



BUDGET & WORKPLAN

FY 2026-27



Yolo Transportation District



(830) 402-2891

demand



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INTRODUCTION

*From YoloTD Executive Director
Autumn Bernstein*

I'm excited to share the Budget and Workplan for FY 2026-27. As we look ahead to a new fiscal year, it's a great time to take stock of where we've been. Here are a few highlights from the past year.

Partnership with Yolo County Housing Authority Receives \$28M Grant

We were thrilled to partner with YCHA to secure a grant that will bring much-needed affordable housing to Woodland along with zero-emission buses and safety improvements along some of Woodland's busiest roadways. The new buses will help us revitalize our fleet while cleaning the air. We will also provide free transit passes to residents of the new affordable housing development.

New Transfer Point for Woodland

In another milestone for Woodland, we made big strides a 5+ year effort to relocate our bus transfer point from the County Fair Mall to downtown Woodland. Both the YoloTD Board of Directors and Woodland City Council voted unanimously to locate the new transfer point on Main Street between 5th and 6th Streets. We won a grant from SACOG's Mobility Zones program to fund the design and construction of the new transfer point, which we anticipate will be ready for use by Summer 2027.

Introducing MV Transportation

In April, we began a new chapter for our agency by selecting MV Transportation as our new transit operations contractor. Starting August 1, MV will take over day-to-day operations of Yolobus services. We thank Transdev for their many years of service to Yolo County, and we're grateful that many of our bus operators, mechanics, dispatchers, and other frontline staff will transition from Transdev to MV and continue to serve our local communities.

The Road Ahead: Facing the Fiscal Cliff

Like transit agencies across California and the nation, we are fast approaching a 'fiscal cliff' caused by inflationary pressure, the end of COVID-era subsidies and the enduring appeal of remote work. While we project a balanced budget for Fiscal Year 2026-27 due to SB 125 funds from the state of California, our five-year outlook shows a growing deficit and we face significant headwinds, particularly when it comes to sustaining the transit service that our residents, students, and commuters rely on.

We have begun working to meet this challenge through a series of Board workshops exploring various aspects of our finances. This year, we will double down on these efforts by developing pathways to address the structural deficit through budget reductions as well as opportunities to grow revenue. It's a daunting task, but we have built a strong foundation of knowledge and collaboration that will see us through.

Autumn Bernstein
Executive Director



BOARD OF DIRECTORS



CHAIR

JESSE LOREN

*Council Member
City of Winters*



VICE CHAIR

LUCAS FRERICHS

*Supervisor
County of Yolo*



BOARD MEMBER

JOSH CHAPMAN

*Council Member
City of Davis*



BOARD MEMBER

DR. DAWNTÉ EARLY

*Council Member
City of West Sacramento*



BOARD MEMBER

MAYRA VEGA

*Council Member
City of Woodland*



EX-OFFICIO

KELLY FONG RIVAS

*Dir. Local Government Relations
UC Davis*



EX-OFFICIO

SUKHI JOHAL

*Senior Transportation Planner
Caltrans District 3*



VISION

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

VALUES

We are transparent, inclusive and accountable to the public, stakeholders and partner agencies.

We are committed to addressing inequities and improving outcomes for our most vulnerable communities.

We prioritize environmental sustainability and climate resilience.

We value efficiency, innovation and responsible stewardship of public funds.

PRIORITIES

Provide transit service that is fast, reliable and convenient.

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.

Coordinate, plan and fundraise to deliver a full suite of transportation projects and programs.

Yolobus SERVICES

Yolobus runs local, express, and intercity public buses 365 days a year. Yolobus fixed-route service connects rural and urban communities, taking riders through Davis, West Sacramento, Woodland, and downtown Sacramento with stops at popular destinations such as Sacramento International Airport, UC Davis, and Cache Creek Casino Resort.



42A 42B INTERCITY/AIRPORT
Mon-Sun, Hourly and Peak

37 SOUTHPORT
Mon-Fri, All Day

40 WEST SACRAMENTO LOCAL
Mon-Sun, Hourly

41 WEST SACRAMENTO LOCAL
Mon-Sun, Hourly

240 WEST SACRAMENTO SHUTTLE
Mon-Sun, Hourly

45 WOODLAND EXPRESS
Mon-Fri, Peak Only

211 WEST WOODLAND LOCAL
Mon-Sun, Hourly

212 EAST WOODLAND LOCAL
Mon-Sun, Hourly

215 CACHE CREEK SHUTTLE
Mon-Sun, 17 Round Trips

43 DAVIS EXPRESS
Mon-Fri, Peak Only

43R DAVIS EXPRESS (REVERSE)
Mon-Fri, Peak Only

230 DAVIS EXPRESS
Mon-Fri, Peak Only

138 CAUSEWAY CONNECTION
Mon-Fri, Hourly

ROUTES

INTERCITY

**42
A/B**

Intercity service connecting Woodland, Davis, West Sacramento, Sacramento Int'l Airport, and Downtown Sacramento. 42A operates in a clockwise direction, 42B operates in a counterclockwise direction.

138

Causeway Connection

Connects UC Davis, Davis, Sacramento, and the UC Davis Medical Center.

215

Intercity service connecting Woodland, Esparto, Capay, and Cache Creek Casino Resort.

EXPRESS

43/R

Express service connecting central Davis to Sacramento.

44

Express service connecting south Davis to Sacramento.

45

Express service connecting Woodland to Sacramento.

230

Express service connecting West Davis to Sacramento.

WEST SACRAMENTO LOCAL

37

Serves southern West Sacramento.

40

Serves northern West Sacramento in a counterclockwise direction.

41

Serves northern West Sacramento in a clockwise direction.

240

Serves West Capital Ave and IKEA Shopping center.

WOODLAND LOCAL

211

Local Woodland service operating in a clockwise direction.

212

Local Woodland service operating in a counterclockwise direction.

SERVICES



Yolobus

- Consistent routes
- Regular schedules
- Set stops
- 14 fixed routes



Yolobus **SPECIAL**

- For riders unable to utilize fixed-route services due to disability
- Operates close to the fixed-route bus services
- ADA-compliant vehicles



beeLine

- On-demand rideshare
- Operates in designated zones
- Intuitive mobile app
- Easy booking
- Personalized trips





WORKPLAN HIGHLIGHTS

In the coming year, we will continue to advance several major multi-year projects and planning efforts. We will also launch new initiatives aimed at improving mobility across Yolo County.

NEW INITIATIVES



INTEGRATED TRANSIT TECHNOLOGY PLATFORM

We will 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).

NEW PROJECT

COMPLETION: 2027



TRANSPORTATION IMPROVEMENT PLAN

We will prepare a Countywide Transportation Improvement Plan to identify regionally significant capital projects in Yolo County, and estimate funding needed for maintenance and operation of the transportation system (including streets, highways, transit, and bike/pedestrian trails) to improve coordination and funding competitiveness among local agencies.

NEW PROJECT

COMPLETION: 2027



PARATRANSIT PROCESS IMPROVEMENT

Our team will work to improve paratransit management and cost containment through an improved application and eligibility verification process, and updating policies and zones where rides are available.

NEW PROJECT

COMPLETION: 2027

CONTINUING PROJECTS

FACING THE FISCAL CLIFF FOR TRANSIT

Transit agencies across the nation are facing severe budget shortfalls as temporary COVID-era federal relief programs come to an end and ridership has not yet returned to pre-pandemic numbers. Building on a recent series of budget workshops, we will work with our partners at SACOG and local agencies to evaluate options for reducing costs, as well as growing revenues to address structural deficits.

MULTI-YEAR

COMPLETION: 2027

CAPITAL IMPROVEMENT AND ZERO EMISSION FLEET PLANS

Last year, we began work on a long-range Capital Improvement Plan that identifies our fleet and facility replacement needs for the next decade. We also made progress on conversion to a fully zero-emission fleet in compliance with a state mandate. This year we will complete our Capital Improvement Plan and continue working to implement our Zero Emission Fleet Transition Plan.

MULTI-YEAR

COMPLETION: 2035

STREAMLINING FARE PAYMENTS

We have been working toward the addition of new tap-to-pay and mobile payment methods, and in 2026 Yolobus payment options will include credit card, debit card, Google Pay, Apple Pay, and cash. In FY 2025-26 we introduced the Transit Connect mobile fare app in partnership with SacRT, and this fiscal year we will continue the streamlining process by phasing out Connect Card.

MULTI-YEAR

COMPLETION: 2027



YOLO 80 EXPRESS LANES

We will continue our partnership with Caltrans and CARTA to deliver the Yolo 80 Managed Lanes project. YoloTD is taking the lead on several key SACOG-funded actions including traffic and revenue forecasting for CARTA's financial forecasting, design and procurement of the roadside toll system, a transportation equity study, and a countywide transportation demand management organizational study.

Collectively, these critical tasks will ensure a smooth rollout of the new managed lanes and delivery of VMT-reducing programs.

MULTI-YEAR

COMPLETION: 2028

SHORT RANGE TRANSIT PLAN

For the first time since the pandemic upended travel and commute patterns, we are conducting a comprehensive assessment of the Yolobus transit system. By examining travel patterns, land use and demographic changes, as well as transit performance data, we seek to understand how the needs of our communities have changed, and whether our transit system is meeting those needs.

This year we will seek final approval and begin phased implementation of the Short-Range Transit Plan.

MULTI-YEAR

COMPLETION: 2027



WORKPLAN HIGHLIGHTS



YOLO ACTIVE TRANSPORTATION CORRIDORS

The YATC study is shifting to Phase II, the implementation of the plan. We will conduct regular monitoring and coordination with project sponsors and regional agencies on progress toward implementation, including finalizing the design of the two priority projects as identified by the Board. The two priority segments are between Madison and Esparto and between Davis and Woodland. Additionally, we will work with partner agencies to proactively pursue funding opportunities for implementation.

MULTI-YEAR

COMPLETION: 2040

WOODLAND TRANSFER POINT

In collaboration with the City of Woodland, YoloTD has been engaged in research and community outreach since 2018 to relocate the County Fair Mall transfer point. The new location will be on Woodland's Main Street between 5th and 6th Streets. This move places transit closer to jobs, services, and housing while improving transit connectivity. This year we will design and complete construction for the new transit transfer point.

MULTI-YEAR

COMPLETION: 2027

NEW TRANSIT OPERATIONS CONTRACT

In spring 2026 the Board of Directors approved a new contract with MV Transportation for Transit Operations. Our team will work with MV staff to facilitate a smooth transition.

MULTI-YEAR

COMPLETION: 2027



Yolobus

1638

beeLi

CA EX

BUDGET OVERVIEW

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

FY 2026-27 BUDGET OVERVIEW

Operating Budget		Multi-Year Capital Projects			Total
Program	FY 2026-27 Operating Budget	FY 2025-26 Carryforward	FY 2026-27 Appropriation	FY 2026-27 Capital Projects	FY 2026-27 Proposed
Administration	\$3,743,802	\$360,000	-	\$360,000	\$4,103,802
Fixed Route	\$ 16,856,615	\$3,837,789	\$265,419	\$4,103,208	\$ 20,959,823
Microtransit	\$3,220,656	-	-	-	\$3,220,656
Paratransit	\$3,135,605	\$1,300,000	\$(1,130,000)	\$170,000	\$3,305,605
IT & Bus Tech	-	-	\$109,000	\$109,000	\$109,000
Multi-Modal	-	\$585,432	-	\$585,432	\$585,432
Reserves Funding	-	-	\$558,700	\$558,700	\$558,700
Total	\$ 26,956,678	\$6,083,221	\$(196,881)	\$5,886,340	\$ 32,843,018
FY 2025-26 Budget	\$21,551,008			\$5,498,200	\$27,049,208
Change	\$5,405,670			\$388,140	\$5,793,810
Percent Change	25%			7%	21%

ADMINISTRATION OPERATING BUDGET

Table 1.1a shows the proposed \$3.7 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 13.9% of the total operating budget.

The proposed Administration budget represents an increase of \$117,149 (3%) 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.
- \$88 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, and professional services to assist in a District-wide fiscal sustainability assessment as recommended by the Board on June 8, 2026.

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 14% decrease compared to FY 2025-26. This decrease is offset by additional use 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	Final 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	\$254,700	\$(184,335)	-42%
Cache Creek Casino Transit Subsidy	\$436,475	\$990,023	\$553,548	127%
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	\$0	\$(28,000)	-100%
Total Administration Operating Revenues	\$3,626,653	\$3,743,802	\$117,149	3%

Administration Operating Expenses	Final FY 25-26	Final FY 26-27	Change	Percent Change
Regular Employee Salaries	\$2,083,153	\$1,952,156	\$(130,997)	-6.3%
Cost-of-Living Adjustment FY 2026-27		\$51,838	\$51,838	
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	\$53,900	\$28,900	116%
Legal Services	\$65,000	\$70,000	\$5,000	8%
Employee Training and Travel	\$15,000	\$15,000	-	0%
Utilities	\$70,000	\$73,000	\$3,000	4%
Facilities Maintenance	\$23,300	\$28,000	\$4,700	20%
Other Operating Expenses	\$98,550	\$177,500	\$78,950	80%
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	\$90,000	\$(92,972)	-51%
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 Maintenance & Repairs	-	\$30,000	\$30,000	-
Software - CivicPlus Implementation	-	\$8,000	\$8,000	-
Fiscal Sustainability Consultant Services		\$50,000	\$50,000	-
Subtotal Other Administration Costs	\$722,322	\$804,600	\$82,278	11%
Total Administrative Operating Expenses	\$3,626,653	\$3,743,802	\$157,149	4%

TABLE 1.1B. AUTHORIZED FTE AND CLASSIFICATION SALARY SCALESThe Cost-of-Living increase for the period of April 2024 to April 2025: **2.72%**

Authorized Regular FTE Positions	FY 25-26	FY 26-27	Step	July 1, 2025 Salary	July 1, 2026 Salary
Executive Director	1	1	-	\$247,155	\$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

TABLE 1.1B CONT.

Authorized Regular FTE Positions	FY 25-26	FY 26-27	Step	July 1, 2025 Salary	July 1, 2026 Salary
Clerk of the Board & Executive Assistant	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 and 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 of FTEs	15	14			
Intern (College Program) - 999 max hours per FY	4	6		\$16,484	\$21,229



TABLE 1.1C. FY 2026-2027 YOLOTD JURISDICTIONS STA & LTF ALLOCATIONS

	DAVIS			WOODLAND		
	Final FY 25-26	Prelim FY 26-27	Change	Final FY 25-26	Prelim FY 26-27	Change
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	\$668,581	-15%	\$736,874	\$629,747	-15%
Total, Transit Services	\$2,109,579	\$2,022,777	-4%	\$2,063,373	\$1,996,003	-3%
Fixed Route	\$1,690,698	\$1,627,478	-4%	\$1,521,563	\$1,525,339	0%
Paratransit	\$418,881	\$395,299	-6%	\$398,787	\$301,807	-24%
Microtransit	\$0	\$0		\$143,023	\$168,857	18%
STA to YoloTD	\$661,247	\$594,664	-10%	\$616,706	\$560,124	-9%
LTF to YoloTD	\$2,238,426	\$2,096,694	-6%	\$2,183,541	\$2,065,626	-5%
Total YoloTD STA + Share of LTF	\$2,899,673	\$2,691,358	-7%	\$2,800,247	\$2,625,750	-6%
STA Retained by Jurisdiction	\$0	\$0	0%	\$0	\$0	0%
LTF Retained by Jurisdiction	\$2,376,204	\$2,225,749	-6%	\$2,120,251	\$2,005,755	-5.4%
Total Retained by Jurisdiction	\$2,376,204	\$2,225,749	-6%	\$2,120,251	\$2,005,755	-5%

	WEST SACRAMENTO			WINTERS		
	Final FY 25-26	Prelim FY 26-27	Change	Final FY 25-26	Prelim FY 26-27	Change
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	\$566,183	-14%	\$92,146	\$81,969	-11%
Total, Transit Services	\$2,513,781	\$2,429,470	-3%	\$136,473	\$140,116	3%
Fixed Route	\$2,281,539	\$2,289,701	0%	\$0	\$92,629	
Paratransit	\$232,242	\$139,769	-40%	\$39,936	\$38,239	-4%
Microtransit	\$0	\$0		\$96,537	\$9,248	-90%
STA to YoloTD	\$551,713	\$503,587	-8.7%	\$77,119	\$72,907	-5.5%
LTF to YoloTD	\$2,621,285	\$2,492,066	-4.9%	\$151,500	\$149,178	-1.5%
Total YoloTD STA + Share of LTF	\$3,172,998	\$2,995,653	-5.6%	\$228,619	\$222,085	-2.9%
STA Retained by Jurisdiction	\$0	\$0	0.0%	\$0	\$0	0.0%
LTF Retained by Jurisdiction	\$1,228,946	\$1,168,364	-4.9%	\$386,687	\$380,763	-1.5%
Total Retained by Jurisdiction	\$1,228,946	\$1,168,364	-4.9%	\$386,687	\$380,763	-1.5%

	YOLO COUNTY (UNINC.)			TOTAL (ROUNDED)		
	Final FY 25-26	Prelim FY 26-27	Change	Final FY 25-26	Prelim FY 26-27	Change
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	\$357,299	-13.7%	\$2,692,178	\$2,303,779	-14.4%
Total, Transit Services	\$163,665	\$181,406	10.8%	\$6,986,871	\$6,769,773	-3.1%
Fixed Route	\$0	\$97,033		\$5,493,800	\$5,632,181	2.5%
Paratransit	\$14,279	\$30,654	114.7%	\$1,104,125	\$905,768	-18.0%
Microtransit	\$149,386	\$53,719	-64.0%	\$388,946	\$231,824	-40.4%
STA to YoloTD	\$346,358	\$317,797	-8.2%	\$2,253,143	\$2,049,079	-9.1%
LTF to YoloTD	\$231,155	\$220,908	-4.4%	\$7,425,906	\$7,024,473	-5.4%
Total YoloTD STA + Share of LTF	\$577,513	\$538,705	-6.7%	\$9,679,049	\$9,073,552	-6.3%
STA Retained by Jurisdiction	\$0	\$0		\$0	\$0	
LTF Retained by Jurisdiction	\$2,185,968	\$2,089,068	-4.4%	\$8,298,057	\$7,869,698	-5.2%
Total Retained by Jurisdiction	\$2,185,968	\$2,089,068	-4.4%	\$8,298,057	\$7,869,698	-5.2%

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

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

FIXED-ROUTE ANNUAL OPERATING BUDGET & SERVICE LEVELS

Table 1.2a shows the proposed **\$16.9 million** FY 2026-27 Fixed Route operating budget. The proposed service levels are provided in Table 1.2b. Fixed Route represents **62.5%** of the total operating budget.

The proposed Fixed Route budget represents an increase of **\$4.1 million (32%)** above FY 2025-26.

Significant cost increases compared to FY 2025-26 include:

- \$1.7 million increase in contracted transportation costs driven by a 17% rate increase.
- \$1.1 million in one-time, non-recurring operating expenses and planning projects supported by TDA Local Transportation Funds (LTF) to meet local match requirements and SB 125 one-time revenues.
- \$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.
- \$339 thousand increase in Fuel stations operations and maintenance to reflect current costs and expected increases. Most of these costs were previously combined under the Fuel expense line.
- \$258 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:

- \$6.4 million in LTF from member jurisdictions, as shown in Table 1.1c.
- \$3.9 million in SB 125 (California Transit Recovery) Funds Cycles 1 & 2.
- \$3.8 million in Federal Transit Administration (FTA) 5307 Urbanized Area Formula Funds.
- \$1.0 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	Final FY 26-27	Change	Percent Change
Recurring Revenues:				
Local Transportation Funds (LTF)	\$5,493,800	\$6,438,908	\$945,108	17%
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	\$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	-	\$2,421,316	\$2,421,316	-
SB 125 Cycle 3	-	\$1,529,847	\$1,529,847	-
Total Fixed-Route Operating Revenues	\$ 12,769,380	\$ 16,856,615	\$4,087,235	32%

Fixed-Route Operating Expenses	Final FY 25-26	Final 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	\$1,263,055	\$18,481	1%
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
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	-	\$1,188,442	\$1,188,442	-
Contracted Transportation - New Contract Start-up Cost	-	\$427,465	\$427,465	-
Total Fixed-Route Operating Expenses	\$ 12,769,380	\$ 16,856,615	\$4,087,235	32%

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 2025-26 fiscal year. YoloTD funds transit services 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. FIXED-ROUTE SERVICE HOURS AND MILES

For cities and destinations served by each route, visit [page 8](#).

Route	Operating Days	Budgeted FY 25-26			Adopted FY 26-27			Change	
		Trips	Hours	Miles	Trips	Hours	Miles	Hours	Miles
42A	MON-FRI	54	44,445	1,041,535	54	43,897	1,032,129	-1%	0
42B	SAT-SUN								
37	MON-FRI	13	3,911	58,330	13	3,911	58,330	0%	0
	SAT-SUN	0			0				
40	MON-FRI	17	5,529	62,373	17	5,529	62,373	0%	0
	SAT	11			11				
	SUN	9			9				
41	MON-FRI	14	3,640	41,586	14	3,640	41,586	0%	0
	SAT	0			0				
	SUN	0			0				
240	MON-FRI	14	4,949	57,219	14	4,949	57,219	0%	0
	SAT	12			12				
	SUN	10			10				
45	MON-FRI (AM Trip)	1	837	23,720	1	837	23,720	0%	0
	MON-FRI (PM Trip)	1			1				
211	MON-FRI	15	5,144	66,616	15	5,144	66,616	0%	0
	SAT	12			12				
	SUN	11			11				
212	MON-FRI	14	4,902	65,175	14	4,902	65,175	0%	0
	SAT	14			12				
	SUN	11			11				
215	MON-SUN (Westbound)	12	8,614	255,055	12	8,614	255,055	0%	0
	MON-SUN (Eastbound)	12			12				
43	MON-FRI (AM Trip)	3	3,025	74,673	3	3,025	74,673	0%	0
	MON-FRI (PM Trip)	3			3				
43R	MON-FRI (AM Trip)	1			1				
	MON-FRI (PM Trip)	1			1				
44	MON-FRI (AM Trip)	3	3,095	70,812	3	3,095	70,812	0%	0
	MON-FRI (PM Trip)	3			3				
230	MON-FRI (AM Trip)	3	2,809	70,835	3	2,809	70,835	0%	0
	MON-FRI (PM Trip)	3			3				
220*	MON-FRI (AM Trip)	0	0	0	3	882	23,377	0%	23,377
	MON-FRI (PM Trip)	0			3				
138	MON-FRI	14	4,355	100,541	14	4,355	100,541	0%	0
Total		291	95,255	1,988,470	295	95,588	2,002,438	0%	23,377

*Winters Route 220 is tentatively scheduled to be restored at the end of January 2027. Upon restoration of the route, one of the two Winters Microtransit (Beeline) service vehicles will be discontinued.



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MICROTRANSIT 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 service to Winters, with two (2) BeeLine vehicles through January 2027.
- Upon the restoration of Route 220 in Winters, BeeLine service will be reduced to one (1) vehicle operating on the same schedule (7:00 am - 7:00 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/costs may vary.

The proposed BeeLine microtransit budget represents a **51% increase (\$1.1 million)** over FY 2025-26. Microtransit represents **11.9%** of the total operating budget.

Significant cost changes compared to FY 2025-26 include:

- \$0.8 million increase in contracted transportation costs driven by a 63% rate increase which now includes mileage-based charges and an annual fixed fee.
- \$111 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:

- \$1.6 million in SB 125 (California Transit Recovery) funds Cycles 1 & 2.
- \$1.0 million in FTA 5307 formula funds supporting Woodland microtransit.
- \$232 thousand 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 detail on the hours of service and number of vehicles for BeeLine microtransit across the three service zones.

Table 1.3 shows the \$3.2 million BeeLine microtransit annual operating budget, which includes BeeLine microtransit service in Woodland, Winters and Knights Landing/Yolo.

TABLE 1.2C. DEMAND RESPONSE - MICROTRANSIT (BEE LINE) SERVICE HOURS

Jurisdiction	Operating Days	Operating Times	Budgeted FY 25-26		Adopted FY 26-27		Change	
			Vehicles	Hours	Vehicles	Hours	Vehicles	Hours
Woodland	Mon - Thur Fri Sat Sun	7:00am-7:00pm 7:00am-11:00pm 9:00am-11:00pm 8:00am-7:00pm	4	18,626	4	18,578	0	(48)
Winters (July 1, 2026 - Jan 23, 2027)	Mon - Fri Mon - Fri Mon - Fri Sat Sun	7:00am-7:00pm 7:00am-11:00am 3:00pm-6:00pm 7:00am-7:00pm No Service	2	5,696	2	3,260	0	(2,436)
Winters (Starting Jan 24, 2027)	Mon - Fri Sat Sun	7:00am-7:00pm 7:00am-7:00pm No Service	0	0	1	2,210	1	2,210
Knights Landing	Mon - Fri Sat Sun	7:00am-7:00pm No Service 7:00am-7:00pm	1	3,913	1	3,913	0	0
Total		251 Weekdays 52 Saturdays 62 Sundays/Holidays	7	28,235	8	27,960	1	(275)



TABLE 1.3 ANNUAL OPERATING BUDGET - MICROTRANSIT

Microtransit Operating Revenues	Final FY 25-26	Final FY 26-27	Change	Percent Change
Recurring Revenues:				
Local Transportation Funds (LTF)	\$388,946	\$231,824	\$(157,122)	-40%
FTA 5307 UZA Formula Funds	\$1,056,211	\$1,035,904	\$(20,307)	-2%
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	-	\$456,181	\$456,181	-
SB125 Cycle 3	-	\$1,177,661	\$1,177,661	-
Total Microtransit Operating Revenues	\$2,130,157	\$3,220,656	\$1,090,499	51%

Microtransit Operating Expenses	Final FY 25-26	Final FY 26-27	Change	Percent Change
Recurring Expenses:				
Contracted Transportation - Woodland	\$951,073	\$1,521,954	\$570,881	60%
Contracted Transportation - Winters	\$332,053	\$466,600	\$134,547	41%
Contracted Transportation - Knights Landing	\$199,782	\$330,635	\$130,853	65%
Fuel	\$165,996	\$248,994	\$82,998	50%
Insurance	\$368,906	\$364,400	\$(4,506)	-1%
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	-	\$111,227	\$111,227	-
Start-up Cost				
Total Microtransit Operating Expenses	\$2,130,157	\$3,220,656	\$1,090,499	51%



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PARATRANSIT ANNUAL OPERATING BUDGET

Table 1.4 shows the **\$3.1 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 **3.7% 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 **11.6%** of the total operating budget.

Significant cost changes compared to FY 2025-26 include:

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

Revenue sources include:

- \$1.2 million in FTA 5307 Urbanized Area Formula Funds.
- \$906 thousand in LTF, as shown in Table 1.1c.
- \$668 thousand in SB 125 (California Transit Recovery) Funds Cycles 1 & 2.
- \$150 thousand in passenger and organization-paid fares.
- \$116 thousand in STA-State-of-Good Repairs funds to support vehicle maintenance.
- \$80 thousand 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	Final FY 26-27	Change	Percent Change
Recurring Revenues:				
Local Transportation Funds (LTF)	\$1,104,125	\$905,768	\$(198,357)	-18%
FTA 5307 UZA Formula Funds	\$842,693	\$1,215,977	\$373,284	44%
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 Casino Transit Subsidy	\$80,000	\$80,000	-	-
Non-Recurring Revenues:				
SB125 Cycle 1	\$700,000	-	\$(700,000)	-100%
SB125 Cycle 2	-	\$487,551	\$487,551	-
SB125 Cycle 3	-	\$180,766	\$180,766	-
Total Paratransit Operating Revenues	\$3,024,818	\$3,135,605	\$110,787	3.7%

Paratransit Operating Expenses	Final FY 25-26	Final 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	\$213,263	\$(109,469)	-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	-	\$72,308	\$72,308	-
Start-up Cost				
Total Paratransit Operating Expenses	\$3,024,818	\$3,135,605	\$110,787	3.7%

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 \$26.9 million would require a further deposit of **\$529 thousand** to the General Reserve from available fund balances to maintain the 25% target level at \$5.9 million.

TABLE 1.5. GENERAL RESERVE DEPOSIT CALCULATION

	Final FY 25-26	Final FY 26-27	Change	Percent Change
Total Operating Expenses	\$ 21,551,008	\$26,956,678	\$5,445,670	25%
FY 2026-27 Non-recurring operating expenses	-	\$(3,287,428)	-	
General Reserve (25% Operating Budget):	\$5,388,000	\$5,917,313	\$529,313	





MULTI-YEAR 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 SRTP 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 net \$1.1 million in proposed new appropriations for multi-year capital and planning projects that includes \$1.8 million in new appropriations offset by a \$1.1 million decrease as a result of defunding a Paratransit service-related project.

New capital project appropriations include:

- Zero emission Bus (ZEB) Electrification Infrastructure - required to meet state GHG reduction requirements and fulfill the requirements of a \$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.

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 believes 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 & PLANNING PROJECT BUDGETS WITH
FY 2026-27 APPROPRIATIONS**

Multiyear Capital & Planning Projects and Annual Reserves Planning	FY 25-26 Carryforward	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 & FFY 24) - 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
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

TABLE 2.1. CONT.

Multiyear Capital & Planning Projects and Annual Reserves Planning	FY 25-26 Carryforward	FY 26-27 Appropriation	Total Multi-Year Project Budget
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
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

TABLE 2.1. CONT.

Multiyear Capital & Planning Projects and Annual Reserves Planning	FY 25-26 Carryforward	FY 26-27 Appropriation	Total Multi-Year Project Budget
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	\$1,041,700	\$1,041,700

TABLE 2.2. ONGOING YOLOTD MULTI-YEAR CAPITAL & PLANNING PROJECTS WITH CARRYFORWARDS & FY 26-27 APPROPRIATIONS

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 **\$760 thousand**.

Multi-Year Capital and Planning Projects	FY 25-26 Carryforward	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)	\$478,865	(\$478,865)	\$0
State-of-Good Repair 99313 (FY23-24)	\$194,716	(\$119,716)	\$75,000
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
TDA-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 (FY26-27) - 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. ONGOING YOLOTD MULTI-YEAR CAPITAL & PLANNING PROJECTS WITH CARRYFORWARDS

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 defunding 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, fleet replacement initiatives, and planning efforts. In certain cases, budget adjustments are requested to allow additional time for project completion.

Multi-Year Capital and Planning Projects	FY 25-26 Carryforward	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 24-25)	\$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 (FY26-27) - Non recurring operating expense	\$33,216	\$0	\$33,216
Total FR-03 Revenue Budget	\$80,168	\$0	\$80,168

TABLE 2.3. CONT.

Multi-Year Capital and Planning Projects	FY 25-26 Carryforward	FY 26-27 Appropriation	Total Multi-Year Project Budget
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
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

TABLE 2.3. CONT.

Multi-Year Capital and Planning Projects	FY 25-26 Carryforward	FY 26-27 Appropriation	Total Multi-Year Project Budget
PT-02. Partransit 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 (FY26-27) - 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. SUMMARY OF ONGOING MULTI-YEAR CAPITAL & PLANNING PROJECTS

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 \$6,924,782 is reduced by \$1,038,442, which reflects costs already included in the Operating Budget. The resulting net total of \$5,886,340 represents the amount reported in the Budget Overview under Multi-Year Capital Projects.

	FY 25-26 Carryforward	FY 26-27 Appropriation	Total Multi-Year Project Budget
Table 2.1. New YoloTD Multi-year Capital & Planning Projects with FY 26-27 Appropriations	\$0	\$1,041,700	\$1,041,700
Table 2.2. Ongoing YoloTD Multi-Year Capital & Planning Projects with FY 25-26 Carryforwards & FY 26-27 Appropriations	\$1,240,445	\$761,213	\$2,001,658
Table 2.3. Ongoing YoloTD Multi-Year Capital & Planning Projects with FY 25-26 Carryforwards Only	\$5,011,424	\$(1,130,000)	\$3,881,424
Total, FY 2026-27 Proposed Multi-Year Project Budget	\$6,251,869	\$672,913	\$6,924,782
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	\$380,794	\$1,101,658
Reserves Funding (YT)	-	\$558,700	\$558,700
Total, FY 2026-27 Proposed Multi-Year Project Budget by Program	\$6,251,869	\$672,913	\$6,924,782
Non-recurring Pperating Expense Projects Funded with LTF (FY 2026-27)			
FR-13 Zero Emission Bus (ZEB) Electrification Infrastructure	-	\$187,000	\$187,000
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	\$869,794	\$1,038,442

TABLE 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.

		<u>FY 25-26</u>			<u>Five-Year Outlook</u>		
	Final Budget	YE Projection	FY 26-27	FY 27-28	FY 28-29	FY 29-30	FY 30-31
Expenditures							
Operating Expenditure Budget ¹	\$21,551,008	\$18,612,354	\$23,669,250	\$24,404,225	\$25,341,867	\$26,522,157	\$27,499,040
FY26-27 Non-recurring operating expenses		-	\$3,287,428	-		-	-
FY29-30 New Service VMT Mitigation Plan 2025 Estimates		-	-	-	-	\$4,200,000	\$4,200,000
Adjustment to 25% deposit to General Reserve	-	-	\$529,313	\$183,744	\$234,410	\$295,073	\$244,221
Scenario Expenditure Budgets in 2025 Dollars:	\$21,551,008	\$18,612,354	\$27,485,990	\$24,587,969	\$25,576,277	\$31,017,229	\$31,943,260
% Change - Recurring Operating Expense w/ no service changes			10%	4%	5%	22%	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	\$7,024,473	\$7,024,473	\$7,024,473	\$7,024,473	\$7,024,473
Cache Creek Casino Transit Subsidy Funds	\$1,315,000	\$1,315,000	\$1,984,661	\$2,054,124	\$2,149,641	\$2,259,058	\$2,357,552
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	\$1,256,727	\$1,256,727	\$1,256,727	\$1,256,727	\$1,256,727
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	\$4,147,127	\$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	\$1,493,698	\$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	\$6,253,323	\$198,426	-	-	-
New Service: Yolo 80 VMT Mitigation Plan 2023 Estimates ¹¹	-	-	-	-	-	\$4,200,000	\$4,200,000
Unrestricted Funds	-	-	\$529,313	\$183,744	\$234,410	\$295,073	\$244,221
Total Base Revenues	\$21,551,008	\$18,612,354	\$27,485,990	\$18,818,644	\$18,766,401	\$23,136,480	\$23,184,123
Base Funding Excess (Deficit)	-	-	-	\$(5,769,324)	\$(6,809,876)	\$(7,880,749)	\$(8,759,137)
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)	-	-	\$0	\$4,694,227	\$2,925,495	\$2,071,281	\$0
Remaining, Base Funding Excess (Deficit)	\$0	\$0	\$0	\$(1,075,097)	\$(3,884,381)	\$(5,809,468)	\$(8,759,137)

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 retained by the jurisdictions in all five years.

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 Regional Tolling Authority.

THANK YOU

We would like to acknowledge our Finance team which led the development of the Budget, and the Executive team which led development of the Workplan. We are deeply grateful for the skilled and devoted YoloTD staff who work every day to support the mobility and quality of life of our Yolo County communities.

Special recognition goes to our staff celebrating milestone anniversaries: Leticia Ambriz (20 years), Cristina Grajeda (15 years), Daniel Gomez (10 years), and Daisy Romero (10 years).

We would also like to thank our Board of Directors, Technical Advisory Committee and Citizens Advisory Committee, and both our current transit operations partner Transdev and incoming partner MV Transportation for their contributions and commitment.

Last but not least, a big thank you to our Yolobus passengers for choosing to ride with us.





350 INDUSTRIAL WAY, WOODLAND, CA 95776 | (530) 661-0816 | YOLOTD.ORG