

## AGENDA BOARD OF DIRECTORS MEETING

**Directors:** Tom Stallard (Chair, City of Woodland), Josh Chapman (Vice-Chair, City of Davis), Dawntè Early (City of West Sacramento), Lucas Frerichs (Yolo County), Jesse Loren (City of Winters), Matt Dulcich (UC Davis, ex-officio), Sukhi Johal (Caltrans, ex-officio)

This Board Meeting will be held in person at the location below. Members of the public who wish to participate remotely may use the zoom link or phone number below.

### IN-PERSON INFORMATION

**Meeting Date:** Monday, October 9, 2023  
**Meeting Time:** 6:00 PM  
**Meeting Place:** YoloTD Board Room, 350 Industrial Way, Woodland, CA 95776

### ZOOM INFORMATION

**Link:** <https://us06web.zoom.us/j/81573305113?pwd=VmFiZWNtSzZleVVGRVpmQ0swWnhpZz09>

**Phone Number:** (669) 900-6833  
**Webinar ID:** 815 7330 5113  
**Passcode:** 135087

All participants will be entered into the webinar as attendees.

YoloTD offers teleconference participation in the meeting via Zoom as a courtesy to the public. If no voting members of the YoloTD Board are attending the meeting via Zoom, and a technical error or outage occurs with the Zoom feed or Zoom is otherwise disrupted for any reason, the YoloTD Board reserves the right to continue the meeting without remote access.

The YoloTD Board of Directors encourages public participation in its meetings. Members of the public shall be given an opportunity to address the Board of Directors in person, remotely, and/or in writing. For more information on how to provide public comment, please see the section of this agenda entitled “Public Participation Instructions.”

The Board reserves the right to take action on all agendized items at any time during the meeting, except for timed public hearings. Items considered routine or non-controversial are placed on the Consent Calendar. Any Consent Calendar item can be separately addressed and discussed at the request of any member of the YoloTD Board.

Estimated Time		Agenda Item	Informational	Action Item
6:00 PM	1.	Determination of Quorum (Voting members: Woodland, Davis, West Sacramento, Winters, Yolo County) (Nonvoting members: Caltrans, UCD)		X

6:05	2.	Comments from the public regarding matters <u>on the consent calendar, or items NOT on the agenda</u> but within the purview of YoloTD. Please note, the Board is prohibited from discussing items not on the agenda.		
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### **CONSENT CALENDAR**

6:10	3a.	Approve Agenda for October 9, 2023, meeting		X
	3b.	Approve Board Minutes for Regular Meeting of September 11, 2023( <i>Cioffi pp 6-12</i> )		X
	3c.	Approve Board Resolution 2023-16 Authorizing the Executive Director to execute Caltrans agreements for UC Davis Sustainable Campus Transportation Plan ( <i>Abbanat pp 13-71</i> )		X
	3d	Updated YoloTD Microtransit Policies Effective October 2023 ( <i>Williams pp 72-84</i> )		X
	3e	Authorize Executive Director to Grant a Temporary Construction Easement to PG&E ( <i>Mikula 85-89</i> )		X

### **REGULAR CALENDAR**

6:15	4.	Yolo 80 Managed Lanes Project Update ( <i>Abbanat pp 90-91</i> )	X	
6:30	5.	Downtown Woodland Transit Center Study: Update ( <i>Williams pp 92-116</i> )	X	
	6.	<b>Administrative Reports (<i>Bernstein pp 117</i>)</b> Discussion regarding subjects not specifically listed is limited to clarifying questions. a) Board Members' Verbal Reports b) Transdev's Verbal Report c) Executive Director's Verbal Report d) Ad Hoc Committee Reports e) Long-Range Calendar	X	
6:45	7.	<b>Closed Session</b> Public Employment, Employee Appointment or Evaluation Pursuant to Government Code Section 54957 Position Title: Executive Director		
8:00	8.	Adjournment		X

Unless changed by the YoloTD board, the next meeting of the Board of Directors will be **November 13, 2023**, at 6:00 pm in the YoloTD Board Room, 350 Industrial Way, Woodland, CA 95776.

I declare under penalty of perjury that the foregoing agenda was posted on or before Friday, October 6, 2023, at the Yolo Transportation District Office (350 Industrial Way, Woodland, California). Additionally, copies were FAXED or transmitted electronically to the Woodland, Davis, West Sacramento, and Winters City Halls, as well as to the Clerk of the Board for the County of Yolo.

*Heather Cioffi*

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Heather Cioffi, Clerk to the Board

### **Public Participation Instructions**

Members of the public shall be provided with an opportunity to directly address the board on items of interest to the public that are within the subject matter jurisdiction of the YoloTD Board of Directors. Depending on the length of the agenda and number of speakers, the Chair reserves the right to limit the time each member of the public is allowed to speak.

#### **ON ZOOM:**

If you are joining the meeting via Zoom and wish to make a comment on an item, click the "raise hand" button. If you are joining the webinar by phone only, press \*9 to raise your hand. Please wait for the host to announce the comment period has opened and indicate that you wish to make a comment at that time. The Clerk of the Board will notify the Chair, who will call you by name or phone number when it is your turn to comment.

#### **IN ADVANCE OF THE MEETING:**

To submit a comment in writing, please email [public-comment@yctd.org](mailto:public-comment@yctd.org). In the body of the email, include the agenda item number and title with your comments. Comments submitted via email during the meeting shall be made part of the record of the meeting but will not be read aloud or otherwise distributed during the meeting. To submit a comment by phone in advance of the meeting, please call 530-402-2819 and leave a voicemail. Please note the agenda item number and title with your comments. All comments received by 4:00 PM on Monday, October 9, 2023, will be provided to the YoloTD Board of Directors in advance.

### **Americans With Disabilities Act Notice**

If requested, this agenda can be made available in appropriate alternative formats to persons with a disability, as required by Section 202 of the Americans with Disabilities Act of 1990 and the Federal Rules and Regulations adopted in implementation thereof. Persons seeking an alternative format should contact Heather Cioffi, Executive Assistant, for further information. In addition, a person with a disability who requires a modification or accommodation, including auxiliary aids or services, to participate in a public meeting should telephone or otherwise contact Heather Cioffi as soon as possible and preferably at least 24 hours prior to the meeting. Heather Cioffi may be reached on (530) 402-2819, via email at [hcioffi@yctd.org](mailto:hcioffi@yctd.org) or at the following address: 350 Industrial Way, Woodland, CA 95776.



# VISION, VALUES AND PRIORITIES



## Vision Statement

*The vision statement tells us what we intend to become or achieve.*

Provide seamless, sustainable mobility solutions to help Yolo communities thrive.



## Core Values

*A core value describes our individual and organizational behaviors and helps us to live out our vision.*

- We are transparent, inclusive and accountable to the public, stakeholders and partner agencies
- We are committed to addressing inequities and improving outcomes for our most vulnerable communities
- We prioritize environmental sustainability and climate resilience
- We value efficiency, innovation and responsible stewardship of public funds



## District-Wide Priorities

*Priorities align our vision and values with our implementation strategies.*

1. Provide transit service that is faster, more reliable and convenient.
2. Partner with member jurisdictions, community-based organizations and local, regional, state and federal agencies to identify and address the current and evolving mobility needs of Yolo County.
3. Coordinate, plan and fundraise to deliver a full suite of transportation projects and programs.

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

<b>Topic:</b> Approve Board Minutes for Regular Meeting of September 11, 2023	<b>Agenda Item#:</b> <b>Agenda Type:</b>	<div>3b</div> <div>Action</div>
		<div>Attachments: Yes No</div>
<b>Prepared By: H. Cioffi</b>	<b>Meeting Date: October 9, 2023</b>	

**RECOMMENDATION:**

Approve the Minutes for the Regular Meeting of September 11, 2023.

**September 11, 2023 BOARD MEETING MINUTES:**

**YOLO TRANSPORTATION DISTRICT  
 BOARD OF DIRECTORS MEETING  
 September 11, 2023  
 Yolo Transportation District  
 350 Industrial Way, Woodland, CA 95776**

Chair Stallard called the meeting to order at 6:00 pm and requested a 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	
Greg Wong (Ex-Officio)	Caltrans	X	

YoloTD staff in attendance were Executive Director Autumn Bernstein, Clerk to the Board Heather Cioffi, Acting Planning Director Brian Abbanat, Acting Director of Transit Operations Daisy Romero, Senior Transportation Planner Courtney Williams, Director of Finance and Administration Chas Fadrigio, and Legal Counsel to YoloTD Kimberly Hood.

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

Executive Director Bernstein introduced YoloTD's new Director of Finance and Administration, Chas Fadrigio.

**Agenda Items 3a, 3b, 3c, 3d, 3e — Consent Calendar\***

*Item 3 is an action item.*

Chair Stallard asked if any directors or staff had any changes to the consent calendar. The staff requested a change on page 17, the amount listed is \$93,417 and it has been changed to the correct number \$343,940.

Chair Stallard asked for public comments for items on the consent agenda; there were no comments.

Chair Stallard asked for a motion to approve the consent calendar with the suggested corrections; Director Frerichs made the motion, seconded by Director Early.

3a.	Approve Agenda for July September 11, 2023, meeting
3b.	Approve Board Minutes for Regular Meeting of July 17, 2023( <i>Cioffi</i> ) (p 5-10)
3c.	Approve Resolution 2023-15 Authorizing Signature Authority for Director of Finance and Administration Chas Fadrigio for all YoloTD Bank Accounts with WestAmerica and Yolo County ( <i>Bernstein</i> ) (p 11-13)
3d.	Approve Board Resolution for 2023-2024 FTA Section 5310 Grant for the Procurement of three Paratransit Vehicles ( <i>Williams</i> ) (p 14-16)
3e.	Approve Board Resolution for 2023-2024 State of Good Repair (SGR) Grant for the Procurement of two replacement 40' CNG buses ( <i>Williams</i> ) (p 17-18)

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

#### **Agenda Item 4— Yolo 80 Managed Lanes Project: Overview of Draft Environmental Document**

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

Mr. Abbanat gave an update on the Yolo 80 Managed Lanes Project. Mr. Abbanat clarified that the draft EIR has not been released. Mr. Abbanat stated this will just be an overview of the project since the last update to the Board.

The updates from Mr. Abbanat included:

- Reminder that this project was not granted funding from the California Transportation Commission.
- The draft EIR from Caltrans has not been released. Caltrans states they are still waiting for approval from CalSTA to release the document.
- Caltrans HQ / D3 / YoloTD consensus to prioritize \$86m INFRA funds which expire in 2024.
- Caltrans D3 looking at Phase 1 Build Options that are consistent with ultimate project, can be built with funding in hand.

Mr. Abbanat reviewed the next steps on the project regarding the \$86m the project already has. These options included:

- Phase 1 Build Option may not include tolling.
- Caltrans commitment to continue corridor investments toward express lanes future phases.

- Essential component to contiguous megaregion I-80 express lanes facility.
- Consistent with regional transportation policies

YoloTD plans to continue obligating the \$2m for subset of Tolling Advance Planning activities for a Phase 2 project. YoloTD and Caltrans plan on maintaining momentum towards the final project. YoloTD and Caltrans will continue to engage regional partners to establish regional tolling authority JPA.

Chair Stallard asked if there were any questions from the board. Questions and comments included:

- When can we expect the EIR to be released? The answer was Caltrans was close to the release date. There are still more reviews to be completed.
- Ms. Bernstein stated she is concerned about the delay of the EIR. This concern has been relayed to Caltrans.

Chair Stallard asked if there were any comments from the public. Forrest Oldham, Corey Day, Brett Lee, Barry Broome, Tony Phillips, Ken Wagstaff, Forrest Oldham, Alan Miller, Gabriel Erlich, and Alan Hirsch provided public comment.

### **Agenda Item 5— ADA Rider Policies, Application and Service Area Update**

*Item 5 is a non-action item and for informational purposes only.*

Mr. Williams provided an update to ADA Paratransit Rider Policies, Application and Service Area.

Mr. Williams gave a background on the Yolobus Special Paratransit Policies and Rider Guides. June 13, 2016 and July 1, 2016 were the last time the policies and guide were updated.

YoloTD staff propose to change the paratransit service from Yolobus Special to YoloMobile.

Mr. Williams reviewed the changes to the rider guide. The changes included:

- Streamlining information to strictly discuss how a rider would interact with paratransit service.
- General Formatting (page numbers, table of contents, etc).
- Updating holiday schedule in include state holidays.

Mr. Williams reviewed the changes to the paratransit application. The changes included:

- Creating a digital application
- Removing redundant questions, or questions that don't directly determine the ADA eligibility criteria.
- Clarifying the review Application review window is 21 working days.
- 

Mr. Williams reviewed the changes to the paratransit rider policy. The changes included:

- Removing punitive language for rider No-shows.
- Changes the suspension policy window to restart every 30 days (as opposed to 60 days currently).

Mr. Williams reviewed the changes to the changes to the service area and service times. The changes included:

- Woodland: (Local fare) \*Reducing service times (due to cuts from 210 and 214).
- Davis: (Intercity Fare) \*Reducing start times due to cuts to route 220 Service.
- West Sac: (Local fare) \*Reducing start times due to cuts to route 35 and local service times.

- Intercity: (Intercity Fare) \*Reducing service times to match coverage of fixed route service.
- Sacramento: Premium \*Shortening the duration of daily service to match current fixed route service.
- Winters: Premium \*Operating service hours to match existing Beeline Service
- Knights Landing Premium \*Adding Knights Landing as a service Area and \*Using Beeline Service Hours to match existing service.

Chair Stallard asked if there were any questions from the board. Questions and comments included:

- How will the changes in the service schedule affect riders? The answer was, while some riders may be impacted, we are working to ensure minimal rider impact.
- Board members asked for data on who the change in service would impact and the cost benefits.
- The board asked is there was an expiration date on the application for paratransit. The answer was riders need to re-apply every two years. However, enforcement of the two-year rule has been inconsistent.
- What were the hours of the 220 fixed route? The staff did not know the hours of the previous route but would get the information and send it to the board.
- The board asked how are the hours of operation of paratransit being adjusted to meet the needs of the community. The question was also asked, how would staff calculate the hours needed for a community if that location does not have a fixed route. Ms. Bernstein responded staff would gather that data and bring it back to the board.
- Will the Beeline buses that are ADA accessible be used for paratransit? The answer was that is not planned at this time, but this can be changed if the need arises.
- If someone in Winters in wanted to take paratransit at 7 am, do they have that option if the Beeline doesn't start until 9am? Ms. Bernstein answered that currently the paratransit runs similar hours to 220.
- What kind of ridership is paratransit experiencing? Ms. Bernstein responded staff would gather that data and get it back to the board.
- Why are we seeing such a jump in ridership? Ms. Bernstein stated that there seems to be a national trend of increased paratransit ridership among all public transit agencies. This could be a result of an ageing population and a change in mindset about driving.
- Did the staff engage with Paratransit riders on the changes? Mr. Williams said there was limited engagement, but more was planned for the next month.
- The board appreciated the changing of the name of the service and for making the application available online.
- Can you ride to Vacaville from any of the Yolo areas? Yes, paratransit trips to Vacaville are allowed from anywhere that fixed route transit service operates in Yolo County. The BeeLine service in Winters also serves Vacaville, because that service follows the old Route 220.
- Can paratransit be outside of the fixed route stops? The answer was yes, the federal minimum is that paratransit needs to serve anywhere within a half mile of a bus stop. The agency can decide to go above and beyond that.
- Director Loren reminded the board that Winters is a part of both Yolo County and Solano County in some key respects.

Chair Stallard asked if there were any other questions or comments from the board; there were no further comments or questions.

Chair Stallard asked if there were any comments from the public; there were no public comments or questions.

#### **Agenda Item 6— Update on the Yolo Active Transportation Corridors (YATC) Project**

*Item 6 is a non-action item and for informational purposes only.*

Mrs. Lomeli gave a brief report on the background of the YATC project. This included:

- Will develop an active transportation plan of multi-use trails that will help address mobility barriers for low-income and minority residents of Yolo County.
- Was awarded \$1.2 million in federal funds from the Rebuilding Americans Infrastructure with Sustainability and Equity (RAISE) discretionary grant program.

Mrs. Lomeli stated the project had two objectives; to establish a long-term vision and planning document for countywide active transportation corridors and establish priorities and complete construction documents for at least one (1) and up to three (3) corridors.

The YATC project has completed the following steps:

- Selected consulting team led by Fehr and Peers.
- The consulting agreement has two phases: Design and Engineering.

The scope of work addresses the initial planning and outreach phase:

- Project Management.
- Existing Conditions Assessment.
- Public Outreach & Community Engagement.
- Plan Preparation.

Mrs. Lomeli review the project timeline which includes the following:

- August 8, 2023, kick-off meeting.
- Current Activities Include:
  - Identification of locations for bike/ped data collection
  - Establishment of origin/destination zones for travel behavior data
  - Existing Conditions analysis
  - Development of project logo and style guide
  - Development of Community Outreach plan

The next steps for the YATC project include:

- Preliminary Outreach in the Fall.
- Extensive outreach starting 2024.

Chair Stallard asked if there were any questions from the board. Questions and comments included:

- What does CRC refer to? That is the Center for Regional Change. They are a stakeholder in this project.
- Board members reviewed the first round of logo styles.
- What are the zones on the map? Mr. Abbanat responded that the locations on the map are the first 30 reviewed and recommended stops. This will be scaled down to a more manageable list as the project continues.
- The board would like to be included in recommending individuals for any committees needed on this project. Staff agreed to collaborate with the board on this.
- One Board member stated it will be important to get a safe bike route from Davis to Woodland.
- The board requested a better idea of the areas listed by names instead of points on a map.

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

## **Agenda Item 7 — Administrative Reports**

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

Director Dulcich announced the launch of a new transit service of the UC Davis health service location. This service runs from Elk Grove to UC Davis Medical Center in Sacramento. This service will be timed to connect with the Causeway Connection so that travelers from Elk Grove can transfer at the Medical Center to reach the main UC Davis campus.

Director Loren reminded everyone that the Winters Carnitas festival is occurring on September 30<sup>th</sup>. She encouraged everyone to attend.

Chair Stallard announced that YoloTD would be launching the Beeline service, and the ribbon cutting would occur on September 18<sup>th</sup>.

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

- YoloTD staff had a soft launch of the Beeline Service on September 11. The launch went well. The public launch will be September 18<sup>th</sup>.
- The Woodland transit study is underway. YoloTD is working with the City of Woodland and hope to have a report soon.
- The compensation study and the Executive Director review will be moved to October.
- YoloTD and UC Davis applied for a grant to update the campus wide transportation master plan. We were granted the money and will move forward with the project.
- YoloTD staff is reviewing an expansion of the Beeline to the city of Yolo.

Michael Klein from Transdev gave a verbal report including:

- We have the needed number of drivers to operate our current service, and we are working on having more standby operators in case of emergencies.

Ms. Bernstein reviewed the long-range calendar focusing on the items coming up in October and November which include:

### **October**

- Yolo 80 Managed Lanes Project: Workshop on Draft Environmental Impact Report
- Woodland Transit Center Relocation Study
- Closed session: Annual Performance Review for Executive Director

### **November**

- FY 22-23 1<sup>st</sup> Quarter Financial Status Report
- Preliminary financial status report on close of FY 22-23 - Unaudited
- Knights Landing Microtransit – Possible Expansion of Service Area to town of Yolo
- Scope of Work for Capital Improvement Plan
- Report/Possible Action on Salary Survey

The meeting was adjourned at 8:00 pm.

### ***Closed Session***

Respectfully submitted:



Heather Cioffi, Clerk to the Board

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



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

<b>Topic:</b> Approve Board Resolution 2023-16 Authorizing the Executive Director to execute Caltrans agreements for UC Davis Sustainable Campus Transportation Plan	<b>Agenda Item#:</b>  <b>Agenda Type:</b>	<div style="text-align: center; font-size: 2em; font-weight: bold;">3c</div> <div style="text-align: center; font-weight: bold;">Action</div>
<b>Prepared By: B. Abbanat</b>	<b>Attachments:</b> <span style="border: 1px solid black; border-radius: 50%; padding: 2px;">Yes</span> No	
<b>Meeting Date: October 9, 2023</b>		

## RECOMMENDATION:

Approve Board Resolution for the 2023-24 state fiscal year authorizing the Executive Director to execute agreements with the California Department of Transportation (Caltrans) for the Transportation Tomorrow: A Sustainable Campus Transportation Plan (CTP) for UC Davis project.

## BACKGROUND:

### *Overview*

The Caltrans Sustainable Communities grant program funds projects to encourage local and regional planning that supports state goals, implements Regional Transportation Plan (RTP) Sustainable Communities Strategies (SCS) (where applicable), and to ultimately achieve the State's greenhouse gas (GHG) reduction target of 40 and 80 percent below 1990 levels by 2030 and 2050, respectively.

In March 2023, the Yolo Transportation District (YoloTD) submitted a grant application in partnership with UC Davis for \$676,923 in funding from the Caltrans Sustainable Communities for the CTP. The project's total cost, including local match, was estimated at \$775,825.

The CTP will update and replace the 2009 UC Davis Bicycle & Transit Network Plan (BTNS) by identifying physical and programmatic strategies to reduce campus-generated VMT and to improve active transportation, transit service/operations, and safety on the UC Davis main campus in Davis, CA. Major deliverables include a Planning Context summary report and a final CTP document informed by robust technical analysis and an extensive community engagement process that will emphasize engagement with underserved members of the campus community. The plan will engage UC Davis affiliates (students, faculty, and staff), stakeholders, and entities such as Unitrans, UC Davis departments (Fire, Police, Transportation Services, Student Health & Housing, etc.), the City of Davis, and Caltrans District 3. The plan will also engage campus advisory bodies such as the UC Davis Transportation & Parking Working Group (TPWG) and the Transportation and Parking Administrative Advisory Committee (TPAAC).

YoloTD's project interest is to work collaboratively with UC Davis to help improve transit and multimodal access to UC Davis, which is the largest trip generator in Yolo County. The CTP will provide valuable inputs to integrate into forthcoming YoloTD planning efforts including an updated Short Range Transit Plan, 10-Year Capital Improvement Plan, and a countywide Long-Range Transit & Transportation Plan.

### *Roles, Responsibilities, and Funding*

UD Davis will serve as the primary project manager and YoloTD will be responsible for complying with the grant's administrative requirements including submitting invoices, quarterly reports, and project closeout. UC Davis has budgeted 3% of project budget toward YoloTD's administrative role.

Due to funding constraints, the Sustainable Communities grant program awarded \$500,000 of the original ~\$677,000 grant request, reducing the total project budget to ~\$599,000. Discussions with UC Davis confirm the project can either proceed with this funding amount or they may augment the project with additional funds.

### *Project Schedule*

The project will launch no sooner than early January 2024 and reimbursable activity must be completed by the end of April 2026. Attached is a copy of the revised grant application, including scope, schedule, & budget.

### *Resolution*

Attached herein is a resolution authorizing the Executive Director to execute agreements for this project, a requirement of the Sustainable Communities grant program.

### **Attachments:**

1. Resolution
2. Original Grant Application (does not reflect revised award amount)

**YOLO TRANSPORTATION DISTRICT**

**RESOLUTION No. 2023-16**

**AUTHORIZING THE EXECUTIVE DIRECTOR TO EXECUTE AGREEMENTS WITH THE CALIFORNIA DEPARTMENT OF TRANSPORTATION FOR THE TRANSPORTATION TOMORROW: A SUSTAINABLE CAMPUS TRANSPORTATION PLAN FOR UC DAVIS**

**WHEREAS**, in March 2023 the Yolo Transportation District submitted a grant application in partnership with the University of California, Davis (UC Davis) for the Transportation Tomorrow: A Sustainable Campus Transportation Plan for UC Davis (CTP);

**WHEREAS**, the CTP will identify physical and programmatic strategies to reduce campus-generated VMT and to improve active transportation, transit service/operations, and safety on the UC Davis main campus in Davis, CA.

**WHEREAS**, in August 2023 the CTP was awarded \$500,000 from the California Department of Transportation Sustainable Communities grant program to complete the planning project by April 30, 2026;

**WHEREAS**, local match requirements are funded by UC Davis;

**WHEREAS**, Yolo Transportation District will play a supporting role, including complying with the grant program's administrative requirements;

**WHEREAS**, the Board of Directors of the Yolo Transportation District is eligible to receive Federal and/or State funding for certain transportation planning related plans, through the California Department of Transportation;

**WHEREAS**, a Restricted Grant Agreement is needed to be executed with the California Department of Transportation before such funds can be reimbursed through the Transportation Planning Grant Program;

**WHEREAS**, the Yolo Transportation District Board of Directors wishes to delegate authorization to the Executive Director to execute these agreements and any amendments thereto;

**NOW, THEREFORE, BE IT RESOLVED** by the Board of Directors of the Yolo Transportation District, authorize the Executive Director, or her designee, to execute all Restricted Grant Agreements and any amendments thereto with the California Department of Transportation.

**PASSED AND ADOPTED** by the Board of Directors of the Yolo Transportation District, County of Yolo, State of California, this 9th day of October 2023, by the following vote:

AYES:

NOES:

ABSTAIN:

ABSENT:

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Tom Stallard, Chair  
Board of Directors

ATTEST:

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Heather Cioffi, Clerk  
Board of Directors

Approved as to Form:

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Kimberly Hood, District Counsel



# Sustainable Transportation Planning Grant Program

## GRANT APPLICATION COVER SHEET

### PART A. APPLICATION INFORMATION

FY 2023-24

Grant Category (select only one)

**Climate Adaptation** (MPOs, RTPAs, Transit Agencies, Cities, Counties, Tribes, other Public Transportation Planning Entities)

11.47% Local Match requirement (Not Applicable to Native American Tribal Governments)

**Sustainable Communities** (MPOs with sub-applicant, RTPAs, Transit Agencies, Cities, Counties, Tribes, other Public Transportation Planning Entities)

**Strategic Partnerships** (MPOs and RTPAs only)

X	Sustainable Communities Competitive (11.47% Local Match requirement)		Strategic Partnerships (FHWA SPR Part I) (20% Local Match requirement)
	Sustainable Communities Competitive Technical (11.47% Local Match requirement)		Strategic Partnerships Transit (FTA 5304) (11.47% Local Match requirement)

Application Submittal Type (more than one may be selected)

New		Prior Phases		Re-Submittal	
X	New Application		Continuation of a prior project. If so, list the Grant FY and project title below.		Re-submittal from a prior grant cycle.
					How many times has an application been submitted for this project, including this one?

### PART B. PROJECT INFORMATION

Project Title and Location

Project Title	Transportation Tomorrow: A Sustainable Campus Transportation Plan for UC Davis				
Project Location (City)	Davis	Project Location (County)	Yolo		

Funding Information

- Is the applicant proposing to meet the minimum local match requirement or an over-match? Use the Match Calculator to determine the appropriate match. [Match Calculator](#)  
☐ Minimum Local Match    ☒ Over-Match
- What is the source of Local Match funds being used?  
(MPOs – Federal Toll Credits, PL, and FTA 5303 cannot be used to match Sustainable Communities Competitive or Adaptation Planning grants)  
☒ Local Transportation Funds    ☐ Local Sales Tax    ☐ Special Bond Measures  
☒ Other, specify: YoloTD and UCD staff salary and benefits

Grant Funds Requested	Local Match (Cash)	Local Match (In-Kind)	Total Local Match	% Local Match	Total Project Cost
\$676,923	\$21,000	\$77,902	\$98,902	14.6%	\$775,825



# Sustainable Transportation Planning Grant Program

## GRANT APPLICATION COVER SHEET

### Project Description (3-5 Sentences Max.)

Insert Application Narrative:  
1. Project Description

YoloTD and UC Davis will partner to develop Transportation Tomorrow, a Sustainable Campus Transportation Plan for UC Davis. UC Davis currently lacks a contemporary, cohesive transportation plan that encompasses walking, biking, and transit projects under the guise of safety, accessibility, and equity. As such, the plan is necessary to update and expand the current UC Davis Bicycle and Transit Network Study (2009) to reflect current campus community/stakeholder input and best practices in equitable active transportation, transit, and transportation safety planning. The plan will identify physical and programmatic strategies to reduce campus-generated VMT and to improve active transportation, transit service/operations, and safety on the UC Davis main campus in Davis, CA.

Major deliverables include a Planning Context summary report and a final plan document informed by robust technical analysis and an extensive community engagement process that will emphasize engagement with underserved members of the campus community. The plan will engage UC Davis affiliates (students, faculty, and staff), stakeholders, and entities such as Unitrans, UC Davis departments (Fire, Police, Transportation Services, Student Health & Housing, etc.), the City of Davis, and Caltrans District 3. The plan will also engage campus advisory bodies such as the UC Davis Transportation & Parking Working Group (TPWG) and the Transportation and Parking Administrative Advisory Committee (TPAAC).

The plan will build upon University and regional plans and policies that promote active transportation, transit, transportation safety, infill development, public health, and GHG reduction, such as those in the UC Davis 2018 Long Range Development Plan and in the SACOG 2020 MTP/SCS.

### Project Type

Choose the Project Type that best represents the focus of the proposed project. See Grant Application Guide for examples. Two max. may be selected.

- ☐ Active Transportation (Bicycle and Pedestrian)
- ☐ Climate Change (Infrastructure Adaptation, Vulnerability and Resiliency)
- ☐ Complete Streets (Multimodal specific type)
- ☐ Corridor (Local Streets or Highways)
- ☐ Freight/Goods Movement
- ☐ General Plan (Circulation Element, Land Use Element, Specific Plan)
- ☒ Multimodal (Motorized and Active Transportation)
- ☐ Technical (Modeling, VMT Mitigation, ZEV Infrastructure, ZEB Transition, etc.)
- ☐ Transit (Bus, Light Rail, and Commuter Rail Service)
- ☒ Other, specify: Transportation System Safety

### Underserved Community Definitions



# Sustainable Transportation Planning Grant Program

## GRANT APPLICATION COVER SHEET

### PART B. PROJECT INFORMATION (CONTINUED)

the underserved communities in the project

- ☐ Rural Communities of 50,000 or less and outside of urbanized areas
- ☐ Native American Tribal Governments
- ☐ Regionally/Locally Defined Underserved Communities
- ☒ At/Below 80% Assembly Bill 1550 (Gomez, Statutes of 2016)
- ☐ At/Above 75% California Department of Education, Free or Reduced Priced Meals Data
- ☐ At/Above 75% CalEnviroScreen Version 4.0
- ☐ At/Below 25% California Healthy Places Index



# Sustainable Transportation Planning Grant Program

## GRANT APPLICATION COVER SHEET

### PART C. CONTACT INFORMATION\*

	Primary Applicant	Sub-Applicant	Sub-Applicant
Organization (Legal name)	Yolo County Transportation District	Regents of the University of California, Davis	
Dept./Division	District Office	Campus Planning & Environmental Stewardship	
Street Address	350 Industrial Way	1850 Research Park Drive, Suite 300	
City	Woodland	Davis	
Zip Code	95776	95618-6153	
Phone Number	(530) 661-0816	(530) 754-7700	
Executive Director Name	Autumn Bernstein	Ahmad Hakim-Elahi, Ph.D., J.D.	
Title	Executive Director	Executive Director	
Executive Director E-mail	abernstein@yctd.org	vcresearch@ucdavis.edu	
Financial Manager Name	Leo Levenson	James Ringo	
Title	Interim Chief Financial Officer	Director	
Financial Manager E-mail	llevenson@yctd.org	jaringo@ucdavis.edu	
Contact Person Name	Brian Abbanat	Lucas Griffith, Ph.D.	
Title	Senior Planner for Multimodal Projects	Director of Campus Planning	
Contact Phone Number	(530) 402-2879	(530) 219-2309	
Contact E-mail	babbanat@yctd.org	lagriffith@ucdavis.edu	

\*Use additional pages if necessary.





# Sustainable Transportation Planning Grant Program

## GRANT APPLICATION COVER SHEET

### PART D. COMPLIANT HOUSING ELEMENT

City/County Primary/Sub-Applicants for Sustainable Communities Grants	Yes	No
Does the City/County have a compliant Housing Element? If No, explain the current status: Not applicable for grantee and sub-recipient. 2018 LRDP includes robust expansion of on-campus student/faculty/staff/family housing.		X
Has the City/County submitted Annual Progress Report to the California Department of Housing and Community Development for calendar years 2020 and 2021?		X

### PART E. OTHER FUNDING PROGRAMS

Applicants may leverage other program funds for this planning grant, as long as the activities are eligible.

	Yes	No	N/A
Is the applicant applying for the Governor's Office of Planning and Research (OPR) Climate Adaptation Planning Grant Program? Applicants should not submit the same project application to both funding programs. However, applicants may propose to leverage funds from one funding program to another. For instance, an applicant with a large project may propose to fund one component with Caltrans funds, and another with OPR funds. Applicants may also propose two entirely different projects to each funding program.  If yes, identify the differences between each proposal, and briefly summarize the leverage opportunity if awarded both Caltrans and OPR funding:		X	
Is the applicant applying for any other funding programs to complete this project? If yes, list them here:		X	



# Sustainable Transportation Planning Grant Program

## GRANT APPLICATION COVER SHEET

### PART F. LEGISLATIVE INFORMATION

Use the following link to determine the appropriate legislative members in the Project area.

Search by address: <http://findyourrep.legislature.ca.gov/>

State Senator(s)		Assembly Member(s)	
District	Name	District	Name
3	Bill Dodd	4	Cecilia M. Aguiar-Curry

### PART G. LETTERS OF SUPPORT

List all letters of support received for the proposed project. Letters should be addressed to the applicant.

Name/Agency	Name/Agency
Vice Chancellor Clare Shinnerl, Ed.D./ UC Davis	Supervisor Lucas Frerichs/ Yolo County

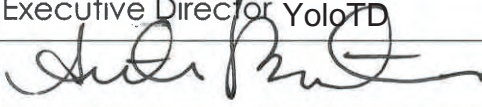


## Sustainable Transportation Planning Grant Program

### GRANT APPLICATION SIGNATURE PAGE

If selected for funding, the information contained in this application will become the foundation of the contract with Caltrans.

To the best of my knowledge, all information contained in this application is true and correct. If awarded a grant with Caltrans, I agree that I will adhere to the program guidelines.

<b>Applicant</b>			
Authorized Official (Applicant)			
Print Full Name	Autumn Bernstein		
Title	Executive Director YoloTD		
Signature		Date	3/8/23
<b>Sub-Applicant(s)*</b>			
Authorized Official (Sub-Applicant)			
Print Full Name	Chris D. Dye-Hixenbaugh		
Title	Contracts and Grants Officer, The Regents of the University of California		
Signature	Chris D. Dye-Hixenbaugh	Date	03/09/2023
<small>Digitally signed by Chris D. Dye-Hixenbaugh DN: cn=Chris D. Dye-Hixenbaugh, o=The Regents of the University of California, Davis, ou=Sponsored Programs, email=ccdye@ucdavis.edu, c=US Location: Office of Research - University of California, Davis Date: 2023.03.09 14:59:23 -0800</small>			
Authorized Official (Sub-Applicant)			
Print Full Name			
Title			
Signature		Date	
Authorized Official (Sub-Applicant)			
Print Full Name			
Title			
Signature		Date	

\*Use additional pages if necessary.



**Sustainable Transportation Planning Grant Program**  
**SUSTAINABLE COMMUNITIES - GRANT APPLICATION**  
**NARRATIVE**

**PART H. APPLICATION NARRATIVE**

FY 2023-24

**Project Information**

<b>Organization</b> (Legal name)	
<b>Project Title</b>	
<b>Project Area</b> <b>Boundaries</b>	
<b>Project Timeframe</b> (Start and End Dates)	

**Do not alter application format and font size 10**

**Application Narrative**

- 1. Project Description (10 points) - 3-5 sentences maximum; Do not exceed the space provided.**  
Briefly summarize project in a clear and concise manner, including why the project is necessary, major deliverables, parties involved, and any connections to relevant local, regional, and/or State planning efforts.



# Sustainable Transportation Planning Grant Program

## SUSTAINABLE COMMUNITIES - GRANT APPLICATION

### NARRATIVE

#### 2A. Project Justification (15 points) - Do not exceed the space provided

- Describe the problems or deficiencies the project is attempting to address, as well as how the project will address the identified problems or deficiencies
- Describe the ramifications and impact of not funding this project
- Clearly define the existing issues surrounding the project (e.g., transportation issues, inadequate transit services, impacts of heavy trucking on local streets, air pollution, etc.)
- Competitive applications support the need for the project with empirical data
- Describe how this project addresses issues raised
- Define the public benefit
- Explain how the public was involved with identifying issues



**Sustainable Transportation Planning Grant Program**  
**SUSTAINABLE COMMUNITIES - GRANT APPLICATION**  
**NARRATIVE**

2A. Project Justification (continued)



# Sustainable Transportation Planning Grant Program

## SUSTAINABLE COMMUNITIES - GRANT APPLICATION

### NARRATIVE

#### **2B. Underserved Communities Justification (5 points) - Do not exceed the space provided**

- Explain how the project area or portions of the project area are defined as an underserved community, including Native American Tribal Governments and rural communities
- Explain how the proposed project addresses the needs of the underserved community
- Describe how underserved communities will benefit from the proposed planning project
- Cite data sources, the Grant Application Guide Appendix A tools used to define underserved communities, and include a comparison to the statewide thresholds that are established in each tool

#### **2C. Underserved Communities Engagement (5 points) - Do not exceed the space provided**

- See Grant Application Guide, Appendix A, for community engagement best practices
- Describe how the proposed effort would engage underserved communities, including Native American Tribal Governments and rural communities. Include specific outreach methods for involving underserved communities
- Describe how underserved communities will continue to be engaged during the next phases after the proposed planning project is complete, including project implementation.



# Sustainable Transportation Planning Grant Program

## SUSTAINABLE COMMUNITIES - GRANT APPLICATION

### NARRATIVE

#### **3. Grant Specific Objectives (Total 35 points)**

Integrate the following Grant Program Considerations (Grant Application Guide, Chapter 1.2) in the responses for 3A-G below, as applicable:

- Caltrans Strategic Plan
- California Transportation Plan (CTP)
- Modal Plans that Support the CTP
- Title VI and Environmental Justice
- Climate Action Plan for Transportation Infrastructure
- California Adaptation Strategy
- Master Plan for Aging

#### **3A. Grant Specific Objectives (5 points) - Do not exceed the space provided**

- Explain how the proposal encourages local and regional multimodal transportation, housing and land use planning that furthers the region's RTP SCS (where applicable)
- Demonstrate how the proposed effort would coordinate transportation, housing, and land use planning components of the project to inform one another (i.e., regular coordination meetings between responsible entities, joint community meetings, letters of commitment from all relevant implementing agencies, etc.
- Explain how the proposed effort would contribute to shifts in land use towards more sustainable and equitable communities, such as more affordable housing near transit or more compact regional development patterns (Reference Grant Application Guide, Chapter 2.2, for example project types)





# Sustainable Transportation Planning Grant Program

## SUSTAINABLE COMMUNITIES - GRANT APPLICATION

### NARRATIVE

#### 3B. Grant Specific Objectives (5 points) - Do not exceed the space provided

- Explain how the proposal contributes to the State's GHG reduction targets and advances transportation related GHG emission reduction project types/strategies (i.e., mode shift, demand management, travel cost, operational efficiency, accessibility, and coordination with future employment and residential land use, etc.)

#### 3C. Grant Specific Objectives (5 points) - Do not exceed the space provided

- Explain how the proposal supports other State goals, including but not limited to:
  - State Planning Priorities (Government Code Section 65041.1)
  - Climate Adaptation Goals (State Adaptation Strategy)
  - Goals and Best Practices cited in the 2017 RTP Guidelines, Appendices K and L



**Sustainable Transportation Planning Grant Program**  
**SUSTAINABLE COMMUNITIES - GRANT APPLICATION**  
**NARRATIVE**

**3D. Grant Specific Objectives (5 points) - Do not exceed the space provided**

- Explain how the proposal encourages stakeholder involvement
- List the stakeholders involved in the planning effort (e.g., first responders, community-based organizations, local housing and public health departments, transit agencies, and partners including State, federal, local agencies)
- Explain how stakeholders will be involved throughout the project

**3E. Grant Specific Objectives (5 points) - Do not exceed the space provided**

- Explain how the proposal involves active community engagement
- Describe the specific public outreach methods/events that will be employed throughout the project
- Explain how public input will inform the project
- Describe how the effort will survey the public at the end of each outreach event to gauge effectiveness of these activities for the planning effort



# Sustainable Transportation Planning Grant Program

## SUSTAINABLE COMMUNITIES - GRANT APPLICATION

### NARRATIVE

#### **3F. Grant Specific Objectives (5 points) - Do not exceed the space provided**

- Explain how the proposal assists in achieving the Caltrans Mission and Grant Program Objectives (Grant Application Guide, Chapter 1.2): Sustainability, Preservation, Accessibility, Safety, Innovation, Economy, Health, and Social Equity, as applicable

#### **3G. Grant Specific Objectives (5 points) - Do not exceed the space provided**

- Explain how the proposal ultimately results in funded and programmed multimodal transportation system improvements
- Discuss next steps for project implementation, including timing for programming improvements that would result from the planning effort



# Sustainable Transportation Planning Grant Program

## SUSTAINABLE COMMUNITIES - GRANT APPLICATION

### NARRATIVE

<b>4. Project Management (Total 30 points)</b> See Scope of Work and Cost and Schedule samples and checklists for requirements (Grant Application Guide, Appendix B), also available on the Caltrans grants website: <a href="https://dot.ca.gov/programs/transportation-planning/division-of-transportation-planning/regional-and-community-planning">https://dot.ca.gov/programs/transportation-planning/division-of-transportation-planning/regional-and-community-planning</a>
<b>4A. Scope of Work (15 points)</b>
<b>4B. Cost and Schedule (15 points)</b>

# Scope of Work Checklist

The Scope of Work (SOW) is the official description of the work that is to be completed during the contract. Tasks 1-6 outlined in the SOW are for illustrative purposes only.

**Applications with missing components will be at a competitive disadvantage.** Please use this checklist to make sure your Scope of Work is complete.

Scope of Work Checklist	
(✓)	Ensure these items are completed prior to submitting to Caltrans
✓	Use the Fiscal Year 2023-24 template provided
✓	Include the activities discussed in the grant application
✓	List all tasks using the same title as stated in the Project Cost and Schedule
✓	Include task numbers in accurate and proper sequencing, consistent with the Cost and Schedule
✓	Exclude sub-task numbers; only include sub-headings
✓	Exclude tasks for project management and/or staff/consultant coordination; these activities should be spread among relevant tasks
✓	Include a thorough Introduction to describe relevant background, related planning efforts, the project and project area demographics, including a description of the disadvantaged community involved with the project, if applicable
✓	Include a thorough and accurate narrative description of each task
✓	Task 01 is a required task. It must be titled "Project Administration", it cannot exceed 5% of the grant award amount, and only the grantee and sub-recipient(s) can charge against this Task. This Task must only include the following activities and deliverables: <ul style="list-style-type: none"> <li>• Caltrans and grantee Project kick-off meeting at the start of the grant</li> <li>• Invoicing and quarterly reporting to Caltrans</li> <li>• DBE Reporting (federal grants only)</li> </ul>
	Include Task 02 for the procurement of a consultant (if needed). This task is for the <u>grantee and sub-recipient(s) only</u> .
✓	Include detailed public participation and services to diverse communities in the Public Outreach Task (excluding technical projects)
✓	Identify public outreach strategies in a manner that provides flexibility and allows for a diverse range of outreach methods (both in-person and on-line), considering the current COVID-19 environment (excluding technical projects)
✓	Include a Task(s) for a Draft and Final product. The draft plan must include an opportunity for the public to provide feedback (excluding technical projects).
✓	Include a summary of next steps your agency will take towards implementing the project in the Final Product
✓	List achievable project deliverables for each Task
✓	EXCLUDE environmental, complex design, engineering work, and other ineligible activities outlined in the Grant Application Guide

# SCOPE OF WORK

Project Information	
Grant Category	Sustainable Communities Competitive
Grant Fiscal Year	FY 2023-24
Project Title	Transportation Tomorrow: A Sustainable Campus Transportation Plan for UC Davis
Organization (Legal name)	Grantee: Yolo County Transportation District (YoloTD) Sub-Recipient: The Regents of the University of California, Davis (UC Davis)

## Disclaimer

Agency commits to the Scope of Work below. Any changes will need to be approved by Caltrans prior to initiating any Scope of Work change or amendment.

## Introduction

YoloTD and UC Davis will partner to develop Transportation Tomorrow, a Sustainable Campus Transportation Plan for UC Davis. UC Davis currently lacks a contemporary, cohesive transportation plan that encompasses walking, biking, and transit projects under the guise of safety, accessibility, and equity. As such, the plan is necessary to update and expand the current UC Davis Bicycle and Transit Network Study (2009) to reflect current campus community/stakeholder input and best practices in equitable active transportation, transit, and transportation safety planning. The plan will identify physical and programmatic strategies to reduce campus-generated VMT and to improve active transportation, transit service/operations, and safety on the UC Davis main campus in Davis, CA.

Major deliverables include a Planning Context summary report and a final plan document informed by robust technical analysis and an extensive community engagement process that will emphasize engagement with underserved members of the campus community. The plan will engage UC Davis affiliates (students, faculty, and staff), stakeholders, and entities such as Unitrans, UC Davis departments (Fire, Police, Transportation Services, Student Health & Housing, etc.), the City of Davis, and Caltrans District 3. The plan will also engage campus advisory bodies such as the UC Davis Transportation & Parking Working Group (TPWG) and the Transportation and Parking Administrative Advisory Committee (TPAAC).

The plan will build upon University and regional policies that promote active transportation, transit, transportation safety, infill development, public health, and GHG reduction, such as those in the UC Davis 2018 Long Range Development Plan and the SACOG 2020 Metropolitan Transportation Plan/Sustainable Communities Strategy.

In addition to guiding future investments in the campus transportation system, the plan will be prepared as a qualifying Local Roadway Safety Plan (LRSP) and Active Transportation Plan (ATP) to enable UC Davis to pursue discretionary funding for subsequent project planning, design, and implementation. UC Davis is prepared to begin implementing the plan immediately upon completion. Projects identified in the plan will be implemented as funding allows through the University's annual transportation rehabilitation program, as mitigation measures associated with on-campus development projects, and/or as discretionary funding sources are secured (i.e., for large-scale infrastructure projects).

## Planning Context

Bicycling is engrained in the fabric of the UC Davis and Davis has a reputation as the preeminent bicycling community in the United States. Historically, UC Davis' interconnected system of on- and off-street bikeways provided a high-quality and convenient bicycling experience for UC Davis students, faculty, and staff. As the campus has grown in recent years, the on-campus active transportation system has experienced increased utilization and an increased variety of micromobility devices, introducing new conflicts and degrading the overall performance of the active transportation system. While the very high volumes of people walking, bicycling, and rolling provide tremendous benefits from a VMT and GHG emissions standpoint, they introduce unique issues related to active transportation user safety, comfort, and accessibility. With UC Davis planning for over 9,000 new beds of compact infill on-campus student housing by 2030, these issues will worsen as the number and density of active transportation users increase, underscoring the needs for this plan. As communities throughout the state continue to implement aggressive actions to address climate change, including infill development and active transportation system investments, they too will begin to experience increased active transportation user demand that traditional active transportation facility design may be unable to accommodate. As such, UC Davis envisions that this plan will serve as a model for other communities contemplating how to best balance GHG emission reduction goals with active transportation user safety, comfort, and performance.

## Issues Identified

**Complex Multi-Modal Operating Environment:** According to the annual UC Davis Campus Travel Survey, approximately 48,000 students, faculty, and staff visit the UC Davis campus on a typical weekday. Approximately 63% of UC Davis affiliates bike, walk, or ride transit to campus, including 16,000 bicyclists traveling on the campus transportation system on a typical weekday.

Within the core campus, extremely high levels of people walking, bicycling, and rolling and a general lack of dedicated space for each active mode creates crowding and conflicts on active transportation facilities. Electric micromobility devices such as eBikes and eScooters have become more prevalent in recent years, representing approximately 5% of all micromobility devices on-campus as of Fall 2022. These devices increase speed differentials between active modes and introduce new conflicts on active transportation facilities. UC Davis and the City of Davis will soon implement an eBike and eScooter share program to increase travel choices and reduce GHG emissions. However, operational issues are expected to worsen as these devices continue to grow in popularity. While the UC Davis core campus prohibits the use of private motor vehicles, transit vehicles, service vehicles, and delivery vehicles mix and conflict with active modes on core campus roadways.

The operating environment transitions outside of the core campus, as campus roadways are configured to accommodate higher volumes and speeds of peak period vehicle traffic in addition to people walking, bicycling, and riding transit. Here, multi-lane roadways channelize local traffic from the City of Davis and regional traffic from SR 113 and I-80 through campus and into parking facilities located on the core campus periphery. This emphasis on vehicle traffic can create barriers to people walking, bicycling, and rolling such as infrequent crossing opportunities, long crossing distances, and physical mixing and higher speed differentials with vehicle traffic at intersections. As such, the campus transportation system requires careful planning in order to balance the often competing needs posed by its complex multi-modal operating environment.

**Safety:** The total number of reported collisions on campus increased from 109 to 156 between 2019 and 2022 (43% increase) according to UC Davis Police Department collision data, and a fatal collision involving an eBike user and a garbage truck occurred in Spring 2022. While on-

campus conflicts can be attributed in part to the very high volumes and frequent physical mixing of multi-modal traffic, additional analysis and planning are needed to better understand the evolving underlying factors that contribute to these collision trends and to identify countermeasures to reduce the number and severity of collisions on campus.

**Equitable Access to Higher Education:** According to Aggie Data, approximately 31% of UC Davis undergraduate students are under-represented minorities and 36% are first-generation college students. According to the 2019 American Community Survey, the Census Tract that comprises the UC Davis campus contains 8,900 residents (predominantly students residing on-campus) with a median household income of \$24,813 (30% of the State median household income) and 62% of whom are below the poverty level. Off-campus within Davis, residents aged 18-24 (most of whom are UC Davis students) exhibit a median household income of \$22,000 (26% of the State median household income) and 74% are below the poverty level. The provision of safe and comfortable active transportation and transit infrastructure is an important component of promoting equitable access to higher education for these underserved community members.

**Local Housing Constraints:** UC Davis has made significant investments in on-campus housing in recent years, increasing the number of on-campus beds from 9,000 to 15,000 since 2017. While these investments have provided needed relief, local housing constraints within the City of Davis require many UC Davis affiliates to secure housing outside of Davis. According to the annual UC Davis Campus Travel Survey, approximately 12% and 62% of students and employees, respectively, live outside of Davis and since 2007, the total number of students and employees who live outside of Davis has increased by over 1,300 people. These affiliates are primarily reliant on travel by private automobile given the relative lack of other transportation options for trips to/from campus, incurring considerable VMT and GHG emissions for their commute travel activity. This trend is expected to continue as longer tenured UC Davis staff retire and their replacements are unable to find housing options within Davis.

#### How the Public was Involved in Identifying the Above Issues

These issues were identified during public outreach conducted as part of the preparation of the UC Davis 2018 Long Range Development Plan and the YoloTD Comprehensive Operational Analysis, and through feedback provided by the campus community during regular meetings of the UC Davis Transportation & Parking Working Group (TPWG) and Transportation and Parking Administrative Advisory Committee (TPAAC) meetings. Moreover, UC Davis affiliates regularly provide input regarding travel behavior and attitudes towards the campus transportation system as part of the annual UC Davis Campus Travel Survey.

#### How the Plan Will Address These Issues

The issues identified by the community as listed above will be addressed throughout the Scope of Work, through inclusion of the following elements:

1. A systemic safety analysis of the UC Davis campus transportation system and identification of safety countermeasures to reduce the number/severity of collisions.
2. A Level of Traffic Stress (LTS) analysis to strategically identify UC Davis facilities most in need of active transportation facility improvements.
3. An analysis of UC Davis affiliate travel patterns to understand and serve active transportation and transit market potential.
4. Utilizing a community-driven planning process, with a focus on collecting input from underserved community members.
5. Increasing accessibility for users of all abilities by identifying and closing gaps in the active transportation and transit networks.



## Ramifications of Not Funding the Project

Without Caltrans Sustainable Communities funding, UC Davis would need to rely on its outdated Bicycle and Transit Network Study (2009) and would implement improvements without the benefit of a robust community engagement process.

## **Project Stakeholders**

UC Davis and YoloTD staff will perform and manage this project, with technical analysis, community engagement, and planning completed by Fehr & Peers, a transportation consulting firm. Fehr & Peers was previously selected by UC Davis as an on-call transportation consultant through a proper procurement process, and offers the expertise and ability to deliver the tasks identified in the Scope of Work through their existing on-call contract with UC Davis. Fehr & Peers will work under the guidance of UC Davis and YoloTD staff and feedback from the community and stakeholder engagement process.

The project team will consult a Technical Advisory Committee (TAC) throughout the project to provide technical feedback. The project team will be working with TAC members who have expertise in active transportation, transit, and safety planning and design. The project team will host bi-monthly TAC meetings during the project. The project team will ensure that Caltrans is involved and included in the TAC meeting and public outreach events. Key TAC members include, but are not limited to, the following:

- Caltrans District 3
- Sacramento Area Council of Governments (SACOG)
- Yolo County
- Yolo County Transportation District (YoloTD)
- City of Davis
- ASUCD Unitrans
- UC Davis Athletics
- UC Davis Campus Planning and Environmental Stewardship
- UC Davis Design and Construction Management
- UC Davis Facilities Management
- UC Davis Fleet Services
- UC Davis Fire Department
- UC Davis Police Department
- UC Davis Fleet Services
- UC Davis Safety Services / Risk Management
- UC Davis Student Affairs (Bike Barn, Housing & Dining Services, Student Health & Counseling Services)
- UC Davis Supply Chain / Procurement Services (vendors who drive on-campus)
- UC Davis Institute of Transportation Studies (ITS)

The project team will also consult a variety of stakeholder groups throughout the engagement process. The project team will host on-going open houses, pop-up events, and online engagement activities to solicit stakeholder feedback throughout the project. Key stakeholders for this project include, but are not limited to, the following:

- UC Davis Transportation & Parking Working Group (TPWG)
- UC Davis Transportation and Parking Administrative Advisory Committee (TPAAC)
- Aggie Food Pantry
- Aggie Compass Basic Needs Center
- Cross-Cultural Center
- Identity-based student groups (70+ currently in operation)
- Bike Davis
- UC Davis affiliates (students, faculty, and staff)

## Overall Project Objectives

Consistent with the Caltrans Mission and Grant Program Objectives, the overall project objectives are as follows:

- Sustainability – Identify and prioritize projects that promote the use of active modes, transit, and ridesharing for travel to, from, and within the UC Davis campus, thereby reducing campus-generated vehicle miles traveled (VMT) and associated greenhouse gas (GHG) emissions.
- Preservation – Identify and prioritize projects that maximize existing UC Davis transportation infrastructure assets to accommodate planned on-campus infill development, thereby minimizing the physical footprint of the campus transportation system and its effects on the surrounding natural environment.
- Accessibility – Identify and prioritize projects that will reduce/eliminate barriers to active transportation and transit access to and from the UC Davis campus, particularly across freeway interchanges, at gateways between the UC Davis campus and the City of Davis, near on-campus transit stops, and at major on-campus activity centers.
- Safety – Utilize the Safe System approach to identify and prioritize projects that will reduce the number and severity of collisions on the UC Davis campus, particularly killed or severely injured (KSI) collisions and collisions involving vulnerable roadway users such as people walking, bicycling, and rolling. Projects will increase the separation of modes in space and/or time, reduce speed differentials between modes, and/or reduce potential kinetic energy transfer between modes.
- Innovation – Identify and prioritize projects that improve safety and operations for extremely high volumes and types of active transportation users on the UC Davis campus, including those utilizing electric micromobility devices. Identify and prioritize projects that promote the conversion to zero emission transit vehicles by local and regional transit operators. Utilize mobile device origin-destination data to better understand UC Davis affiliate travel patterns and to identify strategies to increase active transportation and transit mode split for UC Davis affiliates.
- Economy – Improve the safety and comfort of the UC Davis campus transportation system to attract the research, innovation, and future leaders that drive UC Davis' substantial contributions to the local, regional, and state economies. Improve active transportation and transit access between the UC Davis campus and local businesses in the City of Davis, including those in neighboring Downtown Davis.
- Health – Emphasize the potential for improved health outcomes via increased physical activity, resulting from a greater number of UC Davis affiliates walking, biking, or rolling for daily travel activities.
- Social Equity – Conduct extensive engagement with UC Davis affiliates, stakeholders, and partners to better understand community values with respect to transportation. Identify and prioritize projects that promote safe and comfortable active transportation and transit access to employment and higher education opportunities, particularly for low-income UC Davis students and for UC Davis affiliates who are unable to secure housing locally in Davis.

## Summary of Project Tasks

### Task 01: Project Administration

YoloTD and UC Davis will manage and administer the grant project according to the Grant Application Guidelines, Regional Planning Handbook, and the executed grant contract between Caltrans and the grantee.

#### Project Kick-Off Meeting

- YoloTD and UC Davis will participate in a kick-off meeting with Caltrans District staff to review grant procedures, establish communication protocols, and review/finalize the scope of work, cost, and schedule. YoloTD and UC Davis will prepare and submit a meeting summary to Caltrans District staff.
- Responsible Parties: YoloTD, UC Davis

#### Quarterly Invoices and Progress Reports

- YoloTD and UC Davis will complete and submit quarterly invoice and progress report packages to Caltrans District staff. The progress reports will provide a summary of project progress, including grant and local match expenditures.
- Responsible Parties: YoloTD, UC Davis

Task Deliverables
Kick-off meeting with Caltrans and meeting summary
Quarterly invoice and progress report packages

### Task 1: Planning Context

#### Project Kick-Off Meeting

- Consultant will participate in a kick-off meeting with YoloTD and UC Davis staff to discuss key project outcomes, establish communication protocols, and review/finalize the scope of work, cost, and schedule. Consultant will prepare and distribute a meeting agenda and minutes to YoloTD and UC Davis staff.
- Responsible Parties: Consultant, YoloTD, UC Davis

#### Review Background Documents

- Consultant will review relevant existing planning documents including, but not limited to, the following:
  - UC Davis 2018 Long Range Development Plan (LRDP)
  - UC Davis 2007/2008 Physical Design Framework
  - UC Davis 2009 Bicycle and Transit Network Study
  - UC Davis Annual Campus Travel Survey
  - Unitrans General Manager's Report 2021-22
  - YoloTD 2021 Comprehensive Operational Analysis
  - Yolo County Community Health Needs Assessment 2022-2024
  - City of Davis 2014 Beyond Platinum Bicycle Action Plan

- Sacramento Area Council of Governments (SACOG) 2020 Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS)
- SACOG Sacramento Region Parks and Trails Strategic Development Plan
- SACOG Next Generation Transit Strategy
- Caltrans I-80 Comprehensive Multimodal Corridor Plan
- Caltrans District 3 Active Transportation Plan
- Caltrans Toward an Active California: Bicycle and Pedestrian Plan
- Responsible Party: Consultant

#### Data Collection

- Consultant will compile data related to the UC Davis main campus transportation system including, but not limited to, the following:
  - Existing and planned roadway infrastructure
  - Existing and planned active transportation infrastructure and usage
  - Existing and planned transit services, facilities, and ridership
  - Collision data for reported collisions that occurred within the last 5 years (e.g., UC Berkeley Transportation Injury Mapping System (TIMS), UC Davis Fire Department, UC Davis Police Department, UC Davis Student Health & Counseling Services)
  - Socioeconomic data for UC Davis campus affiliates (students, faculty, and staff)
  - Existing and proposed land uses
  - Parking supply and occupancy
  - UC Davis campus affiliate mode share
  - UC Davis campus affiliate origin-destination and commute travel patterns (e.g., mobile device data, US Census On the Map, UC Davis Campus Travel Survey)
  - Multi-modal traffic counts
  - Field data collection
- Responsible Party: Consultant

#### Safety Analysis

- Consultant will conduct a systemic safety analysis of the UC Davis transportation system. Consultant will analyze collisions that occurred on the UC Davis campus over the past five years, including collision hot spots, primary collision factors, underlying contextual factors, and killed and severely injured (KSI) collisions. Specific to the active transportation system, this analysis will evaluate crowding on bikeways and paths, mixing between conventional and electric micromobility devices, and mixing between active transportation users and motor vehicles (including transit vehicles). The purpose of this analysis is to identify and review high injury corridors, hot spot locations, and other potentially high-risk locations that would benefit from improvements and countermeasures identified throughout the planning process.
- Responsible Party: Consultant

#### Travel Market Analysis

- Consultant will analyze UC Davis affiliate travel and commute patterns, including an analysis of major origin-destination pairs and trip generators for internal and external trips as well as historic commute pattern trends. This analysis will quantify the number of UC

Davis affiliates that travel between campus and off-campus residential locations in Yolo County, Solano County, and the greater Sacramento region. The purpose of this analysis is to better understand the existing travel characteristics of UC Davis affiliates and to assess the potential UC Davis affiliate active transportation and transit travel markets.

- Responsible Party: Consultant

#### Level of Traffic Stress Analysis

- Consultant will evaluate the Level of Traffic Stress (LTS) for people walking, bicycling, and rolling across the UC Davis campus transportation system. The LTS evaluation will be used to identify opportunities to apply best practices for creating low stress active transportation facilities in order to accommodate a wider range of active transportation users and to encourage greater use of active modes of travel.
- Responsible Party: Consultant

#### Transit Operations Analysis

- Consultant will evaluate existing transit operations on the UC Davis campus including, but not limited to, on-campus route alignments, transit delay hot spots, locations with high levels of physical mixing between transit vehicles and active transportation users, and ingress/egress at the Silo and Memorial Union Terminals. Consultant will interview Unitrans and YoloTD staff and operators to inform the transit operations analysis, including the student drivers who operate the student-run Unitrans system.
- Responsible Party: Consultant

#### Network Gap Analysis

- Consultant will identify gaps and barriers within the active transportation and transit networks that accommodate travel to, from, and within the UC Davis campus. The connectivity analysis will identify locations where active transportation and transit facility/service improvements could be implemented to improve connectivity and enhance access for UC Davis affiliates.
- Responsible Party: Consultant

#### Vehicle Miles Traveled (VMT) Analysis

- Consultant will estimate the total vehicle miles traveled (VMT) generated by the UC Davis campus during a typical weekday. The analysis will aggregate campus-generated VMT by internal-internal, and internal-external/external-internal trips.
- Responsible Party: Consultant

#### Community Equity Analysis

- Consultant will identify areas of need for active transportation, transit, and safety improvements to enhance access, mobility, and safety for the most vulnerable users and underserved members of the UC Davis campus community. The community equity analysis will be used to prioritize projects to create more equitable access to active transportation and transit for travel to, from, and within the UC Davis campus.
- Responsible Party: Consultant

#### Documentation

- Consultant will create a Planning Context summary report describing the background document review, data collection, and analyses described throughout Task 1. The report will highlight opportunities and barriers related to transportation access, mobility, and safety on the UC Davis campus, particularly those for people walking, bicycling, and riding transit and for vulnerable users.

- The summary report will include exhibits, tables, and charts to accompany the report narrative.
- Consultant will prepare Draft and Final summary reports.
- Responsible Parties: Consultant, YoloTD, UC Davis

#### Project Management

- Consultant will participate in regular project coordination meetings with YoloTD and UC Davis staff throughout Task 1. Consultant will prepare and distribute meeting agendas and minutes.
- Consultant will submit invoices and progress reports on a monthly basis throughout Task 1.
- Responsible Party: Consultant

Task Deliverables
Kick-off meeting agenda and minutes
Draft and Final Planning Context summary reports
Project coordination meeting agendas and minutes
Monthly invoices and progress reports

## **Task 2: Community and Stakeholder Engagement**

#### Community and Stakeholder Engagement Plan

- Consultant will prepare a comprehensive community and stakeholder engagement plan to guide activities throughout the planning process. The plan will identify strategies and milestones to ensure broad engagement of the Technical Advisory Committee (TAC), stakeholders, and the UC Davis campus community, particularly underserved community members.
- Consultant will prepare Draft and Final community and stakeholder engagement plan documents.
- Consultant will update and maintain TAC, community, and stakeholder contact list.
- Responsible Party: Consultant, UC Davis

#### Technical Advisory Committee (TAC) Meetings

- Consultant will host bi-monthly (i.e., every other month) virtual TAC meetings comprised of key campus entities and partner agencies including, but not limited to, YoloTD, Unitrans, UC Davis Transportation Services, UC Davis Police Department, UC Davis Fire Department, Student Health & Counseling Services, UC Davis Student Housing & Dining Services, the City of Davis, and Caltrans. The purpose of the TAC meetings will be to discuss progress, present analysis findings and recommendations, and receive direction from members of the TAC.
- One of the early TAC meetings will include a map-based values exercise where TAC members identify what they want to protect, avoid, and create with respect to the UC Davis campus transportation system.
- Consultant will coordinate the scheduling, noticing, and set up of all TAC meetings.
- Consultant will prepare and distribute meeting agendas and minutes.

- Responsible Parties: Consultant, UC Davis

#### UC Davis Transportation & Parking Working Group (TPWG) and Transportation and Parking Administrative Advisory Committee (TPAAC) Meetings

- Consultant will participate in three meetings with each the UC Davis Transportation & Parking Working Group (TPWG) and the Transportation and Parking Administrative Advisory Committee (TPAAC) over the duration of the planning process (six meetings total):
  - The first meeting will discuss the project goals and objectives, solicit input on TPWG and TPAAC perceptions and needs regarding the UC Davis campus transportation system, and conduct a map-based values exercise where TPWG and TPAAC members identify what they want to protect, avoid, and create with respect to the UC Davis campus transportation system.
  - The second meeting will present the findings of the planning context analysis.
  - The third meeting will present the initial list of transportation network improvement projects and solicit TPWG and TPAAC input on priority projects.
- Consultant will prepare and distribute meeting agendas and minutes.
- Responsible Parties: Consultant, UC Davis

#### Community Open Houses

- Consultant will participate in three in-person community open houses over the duration of the planning process. The target audience for the community open houses will be UC Davis student, faculty, and staff and campus stakeholders.
  - The first open house will discuss the project goals and objectives, solicit input on participant perceptions and needs regarding the UC Davis campus transportation system, and conduct a map-based values exercise where participants identify what they want to protect, avoid, and create with respect to the UC Davis campus transportation system.
  - The second open house will present the findings of the planning context analysis.
  - The third open house will present the initial list of transportation network improvement projects and solicit participant input on priority projects.
- Consultant will prepare and distribute meeting agendas and minutes.
- Consultant and UC Davis will prepare and distribute event noticing through email lists, social media, the project website, and flyers/posters distributed on and near the UC Davis campus.
- The community open houses will be held on-campus during the academic year to maximize participation among the UC Davis campus community.
- Consultant and UC Davis will collaborate with UC Davis students to help facilitate engagement activities. We plan to hire UC Davis students with grant funds to assist with tabling at open houses.
- Responsible Parties: Consultant, UC Davis

#### Online Engagement

- Consultant will utilize a variety of methods of online engagement that may include, but are not limited to, online surveys, a project website, a virtual open house, and/or online mapping tools (e.g., MetroQuest, ArcGIS StoryMap). Consultant will work with UC Davis and YoloTD to identify the most effective online engagement tools to reach the broadest

cross section of the UC Davis campus community, especially underserved community members.

- Consultant and UC Davis will prepare and distribute online engagement noticing through email lists, social media, the project website, and flyers/posters distributed on and near the UC Davis campus.
- Responsible Parties, Consultant, UC Davis, YoloTD

#### Pop-Up Engagement Events

- Consultant, UC Davis, and YoloTD will facilitate up to 20 pop-up engagement events throughout the planning process. The pop-up events will meet people where they are, particularly underserved members of the UC Davis campus community.
- Consultant will prepare a traveling engagement toolbox that will be used to engage the community at existing events/venues both on-campus and in neighboring communities. These include, but are not limited to, the UC Davis Aggie Food Pantry, the UC Davis Aggie Compass Basic Needs Center, the UC Davis Cross-Cultural Center, UC Davis Picnic Day, UC Davis Whole Earth Festival, the Davis Farmers Market, and the Yolo County Fair.
- Consultant and UC Davis will prepare and distribute event noticing through email lists, social media, the project website, and flyers/posters distributed on and near the UC Davis campus.
- Consultant and UC Davis will collaborate with UC Davis students to help facilitate engagement activities. We plan to hire UC Davis students with grant funds to assist with tabling at pop-up engagement events.
- Responsible Parties, Consultant, UC Davis, YoloTD

#### Project Management

- Consultant will participate in regular project coordination meetings with YoloTD and UC Davis staff throughout Task 2. Consultant will prepare and distribute meeting agendas and minutes.
- Consultant will submit invoices and progress reports on a monthly basis throughout Task 2.
- Responsible Party: Consultant

<b>Task Deliverables</b>
Draft and Final Community & Stakeholder Engagement Plan
Online engagement tool (e.g., project website, ArcGIS StoryMap, etc.)
TAC meetings, including accompanying noticing, collateral, and meeting summary memorandums
TPWG and TPAAC meetings and accompanying meeting summary memorandums
Community open house events, including accompanying noticing, collateral, and meeting summary memorandums
Pop-up engagement events, including accompanying noticing, collateral, and meeting summary memorandums
Project coordination meeting agendas and minutes
Monthly invoices and progress reports



## Task 3: Project Development

### Performance Measures

- Consultant, YoloTD, and UC Davis will identify up to 10 performance measures to guide the plan recommendations. The performance measures will be derived from goals, policies, and standards stated in the relevant background documents reviewed in Task 1, input from the TAC, TPWG, TPAAC, community, and stakeholder values exercises in Task 2, and the Grant Program Objectives. Potential performance measures include, but are not limited to, reducing the number/severity of collisions, cost effectiveness, removal of active transportation/transit barriers, decrease in UC Davis-generated VMT, and increased access for underserved community members.
- Responsible Parties, Consultant, YoloTD, UC Davis

### Network Planning

- Consultant will develop a recommended active transportation and transit network for the UC Davis campus, focused on establishing the role of each active transportation/transit corridor/route within the overall network hierarchy. The corridor network role will inform the specific facility type recommendations completed in the subsequent subtask
- Responsible Party: Consultant

### Project Identification

- Consultant will identify a project list of active transportation, transit, and safety improvements to the UC Davis campus transportation system, including the following:
  - Active transportation/transit gap closure projects
  - New or improved bikeway and pedestrian facilities (both on- and off-street)
  - New or improved bicycle or pedestrian crossings, particularly at interchanges, freeway interchanges, and UC Davis/City of Davis gateways
  - Intersection/roadway reconfigurations
  - New or improved traffic control devices
  - Safety countermeasures to reduce the number/severity of collisions
  - New or improved transit stops/terminals, including adjoining first-/last-mile access improvements
  - New or improved on-campus transit routing and transit priority measures
  - New transit route alignment concepts between UC Davis and off-campus transit markets (e.g., Woodland Spring Lake, West Sacramento Southport, etc.)
  - Active transportation/transit access improvements for underserved community members
  - Non-infrastructure programs and wayfinding
- Responsible Party: Consultant

### Project Prioritization

- Consultant will utilize previously identified performance measures to develop a project prioritization framework. Consultant will apply the project prioritization framework to the project list to categorize projects by priority type (e.g., high, medium, and low priority). The priority list will identify infrastructure project and programs that align with community values, are feasible to implement, and address the user needs identified in Task 1.

- Consultant will prepare a technical memorandum summarizing the draft/prioritized project list and the performance measures.
- Responsible Party: Consultant

#### Project Implementation

- Consultant will develop an implementation strategy that identifies funding opportunities, existing UC Davis projects and maintenance activities, partner agencies, and future planning needs to implement the prioritized project list.
- Responsible Party: Consultant

#### Priority Project Fact Sheets

- Consultant will develop grant-ready fact sheets for up to 10 priority projects, including a project description, conceptual drawing (as applicable), and planning-level cost estimate for each project.
- Responsible Party: Consultant

#### Project Management

- Consultant will participate in regular project coordination meetings with YoloTD and UC Davis staff throughout Task 3. Consultant will prepare and distribute meeting agendas and minutes.
- Consultant will submit invoices and progress reports on a monthly basis throughout Task 3.
- Responsible Party: Consultant

Task Deliverables
Project Development technical memorandum
Project coordination meeting agendas and minutes
Monthly invoices and progress reports

## **Task 4: Draft and Final Plan**

#### Draft Plan

- Based on the work completed in Tasks 1 through 3, Consultant will prepare a Draft UC Davis Sustainable Campus Transportation Plan.
- The plan will be prepared to meet all State requirements for a qualifying Active Transportation Plan (ATP) and Local Roadway Safety Plan (LRSP).
- The plan will include a section that describes the subsequent project implementation process, as identified in Task 3.
- Responsible Party: Consultant

#### Draft Plan Public Review

- Consultant will present the draft plan to the TPWG, the TPAAC, and the TAC and solicit feedback for inclusion in the final plan.
- The draft plan will be posted to the online project engagement tool (i.e., project website) and distributed to the community and stakeholder contact list for public comment. Public comments will be collected, reviewed, and addressed in the final plan.

- Responsible Party: Consultant

#### Final Plan

- Consultant will prepare a Final UC Davis Sustainable Campus Transportation Plan that addresses the feedback provided by the public, stakeholders, and various advisory committees. These comments will be summarized and included in the appendix.
- Consultant will submit four hard copies and four ADA-accessible electronic copies of the final plan to Caltrans. Credit will be given to Caltrans on the cover page.
- Responsible Party: Consultant

#### Project Management

- Consultant will participate in regular project coordination meetings with YoloTD and UC Davis staff throughout Task 4. Consultant will prepare and distribute meeting agendas and minutes.
- Consultant will submit invoices and progress reports on a monthly basis throughout Task 4.
- Responsible Party: Consultant

#### Project Close Out

- At the conclusion of the project, YoloTD and UC Davis will complete and submit the final project filing and project close-out survey to Caltrans District staff.
- Responsible Parties: YoloTD, UC Davis

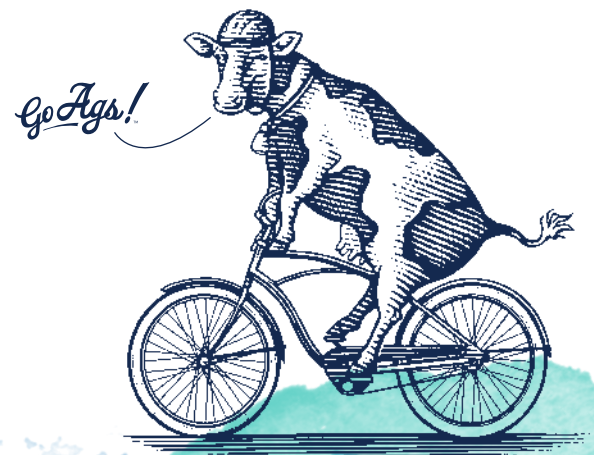
Task Deliverables
Draft and Final UC Davis Sustainable Campus Transportation Plan
Project coordination meeting agendas and minutes
Monthly invoices and progress reports
Final project filing and project close-out survey

California Department of Transportation  
Sustainable Transportation Planning Grant Program  
**COST AND SCHEDULE**

Grant Category		Sustainable Communities Competitive																																					
Grant Fiscal Year		FY 2023-24																																					
Project Title		Transportation Tomorrow: A Sustainable Campus Transportation Plan for UC Davis																																					
Organization <small>(Legal name)</small>		Grantee: Yolo County Transportation District (YoloTD)																																					
		Sub-Recipient: Regents of the University of California, Davis (UC Davis)																																					
Disclaimers		Agency commits to the Cost and Schedule below. Any changes will need to be approved by Caltrans prior to initiating any Cost and Schedule change or amendment.																																					
		Use only whole dollars in the financial information fields. No rounding up or down and no cents. Use the Local Match Calculator to ensure that grant and local match amounts are correct: <a href="#">Local Match Calculator</a>																																					
Reimbursements/ Invoicing		Does your agency plan to request reimbursement for indirect costs? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No    If yes, what is the estimated indirect cost rate?    35%																																					
		Does your agency plan to use the Tapered Match approach for invoicing purposes? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No																																					
Task #	Task Title	Grant Amount*	Estimated Local Cash Match*	Estimated Local In-Kind Match*	Estimated Total Project Cost*	FY 2023/24						FY 2024/25						FY 2025/26																					
						J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A
01	Project Administration	\$0	\$5,000	\$8,189	\$5,000																																		
1	Planning Context	\$182,331	\$2,500	\$13,591	\$184,831																																		
2	Community and Stakeholder Engagement	\$225,831	\$11,000	\$28,342	\$236,831																																		
3	Project Development	\$182,331	\$2,500	\$13,591	\$184,831																																		
4	Draft and Final Plan	\$86,430		\$14,189	\$86,430																																		
Totals		\$676,923	\$21,000	\$77,902	\$697,923																																		

# Transportation Tomorrow A Sustainable Campus Transportation Plan for UC Davis

## Map of Project Area






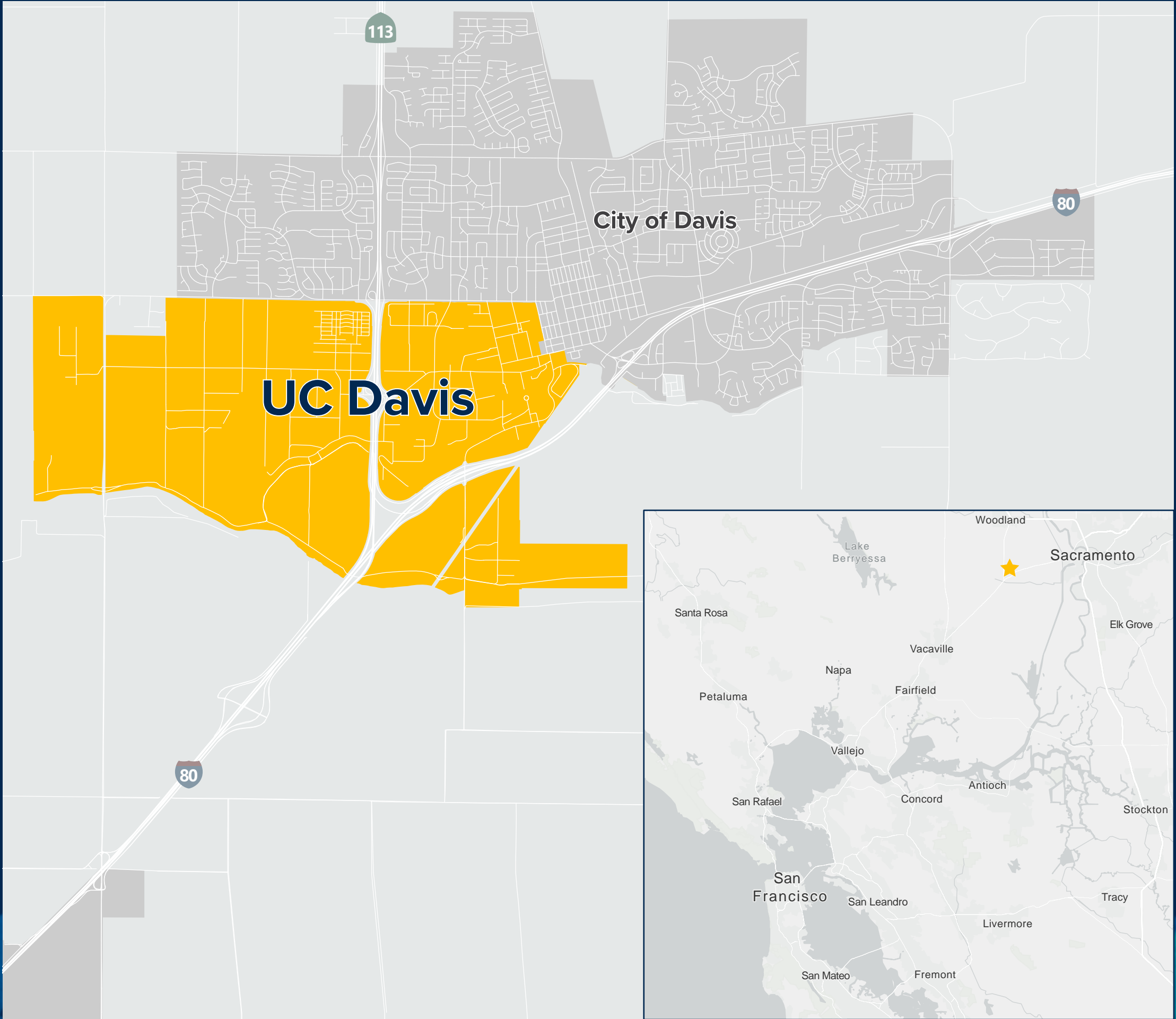
# Project Area

## WHAT YOU SEE ON THIS MAP

The project area includes the UC Davis main campus in Davis, CA. UC Davis is located along the Interstate 80 corridor between the San Francisco Bay Area, Sacramento, and the Tahoe Basin. The UC Davis campus is situated immediately adjacent to the City of Davis and the two jurisdictions, while independent, are closely related with respect to housing, transportation, land use, and economic development.

## LEGEND

-  UC Davis Campus (Project Area)
-  City of Davis
-  UC Davis Campus (Inset Map)



UCDAVIS

# Transportation Tomorrow

## A Sustainable Campus Transportation Plan for UC Davis

### Graphics and Data





# UC Davis Campus

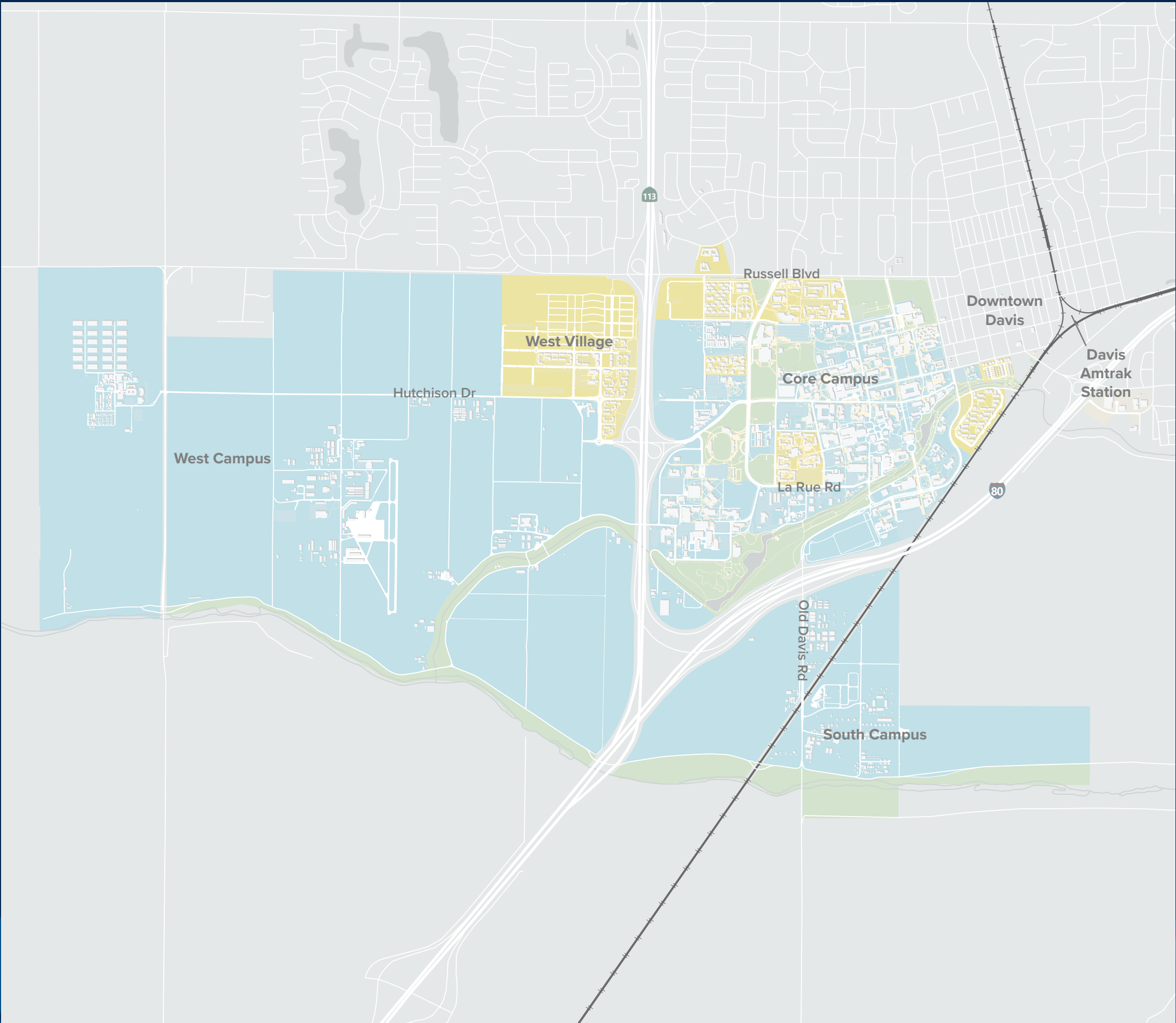
## WHAT YOU SEE ON THIS MAP

The UC Davis campus exhibits a variety of uses. The core campus, bounded by SR 113 to the west, I-80 to the south, and the City of Davis to the north and east, contains the greatest intensity of housing, recreation, and academic uses. West campus, located west of SR 113, contains the West Village student neighborhood and a variety of agricultural research uses. South campus, located south of I-80, contains research and support uses.

The core campus experiences the highest levels of multi-modal travel demand both within the core campus and between the core campus and west campus, south campus, and the City of Davis, particularly off-campus destinations such as Downtown Davis and the Amtrak Station. Travel between these areas requires users to cross barriers to active travel, particularly SR 113, I-80, Putah Creek, and major arterials that line the campus edges.

## LEGEND

- Student Housing
- Recreation/Open Space
- Academic/Research/Support





# Existing Transit

## WHAT YOU SEE ON THIS MAP

This figure illustrates the existing transit services and facilities on and near the UC Davis campus.

Unitrans is the primary local bus service provider, with routes connecting the UC Davis campus with destinations and residential areas throughout the City of Davis.

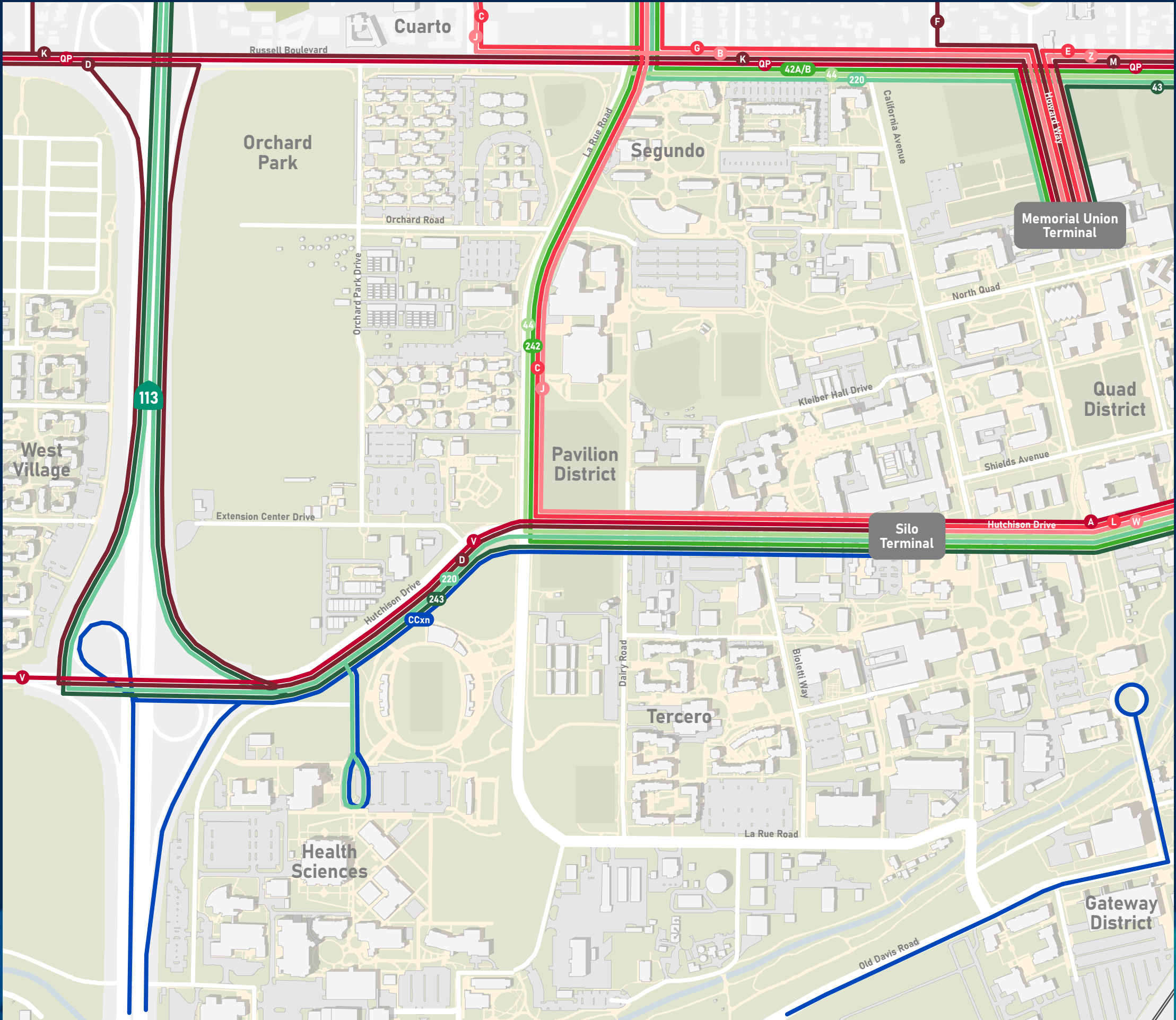
Yolobus is the primary intercity bus service provider, with routes connecting the UC Davis campus with Downtown Sacramento and communities throughout Yolo County.

The Causeway Connection is jointly operated by Yolobus and Sacramento Regional Transit (SacRT), providing connections between the UC Davis main campus and the Sacramento Campus.

Complementary ADA paratransit service is provided by Davis Community Transit and Yolobus.

## LEGEND

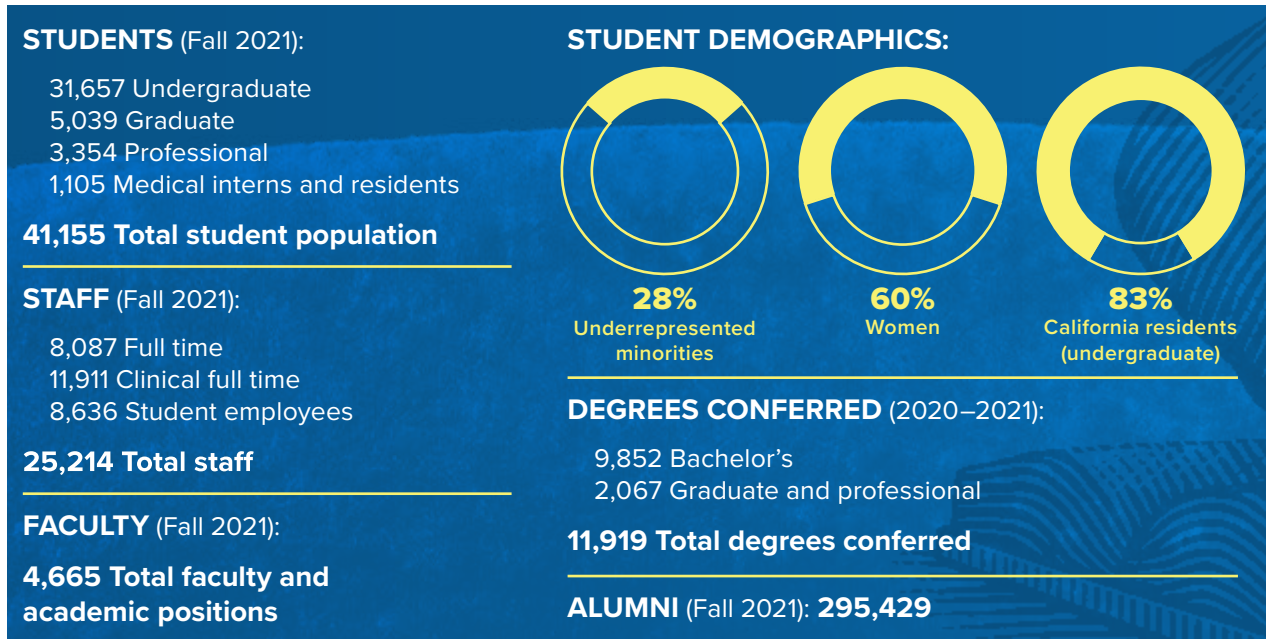
- Unitrans
- Yolobus
- Causeway Connection
- UC Davis Campus





# Campus Population

Source: 2022 UC Davis Annual Report



## Socioeconomic Data

Source: 2021 American Community Survey, 5-Year Estimates

Category	UC Davis Campus Census Tract 6113010501	City of Davis Residents Age 18-24	State of California	ACS Table
Population	8,902	22,247	39,455,353	S0101
Median Household Income	\$24,813	\$21,810	\$84,097	S1903
% Residents Below Poverty Level	62.2%	74.2%	12.3%	S1701



# Campus Travel Patterns

Source: 2021-2022 UC Davis Campus Travel Survey

## Share Using Each Mode on an Average Weekday, by Role Group

Role	Physically Travelled	Of those who physically travelled to campus								Weighted Sample	Projected Population
		Bike	eBike	Walk or Skate	Drive Alone	Carpool or Ride	Bus	Train	Ridehail		
<b>Student</b>	<b>77.8%</b>	<b>40.5%</b>	<b>0.5%</b>	<b>14.6%</b>	<b>20.5%</b>	<b>5.0%</b>	<b>18.4%</b>	<b>0.20%</b>	<b>0.20%</b>	<b>3,348</b>	<b>38,591</b>
<b>Undergraduate</b>	<b>78.6%</b>	<b>41.0%</b>	<b>0.6%</b>	<b>15.8%</b>	<b>16.8%</b>	<b>4.5%</b>	<b>21.1%</b>	<b>0.10%</b>	<b>0.20%</b>	<b>2,712</b>	<b>31,262</b>
Freshman	78.1%	55.4%	1.3%	32.4%	4.4%	1.0%	4.9%	0.10%	0.40%	599	6,909
Sophomore	81.1%	45.5%	0.7%	9.9%	12.1%	4.6%	26.9%	0.00%	0.20%	488	5,625
Junior	80.3%	39.2%	0.3%	9.1%	19.2%	5.9%	26.1%	0.20%	0.10%	695	8,015
Senior	76.3%	30.2%	0.2%	13.3%	25.8%	5.6%	24.6%	0.10%	0.10%	929	10,713
<b>Graduate</b>	<b>74.5%</b>	<b>38.7%</b>	<b>0.2%</b>	<b>9.3%</b>	<b>37.2%</b>	<b>7.2%</b>	<b>6.2%</b>	<b>0.70%</b>	<b>0.30%</b>	<b>636</b>	<b>7,329</b>
Master's	74.2%	39.6%	0.1%	8.9%	36.8%	5.9%	7.7%	0.50%	0.50%	324	3,732
PhD	74.9%	37.7%	0.4%	9.7%	37.7%	8.6%	4.7%	1.00%	0.20%	312	3,597
<b>Employee</b>	<b>59.4%</b>	<b>19.2%</b>	<b>0.5%</b>	<b>2.5%</b>	<b>68.0%</b>	<b>6.1%</b>	<b>2.1%</b>	<b>1.60%</b>	<b>0.00%</b>	<b>917</b>	<b>10,568</b>
<b>Faculty</b>	<b>62.2%</b>	<b>37.3%</b>	<b>1.8%</b>	<b>4.0%</b>	<b>46.7%</b>	<b>5.3%</b>	<b>1.3%</b>	<b>3.50%</b>	<b>0.00%</b>	<b>142</b>	<b>1,641</b>
<b>Staff</b>	<b>58.9%</b>	<b>15.7%</b>	<b>0.2%</b>	<b>2.2%</b>	<b>72.1%</b>	<b>6.3%</b>	<b>2.3%</b>	<b>1.20%</b>	<b>0.00%</b>	<b>775</b>	<b>8,927</b>
<b>Overall</b>	<b>73.9%</b>	<b>36.8%</b>	<b>0.5%</b>	<b>12.5%</b>	<b>28.8%</b>	<b>5.2%</b>	<b>15.6%</b>	<b>0.5%</b>	<b>0.2%</b>	<b>4,265</b>	<b>49,159</b>
<b>Weighted sample</b>	3,150	1,161	16	394	906	163	491	14	6	4,265	NA
<b>Projected population</b>	36,312	13,380	180	4,536	10,442	1,882	5,661	166	64	NA	49,159

Results are based on responses to question Q38 (whether they traveled to campus each day) and Q51 (travel mode each day). We calculate all mode split percentages as follows: first we calculate the percent of five weekdays that an individual used a particular mode and then take the average over all respondents. Data are weighted by role and gender.

## Share Using Each Mode on an Average Weekday, by Neighborhood in Davis

Neighborhood	Physically Travelled	Of those who physically travelled to campus								Weighted Sample	Projected Population
		Bike	eBike	Walk or Skate	Drive Alone	Carpool or Ride	Bus	Train	Ridehail		
<b>North</b>	<b>83.2%</b>	<b>35.1%</b>	<b>0.4%</b>	<b>4.4%</b>	<b>20.9%</b>	<b>7.3%</b>	<b>31.9%</b>	<b>0.00%</b>	<b>0.15%</b>	<b>376</b>	<b>4,427</b>
<b>South</b>	<b>76.1%</b>	<b>30.3%</b>	<b>1.4%</b>	<b>4.0%</b>	<b>29.2%</b>	<b>9.9%</b>	<b>25.1%</b>	<b>0.00%</b>	<b>0.10%</b>	<b>289</b>	<b>3,396</b>
<b>East</b>	<b>75.6%</b>	<b>37.4%</b>	<b>0.5%</b>	<b>7.3%</b>	<b>31.4%</b>	<b>6.4%</b>	<b>16.5%</b>	<b>0.00%</b>	<b>0.45%</b>	<b>405</b>	<b>4,765</b>
<b>West</b>	<b>80.0%</b>	<b>36.7%</b>	<b>0.0%</b>	<b>2.8%</b>	<b>28.3%</b>	<b>6.4%</b>	<b>25.3%</b>	<b>0.00%</b>	<b>0.49%</b>	<b>391</b>	<b>4,597</b>
<b>Central</b>	<b>81.9%</b>	<b>53.8%</b>	<b>0.7%</b>	<b>12.9%</b>	<b>15.8%</b>	<b>5.8%</b>	<b>10.8%</b>	<b>0.03%</b>	<b>0.13%</b>	<b>395</b>	<b>4,648</b>
<b>Downtown</b>	<b>82.4%</b>	<b>50.4%</b>	<b>0.1%</b>	<b>27.3%</b>	<b>9.5%</b>	<b>1.8%</b>	<b>10.8%</b>	<b>0.00%</b>	<b>0.00%</b>	<b>187</b>	<b>2,205</b>
<b>Overall</b>	<b>79.7%</b>	<b>40.4%</b>	<b>0.5%</b>	<b>8.4%</b>	<b>23.3%</b>	<b>6.5%</b>	<b>20.6%</b>	<b>0.01%</b>	<b>0.25%</b>	<b>2,043</b>	<b>24,042</b>
<b>Weighted sample</b>	1,629	657	9	138	380	106	336	0	4	2,043	NA
<b>Projected population</b>	19,166	7,734	100	1,619	4,469	1,243	3,953	1	47	NA	24,042

Results are based on responses to question Q38 (whether they traveled to campus each day), Q51 (travel mode each day), and Q27 (residential location). We calculate all mode split percentages as follows: first we calculate the percent of five weekdays that an individual used a particular mode and then take the average over all respondents. Data are weighted by role and gender.



# Campus Travel Patterns (contd.)

Source: 2021-2022 UC Davis Campus Travel Survey

## Driver's License, Car, and Bicycle Access

	Driver's License	Access to a Car	Access to a Bike	Weighted Sample	Projected Population
<b>Student</b>	<b>78.7%</b>	<b>51.6%</b>	<b>71.0%</b>	<b>3,280</b>	<b>38,591</b>
<b>Undergraduate</b>	<b>77.6%</b>	<b>46.7%</b>	<b>71.4%</b>	<b>2,657</b>	<b>31,262</b>
Freshman	62.2%	14.0%	79.3%	587	6,909
Sophomore	71.2%	37.0%	79.9%	478	5,625
Junior	82.3%	56.3%	69.8%	681	8,015
Senior	87.3%	65.8%	62.9%	910	10,713
<b>Graduate</b>	<b>83.3%</b>	<b>72.4%</b>	<b>69.6%</b>	<b>623</b>	<b>7,329</b>
Master's	82.2%	72.6%	65.9%	317	3,732
PhD	84.5%	72.2%	73.4%	306	3,597
<b>Employee</b>	<b>96.9%</b>	<b>94.3%</b>	<b>45.3%</b>	<b>898</b>	<b>10,568</b>
<b>Faculty</b>	<b>97.7%</b>	<b>92.3%</b>	<b>67.6%</b>	<b>139</b>	<b>1,641</b>
<b>Staff</b>	<b>96.7%</b>	<b>94.6%</b>	<b>41.2%</b>	<b>759</b>	<b>8,927</b>
<b>Outside Davis</b>	<b>96.7%</b>	<b>95.4%</b>	<b>22.4%</b>	<b>950</b>	<b>11,177</b>
<b>Within Davis</b>	<b>78.4%</b>	<b>50.6%</b>	<b>78.2%</b>	<b>3,228</b>	<b>37,982</b>
<b>Overall</b>	<b>82.6%</b>	<b>60.8%</b>	<b>65.5%</b>	<b>4,178</b>	<b>49,159</b>
<b>Weighted sample</b>	<b>3,450</b>	<b>2,539</b>	<b>2,736</b>	<b>4,178</b>	<b>NA</b>
<b>Projected population</b>	<b>40,596</b>	<b>29,879</b>	<b>32,189</b>	<b>NA</b>	<b>49,159</b>

Results are based on responses to question Q15 (driver's licensure) and Q18 (available modes to get to campus). Car access reflects those respondents who indicated that they have the option to drive alone to campus. Data are weighted by role and gender.

## Potential for Bicycling

Residence	Share Biking on an Average Weekday	Share Who Consider Biking an Option
Within 1 mile	46.4%	79.5%
1 to 2.9 miles	38.4%	78.3%
3 to 4.9 miles	19.2%	78.8%
5 to 9.9 miles	0.4%	24.2%
10 to 19.9 miles	0.5%	28.2%
20 miles or more	0.5%	17.6%
<b>Overall</b>	<b>31.0%</b>	<b>66.5%</b>

Results are based on responses to question Q18 (available modes to get to campus) and Q51 (daily travel). Data are weighted by role and gender for the 4,178 responses that were successfully geocoded and had mode choice data in Q51 (daily travel).

# Campus Travel Patterns (contd.)

Source: 2021-2022 UC Davis Campus Travel Survey

## Residential Location by Role Group

	On Campus	West Village	Off-Campus in Davis	Outside Davis	Weighted Sample	Projected Population
<b>Student</b>	<b>21.4%</b>	<b>14.5%</b>	<b>52.1%</b>	<b>12.0%</b>	<b>3,280</b>	<b>38,591</b>
<b>Undergraduate</b>	<b>24.2%</b>	<b>17.3%</b>	<b>48.0%</b>	<b>10.4%</b>	<b>2,657</b>	<b>31,262</b>
Freshman	88.8%	1.5%	4.9%	4.7%	587	6,909
Sophomore	7.4%	39.1%	47.2%	6.3%	478	5,625
Junior	4.7%	22.1%	60.8%	12.4%	681	8,015
Senior	6.0%	12.4%	66.7%	14.8%	910	10,713
<b>Graduate</b>	<b>9.4%</b>	<b>2.7%</b>	<b>69.2%</b>	<b>18.7%</b>	<b>623</b>	<b>7,329</b>
Master's	8.4%	4.9%	67.8%	18.9%	317	3,732
PhD	10.5%	0.5%	70.6%	18.4%	306	3,597
<b>Employee</b>	<b>0.6%</b>	<b>0.0%</b>	<b>37.4%</b>	<b>62.0%</b>	<b>898</b>	<b>10,568</b>
Faculty	0.9%	0.0%	61.9%	37.2%	139	1,641
Staff	0.6%	0.0%	32.9%	66.5%	759	8,927
<b>Overall</b>	<b>17.0%</b>	<b>11.4%</b>	<b>48.9%</b>	<b>22.7%</b>	<b>4,178</b>	<b>49,159</b>
<b>Weighted Sample</b>	708	477	2,043	950	4,178	NA
<b>Projected Population</b>	8,333	5,607	24,042	11,177	NA	49,159

Results are based on responses to Q27 (where do you live now?). Data are weighted by role and gender.

## Average Distance from Residence to Campus, by Role Group

	Of those geocoded, distance from campus (miles)					Weighted Sample	Projected Population
	Geocoded	Mean	Median	Minimum	Maximum		
<b>Student</b>	<b>98.3%</b>	<b>5.01</b>	<b>1.58</b>	<b>0.48</b>	<b>360.95</b>	<b>3,280</b>	<b>38,591</b>
<b>Undergraduate</b>	<b>98.4%</b>	<b>4.39</b>	<b>1.33</b>	<b>0.48</b>	<b>243.74</b>	<b>2,657</b>	<b>31,262</b>
Freshman	99.1%	1.95	0.77	0.77	72.65	587	6,909
Sophomore	98.5%	2.91	1.33	0.56	61.47	478	5,625
Junior	98.4%	5.63	1.70	0.71	243.74	681	8,015
Senior	98.0%	5.80	1.88	0.48	102.70	910	10,713
<b>Graduate</b>	<b>98.2%</b>	<b>7.66</b>	<b>2.03</b>	<b>0.49</b>	<b>360.95</b>	<b>623</b>	<b>7,329</b>
Master's	98.5%	8.47	1.96	0.49	360.95	317	3,732
PhD	97.9%	6.82	2.12	0.59	108.64	306	3,597
<b>Employee</b>	<b>96.4%</b>	<b>15.11</b>	<b>9.01</b>	<b>0.64</b>	<b>425.56</b>	<b>898</b>	<b>10,568</b>
Faculty	96.3%	12.92	2.94	0.71	82.76	139	1,641
Staff	96.5%	15.52	12.05	0.64	425.56	759	8,927
<b>Outside Davis</b>	<b>95.5%</b>	<b>26.06</b>	<b>18.54</b>	<b>1.87</b>	<b>425.56</b>	<b>950</b>	<b>11,177</b>
<b>Within Davis</b>	<b>98.3%</b>	<b>1.86</b>	<b>1.77</b>	<b>0.48</b>	<b>49.33</b>	<b>2,520</b>	<b>29,649</b>
<b>Overall</b>	<b>98.0%</b>	<b>7.18</b>	<b>1.87</b>	<b>0.48</b>	<b>425.56</b>	<b>4,178</b>	<b>49,159</b>
<b>Weighted Sample</b>	4,093	NA	NA	NA	NA	NA	NA

Distances are calculated as the shortest time network distance between respondents' geocoded cross streets given in Q29 (intersection nearest to your residence) and a point on campus near the Silo. Data are weighted by role and gender for the 4,178 cases that were successfully geocoded and had mode choice data in Q51 (daily travel).



## Existing Campus Transportation Conditions



Bicycling is engrained in the fabric of UC Davis. The Davis community has a reputation as the bicycle capital of the United States, as exhibited by the extensive on- and off-street bicycle network and high volumes of bicycle traffic throughout campus.



## Existing Campus Transportation Conditions (contd.)



The UC Davis core campus experiences extremely high levels of active transportation activity, particularly during commute and passing time periods. Given recent campus growth, many core campus active transportation facilities experience extensive crowding and conflicts during busy time periods.



## Existing Campus Transportation Conditions (contd.)



While the core campus is closed off to private vehicle traffic, transit, service, and delivery vehicles are allowed, resulting in substantial physical mixing and increased conflict potential between non-private vehicle, bicycle, and pedestrian modes on core campus roadways such as Hutchison Drive.



## Existing Campus Transportation Conditions (contd.)



A multitude of micromobility devices operate on the UC Davis campus. The mix of micromobility devices, particularly increasingly prominent eBikes and eScooters, poses new transportation challenges due to increased speed differentials between active modes and demand for active transportation facilities.



## Existing Campus Transportation Conditions (contd.)



Shared-use paths are prevalent across campus. During busy travel periods, high volumes of bicycle and pedestrian traffic and the lack of dedicated space for each mode can create conflicts between active users.



## Existing Campus Transportation Conditions (contd.)



Outside of the core campus, transportation facilities are more auto-oriented in nature and emphasize efficient movement of vehicle traffic between the surrounding freeway system and on-campus parking facilities. Active users experience greater exposure on these facilities due to features such as channelized turn lanes.



## Existing Campus Transportation Conditions (contd.)



Intersections on roadways around the periphery of the core campus typically utilize traffic signals to manage high volumes of vehicle, bicycle, and pedestrian traffic. Bicyclists and pedestrians experience increased exposure, delay, and queueing when traversing these signalized intersections, which can pose barriers to travel via active modes.



## Existing Campus Transportation Conditions (contd.)



Arterial intersections typically lack dedicated crossing facilities for both bicyclists and pedestrians, resulting in high levels of bicycle activity within marked crosswalks and increased mixing in space and time between bicyclists and pedestrians.



## Existing Campus Transportation Conditions (contd.)



Outlying areas of campus are typified by rural roadways with higher speeds of vehicle traffic and fewer active transportation facilities. Despite this, demand for active travel exists in these areas, warranting active transportation improvements to improve the safety and comfort of these facilities for active users.



## Existing Campus Transportation Conditions (contd.)



Off-campus destinations such as Downtown Davis, the Farmers Market, and the Amtrak Station are located within close proximity to the UC Davis campus. Enhancing active transportation connections between campus and off-campus destinations will improve multi-modal connectivity throughout the Davis community and support businesses within the City of Davis.



## Existing Campus Transportation Conditions (contd.)



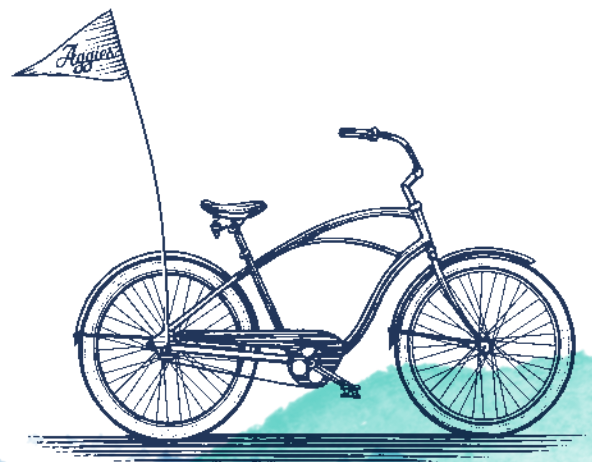
Future residential development on and near campus will increase the demand for active transportation mobility, access, and safety improvements within campus and at gateways between campus and the City of Davis.



# Transportation Tomorrow

## A Sustainable Campus Transportation Plan for UC Davis

### Letters of Support



March 8, 2023

Brian Abbanat  
Senior Planner for Multimodal Projects  
Yolo County Transportation District  
350 Industrial Way  
Woodland, CA 95776  
RE: Grant Application for the UC Davis Sustainable Campus Transportation Plan – Transportation Tomorrow

Dear Mr. Abbanat:

UC Davis is pleased to provide this letter of support to YoloTD for their application, which is being submitted in partnership with our campus, to the Caltrans Sustainable Transportation Planning Grant. As the #1 ranked university in the US for sustainability, a place where 38,500 students, staff, and faculty gather each workday, a university that generates \$6.8 Billion in economic activity for the region, and the largest employer in Yolo County, UC Davis believes that the work proposed in YoloTD's Transportation Tomorrow proposal will improve mobility for all of YoloTD affiliates throughout Yolo County, including UC Davis.

UC Davis has a long history of supporting healthy, safe, and sustainable commutes in our region, be that a bicycle, transit, or carpool trip. We believe that our collaboration with YoloTD would further advance innovative mobility, safe transportation systems, and a Complete Streets implementation to our campus and markedly reduce our vehicle miles traveled (VMT). The collaboration would allow us to further reduce our greenhouse gas (GHG) emissions as more users adopt active travel, multimodal commutes, or commute by carpool in zero emission vehicles (ZEV). In addition, we believe that the proposed YoloTD program aligns with the campus's commitment to our student's upward mobility and inclusiveness as the program will bring valuable options to underrepresented members of our campus. As of 2023, 31% of our students are Pell grant recipients and 37% of our students are first generation college students.

We truly hope that Caltrans will recognize the greater good that will result from the harmonious coordination between YoloTD and UC Davis under this grant. The connection of UC Davis, the infrastructure on our campus, and our regional connections are an important part of why YoloTD is deserving of this grant. We firmly believe the work will generate additional economic opportunities and sustainable transportation options for our community.

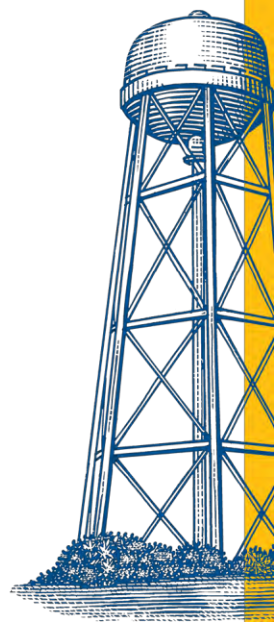
Sincerely,



Clare Shinnerl, Ed.D.  
Vice Chancellor for Finance, Operations, and Administration  
University of California, Davis  
1 Shields Ave, Davis, CA 95616  
cshinnerel@ucdavis.edu | (530) 752-6661

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# County of Yolo

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Mail: 625 Court Street, Room 204  
Woodland, CA 95695  
(530) 666-8622

District Office: 600 A Street, Suite B  
Davis, CA 95616  
(530) 757-5557

## **LUCAS FRERICHs** Supervisor, Second District

March 8, 2023

Brian Abbanat, Senior Planner for Multimodal Projects  
Yolo Transportation District  
350 Industrial Way  
Woodland, CA 95776

Subject: Letter of Support for Grant Application for the UC Davis Sustainable Campus Transportation Plan – Transportation Tomorrow

Dear Mr. Abbanat:

I am writing in my capacity as Yolo County Supervisor for District 2 to express my support to Yolo Transportation District (YoloTD) for their application, in partnership with the University of California at Davis (UC Davis), to the Caltrans Sustainable Transportation Planning Grant. Through my role as a Yolo County Supervisor, I work to ensure our communities are healthy and thriving. My district includes the campus of UC Davis, and I'm honored to serve on boards working to increase sustainable mobility solutions, including the Yolo Transportation District.

UC Davis is a leader in sustainability. As the largest employer in Yolo County, UC Davis' efforts to reduce single-occupancy commute trips and increase mobility options will have a substantial impact on Yolo County's ability to achieve a carbon negative footprint by 2030. In addition, this proposal aligns with YoloTD's priority of partnering with local organizations to address the current and evolving mobility needs of Yolo County. The Transportation Tomorrow proposal will help improve mobility throughout Yolo County, reduce vehicle miles traveled (VMT) and provide significant improvement in transportation safety for all 38,500 students, staff, and faculty who are on campus on the average weekday. As a campus where 31% of the students are Pell grant recipients and 37% of the students are first generation college students, the outcome of this proposal brings an important focus on transportation equity for vulnerable and under-resourced populations.

The partnership between YoloTD and UC Davis will bring forward innovative mobility, safe transportation systems throughout Yolo County, and a complete streets implementation to the campus. We have a history of successful partnerships and collaborations with YoloTD and UC Davis. I'm excited about the opportunity to advance our collective sustainability goals through this proposal. I am fully supportive of this grant application and strongly recommend it for funding. Thank you for your thoughtful consideration of this request.

With appreciation,

Lucas Frerichs, Yolo County Supervisor, District 2

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

<b>Topic:</b> Updated YoloTD Microtransit Policies Effective October 2023	<b>Agenda Item#:</b>	<b>3d</b>
	<b>Agenda Type:</b>	<b>Action</b>
		<b>Attachments:</b> <u>Yes</u> No
<b>Prepared By: C. Williams</b>		<b>Meeting Date: October 9, 2023</b>

**RECOMMENDATION:**

Approve an update to our microtransit policy including updated microtransit maps for Knights Landing, Winters, and Woodland, updated service schedule for the newly launched Woodland service, and eliminating expiration dates for ride credits purchased through the RideCo app.

**BACKGROUND:**

On June 12, 2023, the Yolo County Transportation District Board approved updated policies for Beeline microtransit service. The updated policy document included:

1. Eligibility – *eliminates residency requirement for Knights Landing and Winters service*
2. Identification requirements
3. Reservation policy
4. Personal belongings, luggage and clothing policy
5. Hours of service
6. Zone maps
7. Fares and acceptable forms of payment
8. Non-service animals
9. Cancellations, No Shows and Reimbursements
11. Suspension of service
12. Penalties for disorderly conduct.

However, the updated microtransit policy did not include the service hours or final maps for the Woodland Beeline service since the service map and service times were not yet approved by the Board. Since both items were approved by the Board, and the Beeline Woodland service has launched, staff request the Board approve the updated Microtransit Policy Document to include the updated Woodland Beeline service time, along with updated maps consistent with those displayed on Beeline brochures. Additionally, we are requesting that the Board approve changes to the ride credit policy and permit the use of complimentary tickets and two-way tickets on the Beeline Microtransit service. The policy approved by the Board established an expiration date for ride credits purchased through the BeeLine app. However, this is inconsistent with policies governing our physical fare media (eg cash value tickets and passes), which do not expire. Therefore, staff recommends removing the language about expiration of ride credits purchased through the RideCo app, and allowing complimentary and two-way tickets as appropriate fair types to ensure consistency for all riders.

**Attachments:**

1. October 2023 Microtransit Policies Update



# **Yolo County Transportation District**

## **Microtransit Policy Guide**

***Updated October 2023***

Yolo County Transportation District  
350 Industrial Way  
Woodland, CA 95776  
530.681.0816 Phone  
530.661.1732 Fax  
[www.yolobus.org](http://www.yolobus.org)

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## Introduction

The purpose of this document is to set policy in accordance with all applicable Federal Transit Administration (FTA), ADA, state, and local regulations regarding YoloBus microtransit demand-responsive services.

### Microtransit Service Overview

In March 2023, YoloTD board members approved to rebrand YoloTD's microtransit service from YourRide to the *"Beeline, On-Demand Transit by YoloBus"*. Microtransit is a shared transportation service that operates in the space between traditional fixed route transit and ride hailing technology. The Beeline will serve as YoloTD's affordable on-demand service that will operate in the communities of Knights Landing, Winters, and Woodland. With the new Microtransit model you can easily book an on-demand trip and head to work, run errands, or even connect with other YoloTD's services right from your phone using the RideCo app or dial our microtransit landline number to book a ride.

### About Yolo Transportation District

The Yolo Transportation District (YoloTD) is a special district funded by the cities of Davis, West Sacramento, Winters, and Woodland, as well as by the County of Yolo. YoloTD oversees the operation of local and intercity public transit services across a three-county (Yolo, Sacramento, and Solano Counties) service area. Services include YoloBus fixed route transportation services, as well as complementary Americans with Disabilities Act (ADA) services in West Sacramento, Winters, Woodland, and Yolo County, and microtransit demand-responsive services.

## Hours of Operation

The table below shows the hours of operation for the service. Note that hours vary by location.

Service Area	Monday-Thursday	Friday	Saturday	Sunday
Knights Landing	<b>8:30am – 5:30pm</b>	<b>8:30am – 5:30pm</b>	<b>Service does not operate</b>	<b>8:30am – 5:30pm</b>
Winters	<b>8:30am – 4:30pm</b>	<b>8:30am – 4:30pm</b>	<b>8:30am – 4:30pm</b>	<b>Service does not operate</b>
Woodland	<b>7:00am-7:00pm</b>	<b>7:00am-11:00pm</b>	<b>9:00am-11:00pm</b>	<b>9:00am-6:00pm</b>

## Fares and Transfer Policies

### Woodland Fares

Type of Fares:	Cost
One way regular	\$3
Youth (Ages 0-18)	\$1.50
One way Senior (62+)/Disabled	\$1.50

### Knights Landing Fares

Type of Fares:	Cost
One way regular	\$2
Youth (Ages 0-18)	\$1.50
One way Senior (62+)/Disabled	\$1.50

### Winters Fares

Type of Fares:	Cost
One way regular	\$2
Youth	\$1.50
One way Senior (62+)/Disabled	\$1.50

### How to Pay:

1. The preferred form of payment is through the RideCo app.
2. Connect card, Cash, Cash value tickets at \$10, \$20, \$30 and Zip Pass **are** eligible forms of fare media for microtransit service.
3. Two-way tickets are **are** eligible for microtransit service.
4. Complimentary tickets are **are** eligible for microtransit service.
5. Cash value tickets **are** eligible for microtransit service; The passenger must provide the cash value ticket upon boarding.
6. Promotional tickets are **not** eligible for microtransit service.
7. Sacramento Regional Transit passes are **not** eligible for microtransit services.
8. There are **no** student discounts for microtransit service.

### Transfer Policies:

1. Transfers to and from microtransit to local and intercity routes are free.
2. Transfers to and from express routes to microtransit are **not** free. For riders using express service, to receive a transfer the rider must pay the difference between the cost of their express route and the cost of a microtransit trip.



## Reservations

**Reservations by Rideco app:** Reservations made through the Rideco app can be made in real time during hours of operations, or up to seven days in advance.

**Reservations by Phone:** Reservations can be made 30 minutes prior to service starting and 30 minutes before service ends. Passengers can book rides up to 7 days in advance.

## Eligibility and How to Register

Anyone is eligible to ride microtransit service once the individual is registered in the RideCo Application. You do not need to be a resident of Winters, Knights Landing or Woodland to use the service.

To use the service, individuals must register in the Rideco App. To register, you can download the App to your smartphone and register via the App. To register by phone, call our microtransit service center at (insert phone number). Individuals requesting YoloBus Microtransit service can call in to request a trip or book a trip using the Rideco App.

### Rider Identification

Have your pass or student ID ready upon boarding. Bus operators will not be able to provide change.

## Service Area Maps

YoloTD microtransit service is available in three service areas, or zones: Winters, Knights Landing, and Woodland. Winters trips may also start or end in Davis or Vacaville. The exact service areas are shown in the maps below.

To ensure safety, exact pickup and drop off locations will be determined by the Rideco System. You will be picked up and dropped off as close to your destination as possible.

## Winters

Passengers traveling to/from Winters must start or end their trip in Winters in the zone shown below. The other end of the trip must be within Winters, or within the city limits of Davis or Vacaville.

## Winters Service Zone



### Hours of Operation

**Mon-Thu** 8:30 AM-4:30 PM

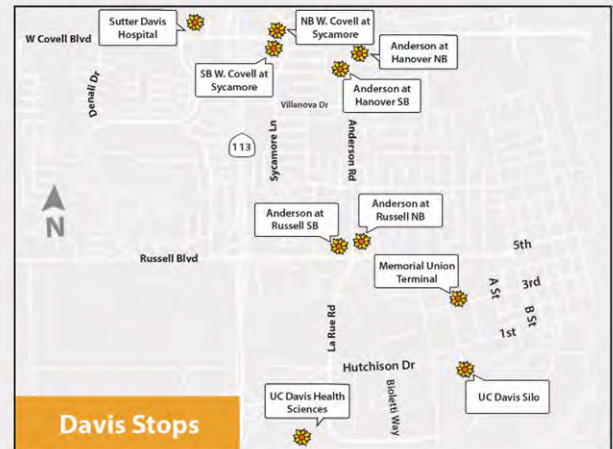
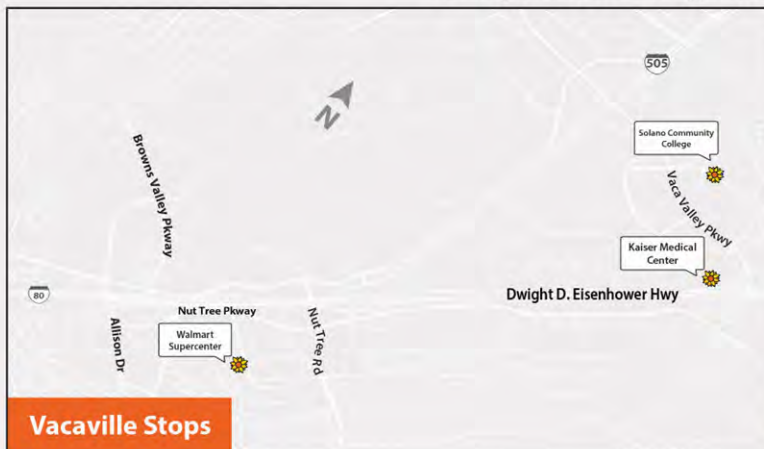
**Fri** 8:30 AM-4:30 PM

**Sat** 8:30 AM-4:30 PM

**Sun** Service does not operate

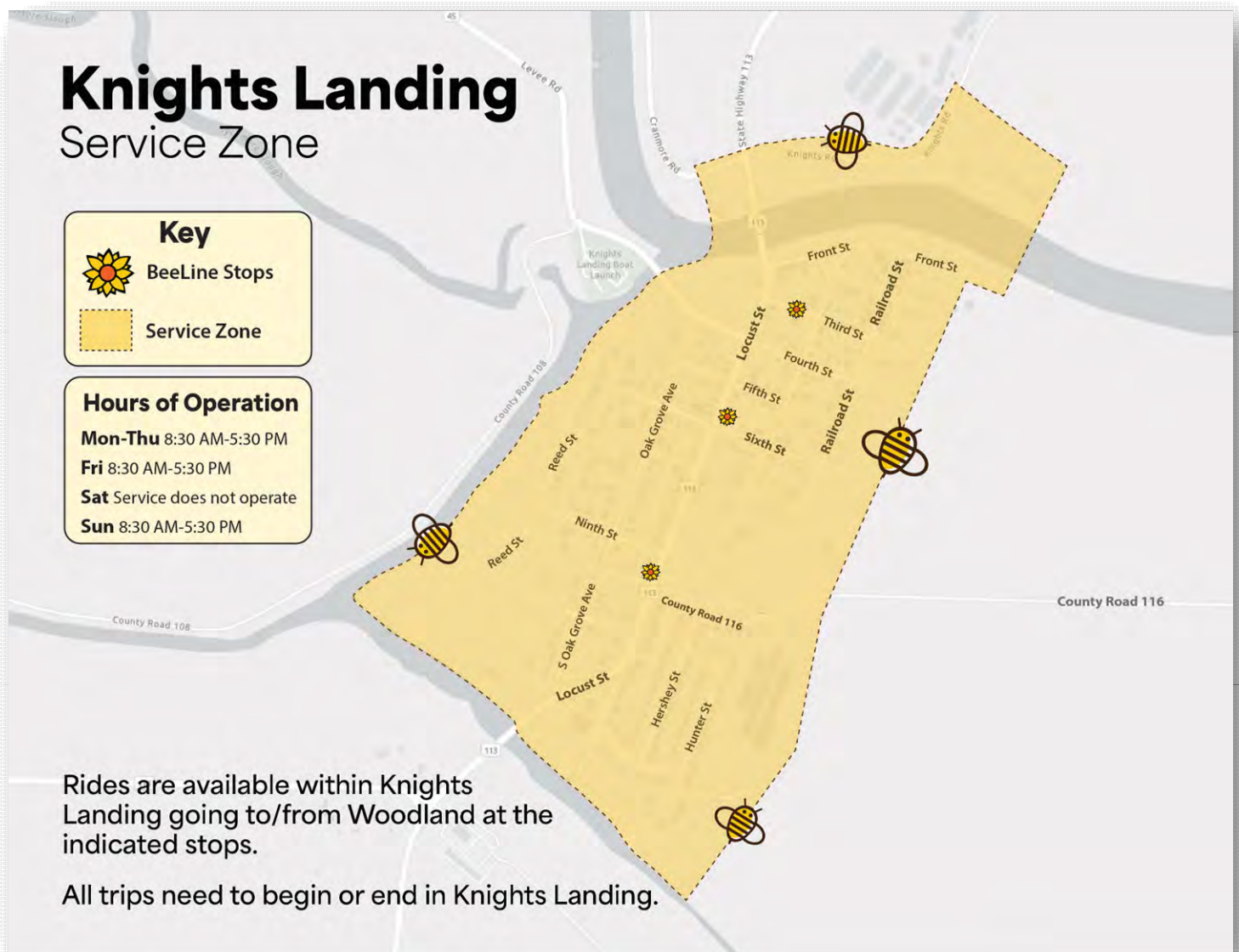


Rides are available within Winters and to/from the cities of Davis and Vacaville at the indicated stops. All trips need to begin or end in Winters.



## Knights Landing:

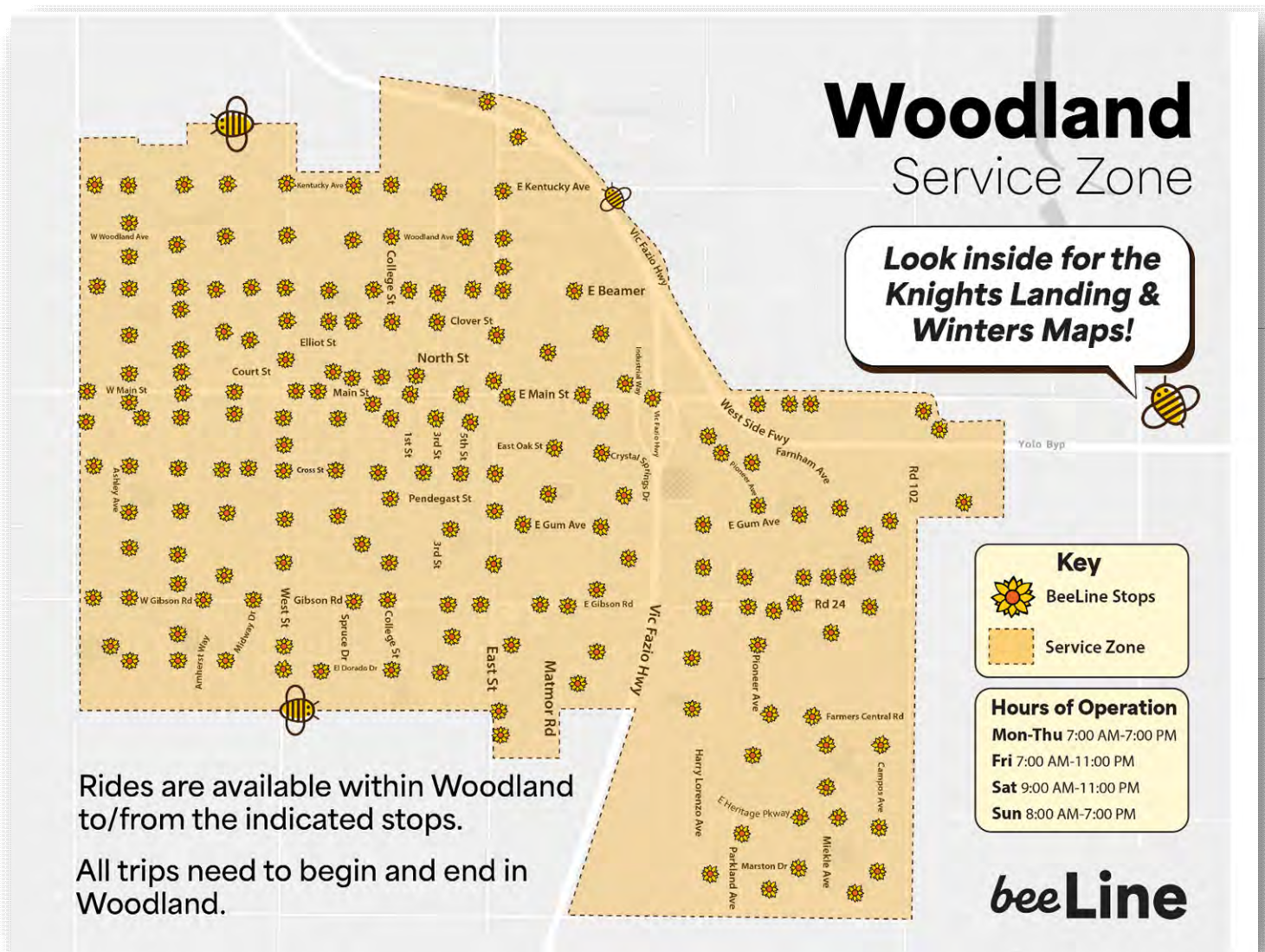
Passengers traveling to/from Knights Landing must start or end their trip in the zone shown below. The other end of the trip must be within the Woodland zone map shown on the next page.





## Woodland:

Passengers traveling within the City of Woodland, or between Woodland and Knight's Landing, must start or end their trip in the zone shown below.



## Bikes on Board

Up to two bikes can be stored on the bicycle rack on the front of the vehicle. Properly secure bicycles to bicycle racks from the curbside of the vehicles. YoloBus is not responsible for lost, damaged, or stolen bicycles.

Electric-assist bikes (aka e-bikes), cargo bikes, mopeds, electric-assist scooters, and similar devices are not allowed on microtransit van bike racks due to the weight of these devices and the design of the bike racks.

Foldable bikes and foot scooters are allowed on board if they are small enough to be safely stored between or under seats without blocking the aisle.

## Rider Cancellations, No Shows and Reimbursements

**All fees or reimbursements can only be applied if passengers are using debit/ credit cards or Ride Credits to request a trip.**

1. Timely Cancellation Threshold: If a passenger cancels their ride any time after booking and within 2 minutes after the app confirms their trip, they will receive the full amount in Ride Credits.
2. Late cancellation fee: If a passenger cancels more than two minutes after their trip is confirmed, 40% of the fare will be collected with the remaining amount returned as ride credits.
3. Late pickup threshold: If the passenger cancels the ride before they are picked up, when the system estimates that they'll be picked up 20 minutes after their guaranteed pick-up time window, they will receive a full refund as ride credits.

Late drop-off threshold: If the rider cancels the ride before they are picked up, when the system estimates that they'll be dropped off 20 minutes after their guaranteed arrival time, they will receive a full refund to their method of payment.

1. ~~Use of Ride Credits: If the passenger has been refunded Ride Credits, they must be used within 90 days.~~
2. Suspension for continued no show: Passengers can miss three trips before receiving a temporary suspension from using microtransit regardless of if they book a trip through the app or reserve over the phone.
3. No Show Fee: Passengers that commit a no shows will be charged a fee equivalent to the full value of the fare. Passengers who reserved their trip by phone who no showed could

be penalized or temporarily suspended from service depending on the frequency of violations.

4. Exceptions to No-Show Fee Policy:

If a passenger is a no-show when the system estimates that they'll be dropped off 20 minutes after their guaranteed arrival time, they will receive a full refund in ride credits.

5. If the passenger is a no-show when the system estimates that they'll be picked up 20 minutes after their pick-up time window, they will receive a full refund in ride credits.

## **Rider Behavior and Rules**

1. Be courteous to others-refrain from having loud and/vulgar conversations.
2. Report any suspicious items or activities immediately.
3. Quietly use your personal devices.
4. Do not carry weapons or any dangerous, flammable, hazardous or illegal items that can cause hazard or inconvenience.
5. Do not talk to or distract the operator when the vehicle is in motion.
6. Do not solicit, panhandle, advertise, make unreasonable announcements, or create unsanitary conditions on the vehicles.
7. Please stay seated during the duration of your trip.
8. Do not stand on any objects and ensure that your seat belt is secure.
9. Do not run after the microtransit vehicle if you miss your trip.
10. Do not walk in front of the microtransit vehicle after disembarking, if you need to remove your bicycle notify the operator as you leave.
11. Do not offer gifts or gratuities to the operator.
12. The driver will not be able to assist with packages/belongings beyond securing them onboard the vehicle.
13. Service animals are allowed to board YoloBus buses. A "service animal" is any animal specifically trained to work or perform tasks for an individual with a disability.
14. Non-Service animals are not allowed on Microtransit service.
15. Keep food and drinks unopened in sealed containers while on the vehicle.
16. Wear appropriate clothing and footwear while on the vehicle.
17. All passengers shall use the safety belts provided in the vehicles.

## Youth Fares, Policies, and Safety Equipment

1. Youth riders 12 and under are required to book a trip with a guardian to use microtransit service. A guardian is defined as any persons ages 13+.
2. All children until the age of eight, or until they reach a height of 4 feet 9 inches, must travel in a child safety seat to comply with California State Law.
3. Parents or guardians are responsible for securing their child's safety.
4. Drivers are not permitted to lift or carry children.

## Personal Care Attendants, Wheelchairs, and Options for ADA Riders

1. A personal care attendant (PCA) is defined as someone designated or employed specifically to help the eligible individual meet his or her personal needs.
2. Personal care attendants ride with disabled passengers with IDs for free.
3. Yolobus Microtransit shall accommodate wheelchairs, scooters, and other mobility devices.
4. Some, but not all, microtransit vehicles are equipped with wheelchair lifts.
5. Passengers in need of the lift must specifically request a wheelchair-accessible vehicle, in the Rideco app or when booking by phone.
6. Passengers who need the lift to board but are not wheelchair users may use the lift in a standing position.
7. Paratransit fares are not accepted on Microtransit service.

## Policy on Suspension of Service

Suspension of service will be enforced if a rider logs three no-show pickups for microtransit service or if a passenger engages in violent, disruptive, or illegal conduct.

1<sup>st</sup> suspension: one (1) 2-week period

2<sup>nd</sup> suspension: one (1) 3-week period

3+ suspensions: one (1) 4-week period

## Service Suspension for Violent, Seriously Disruptive and/or Illegal Conduct

Service shall immediately be denied for 30 days to passengers who engage in violent, seriously disruptive or illegal conduct. This includes, but is not limited to:

1. Threats of physical harm to other passengers, drivers or other service personnel
2. Physical assault or battery on driver or other passengers
3. Verbal abuse, intimidation or altercation with driver or other passengers

4. Unlawful harassment of driver or other passengers, including, but not limited to unwelcome verbal, nonverbal, or physical behavior having sexual or racial connotations.
5. Unauthorized use of or willful damage to vehicle equipment

Repeatedly violating riding rules, including smoking on the vehicle, standing while the vehicle is in motion, eating or drinking on the vehicle without valid medical reason, defacing equipment or refusing to comply with other service requirements specified in the policies included in this document.

Failing to maintain acceptable personal hygiene standards could interfere with the safe operation of the vehicle by the driver or with the use of the service by other passengers. Any other criminal conduct defined in and/or prohibited by the California Penal Code Riders who exhibit violent, seriously disruptive and/or illegal behavior may be suspended from service immediately for 30 days (from the date when the incident occurred). The rider shall be contacted by Yolobus Microtransit administration to investigate the alleged situation or incident. If Yolobus Microtransit administration determines the rider's behavior to be disruptive or violent, the rider shall be sent a written notice by Yolobus Microtransit explaining the reasons for the suspension.

Disruptive behavior which is determined to be due to a disability of the rider may not result in a suspension. However, Yolobus Microtransit may require the rider to travel with a Personal Care Attendant (PCA) if it is established that the rider's behavior poses a significant potential threat of harm to other passengers or to the paratransit driver.

If such disruptive behavior continues and the required PCA is unable to prevent further instances of such behavior so that the rider continues to present a potential safety problem, service for the rider may be permanently discontinued.



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

<b>Topic:</b> Authorize Executive Director to Grant a Temporary Construction Easement PG&E	<b>Agenda Item#:</b>  <b>Agenda Type:</b>	<b>3e</b>  <b>Action</b>
		<b>Attachments:</b> <u>Yes</u> No
<b>Prepared By: C. Mikula</b>		<b>Meeting Date: October 9, 2023</b>

**RECOMMENDATION:**

Approve a temporary construction easement to Pacific Gas and Electric Company (PG&E) retroactively effective September 20th, 2023 to January 20th, 2024.

**BACKGROUND:**

On June 12, 2023, the Yolo County Transportation District Board was contacted by PG&E to request the use of seven parking spaces in the staff parking lot to stage PG&E cranes, utility vehicles, and other equipment needed to inspect and clean an underground gas line located in the parking lot of the YoloTD headquarters. In exchange for approving the easement, PG&E will provide five-hundred dollars per month in compensation for a total amount of \$2,000. If there is a need by PG&E to extend the terms of the easement, they will continue to compensate YoloTD (In this case YOLO COUNTY TRANSIT AUTHORITY). Staff will be notified by PG&E a week in advance prior to the need to use the requested parking spaces. The construction work will not prohibit staff from attending work during their normal working hours.

YoloTD Counsel Kimberly Hood reviewed the Temporary Construction Easement Agreement (provided by PG&E) on September 26, 2023. She noted that the draft agreement is favorable to PG&E but did not have any major concerns provided that YoloTD does not anticipate needing the space covered by the easement.

**Attachments:**

1. PG&E Temporary Construction Easement Agreement

## TEMPORARY CONSTRUCTION EASEMENT

YOLO COUNTY TRANSIT AUTHORITY,

(collectively “**Property Owner**”), hereby grants to PACIFIC GAS AND ELECTRIC COMPANY, a California corporation (“**PG&E**”), a temporary construction easement (“**TCE**”) for good and valuable consideration, the receipt is hereby acknowledged, to be used in connection with PG&E’s project (“**PG&E’s Project**”), within Property Owner’s lands which are situated in the City of Woodland, County of Yolo, State of California, identified as County Assessor’s Parcel Number 063-050-002 (the “**Property**”).

The activities allowed under this TCE is/are described as follows:

- (a) To use for staging purposes, including the right to park vehicles and store materials and equipment.*
- (b) to park vehicles in connection with PG&E’s Project.*

The activities described above shall be within the area(s) delineated on the map attached and collectively referred to as (“**Temporary Easement Area**”).

1. **Term.** The term of this TCE shall be for a period of 4 months commencing on September 20, 2023 and shall terminate on January 20, 2024 (the “**Term**”). PG&E shall have the right, subject to the terms herein, to extend the Term on a month-to-month basis for up to six (6) months by giving the Property Owner written notice of its intention prior to the expiration of the Term. This TCE shall be irrevocable during the Term, except in the case of material breach of the terms and conditions of this TCE.
2. **Compensation.** PG&E shall pay Property Owner five hundred dollars (\$500.00) per month for a total amount of two thousand dollars (\$2,000.00) as compensation for this TCE and shall deliver the total payment after receiving a completed IRS W-9 Form and an executed copy of this TCE. If PG&E extends the Term of this TCE, PG&E shall pay Property Owner five hundred dollars (\$500.00) per month for the duration of the extended Term.
3. **Exclusive Use; Access; Fencing.** During the Term of this TCE, PG&E shall have the exclusive right to use the Temporary Easement Area and the right of ingress to and egress from the Temporary Easement Area. PG&E shall have the further right to erect and maintain temporary fencing and gates with a locking device to enclose the Temporary Easement Area, and shall remove such fencing and gates at the end of the Term.
4. **Indemnification.** PG&E agrees to indemnify Property Owner against any loss and damage which shall be caused by any wrongful or negligent act or omission of PG&E or of its agents or employees in the course of their employment, provided, however, that this indemnity shall not extend to that portion of such loss or damage that shall have been caused by Property Owner’s comparative negligence or willful misconduct.

5. **Compliance with Laws.** Interpretation and enforcement of this TCE shall be governed by the laws of the State of California. In exercising the rights granted under this TCE, PG&E shall comply with all laws, ordinances, and regulations pertaining to its use. PG&E is required under State and local law to re-stabilize any disturbed project location within the Temporary Easement Area in order to control soil erosion and sediment runoff, in accordance with applicable project permits. PG&E shall have the right to access the Temporary Easement Area as reasonably necessary to allow it to meet any applicable project permit obligations after the Term.
6. **Restoration.** Upon completion of PG&E's Project, PG&E shall repair any damage and restore the Temporary Easement Area to as near as practicable to the condition that existed prior to PG&E use under this TCE. PG&E shall remove all personal property. PG&E shall not be responsible for removing any gravel from the Temporary Easement Area and Property Owner shall own and assume all maintenance and liability associated with the gravel.
7. **Representation.** Property Owner represents and warrants the Temporary Easement Area is vacant and free from any encumbrances that would interfere with PG&E's full enjoyment of this TCE.
8. **Entire Agreement.** This TCE supersedes all previous oral and written agreements between and representation by or on behalf of the parties and constitutes the entire agreement of the parties with respect to the subject matter hereof. This TCE may not be amended except by a written agreement.
9. **Authority of Signatory.** Each party to this TCE warrants to the other that it has the right and authority to enter into and consummate this TCE and all related documents.
10. **Successors, Heirs, and Assigns.** This provisions of this TCE shall inure to the benefit of and bind the successors and assigns of the respective parties. Property Owner shall be responsible for disclosing this TCE to any prospective buyers or new owner(s) of the Property and agrees to provide PG&E with written notice of any sale or transfer of the Property during the Term or any amendment to the Term of this TCE.
11. **Electronic Signatures.** This TCE may be executed by electronic signature(s) and transmitted either by facsimile or in a portable document format ("pdf") version by email and such electronic signature(s) shall be deemed as original for purposes of this TCE and shall have the same force and effect as a manually executed original.
12. **Execution in Counterparts.** *This TCE may be executed in two or more counterpart copies, each of which shall be deemed as an original and all of which, when taken together, shall constitute one and the same instrument.*

PROPERTY OWNER:

By: \_\_\_\_\_

Name: \_\_\_\_\_

Its: \_\_\_\_\_

Date: \_\_\_\_\_

PG&E:

By: \_\_\_\_\_

Name: \_\_\_\_\_

Its: \_\_\_\_\_

Date: \_\_\_\_\_

## Temporary Easement Area



## BOARD COMMUNICATION: YOLO TRANSPORTATION DISTRICT

350 Industrial Way, Woodland, CA 95776---- (530) 661-0816

<b>Topic:</b> Yolo 80 Managed Lanes Project Update	<b>Agenda Item#:</b>	<b>4</b>
	<b>Agenda Type:</b>	<b>Informational</b>
		<b>Attachments:</b> <b>Yes</b> <b>No</b>
<b>Prepared By: B. Abbanat</b>		<b>Meeting Date: October 9, 2023</b>

*Staff Note: YoloTD staff are aware of recent media reports regarding the demotion of Caltrans Headquarters Director of Planning over alleged concerns raised about the pavement rehabilitation project currently under construction on the Yolo Causeway as well as the I-80 Managed Lanes project.*

*YoloTD is not, and has never been, involved in the pavement rehabilitation project currently under construction on the Yolo Causeway. YoloTD is the recipient of federal funds for the Yolo 80 Managed Lanes project to add a lane in each direction to the Yolo Causeway to improve mobility in this corridor and doing so in an environmentally responsible way. YoloTD does not control the planning, environmental review, design, or construction for the Yolo 80 Managed Lanes project – Caltrans does. While the issues raised in the article are internal to Caltrans, they are troubling and should be addressed by Caltrans.*

*Consistent with our role in the Yolo 80 Managed Lanes project, staff continues to coordinate with Caltrans District 3 to advance the Yolo 80 Managed Lanes project in accordance with YoloTD's Board-adopted goals.*

### RECOMMENDATION:

Informational. This staff report reflects the monthly written update on significant Yolo 80 Managed Lanes Project activities.

### BACKGROUND:

Since the last update in September, important project activity has occurred that improves the clarity of the Yolo 80 Managed Lanes project's short-term future.

#### *Draft Environmental Impact Report Release Pending Decision by Governor's Office*

Recall, the California Transportation commission (CTC) did not recommend the \$103 million Trade Corridors Enhancement Program (TCEP) grant application by Caltrans and YoloTD, which introduced project uncertainty. Subsequent to the CTC's decision, Caltrans notified us there would be a delay of the Draft Environmental Document (DED), in this case an Environmental Impact Report/Environmental Impact Statement (EIR/EIS).

Additionally, because the project's DED is among the first in the region to address emerging California Environmental Quality Act (CEQA) regulations on freeway expansion projects, specifically Vehicle Miles Traveled (VMT) impacts, Caltrans Headquarters and District 3 needed additional time to coordinate on the DED prior to its release, contributing to the delay.

YoloTD understands that the DED has been finalized by District 3 and Caltrans Headquarters for release, which now sits at the Governor's office and the California State Transportation Agency (CalSTA) – the

state agency which oversees the state’s transportation entities - for final review. No new release date has been provided to us.

### *Phase 1 Build Options*

District 3 and YoloTD continue coordinating on potential Phase 1 Build Options under different funding scenarios. Meaningful conversations have occurred at high state government levels to identify funding that would enable a Phase 1 project to be delivered as a tolled express lane, a project alternative most consistent with YoloTD Board-adopted project goals. In this scenario, YoloTD-led tolling advance planning work must proceed at an accelerated rate.

### *DED Release Impact on Schedule*

While encouraging funding signs have surfaced at the state level, District 3 and YoloTD have established Phase 1 project contingency plans depending on the environmental process outcome. This is possible given many baseline project features are common to all DED alternatives. However, each day of DED delay compresses the schedule to prepare a Phase 1 Build Option, making it increasingly difficult to obligate the \$86 million INFRA funding by September 2023. Project design and tolling advance planning must be completed by late spring 2024, approximately 6-8 months for activities more commonly requiring up to 18 months, including, potentially:

#### Tolling Advance Planning (YoloTD)

- Concept of Operations
- Revised Traffic & Revenue Study
- Establishment of Interagency Tolling Authority
- Revenue Expenditure Plan
- Application to CTC for Tolling Authority

#### Capital Project (Caltrans)

- Complete environmental review
- Complete 100% design & engineering
- Secure additional funding
- List project for construction bids

In June 2023, YoloTD was awarded \$2 million in funding for the Tolling Advance Planning activities, above. Staff are actively working with Caltrans to obligate this funding so Tolling Advance Planning work can begin. All necessary documentation has been submitted and staff are waiting for a Notice to Proceed. While Tolling Advance Planning reimbursable expenses should be approved soon, whether the activities can be completed within the remaining timeline available is a concern.

Circumstances surrounding the Yolo 80 Managed Lanes project continue to evolve each month. Staff will continue to provide project monthly updates to keep Board members apprised of its progress.

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

<b>Topic:</b> Downtown Woodland Transit Center Study: Update	<b>Agenda Item#:</b>	<div>5</div> <div>Informational</div>
	<b>Agenda Type:</b>	<div>Attachments:</div> <div>YesNo</div>
<b>Prepared By:</b> C. Williams		<b>Meeting Date:</b> October 9th, 2023

**RECOMMENDATION:**

Receive an update on the Downtown Woodland Transit Center Study and provide feedback on Phase 1 relocation alternatives.

**BACKGROUND:**

*Summary*

Yolobus operates or jointly operates a transit center in each of the three major cities in Yolo County. Each transit center serves as the central hub for local and intercity buses. Transit centers are usually located close to a key destination or cluster of destinations, such as a central business district or major employer. They are a place to facilitate transfers from one bus route to another. Transit Centers are situated in a location that allows for several buses to stop simultaneously, which generally requires a larger footprint than a typical bus stop.

In Woodland, the transit center is located at the County Fair Fashion Mall, a declining mall at the southern end of town. Our transit center is isolated in the southwest corner of the mall parking lot, with no open businesses other than Walmart. The adjacent streets, Gibson Rd and East St, are high-speed arterials lacking safe pedestrian and bicycle facilities. Aside from the mall's handful of surviving businesses, there are very few destinations within walking distance. Passengers traveling to or through Woodland from other parts of our service area invariably spend time waiting at this transit center. YoloTD receives a steady stream of complaints and reports of unsafe conditions at the existing transit center.

In April 2023, YoloTD contracted with Kimley Horn Associates to conduct a study in the city of Woodland to identify a new location for the Woodland Transit Center, and transition service away from the County Fair Fashion Mall. The scope of the contract included,

1. Preparing a new set of facility requirements for a proposed transit center
2. Prepare initial concept layouts for a feasible transit center
3. Evaluate the location, options, features, and cost estimate for the preferred location
4. Prepare a 10% concept design and cost estimate for the preferred location

From April through early October, YoloTD staff have coordinated with Kimley Horn Associates (consulting team) and City of Woodland staff to collaboratively identify and discuss the different criteria, trade-offs, amenities, and potential locations for a new transit center located in Downtown Woodland that could continue to Yolobus Operations while ensuring flexibility to accommodate future fixed-route service changes or expansions. As such, the analysis conducted splits three potential downtown relocation alternatives each into two phases. This staff report focuses on Phase 1 ("quick" timeline with 5-7 year lifespan) as the immediate priority to relocate within the next 6-

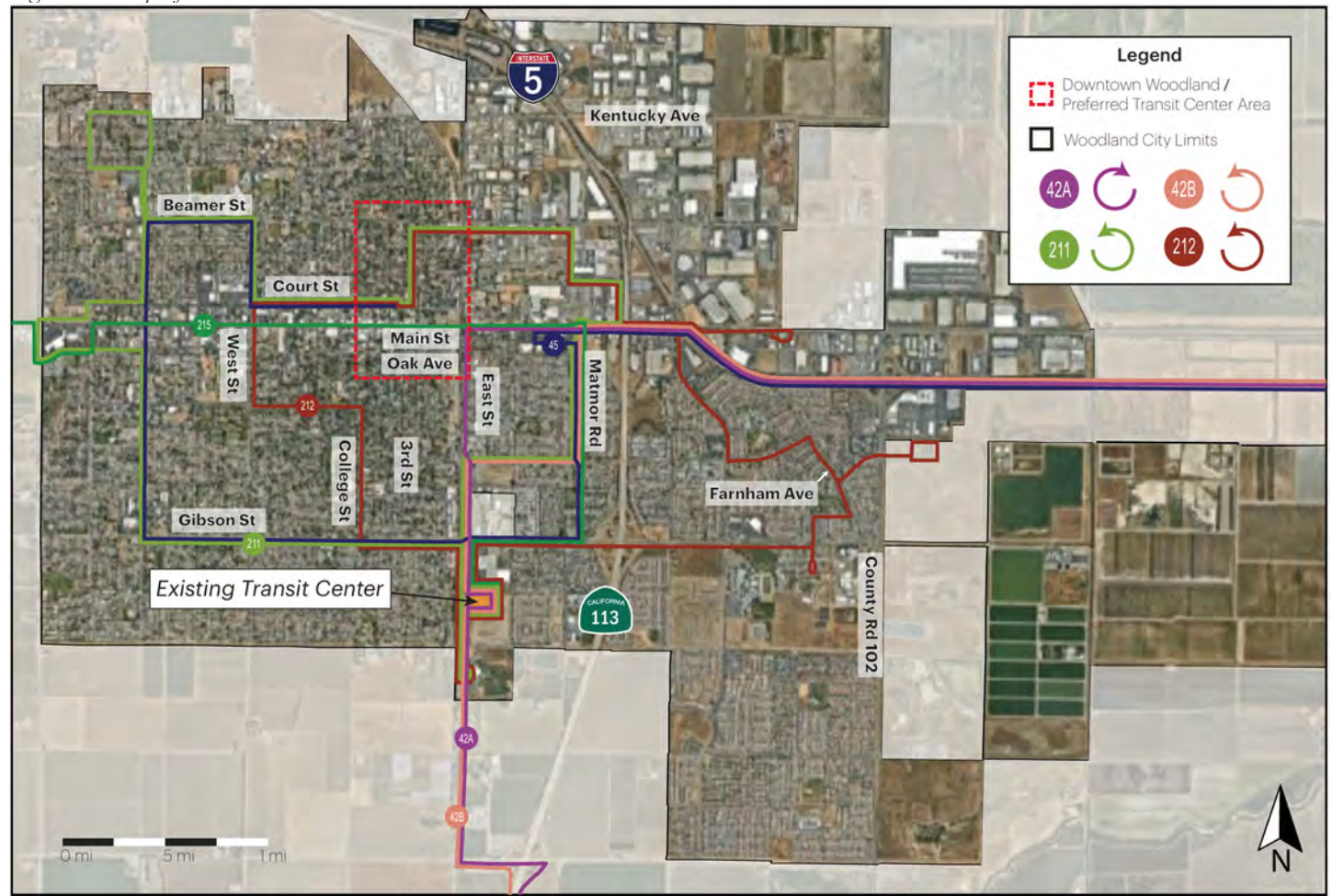
12 months. Phase 2 analysis provides a better understanding of scale of effort and infrastructure upgrades needed to support a more “permanent”, long-term transit center. **Attachment A** provides more detail on the planning process to date.

YoloTD staff expect to determine a final Phase 1 site location, complete 10% concept design and cost estimate, complete collaboration with City of Woodland staff, and present to the Board by December 2023.

### Woodland Route Map

Visualizing how Woodland routes interface with the downtown is helpful for analyzing Phase 1 alternatives. Figure 1, below, illustrates Woodland fixed-route service.

Figure 1: Map of Woodland Transit Route Overview



### Phase 1 Alternatives

The criteria YoloTD emphasized for prioritizing Phase 1 alternatives include:

1. Timeliness to implement and transition to the new site
2. Environmental/ surrounding infrastructure improvements needed
3. Pedestrian and vehicular safety
4. Transitioning existing service and routes for 42A, 42B, 45, 211, 212, and 215 without increasing route times or delay
5. Short-term functionality (5-7 years)

Table 1: Woodland Transit Center Relocation Summary Table: Phase 1 Alternatives

Alt	Rank	Pros	Cons
<b>Alt 1</b>  College and Court Street	#3	<ol style="list-style-type: none"> <li>1. Location, proximity to downtown corridor</li> <li>2. No city-built infrastructure removal required</li> </ol>	<ol style="list-style-type: none"> <li>1. Potential sidewalk ADA accessibility issues, requiring modification.</li> <li>2. Tree and parking removal required.</li> <li>3. Restriping existing roads required.</li> </ol>
<b>Alt 2</b>  Court (betw. 1 <sup>st</sup> and 3 <sup>rd</sup> )	#1	<ol style="list-style-type: none"> <li>1. Located near public library and farmers market</li> <li>2. Maintains Court St. bike lane</li> <li>3. Close to county buildings and offices</li> <li>4. Requires no tree removal</li> <li>5. Accommodates existing routes operating on Court, allows flexible timing and re-routing existing transit service.</li> </ol>	<ol style="list-style-type: none"> <li>1. Complex design</li> <li>2. Pedestrian safety concerns: Potentially need to cross two or three streets to catch a bus transfer.</li> <li>3. Transit center would occupy three separate streets</li> </ol>
<b>Alt 3</b>  3 <sup>rd</sup> street (betw. Main and Court)	#2	<ol style="list-style-type: none"> <li>1. Located on a City of Woodland-preferred street</li> <li>2. Sidewalks are ADA-compliant</li> <li>3. Minimal construction work needed to make the site ready for use (two landing pads would need to be installed)</li> </ol>	<ol style="list-style-type: none"> <li>1. Requires tree removal</li> <li>2. Requires new traffic signal to be effective</li> <li>3. Currently buses would be headed at an uncontrolled intersection</li> <li>4. Requires a right-turn and is located between two traffic signals, potentially causing traffic delay during timepoints where local and intercity routes connect to transfer</li> </ol>

### City of Woodland Feedback

YoloTD staff have checked in regularly with City of Woodland staff throughout the planning process. During the most recent meeting between on September 29, Woodland staff shared the following feedback below regarding Phase 1 alternatives:

1. *Preference to locate the transit center further away from the downtown corridor and off Court Street due to potential traffic implications*
2. *Overall impacts within the downtown corridor*
3. *Potential transit center impacts on residents living on Court Street for Alternatives 1 and 2*
4. *Preference to not eliminate on-street parking to accommodate transit center on Court Street due to city administrative buildings and post office parking needs (Alternative 2)*
5. *Request for YoloTD to provide additional routing visuals for each alternative to determine road impacts from buses traveling within the downtown corridor.*

Overall, the city is supportive as an engaging collaborative partner in working with YoloTD staff to identify a suitable location that meets YoloTD's operational needs while accounting for downtown Woodland area constraints.



Figure 1: Alternative 1 Phase 1

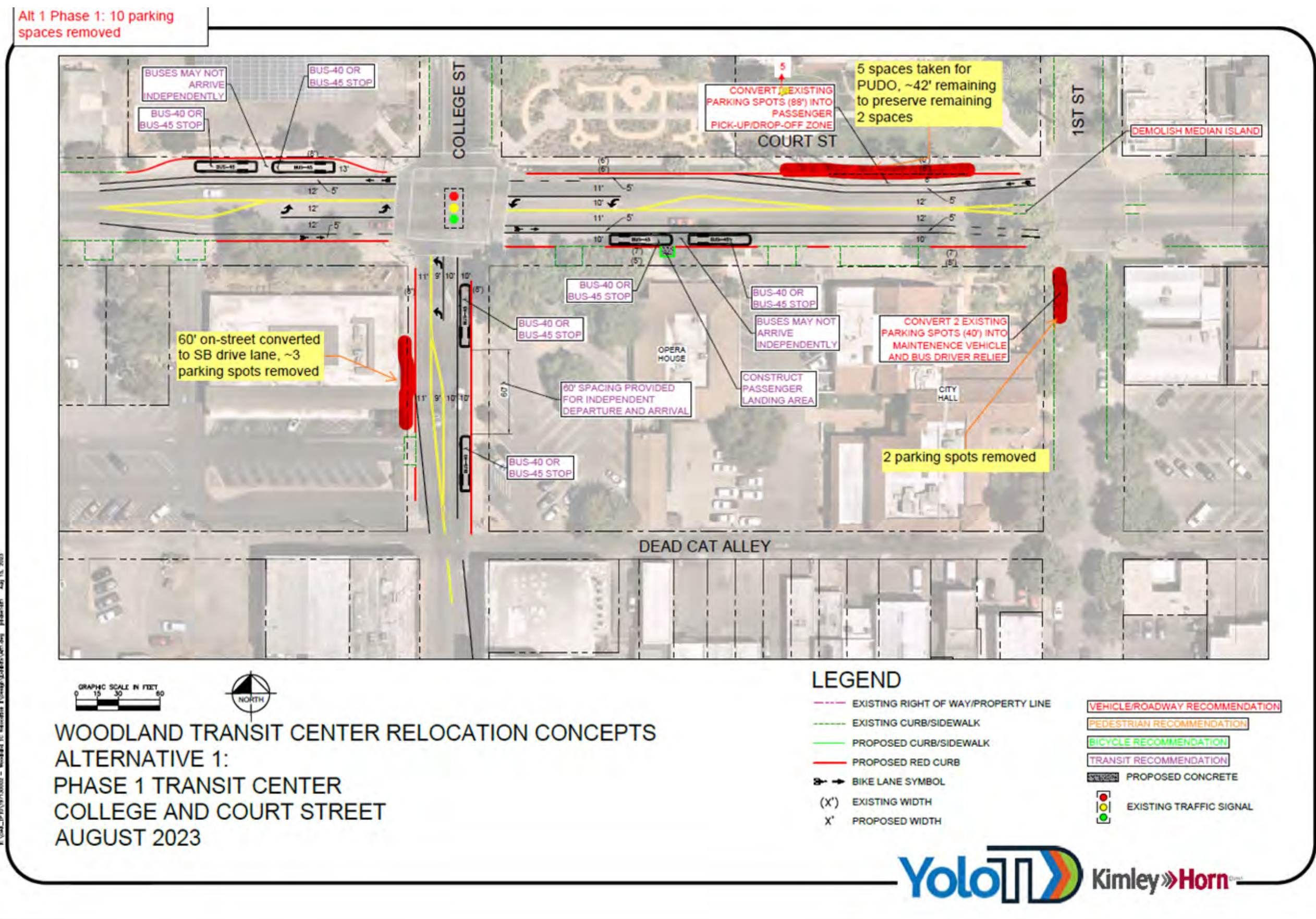




Figure 2: Alternative 2 Phase 1

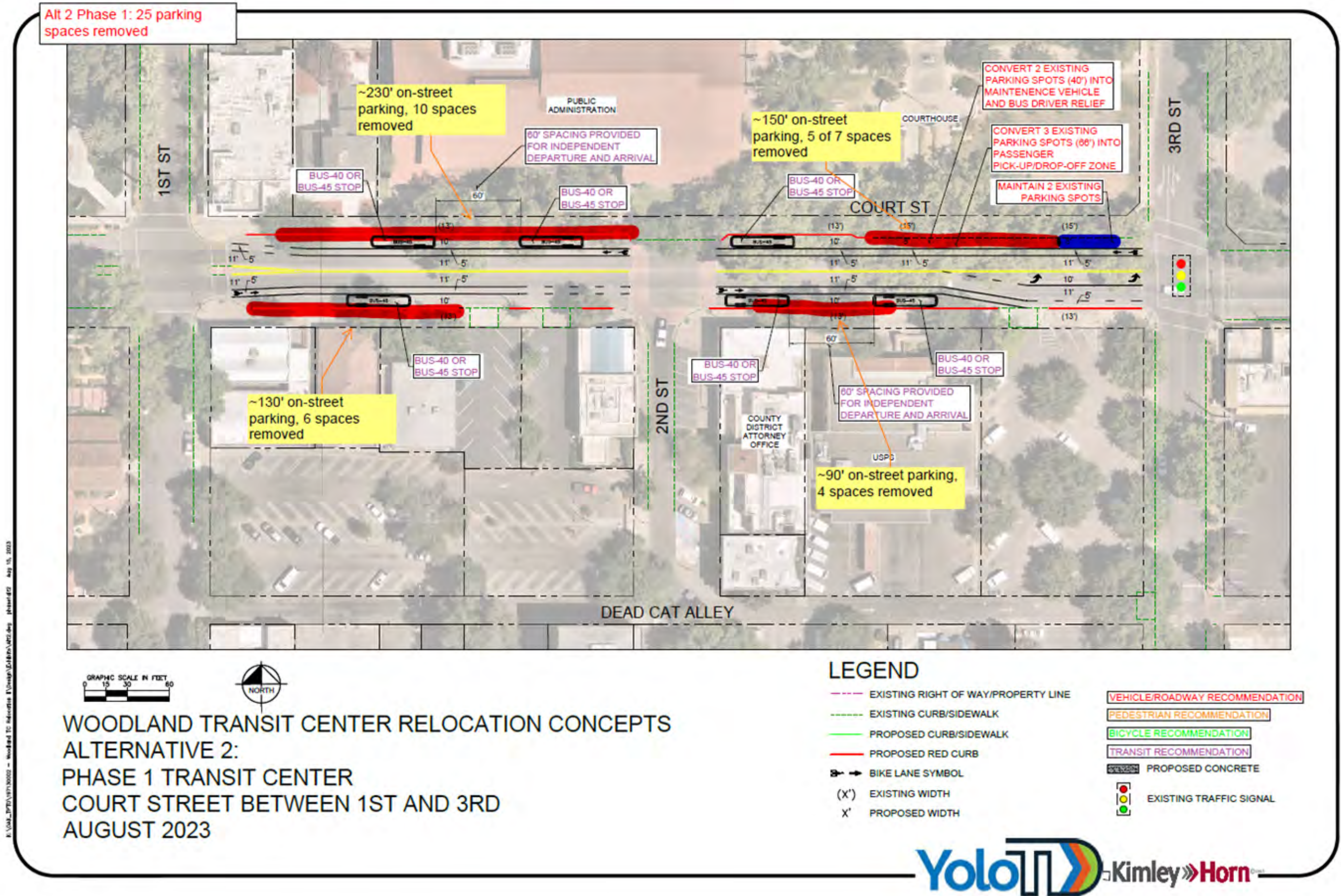
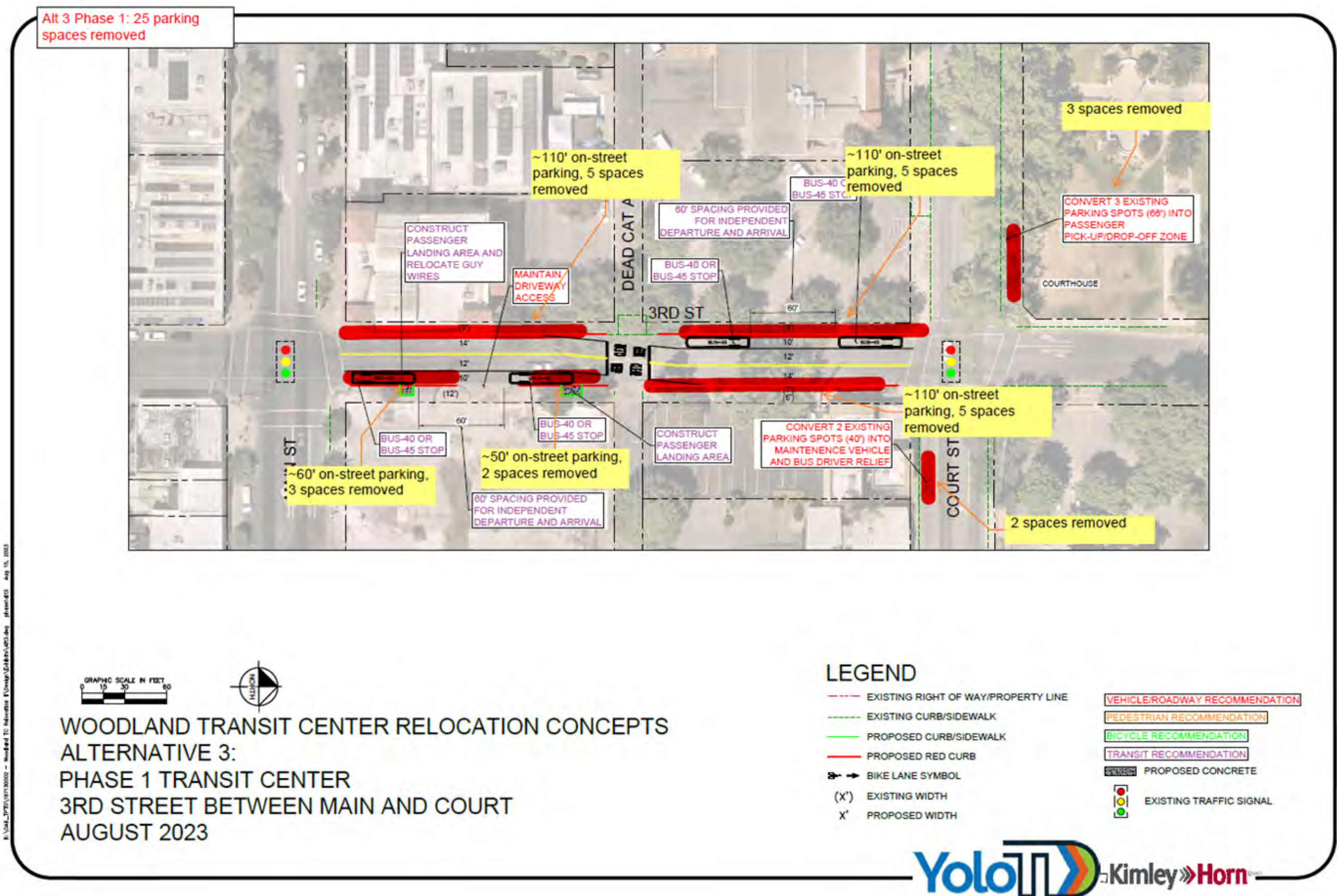




Figure 3: Alternative 3 Phase



## ***Woodland Transit Center Planning Process: April 2023 – October 2023***

### ***April-May 2023***

Between April and May of 2023, the YoloTD staff coordinated with Kimley Horn, and City of Woodland to prioritize collaborative meetings, finalizing the scope of work, and setting pre-determined deadlines to complete the first stage of milestones. These milestones include establishing monthly check-ins, identifying the type of bus bays, the size of bus-bays, and the quantity of bus bays that would be needed to accommodate a new transit center. Additionally, the team collectively decided to evaluate Sawtooth vs. Straight Curb bus bay configurations that would be suitable for the new transit center. A description of the features associated with Sawtooth and Straight Curb bus bay configurations is provided in Table 1. On May 17<sup>th</sup> 2023, YoloTD staff presented to the Woodland City Council, progress made towards implementing the Beeline microtransit service. During the discussion staff also reference briefed the Woodland City Council on the work completed by YoloTD staff towards transitioning the current County Fair Mall Fashion Center location for the transit center location to the Downtown Woodland corridor.

*Table 1: Comparison of straight curb and sawtooth bus bay configuration*

	Benefits
<b>Sawtooth</b>	<p><b>Shorter length requirement:</b> Allows for buses to have independent arrival-departure over a shorter length</p> <p><b>Transfer distances:</b> May allow for shorter transfer distances for passengers as bus bays are more compact relative to straight curb bays to accommodate bus operations</p> <p><b>Independent Arrivals/Departures:</b> Efficiently allows for independent arrivals/departures, avoiding bus delays from rippling across routes. Can be accommodated with straight curb, albeit with a much longer transit center length.</p>
<b>Straight Curb</b>	<p><b>Shorter width requirement:</b> Straight curb bus bays generally require less width compared to sawtooth bus bays due to the lack of the angled configuration.</p> <p><b>Cost-effectiveness:</b> Straight curb bus bays potentially can utilize the existing curb, requiring fewer infrastructure modifications and lower construction costs.</p> <p><b>Flexibility in fleet type and services:</b> Curbside bus bays offer more flexibility for future modifications or adjustments to the fleet makeup, as they do not designate a fixed bay length, allowing for re-allocations between more numerous smaller microtransit vehicles and less frequent larger city buses.</p>

After the bus bay configurations were identified and reviewed, the team agreed to move forward with both options that would be drafted once the location of the transit center streets was identified. YoloTD Staff, Kimley Horn, and City of Woodland Staff then worked on analyzing the existing routes and buses that use the existing transit center to determine a floor for what a new transit center in downtown Woodland and the surrounding surface roads would need to support in terms of bus travel frequency. Tables two and three provide the route detail, major destination centers, vehicle type, trips per day (by route) and peak trips per hour.

1. Identify Facility Requirements needed to immediately move into the new Woodland Transit Center Location
2. Identifying Bus Bay Configuration
3. Identifying the sizing and passenger loading areas, and ADA accessibility

4. Determine the operational support and facilities needed for the new Woodland Transit Center Location
5. Identify the Land use and Transportation Network, Constraints and Limitations

Table 2: Bus Network Planned to Serve Transit Center

Route	Destinations	Vehicle Type	Trips per Day	Peak Trips Per Hour
<b>42A/B</b>	Intercity: Woodland, Davis, West Sacramento, Sacramento International Airport, Downtown Sacramento	45' MCI bus	Up to 70 loops per day	42A: 2 42B: 2
<b>45</b>	West/Central Woodland to Downtown Sacramento Express	40' bus	1 AM and 1 PM trip	1
<b>211</b>	West Woodland Loop	40' bus	Up to 13 loops per day	1
<b>212</b>	East Woodland Loop	40' bus	Up to 14 loops per day	1
<b>215</b>	Woodland, Madison, Esparto, Capay, Cache Creek Casino Resort	40' bus	12 trips per direction	2
<b>YOUR Ride</b>	Microtransit to Knights Landing	Cutaway	N/A: 1 vehicle	N/A
<b>BeeLine</b>	Woodland Microtransit	Van	N/A: 8 vans	N/A

Table 4 established the list of amenities that need to be included in a new transit center based on additional feedback from City of Woodland staff. These amenities are further categorized based on priority of need. Amenities that are required immediately to be classified as a functional transit center are marketed in the “Phase 1” column. Amenities that could be included in a second phase or later are indicated in the “Subsequent Phases” column.

Table 3: Woodland Transit Center Amenities

Facility	Phase 1	Subsequent Phases
Full (40'-45') bus bays	4	6
Microtransit/paratransit bays	4	8
Pick-up/drop-off space	-	50'
Bike Parking	-	20 spaces
Shelters and benches for passenger waiting	X	
Wayfinding signage	X	
Pedestrian lighting at all waiting areas and along surrounding infrastructure	X	
Maintenance vehicle / driver relief vehicle parking	X	
Driver relief facilities	X	



Facility	Phase 1	Subsequent Phases
Connect Card ticketing kiosks		X
Real-time bus arrival information		X
E-Bike and micromobility device charging stations		X
Micromobility dock stations		X
Public art and landscaping		X
Park-and-ride locations and/or parking management strategies		X
Security kiosk		X
Security cameras		X
Maintenance and utility closet		X
Public restrooms		X
Bus charging		X

### *June and July 2023*

For the month of June YoloTD completed tasks by staff included:

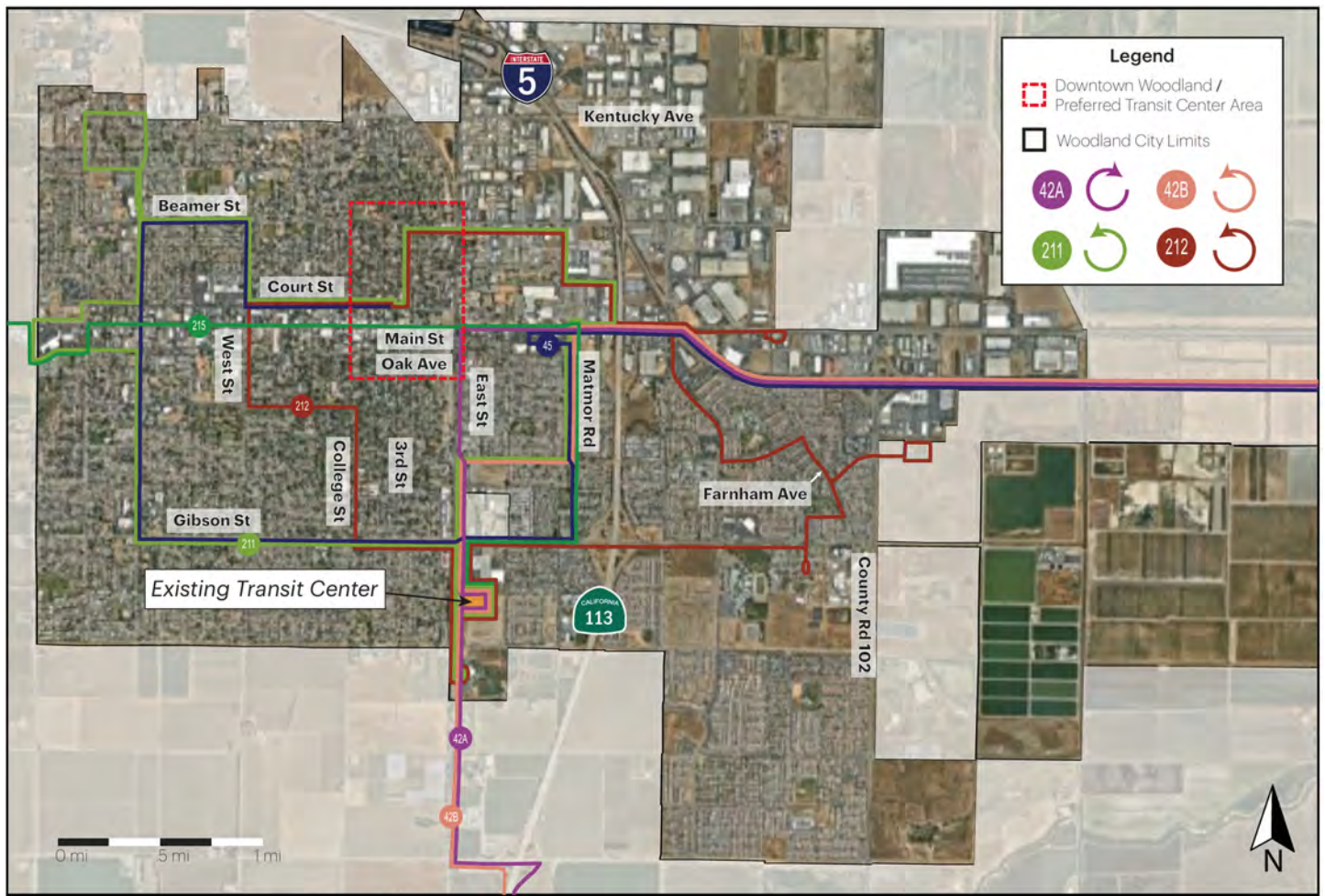
1. On-going collaborative meeting Between YoloTD, Kimley Horn and City of Woodland Staff.
2. Identified the existing YoloBus routes entering and leaving the City of Woodland.
3. Map the downtown Woodland corridor
4. Identify the potential impacts residents in houses, businesses, or commercial dwellings.
5. Map “Go” “No go” streets
6. Completed a downtown corridor assessment

### *Details:*

2. Identified the existing routes entering and leaving the City of Woodland. This map provided additional context for the surrounding land use and how YoloBus routes enter and exit the city of Woodland. Route 215 is missing from the initial map of existing routes, however the route is still included in the overall analysis and will be appropriately called out in future documents before a final decision on the Woodland Transit Center is made.

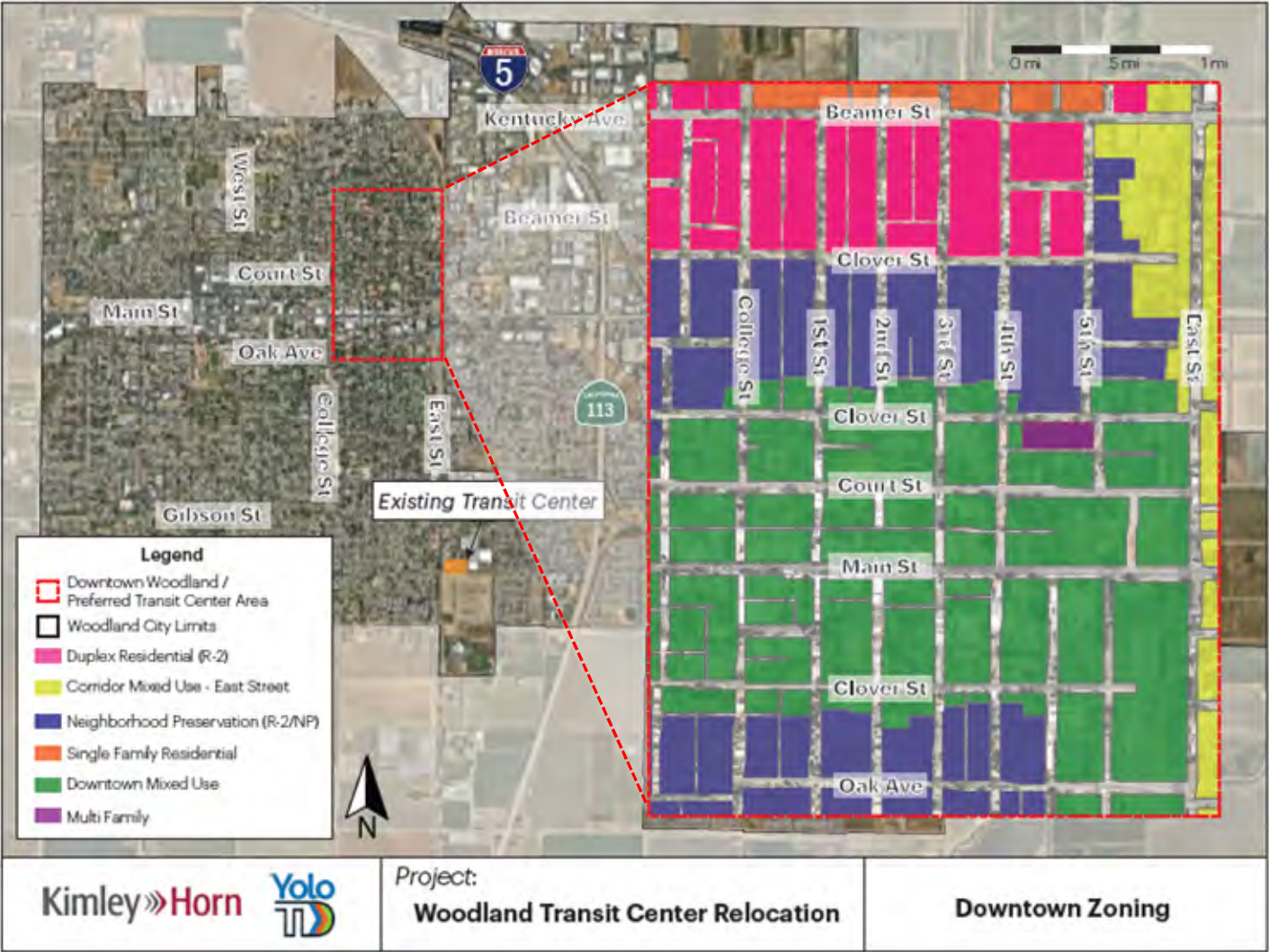


Figure 1: Map of Woodland Transit Route Overview



3. Map the downtown Woodland corridor and identify existing Land-Use housing types that are located in downtown Woodland. The analysis mapped the overall preferred area, a breakdown of duplexes (indicated in pink), mixed use developments (yellow), downtown mixed use (green) preserved neighborhoods (blue), and single family residences (in orange).

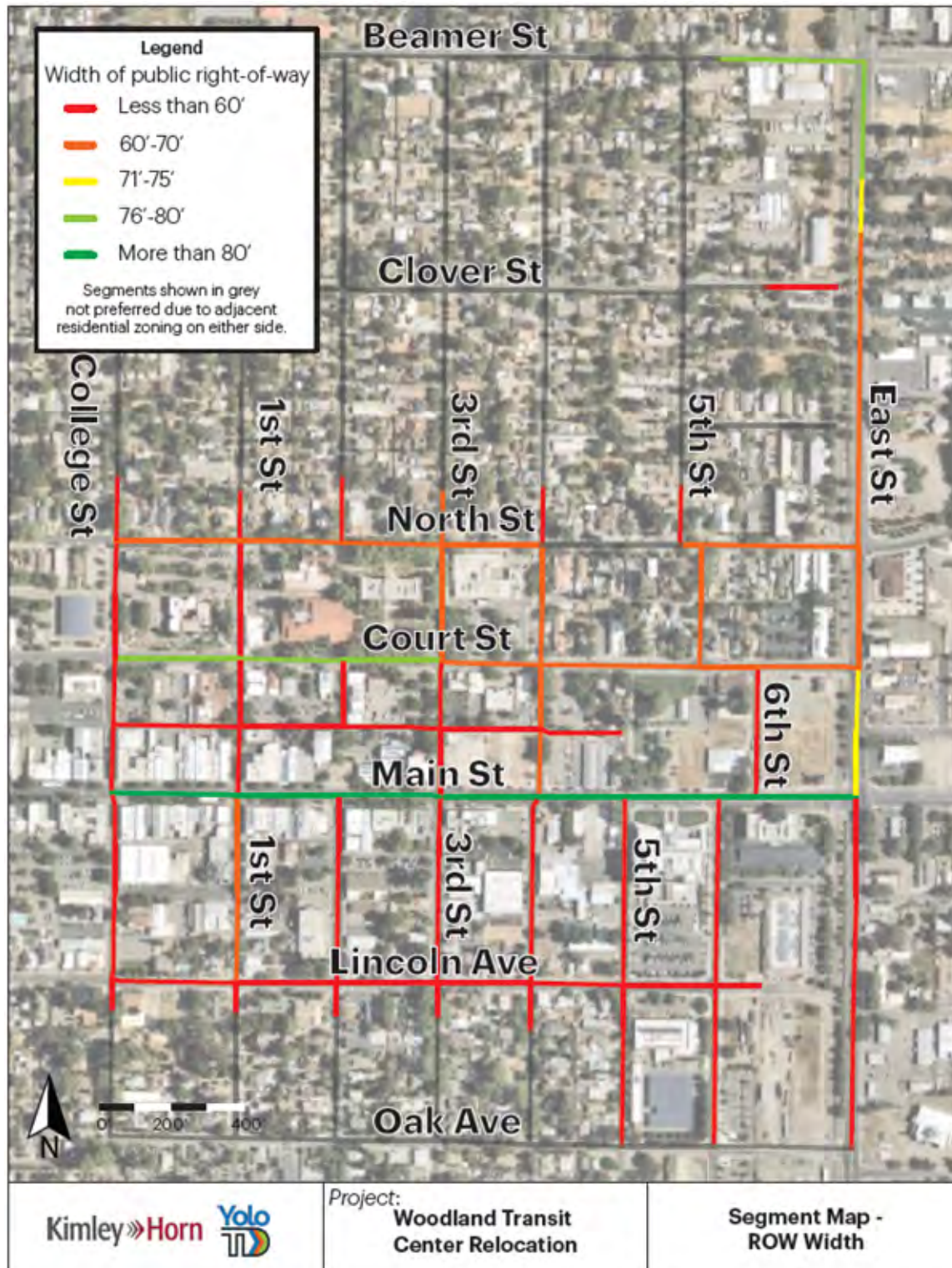
Figure 2: Map of Woodland Downtown Zoning





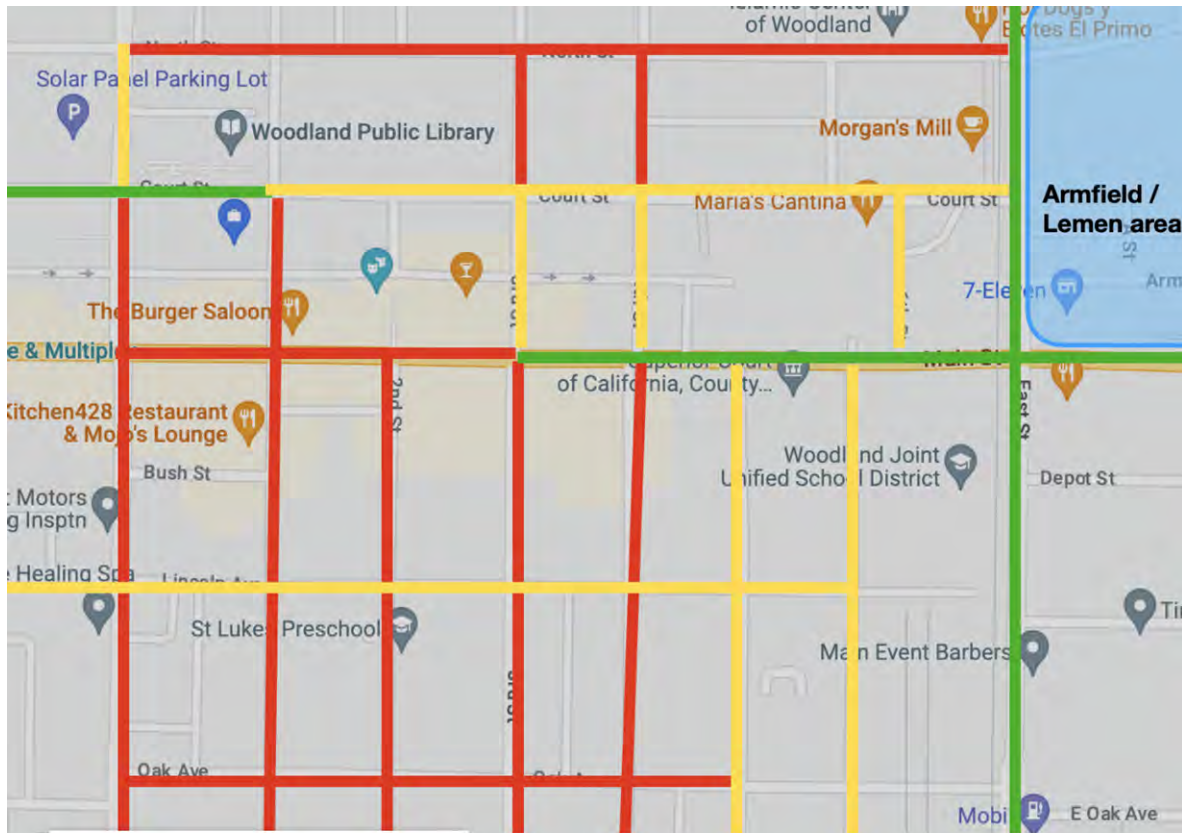
4. Identify the width of the existing right of way in the downtown corridor for streets that could safely occupy fixed route buses. The map provides a visualization of the width of public right-of-way in the downtown corridor. At minimum 80' would store two 40' buses that could be occupied at the same time as indicated with the forest green lines within the legend. From light green to red, the measured right-of-way distance declines, meaning if a street were to be selected on one of the alternative streets, the timing of the existing routes would need to be modified to safely arrive, depart, and transfer buses within the limited available right of way.

Figure 3: Map of Downtown Corridor Right of Way Width



5. Map “Go” “No go” streets that buses could travel on in the downtown corridor. City of Woodland staff provided this information to emphasize streets they felt were too narrow, cause an increased amount of road degradation due to buses traveling on the street, or were too close to residential uses. Red is marked as a “No go” yellow was classified as a less preferred street selection, and green was marked as the preferred street location.

Figure 4: Image of Go No-Go streets from the City of Woodland



6. A downtown corridor assessment was conducted on East Street, 6<sup>th</sup> Street, 5<sup>th</sup> Street, 4<sup>th</sup> Street, 3<sup>rd</sup> Street, 2<sup>nd</sup> Street, 1<sup>st</sup> Street, College Street, North Street, Court Street, Main Street, Lincoln Avenue, and Oak Road to qualitatively evaluate the following criteria:
  - a. Location bus circulation,
  - b. Existing Services
  - c. Driveways,
  - d. On-Street Parking
  - e. Available Height for buses to park
  - f. Driveway Impacts
  - g. Availability of On Street Parking
  - h. Available curb width and length for buses
  - i. Bike and Pedestrian Connectivity

A complete qualitative description of each street and criteria is attached (Attachment A).



### *August and September 2023*

Using the prior months feedback, collaboration, and collective findings from subsequent meetings, Kimley Horn provided three alternative locations within the downtown corridor. Each alternative has two phases labeled as Phase 1 and Phase 2. The designated phases provided a “quick build” or “long-term” approach for YoloTD planning staff to implement, while enabling the YoloTD staff to plan holistically and for the long-term and incorporate additional amenities towards the transit center overtime. Phase 1 characteristics include a straight curb approach which is a less costly and time-intensive approach when compared to the Sawtooth method applied for all phase two alternatives for a total of six alternatives. The analysis also included highlighting infrastructure removal, parking impacts, street configurations, and bus configurations that would be addressed corresponding to the specific alternative and street location of that Alternative. The analysis for each alternative along with a pro’s and cons list was used to facilitate the discussion between YoloTD and City of Woodland Staff. Following the most recent collaborative meeting between City of Woodland Staff and YoloTD staff held on September 29<sup>th</sup> 2023, both parties mutually agreed upon proceeding Alternative 1 Phase 1 and Alternative 3 Phase 1. Using the feedback collected from the meeting YoloTD staff directed Kimley Horn associates to incorporate the following feedback

1. Include a bigger snapshot for the six alternatives alternative that shows the pathway that the buses operating routes 42A, 42B, 211,212,215, and 45 would take to enter and leave Woodland
2. Include a time estimate for bus travel to determine how much time the buses would spend in the downtown area for each alternative. This time estimate should be based off of the existing timetables for the routes 42A, 42B, 211,212,215, and 45.
3. Provide an estimated cost and specific amenities that would need to be made for each of the alternatives (itemized)
4. For alternative 3 phase 1 adjust the alternative to display all the buses located directly across from each other instead of how the current alternative shows the bus boarding locations diagonally.

These recommendations were developed based on the feedback from City of Woodland staff interest in dwell time and total time buses would be spent dwelling at each location, the complete route the buses would travel to enter and leave Woodland from each alternative, a specific request to augment one alternative to determine if the alternative can operate on a reduced footprint, and an itemized cost breakdown of the amenities and improvements that need to be made to each alternative. To date, Kimley Horn will complete the request from YoloTD by the middle of October 2023. YoloTD are hoping to then meet with the city of Woodland Staff by the end of October 2023, agree on a final alternative, draft the final alternative, and present to the Board by the December meeting.

Figure 5: Alternative 1 Phase 1

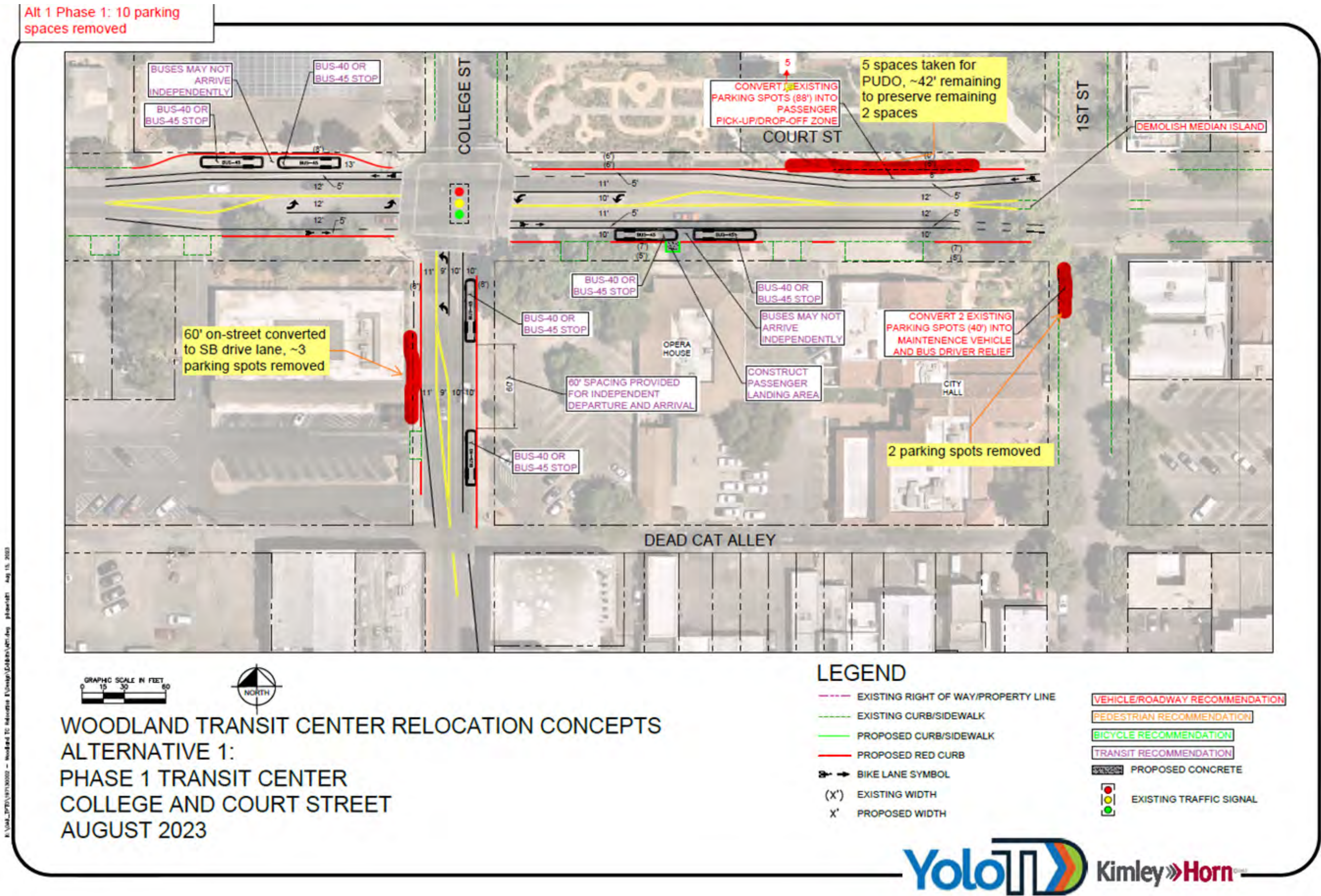




Figure 6: Alternative 1 Phase 2

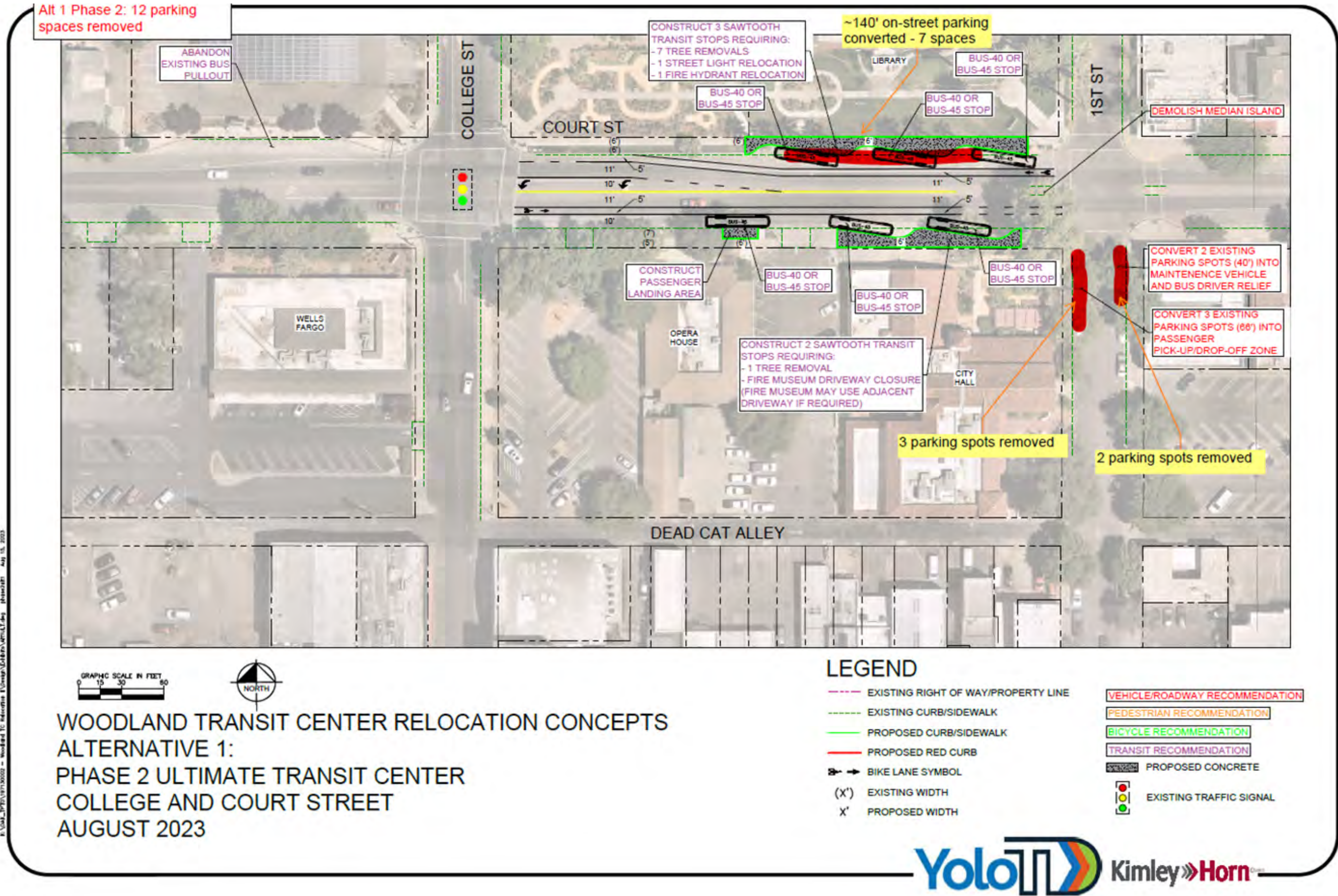




Figure 7: Alternative 2 Phase 1

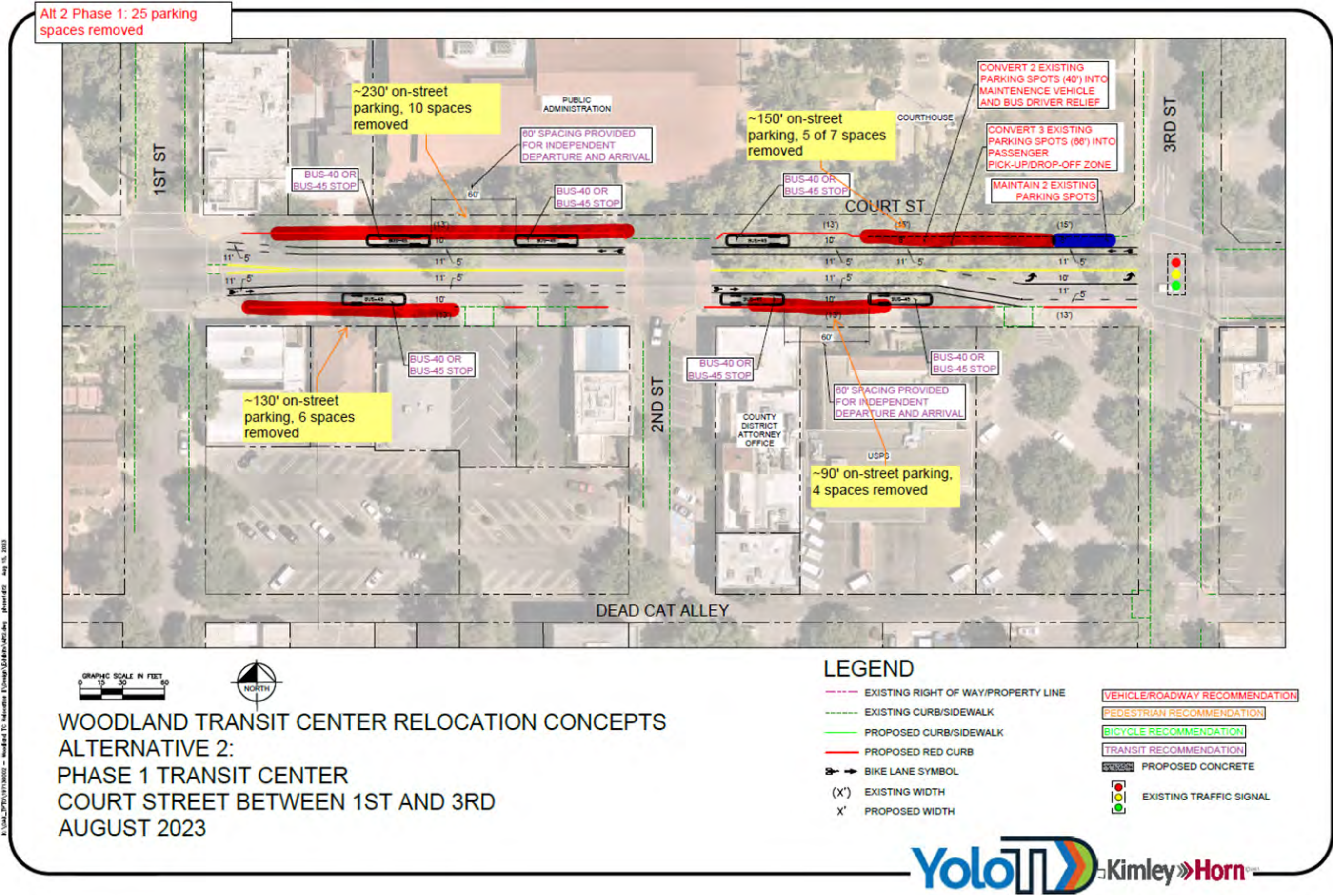




Figure 8: Alternative 2 Phase 2

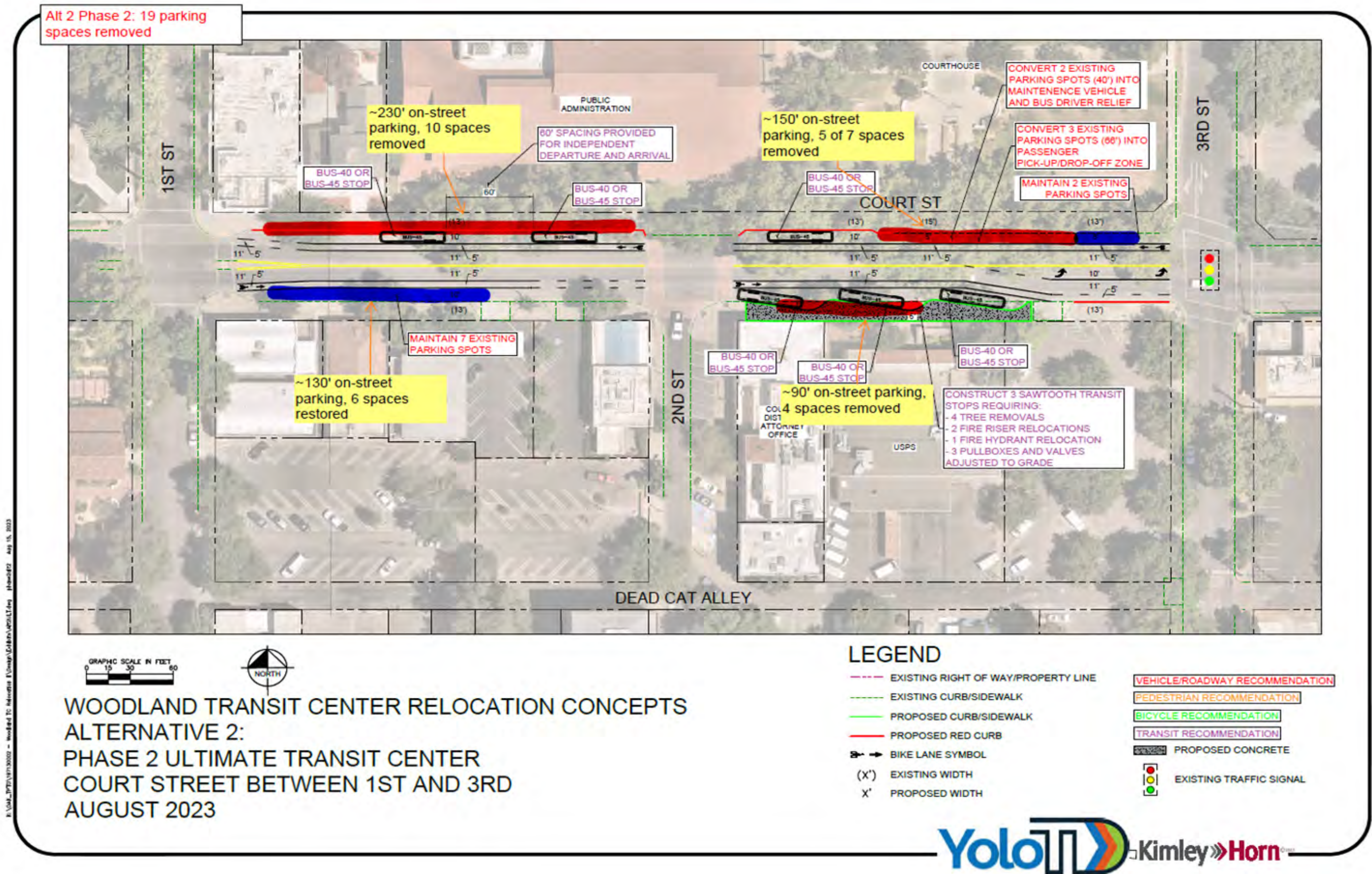




Figure 9: Alternative 3 Phase 1

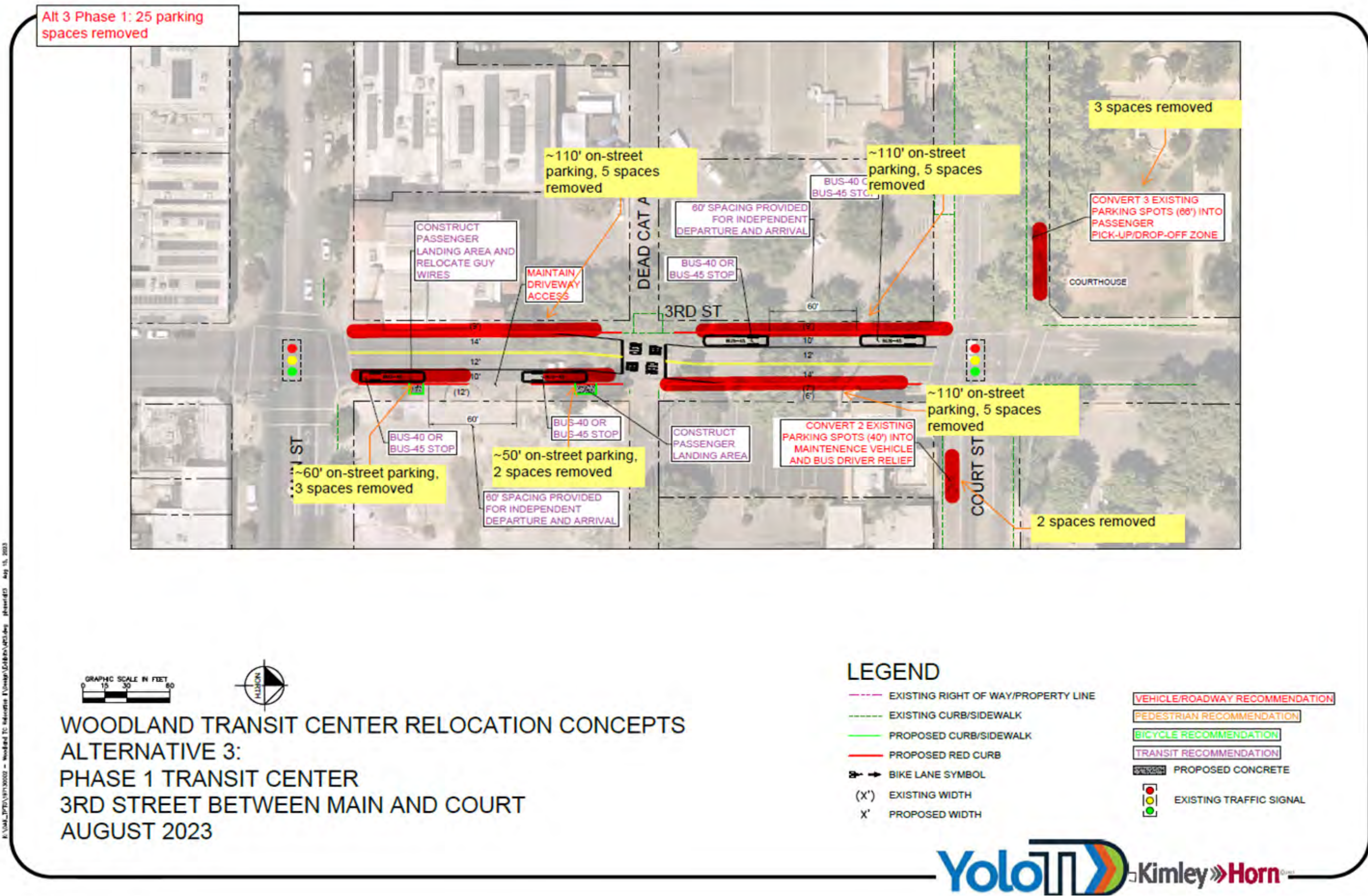
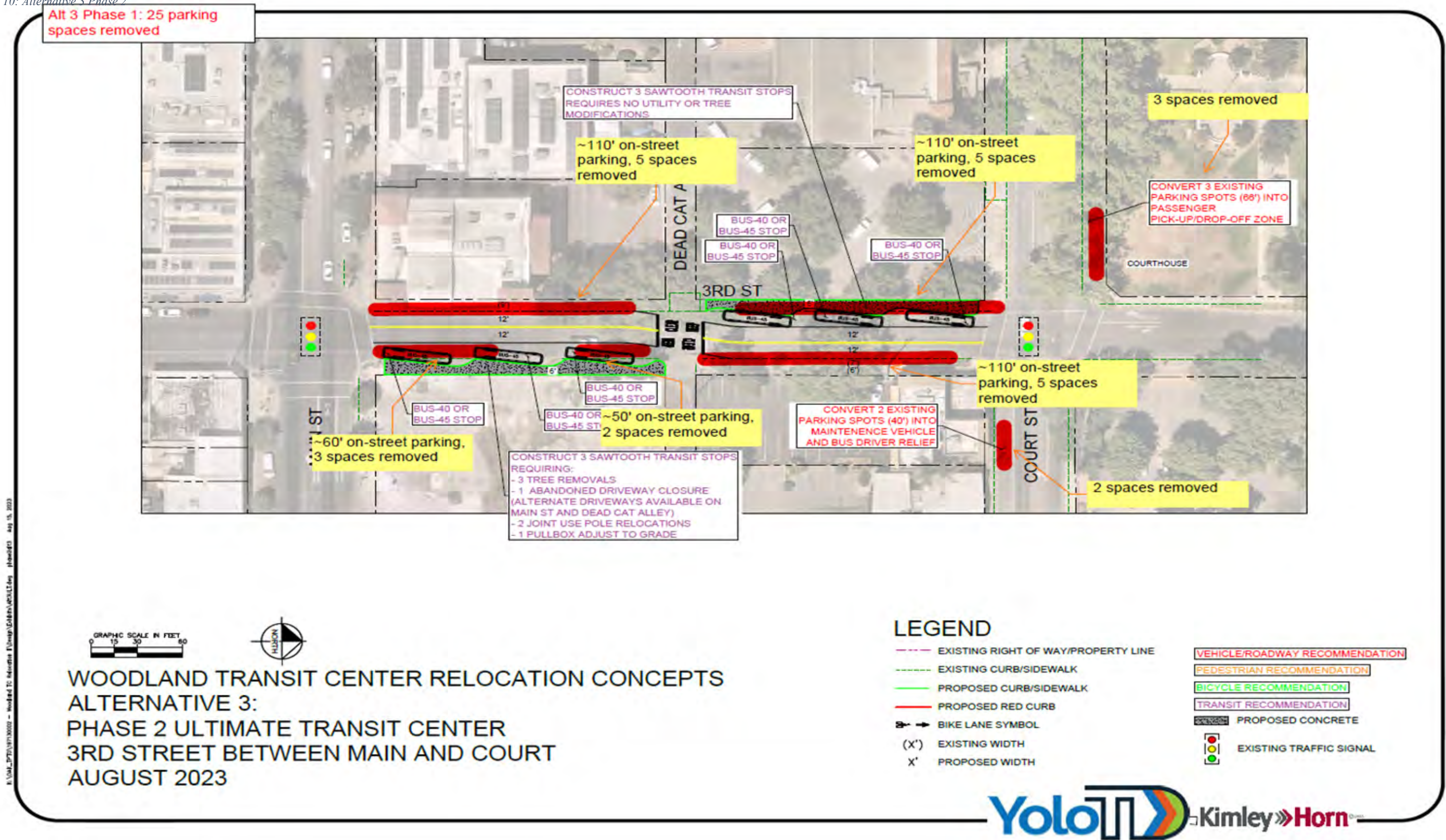




Figure 10: Alternative 3 Phase 2





# Woodland Transit Center Relocation - Roadway Review\*

\*Categories not intended to be represented as equally impactful to ultimate feasibility and functionality of the proposed facility.

	Location	Bus Circulation	Existing Services	Driveways	On-Street Parking	Available Height	Available Width	Available Length	Ped/Bike Connectivity	Potential Segments
East Street	Commercial street with heavier traffic than other corridors	Good connectivity	42A travels up East to Main, not heavily-travelled by local routes	No driveways on the west side; limited driveways on the east side	None	No height restrictons	Insufficient space without impacting buildings or taking a lane	North-south orientation allows for longer blocks	Rail line traveling parallel to the west introduces a connectivity/safety barrier and limits available space	Not considered given nature of street
6th Street	Limited access road with lower volume of mostly local traffic	Difficult circulation for buses due to unsignalized intersection at Court and East, right turn only at 6th and Main, lack of connection to East at Lincoln, and right-turn only at Oak and East	Existing bus service does not travel along facility; would require moderate route modifications	Limited number of driveways	On-street parking available	Overhead wires	Available ROW width around 60'	North-south orientation allows for longer blocks	Sidewalks; no bike facilities	Not considered given lack of connectivity and significant rerouting/out of direction travel required to access
5th Street	Limited access road with lower volume of mostly local traffic	Discontinuous between Court and Main, lack of connection to East at Lincoln, and right turn only at Oak and East	Existing bus service does not travel along facility; would require moderate route modifications	Frequent driveways, especially between Court and North	On-street parking available	Overhead wires and trees	Available ROW width around 60'	North-south orientation allows for longer blocks; midblock alley intersection between Court and North	Sidewalks; no bike facilities	Not considered given lack of connectivity and significant rerouting/out of direction travel required to access

<b>4th Street</b>	Limited access road with lower volume of mostly local traffic	Lack of connection to East at Lincoln, and right turn only at Oak and East	Existing bus service does not travel along facility; would require slight route modifications	Limited number of driveways	On-street parking available	Overhead wires and trees	Available ROW width around 60'	North-south orientation allows for longer blocks; mid-block alley intersection between Main and Court and between Court and North	Sidewalks; no bike facilities	<b>4th between Main and Court</b> - Potential to use both sides of road - Side-street stop controlled at both Court and Main	<b>4th from Court to North</b> - Potential to use both sides of road
<b>3rd Street</b>	Local connector; central downtown location nearby public uses	Signalized intersection at Court and Main facilitates bus turns. Limited connection to the east with unsignalized intersection at Court and East, no connection at Lincoln, and right turn only at Oak and East	Bus route 211 and 212 travel on 3rd from Beamer to Court; would require slight route modifications	Frequent driveways	On-street parking available	Overhead wires and trees	Available ROW width around 60'	North-south orientation allows for longer blocks; midblock alley intersection between Main and Court	Sidewalks; part of Woodland Parkloop	<b>3rd between Main and Court</b> - Potential to use both sides of road	<b>3rd between North and Court</b> - Potential to use both sides of road - Limited length due to SB right-turn pocket to Court - Neck down mid block for pedestrian crossing
<b>2nd Street</b>	Limited access road with lower volume of mostly local traffic	Discontinuous between Main and Dead Cat Alley as well as North and Court. Signalized intersection at Main. Lack of connection to East at Lincoln, and right turn only at Oak and East	Existing bus service does not travel along facility; would require slight route modifications	Frequent driveways	On-street parking available, angled spots on one side from Court to Lincoln	No height restrictions	Available ROW width around 60'	North-south orientation allows for longer blocks; midblock alley intersection between Main and Court	Sidewalks; no bike facilities	Not considered given nature of street and significant rerouting/out of direction travel required to access	

1st Street	Limited access road with lower volume of mostly local traffic	Signalized intersection at Main. Limited connection to the east with unsignalized intersection at Court and East, no connection at Lincoln, and right turn only at Oak and East	Existing bus service does not travel along facility; would require moderate route modifications	Limited number of driveways	On-street parking available	Overhead wires and trees	Available ROW width around 60'	North-south orientation allows for longer blocks; two midblock alley intersections between Lincoln and Main and another between Main and Court	Sidewalks; Class III Bikeway (sharrows)	Not considered given nature of street and significant rerouting/out of direction travel required to access
College Street	Local connector	Signalized intersection at Court and Main facilitates bus turns. Limited connection to the east with unsignalized intersection at Court and East, no connection at Lincoln, and right turn only at Oak and East	Existing bus service does not travel along facility; would require significant route modifications	Limited number of driveways	Some on-street parking, off-street lots accommodate vehicles between North and Court	Overhead wires	Available ROW width around 60', typically slightly larger curb to curb length relative to other N-S streets	North-south orientation allows for longer blocks; midblock alley intersections between Lincoln and Main, Main and Court, and Court and North	Sidewalks; no bike facilities	<b>College between Court and North</b> - Limited length due to SB left turn pocket on College at Court - Significant rerouting of 42A/42B
North Street	Presence of or proximity to some residential uses to the north	Signalized intersection at East	Existing bus service does not travel along facility; would require slight route modifications	Frequent driveways, particularly on the north side	On-street parking available	Overhanging trees may present bus strike or maintenance challenges; overhead wires	Available ROW width between 60' and 70'	Longer blocks on the southern side	Sidewalks; no bike facilities	<b>North between 1st and 3rd</b> - Long block (675ft) adjacent to government buildings - South side only; residential to the north
Court Street	Multiple adjacent public uses, surrounding commercial and mixed-use	Connects to East with unsignalized intersection	Bus routes 211 and 212 travel on Court, west of 3rd; would require slight route modifications	Limited number of driveways	On-street parking available	Overhanging trees may present bus strike or maintenance challenges; overhead wires	Available ROW width around 60' east of 3rd, around 80' west of 3rd	Longer blocks on the northern side	Sidewalks; Class II Bikeway (dedicated lane)	<b>Court between 1st and 3rd</b> - Long block (675ft) adjacent to government buildings - Potential to use both sides of road <b>Court between College and 1st</b> - Adjacent to government buildings - Limited



											length due to WB left-turn pocket to College - Significant rerouting of 42A/42B
Main Street	Main east-west commercial street	A number of signalized intersections along the length which facilitates bus movement	Bus route 215 travels on Main; would require slight route modifications	Limited number of driveways	On-street parking available; primarily commercial users	No height restrictons	Available ROW width around 90'; limited setback to building footprints	Blocks typically 50% shorter than longer north-south blocks	Sidewalks; Class III Bikeway (sharrows)	Not considered given nature of street	
Lincoln Avenue	Fronted by residential uses west of 5th Street	Does not connect to East, making bus circulation more challenging. Out of direction travel to connect to East south of Main	Existing bus service does not travel along facility; would require significant route modifications	Frequent driveways	On-street parking available	Overhead wires	Available ROW width around 60'	Blocks typically 50% shorter than longer north-south blocks	Sidewalks; no bike facilities	Not considered appropriate	
Oak Road	Fronted by residential uses along study area span	Does not feature any signalized intersections, two rail crossings to get from 6th to East	Existing bus service does not travel along facility; would require significant route modifications	Frequent driveways	On-street parking available	Overhead wires and trees	Available ROW width around 60'	Blocks typically 50% shorter than longer north-south blocks	Sidewalks; no bike facilities	Not considered appropriate	

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

<b>Topic:</b> Long-range Calendar	<b>Agenda Item#:</b>	<b>6e</b>	
	<b>Agenda Type:</b>	<b>Informational</b>	
		<b>Attachments:</b>	<b>Yes</b> <input type="radio"/> <b>No</b> <input checked="" type="radio"/>
<b>Prepared By:</b> A. Bernstein		<b>Meeting Date:</b> October 9, 2023	

**RECOMMENDATION:**

The following agenda items are tentatively scheduled for upcoming meetings of the YoloTD Board of Directors.

**Long Range Calendar Agenda Items****November**

- FY 22-23 1<sup>st</sup> Quarter Financial Status Report and Preliminary Report on Close of FY 22-23 – Unaudited
- Report/Possible Action on Woodland Transit Center Relocation
- Scope of Work for Capital Improvement Plan
- Report/Possible Action on Salary Survey
- Report/Possible Action on Updates to ADA Policy, Rider Information and Application

**December**

- Approve Meeting Dates and Holidays for 2024
- ADA Service Changes – Possible Action
- Knights Landing Microtransit – Possible Expansion of Service Area to town of Yolo

**January**

- Appoint Chair, Vice-Chair for the 2024 Calendar Year
- FY22-23 Financial report –Audited
- Overview of FY 23-24 Workplan and Budget Development Process
- FY22-23 Authorization to carryforward unspent capital budget for projects not completed in FY22-23
- Scope of Work for Short Range Transit Plan Update