 Proposed Multi-Year Project Budget by Program	\$ 6,251,869	\$ 1,119,913	\$ 7,371,782
Non-recurring operating expense projects funded with LTF (FY 2026-27)			
(NEW) FR-13 Zero Emission Bus (ZEB) Electrification Infrastructure	\$ -	\$ (187,000)	\$ (187,000)
(NEW) MM-04 Countywide Travel Behavior Survey	\$ -	\$ (57,000)	\$ (57,000)
FR-11 Downtown Woodland Transit Center	\$ -	\$ (302,000)	\$ (302,000)
MM-01 Yolo Active Transportation Corridors	\$ (68,432)	\$ (380,794)	\$ (449,226)
FR-03. Short Range Transit Plan	\$ (33,216)	\$ -	\$ (33,216)
MM-03 Yolo 80 Tolling Advanced Planning	\$ (67,000)	\$ -	\$ (67,000)
Total, FY 2026-27 LTF funding of Non-recurring operating expenses	\$ (168,648)	\$ (926,794)	\$ (1,095,442)

Total Capital & Planning Projects Reported in Budget Summary:	FY 25-26 Carryforward	FY 26-27 Appropriation	Totals
Administration (AD)	\$ 360,000	\$ -	\$ 360,000
Fixed Route (FR)	\$ 3,837,789	\$ 265,419	\$ 4,103,208
Microtransit (MT)	\$ -	\$ -	\$ -
Paratransit (PT)	\$ 1,300,000	\$ (1,130,000)	\$ 170,000
IT and Bus Technology (IT)	\$ -	\$ 109,000	\$ 109,000
Multi-Modal (MM)	\$ 585,432	\$ 390,000	\$ 975,432
Reserves Funding (YT)	\$ -	\$ 558,700	\$ 558,700
FY2026-2027 Capital & Planning projects	\$ 6,083,221	\$ 193,119	\$ 6,276,340

Section 3. Five-Year Operating Budget Outlook

Table 3 provides a five-year outlook with projected revenues and expenses based on current trends and operating experience. Expenses include annual inflationary and contractual escalators, while recurring revenues are held flat. This approach provides a more realistic forecast compared to prior projections prepared in constant dollars.

Table 3. YoloTD Five-Year Outlook

Expenditures	FY 2025-26		Five-Year Outlook				
	Final Budget	YE Projection	FY 2026-27	FY 2027-28	FY 2028-29	FY 2029-30	FY 2030-31
Operating Expenditure Budget ¹	\$ 21,551,008	\$ 18,612,354	\$ 24,489,261	\$ 25,184,409	\$ 26,198,947	\$ 27,329,179	\$ 28,387,452
FY26-27 Non-recurring operating expenses	\$ -	\$ -	\$ 3,374,428	\$ -	\$ -	\$ -	\$ -
FY29-30 New Service VMT Mitigation Plan 2025 Estimates	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,200,000	\$ 4,200,000
Adjustment to 25% deposit to General Reserve	\$ -	\$ -	\$ 734,315	\$ 173,787	\$ 253,635	\$ 282,558	\$ 264,568
Scenario Expenditure Budgets in 2025 Dollars:	\$ 21,551,008	\$ 18,612,354	\$ 28,598,004	\$ 25,358,196	\$ 26,452,582	\$ 31,811,737	\$ 32,852,020
% Change - Recurring Operating Expense			14%	4%	5%	21%	20%
Revenues							
State Transit Assistance	\$ 2,845,000	\$ 2,845,747	\$ 2,049,079	\$ 2,049,079	\$ 2,049,079	\$ 2,049,079	\$ 2,049,079
Local Transportation Fund (FY 26-27 level) ²	\$ 5,654,000	\$ 5,654,000	\$ 8,117,343	\$ 7,312,922	\$ 7,312,922	\$ 7,312,922	\$ 7,312,922
Cache Creek Casino Transit Subsidy Funds	\$ 1,315,000	\$ 1,315,000	\$ 2,038,821	\$ 2,110,180	\$ 2,208,303	\$ 2,320,705	\$ 2,421,888
STA-SGR State of Good Repair Funds ³	\$ 325,000	\$ 325,000	\$ 572,962	\$ 572,962	\$ 572,962	\$ 572,962	\$ 572,962
STA PUC 99314 ⁴	\$ -	\$ 379,585	\$ -	\$ 474,481	\$ 474,481	\$ 474,481	\$ 474,481
Fare Revenue ⁵	\$ 1,370,000	\$ 1,295,072	\$ 1,225,000	\$ 1,225,000	\$ 1,225,000	\$ 1,225,000	\$ 1,225,000
Other: Fuel Sales/Advertising/Fuel Credits/Interest Etc. ⁶	\$ 1,319,008	\$ 975,000	\$ 1,201,369	\$ 1,201,369	\$ 1,201,369	\$ 1,201,369	\$ 1,201,369
UC Davis Causeway Connection Support	\$ 293,000	\$ 293,000	\$ 287,186	\$ 287,186	\$ 287,186	\$ 287,186	\$ 287,186
FTA 5311 Formula Funds:							
Rural Yolo County	\$ 204,000	\$ 204,214	\$ 212,442	\$ 212,442	\$ 212,442	\$ 212,442	\$ 212,442
FTA 5307 Formula Funds:							
UZA Woodland ⁷	\$ 2,468,000	\$ 1,888,415	\$ 4,247,932	\$ 2,020,000	\$ 2,020,000	\$ 2,020,000	\$ 2,020,000
UZA Davis ⁸	\$ 150,000	\$ 150,000	\$ 450,000	\$ 150,000	\$ 150,000	\$ 150,000	\$ 150,000
UZA Sacramento ⁹	\$ 126,000	\$ 895,321	\$ 1,513,891	\$ 900,000	\$ 900,000	\$ 900,000	\$ 900,000
FTA 5339 Formula Funds:							
UZA Woodland	\$ -	\$ -	\$ -	\$ 130,000	\$ 130,000	\$ 130,000	\$ 130,000
UZA Sacramento	\$ -	\$ -	\$ -	\$ 80,000	\$ 80,000	\$ 80,000	\$ 80,000
FTA competitive grants (42 Expansion, Causeway Connection)	\$ 720,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CARES Act 100% reimbursement funds (Woodland & Davis UZA)	\$ 3,072,000	\$ 331,000	\$ -	\$ -	\$ -	\$ -	\$ -
SB125 formula-based capital program ¹⁰	\$ 1,690,000	\$ 2,061,000	\$ 5,894,805	\$ 557,000	\$ -	\$ -	\$ -
New Service: Yolo 80 VMT Mitigation Plan 2023 Estimates ¹¹	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,200,000	\$ 4,200,000
Unrestricted Funds	\$ -	\$ -	\$ 734,315	\$ -	\$ -	\$ -	\$ -
Total Base Revenues	\$ 21,551,008	\$ 18,612,354	\$ 28,545,146	\$ 19,282,621	\$ 18,823,744	\$ 23,136,147	\$ 23,237,330
Base Funding Excess (Deficit)	\$ -	\$ -	\$ (52,858)	\$ (6,075,575)	\$ (7,628,837)	\$ (8,675,590)	\$ (9,614,691)
Potential Funding Solutions							
FTA 5307 Formula Funds - Unprogrammed	\$ -	\$ -	\$ -	\$ 3,906,667	\$ 2,925,495	\$ 2,071,281	\$ -
FTA 5307 Formula Funds - Sac Discretionary Shares (FY24 & FY25)	\$ -	\$ -	\$ -	\$ 787,560	\$ -	\$ -	\$ -
Increased use of LTF/other potential funding strategies	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Obtain Competitive Grants	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Use of Available Unrestricted Funds	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Subtotal Potential Strategies to Close Excess (Deficit)	\$ -	\$ -	\$ -	\$ 4,694,227	\$ 2,925,495	\$ 2,071,281	\$ -
Remaining, Base Funding Excess (Deficit)	\$0	\$0	(\$52,858)	(1,381,348)	(4,703,342)	(6,604,309)	(9,614,691)
Notes:							
1. Operating expenses include Contracted Transportation inflators starting in FY27-28 at 3.5%, 4.65%, 5.09% and 4.36% per MV agreement; Personnel 2%; Insurance & Fuel 3%; and other operating expenses at 2%.							
2. Local Transportation Funds (LTF) assumes historical percentages are retained by the jurisdictions in FY27-28. Increase in FY26-27 is to support non-recurring operating expenses.							
3. State of Good Repair (SGR) funds to be utilized towards facilities, regular and major vehicle maintenance.							
4. STA PUC 99314 is an annual apportionment to be used towards operating and capital needs. The District has approximately \$900K in unprogrammed available funds from FY23-24 to FY25-26.							
5. Fare Revenues assumes no increases. Special fares included in other revenues.							
6. Other revenues include fuel sales and renewable fuel credits, special fares, Low-Carbon Transit Operations Program (LCTOP) in FY26-27 projections.							
7. YoloTD has approximately \$7.1M in FTA 5307 UZA Woodland in unprogrammed available funds from FY23-24 to FY25-26.							
8. YoloTD has an informal agreement with Unitrans and City of Davis to limit the use of 5307 UZA Davis funds to \$150,000.							
9. Based on SACOG's draft split letter, YoloTD has approximately \$1.8M in unprogrammed FTA 5307 Sacramento UZA funds available from FY24-25 to FY25-26. Final amounts remain subject to ongoing Sacramento UZA Small Operator MOU discussions.							
10. YoloTD has \$3.6M in SB 125 Cycle 2 to support \$2.9M in operating assistance and \$830K in major vehicle maintenance. The full amount of \$3.1M in Cycle 3 will be used to support FY26-27 operating assistance.							
11. Implementing transit service expansions contained in the Yolo 80 VMT Mitigation Plan. The first three years of this service are fully funded by mitigation (capital) dollars. After the first three years, the service will be funded by future toll revenue at the discretion of the Capitol Area Tolling Authority.							

Section 4: Annual Workplan

The attached FY 2026-27 workplan includes the continuation and completion of several multi-year projects, as well as several priorities that are new for this year.

New initiatives for FY 2026-27 include:

- Manage transition to new Transit Operations contract.
- Prepare a Countywide Transportation Improvement Plan to identify regionally significant capital projects in Yolo County, estimate funding need for maintenance and operation of the transportation system (including streets and roads, highways, transit and bike/ped trails) to improve coordination and funding competitiveness among Yolo County agencies.
- Procure a new, integrated transit technology platform to modernize dispatch, trip booking and real-time passenger information across all three services (Yolobus, BeeLine and paratransit).
- Improve paratransit management and cost containment through improved application and eligibility verification process and updating policies and zones where rides are available.
- New quarterly KPI reporting aligned with SRTP goals and MV contract requirements and prepare quarterly reports to better manage trends.
- Improved financial analysis and cost allocation processes.
- Board of Directors outing on Route 42 and BeeLine to experience the service, visit points of interest such as the new Woodland transfer point and interact firsthand with Yolobus passengers and bus operators.

Continuing multi-year priorities include:

- Educate, engage and collaborate with local and regional stakeholders to address potential future transit funding shortfalls and identify solutions to address the fiscal cliff for transit.
- Final approval and phased implementation of the Short-Range Transit Plan
- Continue working with Caltrans and the Capitol Area Regional Tolling Authority to deliver the Yolo 80 Managed Lanes project.
- Complete design and construction for a new transit transfer point in downtown Woodland to replace the County Fair Mall.
- Yolo Active Transportation Corridors (YATC) plan: complete design work for priority segments (Woodland – Davis and Esparto-Madison)
- Complete Capital Improvement Plan and Zero Emission Fleet Transition Plan.
- Transition to new tap-to-pay and mobile payment methods and phase out Connect Card.

Attachment: B

FY 26-27 Workplan: Executive				
ID	New or Continuing Priority?	Project Summary	Six Month Goal (Complete by Dec 2026)	One Year Goal (Complete by June 2027)
E-1	Continuing	<p>Address the Fiscal Cliff Research, education, and advocacy to stabilize transit funding and minimize service cuts.</p>	<p>Engage in collaborative discussions with key stakeholders about options for growing revenue to minimize transit service cuts and address other transportation needs, including local streets and roads.</p> <p>Quarterly Board discussions/updates on options for expanding funding</p> <p>Continued participation in SACOG-led discussions on regional approaches to address the transit fiscal cliff.</p> <p>Work with SACOG, SacRT and other transit agencies to negotiate updated MOU for federal transit dollars to maintain existing funding levels for Yolobus services</p>	<p>YoloTD Board approves roadmap to stabilize transit funding.</p> <p>Work with Unitrans and City of Davis to develop an MOU about how to allocate federal transit funding for the Davis UZA between Unitrans and Yolobus.</p> <p>Continued collaborative discussions with key stakeholders at the local and regional levels about shared solutions.</p>
E-2	New	<p>Dedicated Meeting Management Platform Transition to Civic Plus online agenda management platform to improve Brown Act compliance, including accessibility, translation and record retention requirements, and streamline packet development.</p>	<p>Build templates and prepare internal soft launch of new platform. Troubleshoot and Develop training materials and SOPs for all staff engaged in agenda and packet preparation.</p>	<p>Full migration to Civic Plus including all prior year packets, minutes and video links dating back five years</p>
E-3	Continuing	<p>Annual Calendar Establish an annual calendar that tracks recurring activities, grant cycles, reporting deadlines, major events and other important dates across all departments.</p>	<p>Collect internal calendars and recurring deadlines from all departments and prepare calendar</p>	<p>Incorporate calendar into Executive and staff meetings</p>

FY 26-27 Workplan: Transit Operations and Technology

ID	New or Continuing Priority?	Project Summary	Six Month Goal (Complete by Dec 2026)	One Year Goal (Complete by June 2027)
OP 1	New	<p>Manage Transition to New Transit Operations Contract Coordinate with MV and Transdev to ensure seamless transfer of services, assets, staff, and operational knowledge</p>	<p>Work with MV to fully implement their transition plan (May-August). Oversee onboarding and training of new personnel to maintain service continuity and safety standards (Customer service, software programs (Streets, Novus, RideCo).</p> <p>Work with Transdev to fulfill end-of-contract obligations related to fleet and facility repairs, continuity of service, data transfer, and other contractual obligations.</p>	<p>Implement procedures for monitoring compliance with contract requirements, KPIs and regulatory standards.</p>
OP 2	New	<p>Transit Technology Platform Procure new, integrated transit technology platform for Computer Aided Dispatch (CAD), Automatic Vehicle Locator (AVL), trip booking app for fixed route, microtransit, and paratransit services.</p>	<p>Review current Tripspark and RideCO system requirements for CAD/AVL and trip booking solutions across fixed-route and microtransit services, including integration, scalability, and user experience needs.</p> <p>Develop and issue procurement documents (RFP/RFQ) and manage the solicitation process.</p>	<p>Contract negotiations and award, ensuring alignment with agency goals, budget, and regulatory requirements.</p> <p>Coordinate system implementation, including integration with existing fare, scheduling, and dispatch systems, as well as data migration and testing.</p>
OP 3	New	<p>SRTP Implementation Implement SRTP recommendations by coordinating schedule adjustments, service changes, and operational updates across affected routes and services. Update all customer-facing materials to reflect new information. Conduct public outreach efforts to communicate changes to affected communities.</p>	<p>Restore Route 220 (Davis-Winters-Vacaville) in January 2027. In advance of launch, work with MV to coordinate operational updates to shifts and paddles. Update dispatch and GTFS info. Work with marketing team to conduct outreach and update public information materials (brochures, maps, signage, web) ahead of launch.</p>	<p>Prepare for SRTP service changes that will launch in summer/fall 2027.</p>

OP 4	New	<p>Improve Paratransit Management In conjunction with OP-2, which will improve technology for booking paratransit trips, make other improvements to strengthen management and contain cost growth of paratransit service. Key components of this project include:</p> <p>1) Procurement of new contract for processing paratransit applications and verifying eligibility;</p> <p>2) Updating paratransit policies and zones to align with SRTP service changes.</p>	This project will begin in the second half of the fiscal year.	Define requirements and begin procurement of new technology solutions to support eligibility verification, scheduling, and service delivery
OP 5	Continuing	<p>New Fare Payment Methods Complete transition to new payment methods including tap to pay and transit connect, and retire Connect Card.</p>	<p>Complete Phase 1 rollout of Transit connect app and Kuba Tap-to-Pay readers. Finish upgrading fare collection equipment and back-end systems to support contactless and mobile payments (In progress, Transit Connect App live as of March and Kuba device install happening in April)</p> <p>Implement customer and partner outreach including education on new payment options and timelines for phasing out the Connect Card</p>	<p>Complete Phase 2 of Tap to Pay Implementation rollout which includes full integration of Transit Connect with Kuba.</p> <p>Migrate all Connect Card users, including major partners such as Cache Creek Casino, to new payment systems.</p> <p>Retire legacy Connect Cards by Fall 2027.</p>
OP 6	New	<p>New quarterly KPI reporting Define key performance indicators (KPIs) aligned with SRTP goals and MV contract requirements, including service reliability, ridership, and customer experience metrics across all three modes (fixed route, microtransit, paratransit)</p>	<p>Identify KPI data sources and methodology for tracking, analyzing, visualizing and reporting data</p> <p>Develop standardized data collection, validation, and reporting processes to ensure accuracy and consistency</p>	<p>Design and produce new quarterly reports with clear visuals, analysis, and metrics for YoloTD board and ED report.</p> <p>Continue to monitor trends and benchmark performance against targets, identifying areas for improvement and corrective actions to make better informed decisions.</p>

OP-7	Continuing	Technology Equipment Replacements	<p>Replace the end of life and no longer working power backups in server room and main point of entry. Create scope of work for security and alarm systems replacements.</p> <p>Complete migration of working files from physical server to cloud-based (Sharepoint) file storage solution.</p>	<p>Begin procurement to replace end of life security and alarm system . Prepare and distribute RFP, manage vendor selection and compliance.</p> <p>Oversee installation, configuration, and testing of power backup systems, security and alarm upgrades.</p>
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FY 26-27 Workplan: Multimodal Planning

ID	New or Continuing Priority?	Project Summary	Six Month Goal (Complete by Dec 2026)	One Year Goal (Complete by June 2027)
P1	Continuing	Woodland Transit Center Relocation This project implements the Board goal to relocate the County Fair Mall Woodland Transit Center to a transfer point in downtown Woodland on Main Street between 5th and 6th Streets. This project results from a multi-year process in collaboration with the City.	Complete 90% design	Initiate construction. Construction is expected to be complete by X date.
P2	Continuing	YoloTD 10-Year Capital Improvement Program Rolling 10-year plan to identify YoloTD capital needs and long-term costs. Project categories include Fleet Replacement, Facilities, Infrastructure, Equipment.	Complete project, including fleet assumptions based on final approved SRTP. Present to YoloTD committees and Board of Directors for approval.	Update for FY 27/28 budget
P3	Continuing	Yolo 80 Managed Lanes VMT Mitigation Project will result in final revisions to the Yolo 80 VMT Mitigation Plan and executed cooperative agreements with Caltrans and implementation partners.	Complete revised VMT Mitigation Plan in partnership with Caltrans District 3, CCJPA, SacRT, and UC Davis	Execute VMT mitigation Cooperative Agreements with Caltrans

P4	Continuing	<p>Countywide Transportation Demand Management Program Expansion</p> <p>Expansion of existing Yolo Commute membership-based to a countywide transportation demand management program. Project develops and implements mitigation measure in the Yolo 80 Managed Lanes VMT Mitigation Plan.</p>	Begin development of detailed countywide TDM programming and delivery	Complete development of detailed countywide TDM programming and delivery
P5	Continuing	<p>Yolo 80 Equity Study</p> <p>Yolo 80 Managed Lanes equity analysis and potential Early Equity Action items for CARTA consideration to address project's equity impacts.</p>	Complete Equity Study	NA
P6	New	<p>Countywide Travel Survey</p> <p>Household and employment travel survey will provide the data needed to understand Yolo County travel behavior and track YoloTD's and member agencies' progress toward transportation system goals including congestion management and sustainability (i.e. climate action plans).</p>	Issue RFP, select consultants.	Complete study
P7	Continuing	<p>Yolo Active Transportation Corridors: Implementation</p> <p>Regular monitoring and coordination with project sponsors and regional agencies on progress toward YATC corridor implementation and proactively pursue funding opportunities.</p>	Monitor progress of four active projects in the county.	Complete annual Implementation Strategy update.
P8	Continuing	<p>Yolo Active Transportation Corridors: Design</p> <p>Project completes design of Madison-Esparto and Woodland-Davis segments.</p>	Complete design of Madison-Esparto and Woodland-Davis segments	NA
P9	Continuing	<p>Short Range Transit Plan</p> <p>5-7 year roadmap for providing fixed-route, paratransit, and microtransit public transportation services.</p>	<p>Board approval of network redesign and service level for FY 27/28.</p> <p>Board approval of Winters service change for Jan 2027</p>	Complete preparations for FY 27/28 implementation

P10	Continuing	Rural Transportation Needs Study Outreach efforts in recent years have uncovered serious transportation access challenges in Yolo County’s rural communities, particularly for low-income residents who lack access to personal vehicles. The Rural Transportation Needs Assessment is a staff-driven initiative to examine and document the mobility needs and barriers in Yolo County’s rural areas.	Begin engaging community on solution options	Complete study
P11	Continuing	Zero Emission Bus (ZEB) Electrification Infrastructure Project will design and construct up to 10 additional chargers with 20 heads and protective canopy with solar array bringing total charging capacity to 26 buses, consistent with state-mandated transition to a zero emission fleet over time.	Initiate Design	Completion of 60% design.
P12	New	Countywide Transportation Improvement Plan Analysis and identification of regionally significant transportation capital projects in Yolo County, along with estimates of funding need for operations, maintenance and minor improvements of the transportation system, to improve funding competitiveness for and coordination among YoloTD member agencies.	Initiate Project	Complete Admin Draft Plan

FY 26-27 Workplan: Finance and Administration

ID	New or Continuing Priority?	Project Summary	Six Month Goal (Complete by Dec 2026)	One Year Goal (Complete by June 2027)
FA-1	New	Improve Financial Analysis and Cost Allocation Processes Enhance analytical review of revenues, expenses, and funding sources to improve cost allocation, identify revenue opportunities, and better align financial resources with service levels and long-term financial sustainability.	Establish a framework of analysis (i.e. directional miles, Cache Creek funding review, competitive grants) including preliminary review of revenues, expenses, funding sources, and existing cost allocations. Provide preliminary findings and propose an action plan.	Implement improved cost allocation and ongoing financial analysis processes to support budgeting, forecasting, and identification of revenue and expense optimization opportunities. (i.e. specific costs will be allocated to cost areas based on an established methodology)

FA-2	Continuing	Financial Controls and Compliance Continuing strengthening financial governance by reviewing, updating, and implementing key policies and procedures to support compliance, internal controls, and ongoing prevention of audit findings.	Identify and prioritize financial policies requiring review and updates and complete draft revisions of key policies, including the procurement policy. Begin internal review and discuss with management team to seek operational feedback and address audit-related concerns.	Adopt updated Procurement Policy and other prioritized policies. Implement updated procedures, develop guidance materials and provide staff training. Establish a schedule to review the policies to ensure requirements are updated.
FA-3	New	Risk Management Improvements Review Risk Management Plan and determine areas of improvement including contract tracking and insurance requirement monitoring.	Critical areas identified and action plan prepared. Contracts are in review process. Insurance listing in progress.	In collaboration with a Risk Management consultant, the major areas of our Risk Management Plan are identified and the path to improvement or corrective action is established. Tracking list of contracts is established. Insurance tracking list established. Roles and procedures for risk management are more clearly defined.
FA-4	New	Human Resources Review human resources processes and priorities to ensure HR duties are appropriately delegated to HR support services consultant.	Assess existing HR support services contract, scope of work and budget. Identify areas where additional scope definition is needed. This may involve issuing a new procurement for HR support services.	Updated contract for HR support services in place. Priorities identified and planned.

FY 26-27 Workplan: Communications

ID	New or Continuing Priority?	Project Summary	Six Month Goal (Complete by Dec 2026)	One Year Goal (Complete by June 2027)
C1	New	Rebrand Paratransit Services Transition to new, more modern name for Yolo bus paratransit services.	Prepare scope of work for comprehensive rebranding strategy for paratransit services, including new name, logo, style guide, vehicle wraps, print and web collateral. Select vendor(s) to produce and install collateral.	Coordinate rollout of rebranding across vehicles, signage, social media, and website for public awareness

C2	New	<p>New Service Maps Create new, accessible service maps for and map templates for SRTP rollout, including an overall system map, for both print and digital applications.</p>	<p>Collaborate with Operations and Planning teams to define map requirements, service changes, and design standards.</p> <p>Publish RFP for map vendor to design new interactive digital system map and templates for printed maps.</p>	<p>New maps are created and ready to rollout with SRTP service changes, including large-format print maps (for bus stops), pdfs for print brochures and interactive online map.</p>
C3	Continuing	<p>Continue to elevate brand presence</p>	<p>Continue to design and order interesting swag Design new print materials to replace outdated ones Take steps to improve website user experience Prepare How to Ride Yolobus video</p>	<p>Prepare updated Communications Style Guide</p> <p>Work with Operations team on ways to improve data visualization for KPI reporting</p> <p>Identify key events that need to be on our calendar annually and figure out a staffing plan for those</p>
C4	Continuing	<p>Improve marketing to UC Davis affiliates and state workers who commute between destinations served by Yolobus</p>	<p>Refine recurring marketing program that coincides with academic calendar</p>	<p>Work with UC Davis to increase awareness and incentives for campus affiliates to take Yolobus</p>
C-5	New	<p>Board Outing on Route 42A/B and BeeLine. Organize weekday rush hour field trip for board members to experience the 42. Start and end at County Fair Mall in Woodland. Along the way, discuss ridership patterns, pending changes, points of interest. Talk to passengers. Stops at West Sac transit center, new Woodland transfer point.</p>	<p>Organize itinerary and coordinate all logistics for October 2026 event.</p>	



STAFF REPORT

TOPIC	ITEM NUMBER
Yolo 80 Managed Lanes VMT Mitigation Update	<p style="text-align: center;">6</p> <p style="text-align: center;">Information Jun 8, 2028 Board of Directors</p>

PREPARED BY: ATTACHMENTS:	Brian Abbanat, Planning Director A. Original and Revised Yolo 80 Phase 1 VMT Mitigation Measures
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STAFF RECOMMENDATION(S)

Receive presentation and update on the Yolo 80 VMT Mitigation Measures from Caltrans District 3 staff.

BACKGROUND

Overview

The Yolo 80 Managed Lanes project was among the first in California subject to SB 743 which requires project-level VMT mitigation for capacity increasing infrastructure projects. Substantial coordination occurred among Caltrans, YoloTD, and other stakeholders to develop a list of VMT-reducing projects in the project’s EIR to be funded by the Yolo 80 Managed Lanes capital project. By definition, a capital project such as Yolo 80 is a single project with a defined cost. As a result, any VMT mitigation funds committed by the Yolo 80 Managed Lanes project will have a limited duration.

Yolo 80 EIR VMT Mitigation Plan

With the context for CARTA expenditure plan decisions established above, the

Yolo 80 Managed Lanes EIR VMT Mitigation Plan defines the projects & programs for implementation. As a multi-phase project, an important distinction should be made between the environmentally cleared project and the project being constructed: The Yolo 80 Managed Lanes project was environmentally cleared for the full extent of Yolo 80 from the Solano County line to El Camino Road and US 50 between West Sacramento and the Sacramento River. Due to funding constraints, the interior segment between Davis and West Sacramento – Phase 1 - is the project currently in construction. The significance is the capital project funding Caltrans can commit to VMT mitigation is not \$55 million as identified in the approved EIR but rather \$28 million for Phase 1 (Attachment A).

The original Yolo 80 EIR identified seven Mitigation Measures – primarily behavior-shifting programs - for which the capital project will fund for varying durations. Thereafter, the EIR assumes toll revenue would continue funding the Mitigation Measures. Over the past year, Caltrans District 3 and implementation partners (i.e. YoloTD, UC Davis, Sacramento Regional Transit, & Capitol Corridor) have engaged in conversations regarding feasibility concerns of implementing two of the mitigation measures:

1. Expand Microtransit in Yolo County
2. Expand Putah Creek Trail to Connect to Future Nishi Student Housing Development Site

The result of these discussions is a proposal to eliminate the two above mitigations and redistribute their funding assumptions to the remaining five Mitigation Measures. Importantly, the proposed VMT Mitigation Measures do not change Caltrans' contribution commitment.

DISCUSSION

Proposed VMT Mitigation Measures revisions have resulted from collaborative dialogue between and are supported by the aforementioned implementing agencies.

Caltrans staff will provide a brief presentation on the proposed revised VMT Mitigation Measures and will be available to respond to questions and feedback. No action is asked of

FISCAL IMPACT

No direct YoloTD fiscal impact is associated with this agenda item.

Phase 1 – VMT Mitigation Measures for Phase 1 of Construction

Mitigation Measure	Description	Annual VMT Reduced	Cost to Construct or Implement	Capital Expenditure	Operations Expenditure	Yolo 80 ML Contribution	\$/VMT (annual)
<u>Measure 1</u> Voluntary Trip Reduction Program in Yolo County	Expand current program provided by Yolo Commute, to include features such as community-based travel planning, ridesharing, transit pass subsidies, and pay-per-mile auto insurance.	13,127,833	\$691k million (annual cost to implement program)	\$0	\$2.075 million	\$2.075 million over 3 years	\$0.05
<u>Measure 2</u> Capitol Corridor Fare Reduction	Implement Capitol Corridor buy-down program to reduce fares.	2,920,000	\$2.5 million (annual cost to implement buy-down program).	\$0	\$2.5 million annually (includes program support and initial marketing comms)	\$7.5 million over 3 years	\$0.85
<u>Measure 3</u> Microtransit in Yolo County	Expand transit service by 25% to add flexible route buses with more frequent service and/or longer service hours.	6,241,500	\$1.5 million (annual cost to expand service)	\$800k	\$4.5 million	\$4.5 million over 3 years	\$0.24
<u>Measure 4</u> Expand Yolobus Route 42	Increase Route 42 A & B services during 30-minute services all day, with the addition of 12 new trips in each direction for both the A and B routes.	3,650,000	\$2.3 million (annual cost to expand service)	\$0	\$6.9 million	\$6.9 million over 3 years	\$0.63
<u>Measure 5</u> Expand Causeway Connection Route 138	Reduce service headways from 60 minutes all day to 15 minutes for AM and PM peak periods and 30 minutes for midday/off-peak periods for Route 138.	5,893,000	\$800k (annual cost to expand service)	\$2 million (YoloTD only)	\$2.4 million	\$2.4 million over 3 years	\$0.13

<u>Measure 6</u> Expand Unitrans	Reduce service headway from 30 minutes to 15 minutes during the AM and PM peak periods.	1,168,000	\$875k (annual cost to expand service)	\$2.85 million (3 CNG buses) to \$4.2 million (3 EV buses)	2.625 million	\$2.625 million over 3 years	\$0.75
<u>Measure 7</u> Expand Putah Creek Trail to Connect to Future Nishi Student Housing Development Site	Expanding the Putah Creek Trail will improve the existing Putah Creek Trail between the Union Pacific Railroad tunnel and Old Davis Road at Hutchison Drive in Davis, and provide direct improvements and access to the future Nishi Student Housing Development.	1,375,000	\$3.8 million	N/A	N/A	\$2 million	\$2.76
Total		34,375,333		\$2,800,000		\$28 million	

Conclusion

Further mitigation funding may be supplemented beyond the \$28 million with excess net tolling revenue to prioritize the extension of the duration of the mitigation programs and other VMT reducing priorities; with decisions to be led by CARTA.

Phase 1 – VMT Mitigation Measures for Phase 1 of Construction

Mitigation Measure	Description	Annual VMT Reduced	Cost to Construct or Implement	Capital Expenditure	Operations Expenditure	Yolo 80 ML Contribution	\$/VMT (annual)
<u>Measure 1</u> Voluntary Trip Reduction Program in Yolo County	Expand current program provided by Yolo Commute, to include features such as community-based travel planning, ridesharing, transit pass subsidies, and pay-per-mile auto insurance.	24,000,000	\$1.2 million (annual cost to implement program)	\$0	\$4.32 million	\$4.32 million over 3 years/7 months	\$0.05
<u>Measure 2</u> Capitol Corridor Fare Reduction	Implement Capitol Corridor buy-down program to reduce fares.	2,920,000	\$2.5 million (annual cost to implement buy-down program).	\$2.5 million annually (includes program support and initial marketing comms)	\$0	\$9 million over 3 years/7 months	\$0.85
<u>Measure 3</u> Expand Yolobus Route 42	Increase Route 42 A & B services during 30-minute services all day, with the addition of 12 new trips in each direction for both the A and B routes.	3,650,000	\$2.3 million (annual cost to expand service)	\$0	\$8.28 million	\$8.28 million over 3 years/7 months	\$0.63
<u>Measure 4</u> Expand Causeway Connection Route 138	Reduce service headways from 60 minutes all day to 15 minutes for AM and PM peak periods and 30 minutes for midday/off-peak periods for Route 138.	5,893,000	\$800k (annual cost to expand service)	\$2 million (YoloTD only)	\$2.88 million	\$2.88 million over 3 years/7 months	\$0.13
<u>Measure 5</u> Expand Unitrans	Reduce service headway from 30 minutes to 15 minutes during the AM and PM peak periods.	1,168,000	\$875k (annual cost to expand service)	\$2.85 million (3 CNG buses) to \$4.2 million (3 EV buses)	\$3.15 million	\$3.15 million over 3 years/7 months	\$0.75

Total		34,375,333				\$28 million	
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Conclusion

Further mitigation funding may be supplemented beyond the \$28 million with excess net tolling revenue to prioritize the extension of the duration of the mitigation programs and other VMT reducing priorities; with decisions to be led by CARTA.

Rejected after Further Consideration

Microtransit in Yolo County	Expand transit service by 25% to add flexible route buses with more frequent service and/or longer service hours.	6,241,500	\$1.5 million (annual cost to expand service)	\$800k	\$4.5 million	\$4.5 million over 3 years	\$0.24
Expand Putah Creek Trail to Connect to Future Nishi Student Housing Development Site	Expanding the Putah Creek Trail will improve the existing Putah Creek Trail between the Union Pacific Railroad tunnel and Old Davis Road at Hutchison Drive in Davis, and provide direct improvements and access to the future Nishi Student Housing Development.	1,375,000	\$3.8 million	N/A	N/A	\$2 million	\$2.76



STAFF REPORT

	TOPIC	ITEM NUMBER
Long-Range Calendar	<div data-bbox="1214 428 1360 533" data-label="Text"><h1>7d</h1></div> <div data-bbox="1162 562 1419 667" data-label="Text"> <p>Information Jun 8, 2026 Board of Directors</p> </div>	

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

July 13, 2026:

- Valley Vision Presentation on Yolo County Residents’ Transportation Priorities
- Yolo 80 Managed Lanes: Update on Equity Study and Community Engagement
- SRTP: Revised Service Reduction Scenarios and Round 3 Community Engagement
- FY 2026-27 Budget and Workplan – Adoption

Sept 14, 2026:

- Approve Final Yolo Active Transportation Corridors (YATC) Plan
- Approve Yolo Commute Program Expansion
- Approve New MOU for Sacramento UZA Federal Funds

Oct 12, 2026:

- Approve new Contract and Caltrans MOU for Causeway Connection service
- SRTP: Fare Policy Update and Bus Stop Guidelines
- Update on Increasing Revenues