

BOARD COMMUNICATION: YOLO COUNTY TRANSPORTATION DISTRICT
350 Industrial Way, Woodland, CA 95776---- (530) 661-0816

Topic: Approve YCTD Board Minutes for Regular Meeting of January 10, 2022	Agenda Item#: Agenda Type:	3a Deliberation/Action	
		Attachments:	Yes <input checked="" type="radio"/> No
Prepared By: M. Koh		Meeting Date: February 14, 2022	

RECOMMENDATION:

Staff recommends for the Board to approve the Minutes for the Regular Meeting of January 10, 2022.

JANUARY 10, 2022 BOARD MEETING MINUTES:

YOLO COUNTY TRANSPORTATION DISTRICT
BOARD OF DIRECTORS MEETING
January 10, 2022
Yolo County Transportation District (via videoconference)
350 Industrial Way, Woodland, CA 95776

Agenda Item 1 — Call to Order/Roll Call/Pledge of Allegiance

Chair Saylor called the meeting to order at 7:00 pm and requested roll call to confirm a quorum was in attendance through Zoom remote participation. The following individuals were in attendance:

- Davis — Lucas Frerichs (Primary)
- West Sacramento — Chris Ledesma (Primary)
- Woodland — Tom Stallard (Primary)
- Yolo County — Don Saylor (Primary)
- UC Davis — Matt Dulcich (Primary)
- Winters - Jesse Loren (Primary) *joined the meeting at 7:15 p.m.*
- Caltrans — Greg Wong (Primary)

Staff present were: Autumn Bernstein, YCTD Executive Director; Kristen Mazur, YCTD Senior Planner; Daisy Romero, YCTD Assistant Planner.

Chair Saylor announced there would be presentations during the first part of the meeting, and the regular meeting would take place around 7:40 p.m.

Agenda Item 2 — Consider Approval of Agenda for January 10, 2022

Director Stallard made the motion, seconded by Director Frerichs, to approve the agenda for the January 10, 2022, meeting. Roll call resulted in:

- AYES: Ledesma, Stallard, Saylor, Frerichs
 - NOES: None
 - ABSENT: Loren
 - ABSTAIN: None
- The motion passed.

Agenda Item 3 — Consent Calendar

Director Frerichs made the motion, seconded by Director Ledesma, to approve the following items on the Consent Calendar.

- 3a. Approve YCTD Board Minutes for Regular Meeting of December 13, 2021.
- 3b. Consider authorization of continued remote meetings

Roll call resulted in:

AYES: Ledesma, Stallard, Saylor, Frerichs
NOES: None
ABSENT: Loren
ABSTAIN: None

The motion passed.

Agenda Item 4 — Special Workshop: Informational workshop on the Yolo 80 Managed Lanes Project

Chair Saylor thanked Greg Wong from the Caltrans District Office for his participation, for Caltrans' partnership in this endeavor, and for their ongoing support and lasting improvement to our region's transportation system. He noted that the Board adopted a series of goals during the last meeting and stated that during this meeting, there would be opportunities to hear from presenters on air quality, and induced demand on opportunities for transit on equity issues, which are key to the Boards' discussion.

Chair Saylor asked Ms. Bernstein to introduce the presenters. Ms. Bernstein thanked all the presenters for their time. She noted there will be time at the end for Q&A and discussions.

Ms. Bernstein introduced the first set of presenters, Amy Lee and Jamey Volker, from UC Davis National Center for Sustainable Transportation and working with Professor Susan Handy. She noted that both Ms. Lee and Mr. Volker are published and did research around the concept of induced demand and how highway projects impact driving and air quality and would be presenting on it this evening.

Ms. Bernstein introduced the second presenter, Mark Linsenmayer, Deputy Director for Express Lanes and Shared Mobility at LA Metro. She noted that LA Metro is the county-wide transportation authority for Los Angeles which is the third largest transit system in the county. And, similar to YCTD, they are the transportation authority where they are both the transit provider and the transportation planner. Mr. Linsenmayer presented on how they integrated transit into their express lane network.

Ms. Bernstein introduced the third presenter, Christa Cassidy, Planner with HNTB, a contract staff for San Mateo County Express Lanes Joints Powers Authority. Ms. Cassidy presented on the equity program they are implementing on the 101 express lanes.

Ms. Bernstein introduced the fourth and final speaker, Kristina Svensk, Director of Transpiration for SACOG. Ms. Svensk presented on regional context for the Yolo 80 Managed Lane project, including ways to fully fund the project and move it forward.

At the conclusion of the presentations, there were opportunities for Q&A and discussion.

Chair Saylor asked Mr. Linsenmayer about projects they were able to move forward with where transit was woven into their infrastructure installations, such as rapid bus. He asked that in terms of pricing strategies and projects, such as automatic lightings to access the lanes, what was being done that folds in transit with other aspects of their projects? Mr. Linsenmayer responded that similar to what is being done in Yolo County, they run both the transit operations and the express lanes so it is easy to get vehicles into their lanes from the metro

perspective, and they typically will run some sort of license plate scan. He stated that outreach is also important to the transit providers outside the metro area, and constant communication is key. He also noted that time improvement is important to riders.

Director Ledesma asked presenters how they achieved funding strategies or sources that may not have been incorporated at the beginning of each project. He asked if there were partnerships that were obtained to assist with the infrastructure needed. Mr. Linsenmayer responded to this question by stating that they looked at the same list of grants and opportunities for funding. They had success at the State level with the SCCP funds in 2019 with a \$150 million grant. In their application, they showed all the benefits of the project, not only from the cost analysis, but certainly the equity component and air quality, as these are just as important, along with being able to deliver the projects on time.

Director Stallard commented that he did not hear anyone disagree with the mentioning of the idea that demand pricing generates revenue to create projects where the revenue does not exist or where there is a gap and wondered if anyone disagreed with this strategy.

Director Dulcich asked Ms. Bernstein if she could comment about tolling authority and its setup. Ms. Bernstein stated that she has begun the conversation around this topic and has reached out to MTC to understand more about their process, how they've done it, and what the opportunities are for leveraging existing toll authorities like the one they currently have in the Bay Area. She suggested a future workshop on toll authority as there are many layers to it.

Director Frerichs asked if the presentations could be made available and in addition to Mr. Dulcich's inquiry on tolling authority, he wondered if Ms. Cassidy had any comments to share as San Mateo just adopted a tolling ordinance. Ms. Bernstein stated that she and Ms. Cassidy will work together on gathering more information on the tolling authority for San Mateo and bring it back to the Board to share.

Director Loren commended the dynamic presentations and stated that she never thought about dynamic lanes as a generator for projects. She asked the Board that in moving forward, and in thinking about what the Board decides to do, to think of each demographic and consider whether it will produce a positive, negative or neutral outcome that drives the decision making. She appreciated the equity component of the presentation. Chair Saylor asked Ms. Cassidy if she could comment on this subject as equity was a part of her presentation. Ms. Cassidy stated that she would love to share lessons learned with the Board that could be useful during this process. She asked the Board to keep in mind not only those that will benefit from the projects, but also those that will be burdened, and to consider ways to allow the project benefits to trickle across all income levels.

There were three comments from the public on this section:

Mr. Paul Philley from the the Sacramento Metropolitan Air Quality Management District commented about ways to help the region meet air quality goals and climate goals. He stated that with the expansion of highways, there will be more vehicles moving. He noted that during his time in Los Angeles, he noticed that the Diamond Lanes were more congested than the general-purpose lanes. He stated that if there were multiple lanes operating in tandem, there will be more reliability, especially with the use of dynamic pricing, and that moving to two lanes being managed instead of one lane in each direction, there can be a chance to offset some of the induced demand that is seen, which can then guarantee a lot more reliability in those managed lanes to get people across the causeway.

Mr. Jeffrey from the public raised a few questions: The first question, he stated, is directed towards Metro. Were there any difficulties with the first set up of tolls? Is the same equipment used that were used for Fast Trak? Are the rates different or similar? And how did they track?

Mr. Alan Hirsch from the public referenced slides and notes that were sent to the Board prior to the meeting. He stated that YCTD wants to put in place a toll to tax drivers going to Tahoe to help fund Yolo County projects. He asked if any amount of money was sufficient to mitigate for climate change for generations to come. He stated that the number one source of greenhouse gasses in the state is transportation and driving, and there is a need to reduce driving by 20%, 30% per capita, in order to meet climate change goal. He also stated that we cannot build our way out of congestion, that any increase in capacity will encourage people to drive, and that increasing or widening lanes is moving in the wrong direction.

Ms. Bernstein presented a few slides to help frame the conversation. She stated that the slides contained key elements for the 80 managed lanes projects along with information for the Board to reflect on when thinking about which final project the Board would like to select when moving forward. She stated that a large piece to consider is the strategy for the managed lane project, whether it is carpool or express lanes, or bus only lanes. She noted that connector/flyover lane at the 80/50 interchange is a key component that the Board needs to consider, along with additional auxiliary lanes in Davis and West Sacramento that is included in the current project description. She asked that the Board also reflect on transit improvements and bicycle and pedestrian improvements.

Chair Saylor asked the Board for any comments, any key takeaways, or new insights from the presentations.

Director Frerichs thanked the presenters as there were significant details that needed to be considered as the Board thinks about the potential of this project and how it might unfold or develop over the course of the next several years. He appreciated the presentations and the various examples on both the research side and on the ground projects. He also appreciated seeing the templates that existed, the studies mentioned, specifically on the equity side of things.

Director Dulcich stated that his main thought revolves around timing and funding: how will the Board create the strategies that will be the core project in addition to everything else that may be achieved; how these strategies can be delivered on complicated processes; and, how will they be funded?

Director Loren commented that in thinking about bicycle and pedestrian improvements, this seems to be the only part of the Board's strategy that keeps people from being on the road. Her impression of flyover connector lanes is that it is very 19th century thinking with all the problems that 19th century thinking created. She stated that there might be some type of lane management strategy that might rise to the top for the Board to pursue.

Director Ledesma stated that a few items caught his attention: funding strategy and the San Mateo project and how they are putting equity as a planning implementation tool. He mentioned that he is excited to see how this turns out as it is a huge project. He asked the presenters to continue to offer advice as the projects are moving along so the Board can learn from their communities.

Mr. Wong commented that the equity presentation was helpful. He stated that although the layers for San Mateo and Yolo County may be different, this is another piece of the puzzle that can be useful and would welcome conversations with partners going forward.

Chair Saylor commented that transportation is more than just infrastructure, more than just land miles or bridges, and how it is managed. He stated that the Board and staff have the opportunity to thread the needle in a very interesting way but it won't happen if all that is being done is restriping and adding lanes. He stated that there are solutions set ahead and believes it involves several of the pieces that were mentioned during the presentations and conversations—that it is going to involve advancing the cause of transit in the infrastructure and the interaction between the design of the infrastructure to include technology that supports the use of lanes, and the driving people toward making the choices to use transit will be one of the exciting opportunities. Chair Saylor stated that he was very interested in the practical application of equity and the idea of using the pricing revenue for investments, both in LA for advancing bicycle movement, complete streets in areas, or just

community investments as well as some of the maintenance in the roadways. He stated that there is great opportunity to set the bar for the region.

Agenda Item 5 — Comments from public regarding matters NOT on the Agenda, but within the purview of YCTD

Mr. Jeffrey from the public asked about LINK 21 and wondered how much the Board is linked to it. He stated that he recalled this subject being contemplated on when considering capital projects that needed to happen in Yolo County. He also said that he believed this is one that seemed to have profound impact.

Chair Saylor replied that, yes, the Board is connected to the LINK 21 efforts and had it on past agendas for discussion and will place it on future agendas.

Mr. Alan Hirsch from the public commented that there is no common YCTD Board email and wondered if one can be established. He stated that he enjoyed the workshop but was disappointed that there was not much struggle with the issue of induced demand discussion, which he says he believed is the heart of the project.

Chair Saylor stated that staff will look into the email suggestion made.

Agenda Item 6 — Consider YCTD Microtransit Goals and Update on Future Service in Woodland

Ms. Mazur presented on the YCTD Microtransit Goals. She stated that in consistency with the Yolo Go Study recommendations that the Board adopted last year, YCTD is going to expand microtransit offerings in 2022 which includes replacing some of the fixed route's services in the City of Woodland with intracity microtransit service. She stated that over the past few months, YCTD staff has been working with the City of Woodland staff to prepare for this microtransit expansion by talking to peer agencies to learn best practices, talking to vendors to gather information on the latest technology available, and all of this background research has prepared YCTD to connect a procurement for a new technology platform that will enable the expansion and enhancement of microtransit offerings. However, before moving ahead with that procurement, it is requested that the Board provide input on these goals tonight.

Director Dulcich suggested an additional goal to consider would be to make the microtransit representative of the community or part of the community culture—making sure that it is not branded as something that is just an outside service that is not part of the community that its serving, but rather show that the transportation service is not its own entity and that it is a part of the community.

In addition to agreeing with Director Dulcich's comment, Director Loren spoke about the knowledge of transit in the City of Winters. She stated that residents in Winter that are taking advantage of the microtransit already have knowledge of them—that there are community members, such as senior centers, senior apartments, anywhere where people gather, that do not know but can benefit from the service. She stated that creating more signage on existing stop locations with instructions on how to use microtransit would help inform community members of the available services. She also stated that there are some areas where there are no busses because microtransit occurred when those streets were still being completed. She provided an example stating that the City of Winters applied for affordable housing on the new side of town, and it was not approved, and that one of the reasons was because they did not score high enough due to the box for mass transit not being checked. She commented that the City of Winter is only 2.9 square miles, but it still lost points for not being near mass transit. Director Loren stated that they need to try to understand what federal housing is asking for and see if it is something that is already being met and alert them of it, or meet with city staff who are applying for grants and educate them on what a mass transit is.

Mr. Jeffrey from the public commented that he used the Woodland transit systems to go around and knew the fixed routes. He suggested that large signage with information about microtransit be placed at both of the

transit hubs for Woodland, and since the Yolo bus office is in Woodland, perhaps a big screen that shows what YCTD is doing with microtransit which can be used for promoting and advertising.

Mr. Alan Hirsch from the public commented that this project will need to be handled carefully as there is only one chance for a rollout, and that it must be done right. He stated that you must distinguish between selling and marketing and to look at those who are transportation dependent—children after school, youth groups, church groups on Sunday, senior groups, groups that need rides late at night, and have solutions that can solve their problems. He stated that he believes microtransit can build community and is a wonderful source of opportunity.

Director Ledesma reflected on the on-demand-service that they rolled out in West Sacramento, and he echoed Director Dulcich's comment about the importance of having branding reflect the community. He spoke about the roll out of their van service which created a customer service experience they were not prepared for. Their Mercedes Benz option that included leather seating, cleanliness, and quality ride, allowed customers a more enjoyable excursion and has done very well.

Director Frerichs mentioned that the Governor released the budget proposal allocating tens of millions of dollars dedicated for microtransit at large across the state. He stated that with this, there is going to be real opportunities and is a good timing for the Board to have key goals on how the Board would like to see microtransit unfolding in communities for Yolo counties. He also stated that this will help set up for potential applications for state dollars to be used for these purposes.

Director Stallard motioned to adopt the goals as stated with possible wordsmithing by staff to include the importance of branding and outreach for a successful rollout. Director Ledesma seconded the motion with wordsmithing to include quality of ride and user experience.

Roll call resulted in:

AYES: Ledesma, Stallard, Saylor, Frerichs, Loren

NOES: None

ABSENT: None

ABSTAIN: None

The motion passed.

Agenda Item 7 — Executive Director's Report

Ms. Bernstein announced that this year marks the 40th anniversary for the Yolo County District of Transportation, and with the new Marketing and Communications Specialist starting next week, one of their projects will be to advertise this milestone.

Ms. Bernstein spoke about service changes in West Sacramento which is the launch of new Route 37 connecting Southport, West Sacramento civic center and Downtown Sacramento, and the permanent discontinuation of routes 35, 39 and 241.

Ms. Bernstein informed the Board of a few hiring updates—filled two positions; final interviews for the Executive Assistant & Clerk to the Board will be happening this week; first round of interviews for the Senior Planner for Multimodal projects will occur next week; and the Procurement & Contract Specialist position will be recirculated. She mentioned that while YCTD is in this transitional period and moving towards hiring a Deputy Director, she welcomes financial advisors from Regional Government Services (RGS) who are supporting the YCTD finance team. She stated that there is now a draft of the financial systems assessment which she is reviewing and will bring to the Board next month along with the midyear budget status report. She also mentioned that YCTD will be kicking off the annual audit.

Ms. Bernstein reported that with while UC Davis is currently having remote learning environment, they have asked YCTD to make some changes to service. The route services for the A&L lines continue to run but will now be routing those services through the MU rather than the silo terminal.

Director Dulcich chimed in that after the New Year, they have had five student drivers quit as they did not feel safe due to COVID, and about 30 student drivers were on quarantine. He thanked YCTD for their partnership during these tough times.

YCTD staff, Ms. Romero, reported on Ridership. She stated that for the month of December, there was a slight dip, however, it is not a drastic change given the historical trends and is common due to finals and the winter break. She reported that for Yobus special paratransit (ADA & Micro) Ridership trends continue to be steady with a slight increase from last month, but overall remains consistent.

Agenda Item 8 – Adjournment

There being no further regular business, Chair Saylor adjourned the regular meeting at 8:15 pm and reminded the Board of the next scheduled meeting to be held on February 14, 2022, at 7pm.

Respectfully submitted:

A handwritten signature in black ink, appearing to read 'Mimi Koh', written over a horizontal line.

Mimi Koh
Clerk to the Board