

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

Topic: Approve Board Minutes for Regular Meeting of June 12, 2023	Agenda Item#: Agenda Type:	3b Action	
		Attachments: Yes No	
Prepared By: H. Cioffi		Meeting Date: July 10, 2023	

RECOMMENDATION:

Approve the Minutes for the Regular Meeting of June 12, 2023.

June 12, 2023 BOARD MEETING MINUTES:

**YOLO TRANSPORTATION DISTRICT
BOARD OF DIRECTORS MEETING
June 12, 2023
Yolo County Transportation District
350 Industrial Way, Woodland, CA 95776**

Chair Stallard called the meeting to order at 6:00 pm and requested roll call to determine quorum.

The following individuals were in attendance:

Board Member	Jurisdiction	In Attendance	Absent
Tom Stallard (Chair)	City of Woodland	X	
Josh Chapman (Vice-Chair)	City of Davis	X	
Dawntè Early	City of West Sacramento	X	
Jesse Loren	City of Winters	X	
Lucas Frerichs	Yolo County	X	
Matt Dulcich (Ex-Officio)	UC Davis	X	
Manpreet Ark (Ex-Officio, Alternate)	Caltrans	X (Zoom)	

YoloTD staff in attendance were Executive Director Autumn Bernstein, Clerk to the Board Heather Cioffi, Courtney Williams, Leo Levenson, Brian Abbanat, Daisy Romero, and Kimberly Hood, Legal Counsel to YoloTD.

Chair Stallard asked for public comments for items not on the agenda; Mr. Hirsch and Mr. Miller provided public comments.

Agenda Items 3a, 3b, 3c — Consent Calendar*

Item 3 is an action item.

Chair Stallard asked if any directors or staff would like to remove anything from the consent calendar; Matt Dulcich requested a change to the meeting minutes for May: he was marked as in attendance at the May Meeting but he was absent.

Chair Stallard asked for a motion to approve items on the consent calendar including the change to the meeting minutes for May; Director Loren made the motion, seconded by Director Early to approve the following items on the Consent Calendar:

3a.	Approve Agenda for June 12, 2023 meeting
3b.	Approve YCTD Board Minutes for Regular Meeting of May 8, 2023
3c.	Approve the Zero Emission Bus Rollout Plan

Roll Call for Agenda Items 3a, 3b, 3c,— Consent Calendar
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	AYES	NOES	ABSENT	ABSTAIN	STATUS OF MOTION
Vega	X				Motion passed
Early	X				
Chapman	X				
Loren	X				
Frerichs	X				

Agenda Item 4 — Administrative Reports

Item 4 is a non-action item and for informational purposes only.

Michael Klein from Transdev gave a verbal report including:

- There has been a great turnout for recruiting. Many new drivers have been fully through the training and will be out on the road in the next few weeks.

Ms. Bernstein gave her verbal executive report. This report included:

- YoloTD staff received many public comments prior to the meeting on a variety of issues; all public comments have been provided to the board.
- Staff had several tabling events in Woodland to speak with residents on their thoughts about microtransit and Yolobus service in general. All comments collected have been provided to the board.
- The Davis City Council met last week to decide on whether to provide letters of intent to have negotiations with Caltrans about VMT mitigation projects. The vote was 3 to 1 with Mayor Will Arnold recusing himself.
- YoloTD has been provided with a confidential draft of the EIR by Caltrans. The draft cannot be shared with the public, even if requested by a public records request. Once the draft EIR has been released by Caltrans, YoloTD will be able to release information requested in public records requests.
- The Knights Landing summer swim lesson program will be resuming this summer and Yolobus will once again provide transportation for the children participating in the program.
- There were 3 ad hoc committees that met last month: Yolo 80 committee, the ad hoc committee on the Citizen Advisory Committee, and the committee for the compensation study.
- The CTC issued the staff recommendations for funding and YoloTD's Yolo 80 project was not

recommended for funding.

Chair Stallard mentioned this is the 5th anniversary of Valley Clean Energy.

Matt Dulcich mentioned the contract extension of the Causeway connection was finalized in May and will continue through 2025.

Chair Stallard asked if any board members have questions or comments on agenda item 4; there were no questions or comments from the board.

Ms. Bernstein reviewed the long-range calendar focusing on the items coming up on the July 2023 agenda which include:

- Caltrans EIR release
- Progress reports on annual goals
- Yolo Active transportation Corridors (YATC) program.

Ms. Bernstein reminded the board there is no meeting in August.

Chair Stallard asked if there were any questions from board members; there were not.

Agenda Item 5 — Public Hearing on FY 23-24 Budget

Item 5 is an action item.

Mr. Levenson gave a high-level overview of the budget as outlined in the staff report including the changes requested by the board from the May 2023 budget presentation:

- \$19.7m proposed budget
- \$4.6M Proposed new Capital Project/Planning Appropriations, with \$3.9M carried forward from current year.
- Improved Transit Service
 - Assumed to begin January 2024
 - Separate Board action & public outreach prior to any service change
 - Increases frequencies on the Intercity Route 42A/B to 30 minutes all day, up to a 25% increase in service over current levels.
 - Restores express service from South Davis to downtown Sacramento.
 - Restores evening service in West Sacramento.
- Beeline Microtransit Service: Supports launch of Woodland Microtransit service.
- COLA language removed pending recommendations from the Ad Hoc Committee on Compensation established in May.
- The recent \$2 million grant from the Sacramento Area Council of Governments (SACOG) for the I-80 tolling advance planning project was added to the budget as project MM-3 (pages 16-17, including Table 2.1).
- Minor edits throughout for clarity and consistency.
- COLA language removed.
- Resolved Clause “h” added, authorizing Executive Director, with approval of District Counsel, to take any actions necessary to obtain grant funds identified in the budget.

Chair Stallard opened a Public Hearing to receive comments on the draft FY 23-24 Budget.

- Mr. Hirsch asked what the cost of microtransit per trip is and how much of that is subsidized. Ms. Bernstein responded that the budget for the Woodland microtransit service is \$1 million per year. The specific details of the cost per ride would be reviewed in item 7 on the agenda.
- Mr. Miller testified that he is not fond of microtransit. Mr. Miller stated that paratransit is needed, however, microtransit is not. He hopes that one of the provisions in the budget is a way out of offering microtransit.
- Mr. Miller stated that the 42A and the 42B moving to half-hour rides is wonderful and he fully supports this change.

With no further comments or questions from the public, Chair Stallard closed the Public Hearing for the FY 23-24 Budget.

Chair Stallard asked if there were any questions from board members on item 5; questions and comments included:

- Director Early commented that the Board needs to remember that, after reviewing the 5-year outlook, the budget is not sustainable, and the board needs to review other options of funding to continue services beyond the next few years.
- Director Early noted that we need to improve data on ridership to justify proposed increases in bus service.
- Chair Stallard asked how any legislation that may be signed may reduce the deficit over the next 5 years. Ms. Bernstein responded there was not firm information at this point, but that we may be a beneficiary of any transportation legislation that passes.

Chair Stallard asked for a motion to approve the FY 2023-2024 Budget; Director Frerichs made the motion, seconded by Director Chapman.

Roll Call for Agenda Items 5— Public Hearing on FY 23-24
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	AYES	NOES	ABSENT	ABSTAIN	STATUS OF MOTION
Vega	X				Motion passed
Early	X				
Chapman	X				
Loren	X				
Frerichs	X				

Agenda Item 6— Updated Microtransit Fare Structure and Policies

Item 6 is an action item.

Mr. Williams gave an update on the microtransit policies.

Mr. Williams provided background information on the policies.

- Microtransit fare for Knights Landing and Winters is \$4, effective January 1, 2023, with no senior or youth discounts.
- Based on customer feedback, the Board directed staff to revisit the microtransit fare policy.
- Microtransit policies are being updated to coincide with the launch of the Ride-Co software application that will provide:
 - Real-time trip booking and tracking
 - Fare collection
 - Reservations for trips up to 7 days in advance

Mr. Williams reviewed the feedback from the board meeting in May 2023:

- \$3 fare is still too high for rural residents of Knights Landing and Winters, where no fixed-route alternatives exist.
- Transfers to fixed-route service add additional cost burden for rural residents.
- Rider Rules/Expectations should be consistent across fixed-route and microtransit policies.
- Policies on clothing (e.g. closed-toed shoes), identification requirements and service animals need additional review.

Mr. Williams reviewed the updated changes to the draft:

- **Fare Policy Updates:**
 - Regular One-way fares for Knights Landing and Winters trips reduced to \$2 from \$3
 - No changes to Woodland (\$3) or Youth/Senior/Disabled (\$1.50) fares
- **Updated Transfer Policy:**
 - Free transfers to/from local and intercity fixed-route services.
 - For transfers to express routes, riders must pay the difference between the cost of their microtransit trip and the cost of the express service.
- Rider Rules/Expectations are now consistent across microtransit and fixed route service, they now match the fixed route policy.
- Updated policy for service animals, this has been updated to not discriminate on the type of animal.
- Updated policies for clothing, food and drink, and ID verification to match the fixed route service policy.

Chair Stallard asked why there is a different price is different for different communities. Director Early clarified that because there are no fixed routes in places like Knights Landing, there are no other options. Director Early reminded everyone the price may vary depending on the access to fixed route.

Chair Stallard noted that he supports the elimination of local fixed route service in Woodland and the implementation of microtransit only. Director Frerichs suggested this item be brought up at a different meeting as an agenda item.

Director Loren thanked staff for their work on this matter.

Director Dulcich asked what the difference is between microtransit booked in advance and paratransit. Mr. Williams noted there are ADA requirements for paratransit. It was also noted that with paratransit it is a specified pick-up and drop-off timeframe versus the general timeframe that the microtransit service offers.

Director Frerichs asked if there was a reason that the area around the shelter at 4th and Hope was being left out of the microtransit service. Chair Stallard and Ms. Bernstein noted that the City of Woodland and YoloTD have been in communication with Fourth and Hope, and it was determined that microtransit service was not the best method for providing transportation to/from the facility. Instead, the City of Woodland will work to provide additional capacity for Fourth and Hope to transport its residents.

Chair Stallard asked for public comment on item 6; Mr. Hirsch provided public comment.

Chair Stallard asked for a motion to approve the updates to the district wide Microtransit Policies. Director Early made the motion, seconded by Director Loren.

Roll Call to approve Updates to the District-wide Microtransit Policies

	AYES	NOES	ABSENT	ABSTAIN	STATUS OF MOTION
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Stallard	X				Motion passed
Early	X				
Chapman	X				
Loren	X				
Frerichs	X				

Agenda Item 7— Woodland Microtransit Service Plan

Item 7 is a non-action item and for informational purposes only.

Mr. Williams presented the final proposal for the Woodland Microtransit Service Plan.

Mr. Williams provided background information on the Microtransit Plan

- Over the last six months, YoloTD staff have conducted outreach campaigns to gather feedback on microtransit services in Woodland.
- Three options for microtransit service were presented and based on the feedback from the board, YoloTD staff, CAC and the City of Woodland all preferred the “Preferred Alternative” option.

<u>Preferred Alternative</u>	
Hours of Operation	<ul style="list-style-type: none"> • Monday-Thursday: 7:00 AM – 7:00 PM, • Friday: 7:00 AM – 11:00PM, • Saturday: 9:00 AM - 11:00 PM, • Sunday: 8:00 AM - 7:00 PM,
Vehicles operating during peak service	Four
Annual Cost	<ul style="list-style-type: none"> • Total Hours: 12,520 • Estimated Cost \$1,076,000
Performance	<ul style="list-style-type: none"> • Estimated average wait time. 10-15 minutes • Estimated ridership: <ul style="list-style-type: none"> ○ Monday-Thursday: 185 – 230 rides/day ○ Friday: 225 - 280 rides/day ○ Sa: 100 - 125 rides/day ○ Sun: 80 - 110 rides/day

Chair Stallard asked if the board members had any questions or comments. Questions and comments included:

- Directors asked for clarification on whether this is a door-to-door service or if the service only goes to the bubbles on the map. The answer was this is door-to-door service.
- Is the city of Woodland providing any funds for this service? The answer was no.
- Have staff thought of alternatives for vehicles if we do not receive the ordered vehicles on time? The response was we will have to wait on the ordered vehicles for the service.
- The board expressed gratitude for staff’s work on this project.

Chair Stallard opened a Public Hearing and Receive Testimony for the Woodland Microtransit Service Plan.

- Mr. Hirsch asked what the cost is, including ridership estimates, and how YoloTD will manage the item of higher demands or lower demands of the service. Ms. Bernstein stated the ridership numbers were estimated by Rideco. The subsidy is about \$44 dollars per ride.
- Mr. Miller commented on the fact that public transportation does not make money. He stated that microtransit, city buses and intercity rails are very different and that means there are different recovery

ratios. Because we have algorithms from rideshare such as Uber and Lyft, we can make microtransit more efficient. There is a need for microtransit service, but the success is difficult to predict. Mr. Miller suggested that the start time for microtransit should be simpler, i.e. 7 am Monday-Friday and 8 am Saturday and Sunday. Mr. Miller also asked if paratransit and microtransit could be combined.

- Mr. Williams responded that the dedicated times that paratransit offers for those who qualify is better to get riders to doctor appointments. Director Frerichs also stated that paratransit has a wider geographic reach than microtransit will have.

With no further comments or questions from the public, Chair Stallard closed Public Hearing for Woodland Microtransit Service Plan.

Chair Stallard asked for comments or questions from the board. Comments and questions included:

- Director Loren asked how and when we will be evaluating the data on the microtransit. Ms. Bernstein responded that the idea is to have quarterly reports on the service.
- Director Frerichs commented that as we evaluate the data, we may want to consider extending the hours during the week past 7 pm.
- Director Early asked how the funding continues after the first year. Ms. Bernstein responded that YoloTD will continue to use state and federal formula funding to pay for the service, and that will continue if the demand remains.

Chair Stallard asked for a motion to approve the updates to approve the Woodland Microtransit Service Plan. Director Loren made the motion, seconded by Director Frerichs.

Roll Call to approve Woodland Microtransit Service Plan

	AYES	NOES	ABSENT	ABSTAIN	STATUS OF MOTION
Stallard	X				Motion passed
Early	X				
Chapman	X				
Loren	X				
Frerichs	X				

Chair Stallard asked for public comments; there were no public comments.

Agenda Item 8— Adjournment

The meeting was adjourned at 7:43 pm.

Closed Session

Respectfully submitted:



Heather Cioffi, Clerk to the Board

The recordings of the YCTD Board of Directors meeting can be viewed on our website at the following link: [Agenda & Minutes - Yolobus](#)

Attachment B:

Feedback Received on Woodland Microtransit Proposal

Name	Date	Comment
C. Knight	5.27.2023	I like the idea of an on-demand transit system for Woodland. I am handicapped and cannot walk from my home to the nearest current bus stops, even though they are not that far away. This service would be most helpful.
T. Edelman	5.27.2023	These morons in Woodland (and Yolo County) need to stop their hideous urban sprawl, re-develop the area around the Woodland Depot and have a normal regional train to Davis (and Capitol Corridor) and regular and frequent local bus service. If these people can't achieve this, they need to be thrown out of office. Local new climate policy is a joke if this Bee nonsense is any evidence.
J. Quinlan	5.28.20223	I can really use this service and I'm looking forward to it. I am a senior citizen and disabled. I can't walk to the current bus stops or from the stops to my destination. I will mainly use it for shopping and to get to church.
R. Jimenez	5.29.2023	Is perfect 🙌
R. Montgomerygreat	5.30.2023	Great need
L. Vetter	5.30.2023	I love this idea. It will open up so many more options for people. It will allow people who are no longer driving to continue with the activities that make their lives so worthwhile. The community will benefit from increased revenue since people will be able to go to restaurants, stores, meetings, etc. Most importantly it will open up transportation for medical appointments, as well.
D. Brown	5.30.2023	I absolutely think it's a great Idea. Transportation in Woodland It's greatly Neither. If I should have the opportunity to use it I would not Hesitate.
F. Reyes	5.30.2023	To encourage larger groups of people or families to use the service perhaps there can be a discount applied when more then 1 pass is used at the same boarding time? Similar to Capitol Corridor which has a deal when 1 full priced ticket is purchased and each additional ticket is \$5. This service could be much cheaper with a purchase of 1 (or 2) full priced ticket(s) and each additional ticket for \$0.50? This would be useful for trips to Downtown Woodland. Please try to include transfers to the 42A/B or have a steep discount for use with Zip Pass.
S. Jackson	5.30.2023	All great if you live in Woodland. The transit district still has not addressed the needs of those who reside in outlying areas of Yolo County. Of course, there is a dedicated bus line to Cache Creek Casino. But what about transportation for those in Dunnigan or Zamora who need access to groceries and other necessities that are only available in Woodland retail outlets? It is time the elderly, disabled and unlicensed are considered when public transit routes are developed and bus routes are determined

		by the board. The transportation needs of those in more rural areas need to be addressed.
T. Edelman	5.30.2023	1) Create urban sprawl so that normal bus routes are inefficient 2) Prepare "On-Demand" Band-Aid 2a) Ask for completely inadequate mitigations for I-80 Managed Lanes Project, e.g. an On-Demand Transit project.
	5.31.2023	[EXTERNAL EMAIL] DO NOT CLICK on links, attachments or respond to this email unless you recognize the sender and know the content is safe. I think this is a wonderful idea. West Sacramento has a similar program called Ride on Demand that I have utilized many times while visiting my son in WS. I for one will use this service in Woodland while visiting also Sent from my iPhone
E. Shelley	5.31.2023	The service should include the homeless shelter at East Beamer and 102. It is truly needed.
S. Eastwood-Falls	6.2.2023	As a frequent rider on your Yolo Buses, a Yolo Connect Card Holder and a disabled senior....I firmly approve of your newly proposed BeeLine Service. I would most definitely use this service as I like that the bus is readily available without advance reservations. Thank you and let me know when you plan to put it into effect. Thanks--Sherry Eastwood-Falls
S. Bard	6.2.2023	I think this sounds great! I would definitely use something like this! Although 7pm seems early to end during the week- even if you have early reservations at a restaurant sometimes things are out of your control (but I guess that's what to go containers are for). 😊 Overall, I think this is a good idea and hopefully it will help with the dumb amount of drinking and driving that occurs.
C. Hayes	6.3.2023	The weekday on demand end time (7pm) is to early and doesn't allow for hotel guests that may use this service enough time to eat dinner at our downtown restaurants- possibly leaving them stranded and frustrated- could we extend this to 8:30pm or 9pm? Weekend times end times (11pm) are kinda late, most bars close at 9pm and 10pm since CoVID so to start you could roll that back to 9:30-10:30pm Who is the target market for this service?
V. Olson	6.3.2023	I think it is a good idea but the service area should be expanded to include 102/Beamer. As of now on-site vans have to transport clients, many without cars, to the nearest bus stop and to get down town most residents have to take additional Yolo buses. This area should be serviced.
J. Faye Harrison	6.4.2023	YOLO Bus needs to bring back the counterclockwise route serving west Woodland. The Dignity Health Medical complex is not only one of the largest employers in Woodland, but it also has close to a thousand patients and visitors daily during the week Many no longer travel to and from this facility by bus because of the added transit time due to only a fixed clockwise route.
W. Ginsburg	6.4.2023	I hope you'll consider serving Fourth & Hope on East Beamer. Those folks are geographically isolated.
J. Levers	6.5.2023	The service area needs to be expanded to include E. Beamer St. as far out as the 4th and Hope facility for the unhoused. There is no group area in

		this town more in need of access to transportation. That it was not included initially seems very discriminatory and thoughtless.
L. Shelley	6.6.2023	It looks as though the route follows I-5 on the north/east side. It does "jog" outside that line to take in velocity park. While recreation is important, I don't understand why the route doesn't include the new 4th&hope tiny houses at the corner of East Beamer and North Pioneer. Many do not have transportation to doctor appointments or job interviews. I would hope that the commitment the City, County and State have made to this facility would warrant inclusion in this public service.
S. Simpson	6.6.2023	This is fantastic!! We live in an area that makes catching the bus practically impossible. This new service would allow my daughter to use yolobus to get to and from work, instead of using Lyft or having me drive her. Very exciting!!
E. Slaven	6.8.2023	I think it is great. I have worked in the past with seniors and there is a great need for transportation services and this seems to be affordable and needed. I hope it gets approved.
R. Garbanzo	6.8.2023	Just went to the UC Memorial Union to see when your busses come. THEY ARE NOT REMOTELY ON YOUR SCHEDULE. The 8:23 PM 42A went by me at 8:09 while walking in. At least I think it was, no more 42As came near the scheduled time or 20 minutes past. The 42B bus came and went in between the scheduled times. No idea which one it was supposed to be. Makes it hard to plan a trip to the airport.

Feedback Received on Woodland Microtransit (in-person tabling)

Date	Name	Location	Comment
6/9/2023	J. Leon	Woodland Transit Center	Service time looks good! Pricing is affordable and current zone is wide enough.
6/9/2023	<u>S. Smith</u>	Woodland Transit Center	The pricing looks good and is affordable. Excellent schedule of service.
6/9/2023	Charlotte	Woodland Transit Center	Concerned about pricing, since it's similar to the Express. Would make sense of it was cheaper. Would like to see some sort of discount program for those who need it for this service. The service zone is good to get around Woodland.
6/9/2023	J. Hernandez	Woodland Transit Center	Likes the idea of the service since it's affordable. Reminds him of West Sac's service, VIA which he likes. Thinks it's a good idea.
6/9/2023	V. Queceda	Woodland Transit Center	Nice, just the West Sac VIA service! He thinks this is a good idea as the Fixed Route service information is never correct online and it makes it hard to get around since the buses are always late (Takes the 42A/B to get to Davis)
6/9/2023	M. Denevento	Woodland Transit Center	Proposed service is good!
6/9/2023	Sheebuda	Woodland Transit Center	Would like to see BeeLine go to Downtown Sacramento since most things are conducted in Sacramento.
6/9/2023		Woodland Transit Center	Matmor Closure affecting travel time. Service would be very helpful to take from my house to Woodland Transit Center.
6/8/2023		Woodland Transit Center	This service would be helpful to help take me from my house to the transit center. My wife and I share a car so this will help me out especially when the

Feedback Received on Woodland Microtransit (in-person tabling)

			weather is rainy or super hot
6/9/2023	Lorenzo	Walgreens	I'm in Esparto and it would be nice to have this type of service in Esparto instead of having to wait hours for a bus
6/9/2023	Lorenzo's Mother	Walgreens	We live in Esparto and we don't own a car but we have a car that we share. Since the car is not always available we rely on the 215 bus but the service hours are not consistent which makes it hard for people like me, who live in Esparto to and from Esparto. There have been many times where the buses are late and I am stranded in Woodland for hours. It would be nice to have a microtransit service here in Esparto to serve our community
6/9/2023	J. Galicia	Walgreens	I work in Knights Landing and hear the complaints Knights Landing residents have about the fares. The fares need to be considerate of the issues associated with the lack of transportation in the area and and income of residents.
6/9/2023		Walgreens	Customer expressed concern that it would be nice if the service started earlier than 7am on Weekdays YTD Staff continued to talk to the lady and she mentioned that it was difficult to know where to find the family and social service resource locations. She thought it would be helpful to have a list of the social services in Woodland and an explanation on what those resources are
6/9/2023		Walgreens	He liked the service because his mother takes paratransit and he does not drive so this service

Feedback Received on Woodland Microtransit (in-person tabling)

			will allow him to go with his mother to doctors appointments and help her with translations
6/9/2023		Jackson Medical Center	Would be nice to have a service like this in Davis
6/9/2023		Jackson Medical Center	Where is the funding for this project coming from?
6/9/2023		Jackson Medical Center	It would be nice to have an express service like this for UC Davis staff since many workers commute from Woodland to campus.
6/9/2023		Walgreens	The pricing is affordable and cheaper than Uber and Lyft fares
6/9/2023	Lucy	Walgreens	A service like this would be helpful in Esparto
6/9/2023	J. Leon	Woodland Transit Center	Service time looks good! Pricing is affordable and current zone is wide enough.

Micro Transit in Davis

bleday@aol.com

Fri 6/9/2023 10:53 AM

To: Heather Cioffi <hcioffi@Yctd.org>

Cc: jjjarvis9@comcast.net <jjarvis9@comcast.net>

[EXTERNAL EMAIL] DO NOT CLICK on links, attachments or respond to this email unless you recognize the sender and know the content is safe.

As a senior citizen who has just moved permanently to Davis, I would like to add my earnest support for the vision of a micro transit system in Davis to be implemented as soon as possible.

I would suggest that a system be set up similar to those used in tourist cities whereby a person buys an "on and off" ticket for a bus system that runs continuously in a circle, stopping at places like the Sr. Center, the public library, a large grocery, TJ Maxx, the hospital, etc. It would include stops within a block or so at retirement centers like University Retirement, Carlton and low income apartment complexes. This would greatly aid senior citizens who have given up driving for safety reasons, disabled citizens and those using walkers, and low income citizens who don't own cars for economic reasons, groups who together are a significant percentage of Davis residents.

Although a large portion of the Davis yearly budget benefits younger age groups (i.e. the schools), the above tax paying citizens are often neglected.

Please forward my request to Josh Chapman and Lucas Frericks as I understand they are members of the board which is involved in making decisions regarding micro transit.

Yours truly,

Diane Bleday
1515 Shasta Drive
Davis, CA 95616

Comment on Yolo 80 "Managed Lane" program

Stephen M Wheeler <smwheeler@ucdavis.edu>

Mon 6/12/2023 9:19 AM

To:publiccomments <public-comment@Yctd.org>

 1 attachments (273 KB)

Commentary I-80 expansion undermines Davis' climate future .pdf;

[EXTERNAL EMAIL] DO NOT CLICK on links, attachments or respond to this email unless you recognize the sender and know the content is safe.

Dear Commission -- This is Professor Stephen Wheeler at UC Davis with a public comment about the Yolo 80 Managed Lane program. As I noted in a Davis Enterprise op-ed yesterday (6/11/23), the only alternative that would permanently reduce congestion, VMT, and GHG emissions while generating by far the most funds for Yolo County transit isn't being studied. That would be to simply add Fasttrack to all existing E-bound lanes of I-80 at the causeway, striping one lane for transit and HOV 3+, and setting tolls at whatever level reduces congestion sufficiently. With daily traffic counts averaging around 135,000 and a relatively low toll of \$5, that would generate approximately \$265 million annually, which I suggest be put in a Yolo 80 VMT and Congestion Reduction Fund that would be split between transit and affordable housing near jobs. Low-income commuters could be given an equity rebate or free transit passes.

Such an alternative is far preferable to any of those being studied in the current EIR, most of which add freeway capacity. Any expansion of capacity in this corridor would increase VMT and GHG emissions in the long run, and probably increase housing prices in Yolo County as Sacramento workers view commuting from Davis, Dixon, or other communities as a viable option. This option would also provide large amounts of funding for the Yolo County Transportation District.

Please do what you can to add an existing-lane toll alternative in a Supplemental EIR or addition to the current version.

Steve

Stephen M. Wheeler, Ph.D., Professor
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U.C. Davis
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(530) 754-9332
smwheeler@ucdavis.edu
(he/him/his)

Chair, Community Development Graduate Group
2022 UC Davis Faculty Sustainability Champion

Books

Reimagining Sustainable Cities: Strategies for Designing Greener, Healthier, More Equitable Communities
(w/ Christina Rosan; UC Press 2021; info at

[https://www.ucpress.edu/book/9780520381216/reimagining-sustainable-cities.](https://www.ucpress.edu/book/9780520381216/reimagining-sustainable-cities))

The Sustainable Urban Development Reader (Fourth Edition 2023 from Routledge) Info at www.routledge.com/9781032331935

Planning for Sustainability: Creating Livable, Equitable, and Ecological Communities (Second Edition from Routledge, 2013)

Climate Change and Social Ecology: A New Perspective on the Climate Challenge (Routledge 2012)

Info about Fossil-Free UCD is at <https://fossilfreeucd.org>.

I would like to acknowledge the Patwin people who occupied the land that is now Davis for thousands of years, as well as other indigenous people worldwide and all those who work for peace, justice, equality, and sustainability.

Enterprise on Yolo TD withholding public documents

Alan Hirsch <ahirsch@dcn.org>

Sun 6/11/2023 9:30 PM

To: 'Jesse Loren' <jesse.loren@cityofwinters.org>; Jchapman@cityofdavis.org
<Jchapman@cityofdavis.org>; dawns@cityofwestsacramento.org
<dawns@cityofwestsacramento.org>; lucasf@yolocounty.org <lucasf@yolocounty.org>; 'Tom Stallard'
<tom.stallard@cityofwoodland.org>; 'Gloria Partida Council' <gpartida@cityofdavis.org>
Cc: Heather Cioffi <hcioffi@Yctd.org>; Brian Abbanat <babbanat@Yctd.org>

[EXTERNAL EMAIL] DO NOT CLICK on links, attachments or respond to this email unless you recognize the sender and know the content is safe.

To; Yolo TD chair Stallard and Members,

-

1. See below article from Davis Enterprise on Yolo TD agency transparency.

When I request document on something Yolo TD was going to ask of Davis City Council, Yolo TD staff immediately went to the lawyers to determine what is the legal minimum.

Certainly one way to manage things.

2. Recall the Public Records act, and the Brown act are not transparency but minimum legal standards-

And recall the line on these minimums are not so bright and objective: I've visited all the Yolo County cities now, and how each body's implementation differs.

Yolo TD Board and staff have choices – does it want to be proactively transparent, or just meet the defensible legal minimum?

Alan Hirsch

Davis Enterprise: Yolo Transportation District Transparency Questioned

<https://www.davisenterprise.com/news/council-votes-to-back-i-80-partnership/>

.... While “transparency” is a stated goal of the YCTD mission statement, Davis resident Alan Hirsch asked for records from the earliest scoping conversation (STET**)- but YCTD denied their release until the Draft EIR comes out.

“Drafts are not inherently and entirely exempt” from the California Public Records, according to *Californians Aware*: The Center for Public Forum Rights. Number 4 of the “Top 10 Points to Remember about Exemptions from the California Public Records Act” states that the word “draft,” even if accurately descriptive of a document, does not exempt it from disclosure. Exemptions apply only to “preliminary” drafts, notes or memos “that are not retained by the public agency in the ordinary course of business,

provided that the public interest in withholding those records clearly outweighs the public interest in disclosure.”

Moreover, according to Californians Aware, the exemption applies only if the record was created to inform or advise a particular administrative or executive decision. Also, the document must be of the kind customarily disposed of: “If preliminary materials are not customarily discarded or have not in fact been discarded as is customary they must be disclosed.”

Finally, according to the public interest nonprofit, the exemption applies only to the “recommendatory opinion” of its author, making a judgment or offering advice as a conclusion based on a set of facts. Those facts, however, remain accessible to the public, and only the author’s conclusion is protected.”

Hirsch said YCTD is trying maintain a relationship with Caltrans and hence not providing the public documents in their possession authored by Caltrans. “I understand that, but the public interest is more important than relationships. Is this a win or lose debate or a dialog? A debate is where information is controlled to win. Or dialogue where all stakeholders get same information so it’s a level playing field. i.e., a process where there’s transparency”

** AH STET: Reporter got it wrong: document I asked for should be: “Caltrans VMT Mitigation Plan”),

NOTE: I ask for document on mitigation plan on 5/18/22 and after 2 1/2 weeks, YoloTD replied, stating won’t give any documents or writing (just two short power points)-- not even an email, until June 30th. 6 weeks. Won’t even tell me what city their staff have/will be making presentation about Caltrans mitigation plan.

YCTD & Caltrans controversy in the press

Alan Hirsch <ahirsch@dcn.org>

Sun 6/11/2023 8:50 PM

To: Jesse Loren <jesse.loren@cityofwinters.org>; Jchapman@cityofdavis.org
<Jchapman@cityofdavis.org>; dawntee@cityofwestsacramento.org
<dawntee@cityofwestsacramento.org>; lucasf@yolocounty.org <lucasf@yolocounty.org>; 'Tom Stallard'
<tom.stallard@cityofwoodland.org>; Gloria Partida Council <gpartida@cityofdavis.org>
Cc: Autumn Bernstein <aBernstein@Yctd.org>; Brian Abbanat <babbanat@Yctd.org>; Heather Cioffi
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To Chair and Members, Yolo TD Board of Director

I share below clipping from Davis Press. I would urge you and your city's keep some distance from their Caltrans and DEIR findings.

and not be seen as cheerleader for Caltrans and its monofocus on building more freeways..

...but instead assume a neutral role facilitating a dialog vs cheer leading the project.

DO not be accused of

1. Contradicting work of ITS Scientists at UC Davis-
2. Undermining Yolo City's and County's CAAP?
3. wasting money on freeway widening project that history shows is wasteful as it will just Re-congestion?
4. Failing to study full I-80 corridor & transit alternatives- not just treat transit as 2ndary mitigation.
5. "Blazing the way" on toll roads, arguing they are "sustainable" and socially equitable.
6. Arguing a wider freeway is good idea so poor and working class can commute "stress free" into Davis for service jobs

OR THIS: :

7. Be part the transformation change in transportation we need to address climate change. Call for study of entire I-80 corridor, and a rescoping the EIR alternative to include transit solutions.

Your body's position on I-80 is a choice, not a preordained based on "free money" We are not locked into this narrow choices they offer us.

And existentially: why did you get into public service?

Do you want **the largest project you will likely vote on in your political career to be a freeway widening?**

This is not pre-ordained.

You have choices.

Alan Hirsch

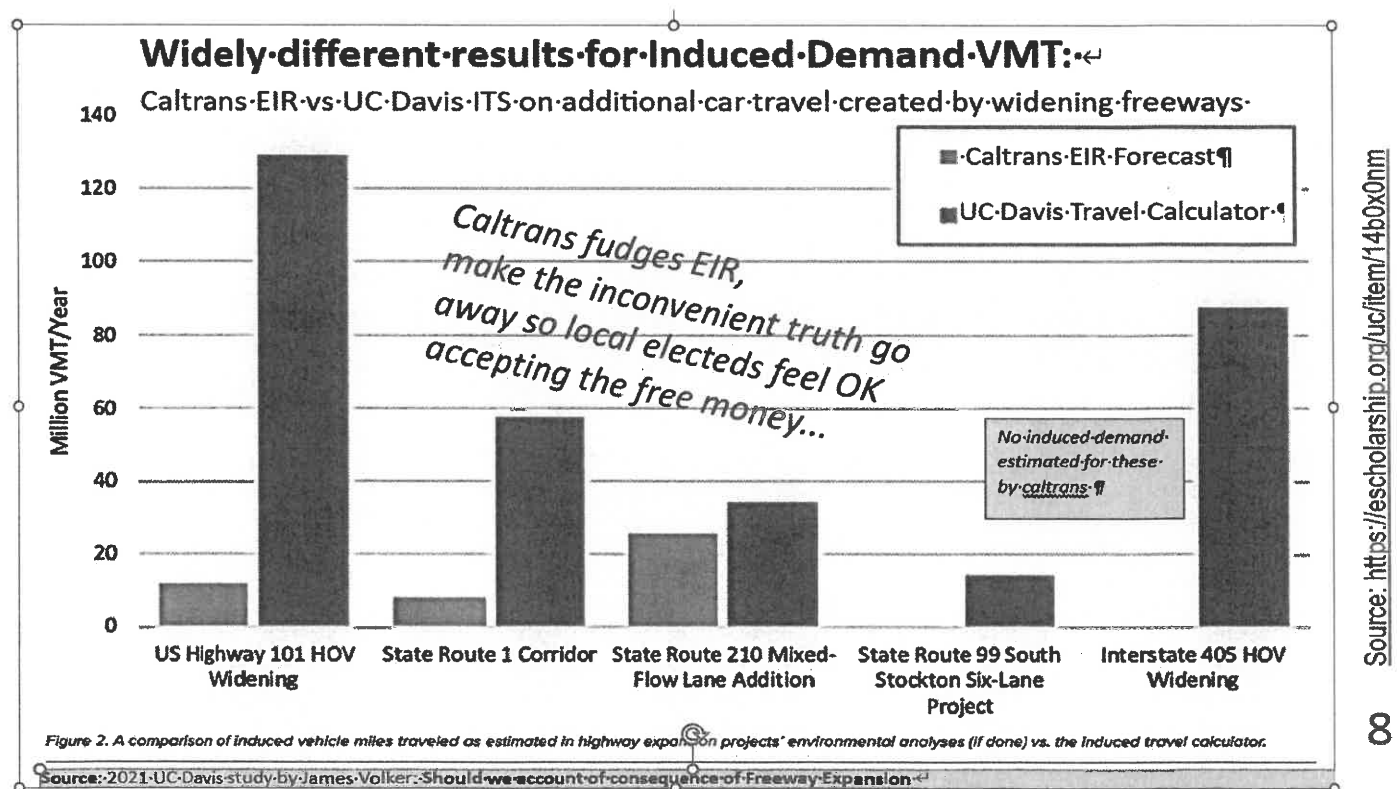
=====

From Press in Davis in last month:

Be Wary of Caltrans Pattern of Science Denial on GHG

UC Davis study show Caltrans forecast model understates Induced Demand – and congestion that inevitably reoccur after a freeway is widened.

<https://www.davisvanguard.org/2023/05/guest-commentary-be-wary-of-caltrans-pattern-of-science-denial-on-ghg/>



Reader Comments on "Be Wary of Caltrans Pattern of Science Denial on GHG"

Link to primary sources: Credibility is important when strong statement like I made above are made. These are my important End Notes to this article...that hyperlink to sources **References/end notes to piece on Caltrans EIR analysis methods:...**

Caltrans Games System to Get Another 'Environmental' Award for Highway Widening

Why actually try to fight global warming and make a more sustainable future when you can just lie about it?

By Roger Rudick

<https://www.davisvanguard.org/2023/05/guest-commentary-caltrans-games-system-to-gets-another-environmental-award-for-highway-widening/>

Researchers, activists sound alarm on highway widening

<https://www.davisenterprise.com/news/local/state-government/researchers-activists-sound-alarm-on-highway-widening/>

.....And, yet widening the freeways, as Amy Lee, a Ph.D. candidate in the Transportation Technology & Policy Graduate Group at UC Davis explains, is “**a candy-like notion**: it’s easy to eat. It feels good. It seems like it would make sense initially, but you know, the longer feedback effects are ones that we tend to ignore.”

Lee co-authored an award-winning paper with Jamey Volker, Ph.D., and Susan Handy, Ph.D. titled, “Environmental Reviews Fail to Accurately Analyze Induced Vehicle Travel from Highway Expansion Projects,” which starts by stating that “if we expand roadway capacity, more drivers will come, or so economic theory suggests and a substantial body of empirical research now shows.”....

Their paper explains that “despite strong evidence, the **‘induced travel’ effect is often ignored**, underestimated, or misestimated in the planning process, particularly in the assessment of the environmental impacts of roadway capacity expansions.”

The study states that underestimating induced travel will generally lead to an overestimation of the traffic congestion relief benefits a highway expansion project might generate, along with an underestimation of its environmental impacts.

The authors state, “A major reason that induced travel tends to be underplayed in environmental analyses is that travel demand models do not typically include all of the feedback loops necessary to accurately predict the induced travel effect.”

Lately, Lee has researched highway expansion projects and the powers that be. “**Who are the power brokers?** What are the factors that motivated these sorts of projects? Traffic congestion is this thing that is so frustrating to people; it just frustrates people to their core in **a sort of irrational way** that it gets a lot of political attention.”.....

Letter: Caltrans to negate Davis climate plan

<https://www.davisenterprise.com/forum/letters/letter-caltrans-to-negate-davis-climate-plan/>

“ Davis’s Climate Action Plan is on the auction block at the June 6 City Council meeting.

Caltrans wants Davis to use our “good” GHG-reducing projects to justify the additional GHG caused by the freeway widening. Caltrans is offering funding (amount unknown) to help developers of both the Nishi housing development and the housing proposed in downtown Davis; Caltrans would use the lower carbon footprint of these projects (planned for car-free living) to offset the vehicle miles traveled (VMT) from the I-80 widening. VMT is the accepted measure of the environmental impact of driving.....

Public Comment Received Via Voicemail

Public Comment

Receive 6/12/2023 at 12:00 pm via voicemail.

Judy Corbett

Hello, this is Judy Corbett calling about the proposal to widen I-80 near Davis California. Having been in the transportation business for a long time, we have learned over and over and over again that highway widening or adding another lane only produces more traffic and you kind of end up right where you started just months after you have done the work. So, I strongly suggest that those funds be used more to look at transit or to look at other options than widening the freeway.

Thank you, Goodbye.

Public Comment

Receive 6/12/2023 at 1:56 pm via voicemail.

Vera Sandronsky

Hello, My name is Vera Sandronsky and I am a resident of Davis and I am calling about the widening of the I-80 and I strongly oppose a project that would widen I-80 it would only add to our climate crisis, increase our greenhouse gas emissions by the addition of 12000 cars on the road and it would take away the efforts that Davis and other cities are doing in their local areas to improve their climate adaptability. We need to spend money on transit, not on widening local highways. We need to make policy decisions as if the lives of our children, grandchildren and our lives depend on it. I urge you to oppose this project and to take the higher course and the necessary path of reconsidering the EIR and the alternative and funding transit to improve all our lives and take the actions we can take now to reduce the impact of the climate crisis we are in.

Thank you very much.

Public Comment

Receive 6/12/2023 at 2:41 pm via voicemail.

Todd Edelman

Hi, my name is Todd Edelman, I am a resident of Davis. These are (general) public comments for the transportation committee or board meeting, honestly the website is confusing. It is in relation to the I-80 managed lanes project, which is the one name for the corridor improvements in the regions. Number one, the process has been terrible, and the open house just ended and a year or two later there was some funding for just one of the alternatives, which prejudiced the whole project against other alternatives before even the EIR was done. My number one request is that the EIR pays respect to all the alternatives, especially those that reduce carbon output and prevent climate change and don't attempt

to trade some small mitigation for a huge, huge increase of VMT. One specific example of what I would like to aim for is a transit only lane on the existing number 1 lane on I-80 in the region going from Davis to West Sacramento. Also, revisit the multimodal project, having long distance buses focused on commuters and tourism to Tahoe. Have a rail alternative that has already been studied by Caltrans to support commuters.

Public Comment

Receive 6/12/2023 at 3:15 pm via voicemail.

Mark Huising

My name is Dr. Mark Huising, I am a Professor at UC Davis and a climate advocate. I call to voice my opposition to the addition of capacity for regular vehicles on the I-80 and for the Yolo County Transportation Board to re-open the EIR to include transit alternatives for the entire corridor. In keeping with the adage that if you're a hammer, everything looks like a nail, to CalTrans the solution to congestion apparently is additional freeway capacity. This despite the fact that we know that adding more freeway capacity will induce large amount of vehicle miles traveled. This is shown by our colleagues at the UC Davis institute for Transportation Studies and underscored by a recent report by Transportation for America that looked at data across 100 US cities including Sacramento and concluded that building more freeway capacity in all circumstances induces so much demand that it increases congestion. This study concludes that "we are doubling and tripling down on a failed strategy. We cannot keep relying on the same expensive and ineffective approach." It will not resolve congestion, and it will add tremendous amount of additional GHG emissions and other roadway associated fine particulate pollution when our climate crisis is escalating. These highway expansion projects are in essence analogous to incredibly expensive bridges to nowhere. That money should be spent instead to build up affordable and accessible regional public transport. When people will adopt public transit, this will alleviate demand on our current highway systems to those users traveling between destinations such as Tahoe for which public transportation may not yet be an option. Large swaths of Europe, Japan, China and even portions of our own the Atlantic corridor have reasonable public transport to the point that many families do not have to possess a vehicle – thus saving the significant cost of ownership that in CA would be upwards of 7 thousand dollars annually. If Europe and China can do this, there really is no reason why we in California cannot do the same. I encourage you to take a break from throwing money after bad solutions that do not solve the congestion problem and instead demand that CalTrans develop smart public transit – centric solutions that will reduce demand and provide the greenhouse gas reductions we desperately need. Thank you for listening.

Public Comment

Receive 6/12/2023 at 3:47 pm via voicemail.

Unknown

This call is about the interstate 80 project. Here's the thing, traffic stinks. Being stuck in a car, driving across the causeway or anywhere else for that matter, but especially the causeway is terrible. It is no fun being in a place where you can't turn odd. But you know what is worse than traffic? More traffic! Widening the freeway, ultimately, I understand will not solve the problem. This will ultimately end up with more people driving and the traffic will not be improved in any long term significant way. It will also increase greenhouse gas emissions. What doesn't suck is trains. We must come up with a better way to get people moving around the state of California and investing in hundreds on millions of dollars and investing in the old way of car, freeway, causeway is not the direction California should be going. I think every dollar that is spent widening the road is like investing in transistor radios. It is the technology of the past. We need to look to the future and invest in the technology of the future and find better ways of moving people around. Please oppose the widening of interstate 80. Thank you.

Public Comment

Received 6/12/2023 at 4:00 pm via voicemail.

Dr, Jonathan London

Hello, this is Dr, Jonathan London, I am calling about the proposed widening of interstate 80, in particular asking the county to oppose that for several reasons. The principle one is that there is abundant research that has shown that road widening adds to congestion, that is called induced demand. Even as a traffic control approach, it has been shown to be a failed one. Secondly, and particularly why that is a problem, as you know, we are in a climate crisis so all county activities need to be directed towards reducing vehicle miles travel and reducing the emissions of greenhouse gases. County investments in public transit and incomplete streets, positive biking and pedestrian access to streets is really the best way the county can put its dollars in. The county needs to stay strong even though the state is putting a lot of pressure on the city and county to fall in line. The county doesn't need to do that and can push back, and ought to do that through its representative on SACOG and directly with Caltrans, They do have new plans around environmental justice and climate smart infrastructure and I think you would find positive response from a very active and robust response. Thank you very much for considering this input.