

11. Financial Plan

Introduction and Assumptions

The financial plan provides the details on costs and revenues from FY 2008/09 to FY 2012/13 based on the recommendations in previous chapters. General descriptions and estimates are provided for operating and capital costs between 2013/14 and 2017/18, but at significantly less detail.

The financial plan is based both on known facts and projections based on historical precedence. Some of the key known facts are:

- The operations and maintenance contract costs have been extended for two years and these costs are known through the calendar year 2010.
- The Yuba-Sutter Transit Board has approved such improvements as purchase of new local transit and paratransit buses and the implementation of 30 minute frequency on Route 2.

These costs are known and incorporated into the financial plan.

However, there are several key assumptions utilized in the financial plan including:

- Overall inflation rates will remain at historical levels of 3%. However, it is assumed that contractor costs beyond 2010 and fuel costs will rise faster than inflation at 5% per year. This is based on recent historical precedence.
- Congress will reauthorize federal spending for both operating and capital purposes in its six-year authorization. Historically, there has been a jump in revenues available the first full year of federal reauthorization.
- While there will be short-term fluctuations in the economy, the availability of the ¼ cent sales tax that funds a significant proportion of local transit service will be available at historical levels.

As described in more detail below, State Transit Assistance funding, including Proposition 42 monies, have experienced significant fluctuation in recent years, and with the State budget crisis, this significant fluctuation could continue. It is a “wild” card in terms of how much money will flow annually to Yuba-Sutter Transit. Conservative estimates have been utilized.

The significant availability of capital revenues from Proposition 1B does not require the utilization of TDA monies for capital match purposes over the five year planning horizon.

Operating Costs

There are three main components of operating costs:

- The amount of service supplied
- The cost of the operations and maintenance contractor to operate that service
- The increased staffing required to administer the significant capital improvement program and provide ongoing quality assurance to transit operations
- Fuel costs

The number of revenue vehicle hours of service is the primary variable that determines operating costs. Chapter 4 on local routes, Chapter 5 on dial-a-ride, Chapter 6 on rural routes, and Chapter 7 on Sacramento and Regional routes (hereinafter referred to as the service plan chapters) all provide input on the amount of service to be supplied.

Service Supply to FY 2012/13

Figure 11-1 provides a breakdown of the service supply by SRTP plan year, broken down by the four main types of service: local fixed route, Sacramento route, rural routes, and dial-a-ride services. In FY 2006/07, the actual number of revenue vehicle hours provided was 67,743, and recent improvements implemented this current fiscal year are expected to increase the number of revenue vehicle hours to 70,716 in FY 2007/08. The Short Range Transit Plan improvements, including the Route 2 improvement adopted in the previous SRTP, will increase revenue vehicle hours by 12,242 over the five year planning horizon to FY 2012/13, a 17% increase.

Service Supply after 2012/2013 and 2017/2018

There are three likely improvements after 2012/13 that were discussed in the service plan chapters:

- Implementation of 30 minute service on Route 4
- Implementation of Sunday service
- Implementation of later evening service on the local routes
- Continued expansion of rural routes
- Implementation of Regional Routes to Roseville and/or Rancho Cordova.

,Several of these improvements, such as Sunday service, could be implemented in an earlier fiscal year, depending on the policy discretion of the Yuba-Sutter Transit Board of Directors.

**Exhibit 11-1
Projected Changes in Service Supply**

	FY 2006/07 Actual	FY 2007/08 Projected	FY 2008/09 Projected	FY 2009/10 Projected	FY 2010/11 Projected	FY 2011/12 Projected	2012/13 Projected
Vehicle Revenue Hours							
Local Routes	40,517	42,477	45,998	49,519	49,519	49,519	49,519
Sacramento Routes	7,430	8,269	8,636	8,636	9,295	10,367	10,779
Rural Routes	727	901	1,190	1,467	1,529	1,591	1,591
Dial-A-Ride	18,779	19,069	19,069	19,569	20,069	20,569	21,069
Total	67,453	70,716	74,893	79,190	80,411	82,045	82,957
SRTP Recommended Improvements							
Add 30 minutes Route 2 January 1, 2009			3,521				
Add 30 minutes Route 2 full year				3,521			
Add Commuter service run Sept. 07		839	367				
Add 4 commuter runs: 2011 to 2013					413	825	413
Add Midday Sacramento Run					246	246	
Plumas Lake Rural Routes: two days res. Only				80	80		80
Wheatland: two RT Tuesdays and Thurs.		92	92				
Wheatland Third weekday, two RT					62	62	
Live Oak one day to two trips per day			107	107			
Foothills schedule guaranteed; checkpoint			90	90			
Increase DAR by 500 revenue hours per year				500	500	500	500

Operations and Maintenance Contractor

The operations and maintenance contractor represented about 73% of the total operations and administrative costs for Yuba-Sutter Transit in FY 2006/07. At the March 2008 Yuba-Sutter Transit Board meeting, an extension of the contract with Veolia was approved through the calendar year 2010.

The operations contractor expenditures are expected to increase from \$ 3,144,800 projected for FY 2007/08 to \$ 5,210,338 in FY 2012/13, a 66% increase over the five year planning horizon.

Enhanced Staffing Capability

Chapter 9 provided significant detail on the recommended staffing plan. The increased staffing and contract services will have a significant impact on operating and administrative expenditures over the five year planning horizon. It was recommended and approved by the Yuba-Sutter Transit Board in March 2008 to increase staffing levels from 2.75 full time equivalents to 4.15 full time equivalents and to rearrange staffing functions and responsibilities.

The administrative staffing, including fringe benefits, is expected to increase from \$247,216 in FY 2007/08 to \$505,528 in FY 2012/13, a 104% increase, including salary increases for existing staff.

Fuel Costs

Fuel costs have risen significantly in the past couple of years. Fuel costs are one of those wild card factors that significantly impact operating expenditures. Based on recent trends, the preliminary draft FY 2008/09 Yuba-Sutter Transit budget was utilized as the base year, and fuel costs were increased 5% year, 2% over inflation. Overall fuel costs are expected to increase from \$600,000 in FY 2007/08 (a jump from \$454,000 in FY 2006/07) to \$907,092 in FY 2013.

Figure 11-2 provides a summary of operating expenditures between FY 2006/07 and FY 2012/13. Total operating expenditures are expected to increase from \$4.5 million in FY 2007/08 to \$7.3 million in 2012/13.

**Figure 11-2
Operating and Administration Expenditures**

	FY 2006/07 Actual	FY 2007/08 Projected	FY 2008/09 Projected	FY 2009/10 Projected	FY 2010/11 Projected	FY 2011/12 Projected	FY 2012/13 Projected
Operations Expenditures							
Services: Contractor	\$ 2,818,228	\$ 3,144,800	\$ 3,483,200	\$ 4,219,823	\$ 4,601,703	\$ 4,903,482	\$ 5,210,338
Services: Other maintenance	59,012	70,000	72,100	74,263	76,491	78,786	81,149
Fuel and Lubricants	454,289	600,000	672,000	735,208	793,794	851,091	907,092
Tires Tubes	28,490	33,000	33,990	35,010	36,060	37,142	38,256
Other materials and supplies	51,941	65,000	66,950	68,959	71,027	73,158	75,353
Casualty and Liability: Insurance	176,072	194,600	200,438	206,451	212,645	219,024	225,595
Utilities: electric, gas, water, sewer	27,274	30,700	31,621	32,570	33,547	34,553	35,590
Other Operations Expenditures	1,899	2,000	2,060	2,122	2,185	2,251	2,319
Total Operations Expenditures	\$ 3,617,205	\$ 4,140,100	\$ 4,562,359	\$ 5,374,405	\$ 5,827,452	\$ 6,199,486	\$ 6,575,692
Administration Expenditures							
Staff salary	\$ 151,182	\$ 156,400	\$ 216,244	\$ 207,869	\$ 328,627	\$ 338,486	\$ 348,640
Fringe Benefits-Admin Expense	68,042	70,400	90,816	93,541	147,882	152,318	156,888
Contract: marketing and grant mgmt.			77,500	100,000			
Outside services: legal, accounting, print	26,033	32,000	32,960	33,949	34,967	36,016	37,097
Materials and Supplies	7,405	9,500	9,785	10,079	10,381	10,692	11,013
Utilities: phone	2,906	3,500	3,605	3,713	3,825	3,939	4,057
Marketing/Adverstising	8,828	2,000	45,624	53,744	58,275	61,995	65,757
Other Administrative Expenses	16,785	54,500	56,135	57,819	59,554	61,340	63,180
Total Administrative Expenses	281,181	328,300	532,669	560,713	643,510	664,787	686,633
Total Operating & Admin. Expenditures	\$ 3,898,386	\$ 4,468,400	\$ 5,095,028	\$ 5,935,118	\$ 6,470,962	\$ 6,864,273	\$ 7,262,325

Operating Revenues

There are three primary sources of operating revenues utilized by Yuba-Sutter Transit:

- Fares
- State/local funds
- Federal Funds

Fares

The fares collected by Yuba-Sutter Transit are projected to be just slightly over \$1 million in FY 2007/08. About 50% of the fare revenues are derived from the Sacramento Routes, which currently have an average fare of \$4.03 per passenger trip. The local fixed route service has an average fare of \$.56 per passenger.

Figure 11-3 shows the past history and proposed fare structure over the next five years. The local fixed route has not had a fare increase from the \$1.00 base fare since January 1993. Peer systems, including Yolo County, Roseville, and Redding currently have adult base fares of \$1.50.

In Chapter 3, the target objective for farebox recovery is 20%. This is the key indicator in determining whether or not fares need to be increased. In order to keep the farebox recovery ratio above 20%, it would be necessary to increase fares in 2009/10.

FY 2009/10 Fare Increase

For local fixed route, the recommended adult base fare would increase from \$1.00 to \$1.25 and senior/disabled/youth cash fares would increase from \$0.50 to \$0.60. The adult monthly pass would increase by \$5.00 to \$35.00 and the senior/disabled monthly pass would increase by \$2.50 per month to \$17.50 per month. Transfers would continue to be free.

For all rural routes, the base adult cash fare would increase from \$2.00 to \$2.50, and the senior/disabled/youth cash fare would increase from \$1.00 to \$1.25. For the Foothills Route, fares for trips beyond Loma Rica would increase to \$3.50.

For dial-a-ride, the adult cash fare would be increased from \$4.00 to \$5.00. The senior/disabled/youth fare would increase from \$2.00 to \$2.50. There would be no increase in fares for evening dial-a-ride service.

There would be no increase in the Sacramento Route fares, as these fares were recently increased.

Total fare revenues, based on increased ridership levels, and increased fares, would increase from \$1.1 million in FY 2007/08 to \$1.4 million in 2010/11, the first full fiscal year after the fare increase.

**Figure 11-3
Fare History and Proposal**

2000	2003	2008	2009/10 Proposed	2011/12 Proposed	Fare Category
Local Fixed Routes					
\$1.00	\$1.00	\$1.00	\$1.25	\$1.50	adult cash fare
\$10.00	\$10.00	\$10.00	\$12.50	\$15.00	adult ticket book (12 rides)
\$0.50	\$0.50	\$0.50	\$0.60	\$0.75	senior / disabled / youth cash fare (5-12)
\$36.00	\$30.00	\$30.00	\$35.00	\$40.00	adult monthly pass
\$18.00	\$15.00	\$15.00	\$17.50	\$20.00	senior / disabled monthly pass
na	\$15.00	\$15.00	\$17.50	\$20.00	youth monthly pass (5-18)
Free	Free	Free	Free	Day Pass?	Transfers
Rural Routes					
\$2.00	\$2.00	\$2.00	\$ 2.50/3.50	\$2.75/\$3.75	adult cash fare; Foothills 2 zone fare in 2009/10
\$1.00	\$1.00	\$1.00	\$1.25/\$1.75	\$1.35/\$1.85	senior / disabled / youth cash fare
Dial-A-Ride					
\$3.00	\$3.00	\$4.00	\$5.00	\$5.00	adult cash fare
\$1.50	\$1.50	\$2.00	\$2.50	\$3.00	senior / disabled / youth cash fare
\$2.00	\$2.00	\$3.00	\$3.00	\$4.00	adult cash fare (after 6 pm)
\$1.00	\$1.00	\$1.50	\$1.50	\$2.00	senior / disabled / youth cash fare (after 6 pm)
Sacramento Routes					
\$2.50	\$3.00	\$3.50	\$3.50	\$4.00	adult cash fare
na	\$60.00	\$70.00	\$70.00	\$80.00	adult punch card (20 rides)
\$85.00	\$100.00	\$112.00	\$112.00	\$128.00	adult monthly pass

FY 2011/2012 Fare Increase

This fare increase is part of a two-step plan to increase the local base fare from \$1.00 to \$1.50 in order to achieve and maintain the target objective of 20% farebox recovery. After this fare increase, it is unlikely that the local fixed route fares will need to increase for another three fiscal years. It is very likely that Yuba-Sutter Transit will continue to have lower fares than its peer comparison systems, which have a current base fare of \$1.50.

For local fixed route, the recommended adult base fare would increase from \$1.25 to \$1.50 and senior/disabled/youth cash fares would increase from \$0.60 to \$0.75. The adult monthly pass would increase by \$5.00 to \$40.00 and the senior/disabled monthly pass would increase by \$2.50 per month to \$20.00 per month.

In FY 2010/11, a detailed analysis should be conducted for having a day pass replace transfers. The basic concept of a day pass is that a passenger purchases a pass on the first ride of the day and can ride as many buses on that day as he or she desires. The day pass would replace transfers. There was not sufficient data available from passengers to make a recommendation on the day pass at this time. The data collection effort for the day pass analysis should be included as part of the on-board survey of passengers. Appendix A includes a brief discussion of day pass issues that need to be considered in this more detailed analysis.

This analysis will also incorporate more details on how SACOG's Universal Fare Card program will be utilized by Yuba-Sutter Transit. These policy issues were briefly discussed earlier in Chapter 4.

For all rural routes, the base adult cash fare would increase from \$2.50 to \$2.75, and the senior/disabled/youth cash fare would increase from \$1.25 to \$1.35. For the Foothills Route, fares for trips beyond Loma Rica would increase to \$3.75.

For dial-a-ride, the adult cash fare would remain at \$5.00. The senior/disabled/youth fare would increase from \$2.50 to \$3.00. The adult cash fare for evening dial-a-ride would increase from \$3.00 to \$4.00. The senior/disabled/youth cash fare would increase from \$1.50 to \$2.00.

For the Sacramento Routes, the adult cash fare would increase from \$3.50 to \$4.00. The adult punch card for 20 rides would increase from \$70 to \$80. The adult monthly pass would increase in \$112 to \$128 per month.

Total fare revenues, based on increased ridership levels, and increased fares, would increase from \$1.4 million in 2010/2011 to \$1.8 million in 2012/2013, the first full fiscal year after the fare in increase.

State/Local Funds

The Local Transportation Fund is part of the funds received from Transportation Development Act (TDA) monies. TDA funds are derived from the state sales tax and are earmarked for transportation purposes. The law (SB 325, enacted in 1971) created a local transportation fund (LTF) in each county that is funded from ¼ cent of the base statewide six-cent retail sales tax that is collected in each county. If there are no unmet needs, the remaining funds can be utilized for street and roads purposes.

Transportation Development Act funds are utilized by Yuba-Sutter Transit as the fund of last resort. In other words, after all other possible operating funds are utilized; TDA funds are utilized to fill in the remaining operating revenue needed. In FY 2007/08, a total of \$1.9 million in TDA funds is projected to be utilized to support Yuba-Sutter Transit operations. By FY 2012/13, TDA fund utilization is expected to increase to \$3.5 million.

A second state funding source is State Transit Assistance (STA). These funds are derived from the Public Transportation Account. STA funds can be utilized for both operating and capital purposes, but are subject to performance criteria for the utilization for operating purposes. Because of increases in staffing expenditures, rising fuel costs, increases in contractor expenses, etc., declines in key performance measures will likely limit the use of STA funds for local fixed route operations.

Due to the significant capital improvement program that Yuba-Sutter Transit will be undertaking over the next five years, STA are being strategically utilized to fund these capital expenses. This strategic application has helped to eliminate the need for the utilization of TDA fund to provide matching support for the capital improvement program.

Yuba-Sutter Transit has historically received about \$46,000 annually from the lease of the 7-up facility. This will be discontinued when the lease expires on December 31, 2009.

Other revenue sources include interest on fund reserves and advertising. Over the five year planning horizon, \$335,000 will be utilized from these funding sources to support Yuba-Sutter Transit operations.

Federal Operating Funds

Yuba-Sutter Transit has received an apportionment of \$1,469,379 for FY 2007/08 in Federal Transit Administration (FTA) from SACOG. Because the Yuba-Sutter Transit service area is considered a small urbanized area between 50,000 and 200,000, Yuba-Sutter Transit can utilize these funds for either operating or capital purposes. Because other capital revenues are available to fund the capital improvement program, the financial plan is assuming the utilization of \$1.4 million per year, increasing to \$1.5 million in FY 2012/13 to support Yuba-Sutter Transit operations.

Yuba-Sutter Transit is eligible to receive FTA 5311 funds to support rural services. Yuba-Sutter is expected to receive \$1,000,000 in FTA 5311 funds over the next five fiscal years.

Finally, Yuba-Sutter Transit has utilized FTA 5316 funds, Job Access Reverse Commute funds to support the evening dial-a-ride program to enable workers to access jobs. This program is expected to continue, and Yuba-Sutter Transit is expected to receive approximately \$433,000 over the next five fiscal years.

Figure 11-4 is a summary of the expected operating revenues between FY 2006/07 and FY 2012/13.

Capital Expenditures

There are seven primary categories of capital expenditures for Yuba-Sutter Transit:

- Vehicle Replacement
- Vehicle Expansion
- Operations and Maintenance Facility Remodel
- Bus Stop Improvements and Signage
- Park and Ride Lots
- Safety and Security Improvements

Vehicle Replacement and Expansion

Figure 11-5 provides a summary of the fleet plan by plan year between 2008/09 and 2012/13. The summary table for the fleet plan by service mode below shows there will be a total 30 replacement buses and 15 expansion buses over the next five years.

Service Mode	Replacement	Expansion
Local Fixed Route	14	8
Dial-A-Ride/Rural	15	2
Sacramento Routes	1	5
Total	30	15

**Figure 11-4
Operating Revenue Forecasts**

Operating Revenue Source	FY 2006/07 Actual	FY 2007/08 Projected	FY 2008/09 Projected	FY 2009/10 Projected	FY 2010/11 Projected	FY 2011/12 Projected	FY 2012/13 Projected
1. Fares							
Fares from farebox							
Local Routes	\$ 311,833	\$ 401,264	\$ 482,699	\$ 596,307	\$ 608,233	\$ 696,975	\$ 731,823
Commuter Routes	404,702	520,489	549,880	556,874	599,347	783,023	824,129
Rural Routes	2,556	3,328	4,396	7,208	7,791	9,656	9,989
Dial-A-Ride	132,913	133,754	133,754	162,785	171,854	208,344	219,336
Special Transit Fares	32,968	35,000	30,000	30,000	30,000	30,000	30,000
Total Fare Revenues	\$ 852,004	\$ 1,093,835	\$ 1,200,730	\$ 1,353,173	\$ 1,417,225	\$ 1,727,997	\$ 1,815,277
2. Local/State							
Bus, Shelter Advertising	32,968	34,000	35,000	36,050	37,132	38,245	39,393
Interest	19,155	45,000	30,000	30,000	30,000	30,000	30,000
Facility Rent (7-up)	46,200	44,200	46,200	23,100			
Local grants (FRAQMD, RWMA, Misc.)	17,050	66,500	25,000	25,750	26,523	27,318	28,138
TDA: Local Transportation Fund (LTF)	1,787,993	\$ 1,947,265	\$ 1,986,098	\$ 2,747,140	\$ 3,226,281	\$ 3,292,896	\$ 3,487,566
TDA: State Transit Assistance (STA)	19,642	31,000	52,000	59,905	61,702	63,553	65,460
Local Total	\$ 1,923,008	\$ 2,167,965	\$ 2,174,298	\$ 2,921,945	\$ 3,381,637	\$ 3,452,013	\$ 3,650,556
3. Federal							
FTA Section 5307 (urban)	800,000	900,000	1,400,000	1,400,000	1,400,000	1,400,000	1,500,000
FTA Section 5311 (rural)	150,000	176,600	180,000	190,000	200,000	210,000	220,000
FTA Section 5316	128,185	130,000	140,000	70,000	72,100	74,263	76,491
Federal Total	\$ 1,078,185	\$ 1,206,600	\$ 1,720,000	\$ 1,660,000	\$ 1,672,100	\$ 1,684,263	\$ 1,796,491
TOTAL Operating Revenues	\$ 3,853,197	\$ 4,468,400	\$ 5,095,028	\$ 5,935,118	\$ 6,470,962	\$ 6,864,273	\$ 7,262,325

**Figure 11-5
Fleet Plan**

MTP #	Grant, Order Year	Delivery & Plan Year	Quantity	Service Mode	Type	Year	Make/ Model	Old Seated Capacity	New Seated Capacity
10190	FY 2007/08	FY 2008/09	10	Dial-A-Ride	Replacement	1999	Goshen	19	16-18
10170	FY 2006/07	FY 2008/09	8	Local Fixed Route	Replacement	1995, 1996	Bluebird	28	27-31
10170	FY 2006/07	FY 2008/09	4	Local Fixed Route	Expansion	2008 Optima	Optima		27-31
10418	FY 2008/09	FY 2009/10	3	Sacramento Routes	Expansion	2010	OTR Tour		49-57
10390	FY 2008/09	FY 2009/10	2	Dial-A-Ride	Expansion	low floor minivan			7
10390	FY 2008/09	FY 2009/10	5	Dial-A-Ride	Replacement	2003	Starcraft	14	14
10417	FY 2009/2010	FY 2010/11	1	Sacramento Routes	Replacement	1997	Bluebird	45	49-57
10417	FY 2009/2010	FY 2010/11	2	Sacramento Routes	Expansion	2011	OTR Tour		49-57
10200	FY 2011/12	FY 2012/13	4	Local Fixed Route	Expansion	2013	Low Floor		27-31
10200	FY 2011/12	FY 2012/13	6	Local Fixed Route	Replacement	2001	Bluebird	35	27-31

Operations and Maintenance Facility Remodel

Chapter 10 provides significant detail on the operations and maintenance facility remodel project. A design and build contract is expected to be let in FY 2008/09 with \$148,000 in design fees. Phase I of the project, the remodel of the existing building, is projected to cost \$851,604. Phase II of the project, including the removal of the 7-Up building, providing concrete for the bus and employee yard, and fueling station is expected to cost slightly more than \$1 million.

Bus Stop Improvements and Signage

In FY 2009/10, money is budgeted for improvements to the center median at the North Beale Transit Center to discourage passengers from crossing mid-block to transfer buses. There is a signalized crosswalk that passengers should use, but consultant observations saw several passengers jaywalking and creating dangerous pedestrian/auto conflicts. A center median fence would further discourage such illegal behavior.

There is an ongoing need to provide improvements to bus stops, benches, and shelters, and this line item provides ongoing funding for that purpose.

Park and Ride Lot Development

The McGowan Parkway Park and Ride Lot is a Yuba County project located at the corner of McGowan Parkway and Powerline Rd. The Park and Ride lot is a mitigation measure for the North Arboga Study area. Funding is provided by developer impact fees for homes built in the area. The lot is planned for construction in 2008, and will have 126 spaces on 1.2 acres. Yuba-Sutter Transit does not have financial participation in this project.

The Bogue Road Park and Ride lot currently has significant overflow issues. Yuba-Sutter Transit has been planning to improve the capacity of this Caltrans park and ride lot in both the short and long-term. Federal CMAQ funding has been secured for a project that expands the existing Caltrans park and ride lot at Bogue Road and Highway 99 in Yuba City from 88 spaces to approximately 150 spaces including the purchase of additional right of way to expand to approximately 300 spaces in the future. Yuba-Sutter Transit has budgeted \$1.8 million in capital expenditures in 2009/10 for this project. Additional monies will be required beyond 2012/13 to further expand this park and ride lot facility.

Another park and ride facility will be developed in Plumas Lake by Yuba County. The Park and Ride lot is expected to be approximately 125-150 spaces and is estimated to be completed in about three years. Yuba-Sutter Transit is not anticipated to have financial participation in this project.

Safety and Security Improvements

Yuba-Sutter Transit will be making a number of safety and security improvements over the next five fiscal years. The first project is the installation of 18 onboard surveillance camera systems on 18 local fixed route buses. Other buses will have surveillance camera systems installed as Proposition 1B Transit System Safety, Security, and Disaster Response Account monies become available. Yuba-Sutter Transit is also planning to incorporate safety and security measure into its facility remodel program, such as card access, improved lighting, and fencing.

Capital Revenues

Yuba-Sutter Transit is planning to utilize the following capital funding sources between FY 2008/09 and FY 2012/13.

Local and State Generated Revenue

- Vehicle Emission Fees (FRAQMD)
- State Transit Assistance (STA)
- Proposition 1B (PTMISEA)
- Proposition 1B (Safety and Security)

Federal Funding

- FTA Section 5307
- FTA Section 5317
- Congestion Mitigation and Air Quality (CMAQ)

Each of these funding sources is reviewed below.

Vehicle Emission Fees

Yuba-Sutter Transit applies to the Feather River Air Quality Management District (FRAQMD) for special grants to provide matching funds for capital improvements such as the Bogue Road Park and Ride lot. The vehicle emission fee revenues are distributed to FRAQMD by the California Department of Motor Vehicles as part of the Clean Air Act of 1988. A total of \$187,306 is forecast for grant approvals for vehicle emission fees for the Yuba-Sutter Transit capital program over the next five years.

State Transit Assistance (Transportation Development Act)

As explained above under operating revenues, Yuba-Sutter Transit receives allocations of State Transit Assistance (STA) funds as part of the California Public Transit Account. This fund includes both Transportation Development Act and Proposition 42 revenues. Yuba-Sutter Transit is planning to utilize \$4.9 million in STA funds over the next five years.

Proposition 1B

As approved by the voters in the November 2006 general election, Proposition 1B enacts the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006. Statewide, this is a \$19.925 billion state general obligation bond that is meant to fund high priority projects. There are 16 different programs under Proposition 1B, and two directly benefit Yuba-Sutter Transit. The Public Transportation Modernization, Improvement and Service Enhancement Account (PTMISEA) is expected to provide \$2.8 million in funding for Yuba-Sutter Transit and will be utilized primarily to finance the facility remodel project through 2012/13.

The Transit System Safety, Security, and Disaster Response Account of Proposition 1B, is expected to provide \$690,000 in revenues for the onboard security surveillance cameras on buses, and facility security enhancements.

FTA 5307 Funding

As described above in operating revenues, this formula based funding can be utilized for either operating or capital purposes by Yuba-Sutter Transit. Because of the availability of Proposition 1B monies and the expectation that STA funds will not be available for operating purposes because of performance standard requirements, FTA 5307 monies are programmed primarily for operating purposes after 2008/09. In 2008/09, these monies are being utilized to provide a portion of the funding for bus replacement and bus expansion purposes.

FTA 5310 Elderly and Disabled

Caltrans administers the FTA Elderly and Disabled Specialized Transit Program, commonly known as FTA 5310. The purpose of this program is to provide capital grants to human service agencies providing transportation to the elderly and disabled. In Chapter 5, there was discussion of the need to replace the Medi-Car van for the QuEST project. This funding source will provide \$37,183 for that purpose.

FTA 5317 Funding

The New Freedom federal funding is a relatively new federal funding program designed to provide support new services or enhancements that go beyond those required under the Americans with Disabilities Act. Yuba-Sutter Transit is planning to utilize this revenue source to install ADA accessibility improvements (sidewalks, curb cuts, etc). In the next fiscal year, fund will be utilized in partnership with Yuba County, to provide an accessible path to a currently inaccessible, high use Yuba-Sutter Transit bus stop on Feather River Boulevard near North Beale Road. This funding is grant based, and Yuba-Sutter intends to submit grant applications to SACOG annually. A total of \$215,313 is expected to be granted to Yuba-Sutter Transit over the five SRTP planning horizon.

Congestion Mitigation Air Quality (CMAQ)

The CMAQ program is jointly administered by the Federal Highway Administration and the Federal Transit Administration. The program was continued as part of SAFETEA-LU. SACOG, as the Metropolitan Planning Organization, administers this federal funding program designed to improve air quality in non-attainment areas. A primary purpose that Yuba-Sutter Transit is utilizing this funding to provide vehicle emission system upgrades as part of its vehicle replacement program in order to meet the California Air Resources Board Fleet Rule. It is also being utilized to provide a key revenue source for the Bogue Road Park and Ride facility expansion. Yuba-Sutter Transit is expected to be granted almost \$6.3 million in funding over the next five fiscal years.

Figure 11-6 provides the summary of the capital plan between 2008/09 and 2012/13. Yuba-Sutter Transit will undertake a capital improvement program totaling \$18.9 million over the next five fiscal years.

Summary of Expenditures and Revenues

Figure 11-7 is a summary of Yuba-Sutter Transit expenditures and revenues, both capital and operating over the next five years. This summary page indicates a total of \$48.5 million in expenditures between 2008/09 and 2012/13. The summary table shows the corresponding revenue sources that will be utilized to pay for the capital and operating expenditures.

**Exhibit 11-6
Capital Expenditure and Revenues**

Capital Expenditures	FY 2006/07 Actual	FY 2007/08 Projected	FY 2008/09 Projected	FY 2009/10 Projected	FY 2010/11 Projected	FY 2011/12 Projected	FY 2012/13 Projected	Total FY 09-13
Vehicle Replacement		\$ 350,000	\$ 3,142,000	\$ 382,454	\$ 601,000		\$ 2,086,693	\$ 6,562,148
Vehicle Expansion	1,673,291		1,200,000	1,839,601	1,202,000		1,391,129	\$ 7,306,020
RFP and Design Fees			148,000					\$ 148,000
Phase I Facility Remodel			425,802	425,802				\$ 851,604
Phase II Facility Remodel				505,413	520,575			\$ 1,025,988
Bus Stop Improvements/Signage			85,000	131,500	53,045	56,275	57,964	\$ 383,784
Safety and Security Enhancements			138,000	138,000	138,000	138,000	138,000	\$ 690,000
Park and Ride Facilities				1,844,000				\$ 1,844,000
Misc. Capital Expenses	47,440			35,154				\$ 82,594
Total Capital Expenditures	\$1,720,731	\$ 350,000	\$ 5,138,802	\$ 5,301,924	\$ 2,514,620	\$ 194,275	\$ 3,673,786	\$ 18,894,138

Capital Revenues	FY 2006/07 Actual	FY 2007/08 Projected	FY 2008/09 Projected	FY 2009/10 Projected	FY 2010/11 Projected	FY 2011/12 Projected	FY 2012/13 Projected	Total FY 09-13
Local and State Generated Revenues								
Vehicle Emission Fees (FRAQMD)	\$ 100,000		\$ 55,000	\$ 32,306				\$ 187,306
TDA: Local Transportation Fund (LTF)	\$ 420,731	\$ 360,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 780,731
TDA/Prop 42: State Transit Assistance (STA)			\$ 1,800,133	\$ 1,543,199	\$ 858,395	\$ 1,724	\$ 748,654	\$ 4,952,106
Proposition 1B (PTMISEA)			\$ 573,802	\$ 931,215	\$ 520,575		\$ 750,000	\$ 2,775,592
Proposition 1B (Safety and Security)			\$ 138,000	\$ 138,000	\$ 138,000	\$ 138,000	\$ 138,000	\$ 690,000
Federal Funding								
FTA Section 5307 (urban)	\$1,200,000		\$ 1,795,416			\$ 17,420		\$ 3,012,836
FTA 5310 Elderly and Disabled			\$ 37,183					\$ 37,183
FTA Section 5317			\$ 35,000	\$ 70,000	\$ 36,050	\$ 37,132	\$ 37,132	\$ 215,313
Congestion Mitigation & Air Quality Funds			\$ 704,268	\$ 2,587,204	\$ 961,600		\$ 2,000,000	\$ 6,253,072
Total Capital Revenues	\$1,720,731	\$ 360,000	\$ 5,138,802	\$ 5,301,924	\$ 2,514,620	\$ 194,275	\$ 3,673,786	\$ 18,904,138

**Figure 11-7
Summary of Expenses and Revenues**

	FY 2008/09 Projected	FY 2009/10 Projected	FY 2010/11 Projected	FY 2011/12 Projected	FY 2012/13 Projected	5-year Total
EXPENSES						
Operations/ Admin. Expenditures						
Services: Contractor	\$ 3,483,200	\$ 4,219,823	\$ 4,601,703	\$ 4,903,482	\$ 5,210,338	\$ 22,418,546
Fuel and Lubricants	672,000	735,208	793,794	851,091	907,092	\$ 3,959,186
Casualty and Liability Insurance	200,438	206,451	212,645	219,024	225,595	\$ 1,064,153
Administrative staff and benefits	307,061	301,409	476,509	490,804	505,528	\$ 2,081,311
Other Expenditures	432,330	472,226	386,311	399,873	413,771	\$ 2,104,511
Total Operating Expenditures	5,095,028	5,935,118	6,470,962	6,864,273	7,262,325	\$ 31,627,706
Capital Expenditures						
Bus Replacement	3,142,000	382,454	601,000	-	2,086,693	\$ 6,212,148
Bus Expansion	1,200,000	1,839,601	1,202,000	-	1,391,129	\$ 5,632,729
Facility Remodel	573,802	931,215	520,575	-	-	\$ 2,025,592
Park and Ride Lots	-	1,844,000	-	-	-	\$ 1,844,000
Safety and Security Enhancements	138,000	138,000	138,000	138,000	138,000	\$ 690,000
Other Capital Expenditures	85,000	166,654	53,045	56,275	57,964	\$ 418,938
Total Capital Expenditures	5,138,802	5,301,924	2,514,620	194,275	3,673,786	\$ 16,823,407
Total Expenditures	\$ 10,233,830	\$ 11,237,042	\$ 8,985,582	\$ 7,058,548	\$ 10,936,111	\$ 48,451,113
REVENUES						
Operations Revenues						
Fare Revenues	\$ 1,200,730	\$ 1,353,173	\$ 1,417,225	\$ 1,727,997	\$ 1,815,277	\$ 7,514,403
TDA: Local Transportation Fund	1,986,098	2,747,140	3,226,281	3,292,896	3,487,566	\$ 14,739,980
TDA: State Transit Assistance	52,000	59,905	61,702	63,553	65,460	\$ 302,621
FTA 5307	1,400,000	1,400,000	1,400,000	1,400,000	1,500,000	\$ 7,100,000
FTA 5311	180,000	190,000	200,000	210,000	220,000	\$ 1,000,000
Other Operating Revenues	276,200	184,900	165,754	169,827	174,021	\$ 970,702
Total Operating Revenues	5,095,028	5,935,118	6,470,962	6,864,273	7,262,325	\$ 31,627,706
Capital Revenues						
Vehicle Emission Fees (FRAQMD)	55,000	32,306	-	-	-	\$ 87,306
TDA: Local Transportation Fund (LTF)	-	-	-	-	-	\$ -
TDA: State Transit Assistance (STA)	1,800,133	1,543,199	858,395	1,724	748,654	\$ 4,952,106
Proposition 1B (PTMISEA)	573,802	931,215	520,575	-	750,000	\$ 2,775,592
Proposition 1B (Safety and Security)	138,000	138,000	138,000	138,000	138,000	\$ 690,000
FTA Section 5307 (urban)	1,795,416	-	-	17,420	-	\$ 1,812,836
Congestion Mitigation & Air Quality Funds	704,268	2,587,204	961,600	-	2,000,000	\$ 6,253,072
Other Capital Revenues	72,183	70,000	36,050	37,132	37,132	\$ 252,496
Total Capital Revenues	5,138,802	5,301,924	2,514,620	194,275	3,673,786	\$ 16,823,407
Total Revenues	\$ 10,233,830	\$ 11,237,042	\$ 8,985,582	\$ 7,058,548	\$ 10,936,111	\$ 48,451,113