

# CAMPUS EXPANSION INITIATIVE (CEI)

2020-21

DEPARTMENTAL REPORT TO THE COUNCIL ON STUDENT AFFAIRS AND FEES (COSAF)

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Department Name:

**ASUCD Unitrans**

Contact:

Jeffrey Flynn, General Manager

Referenda verbiage regarding allocations to this department:

*New buses, new silo bus terminal, matching funds for federal grants.*

## 1. 2019-20 Use of Fee / 2020-21 Projected Use of Fee

Expense	2019-20 Actuals	2020-21 Estimated Allocation
<b>Student Salaries</b> (including benefits)	\$0	\$0
<b>Career Staff Salaries</b> (including benefits)	\$0	\$0
<b>Programs, Information Technology, Administration</b>	\$0	\$0
<b>Facility/Maintenance Expenses</b>	\$0	\$0
<b>Fixed Expenses</b> (debt service)	\$0	\$0
<b>Contribution to Reserves</b>	\$-165,669	\$-100,000
<b>Other</b> (please list) – Capital Programs	\$562,921	\$500,000
<b>TOTAL FEE REVENUE</b>	<b>\$397,252</b>	<b>\$400,000</b>

## 2. Please describe the department's programs, services and/or facilities funded by CEI:

Unitrans provides transit service to the UC Davis campus and City of Davis community. CEI funds are used to fund facility and equipment expenses, such as new buses, bus stop improvements, terminal, operations & maintenance facility improvements, and matching funds for other miscellaneous capital needs. These funds are not used for operating salaries or benefits and do not receive a CPI adjustment. In FY2019-20, CEI funds were used to match grant funding for major infrastructure projects including final engineering/design for an all-electric Unitrans bus fleet and other facility improvements, compressed natural gas compressor replacement project construction, and the replacement of five 2005 buses with new near zero emission engine buses. The buses cost approximately \$3 million and were the largest CEI expense for the year.

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**3. Please provide information on any substantial variance between 2019-20 and 2020-21:**

Unitrans is in the midst of the 1<sup>st</sup> phase of our electric fleet conversion and will have expenditures exceeding \$10 million over the next three years. Facility construction begin in August 2020 and will be completed in Summer 2021. The first electric buses will arrive in Fall 2021. All projects will be supported partially by CEI. 2020-21 through 2022-23 will see a significant withdraw of CEI funds and will likely exhaust the reserve.

**4. Does this department plan to use any CEI funds for items not intended by the referenda? If so, please explain:**

No.

**5. If applicable, please provide plans for use of reserves listed in section #1:**

As mentioned in #3, CEI funds in reserve are expected to be fully expended within the next three years as Unitrans completes the first phase of our electrification project which will upgrade our facility to accommodate 14 battery electric buses and buy 14 battery electric buses.

**6. Please describe the need for a consumer price index (CPI) adjustment and include the departmental plan if CPI is not applied next academic year.**

The CEI funds allocated to Unitrans are not subject to CPI and as a result, the purchasing power of the funding has diminished significantly over the last 15+ years.

**7. Is there information this department would like to provide regarding the scope of student use of the programs/services/facilities funded by CEI?**

*(Please limit your response to those items funded by CEI.)*

As noted in Question 3, in the next several years, Unitrans will likely completely spend down all annual CEI funds and reserves to support major capital programs including: construction for 14 electric bus charging stations, underground diesel storage tank removal and replacement, facility rehabilitation and repaving, rehabilitation of 13 buses with near zero emission engines, and purchase of up to 14 battery electric buses. Over the next three years, Unitrans' capital program costs exceed \$10 million and Unitrans is pursuing funding to pay for these projects.