

UNITRANS UNDERGRAD FEE 01/07

**This Fee proposal will:**

☐ Establish a new Fee      ☒ Increase an existing Fee

**For an Increase to an existing Fee:**

- **What was the previous Fee level? (Please specify whether the Fee level was approved as an annual or term fee.)** \$35 per quarter (\$105 per year of which \$73.50 is Unitrans component and \$31.50 ASUCD component)
- **What is the proposed increase in the Fee level?** \$6 per quarter (\$18 per year). Of the \$6 per quarter, \$4.50 is for Unitrans and \$1.50 for Return to Aid.
- **When was the last Fee approval?** 1999. A separate fee was approved in 2003 that provided funds for Unitrans bus acquisition.
- **Was the Fee level approved by** ☐ The Regents ☐ The President. Unknown
- **Proposed Fee level:** \$41 per quarter (\$123 per year)

**Does the Fee apply to students enrolled during the summer?**

☒ Yes      ☐ No

Fee amount will be adjusted for Summer term

**What is the effective date of the new Fee level (first term to be collected)?**

Fall Quarter 2007

**Is there an ending date for collection of the Fee?**

☐ Yes      ☒ No

**If yes, when does the Fee end?** \_\_\_\_\_

**Must students vote to reaffirm the fee for it to continue?**

☐ Yes      ☒ No

**If yes, when must the Fee be reaffirmed?** \_\_\_\_\_

**Who must pay the Fee? (check all that apply)**

- ☐ All students    ☒ Undergraduates only    ☐ Graduate students  
☐ Professional students (specify: \_\_\_\_\_)  
☐ Other (specify: \_\_\_\_\_)

**What are the campus requirements for a valid referendum, including voting pool requirements and minimum vote approval requirements?**

For a valid vote, voter turnout must be equal to at least 20% of the undergraduate student population.

For ratification, at least 60% plus one approval is required.

**Describe how these requirements were satisfied by the election. Please include the following:**

22,585        the number of students eligible to vote in the election.

5,532 (24.5%) the actual number and percentage of students who voted in the election.

5,015        the actual number of students who voted on the referendum measure.

4,454 (89%) the actual number and percentage of students who voted to approve the referendum measure.

**XX A copy of the referendum language approved by students is attached.**

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SANTA BARBARA • SANTA CRUZ

OFFICE OF THE VICE CHANCELLOR-STUDENT AFFAIRS  
ONE SHIELDS AVENUE  
DAVIS, CALIFORNIA 95616-8707  
TELEPHONE: (530) 752-2416  
FAX: (530) 752-2565

May 9, 2007

**PRESIDENT ROBERT C. DYNES**

Office of the President  
University of California  
1111 Franklin Street, #12113  
Oakland, CA 94607-5200

RE: Request for Approval of the Unitrans Undergraduate Fee Referendum

Dear President Dynes:

Pursuant to the Board of Regents Standing Order 100.4(g), regarding presidential approval of fees, I am requesting your approval of a campus based student fee. This fee was approved by an undergraduate fee referendum, in accordance with all UC and UC Davis policy requirements. Interim Vice Chancellor Janet C. Gong and I have reviewed the referendum results and recommend it for your approval. The fee is the Unitrans Undergraduate Fee.

I have enclosed more detailed information supporting the fee-approval request. Please feel free to contact Janet Gong at 530-752-6866 if you have additional questions. Thank you.

Sincerely,

A handwritten signature in black ink, reading "Larry N. Vanderhoef".

Larry N. Vanderhoef  
Chancellor

JCG/kc

Attachments

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2007 APR 11 A 11:38

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ONE SHIELDS AVENUE  
DAVIS, CALIFORNIA 95616-8707  
TELEPHONE: (530) 752-2416  
FAX: (530) 752-2565

April 6, 2007

LARRY N. VANDERHOEF  
Chancellor

Dear Chancellor Vanderhoef:

This is to request your approval of the Unitrans Undergraduate Fee Referendum voted upon in an undergraduate student election. I am satisfied that the election was consistent with the requirements specified in the UC Davis Policy & Procedure Manual – Section 280-15, particularly related to the referendum and ballot language, the educational campaign for voters and adherence to the voting specifications of policy. In addition, the terms and conditions of the referendum are fully compliant with UC Policy 80.00 (Compulsory Campus-Based Student Fees) in its most current, approved form including adherence to the requirement for Return to Aid, in which 25% of the total new fee must be provided.

A total of 5532 votes were received, which is equivalent to 24.5% of the number of undergraduate students eligible to vote in the election. This number exceeds the 20% minimum requirement for campus-based fees set forth in policy. 4454 (89%) voted in favor of the increase, while 561 (11%) opposed, thus exceeding the 60% approval rate required by ASUCD. Of the total 5532 votes in the general election, 517 students chose not to vote on this particular measure.

I recommend your acceptance and approval of this referendum which provides funding to maintain the current level of Unitrans bus service and a Return to Aid (funds provided by Financial Aid to offset fees created by this referendum). In addition, this referendum provides funding to continue to provide unlimited undergraduate student access to Yobus' regularly scheduled bus service.

Upon your approval, I ask that you also forward this request for approval to the President who has been delegated authority by The Regents to set fee levels for compulsory student fees adopted by student referenda (Standing Order 100.4(g)). My office would be pleased to provide any details or assistance that may be needed.

Should you have questions, please feel free to contact me. Thank you.

Sincerely,

Janet C. Gong  
Interim Vice Chancellor – Student Affairs

JCG/kc

Approved:  
Larry N. Vanderhoef  
Apr 13, 2007

Presented to the Senate floor on December 7, 2006.

## ASUCD SENATE BILL # 36

Authored by: SAVAREE-RUESS  
Co-authored by: Higgins, Holloway, Salem  
Introduced by: Ajlouny

Referred to: Internal Affairs Commission  
Business and Finance Commission

Recommendation: Internal Affairs Commission

Do Pass as Amended, 9-0-0,  
on January 8, 2006.  
Yes: Bleckman, Hartstein,  
Mikalonis, Powers, Rivera,  
Shannon, Suyat, Wang,  
Weinstein.

Business and Finance Commission

Do Pass as Amended, 9-0-0,  
on January 9, 2006.  
Yes: Abugosh, Bianchi, Chen,  
Dardik, Finnegan, Habib,  
Hooper, Stampfli, Sundstrom

An ASUCD Senate Bill to place the following Unitrans Undergraduate Fee Referendum on the Winter 2007 ASUCD Ballot.

**BACKGROUND:** Unitrans, the ASUCD bus system that services the UC Davis student population and the greater Davis community, has endured rising operational costs over the past few years. Without finding additional funds within the next year, it is likely that Unitrans will have to scale down service. This will be the first referendum to increase the operational budget for Unitrans since 1999. A separate increase in 2003 for bus acquisition was approved by student referendum.

**Section 1.** The ASUCD Senate hereby places the following Unitrans Undergraduate Fee Referendum on the Winter 2007 ASUCD Ballot.

## Unitrans Undergraduate Fee Referendum

### OVERVIEW

This referendum will provide funding to maintain the current level of Unitrans bus service and a Return to Aid (funds provided for Financial Aid to offset fees created by this referendum). In addition, this referendum will provide funding to continue to provide unlimited undergraduate student access to Yolobus regularly scheduled bus services.

The passage of this referendum will require a voter turnout equal to at least twenty percent (20%) of the undergraduate student population and at least a sixty percent (60%) plus one approval. For more on these provisions, see "Referendum Provisions" (attached).

If passed, the fees outlined in this referendum will be assessed starting fall quarter, 2007.

### DESCRIPTION

**Unitrans:** This fee will allow Unitrans to pay employee wages at a level that is commensurate with the California State minimum wage increase that took effect on January 1, 2007. Unitrans cannot offer the same level service with the higher hourly wages. If passed, this fee will allow Unitrans to maintain the current level of service and to continue to provide unlimited undergraduate student access to Yolobus regularly scheduled services. This fee will also permit Unitrans to replace and/or rebuild its fleet of aging buses according to Federal Transit Administration replacement standards, and to provide advanced information technologies that will enhance the riding experience for bus riders. Finally, this fee will permit Unitrans to develop an appropriate budgetary reserve amount, which has been depleted over the past several years in order to maintain current service levels.

**Return to Aid:** The undergraduate fee will provide funding to support first those students with the greatest financial need (those who are eligible for support from Pell Grants). Any remaining balance of the financial aid funds will be allocated by the Financial Aid Office based on student need.

	Fees Per Quarter*
Unitrans	\$4.50
Return to Aid	\$1.50

\*These amounts are in addition to quarterly fees and other future fee changes that may be assessed by the Regents of the University of California or other authority.

\_\_\_\_\_ **YES**, I approve of the Unitrans Fee Referendum.

\_\_\_\_\_ **NO**, I do not approve of the Unitrans Fee Referendum.

**Initiative Provisions – Unitrans Undergraduate Fee Referendum**

**Advisory Vote** – The outcome of the vote shall be advisory to the Vice Chancellor – Student Affairs, the Chancellor and the President of the University.

**Voting** – “Minimum voting pools” have been determined in accordance with University regulations. A minimum voter turnout of 20 percent (20%) of the undergraduate student population is required for a valid vote. The exact number of undergraduate students required will be provided by the University Registrar in advance of the election, and will be based on the winter quarter 2007 census data. In addition, this referendum requires ratification by at least sixty percent (60%) plus one for approval.

**Life of Fee** – This fee does not have an “expiration” date after which the fee is void. As such, this fee will continue in perpetuity unless it is altered through a future referendum.

**Adjustment of Fee** – No escalator is included in the fee referendum. As such, this fee will remain at \$6.00 per undergraduate student per quarter. An adjustment to this fee would require a future referendum.

**Use of Funds Derived from the Fee** – This fee will be collected in order to maintain existing Unitrans service levels, and to continue unlimited access to YoloBus regularly scheduled services. In addition, this fee will assist Unitrans in replacing and/or rebuilding its fleet of aging vehicles according to Federal Transit Administration replacement standards. This fee will also permit Unitrans to maintain an appropriate long-term reserve balance. Finally, this fee will permit Unitrans to provide advanced information technology systems that will provide operations staff and bus riders with real-time information on vehicle schedules.

**Interest Income** – All interest income earned from fees generated by this Initiative will be made available to spend on the projects described in the ballot.

**Financial Aid Grant Funds** – This fee will provide funding available in 2007-08 (and thereafter) of 25 percent of this fee annually to support first those undergraduate students with the greatest financial need (those who are eligible for support from Pell Grants). Second, any balance of the financial aid grant funds will be allocated by the Financial Aid Office based on undergraduate student need.

Finance: No

Appropriation: None

Vote: Majority

DO PASS AS AMENDED, 12-0-0, BY A ROLL CALL VOTE OF THE ASUCD SENATE ON JANUARY 11, 2007.

YES: AJLOUNY, AMAHA, DEEPAK, FLUET, FRICK, FRIEDMAN, HARRIS, MOLNAR, PEAKE, ROSAS-ROMERO, XIE, ZAMORA.

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Darnell Holloway  
ASUCD President

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Date



-----Original Message-----

From: Mark Champagne <mrchampagne@ucdavis.edu>  
To: Janet Gong  
CC: Griselda Castro  
Sent: Mon Feb 26 09:34:24 2007  
Subject: Re: Election Results for Unitrans Referendum

Jan;

Below is the official tally on the Unitrans referendum. We had 5,532 vote in the election. Of those voting, 4,454 voted for the fee increase (89%), while 561 opposed the increase (11%). 517 students voted in the election, but did not vote on this issue. The total number of students necessary to make the election valid was 4,518 (see Frank Wada's e-mail below). The actual number of students voting in the election was equivalent to 24.5% of the undergraduate student body with 22.2% actually voting on this issue. Unitrans continues to be very popular with undergraduate students.

We've put this information on the website: <http://www.asucd.ucdavis.edu/> as well.

If you need any other information, please let me know.

Mark Champagne

+++++

Unitrans Fee

4454 (89%)

561 (11%)

5015 (22%)

517 (voted in the election, but did not vote on this issue)

+++++

### Unitrans Open Forums

- 1) February 15 at noon in the Coffee House
- 2) February 20 at 7:00pm in the MU II

## Unitrans PRO Statement

Hello Aggies! One of the great things about the UC Davis campus is its accessibility. From almost anywhere in Davis, you can hop on a big, red Unitrans bus at no charge and find yourself at the heart of campus within minutes. Unitrans is an invaluable service and on February 21 and 22, you have the opportunity to save it from cutbacks. Unitrans has not had a student-funded operational increase since 1999, yet inflation, rising gas prices, bus upkeep, and driver wages has finally made such an increase necessary. By voting "yes" on the Unitrans fee referendum, you will ensure the following things: 1) the amount of buses that currently run will continue to run. This means that typically busy lines like the "G" and the "W" will continue to have secondary "tripper" buses to distribute loads and ensure that everyone gets a ride. Buses will also continue to run until late into the night, making sure everyone can get home. 2) Students will continue to have free access to the Yolobus system, which allows you to travel around the area to places like the Sacramento Airport, Woodland and Vacaville. 3) Unitrans will be able to invest in new technology, such as a bus tracking system that will show riders exactly where buses are and when they can expect them to arrive.

If you don't come out to vote, Unitrans will be forced to cut service, which means fewer buses per line and shorter operating hours. If you are a Unitrans rider, this is a scary thought. But even if you don't typically ride Unitrans, this still affects you! Without a fully operational Unitrans, more students will be forced to drive to campus, meaning even fewer parking spaces, and likely higher prices on parking permits.

Unitrans is important for our school, our city, and our community. Please join us in voting "yes" on February 21 and 22 at [elections.ucdavis.edu](http://elections.ucdavis.edu). Thank you!

## **Unitrans CON Statement**

### **When Apathy Pays**

This election it's okay not to vote, because by doing so you save yourself \$18.00 a year in extra fees for a service you probably don't use very much anyway. So don't vote and tell your friends not to vote.

ASUCD is requesting from you a \$6.00 a quarter, \$18.00 a year fee in order to keep Unitrans at existing levels. Many of you rarely use Unitrans because you live on campus or live a few blocks from your nearest class. Some of you are already fed up with tuition hikes, pricey books, and living expenses. This will not be the last fee ASUCD will attempt to impose on you. They will come back next year for Unitrans and for their operational budget. Freshmen, you will be amazed by how ASUCD will continue to raise your fees during your four years here at UC Davis. In order to defeat this fee you need to not vote. A no vote is essentially a yes vote; make sure no one votes for Unitrans. By doing so you will make sure they do not have 20% turnout and then the fee will fail.

**So Don't Vote!**

## **80.00 POLICY ON COMPULSORY CAMPUS-BASED STUDENT FEES**

**(Revised March 22, 2007)**

The Regents have authority to impose fees for any University purpose. All campus-based student fees at a campus must be approved by the Chancellor of that campus, except that no compulsory campus-based fees shall be effective until also approved either by The Regents or by the President under the President's delegated authority, as appropriate.

### **81.00 Compulsory Campus-Based Student Fees: Definition and Exclusions; Provision for Return-to-Aid**

#### **81.10 Definition and Exclusions**

Compulsory campus-based student fees are fees levied at individual campuses that must be paid by all registered students to whom the fee applies. Such fees may be used to fund: (1) student-related services and programs, including, but not limited to, referenda-based student health insurance programs; (2) construction and renovation of student buildings and other facilities such as student centers and recreation facilities; and (3) authorized student governments (as defined in Section 61.00 of the Policy on Student Governments), Registered Campus Organizations, and student government- and Registered Campus Organization-related programs, events, and other activities.

This *Policy* does not apply to Universitywide fees, to non-referendum-based campus health insurance fees that may be assessed to meet a non-academic condition of enrollment established by either The Regents or the President, to fees related to instruction, or to campus-based miscellaneous fees that require either the Chancellor's or the President's approval.

#### **81.20 Provision for Return-to-Aid**

Effective from the date of final issuance of this *Policy* as revised (April 14, 2006), any compulsory campus-based student fee approved as either a new fee or an increase to an existing fee shall provide for fee revenue for local need-based financial aid ("return-to-aid") to be set aside in an amount equal to at least 25% of the total new fee or fee increase as appropriate. The return-to-aid generated by undergraduate students shall be reserved for undergraduate student financial support and the return-to-aid generated by graduate and professional students shall be reserved for graduate and professional student financial support.

Campuses also are strongly encouraged to seek future student approval, through the referendum process, of either separate new fees or increases to existing fees that would provide financial aid to cover the need associated with all existing compulsory campus-based student fees that do not already include return-to-aid as of the date of final issuance of this *Policy* as revised (April 14, 2006), and that are thus exempt from the new return-to-aid requirement.

Any campus-based fee (whether referendum-based or non-referendum-based) that is charged to a student as a premium to purchase health insurance for that student shall be exempt from any return-to-aid requirement. This exemption shall not extend to campus-based fees that have been approved by students through the referendum process for the purpose of providing direct support to campus student health centers.

### **82.00 Referendum Requirement for Establishing, Increasing, or Renewing Compulsory Campus-Based Student Fees**

Compulsory campus-based student fees may only be established, increased, or renewed following a referendum in which students vote in favor of the compulsory fees, except as provided in Section 83.00 of these *Policies*.

#### **83.00 Exceptions to the Referendum Requirement**

##### **83.10**

A new compulsory campus-based student fee, or an increase to or renewal of an existing such fee, may be approved by The Regents subject to the President's and the Chancellor's recommendation, and does not require a student referendum, under any of the following circumstances:

##### **83.11**

When a student referendum was not specifically required for increases in a compulsory campus-based student fee, as established in the original ballot measure language approved by students in a student election;

##### **83.12**

When the Chancellor determines that a new fee, or an increase to or renewal of an existing fee, is necessary for the health and

- 1) whether the fee will be continued following retirement of the original debt on the new construction or major renovation, and
- 2) if the fee is to be continued, the purpose or purposes for which the fee will be used, as well as the mechanism that will be used to determine the level at which the fee will be set, following retirement of the original debt (please note that, as a general principle, campuses are encouraged to continue such fees at an appropriately adjusted level following retirement of the original debt, to provide for the actual costs associated with long-term building or other facility maintenance needs); and

#### **84.16**

A requirement that payment by students of compulsory campus-based student fees to support student-referendum-funded construction of new buildings or other facilities, or major renovation of existing buildings or other facilities, be initiated only from the time that students can actually benefit from and use the new or renovated building or other facility, except as specified immediately below.

Notwithstanding this requirement, a campus may assess students a pro rata percentage of any such fee in advance of completion of the new or renovated building or other facility for the purpose of supporting the design and planning costs, project mitigations, and financing costs associated with construction or renovation of the building or other facility, provided that both the purpose and level of this assessment are approved by students as part of the original ballot measure for the new or renovated building or other facility.

#### **84.20**

All student referendum results are advisory to the Chancellor and, conditional on the Chancellor's recommendation, are subject to final approval by the President under the authority delegated to the President by The Regents.

### **85.00 Requirements For Reducing or Eliminating a Compulsory Campus-Based Student Fee**

Chancellors shall establish in campus regulations procedures for reducing or eliminating a compulsory campus-based student fee.

### **86.00 Support for Registered Campus Organizations and Related Programs and Activities from Compulsory Campus-Based Student Fees [replaces the University of California Guidelines for Funding Registered Campus Organizations and Related Programmatic Activities by Compulsory Student Fees, as revised October 26, 1999]**

#### **86.10 Conditions for Support**

Compulsory campus-based student fees allocated to student government may be reallocated to support Registered Campus Organizations and Registered Campus Organization-related programs and activities consistent with the University's educational purposes in providing such support, as set forth in Section 86.20 of these *Policies*. The process for making such reallocations must be based solely on viewpoint-neutral criteria, as set forth in Section 86.30 of these *Policies*.

#### **86.11**

A Registered Campus Organization that is preponderantly or exclusively funded by a student government or other campus entity from compulsory campus-based student fees shall primarily have University of California students as its members. Particular programs and activities of a Registered Campus Organization funded from compulsory campus-based student fees shall be open to participation by the entire campus community. In addition, all expenditures relating to particular programs and activities of a Registered Campus Organization (whether the program or activity takes place on- or off-campus) that are funded from such fees must be under the direct control of University of California students. (See also Section 70.20 of these *Policies*.) [NOTE: This Section will be revised to conform to Section 70.20 of the revised Policy on Registered Campus Organizations (Section 70 of the Policies Applying to Campus Activities, Organizations and Students) at the time of issuance of that revised Policy to campuses (anticipated for late April 2006).]

#### **86.12**

The referendum process set forth in Section 82.00 of these *Policies* shall not be accessible to a Registered Campus Organization or any student group other than a student government. The foregoing is not intended to preclude access to the referendum process by any administrative unit of the University, subject to appropriate student consultation. Support for a Registered Campus Organization or any student group other than a student government from compulsory campus-based student fees must be in the form of a reallocation from student government or other appropriate campus entity to the Registered Campus Organization or other student group. All such reallocations must be made consistent with the requirements for viewpoint-neutral funding set forth in Section 86.20 and 86.30 of these *Policies*. (See also Section 70.81 of these *Policies*.)

#### **86.13**

A student government in consultation with the campus, or a campus with the concurrence of the student government, may at its discretion establish and administer a mechanism providing for a pro rata refund to any student of that portion of his or her student government fees that are allocated by a student government or other campus entity to support a particular Registered Campus Organization or Registered Campus Organization-related program or activity. Establishment of such a refund mechanism is not required either as a matter of University policy or the law. (See also Section 70.83 of these *Policies*.)

reviewed by the Office of the General Counsel to ensure that the procedures and criteria are consistent with the law and these Policies. In addition, campuses are advised to consult with the Office of the General Counsel should a question arise about whether a particular reallocation is viewpoint-neutral in nature and meets the University's educational purposes as specified in Section 86.20 of these Policies.

#### **87.00 Transfer of Compulsory Campus-Based Student Fees to Non- University Entities**

Compulsory campus-based student fees may be expended by a student government, Registered Campus Organization, or other campus entity to cover the expenses of direct participation by University students in a particular non-University-sponsored educational program or activity. Such fees may also be expended in payment of applicable dues necessary to sustain membership by a student government or Registered Campus Organization in national and other regional non-University associations at the basic level established by such associations, so long as the level of any such assessment is in line with what is assessed similar student organizations at other institutions comparable in size and nature to the University as a requirement of basic membership. Except as provided immediately below, memberships at a preferential level that require the payment of higher periodic dues than what is required to sustain basic membership, or the assessment by such non-University associations of supplemental contributions from their members as an expectation but not a requirement of continued membership, may not be supported from compulsory campus-based student fees.

Other than for considerations of basic membership as set forth above, additional transfers of funds from compulsory campus-based fees by a student government, Registered Campus Organization, or other campus entity to such non-University associations may be made only when they can be justified, in advance of the transfer, to the Chancellor (or other campus official designated by the Chancellor with administrative oversight over the student government, Registered Campus Organization, or other campus entity) as providing a direct educational benefit to University of California students commensurate with the proposed expenditure.

Compulsory campus-based student fees may not otherwise be expended by a student government, Registered Campus Organization, or other campus entity in support of, or be otherwise transferred to, a non-University organization, program, or activity, except in payment for goods and services directly necessary to the operation of that student government, Registered Campus Organization, or other campus entity, its programs or activities.

The referendum process set forth in Section 82.00 of these Policies shall not be available either to establish a new compulsory campus-based student fee, or to lock in an increase to an existing such fee, for the purpose of supporting any non-University organization, program, or activity. (See also Sections 67.10 and 70.90 of these Policies.)



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## **Voter Education/Outreach Plans**

Geoff's notes from December 4 meeting:

1. **Chancellor update** – Jan will email the Chancellor with an update on the need for this fee referendum, noting that ASUCD understands that it is advisory in nature.
2. **Text of 1999 Unitrans fee initiative** – Geoff will forward copies of the ballot and initiative provisions documents to Jan for the “initiative bible” archives.
3. **Funding for Outreach** – Unitrans career staff must remain neutral in all public statements, but be open to requests for information from pros/cons. In 1999 referendum, “Friends of Unitrans” group requested a \$3-5 donation from Unitrans student employees; suggest no solicitations from vendors. Be ready to document cost of outreach materials and related sources of revenue.
4. **Website** – need to develop website (and links from ASUCD, Student Affairs and Unitrans websites). Alex Park committed to me that he would develop a separate website subsequent to our 11:00 A.M. meeting.
5. **Advertisements** – probably a half-dozen ads in The Aggie and on KDVS would be appropriate. Could be funded with Student Affairs and ASUCD sources, as long as the ads are informational only and do not appear to support the initiative.
6. **Forums** – suggest at least two, moderated by SSFAC. Could be conducted at the Coffee House.
7. **Outreach at dorms** – Kai will talk with Bob Smiggen at Housing to determine appropriate level of outreach at the dorms. Likely will need to work with the RAs at each facility.

***Kai – we need to formalize this document. Feel free to add to or clarify my notes!!!***

Unitrans  
RC  
10b

Unitrans Financial Projections: Scenario 1  
Status Quo Service + Internal Tire + YSAQMD + 5309 for replacement buses / ITS / MU Terminal

	05-06 actual	06-07 budget	07-08 projected	08-09 projected	09-10 projected	10-11 projected	11-12 projected	12-13 projected	5-Year Total	7-Year Total	Projected Inflation
<b>Operating Revenue</b>											
Local & State Funds											
Transit Fee	\$1,775,670	\$1,832,610	\$1,850,940	\$1,869,450	\$1,888,140	\$1,907,020	\$1,926,090	\$1,945,350	\$9,348,160	\$13,210,600	1.0%
Fares + Pass Sales	\$192,070	\$168,500	\$173,560	\$178,770	\$184,130	\$189,650	\$195,340	\$201,200	\$894,610	\$1,291,150	3.0%
Yolo Co. TDA Funds	\$17,500	\$18,600	\$19,100	\$19,600	\$20,100	\$20,600	\$21,100	\$21,600	\$98,000	\$140,700	N/A
Davis TDA Funds	\$362,200	\$562,180	\$579,050	\$596,420	\$614,310	\$632,740	\$651,720	\$671,270	\$2,984,700	\$4,307,690	3.0%
University to Operations	\$22,500	\$22,500	\$23,180	\$23,880	\$24,600	\$25,340	\$26,100	\$26,880	\$119,500	\$172,480	3.0%
Ads & Other Misc. Income	\$30,410	\$45,000	\$46,350	\$47,740	\$49,170	\$50,650	\$52,170	\$53,740	\$238,910	\$344,820	3.0%
Federal Operating Funds											
FTA 5307 for Base Services	\$626,000	\$750,000	\$772,500	\$795,680	\$819,550	\$844,140	\$869,460	\$895,540	\$3,881,870	\$5,746,870	3.0%
FTA 5307 to Ensure Op Balance		\$235,399	\$439,150	\$475,400	\$512,800	\$551,340	\$591,060	\$632,010	\$2,214,089	\$3,437,159	N/A
Add 5307 to backfill reserve	\$0	\$620,141	\$0	\$593,740	\$258,900	\$689,060	\$354,570	\$848,720			
<b>Total Available Op Revenue</b>	<b>\$3,026,350</b>	<b>\$4,254,930</b>	<b>\$3,903,830</b>	<b>\$4,600,680</b>	<b>\$4,371,700</b>	<b>\$4,910,540</b>	<b>\$4,687,640</b>	<b>\$5,296,310</b>	<b>\$19,879,839</b>	<b>\$28,660,469</b>	
<b>Operating Expenses</b>											
Labor	\$2,259,250	\$2,563,125	\$2,627,200	\$2,692,880	\$2,760,200	\$2,829,210	\$2,900,000	\$2,972,250			
Impact of Min & Other Wage Increase	\$0	\$0	\$172,810	\$177,130	\$181,560						
Fuel	\$447,510	\$438,636	\$451,800	\$465,350	\$479,310						
Materials	\$675,280	\$633,028	\$652,020	\$671,580	\$691,730						
<b>Total Operating Cost</b>	<b>\$3,382,140</b>	<b>\$3,634,789</b>	<b>\$3,803,830</b>	<b>\$4,008,940</b>	<b>\$4,112,800</b>						
<b>Net from Operations</b>	<b>(\$355,790)</b>	<b>\$620,141</b>	<b>\$0</b>	<b>\$593,740</b>	<b>\$258,900</b>						
<b>FTA Revenue</b>											
Base Federal 5307 Funding	\$1,458,141	\$1,474,780	\$1,534,160	\$1,663,760	\$1,769,830	\$1,876,960	\$1,985,150	\$2,094,400			
Intensive Tier 5307 Funding	\$0	\$551,650	\$573,870	\$622,340	\$662,020	\$702,000	\$742,280	\$782,760			
<b>Total FTA 5307 Funding</b>	<b>\$1,458,141</b>	<b>\$2,026,430</b>	<b>\$2,108,030</b>	<b>\$2,286,100</b>	<b>\$2,431,850</b>	<b>\$2,578,960</b>	<b>\$2,727,430</b>	<b>\$2,877,160</b>			
Less: FTA 5307 used for Op. Costs	\$626,000	\$1,605,540	\$1,211,650	\$1,884,820	\$1,591,250						
Current FTA 5307 avail for Capital	\$832,141	\$1,420,890	\$896,380	\$401,280	\$840,600						
Current FTA 5309 Capital	\$0	\$1,200,000	\$0	\$7,174,100	\$0						
<b>Total Federal Capital Funds</b>	<b>\$832,141</b>	<b>\$1,620,890</b>	<b>\$896,380</b>	<b>\$7,595,380</b>	<b>\$840,600</b>						
<b>Capital Revenue</b>											
Total Current Federal Capital Funds	\$832,141	\$1,620,890	\$896,380	\$7,595,380	\$840,600						
Local Funds											
City of Davis (DCT projects)	\$12,000	\$0	\$0	\$0	\$12,000						
05-07 STA one-time funds	\$0	\$300,000	\$0	\$0	\$0						
YSAQMD (\$7.5k/bus; max \$30k)	\$0	\$30,000	\$30,000	\$30,000	\$7,500						
University	\$62,000	\$64,500	\$66,440	\$68,430	\$70,480						
Student Fee	\$270,280	\$272,880	\$275,710	\$278,470	\$281,250						
<b>Total available local match</b>	<b>\$344,280</b>	<b>\$667,480</b>	<b>\$372,150</b>	<b>\$376,900</b>	<b>\$379,230</b>						
TEST: 20% local match on Fed Funds	\$168,430	\$334,180	\$178,280	\$178,280	\$178,280						
<b>Total Current Capital Revenues</b>	<b>\$1,176,421</b>	<b>\$2,288,370</b>	<b>\$1,268,530</b>	<b>\$7,972,280</b>	<b>\$1,211,830</b>						
<b>Capital Expenses</b>											
Vehicles	\$75,000	\$1,500,000	\$232,300	\$6,027,600	\$87,420						
Facilities	\$125,000	\$568,000	\$0	\$3,000,000	\$0						
ITS Projects	\$0	\$1,500,000	\$0	\$0	\$0						
Miscellaneous Capital Projects	\$65,000	\$127,500	\$146,000	\$143,000	\$102,000						
<b>Total Capital Program Needs</b>	<b>\$265,000</b>	<b>\$3,695,500</b>	<b>\$378,300</b>	<b>\$9,170,600</b>	<b>\$189,420</b>						
FTA Match (80%)	\$212,000	\$1,620,890	\$302,640	\$7,336,480	\$151,540	\$3,524,380	\$88,000	\$310,890	\$12,935,830	\$13,334,820	
Current Local Match (20%)	\$53,000	\$405,220	\$75,660	\$1,834,120	\$37,880	\$881,600	\$22,000	\$77,720	\$3,233,990	\$3,333,710	
Add Local Match from Reserves	\$0	\$1,669,390	\$0	\$0	(\$10)	\$0	\$0	\$0	\$1,669,380	\$1,669,380	
Fed Funds Remaining (Cumulative)	\$620,141	\$0	\$593,740	\$258,900	\$689,060	\$354,570	\$848,720	\$240,080			
<b>Unitrans Reserve Account</b>											
Reserve Balance (start)	\$18,620	(\$45,890)	(\$832,870)	(\$536,389)	(\$1,359,869)	(\$807,619)	(\$613,009)	\$96,991			
Local Capital Match Added	\$344,280	\$667,480	\$372,150	\$376,900	\$371,230	\$386,650	\$377,430	\$389,280			
Capital Match Drawdown	(\$53,000)	(\$2,074,610)	(\$75,660)	(\$1,834,120)	(\$37,880)	(\$881,600)	(\$22,000)	(\$77,720)			
Operating Drawdown	(\$355,790)	\$620,141	\$0	\$593,740	\$258,900	\$689,060	\$354,570	\$848,720			
<b>Reserve Balance (end)</b>	<b>(\$45,890)</b>	<b>(\$832,870)</b>	<b>(\$536,389)</b>	<b>(\$1,359,869)</b>	<b>(\$807,619)</b>	<b>(\$613,009)</b>	<b>\$96,991</b>	<b>\$1,257,271</b>			

Geoff straw resent  
this info. I think the  
last pg is supposed to  
say "scenario 9" instead  
of 8.

7/7/07 - KC  
File Reference  
Tess Regional info

Capital Program	3%							
Annual capital inflation rate								
HD singledeck bus (2006\$)		\$375,000	\$366,250	\$397,840	\$409,780	\$422,070	\$434,730	\$447,770
HD singledeck bus (2006\$)		\$150,000	\$154,500	\$159,140	\$163,910	\$168,830	\$173,890	\$179,110
Doubledeck bus (2006\$)		\$760,000	\$782,800	\$806,280	\$830,470	\$855,380	\$881,040	\$907,470
Uni Minibuses (2006\$)		\$80,000	\$82,400	\$84,870	\$87,420	\$90,040	\$92,740	\$95,520
DCT vehicles (2006\$)		\$70,000	\$72,100	\$74,260	\$76,480	\$78,760	\$81,140	\$83,570

	05-06	06-07	07-08	08-09	09-10	10-11	11-12	12-13	Total
<b>Bus Replacement Need (based on useful life)</b>									
New HD Singledeck Buses	0	4	6	15	0	10	0	0	35
Rehab HD Singledeck Buses	0	0	0	0	0	0	0	0	0
Uni Minibuses	0	0	2	0	1	0	0	2	5
DCT Minibuses	0	1	0	1	0	1	0	1	4

	05-06	06-07	07-08	08-09	09-10	10-11	11-12	12-13	Total
<b>Capital Program</b>									
<b>Bus Replacement</b>									
New HD Singledeck Buses	\$0	\$1,500,000	\$87,500	\$5,967,600	\$0	\$4,220,700	\$0	\$0	\$11,785,800
Rehab HD Singledeck Buses	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Uni Minibuses	\$0	\$0	\$164,800	\$0	\$87,420	\$0	\$0	\$191,040	\$443,260
Engine Retrofit	\$0								\$0
DCT Minibuses	\$75,000	\$0	\$0	\$60,000	\$0	\$78,780	\$0	\$83,570	\$297,350
<b>Stop Improvements</b>									
Bus Stop Access Improvements	\$30,000	\$35,000	\$30,000	\$25,000	\$26,000	\$27,000	\$28,000	\$29,000	\$230,000
Bus Shelter Rehab	\$10,000	\$30,000	\$30,000	\$25,000	\$26,000	\$27,000	\$28,000	\$29,000	\$205,000
Bus Stop Information									
<b>Terminal Facilities</b>									
Hutchinson Terminal	\$125,000	\$400,000							\$525,000
MU Terminal				\$3,000,000					\$3,000,000
<b>Replacement of Assets</b>									
ITS Projects		\$1,500,000							\$1,500,000
Non-Revenue Vehicles			\$40,000	\$45,000					\$85,000
DCT Facilities									\$0
Maintenance Facility		\$168,000							\$168,000
Misc Equip	\$26,000	\$62,500	\$46,000	\$48,000	\$50,000	\$52,000	\$54,000	\$56,000	\$393,500
<b>Total Capital Program Cost</b>	<b>\$265,000</b>	<b>\$3,695,500</b>	<b>\$378,300</b>	<b>\$9,170,600</b>	<b>\$189,420</b>	<b>\$4,405,480</b>	<b>\$110,000</b>	<b>\$388,610</b>	<b>\$18,602,910</b>



Unitrans Financial Projections: Scenario 2  
Status Quo Service + Intensive Tier + YSAQMD + \$309 for Orion replacement; replace Bluebirds over 3 years; no MU Terminal upgrade, reduced ITS Program

	05-06 actual	BRTP Base Period					BRTP Out Years		5-Year Total	7-Year Total	Projected Inflation
	06-07 budget	07-08 projected	08-09 projected	09-10 projected	10-11 projected	11-12 projected	12-13 projected				
<b>Operating Revenue</b>											
Local & State Funds											
Transit Fee	\$1,775,670	\$1,832,610	\$1,850,940	\$1,869,450	\$1,888,140	\$1,907,020	\$1,926,090	\$1,945,350	\$9,346,160	\$13,219,600	1.0%
Fares + Pass Sales	\$192,070	\$168,500	\$173,560	\$178,770	\$184,130	\$189,650	\$195,340	\$201,200	\$894,610	\$1,291,150	3.0%
Yolo Co. TDA Funds	\$17,500	\$18,800	\$19,100	\$19,600	\$20,100	\$20,600	\$21,100	\$21,600	\$89,000	\$140,700	N/A
Davis TDA Funds	\$362,200	\$562,180	\$579,050	\$596,420	\$614,310	\$632,740	\$651,720	\$671,270	\$2,984,790	\$4,307,890	3.0%
University to Operations	\$22,500	\$22,500	\$23,180	\$23,880	\$24,600	\$25,340	\$26,100	\$26,880	\$119,900	\$172,480	3.0%
Ads & Other Misc. Income	\$30,410	\$45,000	\$46,350	\$47,740	\$49,170	\$50,650	\$52,170	\$53,740	\$238,910	\$344,820	3.0%
<b>Federal Operating Funds</b>											
FTA 5307 for Base Services	\$626,000	\$750,000	\$772,500	\$795,680	\$819,550	\$844,140	\$869,460	\$895,540	\$3,961,070	\$5,746,870	3.0%
FTA 5307 to Ensure Op Balance	\$0	\$235,369	\$439,150	\$475,400	\$512,800	\$551,340	\$591,060	\$632,010	\$2,214,089	\$3,437,159	N/A
Add 5307 to backlog reserve	\$0	\$620,141	\$0	\$593,740	\$258,900	\$689,060	\$354,570	\$848,720			
<b>Total Available Op Revenue</b>	<b>\$3,026,350</b>	<b>\$4,284,930</b>	<b>\$3,903,830</b>	<b>\$4,600,680</b>	<b>\$4,371,700</b>	<b>\$4,910,540</b>	<b>\$4,887,610</b>	<b>\$5,296,310</b>	<b>\$19,879,839</b>	<b>\$28,660,469</b>	
<b>Operating Expenses</b>											
Labor	\$2,259,250	\$2,563,125	\$2,627,200	\$2,692,880	\$2,760,200	\$2,829,210	\$2,899,940	\$2,972,440	\$13,472,815	\$18,344,985	2.5%
Impact of Min & Other Wage Increase	\$0	\$0	\$172,810	\$177,130	\$181,560	\$186,100	\$190,750	\$195,520	\$717,800	\$1,103,870	2.5%
Fuel	\$447,610	\$438,636	\$451,800	\$465,350	\$479,310	\$493,690	\$508,500	\$523,760	\$2,328,786	\$3,361,046	3.0%
Materials	\$675,290	\$633,028	\$652,020	\$671,580	\$691,730	\$712,480	\$733,850	\$755,870	\$3,350,634	\$4,850,558	3.0%
<b>Total Operating Cost</b>	<b>\$3,382,140</b>	<b>\$3,834,789</b>	<b>\$3,803,830</b>	<b>\$4,006,940</b>	<b>\$4,112,800</b>	<b>\$4,221,480</b>	<b>\$4,332,040</b>	<b>\$4,447,590</b>	<b>\$19,879,839</b>	<b>\$28,660,469</b>	
Net from Operations	(\$356,790)	\$620,141	\$0	\$593,740	\$258,900	\$689,060	\$354,570	\$848,720			
<b>FTA Revenues</b>											
Base Federal 5307 Funding	\$1,458,141	\$1,474,780	\$1,534,160	\$1,663,760	\$1,769,830	\$1,882,660	\$2,002,680	\$2,130,350	\$8,325,190	\$12,458,220	2.5%
Intensive Tier 5307 Funding	\$0	\$551,850	\$573,870	\$622,340	\$662,020	\$704,230	\$749,130	\$796,890	\$3,114,110	\$4,860,130	N/A
<b>Total FTA 5307 Funding</b>	<b>\$1,458,141</b>	<b>\$2,026,630</b>	<b>\$2,108,030</b>	<b>\$2,286,100</b>	<b>\$2,431,850</b>	<b>\$2,586,890</b>	<b>\$2,751,810</b>	<b>\$2,927,240</b>	<b>\$11,439,300</b>	<b>\$17,318,350</b>	
Less: FTA 5307 used for Op. Costs	\$626,000	\$1,605,540	\$1,211,850	\$1,864,820	\$1,591,250	\$2,084,540	\$1,815,090	\$2,376,270	\$8,357,890	\$12,549,160	N/A
Current FTA 5307 avail for Capital	\$832,141	\$420,890	\$896,380	\$421,280	\$840,600	\$502,350	\$936,720	\$550,970	\$3,081,500	\$4,569,190	N/A
Current FTA 5309 Capital	\$0	\$0	\$0	\$4,774,080	\$0	\$0	\$0	\$0	\$4,774,080	\$4,774,080	N/A
<b>Total Federal Capital Funds</b>	<b>\$832,141</b>	<b>\$420,890</b>	<b>\$896,380</b>	<b>\$5,195,360</b>	<b>\$840,600</b>	<b>\$502,350</b>	<b>\$936,720</b>	<b>\$550,970</b>	<b>\$7,855,580</b>	<b>\$9,343,270</b>	
<b>Capital Revenue</b>											
Total Current Federal Capital Funds	\$832,141	\$420,890	\$896,380	\$5,195,360	\$840,600	\$502,350	\$936,720	\$550,970	\$7,855,580	\$9,343,270	
<b>Local Funds</b>											
City of Davis (DCT projects)	\$12,000	\$0	\$0	\$0	\$12,000	\$0	\$15,760	\$0	\$12,000	\$27,760	
06-07 STA one-time funds	\$0	\$300,000	\$0	\$0	\$0	\$0	\$0	\$0	\$300,000	\$300,000	
YSAQMD (\$7.50/mib; max 30%)	\$0	\$30,000	\$30,000	\$30,000	\$7,500	\$30,000	\$22,500	\$30,000	\$127,500	\$180,000	
University	\$62,000	\$84,500	\$86,440	\$88,430	\$70,480	\$72,590	\$74,770	\$77,010	\$342,440	\$494,220	3.0%
Student Fee	\$270,280	\$272,980	\$275,710	\$278,470	\$281,250	\$284,060	\$286,900	\$289,770	\$1,382,470	\$1,989,140	1.0%
<b>Total available local match</b>	<b>\$344,280</b>	<b>\$667,480</b>	<b>\$672,150</b>	<b>\$676,900</b>	<b>\$681,730</b>	<b>\$686,650</b>	<b>\$691,630</b>	<b>\$696,780</b>	<b>\$2,774,410</b>	<b>\$2,971,120</b>	
TEST: 20% local match on Fed Funds	\$166,430	\$334,100	\$336,105	\$338,450	\$340,865	\$343,325	\$345,812	\$348,340	\$1,387,155	\$1,485,560	
<b>Total Current Capital Revenues</b>	<b>\$1,176,421</b>	<b>\$1,088,370</b>	<b>\$1,268,530</b>	<b>\$5,572,260</b>	<b>\$1,211,830</b>	<b>\$889,000</b>	<b>\$1,336,650</b>	<b>\$947,750</b>	<b>\$10,029,890</b>	<b>\$12,314,390</b>	
<b>Capital Expenses</b>											
Vehicles	\$75,000	\$1,500,000	\$232,300	\$6,027,600	\$87,420	\$1,767,060	\$1,304,190	\$1,617,920	\$9,614,380	\$12,536,490	
Facilities	\$125,000	\$568,000	\$0	\$0	\$0	\$0	\$0	\$0	\$568,000	\$568,000	
ITS Projects	\$0	\$0	\$500,000	\$250,000	\$0	\$0	\$0	\$0	\$750,000	\$750,000	
Miscellaneous Capital Projects	\$65,000	\$127,500	\$146,000	\$143,000	\$102,000	\$106,000	\$110,000	\$114,000	\$624,500	\$848,500	
<b>Total Capital Program Needs</b>	<b>\$265,000</b>	<b>\$2,195,500</b>	<b>\$878,300</b>	<b>\$6,420,600</b>	<b>\$189,420</b>	<b>\$1,873,060</b>	<b>\$1,414,190</b>	<b>\$1,731,920</b>	<b>\$11,556,880</b>	<b>\$14,702,990</b>	
FTA Match (80%)	\$212,000	\$420,890	\$702,640	\$5,136,480	\$151,540	\$502,350	\$936,720	\$550,970	\$6,813,900	\$8,401,590	
Current Local Match (20%)	\$53,000	\$105,220	\$175,660	\$1,284,120	\$37,880	\$125,590	\$234,180	\$137,740	\$1,728,480	\$2,100,400	
Add Local Match from Reserves	\$0	\$1,668,390	\$0	\$0	(\$10)	\$1,245,120	\$243,290	\$1,043,210	\$2,814,500	\$4,201,000	
Fed Funds Remaining (Cumulative)	\$620,141	\$0	\$193,740	\$58,980	\$689,060	\$0	\$0	\$0			
<b>Unitrans Reserve Account</b>											
Reserve Balance (start)	\$16,520	(\$45,890)	(\$532,879)	(\$336,389)	(\$549,869)	(\$57,619)	(\$352,619)	(\$75,589)			
Local Capital Match Added	\$344,280	\$667,480	\$672,150	\$676,900	\$681,730	\$686,650	\$691,630	\$696,780	\$2,774,410	\$2,971,120	
Capital Match Drawdown	(\$53,000)	(\$1,774,810)	(\$175,660)	(\$1,284,120)	(\$37,880)	(\$1,370,710)	(\$477,470)	(\$1,180,950)			
Operating Drawdown	(\$355,790)	\$620,141	\$0	\$593,740	\$258,900	\$689,060	\$354,570	\$848,720			
Reserve Balance (end)	(\$45,890)	(\$532,879)	(\$336,389)	(\$549,869)	(\$57,619)	(\$332,619)	(\$75,589)	(\$11,039)			

#### Capital Program

Annual capital inflation rate	3%							
HD singledeck bus (2006\$)		\$375,000	\$388,250	\$397,840	\$409,780	\$422,070	\$434,730	\$447,770
HD singledeck bus (2006\$)		\$150,000	\$154,500	\$159,140	\$163,910	\$168,830	\$173,890	\$179,110
Doubledeck bus (2006\$)		\$760,000	\$782,800	\$806,280	\$830,470	\$855,380	\$881,040	\$907,470
Uni Minibus (2006\$)		\$80,000	\$82,400	\$84,870	\$87,420	\$90,040	\$92,740	\$95,520
DCT vehicles (2006\$)		\$70,000	\$72,100	\$74,260	\$76,490	\$78,780	\$81,140	\$83,570

	05-06	06-07	07-08	08-09	09-10	10-11	11-12	12-13	Total
<b>Bus Replacement Need (based on useful life)</b>									
New HD Singledeck Buses	0	4	8	15	0	4	3	3	35
Rehab HD Singledeck Buses	0	0	0	0	0	0	0	0	0
Uni Minibuses	0	0	2	0	1	0	0	2	5
DCT Minibuses	0	1	0	1	0	1	0	1	4

	05-06	06-07	07-08	08-09	09-10	10-11	11-12	12-13	Total
<b>Capital Program</b>									
<b>Bus Replacement</b>									
New HD Singledeck Buses	\$0	\$1,500,000	\$67,500	\$5,967,600	\$0	\$1,688,280	\$1,304,190	\$1,343,910	\$11,870,880
Rehab HD Singledeck Buses	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Uni Minibuses	\$0	\$0	\$164,800	\$0	\$87,420	\$0	\$0	\$191,040	\$443,260
Engine Retrofit	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
DCT Minibuses	\$75,000	\$0	\$0	\$60,000	\$0	\$78,780	\$0	\$63,570	\$297,350
<b>Stop Improvements</b>									
Bus Stop Access Improvements	\$30,000	\$35,000	\$30,000	\$25,000	\$26,000	\$27,000	\$28,000	\$29,000	\$230,000
Bus Shelter Rehab	\$10,000	\$30,000	\$30,000	\$25,000	\$26,000	\$27,000	\$28,000	\$29,000	\$205,000
Bus Stop Information									
<b>Terminal Facilities</b>									
Hutchison Terminal	\$125,000	\$400,000							\$525,000
MU Terminal				\$0					\$0
<b>Replacement of Assets</b>									
ITS Projects		\$0	\$500,000	\$250,000					\$750,000
Non-Revenue Vehicles			\$40,000	\$45,000					\$85,000
DCT Facilities									\$0
Maintenance Facility		\$188,000							\$188,000
Misc Equip	\$25,000	\$62,500	\$48,000	\$48,000	\$50,000	\$52,000	\$54,000	\$56,000	\$393,500
<b>Total Capital Program Cost</b>	<b>\$265,000</b>	<b>\$2,195,500</b>	<b>\$878,300</b>	<b>\$6,420,600</b>	<b>\$189,420</b>	<b>\$1,873,060</b>	<b>\$1,414,190</b>	<b>\$1,731,920</b>	<b>\$14,967,880</b>

Untrans Financial Projections: Scenario 3											
Status Quo Service + Intensive Tier + YSAQMD + \$309 for Orion rebuild; replace Bluebirds over 3 years; no MU Terminal upgrade, reduced ITS program											
	05-06 actual	06-07 budget	07-08 projected	08-09 projected	09-10 projected	10-11 projected	11-12 projected	12-13 projected	5-Year Total	7-Year Total	Projected Inflation
<b>Operating Revenue</b>											
Local & State Funds											
Transit Fee	\$1,775,670	\$1,832,610	\$1,850,940	\$1,869,450	\$1,888,140	\$1,907,020	\$1,926,090	\$1,945,350	\$9,348,160	\$13,219,600	1.0%
Fares + Pass Sales	\$192,070	\$188,500	\$173,560	\$178,770	\$184,130	\$189,650	\$195,340	\$201,200	\$894,610	\$1,291,150	3.0%
Yolo Co. TDA Funds	\$17,500	\$18,600	\$19,100	\$19,600	\$20,100	\$20,600	\$21,100	\$21,600	\$88,000	\$140,700	N/A
Davis TDA Funds	\$362,200	\$362,180	\$379,050	\$396,420	\$414,310	\$432,740	\$451,720	\$471,270	\$2,384,700	\$4,307,680	3.0%
University to Operations	\$22,500	\$22,500	\$23,180	\$23,880	\$24,600	\$25,340	\$26,100	\$26,880	\$119,500	\$172,480	3.0%
Ads & Other Misc. Income	\$30,410	\$45,000	\$46,350	\$47,740	\$49,170	\$50,650	\$52,170	\$53,740	\$238,910	\$344,820	3.0%
<b>Federal Operating Funds</b>											
FTA 5307 for Base Services	\$626,000	\$750,000	\$772,500	\$795,680	\$819,550	\$844,140	\$869,460	\$895,540	\$3,981,870	\$5,746,870	3.0%
FTA 5307 to Ensure Op Balance	\$0	\$235,399	\$439,150	\$475,400	\$512,600	\$551,340	\$591,060	\$632,010	\$2,214,089	\$3,437,159	N/A
Add 5307 to backfill reserve	\$0	\$620,141	\$0	\$593,740	\$258,900	\$689,060	\$354,570	\$648,720			
<b>Total Available Op Revenue</b>	<b>\$3,026,350</b>	<b>\$4,254,830</b>	<b>\$3,903,830</b>	<b>\$4,600,880</b>	<b>\$4,371,700</b>	<b>\$4,910,540</b>	<b>\$4,687,610</b>	<b>\$5,296,310</b>	<b>\$19,879,539</b>	<b>\$28,680,469</b>	
<b>Operating Expenses</b>											
Labor	\$2,259,250	\$2,563,125	\$2,627,200	\$2,892,880	\$2,760,200	\$2,829,210	\$2,899,940	\$2,972,440	\$13,472,615	\$19,344,995	2.5%
Incident of Min & Other Wage Increase	\$0	\$0	\$172,810	\$177,130	\$181,560	\$186,100	\$190,750	\$195,520	\$717,800	\$1,103,870	2.5%
Fuel	\$447,610	\$438,636	\$451,800	\$465,350	\$479,310	\$493,690	\$508,500	\$523,760	\$2,328,786	\$3,361,048	3.0%
Materials	\$675,280	\$633,028	\$652,020	\$671,580	\$691,730	\$712,480	\$733,850	\$755,870	\$3,360,838	\$4,850,558	3.0%
<b>Total Operating Cost</b>	<b>\$3,382,140</b>	<b>\$3,634,789</b>	<b>\$3,803,830</b>	<b>\$4,006,940</b>	<b>\$4,112,800</b>	<b>\$4,221,480</b>	<b>\$4,332,040</b>	<b>\$4,447,590</b>	<b>\$19,879,539</b>	<b>\$28,680,469</b>	
Net from Operations	(\$355,790)	\$620,141	\$0	\$593,740	\$258,900	\$689,060	\$354,570	\$848,720			
<b>FTA Revenues</b>											
Base Federal 5307 Funding	\$1,458,141	\$1,474,780	\$1,534,160	\$1,663,760	\$1,769,830	\$1,862,660	\$2,002,880	\$2,130,350	\$8,325,190	\$12,458,220	2.5%
Intensive Tier 5307 Funding	\$0	\$551,650	\$573,870	\$622,340	\$662,020	\$704,230	\$749,130	\$796,690	\$3,114,110	\$4,866,130	N/A
<b>Total FTA 5307 Funding</b>	<b>\$1,458,141</b>	<b>\$2,026,430</b>	<b>\$2,108,030</b>	<b>\$2,286,100</b>	<b>\$2,431,850</b>	<b>\$2,566,890</b>	<b>\$2,752,010</b>	<b>\$2,927,040</b>	<b>\$11,439,300</b>	<b>\$17,324,350</b>	
Less: FTA 5307 used for Op. Costs	\$626,000	\$1,805,540	\$1,211,850	\$1,864,820	\$1,591,250	\$2,084,540	\$1,815,090	\$2,376,270	\$8,357,800	\$12,549,100	N/A
Current FTA 5307 avail for Capital	\$832,141	\$420,890	\$896,180	\$421,280	\$840,600	\$502,350	\$936,920	\$550,770	\$3,081,500	\$4,869,190	N/A
Current FTA 5309 Capital	\$0	\$0	\$0	\$2,546,180	\$2,284,770	\$0	\$0	\$0	\$4,840,950	\$4,840,950	N/A
<b>Total Federal Capital Funds</b>	<b>\$832,141</b>	<b>\$420,890</b>	<b>\$896,180</b>	<b>\$2,967,460</b>	<b>\$3,135,370</b>	<b>\$502,350</b>	<b>\$936,920</b>	<b>\$550,770</b>	<b>\$7,922,450</b>	<b>\$9,410,140</b>	
<b>Capital Revenue</b>											
Total Current Federal Capital Funds	\$832,141	\$420,890	\$896,180	\$2,967,460	\$3,135,370	\$502,350	\$936,920	\$550,770	\$7,922,450	\$9,410,140	
<b>Local Funds</b>											
City of Davis (DCT projects)	\$12,000	\$0	\$0	\$0	\$12,000	\$0	\$15,760	\$0	\$300,000	\$300,000	
06-07 STA one-time funds	\$0	\$300,000	\$0	\$0	\$0	\$0	\$0	\$0	\$300,000	\$300,000	
YSAQMD (\$7.5k/bus; max \$30k)	\$0	\$30,000	\$30,000	\$30,000	\$30,000	\$30,000	\$22,500	\$30,000	\$150,000	\$202,500	
University	\$62,000	\$64,500	\$65,440	\$66,430	\$67,480	\$68,590	\$69,770	\$71,010	\$342,440	\$494,220	3.0%
Student Fee	\$270,280	\$272,980	\$275,710	\$278,470	\$281,250	\$284,060	\$286,900	\$289,770	\$1,392,470	\$1,995,140	1.0%
<b>Total available local match</b>	<b>\$344,280</b>	<b>\$667,480</b>	<b>\$672,150</b>	<b>\$678,900</b>	<b>\$685,730</b>	<b>\$692,650</b>	<b>\$699,630</b>	<b>\$706,780</b>	<b>\$3,196,910</b>	<b>\$4,293,820</b>	
TEST: 20% local match on Fed Funds	\$196,430	\$133,496	\$134,430	\$135,780	\$137,140	\$138,530	\$139,940	\$141,370	\$679,180	\$918,760	
<b>Total Current Capital Revenues</b>	<b>\$1,178,421</b>	<b>\$1,088,370</b>	<b>\$1,268,330</b>	<b>\$3,344,360</b>	<b>\$3,526,100</b>	<b>\$889,000</b>	<b>\$1,336,650</b>	<b>\$947,750</b>	<b>\$10,119,360</b>	<b>\$12,403,760</b>	
<b>Capital Expenses</b>											
Vehicles	\$75,000	\$1,500,000	\$232,300	\$1,333,120	\$1,234,790	\$1,767,060	\$1,304,190	\$1,617,920	\$6,067,370	\$8,889,380	
Facilities	\$125,000	\$568,000	\$0	\$0	\$0	\$0	\$0	\$0	\$568,000	\$568,000	
ITS Projects	\$0	\$0	\$500,000	\$250,000	\$0	\$0	\$0	\$0	\$750,000	\$750,000	
Miscellaneous Capital Projects	\$65,000	\$127,500	\$145,000	\$143,000	\$102,000	\$105,000	\$110,000	\$114,000	\$624,500	\$848,500	
<b>Total Capital Program Needs</b>	<b>\$265,000</b>	<b>\$2,195,500</b>	<b>\$877,300</b>	<b>\$1,726,120</b>	<b>\$1,336,790</b>	<b>\$1,872,060</b>	<b>\$1,414,190</b>	<b>\$1,731,920</b>	<b>\$8,009,770</b>	<b>\$11,155,880</b>	
FTA Match (80%)	\$212,000	\$420,890	\$702,640	\$1,380,900	\$1,069,430	\$502,350	\$938,720	\$550,970	\$4,076,210	\$5,563,900	
Current Local Match (20%)	\$53,000	\$105,220	\$175,660	\$345,220	\$267,360	\$125,590	\$234,180	\$137,740	\$1,019,660	\$1,390,980	
Add Local Match from Reserves	\$0	\$1,669,390	\$0	(\$10)	\$0	\$1,245,120	\$243,290	\$1,043,210	\$2,914,500	\$4,201,000	
Fed Funds Remaining (Cumulative)	\$620,141	\$0	\$193,740	\$1,586,560	\$2,065,940	\$0	\$0	\$0			
<b>Untrans Reserve Account</b>											
Reserve Balance (start)	\$18,620	(\$45,890)	(\$532,879)	(\$336,389)	\$289,031	\$674,301	\$379,301	\$656,331			
Local Capital Match Added	\$344,280	\$667,480	\$672,150	\$678,900	\$685,730	\$692,650	\$699,630	\$706,780			
Capital Match Drawdown	(\$53,000)	(\$1,774,610)	(\$175,660)	(\$345,220)	(\$267,360)	(\$1,370,710)	(\$477,470)	(\$1,180,950)			
Operating Drawdown	(\$355,790)	\$620,141	\$0	\$593,740	\$258,900	\$689,060	\$354,570	\$648,720			
<b>Reserve Balance (end)</b>	<b>(\$45,890)</b>	<b>(\$532,879)</b>	<b>(\$336,389)</b>	<b>\$289,031</b>	<b>\$674,301</b>	<b>\$379,301</b>	<b>\$656,331</b>	<b>\$726,881</b>			

<b>Capital Program</b>											
Annual capital inflation rate	3%										
HD singledeck bus (2006\$)		\$375,000	\$386,250	\$397,840	\$409,780	\$422,070	\$434,730	\$447,770			
HD singledeck bus (2006\$)		\$150,000	\$164,500	\$159,140	\$163,910	\$168,830	\$173,890	\$179,110			
Doubledack bus (2006\$)		\$760,000	\$782,800	\$808,280	\$830,470	\$855,380	\$881,040	\$907,470			
Uni Minibus (2006\$)		\$80,000	\$82,400	\$84,870	\$87,420	\$90,040	\$92,740	\$95,520			
DCT vehicles (2006\$)		\$70,000	\$72,100	\$74,260	\$76,490	\$78,780	\$81,140	\$83,570			

	05-06	06-07	07-08	08-09	09-10	10-11	11-12	12-13	Total
<b>Bus Replacement Need (based on useful life)</b>									
New HD Singledeck Buses	0	4	8	0	0	4	3	3	20
Rehab HD Singledeck Buses	0	0	0	8	7	0	0	0	15
Uni Minibuses	0	0	2	0	1	0	0	2	5
DCT Minibuses	0	1	0	1	0	1	0	1	4

	05-06	06-07	07-08	08-09	09-10	10-11	11-12	12-13	Total
<b>Capital Program</b>									
<b>Bus Replacement</b>									
New HD Singledeck Buses	\$0	\$1,500,000	\$67,500	\$0	\$0	\$1,688,280	\$1,304,190	\$1,343,310	\$5,903,280
Rehab HD Singledeck Buses	\$0	\$0	\$0	\$1,273,120	\$1,147,370	\$0	\$0	\$0	\$2,420,490
Uni Minibuses	\$0	\$0	\$164,800	\$0	\$87,420	\$0	\$0	\$191,040	\$443,260
Engine Retrofit	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
DCT Minibuses	\$75,000	\$0	\$0	\$60,000	\$0	\$78,780	\$0	\$83,570	\$297,350
<b>Stop Improvements</b>									
Bus Stop Access Improvements	\$30,000	\$35,000	\$30,000	\$25,000	\$26,000	\$27,000	\$28,000	\$29,000	\$236,000
Bus Shelter Rehab	\$10,000	\$30,000	\$30,000	\$25,000	\$26,000	\$27,000	\$28,000	\$29,000	\$203,000
Bus Stop Information									
<b>Terminal Facilities</b>									
Hutchison Terminal	\$125,000	\$400,000							\$525,000
MU Terminal				\$0					\$0
<b>Replacement of Assets</b>									
ITS Projects		\$0	\$500,000	\$250,000					\$750,000
Non-Revenue Vehicles			\$40,000	\$45,000					\$85,000
DCT Facilities									\$0
Maintenance Facility		\$168,000							\$168,000
Misc Equip	\$25,000	\$62,500	\$48,000	\$48,000	\$50,000	\$52,000	\$54,000	\$56,000	\$393,500
<b>Total Capital Program Cost</b>	<b>\$265,000</b>	<b>\$2,195,500</b>	<b>\$878,300</b>	<b>\$1,726,120</b>	<b>\$1,336,790</b>	<b>\$1,873,060</b>	<b>\$1,414,190</b>	<b>\$1,731,920</b>	<b>\$11,420,880</b>

Unitrans Financial Projections: Scenario 4  
Status Quo Service + Intensive Tier + YSAQMD; rebuild '96 Orions over 2 years; no MU Terminal upgrade, reduced ITS program

	05-06 actual	SRTP Base Period					SRTP Out Years		5-Year Total	7-Year Total	Projected Inflation
	06-07 budget	07-08 projected	08-09 projected	09-10 projected	10-11 projected	11-12 projected	12-13 projected				
<b>Operating Revenue</b>											
Local & State Funds											
Transit Fee	\$1,775,670	\$1,832,610	\$1,850,940	\$1,869,450	\$1,888,140	\$1,907,020	\$1,926,090	\$1,945,350	\$9,348,160	\$13,219,600	1.0%
Fares + Pass Sales	\$192,070	\$168,500	\$173,560	\$178,770	\$184,130	\$189,650	\$195,340	\$201,200	\$884,610	\$1,281,150	3.0%
Yolo Co. TDA Funds	\$17,500	\$18,600	\$19,100	\$19,600	\$20,100	\$20,600	\$21,100	\$21,600	\$86,000	\$140,700	N/A
Davis TDA Funds	\$362,200	\$562,180	\$579,050	\$596,420	\$614,310	\$632,740	\$651,720	\$671,270	\$2,884,700	\$4,307,690	3.0%
University of Operations	\$22,500	\$22,500	\$23,180	\$23,880	\$24,600	\$25,340	\$26,100	\$26,880	\$119,500	\$172,480	3.0%
Ads & Other Misc. Income	\$30,410	\$45,000	\$48,350	\$47,740	\$49,170	\$50,650	\$52,170	\$53,740	\$238,910	\$344,820	3.0%
<b>Federal Operating Funds</b>											
FTA 5307 for Base Services	\$626,000	\$750,000	\$772,500	\$795,680	\$819,550	\$844,140	\$869,460	\$895,540	\$3,961,870	\$5,746,870	3.0%
FTA 5307 to Ensure Op Balance	\$0	\$235,399	\$439,150	\$475,400	\$512,800	\$551,340	\$591,060	\$632,010	\$2,214,089	\$3,437,159	N/A
Add 5307 to backfill reserve	\$0	\$620,141	\$0	\$583,740	\$258,900	\$689,060	\$354,570	\$848,720			
<b>Total Available Op Revenue</b>	<b>\$3,026,350</b>	<b>\$4,254,630</b>	<b>\$3,903,630</b>	<b>\$4,600,680</b>	<b>\$4,371,700</b>	<b>\$4,816,540</b>	<b>\$4,887,610</b>	<b>\$5,296,310</b>	<b>\$18,879,838</b>	<b>\$28,600,469</b>	
<b>Operating Expenses</b>											
Labor	\$2,259,250	\$2,563,125	\$2,627,200	\$2,692,880	\$2,760,200	\$2,829,210	\$2,899,940	\$2,972,440	\$13,472,615	\$19,344,995	2.5%
Impact of Min & Other Wage Increase	\$0	\$0	\$172,810	\$177,130	\$181,560	\$186,100	\$190,750	\$195,520	\$717,800	\$1,103,870	2.5%
Fuel	\$447,610	\$438,635	\$451,800	\$465,350	\$479,310	\$493,690	\$508,500	\$523,760	\$2,328,786	\$3,381,046	3.0%
Materials	\$675,280	\$633,028	\$652,020	\$671,580	\$691,730	\$712,480	\$733,850	\$755,870	\$3,350,838	\$4,850,558	3.0%
<b>Total Operating Cost</b>	<b>\$3,382,140</b>	<b>\$3,634,789</b>	<b>\$3,803,830</b>	<b>\$4,006,840</b>	<b>\$4,112,800</b>	<b>\$4,212,480</b>	<b>\$4,333,040</b>	<b>\$4,447,590</b>	<b>\$19,878,839</b>	<b>\$28,660,469</b>	
Net from Operations	(\$355,790)	\$620,141	\$0	\$593,740	\$258,900	\$689,060	\$354,570	\$848,720			
<b>FTA Revenues</b>											
Base Federal 5307 Funding	\$1,458,141	\$1,474,780	\$1,534,160	\$1,663,760	\$1,769,830	\$1,882,660	\$2,002,680	\$2,130,350	\$8,325,190	\$12,458,220	2.5%
Intensive Tier 5307 Funding	\$0	\$551,650	\$573,870	\$622,340	\$662,020	\$704,230	\$749,130	\$796,890	\$3,114,110	\$4,860,130	N/A
<b>Total FTA 5307 Funding</b>	<b>\$1,458,141</b>	<b>\$2,026,430</b>	<b>\$2,108,030</b>	<b>\$2,286,100</b>	<b>\$2,431,850</b>	<b>\$2,586,890</b>	<b>\$2,751,810</b>	<b>\$2,927,240</b>	<b>\$11,439,300</b>	<b>\$17,318,350</b>	
Less: FTA 5307 used for Op. Costs	\$626,000	\$1,605,540	\$1,211,650	\$1,864,620	\$1,591,250	\$2,084,540	\$1,815,090	\$2,376,270	\$6,357,800	\$12,549,160	N/A
Current FTA 5307 avail for Capital	\$832,141	\$420,890	\$896,380	\$421,280	\$840,600	\$502,350	\$936,720	\$550,970	\$3,081,500	\$4,869,190	N/A
Current FTA 5309 Capital	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	N/A
<b>Total Federal Capital Funds</b>	<b>\$832,141</b>	<b>\$420,890</b>	<b>\$896,380</b>	<b>\$421,280</b>	<b>\$840,600</b>	<b>\$502,350</b>	<b>\$936,720</b>	<b>\$550,970</b>	<b>\$3,081,500</b>	<b>\$4,869,190</b>	
<b>Capital Revenue</b>											
Total Current Federal Capital Funds	\$832,141	\$420,890	\$896,380	\$421,280	\$840,600	\$502,350	\$936,720	\$550,970	\$3,081,500	\$4,869,190	
<b>Local Funds</b>											
City of Davis (DCT projects)	\$12,000	\$0	\$0	\$0	\$12,000	\$0	\$15,760	\$0	\$300,000	\$300,000	
06-07 STA one-time funds	\$0	\$300,000	\$0	\$0	\$0	\$0	\$0	\$0	\$300,000	\$300,000	
YSAQMD (\$7.5k/bus; max \$30k)	\$0	\$30,000	\$30,000	\$30,000	\$30,000	\$30,000	\$0	\$22,500	\$150,000	\$172,500	
University	\$62,000	\$64,500	\$68,440	\$68,430	\$70,480	\$72,590	\$74,770	\$77,010	\$342,440	\$464,220	3.0%
Student Fee	\$270,280	\$272,980	\$275,710	\$278,470	\$281,250	\$284,060	\$286,900	\$289,770	\$1,392,470	\$1,869,140	1.0%
<b>Total available local match</b>	<b>\$344,280</b>	<b>\$667,480</b>	<b>\$372,150</b>	<b>\$376,900</b>	<b>\$389,730</b>	<b>\$398,630</b>	<b>\$377,430</b>	<b>\$389,280</b>	<b>\$2,106,610</b>	<b>\$2,863,620</b>	
TES 7: 20% local match on Fed Funds	\$168,430	\$64,180	\$178,280	\$84,900	\$168,120	\$100,470	\$107,340	\$110,180			
<b>Total Current Capital Revenue</b>	<b>\$1,176,421</b>	<b>\$1,088,370</b>	<b>\$1,268,530</b>	<b>\$768,180</b>	<b>\$1,234,330</b>	<b>\$688,800</b>	<b>\$1,314,150</b>	<b>\$840,250</b>	<b>\$5,278,410</b>	<b>\$7,532,810</b>	
<b>Capital Expenses</b>											
Vehicles	\$75,000	\$1,500,000	\$232,300	\$1,333,120	\$1,234,790	\$4,299,480	\$0	\$274,610	\$8,599,690	\$8,874,300	
Facilities	\$125,000	\$568,000	\$0	\$0	\$0	\$0	\$0	\$0	\$568,000	\$568,000	
ITS Projects	\$0	\$0	\$500,000	\$250,000	\$0	\$0	\$0	\$0	\$750,000	\$750,000	
Miscellaneous Capital Projects	\$65,000	\$127,500	\$146,000	\$143,000	\$102,000	\$106,000	\$110,000	\$114,000	\$624,500	\$848,500	
<b>Total Capital Program Needs</b>	<b>\$265,000</b>	<b>\$2,195,500</b>	<b>\$878,300</b>	<b>\$1,726,120</b>	<b>\$1,336,790</b>	<b>\$4,405,480</b>	<b>\$110,000</b>	<b>\$388,610</b>	<b>\$10,842,190</b>	<b>\$11,040,800</b>	
FTA Match (80%)	\$212,000	\$420,890	\$702,640	\$421,280	\$840,600	\$502,350	\$88,000	\$310,890	\$2,687,780	\$3,286,850	
Current Local Match (20%)	\$53,000	\$105,220	\$175,660	\$105,320	\$210,150	\$125,590	\$22,000	\$77,720	\$721,840	\$821,660	
Add Local Match from Reserves	\$0	\$1,669,390	\$0	\$1,199,520	\$286,040	\$3,777,540	\$0	\$0	\$6,932,490	\$6,932,490	
Fed Funds Remaining (Cumulative)	\$620,141	\$0	\$193,740	\$0	\$0	\$0	\$848,720	\$240,060			
<b>Unitrans Reserve Account</b>											
Reserve Balance (start)	\$18,620	(\$45,890)	(\$532,879)	(\$336,389)	(\$670,589)	(\$514,149)	(\$3,341,569)	(\$2,631,569)			
Local Capital Match/Added	\$344,280	\$667,480	\$372,150	\$376,900	\$393,730	\$386,650	\$377,430	\$389,280			
Capital Match Drawdown	(\$53,000)	(\$1,774,610)	(\$175,060)	(\$1,304,840)	(\$486,190)	(\$3,903,130)	(\$22,000)	(\$77,720)			
Operating Drawdown	(\$355,790)	\$620,141	\$0	\$593,740	\$258,900	\$689,060	\$354,570	\$848,720			
<b>Reserve Balance (end)</b>	<b>(\$45,890)</b>	<b>(\$532,879)</b>	<b>(\$336,389)</b>	<b>(\$670,589)</b>	<b>(\$514,149)</b>	<b>(\$3,341,569)</b>	<b>(\$2,631,569)</b>	<b>(\$1,471,269)</b>			

#### Capital Program

Annual capital inflation rate	3%										
HD singledeck bus (2006\$)		\$375,000	\$386,250	\$397,640	\$409,760	\$422,070	\$434,730	\$447,770			
HD singledeck bus (2006\$)		\$150,000	\$154,500	\$159,140	\$163,910	\$168,830	\$173,890	\$179,110			
Doubledeck bus (2006\$)		\$760,000	\$782,800	\$806,280	\$830,470	\$855,380	\$881,040	\$907,470			
Uni Minibuses (2006\$)		\$80,000	\$82,400	\$84,870	\$87,420	\$90,040	\$92,740	\$95,520			
DCT vehicles (2006\$)		\$70,000	\$72,100	\$74,250	\$76,490	\$78,780	\$81,140	\$83,570			

	05-06	06-07	07-08	08-09	09-10	10-11	11-12	12-13	Total
<b>Bus Replacement Need (based on useful life)</b>									
New HD Singledeck Buses	0	4	6	0	0	10	0	0	20
Rehab HD Singledeck Buses	0	0	0	8	7	0	0	0	15
Uni Minibuses	0	0	2	0	1	0	0	2	5
DCT Minibuses	0	1	0	1	0	1	0	1	4

	05-06	06-07	07-08	08-09	09-10	10-11	11-12	12-13	Total
<b>Capital Program</b>									
<b>Bus Replacement</b>									
New HD Singledeck Buses	\$0	\$1,500,000	\$67,500	\$0	\$0	\$4,220,700	\$0	\$0	\$5,788,200
Rehab HD Singledeck Buses	\$0	\$0	\$0	\$1,273,120	\$1,147,370	\$0	\$0	\$0	\$2,420,490
Uni Minibuses	\$0	\$0	\$164,800	\$0	\$87,420	\$0	\$0	\$191,040	\$443,260
Engine Retrofits	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
DCT Minibuses	\$75,000	\$0	\$0	\$60,000	\$0	\$78,780	\$0	\$83,570	\$297,350
<b>Stop Improvements</b>									
Bus Stop Access Improvements	\$30,000	\$35,000	\$30,000	\$25,000	\$26,000	\$27,000	\$28,000	\$29,000	\$230,000
Bus Shelter Rehab	\$10,000	\$30,000	\$30,000	\$25,000	\$26,000	\$27,000	\$28,000	\$29,000	\$205,000
Bus Stop Information									
<b>Terminal Facilities</b>									
Hutchinson Terminal	\$125,000	\$400,000							\$525,000
MU Terminal				\$0					\$0
<b>Replacement of Assets</b>									
ITS Projects		\$0	\$800,000	\$250,000					\$750,000
Non-Revenue Vehicles			\$40,000	\$45,000					\$85,000
DCT Facilities									\$0
Maintenance Facility		\$168,000							\$168,000
Misc Equip	\$25,000	\$62,500	\$46,000	\$48,000	\$50,000	\$52,000	\$54,000	\$56,000	\$393,500
<b>Total Capital Program Cost</b>	<b>\$265,000</b>	<b>\$2,195,500</b>	<b>\$878,300</b>	<b>\$1,726,120</b>	<b>\$1,336,790</b>	<b>\$4,405,460</b>	<b>\$110,000</b>	<b>\$388,610</b>	<b>\$11,305,800</b>

Unifra Financial Projections: Scenario 5  
Status Quo Service + Intensive Tier + YSAQMD; rebuild 96 Orion over 2 years & replace Bluebirds over 3 years; no MU Terminal upgrade, reduced ITS program

	05-06 actual	SRTP Base Period					SRTP Out Years				
	06-07 budget	07-08 projected	08-09 projected	09-10 projected	10-11 projected	11-12 projected	12-13 projected	5-Year Total	7-Year Total	Projected Inflation	
<b>Operating Revenue</b>											
Local & State Funds											
Transit Fee	\$1,775,670	\$1,832,810	\$1,850,940	\$1,869,450	\$1,888,140	\$1,907,020	\$1,926,090	\$1,945,350	\$9,348,160	\$13,219,600	1.0%
Fares + Pass Sales	\$192,070	\$168,500	\$173,560	\$178,770	\$184,130	\$189,650	\$195,340	\$201,200	\$894,610	\$1,291,150	3.0%
Yolo Co. TDA Funds	\$17,500	\$18,600	\$19,100	\$19,600	\$20,100	\$20,600	\$21,100	\$21,600	\$88,000	\$140,760	N/A
Davis TDA Funds	\$362,200	\$562,180	\$579,050	\$596,420	\$614,310	\$632,740	\$651,720	\$671,270	\$2,984,700	\$4,307,690	3.0%
University to Operations	\$22,500	\$22,500	\$23,180	\$23,860	\$24,600	\$25,340	\$26,100	\$26,880	\$119,500	\$172,480	3.0%
Ads & Other Misc. Income	\$30,410	\$45,000	\$46,350	\$47,740	\$49,170	\$50,650	\$52,170	\$53,740	\$238,910	\$344,820	3.0%
Federal Operating Funds											
FTA 5307 for Base Services	\$626,000	\$750,000	\$772,500	\$795,680	\$819,550	\$844,140	\$869,460	\$895,540	\$3,981,870	\$5,746,870	3.0%
FTA 5307 to Ensure Op Balance	\$0	\$235,399	\$439,150	\$475,400	\$512,800	\$551,340	\$591,060	\$632,010	\$2,214,069	\$3,437,159	N/A
Add 5307 to backfill reserve	\$0	\$620,141	\$0	\$593,740	\$258,900	\$689,060	\$354,570	\$848,720			
Total Available Op Revenue	\$3,026,350	\$4,254,930	\$3,903,830	\$4,600,680	\$4,371,700	\$4,910,540	\$4,687,610	\$5,296,310	\$19,879,639	\$28,660,469	
<b>Operating Expenses</b>											
Labor	\$2,259,250	\$2,563,125	\$2,627,200	\$2,692,880	\$2,760,200	\$2,829,210	\$2,899,840	\$2,972,440	\$13,472,615	\$19,344,995	2.5%
Impact of Min & Other Wage Increase	\$0	\$0	\$172,610	\$177,130	\$181,560	\$186,100	\$190,750	\$195,520	\$717,600	\$1,103,870	2.5%
Fuel	\$447,610	\$438,636	\$451,800	\$465,350	\$479,310	\$493,690	\$508,500	\$523,760	\$2,328,796	\$3,361,046	3.0%
Materials	\$675,280	\$633,028	\$652,020	\$671,580	\$691,730	\$712,480	\$733,850	\$755,870	\$3,369,836	\$4,850,888	3.0%
Total Operating Cost	\$3,382,140	\$3,834,789	\$3,903,830	\$4,006,940	\$4,112,800	\$4,221,490	\$4,333,040	\$4,447,590	\$19,879,639	\$28,660,469	
Net from Operations	(\$355,790)	\$620,141	\$0	\$593,740	\$258,900	\$689,060	\$354,570	\$848,720			
<b>FTA Revenues</b>											
Base Federal 5307 Funding	\$1,458,141	\$1,474,780	\$1,534,160	\$1,663,760	\$1,769,830	\$1,862,660	\$2,002,680	\$2,130,350	\$8,325,190	\$12,458,220	2.5%
Intensive Tier 5307 Funding	\$0	\$551,650	\$573,870	\$622,340	\$662,020	\$704,230	\$749,130	\$796,690	\$3,114,110	\$4,666,130	N/A
Total FTA 5307 Funding	\$1,458,141	\$2,026,430	\$2,108,030	\$2,286,100	\$2,431,850	\$2,566,890	\$2,751,810	\$2,927,040	\$11,439,300	\$17,124,350	
Less: FTA 5307 used for Op. Costs	\$626,000	\$1,805,540	\$1,211,650	\$1,864,820	\$1,591,250	\$2,084,540	\$1,615,090	\$2,376,270	\$8,357,800	\$12,548,160	N/A
Current FTA 5307 avail for Capital	\$832,141	\$420,890	\$896,380	\$421,280	\$840,600	\$502,350	\$936,720	\$550,970	\$3,081,500	\$4,576,190	N/A
Current FTA 5309 Capital	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	N/A
Total Federal Capital Funds	\$832,141	\$420,890	\$896,380	\$421,280	\$840,600	\$502,350	\$936,720	\$550,970	\$3,081,500	\$4,576,190	
<b>Capital Revenues</b>											
Total Current Federal Capital Funds	\$832,141	\$420,890	\$896,380	\$421,280	\$840,600	\$502,350	\$936,720	\$550,970	\$3,081,500	\$4,576,190	
Local Funds											
City of Davis (DCT projects)	\$12,000	\$0	\$0	\$0	\$12,000	\$0	\$15,760	\$0	\$300,000	\$300,000	
06-07 STA one-time funds	\$0	\$300,000	\$0	\$0	\$0	\$0	\$0	\$0	\$300,000	\$300,000	
YSAQMD (\$7.5k/bus; max \$30k)	\$0	\$30,000	\$30,000	\$30,000	\$30,000	\$30,000	\$22,500	\$30,000	\$150,000	\$302,500	
University	\$62,000	\$94,500	\$66,440	\$68,430	\$70,480	\$72,590	\$74,770	\$77,010	\$342,440	\$494,220	3.0%
Student Fee	\$270,280	\$272,880	\$275,710	\$278,470	\$281,250	\$284,060	\$286,900	\$289,770	\$1,392,470	\$1,868,140	1.0%
Total available local match	\$344,280	\$667,480	\$372,150	\$376,900	\$383,730	\$386,850	\$389,830	\$392,780	\$2,196,910	\$2,993,620	
TEST: 20% local match on Fed Funds	\$168,430	\$64,190	\$179,280	\$64,160	\$168,120	\$168,410	\$167,340	\$167,160			
Total Current Capital Revenues	\$1,178,421	\$1,088,370	\$1,268,530	\$788,180	\$1,234,330	\$889,900	\$1,336,650	\$947,750	\$5,278,410	\$7,562,810	
<b>Capital Expenses</b>											
Vehicles	\$75,000	\$1,500,000	\$232,300	\$1,333,120	\$1,234,790	\$1,767,060	\$1,304,190	\$1,617,920	\$6,067,270	\$8,989,380	
Facilities	\$125,000	\$568,000	\$0	\$0	\$0	\$0	\$0	\$0	\$568,000	\$568,000	
ITS Projects	\$0	\$0	\$500,000	\$250,000	\$0	\$0	\$0	\$0	\$750,000	\$750,000	
Miscellaneous Capital Projects	\$65,000	\$127,500	\$146,000	\$143,000	\$102,000	\$106,000	\$110,000	\$114,000	\$624,500	\$848,500	
Total Capital Program Needs	\$265,000	\$2,195,500	\$878,300	\$1,726,120	\$1,336,790	\$1,873,060	\$1,414,190	\$1,731,920	\$8,006,770	\$11,135,860	
FTA Match (80%)	\$212,000	\$420,890	\$702,640	\$421,280	\$840,600	\$502,350	\$936,720	\$550,970	\$2,887,760	\$4,375,450	
Current Local Match (20%)	\$53,000	\$105,220	\$175,660	\$105,320	\$210,150	\$125,590	\$234,180	\$137,740	\$721,840	\$1,093,860	
Add Local Match from Reserves	\$0	\$1,669,390	\$0	\$1,199,520	\$286,040	\$1,245,120	\$243,290	\$1,043,210	\$4,400,870	\$5,686,570	
Fed Funds Remaining (Cumulative)	\$620,141	\$0	\$193,740	\$0	\$0	\$0	\$0	\$0			
<b>Unifra Reserve Account</b>											
Reserve Balance (start)	\$18,620	(\$45,890)	(\$532,879)	(\$336,389)	(\$870,589)	(\$514,149)	(\$809,149)	(\$532,119)			
Local Capital Match/Added	\$344,280	\$667,480	\$372,150	\$376,900	\$383,730	\$386,850	\$389,830	\$392,780			
Capital Match Drawdown	(\$53,000)	(\$1,774,610)	(\$175,660)	(\$1,304,840)	(\$406,190)	(\$1,370,710)	(\$477,470)	(\$1,180,950)			
Operating Drawdown	(\$355,790)	\$620,141	\$0	\$593,740	\$258,900	\$689,060	\$354,570	\$848,720			
Reserve Balance (end)	(\$45,890)	(\$532,879)	(\$336,389)	(\$870,589)	(\$514,149)	(\$809,149)	(\$532,119)	(\$467,569)			

#### Capital Program

Annual capital inflation rate 3%

HD singledeck bus (2006\$)	\$375,000	\$386,250	\$397,840	\$409,780	\$422,070	\$434,730	\$447,770
HD singledeck bus (2006\$)	\$150,000	\$154,500	\$159,140	\$163,910	\$168,830	\$173,890	\$179,110
Doubledack bus (2006\$)	\$760,000	\$782,800	\$806,280	\$830,470	\$855,380	\$881,040	\$907,470
Uni Minibus (2006\$)	\$80,000	\$82,400	\$84,870	\$87,420	\$90,040	\$92,740	\$95,520
DCT vehicles (2006\$)	\$70,000	\$72,100	\$74,260	\$76,490	\$78,780	\$81,140	\$83,570

	05-06	06-07	07-08	08-09	09-10	10-11	11-12	12-13	Total
<b>Bus Replacement Need (based on useful life)</b>									
New HD Singledeck Buses	0	4	8	0	0	4	3	3	20
Rehab HD Singledeck Buses	0	0	0	8	7	0	0	0	15
Uni Minibuses	0	0	2	0	1	0	0	2	5
DCT Minibuses	0	1	0	1	0	1	0	1	4

	05-06	06-07	07-08	08-09	09-10	10-11	11-12	12-13	Total
<b>Capital Program</b>									
<b>Bus Replacement</b>									
New HD Singledeck Buses	\$0	\$1,500,000	\$87,500	\$0	\$0	\$1,686,280	\$1,304,190	\$1,343,310	\$5,903,280
Rehab HD Singledeck Buses	\$0	\$0	\$0	\$1,273,120	\$1,147,370	\$0	\$0	\$0	\$2,420,490
Uni Minibuses	\$0	\$0	\$164,800	\$0	\$87,420	\$0	\$0	\$191,040	\$443,260
Engine Retrofit	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
DCT Minibuses	\$75,000	\$0	\$0	\$80,000	\$0	\$78,780	\$0	\$83,570	\$297,350
<b>Stop Improvements</b>									
Bus Stop Access Improvements	\$30,000	\$35,000	\$30,000	\$25,000	\$26,000	\$27,000	\$28,000	\$29,000	\$236,000
Bus Shelter Rehab	\$10,000	\$30,000	\$30,000	\$25,000	\$26,000	\$27,000	\$28,000	\$29,000	\$205,000
<b>Bus Stop Information</b>									
<b>Terminal Facilities</b>									
Hutchinson Terminal	\$125,000	\$400,000							\$525,000
MU Terminal				\$0					\$0
<b>Replacement of Assets</b>									
ITS Projects		\$0	\$500,000	\$250,000					\$750,000
Non-Revenue Vehicles			\$40,000	\$45,000					\$85,000
DCT Facilities									\$0
Maintenance Facility		\$168,000							\$168,000
Misc Equip	\$25,000	\$62,500	\$48,000	\$48,000	\$50,000	\$52,000	\$54,000	\$56,000	\$393,500
Total Capital Program Cost	\$265,000	\$2,195,500	\$878,300	\$1,726,120	\$1,336,790	\$1,873,060	\$1,414,190	\$1,731,920	\$11,420,880

Unitrans Financial Projections: Scenario B  
Service Reduction + Intensive Tier + YSAQMD; rebuild '96 Orions over 2 years & replace Bluebirds over 3 years; no MU Terminal upgrade, reduced ITS program.  
Service Reduction: 4.5%

	05-06 actual	BTRP Base Period					BTRP Out Years		5-Year Total	7-Year Total	Projected Inflation
		06-07 budget	07-08 projected	08-09 projected	09-10 projected	10-11 projected	11-12 projected	12-13 projected			
<b>Operating Revenue</b>											
Local & State Funds											
Transit Fee	\$1,775,670	\$1,832,610	\$1,850,940	\$1,869,450	\$1,888,140	\$1,907,020	\$1,926,090	\$1,945,350	\$9,348,160	\$13,219,600	1.0%
Fares + Pass Sales	\$192,070	\$188,500	\$173,560	\$178,770	\$184,130	\$189,650	\$195,340	\$201,200	\$884,610	\$1,291,150	3.0%
Yolo Co. TDA Funds	\$17,500	\$18,600	\$19,100	\$19,600	\$20,100	\$20,600	\$21,100	\$21,600	\$88,000	\$140,700	N/A
Davis TDA Funds	\$362,200	\$362,180	\$379,050	\$396,420	\$414,310	\$432,740	\$451,720	\$471,270	\$2,984,700	\$4,307,690	3.0%
University to Operations	\$22,500	\$22,500	\$23,180	\$23,860	\$24,540	\$25,220	\$25,900	\$26,580	\$119,500	\$172,480	3.0%
Ads & Other Misc. Income	\$30,410	\$45,000	\$46,350	\$47,740	\$49,170	\$50,650	\$52,170	\$53,740	\$238,910	\$344,820	3.0%
<b>Federal Operating Funds</b>											
FTA 5307 for Base Services	\$626,000	\$750,000	\$772,600	\$795,680	\$819,550	\$844,140	\$869,460	\$895,540	\$3,981,870	\$5,746,870	3.0%
FTA 5307 to Ensure Op Balance	\$0	\$235,399	\$439,150	\$475,400	\$512,800	\$551,340	\$591,060	\$632,010	\$2,214,089	\$3,437,159	N/A
Add 5307 to backfill reserve	\$0	\$620,141	\$0	\$593,740	\$258,900	\$689,060	\$354,570	\$848,720			
<b>Total Available Op Revenue</b>	<b>\$3,026,350</b>	<b>\$4,254,830</b>	<b>\$3,803,830</b>	<b>\$4,600,680</b>	<b>\$4,371,700</b>	<b>\$4,810,540</b>	<b>\$4,687,610</b>	<b>\$5,296,310</b>	<b>\$19,879,339</b>	<b>\$28,650,469</b>	
<b>Operating Expenses</b>											
Labor	\$2,259,250	\$2,563,125	\$2,508,980	\$2,571,700	\$2,635,990	\$2,701,900	\$2,769,440	\$2,838,680	\$12,981,695	\$18,589,815	2.5%
Impact of Min & Other Wage Increases	\$0	\$0	\$165,040	\$169,170	\$173,400	\$177,740	\$182,180	\$186,730	\$685,380	\$1,054,260	2.5%
Fuel	\$447,610	\$438,636	\$431,470	\$444,410	\$457,740	\$471,470	\$485,620	\$500,190	\$2,243,726	\$3,229,536	3.0%
Materials	\$875,280	\$833,028	\$822,880	\$841,360	\$860,600	\$880,420	\$900,830	\$921,860	\$3,238,058	\$4,680,778	3.0%
<b>Total Operating Cost</b>	<b>\$3,582,140</b>	<b>\$3,834,789</b>	<b>\$3,728,170</b>	<b>\$3,828,640</b>	<b>\$3,927,730</b>	<b>\$4,031,530</b>	<b>\$4,138,070</b>	<b>\$4,247,460</b>	<b>\$19,148,859</b>	<b>\$27,534,389</b>	
<b>Net from Operations</b>	<b>(\$555,790)</b>	<b>\$620,141</b>	<b>\$175,660</b>	<b>\$774,040</b>	<b>\$443,970</b>	<b>\$878,010</b>	<b>\$549,540</b>	<b>\$1,048,850</b>			
<b>FTA Revenues</b>											
Base Federal 5307 Funding	\$1,458,141	\$1,474,780	\$1,534,180	\$1,663,760	\$1,769,830	\$1,882,660	\$2,002,680	\$2,130,350	\$8,325,190	\$12,459,220	2.5%
Intensive Tier 5307 Funding	\$0	\$551,650	\$573,870	\$622,340	\$662,020	\$704,230	\$749,130	\$796,690	\$3,114,110	\$4,660,130	N/A
<b>Total FTA 5307 Funding</b>	<b>\$1,458,141</b>	<b>\$2,026,430</b>	<b>\$2,108,050</b>	<b>\$2,286,100</b>	<b>\$2,431,850</b>	<b>\$2,586,890</b>	<b>\$2,751,810</b>	<b>\$2,927,040</b>	<b>\$11,439,300</b>	<b>\$17,119,350</b>	
Less: FTA 5307 used for Op. Costs	\$626,000	\$1,605,540	\$1,211,650	\$1,864,820	\$1,591,250	\$2,084,540	\$1,815,090	\$2,376,270	\$6,357,800	\$12,549,160	N/A
Current FTA 5307 avail for Capital	\$832,141	\$420,890	\$896,380	\$421,280	\$840,600	\$502,350	\$936,720	\$550,770	\$3,081,500	\$4,569,190	N/A
Current FTA 5309 Capital	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	N/A
<b>Total Federal Capital Funds</b>	<b>\$832,141</b>	<b>\$420,890</b>	<b>\$896,380</b>	<b>\$421,280</b>	<b>\$840,600</b>	<b>\$502,350</b>	<b>\$936,720</b>	<b>\$550,770</b>	<b>\$3,081,500</b>	<b>\$4,569,190</b>	
<b>Capital Revenue</b>											
Total Current Federal Capital Funds	\$832,141	\$420,890	\$896,380	\$421,280	\$840,600	\$502,350	\$936,720	\$550,770	\$3,081,500	\$4,569,190	
Local Funds											
City of Davis (DCT projects)	\$12,000	\$0	\$0	\$0	\$12,000	\$0	\$15,760	\$0	\$300,000	\$300,000	
06-07 STA one-time funds	\$0	\$300,000	\$0	\$0	\$0	\$0	\$0	\$0	\$300,000	\$300,000	
YSAQMD (\$7.5k/bus; max 30k)	\$0	\$30,000	\$30,000	\$30,000	\$30,000	\$30,000	\$22,500	\$30,000	\$150,000	\$202,500	
University	\$62,000	\$84,500	\$66,440	\$68,430	\$70,480	\$72,590	\$74,770	\$77,010	\$342,440	\$494,220	3.0%
Student Fee	\$270,280	\$272,980	\$275,710	\$278,470	\$281,250	\$284,060	\$286,900	\$289,770	\$1,392,470	\$1,969,140	1.0%
<b>Total available local match</b>	<b>\$344,280</b>	<b>\$687,480</b>	<b>\$374,150</b>	<b>\$376,900</b>	<b>\$393,730</b>	<b>\$386,650</b>	<b>\$398,930</b>	<b>\$395,760</b>	<b>\$2,166,070</b>	<b>\$2,893,820</b>	
TEST: 20% local match on Fed Funds	\$182,630	\$64,180	\$179,280	\$84,260	\$168,120	\$100,470	\$187,340	\$110,180			
<b>Total Current Capital Revenues</b>	<b>\$1,176,421</b>	<b>\$1,068,370</b>	<b>\$1,268,530</b>	<b>\$798,180</b>	<b>\$1,234,330</b>	<b>\$889,000</b>	<b>\$1,336,650</b>	<b>\$947,750</b>	<b>\$5,278,470</b>	<b>\$7,562,810</b>	
<b>Capital Expenses</b>											
Vehicles	\$75,000	\$1,500,000	\$232,300	\$1,333,120	\$1,234,790	\$1,767,080	\$1,304,190	\$1,617,920	\$6,067,270	\$8,999,340	
Facilities	\$125,000	\$568,000	\$0	\$0	\$0	\$0	\$0	\$0	\$568,000	\$568,000	
ITS Projects	\$0	\$0	\$500,000	\$250,000	\$0	\$0	\$0	\$0	\$750,000	\$750,000	
Miscellaneous Capital Projects	\$85,000	\$127,500	\$146,000	\$143,000	\$102,000	\$106,000	\$110,000	\$114,000	\$624,500	\$840,500	
<b>Total Capital Program Needs</b>	<b>\$265,000</b>	<b>\$2,195,500</b>	<b>\$878,300</b>	<b>\$1,726,120</b>	<b>\$1,336,790</b>	<b>\$1,873,080</b>	<b>\$1,414,190</b>	<b>\$1,731,920</b>	<b>\$8,009,770</b>	<b>\$11,155,880</b>	
FTA Match (80%)	\$212,000	\$420,890	\$702,840	\$421,280	\$840,600	\$502,350	\$936,720	\$550,770	\$2,887,760	\$4,375,450	
Current Local Match (20%)	\$53,000	\$105,220	\$175,660	\$105,320	\$210,150	\$125,590	\$234,160	\$137,740	\$271,940	\$437,540	
Add Local Match from Reserves	\$0	\$1,669,390	\$0	\$1,198,520	\$286,040	\$1,245,120	\$243,290	\$1,043,210	\$4,408,070	\$5,886,570	
Fed Funds Remaining (Cumulative)	\$620,141	\$0	\$193,740	\$0	\$0	\$0	\$0	\$0			
<b>Unitrans Reserve Account</b>											
Reserve Balance (start)	\$18,620	(\$45,890)	(\$532,879)	(\$180,729)	(\$314,629)	\$26,881	(\$78,169)	\$393,831			
Local Capital Match-Added	\$344,280	\$687,480	\$372,150	\$376,900	\$393,730	\$386,650	\$399,930	\$396,780			
Capital Match Drawdown	(\$53,000)	(\$1,774,610)	(\$175,660)	(\$1,304,840)	(\$496,190)	(\$1,370,710)	(\$477,470)	(\$1,160,590)			
Operating Drawdown	(\$355,790)	\$620,141	\$175,660	\$774,040	\$443,970	\$878,010	\$549,540	\$1,048,850			
<b>Reserve Balance (end)</b>	<b>(\$45,890)</b>	<b>(\$532,879)</b>	<b>(\$180,729)</b>	<b>(\$314,629)</b>	<b>\$26,881</b>	<b>(\$78,169)</b>	<b>\$393,831</b>	<b>\$658,511</b>			

#### Capital Program

Annual capital inflation rate	3%							
HD singledeck bus (2006\$)		\$375,000	\$386,250	\$397,840	\$409,760	\$422,070	\$434,730	\$447,770
HD singledeck bus (2006\$)		\$150,000	\$154,500	\$159,140	\$163,910	\$168,830	\$173,890	\$179,110
Doubledeck bus (2006\$)		\$760,000	\$782,800	\$806,280	\$830,470	\$855,360	\$881,040	\$907,470
Uni Minibuses (2006\$)		\$80,000	\$82,400	\$84,870	\$87,420	\$90,040	\$92,740	\$95,520
DCT vehicles (2006\$)		\$70,000	\$72,100	\$74,260	\$76,490	\$78,780	\$81,140	\$83,570

	05-06	06-07	07-08	08-09	09-10	10-11	11-12	12-13	Total
<b>Bus Replacement Need (based on useful life)</b>									
New HD Singledeck Buses	0	4	6	0	0	4	3	3	20
Rehab HD Singledeck Buses	0	0	0	8	7	0	0	0	15
Uni Minibuses	0	0	2	0	1	0	0	2	5
DCT Minibuses	0	1	0	1	0	1	0	1	4

	05-06	06-07	07-08	08-09	09-10	10-11	11-12	12-13	Total
<b>Capital Program</b>									
<b>Bus Replacement</b>									
New HD Singledeck Buses	\$0	\$1,500,000	\$87,800	\$0	\$0	\$1,688,280	\$1,304,190	\$1,343,310	\$5,993,280
Rehab HD Singledeck Buses	\$0	\$0	\$0	\$1,273,120	\$1,147,370	\$0	\$0	\$0	\$2,420,490
Uni Minibuses	\$0	\$0	\$164,800	\$0	\$87,420	\$0	\$0	\$0	\$252,220
Engine Retrofit	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
DCT Minibuses	\$75,000	\$0	\$0	\$80,000	\$0	\$78,780	\$0	\$83,570	\$297,350
<b>Stop Improvements</b>									
Bus Stop Access Improvements	\$30,000	\$35,000	\$30,000	\$25,000	\$26,000	\$27,000	\$28,000	\$29,000	\$230,000
Bus Shelter Rehab	\$10,000	\$30,000	\$30,000	\$25,000	\$26,000	\$27,000	\$28,000	\$29,000	\$205,000
Bus Stop Information									
<b>Terminal Facilities</b>									
Hutchison Terminal	\$125,000	\$400,000		\$0					\$525,000
MU Terminal									\$0
<b>Replacement of Assets</b>									
ITS Projects		\$0	\$500,000	\$250,000					\$750,000
Non-Revenue Vehicles			\$40,000	\$45,000					\$85,000
DCT Facilities									\$0
Maintenance Facility		\$168,000							\$168,000
Misc Equip	\$25,000	\$82,500	\$48,000	\$48,000	\$50,000	\$52,000	\$54,000	\$56,000	\$393,500
<b>Total Capital Program Cost</b>	<b>\$265,000</b>	<b>\$2,195,500</b>	<b>\$878,300</b>	<b>\$1,726,120</b>	<b>\$1,336,790</b>	<b>\$1,873,060</b>	<b>\$1,414,190</b>	<b>\$1,731,920</b>	<b>\$11,420,880</b>

Untrans Financial Projections: Scenario 7											
Service reduction + Intensive Tier + YSAQMD + 5309 for 6 buses; rebuild 7 '96 Orions over 2 years & replace 8 Orions & 10 Bluebirds over 3 years; no MU Terminal upgrade or ITS program											
Service Reduction: 4.0%											
	05-06 actual	06-07 budget	07-08 projected	08-09 projected	09-10 projected	10-11 projected	11-12 projected	12-13 projected	5-Year Total	7-Year Total	Projected Inflation
<b>Operating Revenue</b>											
Local & State Funds											
Transit Fee	\$1,775,670	\$1,832,810	\$1,850,940	\$1,869,450	\$1,888,140	\$1,907,020	\$1,926,090	\$1,945,350	\$9,340,150	\$13,219,600	1.0%
Fares + Pass Sales	\$192,070	\$168,500	\$173,560	\$178,770	\$184,130	\$189,650	\$195,340	\$201,200	\$894,810	\$1,291,150	3.0%
Yolo Co. TDA Funds	\$17,500	\$18,600	\$19,100	\$19,600	\$20,100	\$20,600	\$21,100	\$21,600	\$88,800	\$140,700	N/A
Davis TDA Funds	\$362,200	\$562,180	\$579,050	\$596,420	\$614,310	\$632,740	\$651,720	\$671,270	\$2,984,700	\$4,307,880	3.0%
University to Operations	\$22,500	\$22,500	\$23,180	\$23,880	\$24,600	\$25,340	\$26,100	\$26,880	\$119,500	\$172,480	3.0%
Ads & Other Misc. Income	\$30,410	\$45,000	\$46,350	\$47,740	\$49,170	\$50,650	\$52,170	\$53,740	\$238,910	\$344,820	3.0%
<b>Federal Operating Funds</b>											
FTA 5307 for Base Services	\$826,000	\$750,000	\$772,500	\$795,680	\$819,550	\$844,140	\$869,460	\$895,540	\$3,881,870	\$5,746,870	3.0%
FTA 5307 to Ensure Op Balance	\$0	\$235,399	\$439,150	\$475,400	\$512,800	\$551,340	\$591,060	\$632,010	\$2,214,089	\$3,437,159	N/A
Add 5307 to backfill reserve	\$0	\$620,141	\$0	\$593,740	\$258,900	\$689,060	\$354,570	\$648,720	\$2,616,130	\$4,081,570	N/A
<b>Total Available Op Revenue</b>	<b>\$3,025,350</b>	<b>\$4,254,930</b>	<b>\$4,303,830</b>	<b>\$4,600,680</b>	<b>\$4,871,700</b>	<b>\$5,100,540</b>	<b>\$5,387,610</b>	<b>\$5,626,310</b>	<b>\$24,878,839</b>	<b>\$36,660,469</b>	
<b>Operating Expenses</b>											
Labor	\$2,259,250	\$2,563,125	\$2,522,110	\$2,585,160	\$2,649,790	\$2,716,040	\$2,783,940	\$2,853,540	\$13,036,225	\$18,673,705	2.5%
Impact of Min & Other Wage Increase	\$0	\$0	\$165,900	\$170,050	\$174,300	\$178,660	\$183,130	\$187,710	\$788,810	\$1,099,750	2.5%
Fuel	\$447,610	\$438,636	\$433,730	\$446,740	\$460,140	\$473,940	\$488,160	\$502,810	\$2,253,186	\$3,244,156	3.0%
Materials	\$625,280	\$633,028	\$625,840	\$644,720	\$664,060	\$683,980	\$704,500	\$725,560	\$3,251,728	\$4,681,868	3.0%
<b>Total Operating Cost</b>	<b>\$3,332,140</b>	<b>\$3,439,789</b>	<b>\$3,477,880</b>	<b>\$3,646,670</b>	<b>\$3,844,290</b>	<b>\$4,052,620</b>	<b>\$4,259,730</b>	<b>\$4,468,700</b>	<b>\$19,330,049</b>	<b>\$27,659,479</b>	
Net from Operations	(\$355,790)	\$620,141	\$156,150	\$754,010	\$423,410	\$657,920	\$527,880	\$1,026,610			
<b>FTA Revenues</b>											
Base Federal 5307 Funding	\$1,458,141	\$1,474,780	\$1,534,160	\$1,663,760	\$1,769,830	\$1,882,660	\$2,002,680	\$2,130,350	\$8,325,190	\$12,456,220	2.5%
Intensive Tier 5307 Funding	\$0	\$551,650	\$573,870	\$622,340	\$662,020	\$704,230	\$749,130	\$796,890	\$3,114,110	\$4,680,130	N/A
<b>Total FTA 5307 Funding</b>	<b>\$1,458,141</b>	<b>\$2,026,430</b>	<b>\$2,108,030</b>	<b>\$2,286,100</b>	<b>\$2,431,850</b>	<b>\$2,586,890</b>	<b>\$2,751,810</b>	<b>\$2,927,240</b>	<b>\$11,439,300</b>	<b>\$17,136,350</b>	
Less: FTA 5307 used for Op. Costs	\$626,000	\$1,605,540	\$1,211,650	\$1,864,820	\$1,591,250	\$2,084,540	\$1,615,090	\$2,376,270	\$8,357,800	\$12,549,160	N/A
Current FTA 5307 avail for Capital	\$832,141	\$420,890	\$896,380	\$421,280	\$840,600	\$502,350	\$936,720	\$550,970	\$3,081,500	\$4,587,190	N/A
Current FTA 5309 Capital	\$0	\$0	\$0	\$636,540	\$655,650	\$675,310	\$0	\$0	\$1,967,500	\$1,967,500	N/A
<b>Total Federal Capital Funds</b>	<b>\$832,141</b>	<b>\$420,890</b>	<b>\$896,380</b>	<b>\$1,057,820</b>	<b>\$1,496,250</b>	<b>\$1,177,660</b>	<b>\$936,720</b>	<b>\$550,970</b>	<b>\$5,049,000</b>	<b>\$6,536,690</b>	
<b>Capital Revenue</b>											
Total Current Federal Capital Funds	\$832,141	\$420,890	\$896,380	\$1,057,820	\$1,496,250	\$1,177,660	\$936,720	\$550,970	\$5,049,000	\$6,536,690	
<b>Local Funds</b>											
City of Davis (DCT projects)	\$12,000	\$0	\$0	\$0	\$12,000	\$0	\$15,760	\$0	\$27,760	\$27,760	
06-07 STA one-time funds	\$0	\$300,000	\$0	\$0	\$0	\$0	\$0	\$0	\$300,000	\$300,000	
YSAQMD (\$7.5k/bus; max \$30k)	\$0	\$30,000	\$30,000	\$30,000	\$30,000	\$30,000	\$22,500	\$30,000	\$150,000	\$202,500	
University	\$62,000	\$64,500	\$66,440	\$68,430	\$70,480	\$72,590	\$74,770	\$77,010	\$342,440	\$494,220	3.0%
Student Fee	\$270,280	\$272,980	\$275,710	\$278,470	\$281,250	\$284,060	\$286,900	\$289,770	\$1,292,470	\$1,889,140	1.0%
<b>Total available local match</b>	<b>\$344,280</b>	<b>\$667,480</b>	<b>\$772,150</b>	<b>\$786,900</b>	<b>\$843,730</b>	<b>\$866,650</b>	<b>\$889,650</b>	<b>\$912,780</b>	<b>\$3,960,810</b>	<b>\$5,575,620</b>	
TEST: 20% local match on Fed Funds	\$166,430	\$24,100	\$179,260	\$211,580	\$209,290	\$235,530	\$187,340	\$110,190	\$1,011,220	\$1,011,220	
<b>Total Current Capital Revenues</b>	<b>\$1,176,421</b>	<b>\$1,088,370</b>	<b>\$1,268,530</b>	<b>\$1,844,720</b>	<b>\$1,869,980</b>	<b>\$1,964,310</b>	<b>\$1,336,650</b>	<b>\$947,750</b>	<b>\$7,245,910</b>	<b>\$9,530,310</b>	
<b>Capital Expenses</b>											
Vehicles	\$75,000	\$1,500,000	\$232,300	\$2,287,920	\$2,218,270	\$1,767,060	\$1,304,190	\$1,617,920	\$8,005,550	\$10,927,560	
Facilities	\$125,000	\$568,000	\$0	\$0	\$0	\$0	\$0	\$0	\$568,000	\$568,000	
ITS Projects	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
Miscellaneous Capital Projects	\$65,000	\$127,500	\$146,000	\$143,000	\$102,000	\$106,000	\$110,000	\$114,000	\$624,500	\$646,500	
<b>Total Capital Program Needs</b>	<b>\$265,000</b>	<b>\$2,195,500</b>	<b>\$378,300</b>	<b>\$2,430,920</b>	<b>\$2,320,270</b>	<b>\$1,873,060</b>	<b>\$1,414,190</b>	<b>\$1,731,920</b>	<b>\$9,198,050</b>	<b>\$12,344,160</b>	
FTA Match (80%)	\$212,000	\$420,890	\$302,840	\$1,057,820	\$1,496,250	\$1,177,660	\$936,720	\$550,970	\$4,455,260	\$5,942,950	
Current Local Match (20%)	\$53,000	\$105,220	\$75,660	\$284,460	\$374,060	\$294,420	\$234,180	\$137,740	\$1,113,820	\$1,485,740	
Add Local Match from Reserves	\$0	\$1,669,390	\$0	\$1,108,840	\$449,960	\$400,980	\$243,290	\$1,043,210	\$3,628,970	\$4,915,470	
Fed Funds Remaining (Cumulative)	\$620,141	\$0	\$593,740	\$0	\$0	\$0	\$0	\$0			
<b>Untrans Reserve Account</b>											
Reserve Balance (start)	\$16,620	(\$45,890)	(\$532,879)	(\$80,239)	(\$322,429)	(\$329,309)	\$219,861	\$670,201			
Local Capital Match Added	\$344,280	\$667,480	\$772,150	\$786,900	\$843,730	\$866,650	\$889,650	\$912,780	\$3,960,810	\$5,575,620	
Capital Match Drawdown	(\$53,000)	(\$1,774,610)	(\$75,660)	(\$1,373,100)	(\$824,020)	(\$695,400)	(\$477,470)	(\$1,180,850)			
Operating Drawdown	(\$355,790)	\$620,141	\$156,150	\$754,010	\$423,410	\$657,920	\$527,880	\$1,026,610			
<b>Reserve Balance (end)</b>	<b>(\$45,890)</b>	<b>(\$532,879)</b>	<b>(\$80,239)</b>	<b>(\$322,429)</b>	<b>(\$329,309)</b>	<b>\$219,861</b>	<b>\$670,201</b>	<b>\$912,641</b>			

<b>Capital Program</b>											
Annual capital inflation rate	3%										
HD singledeck bus (2006\$)		\$375,000	\$388,250	\$397,840	\$409,780	\$422,070	\$434,730	\$447,770			
HD singledeck bus (2006\$)		\$150,000	\$154,500	\$159,140	\$163,910	\$168,830	\$173,890	\$179,110			
Doubledeck bus (2006\$)		\$760,000	\$782,800	\$808,280	\$830,470	\$855,360	\$881,040	\$907,470			
Uni Minibus (2006\$)		\$80,000	\$82,400	\$84,870	\$87,420	\$90,040	\$92,740	\$95,520			
DCT vehicles (2006\$)		\$70,000	\$72,100	\$74,260	\$76,490	\$78,760	\$81,140	\$83,570			

	05-06	06-07	07-08	08-09	09-10	10-11	11-12	12-13	Total
<b>Bus Replacement Need (based on useful life)</b>									
New HD Singledeck Buses	0	4	6	4	4	4	3	3	28
Rehab HD Singledeck Buses	0	0	0	4	3	0	0	0	7
Uni Minibuses	0	0	2	0	1	0	0	2	5
DCT Minibuses	0	1	0	1	0	1	0	1	4

	05-06	06-07	07-08	08-09	09-10	10-11	11-12	12-13	Total
<b>Capital Program</b>									
<b>Bus Replacement</b>									
New HD Singledeck Buses	\$0	\$1,500,000	\$67,500	\$1,591,360	\$1,639,120	\$1,686,260	\$1,304,190	\$1,343,310	\$9,133,760
Rehab HD Singledeck Buses	\$0	\$0	\$0	\$636,660	\$481,730	\$0	\$0	\$0	\$1,118,390
Uni Minibuses	\$0	\$0	\$164,800	\$0	\$67,420	\$0	\$0	\$191,040	\$443,260
Engine Retrofits	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
DCT Minibuses	\$75,000	\$0	\$0	\$60,000	\$0	\$78,760	\$0	\$83,570	\$297,330
<b>Stop Improvements</b>									
Bus Stop Access Improvements	\$30,000	\$35,000	\$30,000	\$25,000	\$26,000	\$27,000	\$28,000	\$29,000	\$230,000
Bus Shelter Rehab	\$10,000	\$30,000	\$30,000	\$26,000	\$26,000	\$27,000	\$28,000	\$29,000	\$205,000
Bus Stop Information									
<b>Terminal Facilities</b>									
Hutchinson Terminal	\$125,000	\$400,000							\$525,000
MU Terminal				\$0					\$0
<b>Replacement of Assets</b>									
ITS Projects		\$0							\$0
Non-Revenue Vehicles			\$40,000	\$45,000					\$85,000
DCT Facilities									\$0
Maintenance Facility		\$168,000							\$168,000
Misc Equip	\$25,000	\$62,500	\$46,000	\$49,000	\$50,000	\$52,000	\$54,000	\$56,000	\$393,500
<b>Total Capital Program Cost</b>	<b>\$265,000</b>	<b>\$2,195,500</b>	<b>\$378,300</b>	<b>\$2,430,920</b>	<b>\$2,320,270</b>	<b>\$1,873,060</b>	<b>\$1,414,190</b>	<b>\$1,731,920</b>	<b>\$12,609,160</b>

Untrans Financial Projections: Scenario 8											
Fee Increase + Intensive Tier + YSAQMD + \$309 for 6 buses; rebuild 7 '96 Orions over 2 years & replace 8 Orions & 10 Bluebirds over 3 years; no MU Terminal upgrade											
Additional Transit Fee \$3.00											
	05-06	SRTP Base Period					SRTP Out Years		5-Year Total	7-Year Total	Projected Inflation
	actual	06-07	07-08	08-09	09-10	10-11	11-12	12-13			
<b>Operating Revenue</b>											
Local & State Funds											
Transit Fee	\$1,775,670	\$1,832,610	\$1,850,940	\$1,869,450	\$1,888,140	\$1,907,020	\$1,926,090	\$1,945,350	\$9,348,160	\$12,139,800	1.0%
Net Transit Fee Increase		\$101,340	\$204,710	\$206,760	\$208,830	\$210,920	\$213,030	\$215,160	\$932,580	\$1,360,750	
Fares + Pass Sales	\$192,070	\$168,500	\$173,560	\$178,770	\$184,130	\$189,650	\$195,340	\$201,200	\$894,610	\$1,291,150	3.0%
Yolo Co. TDA Funds	\$17,500	\$18,600	\$19,100	\$19,600	\$20,100	\$20,600	\$21,100	\$21,600	\$88,000	\$140,700	N/A
Davis TDA Funds	\$362,200	\$562,180	\$579,050	\$596,420	\$614,310	\$632,740	\$651,720	\$671,270	\$2,984,700	\$4,307,680	3.0%
University to Operations	\$22,500	\$22,500	\$23,180	\$23,880	\$24,600	\$25,340	\$26,100	\$26,880	\$119,500	\$172,480	3.0%
Ads & Other Misc. Income	\$30,410	\$45,000	\$46,350	\$47,740	\$49,170	\$50,650	\$52,170	\$53,740	\$238,810	\$344,820	3.0%
<b>Federal Operating Funds</b>											
FTA 5307 for Base Services	\$626,000	\$750,000	\$772,500	\$795,680	\$819,550	\$844,140	\$869,460	\$895,540	\$3,981,870	\$5,746,870	3.0%
FTA 5307 to Ensure Op Balance	\$0	\$235,399	\$439,150	\$475,406	\$512,800	\$551,340	\$591,060	\$632,010	\$2,214,089	\$3,437,159	N/A
Add 5307 to backfill reserve	\$0	\$620,141	\$0	\$393,740	\$258,900	\$669,060	\$354,570	\$848,720			
<b>Total Available Op Revenue</b>	<b>\$3,026,350</b>	<b>\$4,356,270</b>	<b>\$4,108,340</b>	<b>\$4,807,440</b>	<b>\$4,880,530</b>	<b>\$5,121,460</b>	<b>\$4,900,640</b>	<b>\$5,511,470</b>	<b>\$20,812,399</b>	<b>\$30,021,210</b>	
<b>Operating Expenses</b>											
Labor	\$2,259,250	\$2,563,125	\$2,627,200	\$2,692,680	\$2,760,200	\$2,829,210	\$2,899,940	\$2,972,440	\$13,472,615	\$19,344,995	2.5%
Impact of Min & Other Wages Increase	\$0	\$0	\$172,810	\$177,130	\$181,560	\$186,100	\$190,750	\$195,520	\$717,800	\$1,103,876	2.5%
Fuel	\$447,610	\$438,636	\$451,800	\$465,350	\$479,310	\$493,690	\$508,500	\$523,760	\$2,328,786	\$3,381,846	3.0%
Materials	\$675,280	\$633,028	\$652,020	\$671,580	\$691,730	\$712,480	\$733,850	\$755,870	\$3,360,838	\$4,850,558	3.0%
<b>Total Operating Cost</b>	<b>\$3,382,140</b>	<b>\$3,634,789</b>	<b>\$3,903,830</b>	<b>\$4,006,940</b>	<b>\$4,112,800</b>	<b>\$4,221,460</b>	<b>\$4,333,040</b>	<b>\$4,447,590</b>	<b>\$19,878,839</b>	<b>\$28,680,469</b>	
Net from Operations	(\$355,790)	\$721,481	\$204,710	\$800,500	\$467,730	\$899,980	\$567,600	\$1,063,880			
<b>FTA Revenues</b>											
Base Federal 5307 Funding	\$1,458,141	\$1,474,780	\$1,534,160	\$1,663,760	\$1,769,830	\$1,882,660	\$2,002,680	\$2,130,350	\$8,325,190	\$12,458,220	2.5%
Intensive Tier 5307 Funding	\$0	\$551,650	\$573,870	\$622,340	\$662,020	\$704,230	\$749,130	\$796,890	\$3,114,110	\$4,680,130	N/A
<b>Total FTA 5307 Funding</b>	<b>\$1,458,141</b>	<b>\$2,026,430</b>	<b>\$2,108,030</b>	<b>\$2,286,100</b>	<b>\$2,431,850</b>	<b>\$2,586,890</b>	<b>\$2,751,810</b>	<b>\$2,927,240</b>	<b>\$11,439,300</b>	<b>\$17,138,350</b>	
Less: FTA 5307 used for Op. Costs	\$626,000	\$1,605,540	\$1,211,650	\$1,864,820	\$1,591,250	\$2,084,540	\$1,815,090	\$2,376,270	\$8,357,800	\$12,549,160	N/A
Current FTA 5307 avail for Capital	\$832,141	\$420,890	\$896,380	\$421,280	\$840,600	\$502,350	\$936,720	\$550,970	\$3,081,500	\$4,589,190	N/A
Current FTA 5309 Capital	\$0	\$0	\$0	\$636,540	\$655,650	\$675,310	\$0	\$0	\$1,887,500	\$1,907,500	N/A
<b>Total Federal Capital Funds</b>	<b>\$832,141</b>	<b>\$420,890</b>	<b>\$896,380</b>	<b>\$1,057,820</b>	<b>\$1,496,250</b>	<b>\$1,177,660</b>	<b>\$936,720</b>	<b>\$550,970</b>	<b>\$5,049,000</b>	<b>\$6,536,690</b>	
<b>Capital Revenue</b>											
Total Current Federal Capital Funds	\$832,141	\$420,890	\$896,380	\$1,057,820	\$1,496,250	\$1,177,660	\$936,720	\$550,970	\$5,049,000	\$6,536,690	
<b>Local Funds</b>											
City of Davis (DCT projects)	\$12,000	\$0	\$0	\$0	\$12,000	\$0	\$15,760	\$0	\$300,000	\$300,000	
06-07 STA one-time funds	\$0	\$300,000	\$0	\$0	\$0	\$0	\$0	\$0	\$300,000	\$300,000	
YSAQMD (\$7.5k/bus; max \$30k)	\$0	\$30,000	\$30,000	\$30,000	\$30,000	\$30,000	\$22,500	\$30,000	\$150,000	\$202,500	
University	\$62,000	\$64,500	\$66,440	\$68,430	\$70,480	\$72,590	\$74,770	\$77,010	\$342,440	\$494,220	3.0%
Student Fee	\$270,280	\$272,980	\$275,710	\$278,470	\$281,250	\$284,060	\$286,900	\$289,770	\$1,392,470	\$1,909,140	1.0%
<b>Total available local match</b>	<b>\$344,280</b>	<b>\$667,480</b>	<b>\$372,150</b>	<b>\$376,900</b>	<b>\$392,730</b>	<b>\$398,650</b>	<b>\$399,830</b>	<b>\$398,780</b>	<b>\$2,195,810</b>	<b>\$2,993,820</b>	
TEST: 20% local match on Fed Funds	\$186,430	\$84,150	\$179,260	\$211,560	\$204,150	\$235,530	\$187,340	\$110,190			
<b>Total Current Capital Revenues</b>	<b>\$1,176,421</b>	<b>\$1,088,370</b>	<b>\$1,268,530</b>	<b>\$1,434,720</b>	<b>\$1,888,980</b>	<b>\$1,576,310</b>	<b>\$1,336,550</b>	<b>\$949,750</b>	<b>\$7,245,810</b>	<b>\$9,530,510</b>	
<b>Capital Expenses</b>											
Vehicles	\$75,000	\$1,500,000	\$232,300	\$2,287,920	\$2,218,270	\$1,767,060	\$1,304,190	\$1,617,920	\$8,905,550	\$10,827,660	
Facilities	\$125,000	\$568,000	\$0	\$0	\$0	\$0	\$0	\$0	\$568,000	\$568,000	
ITS Projects	\$0	\$0	\$500,000	\$250,000	\$0	\$0	\$0	\$0	\$750,000	\$750,000	
Miscellaneous Capital Projects	\$65,000	\$127,500	\$146,000	\$143,000	\$102,000	\$106,000	\$110,000	\$114,000	\$624,500	\$648,500	
<b>Total Capital Program Needs</b>	<b>\$265,000</b>	<b>\$2,195,500</b>	<b>\$878,300</b>	<b>\$2,680,920</b>	<b>\$2,320,270</b>	<b>\$1,873,060</b>	<b>\$1,414,190</b>	<b>\$1,731,920</b>	<b>\$9,848,050</b>	<b>\$13,094,160</b>	
FTA Match (60%)	\$12,000	\$420,890	\$702,640	\$1,057,820	\$1,496,250	\$1,177,660	\$936,720	\$550,970	\$4,955,260	\$6,342,950	
Current Local Match (20%)	\$53,000	\$105,220	\$175,560	\$284,460	\$374,060	\$294,420	\$234,180	\$137,740	\$1,213,820	\$1,585,740	
Add Local Match from Reserves	\$0	\$1,669,390	\$0	\$1,358,600	\$449,960	\$400,980	\$243,290	\$1,043,210	\$3,878,970	\$5,165,470	
Fed Funds Remaining (Cumulative)	\$620,141	\$0	\$193,740	\$0	\$0	\$0	\$0	\$0			
<b>Untrans Reserve Account</b>											
Reserve Balance (start)	\$18,620	(\$45,890)	(\$431,539)	(\$30,339)	(\$476,039)	(\$438,599)	\$152,631	\$642,691			
Local Capital Match/Added	\$344,280	\$667,480	\$372,150	\$376,900	\$392,730	\$398,650	\$399,830	\$398,780			
Capital Match Drawdown	(\$53,000)	(\$1,774,610)	(\$175,660)	(\$1,623,100)	(\$824,020)	(\$695,400)	(\$477,470)	(\$1,180,950)			
Operating Drawdown	(\$355,790)	\$721,481	\$204,710	\$800,500	\$467,730	\$899,980	\$567,600	\$1,063,880			
<b>Reserve Balance (end)</b>	<b>(\$45,890)</b>	<b>(\$431,539)</b>	<b>(\$30,339)</b>	<b>(\$476,039)</b>	<b>(\$438,599)</b>	<b>\$152,631</b>	<b>\$642,691</b>	<b>\$922,401</b>			

#### Capital Program

Annual capital inflation rate 3%

	05-06	06-07	07-08	08-09	09-10	10-11	11-12	12-13
HD singledeck bus (2006\$)	\$375,000	\$386,250	\$397,840	\$409,780	\$422,070	\$434,730	\$447,770	
HD singledeck bus (2006\$)	\$150,000	\$154,500	\$159,140	\$163,910	\$168,830	\$173,890	\$179,110	
Doubledock bus (2006\$)	\$780,000	\$792,800	\$806,280	\$820,470	\$835,380	\$851,040	\$867,470	
Uni Minibus (2006\$)	\$80,000	\$82,400	\$84,870	\$87,420	\$90,040	\$92,740	\$95,520	
DCT Vehicles (2006\$)	\$70,000	\$72,100	\$74,260	\$76,490	\$78,780	\$81,140	\$83,570	

	05-06	06-07	07-08	08-09	09-10	10-11	11-12	12-13	Total
<b>Bus Replacement Need (based on useful life)</b>									
New HD Singledeck Buses	0	4	8	4	4	4	3	3	26
Rehab HD Singledeck Buses	0	0	0	4	3	0	0	0	7
Uni Minibuses	0	0	2	0	1	0	0	2	5
DCT Minibuses	0	1	0	1	0	1	0	0	4

	05-06	06-07	07-08	08-09	09-10	10-11	11-12	12-13	Total
<b>Capital Program</b>									
<b>Bus Replacement</b>									
New HD Singledeck Buses	\$0	\$1,500,000	\$67,500	\$1,591,360	\$1,539,120	\$1,586,280	\$1,304,190	\$1,343,310	\$9,133,780
Rehab HD Singledeck Buses	\$0	\$0	\$0	\$836,560	\$491,730	\$0	\$0	\$0	\$1,328,290
Uni Minibuses	\$0	\$0	\$164,800	\$0	\$87,420	\$0	\$0	\$191,040	\$443,260
Engine Retrofit	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
DCT Minibuses	\$75,000	\$0	\$0	\$60,000	\$0	\$78,780	\$0	\$83,570	\$297,350
<b>Stop Improvements</b>									
Bus Stop Access Improvements	\$30,000	\$35,000	\$30,000	\$25,000	\$26,000	\$27,000	\$28,000	\$29,000	\$230,000
Bus Shelter Rehab	\$10,000	\$30,000	\$30,000	\$25,000	\$26,000	\$27,000	\$28,000	\$29,000	\$205,000
Bus Stop Information									
<b>Terminal Facilities</b>									
Hutchison Terminal	\$125,000	\$400,000							\$525,000
MU Terminal				\$0					\$0
<b>Replacement of Assets</b>									
ITS Projects		\$0	\$500,000	\$250,000					\$750,000
Non-Revenue Vehicles			\$40,000	\$45,000					\$85,000
DCT Facilities									\$0
Maintenance Facility		\$168,000							\$168,000
Misc Equip	\$25,000	\$62,500	\$46,000	\$48,000	\$50,000	\$52,000	\$54,000	\$56,000	\$393,500
<b>Total Capital Program Cost</b>	<b>\$265,000</b>	<b>\$2,195,500</b>	<b>\$878,300</b>	<b>\$2,680,920</b>	<b>\$2,320,270</b>	<b>\$1,873,060</b>	<b>\$1,414,190</b>	<b>\$1,731,920</b>	<b>\$13,359,160</b>

Untrans Financial Projections: Scenario B Fee Increase + Intensive Tier + YSAQMD + \$309 for 8 buses; rebuild 7 '96 Orions over 2 years & replace 8 Orions & 10 Bluebirds over 3 years; no MU Terminal upgrade Additional Transit Fee \$4.50												
	05-06 actual	06-07 budget	07-08 projected	08-09 projected	09-10 projected	10-11 projected	11-12 projected	12-13 projected	5-Year Total	7-Year Total	Projected Inflation	
Operating Revenue												
Local & State Funds												
Transit Fee	\$1,775,670	\$1,832,610	\$1,850,940	\$1,869,450	\$1,888,140	\$1,907,020	\$1,926,090	\$1,945,350	\$9,346,160	\$13,219,000	1.0%	
Net Transit Fee Increase		\$152,010	\$307,090	\$310,130	\$313,230	\$316,360	\$319,520	\$322,720	\$1,398,790	\$2,041,030		
Fares + Pass Sales	\$192,070	\$168,500	\$173,560	\$178,770	\$184,130	\$189,650	\$195,340	\$201,200	\$894,610	\$1,291,150	3.0%	
Yolo Co. TDA Funds	\$17,500	\$18,600	\$19,100	\$19,600	\$20,100	\$20,600	\$21,100	\$21,600	\$98,000	\$140,700	N/A	
Davis TDA Funds	\$362,200	\$562,160	\$579,050	\$596,420	\$614,310	\$632,740	\$651,720	\$671,270	\$2,984,700	\$4,307,690	3.0%	
University to Operations	\$22,500	\$22,500	\$23,180	\$23,890	\$24,600	\$25,340	\$26,100	\$26,880	\$118,500	\$172,480	3.0%	
Ads & Other Misc. Income	\$30,410	\$45,000	\$46,350	\$47,740	\$49,170	\$50,650	\$52,170	\$53,740	\$238,010	\$344,820	3.0%	
Federal Operating Funds												
FTA 5307 for Base Services	\$626,000	\$760,000	\$772,500	\$795,660	\$819,550	\$844,140	\$869,460	\$895,540	\$3,981,670	\$5,746,870	3.0%	
FTA 5307 to Ensure Op Balance	\$0	\$235,389	\$439,150	\$475,400	\$512,800	\$551,340	\$591,060	\$632,010	\$2,214,089	\$3,437,159	N/A	
Add 5307 to backfill reserve	\$0	\$620,141	\$0	\$593,740	\$258,900	\$689,060	\$354,570	\$848,720	\$2,616,230	\$4,890,550		
Total Available Op Revenue	\$3,026,350	\$4,406,640	\$4,210,890	\$4,810,810	\$4,884,930	\$5,226,900	\$5,007,130	\$5,018,030	\$21,278,629	\$30,701,499		
Operating Expenses												
Labor	\$2,259,250	\$2,563,125	\$2,627,200	\$2,692,880	\$2,760,200	\$2,829,210	\$2,899,940	\$2,972,440	\$13,472,615	\$19,344,995	2.5%	
Impact of Min & Other Wage Increase	\$0	\$0	\$172,810	\$177,130	\$181,560	\$186,100	\$190,750	\$195,520	\$717,600	\$1,103,670	2.5%	
Fuel	\$447,610	\$438,636	\$451,800	\$465,350	\$479,310	\$493,890	\$508,500	\$523,760	\$2,326,766	\$3,361,046	3.0%	
Materials	\$675,280	\$633,028	\$652,020	\$671,580	\$691,730	\$712,480	\$733,850	\$755,870	\$3,360,838	\$4,850,558	3.0%	
Total Operating Cost	\$3,382,140	\$3,634,789	\$3,803,830	\$4,006,940	\$4,112,800	\$4,221,480	\$4,333,040	\$4,447,590	\$19,879,839	\$28,660,489		
Net from Operations	(\$355,790)	\$772,151	\$307,060	\$803,870	\$572,130	\$1,005,420	\$674,090	\$1,171,440				
FTA Revenues												
Base Federal 5307 Funding	\$1,458,141	\$1,474,780	\$1,534,160	\$1,663,760	\$1,769,830	\$1,862,660	\$2,002,680	\$2,130,350	\$8,325,190	\$12,458,220	2.5%	
Intensive Tier 5307 Funding	\$0	\$551,650	\$573,870	\$622,340	\$662,020	\$704,230	\$749,130	\$796,890	\$3,114,110	\$4,860,130	N/A	
Total FTA 5307 Funding	\$1,458,141	\$2,026,430	\$2,108,030	\$2,286,100	\$2,431,850	\$2,566,890	\$2,751,810	\$2,927,240	\$11,439,300	\$17,318,350		
Less: FTA 5307 used for Op. Costs	\$626,000	\$1,605,540	\$1,211,650	\$1,864,820	\$1,591,250	\$2,084,540	\$1,815,090	\$2,376,270	\$8,357,800	\$12,549,160	N/A	
Current FTA 5307 avail for Capital	\$832,141	\$420,890	\$896,380	\$421,280	\$840,600	\$502,350	\$936,720	\$550,970	\$3,081,500	\$4,569,190	N/A	
Current FTA 5309 Capital	\$0	\$0	\$0	\$636,540	\$655,650	\$675,310	\$696,720	\$718,310	\$2,981,210	\$4,569,190	N/A	
Total Federal Capital Funds	\$832,141	\$420,890	\$896,380	\$1,057,820	\$1,496,250	\$1,177,660	\$936,720	\$550,970	\$5,049,000	\$6,536,890		
Capital Revenue												
Total Current Federal Capital Funds	\$832,141	\$420,890	\$896,380	\$1,057,820	\$1,496,250	\$1,177,660	\$936,720	\$550,970	\$5,049,000	\$6,536,890		
Local Funds												
City of Davis (DCT projects)	\$12,000	\$0	\$0	\$0	\$12,000	\$0	\$15,760	\$0	\$300,000	\$300,000		
06-07 STA one-time funds	\$0	\$300,000	\$0	\$0	\$0	\$0	\$0	\$0	\$300,000	\$300,000		
YSAQMD (\$7.5k/bus; max \$30k)	\$0	\$30,000	\$30,000	\$30,000	\$30,000	\$30,000	\$22,500	\$30,000	\$150,000	\$262,500		
University	\$62,000	\$64,500	\$68,440	\$68,430	\$70,480	\$72,590	\$74,770	\$77,010	\$342,440	\$494,220	3.0%	
Student Fee	\$270,280	\$272,980	\$275,710	\$278,470	\$281,250	\$284,060	\$286,900	\$289,770	\$1,282,470	\$1,969,140	1.0%	
Total available local match	\$344,280	\$667,480	\$372,150	\$376,900	\$393,730	\$398,650	\$399,930	\$398,780	\$2,198,910	\$2,993,620		
TEST: 20% local match on Fed Funds	\$166,430	\$344,100	\$170,280	\$211,580	\$296,250	\$278,530	\$187,340	\$116,180	\$1,166,150	\$1,666,150		
Total Current Capital Revenue	\$1,176,421	\$1,088,370	\$1,268,530	\$1,434,720	\$1,889,980	\$1,564,310	\$1,336,650	\$947,750	\$7,245,910	\$9,530,310		
Capital Expenses												
Vehicles	\$75,000	\$1,500,000	\$232,300	\$2,287,920	\$2,218,270	\$1,767,060	\$1,304,190	\$1,617,820	\$8,005,550	\$10,927,660		
Facilities	\$125,000	\$588,000	\$0	\$0	\$0	\$0	\$0	\$0	\$588,000	\$588,000		
ITS Projects	\$0	\$0	\$500,000	\$250,000	\$0	\$0	\$0	\$0	\$750,000	\$750,000		
Miscellaneous Capital Projects	\$65,000	\$127,500	\$148,000	\$143,000	\$102,000	\$106,000	\$110,000	\$114,000	\$624,500	\$848,500		
Total Capital Program Needs	\$265,000	\$2,185,500	\$878,300	\$2,680,920	\$2,320,270	\$1,873,060	\$1,414,190	\$1,731,820	\$9,948,050	\$13,094,160		
FTA Match (90%)	\$212,000	\$420,890	\$702,640	\$1,057,820	\$1,496,250	\$1,177,660	\$936,720	\$550,970	\$4,855,260	\$6,342,950		
Current Local Match (20%)	\$53,000	\$105,220	\$175,660	\$264,460	\$374,060	\$294,420	\$234,180	\$137,740	\$1,213,320	\$1,585,740		
Add Local Match from Reserves	\$0	\$1,669,390	\$0	\$1,358,640	\$449,960	\$400,980	\$243,290	\$1,043,210	\$3,878,870	\$5,165,470		
Fed Funds Remaining (Cumulative)	\$620,141	\$0	\$193,740	\$0	\$0	\$0	\$0	\$0	\$0	\$0		
Untrans Reserve Account												
Reserve Balance (start)	\$18,620	(\$45,890)	(\$380,889)	\$122,681	(\$219,649)	(\$77,809)	\$618,861	\$1,215,411				
Local Capital Match Added	\$344,280	\$667,480	\$372,150	\$376,900	\$393,730	\$398,650	\$399,930	\$398,780				
Capital Match Drawdown	(\$53,000)	(\$1,774,810)	(\$175,860)	(\$1,623,100)	(\$824,020)	(\$695,400)	(\$477,470)	(\$1,180,950)				
Operating Drawdown	(\$355,790)	\$772,151	\$307,060	\$803,870	\$572,130	\$1,005,420	\$674,090	\$1,171,440				
Reserve Balance (end)	(\$45,890)	(\$380,889)	\$122,681	(\$219,649)	(\$77,809)	\$618,861	\$1,215,411	\$1,602,681				

<b>Capital Program</b>									
Annual capital inflation rate	3%								
HD singledeck bus (2006\$)		\$375,000	\$386,250	\$397,840	\$409,780	\$422,070	\$434,730	\$447,770	
HD singledeck bus (2006\$)		\$150,000	\$154,500	\$159,140	\$163,910	\$168,830	\$173,890	\$179,110	
Doubledeck bus (2006\$)		\$760,000	\$782,800	\$806,280	\$830,470	\$855,380	\$881,040	\$907,470	
Uni Minibus (2006\$)		\$80,000	\$82,400	\$84,870	\$87,420	\$90,040	\$92,740	\$95,520	
DCT vehicles (2006\$)		\$70,000	\$72,100	\$74,260	\$76,490	\$78,780	\$81,140	\$83,570	

	05-06	06-07	07-08	08-09	09-10	10-11	11-12	12-13	Total
<b>Bus Replacement Need (based on useful life)</b>									
New HD Singledeck Buses	0	4	6	4	4	4	3	3	28
Rehab HD Singledeck Buses	0	0	0	4	3	0	0	0	7
Uni Minibuses	0	0	2	0	1	0	0	2	5
DCT Minibuses	0	1	0	1	0	1	0	1	4

	05-06	06-07	07-08	08-09	09-10	10-11	11-12	12-13	Total
<b>Capital Program</b>									
<b>Bus Replacement</b>									
New HD Singledeck Buses	\$0	\$1,500,000	\$67,500	\$1,691,360	\$1,639,120	\$1,668,280	\$1,304,190	\$1,343,310	\$8,133,760
Rehab HD Singledeck Buses	\$0	\$0	\$0	\$638,580	\$491,730	\$0	\$0	\$0	\$1,129,310
Uni Minibuses	\$0	\$0	\$164,800	\$0	\$87,420	\$0	\$0	\$181,040	\$443,260
Engine Retrofit	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
DCT Minibuses	\$75,000	\$0	\$0	\$60,000	\$0	\$78,780	\$0	\$83,570	\$297,350
<b>Stop Improvements</b>									
Bus Stop Access Improvements	\$30,000	\$35,000	\$30,000	\$25,000	\$26,000	\$27,000	\$26,000	\$29,000	\$230,000
Bus Shelter Rehab	\$10,000	\$30,000	\$30,000	\$25,000	\$26,000	\$27,000	\$26,000	\$29,000	\$205,000
Bus Stop Information									
<b>Terminal Facilities</b>									
Hutchison Terminal	\$125,000	\$400,000							\$525,000
MU Terminal				\$0					\$0
<b>Replacement of Assets</b>									
ITS Projects		\$0	\$200,000	\$250,000					\$750,000
Non-Revenue Vehicles			\$40,000	\$45,000					\$85,000
DCT Facilities									\$0
Maintenance Facility		\$168,000							\$168,000
Misc Equip	\$75,000	\$62,500	\$46,000	\$48,000	\$50,000	\$52,000	\$54,000	\$56,000	\$393,500
<b>Total Capital Program Cost</b>	<b>\$265,000</b>	<b>\$2,185,500</b>	<b>\$878,300</b>	<b>\$2,680,920</b>	<b>\$2,320,270</b>	<b>\$1,873,060</b>	<b>\$1,414,190</b>	<b>\$1,731,820</b>	<b>\$13,359,160</b>