



BOARD OF DIRECTORS MEETING AGENDA

Directors: Josh Chapman (Chair, City of Davis)
Dawntè Early (Vice-Chair, City of West Sacramento)
Lucas Frerichs (Yolo County)
Jesse Loren (City of Winters)
Tom Stallard (City of Woodland)
Matt Dulcich (UC Davis, ex-officio)
Greg Wong (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: November 18, 2024
Meeting Time: 6:00 PM

Meeting Place: Yolo Transportation District Board Room
350 Industrial Way
Woodland CA 95776
Hotel Dena*
303 Cordova St
Pasadena, Ca 91101

(*Note - Ability to provide public comment at this location will be made available)

ZOOM INFORMATION

<https://us06web.zoom.us/j/5306662877?pwd=b1VWMmhnOW43Mng2QS83Y3RUSHR6Zz09&omn=85868139438>
Meeting ID 530 666 2877
Pascode 736577

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
	2	Comments from public regarding matters <u>on the consent calendar</u> , or <u>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.	X	

CONSENT CALENDAR

6:05 PM	3a	Approve Board Minutes for Regular Meeting of October 14, 2024 (<i>Marte/Silva, pp 5-10</i>)		X
	3b	Approval of the Executive Director’s Amended and Restated Employment Agreement with Salary Adjustments and Other Revisions (<i>Hood, pp 11-21</i>)		X
	3c	Approve Resolution 2024-24 Increasing the Executive Director’s Signing Authority to \$50,000 (<i>Bernstein, pp 22-24</i>)		X
	3d	Approve Resolution 2024-25 Updating and Extending the First Amendment to the Memorandum of Understanding for Causeway Connection (Route 138) Bus Service (<i>Romero, pp 25-33</i>)		X
	3e	Approve Schedule of Holiday Closures for 2025 (<i>Bernstein, p 34</i>)		X
	3f	Approve 2025 Board of Directors Meeting Schedule (<i>Marte, p 35</i>)		X

REGULAR CALENDAR

6:15 PM	4	Approve service changes to expand Davis Express Routes 43, 43R and 230 and restore Express Route 44 (<i>Romero, pp 36-54</i>)		X
6:45 PM	5	Provide Feedback on Proposal for Special Budget Workshops (<i>Bernstein, pp 55-61</i>)	X	
7:15 PM	6	Approve Resolution 2024-26 Accepting the Caltrans Letter of Commitment to the Capitol Area Regional Tolling Authority (CARTA) (<i>Abbanat/Bernstein, pp 62-70</i>)		X
7:30 PM	7	Approve Resolution 2024-27 authorizing User Agreement with Kuba, Inc for Contactless Payment Acceptance Devices (<i>Williams, pp 71-84</i>)		X
7:45 PM	8	Administrative Reports (<i>Bernstein</i>) 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. Long Range Calendar E. Public comments (<i>pp 85</i>) F. Long-Range Calendar (<i>pp, 86</i>)	X	
8:00PM	9	Adjournment	X	

Unless changed by the YoloTD Board, the next meeting of the Board of Directors will be Monday, December 9, 2024, at 6:00 pm at Yolo Transportation District, 350 Industrial Way, Woodland CA 95776.

I declare under penalty of perjury that the foregoing agenda was posted on or before Friday, November 15, 2024 at the Yolo County Transportation District Office (350 Industrial Way, Woodland, California). Additionally, copies were 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.



Janeene Marte, Clerk of 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 Board of Directors. Depending on the length of the agenda and number of speakers, the Board Chair reserves the right to limit the time each member of the public is allowed to speak to three minutes or less.

IN PERSON:

Please fill out a speaker card and give it to the Board Clerk if you wish to address the Board. Speaker cards are provided on a table by the entrance to the meeting room.

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. 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, November 18, 2024, 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 the office 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 Yolo Transportation District as soon as possible and preferably at least 24 hours prior to the meeting. We may be reached at telephone number (530) 402-2819, via email at custserv@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.

Updated November 2022

BOARD COMMUNICATION: YOLO TRANSPORTATION DISTRICT

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

Topic: Approve Board Minutes for Regular Meeting of October 14, 2024	Agenda Item#: Agenda Type:	3a	
		Action	
Prepared By: J.Marte/D. Silva (RGS)		Attachments: <input checked="" type="radio"/> Yes <input type="radio"/> No	Meeting Date: November 18, 2024

RECOMMENDATION:

Approve Minutes for the Regular Meeting of October 14, 2024

BACKGROUND:

The Yolo Transportation District (YoloTD) Board of Directors holds regular meetings in compliance with the Brown Act and public records laws. Those meetings are recorded in minutes, which are to be retained, in perpetuity, in the YoloTD archives.

The purpose of this item is to approve minutes of the Board of Directors meeting for the historical preservation and posterity of the YoloTD Board of Directors actions for future generations to understand the valuable work considered and accomplished by YoloTD.

BUDGET IMPACTS:

There are no anticipated financial impacts.

Attachments:

- 1. Minutes



BOARD OF DIRECTORS MEETING MINUTES

October 14, 2024, at 5:00 p.m.
Yolo Transportation District Board Room
350 Industrial Way, Woodland, CA

1. Roll Call - Determination of Quorum

Chair Chapman called the meeting to order at 5:04 p.m.

Directors Present:

Josh Chapman, Chair, City of Davis
Lucas Frerichs, Yolo County
Tom Stallard, City of Woodland

Dawntè Early, Vice Chair, City of West Sacramento
Jesse Loren, City of Winters

Staff Present:

Autumn Bernstein, Executive Director
Daisy Romero, Director of Transit Operations
Greg

Kimberly Hood, Legal Counsel
Brian

2. Closed Session

3. Approval of Agenda

Motion: Director Stallard made a motion to approve the Agenda. Motion was seconded by Director Early. The motion was approved by a 5 Yes/0 No vote.

4. Report Back from Closed Session

Kimberly Hood reported no reportable actions taken.

5. Public Comments

Michael Barnbaum commented about service disruptions affecting SacRT services due to the Ironman California triathlon on October 27, 2024.

Alan Hirsch commented on bus service layovers, the impact of commercial property zoning changes, and concerns about residential developments near freeways without sound walls.

6. Consent Calendar

- 6a. Approve Board Minutes for Regular Meeting of September 9, 2024
- 6b. Approve Resolution 2024-21 Authorizing the Executive Director to Sign Subrecipient Agreement with SACOG for the Sacramento Region Cal-ITP Implementation Project
- 6c. Approve Board Resolution 2024-22 Authorizing the Executive Director to Program 2024-25 State of Good Repair (SGR) Funds and Reconcile Prior Year SGR Balances

Motion: Director Stallard made a motion to approve the Consent Calendar, removing item 6c for further discussion. Motion was seconded by Director Loren. The motion was approved by a 5 Yes/0 No vote.

Chair Chapman acknowledged Indigenous Peoples' Day and the traditional lands of the Patwin people and thanked the Yocha Dehe Wintun Nation for their support.

Chair Chapman returned to item 6c for discussion.

Executive Director Bernstein explained that, after SACOG reconciled balances, \$400,000 in state of good repair funds needed to be reprogrammed. These funds were intended for the purchase of three compressed natural gas buses.

Director Early questioned the use of future dollars for current-year projects, and Executive Director Bernstein clarified that those funds will be programmed in March of 2025, making them available for us to commit within the current fiscal year.

Motion: Director Early made a motion to approve the Consent Calendar item 6c. Motion was seconded by Director Stallard. The motion was approved by a 5 Yes/0 No vote.

Regular Calendar

7. Open Public Hearing on Planned Service Changes to Restore and Expand Express Routes in Davis, including Routes 43, 43R, 44, and 230

Director of Transit Operations Romero summarized the staff report and opened the public hearing on planned service changes to restore and expand access in the City of Davis, providing an overview of the proposed changes.

Ms. Romero reported that the proposal, which includes input from ride-a-longs and a travel survey, aims to address overcrowding and improve commute times for Davis residents.

Chair Chapman called for public comment.

Alan Hirsch suggested that board members and staff take the bus to meetings to experience the service.

Michael Barnbaum supported the proposal, emphasizing the need for additional options for commuters.

Seeing no further comments, Chair Chapman closed public comments.

Director Loren expressed support for the staff's proposal. However, they highlighted that, for the record, someone traveling from Winters to Sacramento using public transportation wouldn't benefit from this proposal because, without Route 220, they can't reach Davis.

Director Frerichs expressed enthusiasm about the effort to restore services lost during the COVID pandemic and appreciated Director Loren's comments regarding the City of Winters. They noted strong public support for restoring specific routes, as seen in public comments, written feedback, and continued outreach and future discussions.

Director Early expressed appreciation for the workshop and the discussions about restoring routes. They suggested that the district engage more with each community in the District, including conducting surveys to gather input.

Chair Chapman thanked everyone for bringing the issue forward and opening a 30-day comment period. They asked for clarification on what the outreach process will look like during this period.

Director of Transit Operations Romero outlined the outreach plan, which includes placing an ad in the newspaper, posting information on its website and social media, and riding buses to engage with riders.

Chair Chapman suggested the use of QR codes to the flyers placed on buses and bus stops. Staff confirmed that we currently use QR codes.

Director Early suggested that elected officials could help amplify outreach efforts by sharing information on social media platforms. They recommend creating a " toolkit" to make it easier for these officials to post updates.

Seeing no further comments, Chair Chapman closed the agenda item. The board plans to revisit it on November 18.

8. Receive an Update and Provide Feedback on Yolo Active Transportation Corridors (YATC) Project

Director or Planning Brian Abbanat provided an update on the YATC Project, which aims to create a network of multi-use trails connecting unincorporated communities and cities in Yolo County. The project, funded by a \$1.2 million federal RAISE grant, focuses on intra- and inter-community connections.

Mr. Abbanat acknowledged the project's progress. To raise awareness and gather input, the outreach included flyers, social media, and online tools, as well as attending local events such as food distribution and cultural celebrations.

Mr. Abbanat highlighted that Phase One outreach is complete. The team is now developing preliminary transportation corridors and draft prioritization criteria based on community feedback. The next outreach phase will begin in November, and a plan is expected by spring.

Consultant Greg Behrens outlined three main types of improvements being considered: inter-community connections, intra-community improvements, and regionally significant projects.

Mr. Behrens discussed the prioritization criteria being developed to rank the proposed projects. These criteria focus on factors like safety, access, connectivity, demand, feasibility, and community support to ensure the projects can be prioritized effectively and positioned to compete for funding.

Brian shared that the team continue developing draft recommendations. They plan to return early next year to begin designing the corridors and complete the plan by 2025.

Director Stallard appreciated the presentation and acknowledged the thoroughness and speed of the delivery. They asked if it would be possible to consider creating a Class A bikeway paralleling the railroad right-of-way between Davis and Woodland.

Mr. Behrens confirmed the team is looking at that option and noted that the area already has separated crossings of major roads and freeways, making this alignment attractive. They confirmed that this option is being considered.

Director Loren raised concerns about the Winters area, specifically related to the development near Highway 505.

Chair Chapman sought clarification on the budget for the project, confirming that it involves a \$1.2 million RAISE grant.

Mr. Abbanat noted that about half is dedicated to the planning and outreach phase, while the other half is for engineering and design.

Chair Chapman asked if there is a mechanism or criteria for evaluating projects that ensure the selected projects receive sufficient funds to complete them.

Mr. Abbanat explained that the decision to allocate the project funds would be brought back to the board for discussion. The board's preferences will determine the implementation strategy.

Chair Chapman called for public comment.

Alan Hirsch raised concerns about the project's focus and the need for a clear definition of success. Director Frerichs highlighted the need for adjustments and prioritization. They agree with the last public comment about some areas needing more focus and emphasize that prioritization is key.

Mr. Abbanat clarified that the lines on the current maps are draft proposals. Based on community and board feedback, revisions will be made to determine which routes make the most sense.

Mr. Behrens raised a minor point of clarification. They acknowledged the reasoning behind why some of the proposed routes don't pass through cities due to jurisdictional differences.

Director Early asked whether working with cities on projects that connect them is possible, even if they retain jurisdiction.

Brian noted that the boundaries of West Sacramento and Sacramento are adjacent, which might have influenced the decision to limit the project to Yolo County and not extend into Sacramento.

Director Early asked whether city staff from neighboring cities were involved in discussions about connecting local projects to more extensive county plans.

Brian emphasizes the goal is to ensure logical, effective connections between the county's and cities' infrastructure and noted that each of the cities in Yolo County has an assigned staff person who has been involved throughout the development of this draft plan.

Seeing no further comments, Chair Chapman closed the agenda item. During the 30-day comment period, the board plans to continue outreach and gather feedback, and a final plan is expected by spring 2025.

9. Approve Resolution 2024-23 Authorizing the Executive Director to Execute a Professional Services Agreement with Silicon Transportation Consultants for Tolling Advance Planning for Yolo 80 Managed Lanes Project

Mr. Abbanat explained the background, noting that the project was awarded a \$2 million grant in June 2023, and the board was informed about the need to rebid the initial contract selection process, directed at the July meeting.

Mr. Abbanat highlighted the project's scope, noting significant items completed under budget and the need for further work over the next 12 to 18 months.

Mr. Abbanat detailed the consultant selection process, including the release of the RFP, evaluation of proposals, and negotiations with Silicon Transportation Consultants, the preferred consulting team. He explained the importance of DBE participation in ensuring disadvantaged businesses have opportunities for federally funded projects.

Director Early appreciated the item being discussed as part of the agenda rather than as a consent item, emphasizing the importance of transparency.

Chair Chapman called for public comment.

Alan Hirsch expressed concern about the need for more funding for social equity aspects and residents' difficulty participating in meetings held in Sacramento.

Seeing no further comments, Chair Chapman closed public comments.

Motion: Director Frerichs made a motion to approve the item. Motion was seconded by Director Loren. The motion was approved by a 5 Yes/0 No vote.

10. Administrative Reports

A. Board Members' Verbal Reports

Director Loren announced an upcoming SACOG online meeting on October 22, 2024, at 6 p.m., to focus on unmet transportation needs.

Chair Chapman mentioned SACOG's presence at the Davis Farmer's Market on November 2 from 8 a.m. to 2 p.m. to address unmet transit needs, in addition to the online meeting.

B. Transdev's Verbal Report

Transdev Representative Michael Klein provided a brief update on recruitment and training for new operators, with plans to start another class on the 28th.

C. Executive Director's Verbal Report

Executive Director Bernstein reported on the monthly written report, including ridership reports for July and August, and mentioned productive meetings with city managers and the interim county administrator regarding special budget workshops planned to start in January or February 2025.

Executive Director Bernstein also noted that they had their FTA Triennial Review this month, with auditors reviewing financial and procedural aspects. While some findings were made, they were all procedural rather than financial, which is a success. Once the final report is ready, it will be presented.

Executive Director Bernstein also announced the start of a new senior planner and a finalist for the clerk of the board executive assistant position.

Chair Chapman called for public comment.

Alan Hirsch raised concerns about bus ridership figures' accuracy and suggested including error estimates in reports.

Michael Barnbaum thanked Executive Director Bernstein for the report, discussed their proposed cost-sharing agreements, and mentioned the importance of monitoring upcoming ballot measures.

Seeing no further comments, Chair Chapman closed public comments.

D. Long Range Calendar

Executive Director Bernstein outlined the long-range calendar, including discussions on express bus service changes in Davis, budget workshops, and a request for authorization for the 100% design of the Woodland Transit Center.

11. Adjournment

Seeing no further business, Chair Chapman adjourned the meeting at 7:46 p.m.

Respectfully Submitted,

Denise Silva

Denise Silva, Board Clerk

BOARD COMMUNICATION: YOLO TRANSPORTATION DISTRICT

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

Topic: Approval of Executive Director’s Amended and Restated Employment Agreement with Salary Adjustments and Other Revisions	Agenda Item#: Agenda Type:	Action 3b	
		Attachments:	<input checked="" type="radio"/> Yes <input type="radio"/> No
Prepared By: Kimberly Hood, Agency Counsel		Meeting Date: November 18, 2024	

RECOMMENDATION:

1. Approve the Amended and Restated Employment Agreement with Executive Director Autumn Bernstein, which extends the term of her employment for four years and increases her compensation along with other minor changes; and
2. Authorize the Chair to execute the Amended and Restated Employment Agreement.

BACKGROUND / DISCUSSION:

Autumn Bernstein was appointed as the Executive Director of YoloTD effective September 1, 2021. Her employment agreement had an initial three-year term that expired as of August 31, 2024 with an initial annual salary of \$200,000. The Board desires to continue Ms. Bernstein’s employment and Agency Counsel has worked with the Executive Director to prepare an updated employment agreement.

The proposed Amended and Restated Employment Agreement has the following changes of note:

- Term: 4 years from September 1, 2024 through August 31, 2028
- Salary increases to bring the Executive Director to median over the next two years as follows:
 - Annual Salary: \$237,500, effective September 1, 2024
 - Adjusted to \$247,155 annually, effective September 1, 2025 (an approximate increase of 4% from the 2024 salary increase).
 - COLAs to be applied going forward, starting in 2026, consistent with COLA approved by the Board for staff pursuant to the Personnel Rules and Regs (currently, COLAs are 2-4% depending on CPI).
- A few other clean-up edits to remove provisions from the initial employment agreement specific to when Ms. Bernstein first started, like relocation costs, along with some other edits to clarify which leave benefits are paid out on separation and adjusting her annual Floating Holidays per fiscal year to 28 days consistent with YoloTD’s Personnel Rules and Regulations.

The proposed salary increase is consistent with the Board’s action earlier this year on April 8, 2024 to align staff salary schedules with the December 2023 salary survey conducted by GovInvest. GovInvest commenced the salary survey process in May 2023 and concluded in December 2023. Comparable agencies were selected based on industry, population, organization size, shared labor market, and geographical locations to facilitate meaningful salary comparisons (see table below, which identifies the GovInvest comparator agencies). In

addition, similar job roles were compared based on experience, skills, education, and duties. The salary survey revealed that 9 of 12 positions were below or significantly below the median of the comparator agencies. Similarly, the GovInvest salary survey indicated the Executive Director’s current annual salary is about 21% below median.¹ Per GovInvest’s Salary Benchmarking Survey, the median starting range for the Executive Director’s salary is \$236,184, the median mid-point is \$261,636, and the median maximum is \$274,080.

The Executive Director has only received one salary increase in the last three years with a 3.98% COLA consistent with the COLA provided to staff in October 2022 and was not included in the April 8th salary adjustment. This limited 3.98% COLA increase is well below the 14% growth in CPI over the last three years. In reviewing the Executive Director’s salary, six additional comparator agencies (see table below) were added to GovInvest’s comparator list to ensure the median was accurate for the Executive Director position. In particular, additional comparator agencies were considered due to the Executive Director’s unique position as the head of a transit district that is both a transit operator and a transportation planning agency. In most counties, there are two separate agencies that perform these functions. For example, Solano County has a transit operator (Soltrans) and a transportation planning agency (Solano Transportation Authority). Sacramento County has a similar division of labor between SacRT and the Sacramento Transportation Authority. YoloTD, however, is both a transit operator and a transportation planning agency. There are only a handful of agencies in California that perform both functions for their respective counties. The only one in our region that performs both functions, aside from YoloTD, is the Napa Valley Transportation Authority. In many other respects (budget, staff size, population), Napa Valley TA is perhaps the most similar agency to YoloTD. The remaining comparator agencies are a mix of transit operators and transportation planning agencies.

Comparing the actual salaries of the Executive Director (as opposed to mid-point of salary ranges) revealed the Executive Director’s current salary is 17% below the median as follows:

Agency	Monthly Salary (2022)	Annual Salary (2022)	Diff	Gov Invest?	Operating Budget (2022/23)	Number of Staff	Transit Operator or Transportation Planning Agency?
Yolo Transportation District	\$17,655	\$211,860	<i>n/a</i>		\$17.8 million	15 employees 120 contract workers	Both
Yuba Sutter Transit Authority	\$13,743	\$164,916	22%	Y	\$8 million	5 employees 75 contract workers	Transit Operator
El Dorado County Local Transportation Commission	\$14,371	\$172,446	19%		\$1.8 million	5 employees	Transportation Planning Agency
Solano County Transit (Soltrans)	\$16,997	\$203,966	4%	Y	\$18.3 million	15 employees XX contract workers	Transit Operator
Butte County Association of Govts (BCAG)	\$17,145	\$205,741	3%		\$10.8 million	3 employees 90 contract workers	Transit Operator
San Joaquin Regional Transit District*	\$20,550	\$246,600	-16%		\$48 million	348 employees	Transit Operator
Placer County Transportation Planning Authority	\$20,596	\$247,155	-17%		\$6.8 million	7 employees	Transportation Planning Agency
Napa Valley Transportation Authority	\$21,084	\$253,012	-19%		\$19 million	19 employees 100 contract workers	Both
Solano Transportation Authority	\$22,062	\$264,740	-25%	Y	\$25 million	28 employees	Transportation Planning Agency
Marin County Transit District	\$22,276	\$267,317	-26%		\$38 million	20 employees XX contract workers	Transit Operator
San Mateo County Transit District **	\$22,840	\$274,080	-29%	Y	\$164 million**	1000 employees**	Transit Operator
Contra Costa Transportation Authority	\$26,301	\$315,608	-49%	Y	\$10.5 million	25 employees	Transportation Planning Agency
Median	\$20,596	\$247,155	-17%	-21%			
Difference from Median	\$2,941	\$35,295					

* The salary for San Joaquin RTD jumped to \$327,870 in 2023, an increase of 33% in one year.

** The operating budget and number of staff for San Mateo includes three entities: SamTrans (bus), Caltrain (rail) and the San Mateo Transportation Authority (transportation planning). The latter two are separate legal entities with their own Boards of Directors and Executive Directors, but are managed by SamTrans. The salary shown here is for the SamTrans "Chief Operating Officer of Buses." The SamTrans General Manager and Caltrain Executive Director both have significantly higher salaries.

Increasing the Executive Director's salary to the median is consistent with the Board's April 8th action to align salaries with the median to retain employees and the subsequent 4% CPI adjustment approved with the FY 2024-25 budget.

BUDGET IMPACT:

No impact on current (FY2024-25) budget. On June 12, 2024, the Board approved an annual FY2024-25 operating budget that anticipated the salary benchmarking study and budgeted \$250,000 for the Executive Director's annual salary.

Attachment:

1. Amended and Restated Employment Agreement

AMENDED AND RESTATED EMPLOYMENT AGREEMENT
between
YOLO COUNTY TRANSPORTATION DISTRICT (YoloTD)
and
AUTUMN BERNSTEIN

This **AMENDED AND RESTATED EMPLOYMENT AGREEMENT** (“Agreement”) is made and entered into between the YOLO COUNTY TRANSPORTATION DISTRICT (hereinafter “YoloTD”), a California special district, and AUTUMN BERNSTEIN, an individual to be employed by YoloTD as its Executive Director, effective September 1, 2024 (“Effective Date”).

RECITALS

WHEREAS, YoloTD’s Board of Directors (“the Board”) entered into an employment agreement to employ AUTUMN BERNSTEIN as its Executive Director at its Board Meeting on August 9, 2021; and

WHEREAS, to update the compensation, term, and other items concerning AUTUMN BERNSTEIN’s employment with YoloTD, the Board now wishes to amend and replace the prior employment agreement and amendments thereto in their entirety with this Agreement as of the Effective Date.

AGREEMENT

NOW THEREFORE, IT IS AGREED by YoloTD and AUTUMN BERNSTEIN (“Executive Director”) as follows:

I. DUTIES:

- a. The Executive Director is the lead position at YoloTD and shall perform all duties, assume all obligations, and constantly meet all qualifications of the office of Executive Director as described herein, and as such duties, obligations and qualifications may, from time to time, be amended by the Board. The Executive Director shall be subject to all pertinent policies, ordinances, resolutions, rules, regulations and all other lawful orders and directives of the Board and YoloTD. Said duties and obligations shall be performed in an efficient and professional manner and in conformance with the standards generally prevailing for the performance of the duties and obligations pertaining to the position of similar managerial positions of public or private entities. Notwithstanding any other provision herein, the Executive Director shall serve at the pleasure of the Board and may be discharged at any time with or without cause, subject only to Section XI of this Agreement.
- b. The Executive Director’s essential duties and functions shall include, but not be limited to, the following:

- Regularly update and undertake activities to meet the vision, values, and priorities of the Board.
- Implement and maintain a robust communications program.
- Organize and administer Board and YoloTD committee meetings; represent YoloTD before YoloTD jurisdictions, various individuals/groups/agencies, and public and private organizations at federal, state and local levels.
- Develop and manage operating and capital budgets for all YoloTD activities; implement methods to optimize access to outside YoloTD funding.
- Approve purchases of assets listed in the adopted budget or by minute order; authorize contracts and other purchases approved by the Board.
- Submit grant applications for YoloTD capital, planning, and service projects; facilitate grant agreements and related supplemental documents or projects approved by the Board.
- Perform service planning, scheduling and route/run reductions where appropriate; organize and conduct workshops and public hearings on transit matters affecting existing and/or future riders.
- Oversee YoloTD's activities relative to being the congestion management planning agency for the County of Yolo.
- Work with air quality districts and other parties to optimize the use of zero and low emission vehicles.

II. EXECUTIVE DIRECTOR AND BOARD RESPONSIBILITIES: The Board is the governing body of YoloTD and retains the responsibility of formulating and adopting YoloTD policy. The Executive Director has the primary responsibility for the implementation of YoloTD policy in accordance with the Board's direction.

III. PERSONNEL MATTERS: The Executive Director has the additional responsibility to hire, train, discipline, and discharge YoloTD's employees, including administrative and supervisory staff to best serve YoloTD. It is, however, understood and agreed that these responsibilities are specifically limited by the fact that the Board must specifically approve the creation and authorization of positions, and the establishment and adjustment of pay scales.

IV. EFFECTIVE DATE AND TERM: The term of this Agreement shall be for four (4) years from the Effective Date and terminating on August 31, 2028. The Executive Director agrees to remain in the exclusive employ of YoloTD during the term of this Agreement. The term of this Agreement may be extended by mutual agreement of the parties.

V. COMPENSATION: As of the Effective Date of this Agreement through August 31, 2025, the Executive Director shall be paid the annual sum of \$237,500 for fulfilling the duties described herein, accruing neither overtime nor compensatory time, in accordance with YoloTD's standard payroll procedures, subject to the following adjustments:

- a. Effective September 1, 2025, the Executive Director's annual salary shall be increased to \$247,155. Commencing in 2026 and annually thereafter during the term of this Agreement, the Executive Director shall be entitled to cost of living adjustments (COLA) at the same time and in the same amount as the COLA adjustments approved by the Board annually for YoloTD staff, if any, pursuant to YoloTD's Personnel Rules and Regulations, as they may be amended from time to time. Such annual COLA adjustments shall not require an amendment to this Agreement.
 - b. Each year the Board shall review the Executive Director's performance and based upon performance of the duties and meeting or exceeding the agreed upon performance objectives determine if a merit-based salary or other benefit increase is warranted and act accordingly. Any such increases or adjustments, excluding the COLA adjustments provided for in Section V.a, above, will be subject to a written amendment to this Agreement. Any merit-based salary or other salary and/or benefit increase shall be determined by the Board in its sole discretion. The determination of the Board is not subject to challenge by the Executive Director in any manner.
- VI. HOURS OF WORK: The regular business hours of YoloTD are 8:00 AM to 5:00 PM. It is recognized that the Executive Director must devote a great deal of time outside the normal hours of business for YoloTD, and to that end the Executive Director shall be allowed to establish an appropriate work schedule. The schedule shall be appropriate to the needs of YoloTD and shall allow the Executive Director to faithfully perform the assigned duties and responsibilities. This position is FLSA exempt and the Executive Director shall not be entitled to overtime or compensatory time off. While some circumstances may necessitate virtual work, the Executive Director is expected to perform the majority of the Executive Director's duties at the YoloTD office. When unavailable, the Executive Director shall ensure that duties have been properly and appropriately delegated to qualified YoloTD staff.
- VII. BENEFITS: The Executive Director shall be afforded the following benefits package:
- a. CalPERS retirement benefits, formula based on membership date.
 - b. YoloTD shall match the Executive Director's contribution to YoloTD's Deferred Compensation Plan in an amount up to 5% of the Executive Director's base salary.
 - c. The Executive Director, and their dependents, shall be eligible for a group health insurance plan through the California Public Employees Retirement System (CalPERS). YoloTD shall pay up to a maximum of 90% for the health insurance premium that the Executive Director selects through Cal-PERS Health Benefits program consistent with the YoloTD policy for allowable cost plans.

- d. The Executive Director, and their dependents, shall be eligible for dental and vision insurance plans provided through the County of Yolo. YoloTD shall cover 100% of the Executive Director's dental and vision insurance premiums consistent with YoloTD policy for allowable cost plans.
- e. The Executive Director shall accrue vacation leave at the rate of twenty (20) days per year (160 hours per year), earned on a pro rata basis per pay period. The Executive Director may accrue up to 320 hours of vacation leave. Upon termination, any accrued but unused vacation leave shall be paid at a straight time rate.
- f. The Executive Director shall accrue sick leave at the rate of twelve (12) days per year (96 hours per year), earned on a pro rata basis per pay period with unlimited accrual. Use and payment of sick leave shall be consistent with YoloTD's Personnel Rules and Regulations as they may be amended.
- g. Executive Director shall be credited with 28 hours of floating holiday time on July 1 of each year. Floating holidays shall be taken during the fiscal year and shall not accrue from one fiscal year to the next. Upon termination, any accrued but unused floating holiday shall be paid at a straight time rate.
- h. The Executive Director shall accrue administrative leave in an amount equal to the Management Director positions for YoloTD. Accrual and use of administrative leave shall be consistent with YoloTD's Personnel Rules and Regulations as they may be amended.

VIII. GENERAL BUSINESS EXPENSES:

- a. YoloTD shall provide electronic equipment necessary to ensure the Executive Director accessibility and availability pursuant to this Agreement.
- b. Subject to prior approval of the Board, YoloTD agrees to pay for professional dues and subscriptions of the Executive Director, as may be necessary for professional development, membership and participation in regional, state, and local associations, and organizations necessary and desirable for the Executive Director's continued professional participation, growth, and advancement, and for the good of YoloTD.
- c. Subject to prior approval by the Board, YoloTD agrees to pay for travel and subsistence expenses (alcoholic beverages excluded) of the Executive Director for professional and official travel, meetings, short courses, institutes, seminars and occasions to regional, state, and local governmental groups and committees in which the Executive Director serves as a member to adequately continue the professional development of the Executive Director and to pursue necessary official functions for YoloTD.

- IX. PERFORMANCE OBJECTIVES: The Executive Director shall meet annually with the Board by the anniversary of the Effective Date of this Agreement to identify YoloTD's and the Executive Director's performance objectives for the following year. Said performance objectives shall be proposed by the Executive Director in writing and submitted to the Board for approval. If the Board does not approve said performance objectives, they shall establish reasonable performance objectives following consultation with the Executive Director. The performance objectives shall be consistent with Board policy and the duties and responsibilities set forth in this Agreement. The Board reserves the right to evaluate the Executive Director's performance at any other time as it may, in its sole discretion, determine.
- X. EVALUATION: The Board shall evaluate the performance of the Executive Director annually, typically on or before the anniversary of the Effective Date of this Agreement as the schedule of the Board. The evaluation shall be based on the duties and agreed upon performance objectives. In its discretion, the Board may consider modification to the compensation or benefits provided herein. Failure of the Board to complete the evaluation process shall not preclude the Board from giving notice of termination in accordance with the Termination section of this Agreement.
- XI. TERMINATION AND DISMISSAL: The Executive Director shall serve at the will and pleasure of the Board and may be terminated at any time, with or without cause. Nothing in this Agreement shall be construed to prevent YoloTD, in its sole discretion, from terminating this Agreement and the services of the Executive Director. The following provisions shall apply to termination and dismissal:
- a. If the Board terminates the employment of the Executive Director for cause, the termination shall be effective immediately and no severance shall be provided.
 - b. If the Board terminates the employment of the Executive Director without cause, YoloTD shall pay the Executive Director severance pay in an amount equal to three (3) months of the monthly base salary specified in Section V of this Agreement and continue health benefits for that three-month period of time pursuant to Section VII of this Agreement.
 - c. This severance payment shall be made within thirty (30) days of the effective date of the termination and is subject to applicable withholding taxes.
 - d. This Section XI is intended to comply with California Government Code section 53260 et seq. Pursuant to California Government Code section 53260, in no event shall the Executive Director receive a settlement that exceeds an amount equal to the monthly salary multiplied by the number of months remaining on the unexpired term of this Agreement. Pursuant to California Government Code Section 53243.2, any lump sum severance payment or other noncontractual payments related to termination paid to the Executive Director under Section XI of this Agreement shall be fully reimbursed by the Executive Director to YoloTD

if the Executive Director is convicted of a crime involving an abuse of the office or position. For purposes of this Agreement, the phrase “abuse of the office or position” shall have the meaning set forth in Government Code section 53243.4. This Agreement shall be subject to the provisions of Government Code sections 53243-53243.4, which require reimbursement to YoloTD under circumstances stated therein.

- XII. **TERMINATION BY EXECUTIVE DIRECTOR:** The Executive Director may terminate this Agreement at any time upon ninety (90) days written notice to the Board. In the event that the Executive Director should exercise the option to terminate this Agreement (resign from YoloTD employment), the Executive Director shall not be entitled to any severance pay or continuation of health benefits.
- XIII. **APPLICABLE LAW:** This Agreement shall be constructed in accordance with and governed by the laws of the State of California. Should any provision of this Agreement be determined by a court of competent jurisdiction to be invalid, the remainder of this Agreement shall nevertheless be binding and effective.
- XIV. **ENTIRE AGREEMENT:** This Agreement constitutes the entire Agreement between YoloTD and the Executive Director and supersedes all prior agreements respecting the same subject. YoloTD and the Executive Director agree and acknowledge that no representations, inducements, promises or agreements, orally or otherwise, have been made by any party, or anyone acting on behalf of any party, which are not included herein and that any agreement, statement, or promise not contained in this Agreement shall not be valid or binding on either party.
- XV. **WAIVER OF RIGHTS:** Any waiver at any time by either party hereto of its rights with respect to a breach or default, or any other matter arising in connection with this Agreement, shall not be deemed to be a waiver with respect to any other breach, default or matter.
- XVI. **REMEDIES NOT EXCLUSIVE:** Except as otherwise provided herein, the use by either party of any remedies specified herein for the enforcement of this Agreement is not exclusive and shall not deprive the party using such remedy of, or limit the application of, any other remedy provided by law.
- XVII. **HEADINGS:** Paragraph headings and titles of attachments as used herein are for convenience only and shall not be deemed to alter or modify the provisions of the paragraph headed thereby.
- XVIII. **INTERPRETATION:** The parties acknowledge that each party has reviewed, negotiated, and had an opportunity to discuss with counsel this Agreement and that the normal rule of construction to the effect that any ambiguities are to be resolved against the drafting party shall not be employed in the interpretation of this Agreement or any document executed and delivered by any party in connection with transactions contemplated by this Agreement.

XIX. WORKER'S COMPENSATION: Pursuant to the State of California Labor Code, Section 3700, et seq., YoloTD shall secure workers' compensation insurance for the Executive Director.

XX. INDEMNIFICATION: YoloTD shall provide for the defense of the Executive Director in any action or proceeding alleging an act or omission within the scope of employment of the Executive Director in conformance with State law (Government Code sections 995, et seq.). In addition, any funds provided by YoloTD for the legal criminal defense of the Executive Director shall be fully reimbursed to YoloTD by the Executive Director if the Executive Director is convicted of a crime involving an abuse of the office or position as required under Government Code section 53243.1.

XXI. AMENDMENTS: Any modifications of this Agreement will be effective only if in writing and signed by both YoloTD and the Executive Director.

XXII. NOTICE: Any notices required or permitted pursuant to this Agreement shall be given in person or by certified or registered mail, addressed as follows:

To YoloTD:

Chair of the Board of Directors

YOLO COUNTY TRANSPORTATION DISTRICT

350 Industrial Way,

Woodland, CA 95776

To Executive Director:

Autumn Bernstein

[On File]

XXIII. COUNTERPARTS; ELECTRONIC SIGNATURES: This Agreement may be executed in several counterparts, each of which shall be deemed an original and all of which shall constitute one and the same instrument and shall become effective when counterparts have been signed by each of the parties and delivered to the other parties; it being understood that all parties need not sign the same counterparts. The exchange of copies of this Agreement and of signature pages by facsimile transmission, by electronic mail in "portable document format" (".pdf") form, or by any other electronic means intended to preserve the original graphic and pictorial appearance of a document, or by combination of such means, shall constitute effective execution and delivery of this Agreement as to the parties and may be used in lieu of the original Agreement for all purposes. Signatures of the parties transmitted by means shall be deemed to be their original signatures for all purposes.

IN WITNESS WHEREOF, YoloTD and the Executive Director hereto have executed this Agreement as of the Effective Date.

Yolo County Transportation District
(YoloTD)

Josh Chapman, Chair
Board of Directors

Executive Director:

Autumn Bernstein

ATTEST:

Janeene Marte, Clerk of the Board

Approved as to Form:

Kimberly Hood, District Counsel

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

Topic: Approve Resolution 2024-24 Increasing the Executive Director’s Signing Authority to \$50,000	Agenda Item#: Agenda Type:	<h1>3c</h1> Action	
		Attachments:	<input checked="" type="radio"/> Yes <input type="radio"/> No
Prepared By: A. Bernstein		Meeting Date: November 18, 2024	

STAFF RECOMMENDATION:

Approve Resolution 2024-24 Increasing the Executive Director’s Signing Authority to \$50,000.

BACKGROUND:

The Executive Director’s signing authority is currently \$10,000. This means that any purchase or contract exceeding \$10,000 must be approved by the YoloTD Board of Directors, even if the purchase or contract was included in the approved budget.

Because the YoloTD Board only meets 11 times per year, this unusually low signing authority limits staff’s ability to act quickly and creates additional work to prepare staff reports for small procurements. Examples of recent, minor procurements above \$10,000 and below \$50,000 which required Board approval include:

- Temporary Board clerking assistance while we fill a vacant position;
- Temporary accounting and financial services assistance to assist in responding to recent audit findings;

In other instances, we have artificially limited time-sensitive contracts or purchases to \$10,000 in order to not exceed the Executive Director’s signing authority. For example, we recently signed a contract for temporary communications assistance after our sole communications staff position became vacant. This contract term is limited to three months because we couldn’t afford to wait until the next Board meeting to have the contract approved. If the three-month contract expires before the vacancy is not filled, we will either have to reprocur that contract with Board approval or allow our social media, newsletter and other communications to go dark.

DISCUSSION:

A \$50,000 signing authority for purchases and contracts that are consistent with a Board-approved annual budget is commonplace. Federal procurement guidelines (2 CFR 200.320) allow recipients of

federal funds to establish a \$50,000 threshold for micro-procurements, which are generally approved at the staff level without Board oversight. An informal survey of peer agencies in the Sacramento region did not find any whose signing authority is less than \$50,000.

The attached Resolution 2024-24, if approved by the Board, would increase the Executive Director's signing authority to \$50,000 for purchases that are consistent with the annual budget approved by the YoloTD Board of Directors. It would require these purchases to be reported to the Board of Directors as part of the quarterly financial report.

All purchases and contracts exceeding \$50,000 would continue to come to the Board of Directors for approval.

FISCAL IMPACT:

None. Potential savings and efficiencies in speeding up time-sensitive procurements and reducing administrative burden associated with small contracts.

**ATTACHMENT 1
RESOLUTION NO. 2024-24**

A RESOLUTION TO INCREASE EXECUTIVE DIRECTOR SIGNING AUTHORITY

WHEREAS, the Board of Directors of the Yolo County Transportation District has determined that it is in the best interest of the organization to enhance operational efficiency by increasing the signing authority of the Executive Director for financial transactions;

WHEREAS, the current signing authority of the Executive Director is limited to \$10,000 which has been found insufficient to address certain operational needs promptly;

WHEREAS, the Board acknowledges that increasing the signing authority will enable the Executive Director to make decisions within the new threshold, improving response times for operational expenses and other financial obligations that are consistent with the approved organizational budget without additional board approval;

NOW, THEREFORE, BE IT RESOLVED that the Executive Director’s signing authority is hereby increased to a maximum limit of \$50,000 (Fifty Thousand Dollars) for any single financial transaction, including but not limited to contracts, purchases, and other expenditures; AND

BE IT FURTHER RESOLVED that the Executive Director is authorized to exercise this signing authority within the limits set forth by the organization’s procurement policies and approved budget; AND

BE IT FURTHER RESOLVED that the Executive Director shall report all transactions exceeding \$10,000 to the Board of Directors in a timely manner, with a summary of relevant expenditures to be included in the quarterly financial report; AND

BE IT FURTHER RESOLVED that this resolution shall take effect immediately upon its adoption by the Board of Directors.

PASSED AND ADOPTED by the Board of Directors of the Yolo Transportation District, County of Yolo, State of California, this 18th day of November, 2024, by the following vote:

AYES:

NOES:

ABSTAIN:

ABSENT:

Josh Chapman, Chair
Board of Directors

ATTEST:

Janeene Marte, Clerk of the Board of Directors

Approved as to Form:

Kimberly Hood, District Counsel

BOARD COMMUNICATION: YOLO COUNTY TRANSPORTATION DISTRICT

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

Topic: Approve Resolution 2024-25 Updating and Extending the First Amendment to the Memorandum of Understanding for Causeway Connection (Route 138) Bus Service	Agenda Item#: Agenda Type:	<h1>3d</h1> <h2>Action</h2>
		Attachments: <input checked="" type="radio"/> Yes <input type="radio"/> No
Prepared By: D. Romero		Meeting Date: November 18th, 2024

RECOMMENDATION:

Approve Resolution No 2024-25 updating and extending the Memorandum of Understanding with UC Davis and Sacramento Regional Transit for Causeway Connection (Route 138) bus service.

Attachments

1. Resolution 2024-25 Approving the First Amendment to the Memorandum of Understanding for public transit route between Davis and Sacramento with UC Davis and Sacramento Regional Transit
2. First Amendment to MOU for Public Transit Route Between Davis and Sacramento (the “Causeway Connection” bus route)

BACKGROUND:

On May 4, 2020, YoloTD executed a Memorandum of Understanding (MOU) between the University of California, Davis (UCD) and Sacramento Regional Transit (SacRT) to fund the Causeway Connection bus service (designated Route 138) operated jointly by SacRT and YoloTD for a three-year period from May 4, 2020, to May 3, 2023. Under the MOU, the service is operated approximately 50/50 by SacRT and YoloTD where UCD pays approximately half of operating costs and approximately the other half of payments is split 50/50 between SacRT and YoloTD. The remainder of operating costs is currently covered by a federal Congestion Mitigation and Air Quality (CMAQ) grant.

On April 20, 2023, YoloTD executed a new MOU with the same parties and same basic terms continuing service for an additional two years to end on May 3, 2025. The new MOU includes an unchanged level of service, increases to the hourly rate to reflect cost escalation, and clean-ups to the contract language.

The attached Resolution would approve an extension to continue the service for an additional two years, ending May 3, 2027. UCD would continue to help cover the operating cost of the service, with UCD funds split approximately 50/50 between SacRT and YoloTD. The level of service would be unchanged, but the hourly rate would escalate to reflect increased costs for both SacRT and YoloTD. Other aspects of the prior MOU will remain in place, including but not limited to recognition of the UCD undergraduate ID as a valid form of fare media, authorization to operate within the territory/property of the other parties, operational coordination, and joint marketing and branding.

Major service changes require a Title VI service equity analysis and 30-day public review prior to implementation; however, the proposed contract extension would merely continue the existing service levels. Consequently, there are no Title VI or public engagement requirements for approving this extension; however, if YoloTD were to terminate the service or if the updated MOU required major changes to the Causeway Connection service,

YoloTD would be required to prepare a Title VI analysis for 30-day public review, prior to adoption of any major service changes by the YoloTD Board.

Performance

The Causeway Connection service has now been in operation since May 2020, over four years. Service levels were initially peak-only, consisting of just five round trips per day. On September 28, 2020, service was increased to hourly trips from 5:30 a.m. to 8:50 p.m., totaling 15 round trips per day.

Ridership has grown steadily, although it has flattened out over the past few months, and now averages 263 boardings per day, between SacRT and Yolobus combined. The cost per passenger is a little over \$13, compared to \$9 for SacRT fixed route bus service overall (although operating costs are currently 100 percent covered by UCD and CMAQ).

The busiest trips are eastbound departing at 7:07 a.m. and westbound departing at 5:20 p.m., both of which average 22 passengers (compared to 38 seats on the bus). These two trips serve the peak-hour commute to Sacramento, but in general, ridership tends to be balanced, with strong ridership commuting to Davis as well. People with UCD ID cards ride for free, as a condition of the MOU with UCD.

The most common complaints are late buses and bicycle capacity. Compared to other bus routes, the Causeway Connection can be subject to greater variability in schedule because of the long segment on Interstate 80. Vehicle reliability has also been a source of delay (e.g., a bus with a low battery must be swapped out for another bus).

Like other YoloTD fixed-route buses, the Causeway Connection fleet is equipped with a triple front bike rack, which is the maximum allowed under state law. YoloTD have proposed several options to improve bicycle capacity, however the parties could not agree on a preferred approach.

Future Changes

CMAQ funds, which have helped cover operating costs since the introduction of the service in 2020, will be fully depleted by the new end date of May 3, 2027, and will need to be replaced. The fleet of Proterra battery-electric buses, which total 12 vehicles between SacRT and Yolobus, has also experienced reliability problems, despite being only four years old.

The Yolo 80 Corridor Improvements Project (Yolo 80) is led by Caltrans District 3, with YoloTD acting as a responsible agency. As discussed in the Final EIR/EA, the Yolo 80 project would result in induced vehicle miles traveled (VMT), which represents a significant impact and required Caltrans to identify proposed mitigation measures. The final Caltrans VMT Mitigation Plan for the Yolo 80 Project includes a proposed allocation of \$800,000 per year for three years to expand Causeway Connection service, beginning around Fall 2027, which could fund an improvement from 60- to 20-minute headways during peak hours. These funds would be restricted to expansion, so funding would still be needed to maintain existing service levels (i.e., UCD funding would still be needed and CMAQ funds would still need to be replaced).

The Yolo 80 project would provide funds for Causeway Connection expansion for only a limited period (e.g., three years). After that period, toll revenue from the Yolo 80 project could be available for the Causeway Connection expansion, but any such contributions would be contingent on the availability of net excess toll revenue and subject to the discretion of the Board of Directors of the recently formed Capital Area Regional Tolling Authority (CARTA).

Budget Impact

Payments from the University of California, Davis (UCD) to YoloTD will total \$660.648. Congestion Mitigation and Air Quality (CMAQ) funds will cover the remainder of operating costs for the service. These revenues are included in the FY 24/25 Operating Budget and will be incorporated into future Operating Budgets for each fiscal year impacted.

RESOLUTION NO.2024-25

A RESOLUTION APPROVING THE FIRST AMENDMENT TO THE MEMORANDUM OF UNDERSTANDING FOR PUBLIC TRANSIT ROUTE BETWEEN DAVIS AND SACRAMENTO WITH UC DAVIS AND SACRAMENTO REGIONAL TRANSIT

WHEREAS, on May 4, 2020, YoloTD executed a Memorandum of Understanding (Original MOU) for Pilot Public Transit Route Between Davis and Sacramento (The “Causeway Connection” Bus Route) with the University of California, Davis (UC Davis) and Sacramento Regional Transit (SacRT); and

WHEREAS, on April 20, 2023, SacRT executed a Memorandum of Understanding (MOU) for Pilot Public Transit Route Between Davis and Sacramento with UC Davis and SacRT, updating and restating the scope, budget, and terms of the Original MOU; and

WHEREAS, the parties desire to continue the Causeway Connection funding and operation, under revised terms, but without major changes to the route or schedule;

NOW, THEREFORE, BE IT HEREBY RESOLVED BY THE BOARD OF DIRECTORS OF THE YOLO COUNTY TRANSPORTATION DISTRICT AS FOLLOWS:

THAT, the First Amendment to the Memorandum of Understanding for Public Transit Route Between Davis and Sacramento with UC Davis and SacRT, whereby UC Davis agrees to provide operating funding support for the Causeway Connection public transit service, through May 3, 2027, is hereby approved.

THAT, the Executive Director is hereby authorized and directed to execute the foregoing Amendment.

AYES:

NOES:

ABSTAIN:

ABSENT:

Josh Chapman, Chair
Board of Directors

ATTEST:

Janeene Marte, Clerk of the Board

Approved as to Form:

Kimberly Hood, District Counsel

**FIRST AMENDMENT TO MEMORANDUM OF UNDERSTANDING FOR PUBLIC
TRANSIT ROUTE BETWEEN DAVIS AND SACRAMENTO
(THE “CAUSEWAY CONNECTION” BUS ROUTE)**

THIS FIRST AMENDMENT TO THE MEMORANDUM OF UNDERSTANDING (MOU) made and entered into as of April 20, 2023 (“Principal Agreement”), by and between the **SACRAMENTO REGIONAL TRANSIT DISTRICT**, a California public corporation (therein “SacRT”), the **YOLO COUNTY TRANSPORTATION DISTRICT**, a special district of the State of California (therein “YCTD”), and the **REGENTS OF THE UNIVERSITY OF CALIFORNIA AT DAVIS**, a public university (therein “UCD”) is hereby entered into as of _____, 2024.

RECITALS

WHEREAS, under the terms of the Principal Agreement, SacRT and YCTD are jointly providing public transit express bus service called the “Causeway Connection” with financial contributions by UCD; and

WHEREAS, the parties desire to enter into this First Amendment to extend the term for an additional two years and specify the respective financial contribution amounts for the additional term.

NOW THEREFORE, THE PARTIES AGREE AS FOLLOWS:

Section 1: EFFECTIVE DATE AND TERM. Section 1 of the Principal Agreement, entitled “Effective Date and Term,” is hereby amended to read in its entirety as follows:

“This MOU will be in effect from May 4, 2023 through May 3, 2027, unless sooner terminated under Article 17.”

Section 2: FINANCIAL CONTRIBUTIONS, INVOICING, AND PAYMENT. Section 3 of the Principal Agreement entitled, “Financial Contributions, Invoicing, and Payment,” is hereby amended to read in its entirety as follows:

a. **CMAQ Funding Contribution:**

- a.i. As a consequence of operating the Causeway Connection, both SacRT and YCTD will be eligible to claim Congestion Mitigation and Air Quality (CMAQ) funds, under a grant awarded for the project.
- a.ii. SacRT will act as the recipient of the CMAQ funding for the Causeway Connection. SacRT and YCTD have entered into a subrecipient agreement. YCTD will invoice SacRT quarterly and SacRT will remit amounts due to YCTD quarterly, upon receipt of CMAQ funds from the Federal Transit Administration (FTA).

b. UCD Funding Contribution

- b.i. **SacRT/YCTD Allocation.** UCD will pay for half the gross operating cost of the Causeway Connection, as set forth in Exhibits B and B1. The annual UCD contribution will be split proportionately between SacRT and YCTD based on the scheduled revenue vehicle hours to be operated by each agency.
- b.ii. **UCD Funding Schedule.** SacRT and YCTD will each invoice UCD separately on a calendar quarter basis in advance of service.
 - b.ii.1. **Billing Periods.** The first billing period will be May 4, 2023 through June 30, 2023. Thereafter, billing periods will be for the quarters beginning on July 1, October 1, January 1, and April 1. The final billing period will be April 1, 2027 to May 3, 2027.
 - b.ii.2. **Payment Due Dates.** Payment is due on the later of (1) the first day of service for each billing period, or (2) 30 calendar days after the invoice date.
 - b.ii.3. **Overpayment Credits for Service Reductions.** If UCD has already paid for service that is later reduced under Article 6, SacRT and YCTD, as applicable, will credit the overpaid amounts in the next invoice based on the service reduction during the prior quarter using the methodology set out in Article 6.

c. Operating Cost Shortfalls Borne by Operators

If either SacRT or YCTD incurs operating costs for the Causeway Connection in excess of the maximum funding provided by the sources identified above, each party will bear its own costs for such operating cost shortfalls, unless this MOU is otherwise modified by written amendment by all parties.

Section 3: EXHIBIT B1. Exhibit B1 is added to the Principal Agreement to specify the respective financial obligations of the parties for the extended term of the MOU. The references to Exhibit B in the Principal Agreement in Article 6 will be deemed to refer to either Exhibit B or Exhibit B1, as applicable to the relevant year.

Section 4: EFFECT. The effect of this First Amendment to the Principal Agreement is to extend the Term until May 3, 2027 and add Exhibit B1.

Section 5: AMBIGUITIES. The parties have each carefully reviewed this Amendment and have agreed to each term of this Amendment. No ambiguity is presumed to be construed against either party.

Section 6: FULL FORCE AND EFFECT. To the extent not inconsistent herewith, all other terms and provisions of the Principal Agreement, as amended, remain the same and in full force and effect.

Section 7: AUTHORITY TO BIND. Each of the signatories to this First Amendment represent that they are authorized to sign this First Amendment on behalf of such party and that all approvals, resolutions, and consents that must be obtained to bind such party have been obtained and that no further approvals, acts, or consents are required to bind such party to this First Amendment.

Section 8: INTEGRATION. The Principal Agreement and this First Amendment embody the entire agreement of the parties in relation to the scope of services described regarding the Causeway Connection Bus Route, and no other understanding whether verbal, written, or otherwise exists between the parties.

[Signatures on following page.]

DRAFT

IN WITNESS WHEREOF, the parties have entered into this First Amendment to the Principal Agreement on the day and year first hereinabove appearing.

**YOLO COUNTY TRANSPORTATION
DISTRICT**

**SACRAMENTO REGIONAL TRANSIT
DISTRICT**

By: _____
AUTUMN BERNSTEIN
Executive Director

By: _____
HENRY LI
General Manager/CEO

Approved as to Legal Form:

Approved as to Legal Form:

By: _____
KIMBERLY HOOD
Agency Counsel

By: _____
OLGA SANCHEZ-OCHOA
General Counsel

**REGENTS OF THE UNIVERSITY
OF CALIFORNIA AT DAVIS**

By: _____
PERRY H. EGGLESTON
Director of Transportation Services

Approved as to Legal Form:

By: _____
STEVEN T. KOBAYASHI
Associate Director, Procurement &
Contracting Services, UC Davis

EXHIBIT B1

Quarterly Billing	Year 3					Year 4				
Calendar quarter	Q2	Q3	Q4	Q1	Q2a	Q2b	Q3	Q4	Q1	Q2a
Calendar year	2025	2025	2025	2026	2026	2026	2026	2026	2027	2027
Begin date	5/4/25	7/1/25	10/1/25	1/1/26	4/1/26	5/4/26	7/1/26	10/1/26	1/1/27	4/1/27
End date	6/30/25	9/30/25	12/31/25	3/31/26	5/3/26	6/30/26	9/30/26	12/31/26	3/31/27	5/3/27
Operating days	40	64	60	61	23	41	64	62	61	23
SacRT										
Vehicle trips per day	16	16	16	16	16	16	16	16	16	16
Revenue hours per day	14.6	14.6	14.6	14.6	14.6	14.6	14.6	14.6	14.6	14.6
Total revenue hours	584.0	934.4	876.0	890.6	335.8	598.6	934.4	905.2	890.6	335.8
Cost per revenue hour	\$185.95	\$204.48	\$204.48	\$204.48	\$204.48	\$204.48	\$213.68	\$213.68	\$213.68	\$213.68
Total operating cost	\$108,594	\$191,066	\$179,124	\$182,110	\$68,664	\$122,402	\$199,663	\$193,423	\$190,303	\$71,754
UC Davis share	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%
Bill to UCD	\$54,297	\$95,533	\$89,562	\$91,055	\$34,332	\$61,201	\$99,831	\$96,712	\$95,152	\$35,877
YCTD										
Vehicle trips per day	14	14	14	14	14	14	14	14	14	14
Revenue hours per day	12.8	12.8	12.8	12.8	12.8	12.8	12.8	12.8	12.8	12.8
Total revenue hours	512	819.2	768	780.8	294.4	524.8	819.2	793.6	780.8	294.4
Cost per revenue hour	\$185.95	\$204.48	\$204.48	\$204.48	\$204.48	\$204.48	\$213.68	\$213.68	\$213.68	\$213.68
Total operating cost	\$95,206	\$167,510	\$157,041	\$159,658	\$60,199	\$107,311	\$175,047	\$169,576	\$166,841	\$62,907
UC Davis share	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%
Bill to UCD	\$47,603	\$83,755	\$78,520	\$79,829	\$30,099	\$53,656	\$87,523	\$84,788	\$83,421	\$31,454

UCD Contribution Per Year

SacRT \$364,780
 YoloTD \$319,807
 Total \$684,586

\$388,772
\$340,841
 \$729,614

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

Topic: Approve Schedule of Holiday Closures for 2025	Agenda Item#: Agenda Type:	<h1 style="margin: 0;">3e</h1> <h2 style="margin: 0;">Action</h2>
Prepared By: A. Bernstein		Attachments: Yes <input checked="" type="radio"/> No Meeting Date: November 18, 2024

RECOMMENDATION:

Approve the schedule of holiday closures for 2025.

BACKGROUND:

YoloTD’s adopted personnel policies note that “all federal holidays are reconized unless otherwise provided by the Board of Directors, resolution, policy, minute order, or ther action full-time and part-time employees in regular and limited term positions shall receive the following holidays” On observed holidays, the YoloTD office and customer service center is closed. Yolobus services operate on a holiday schedule.

Proposed 2025 Holidays for YoloTD

If approved by the Board of Directors, the following holidays shall be observed by YoloTD in 2025:

- New Year’s Day – January 1
- Birthday of Martin Luther King, Jr.– January 20
- Washington’s Birthday - February 17
- Cesar Chavez Day – March 31
- Memorial Day - May 26
- Juneteenth Independence Day – June 19
- Independence Day - July 4
- Labor Day – September 1
- Veterans Day - November 10
- Thanksgiving Day - November 27
- Day after Thanksgiving – November 28
- Christmas Day – December 25

BUDGET IMPACT:

None

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

Topic: Approve 2025 Board of Directors Meeting Schedule	Agenda Item#: Agenda Type:	<h1>3f</h1> Action	
		Attachments:	Yes <input type="radio"/> No <input checked="" type="radio"/>
Prepared By: J. Marte		Meeting Date: November 18, 2024	

RECOMMENDATION:

Approve the following meeting dates for the Yolo Transportation District Board of Directors for the 2024 calendar year.

REASON FOR RECOMMENDATION:

YoloTD Board of Directors meetings are normally held on the second Monday of the month. If the second Monday falls on a holiday, then the meeting is shifted to the third Monday of the month. The Board takes a summer recess for the month of August.

January 13	April 14	July 14	November 17
February 10	May 12	September 8	December 8
March 10	June 9	October 13	

All YoloTD board meetings will be at 6:00pm at the Yolo Transportation District office located at 350 Industrial Way in Woodland, unless otherwise noted. Members of the public may attend and participate in meetings remotely.

BUDGET IMPACT:

None

BOARD COMMUNICATION: YOLO TRANSPORTATION DISTRICT

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

Topic: Approve service changes to expand Davis Express Routes 43, 43R and 230 and restore Express Route 44	Agenda Item#:	4
	Agenda Type:	Action
Prepared By: D. Romero		Attachments: <input checked="" type="radio"/> Yes <input type="radio"/> No
		Meeting Date: November 18th, 2024

RECOMMENDATION:

Approve service changes to expand Davis Express Routes 43, 43R and 230 and restore Express Route 44 with service to be implemented in January 2025.

BACKGROUND:

At the October 18, 2024, YoloTD Board of Directors meeting, the Board received a presentation and opened the public comment period on proposed service changes and restoration of Express Routes in the City of Davis.

The Board-approved budget for FY 2024-25 would allow an increase in daily trips for Davis Express Routes 43 and 230 and restoration of previously discontinued Route 44 (South Davis Express).

The existing schedules and stop locations for the Davis Express Routes were adopted before COVID and reflect pre-pandemic commute patterns and traffic congestion. Simply re-instating the pre-COVID schedules could result in chronic issues with on-time performance and may not meet the needs of the current commute patterns. With the help of our rider survey and ride-alongs, staff was able to determine what times worked best for our riders and which stops would be impacted. The idea was to create a service for all the Davis Express routes that was efficient and timely. With public feedback, staff identified commute patterns, redundant and inefficient stops, ridership by stop level data, and driver feedback. Ultimately, this information was used to help determine the proposed Davis Express Route schedules and service changes.

The proposed service changes and restorations include:

- Restoring Route 44 (South Davis Express) including three morning trips and three afternoon trips;
- For Route 43, adding two additional morning trips and two additional evening trips; retiming the route and reducing the number of stops in Davis.
- For Route 230, adding two additional morning trips and two additional evening trips; retiming the route and reducing the number of stops in Davis.
- For Route 43R, retiming the route for the one daily trip.

The proposed changes were consistent with the Board-approved FY 2024-25 Budget and based on data that YoloTD staff gathered from a rider survey and ride-alongs on existing express service.

Since the October Board meeting, staff solicited input from the public on the proposed service changes. During our 30-day public comment period, YoloTD staff held in-person outreach on the buses and at the Davis Amtrak station, published a press release in the Davis Enterprise, and posted on the Yolobus and Yolo Commute Instagram and Facebook pages. Our community partners, Yolo Commute, sent out a newsletter on November 8th and the City of Davis shared the information on their social media pages.

Several tweaks to the proposed new schedule were made in response to the public comments we received over the last month. These tweaks are highlighted on the third page of this staff report.

DISCUSSION AND ANALYSIS

Feedback Received During 30-Day Public Comment Period

A total of 32 public comments were received during the 30-day public comment period.

Route 43

1. Support for Route 43 Expansion
 - a. Some potential new riders are considering Yolobus as an alternative to commuting by car and train, especially in challenging weather.
 - b. Route 43 riders expressed appreciation for restoring and expanding these services.
2. Route 43 Suggestions
 - a. Morning Adjustments: Some riders suggested changes to the Route 43 AM schedule, including deleting the 6:30 AM run and adding a trip after 7:10 AM to better align with typical work start times.
 - b. Afternoon Adjustments: Commenters proposed adding an earlier afternoon trip around 3:30 PM or 4:00 PM to address overcrowding on the 4:35 PM bus and provide more options for afternoon commuters.
3. Feedback on Eliminating Stops
 - a. Riders are supportive of eliminating certain stops to improve route efficiency, provided it does not affect their regular commute.

Overall, riders are supportive of expanded services on Routes 43 and provided specific suggestions for schedule adjustments to optimize commuting times and address overcrowding.

Route 44

1. Support for Route 44
 - a. People expressed that Route 44 was a popular choice before the pandemic, often filling up with passengers during morning and evening commutes. Its return will improve access for those commuting to Downtown Sacramento.
 - b. Desire to bring back Route 44, which served South Davis. Residents expressed frustration over the lack of direct transit options from South Davis to Sacramento since the route was discontinued.
 - c. Riders noted that alternative routes (like Route 42) are inconvenient, requiring long walks or bike rides to access, which discourages regular transit use and forces many to drive instead.
2. Support for Proposed Schedule
 - a. The planned three morning and three afternoon trips for Route 44 were well-received. Respondents stated they like the flexibility.

The feedback on Route 44 is positive, with support for its return. Residents of South Davis see it as an essential service for commuting to Sacramento, reducing car use, and restoring accessibility that was lost during the pandemic. The proposed frequency and schedule changes were largely supported, and there is a willingness to consider stop reductions for greater route efficiency.

Route 230

1. **Increased Frequency and Flexibility**
 - a. Riders advocate for more trips on Route 230 to offer flexibility and accommodate different work start times, including those who start at 7 AM, 8 AM, and 9 AM
 - b. Some riders would switch from Route 43 to 230 if a later 230 trip was available, reducing crowding on Route 43.
 - c. Expanding Route 230 is seen as likely to boost ridership by providing more convenient options
 - d. There's interest in a 7:35 AM start, as many commuters prefer a later option instead of the current early schedule
2. **Headways and Spacing Between Trips**
 - a. Commenters note inconsistent intervals between Route 230 and Route 43 trips, particularly in the morning. For example, Route 230's morning service has gaps of 50 and 45 minutes, whereas Route 43 has shorter gaps.
 - b. Riders request adjustments to Route 43 AM schedules to facilitate earlier arrivals in Sacramento and more closely align with expanded Route 230 timings.

Overall, there's a strong push for more frequent service, schedule flexibility, and alignment with pre-pandemic service levels on both Route 230 and Route 43.

Citizens Advisory Committee Feedback

At the October 29th Citizens Advisory Committee (CAC), committee members expressed support for the service change proposal. Some CAC members suggested that a more comprehensive assessment of the Express Routes was needed, including routing in downtown Sacramento and connectivity for Winters residents, who currently have no option to connect to these express services. CAC members suggested that restoring an early morning trip of the Winters route 220 to connect with the express routes would be beneficial.

FINAL PROPOSED SERVICE CHANGES

Based on the feedback received during the 30-day comment period, YoloTD staff have revised the proposed service changes.

Changes from the October draft include:

- Pushed back the start times for two AM trips of the Route 43 to allow for later departures from Davis.
- Pushed back the start time for the last AM trip of the Route 44 to allow for a later departure from Davis.
- Pushed back the start time for the last PM trip of the Route 44 to allow for a later departure Sacramento.
- Pushed back the start time for the last AM trip of the Route 230 to allow for a later departure from Davis.
- Pushed back the start time for the second to last PM trip of the Route 230 to allow for a later departure from Sacramento.

No changes are proposed to the Route 43R schedule that the Board reviewed in October.

The final proposed schedule and stop changes are explained on the following pages. Attachment A provides full proposed schedules for each route.

Route 43 Proposed Changes

	Current	October Draft	Final Draft
Number of Trips	1 morning (AM) 1 afternoon (PM)	3 morning (AM) 3 afternoon (PM)	3 morning (AM) 3 afternoon (PM)
Morning Start Times	6:57 am	6:30 am 6:50 am 7:10 am	6:50 am 7:20 am 7:40 am
Afternoon Start Times	4:33 pm	4:35 pm 5:15 pm 5:35 pm	4:35 pm 5:15 pm 5:35 pm
Number of Stops	AM: 39 PM: 36	AM: 28 PM: 20	AM: 28 PM: 20
Trip Duration	AM: 72 min PM: 59 min	AM: 61 min PM: 60 min	AM: 61 min PM: 60 min

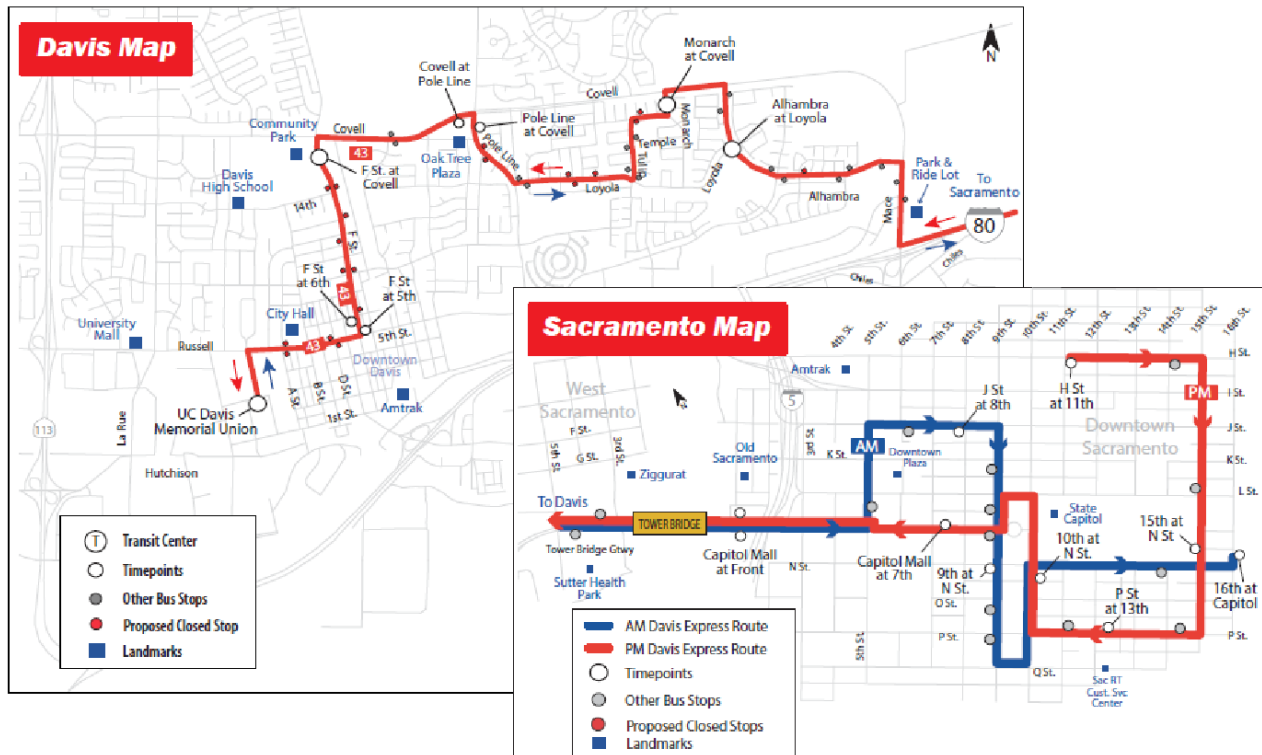
Proposed Route 43 Map

Last Updated: August 2024

Yolobus

Davis - Sacramento Express

Proposed Route 43 Express provides service between central and east Davis to downtown Sacramento. The proposed closed stops are marked in red.



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Route 43R Proposed Schedule and Map of Stop Locations

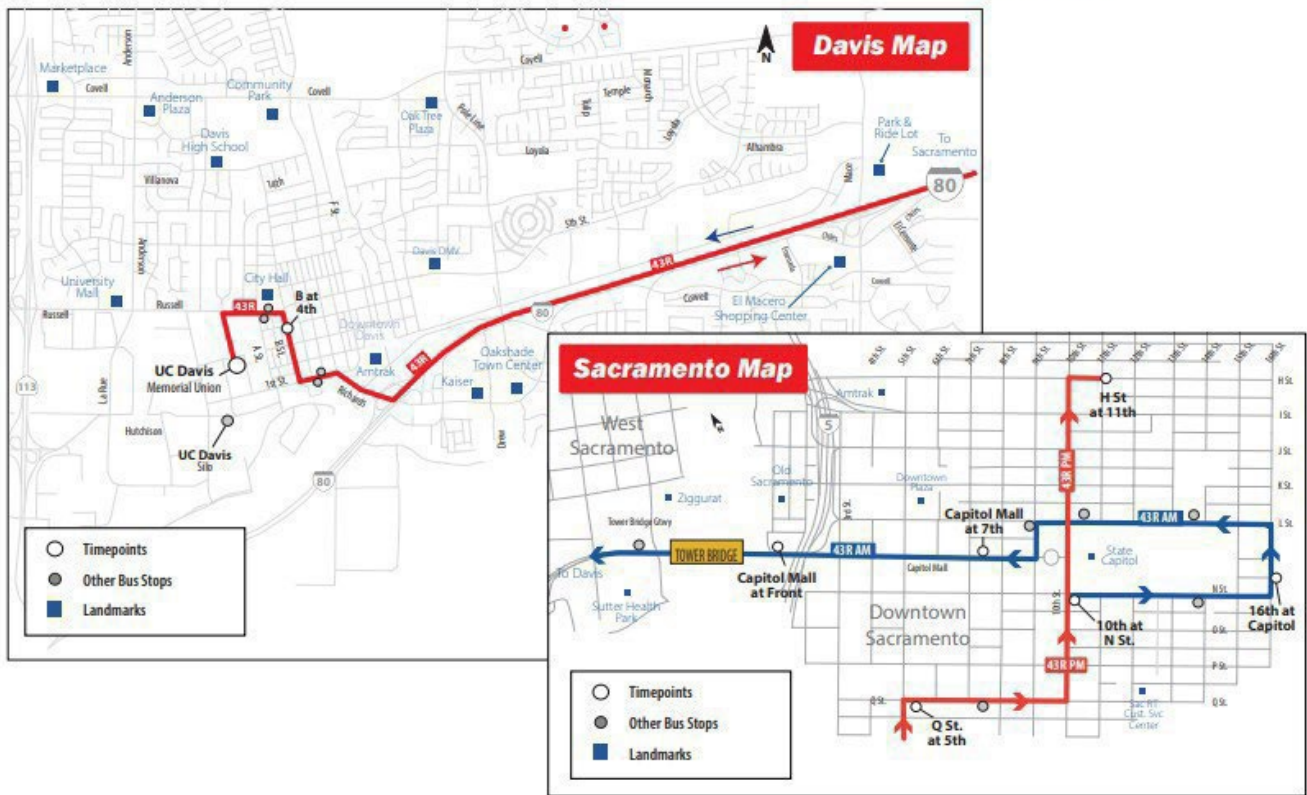
	Current	October Draft	Final Draft
Number of Trips	1 morning (AM) 1 afternoon (PM)	1 morning (AM) 1 afternoon (PM)	1 morning (AM) 1 afternoon (PM)
Morning Start Time	7:50 am	7:48 am	7:48 am
Afternoon Start Time	5:36 pm	5:35 pm	5:36 pm
Number of Stops	AM: 13 PM: 8	AM: 13 PM: 8	AM: 13 PM: 8
Trip Duration	AM: 45 min PM: 40 min	AM: 45 min PM: 43 min	AM: 48 min PM: 41 min

Route 43R Map Yolobus

Last Updated: May 2023

Routes 43RAM, 43R PM | Sacramento - UC Davis Express

Route 43R Express provides one morning and one afternoon trip, Monday-Friday, between downtown Sacramento and UC Davis.



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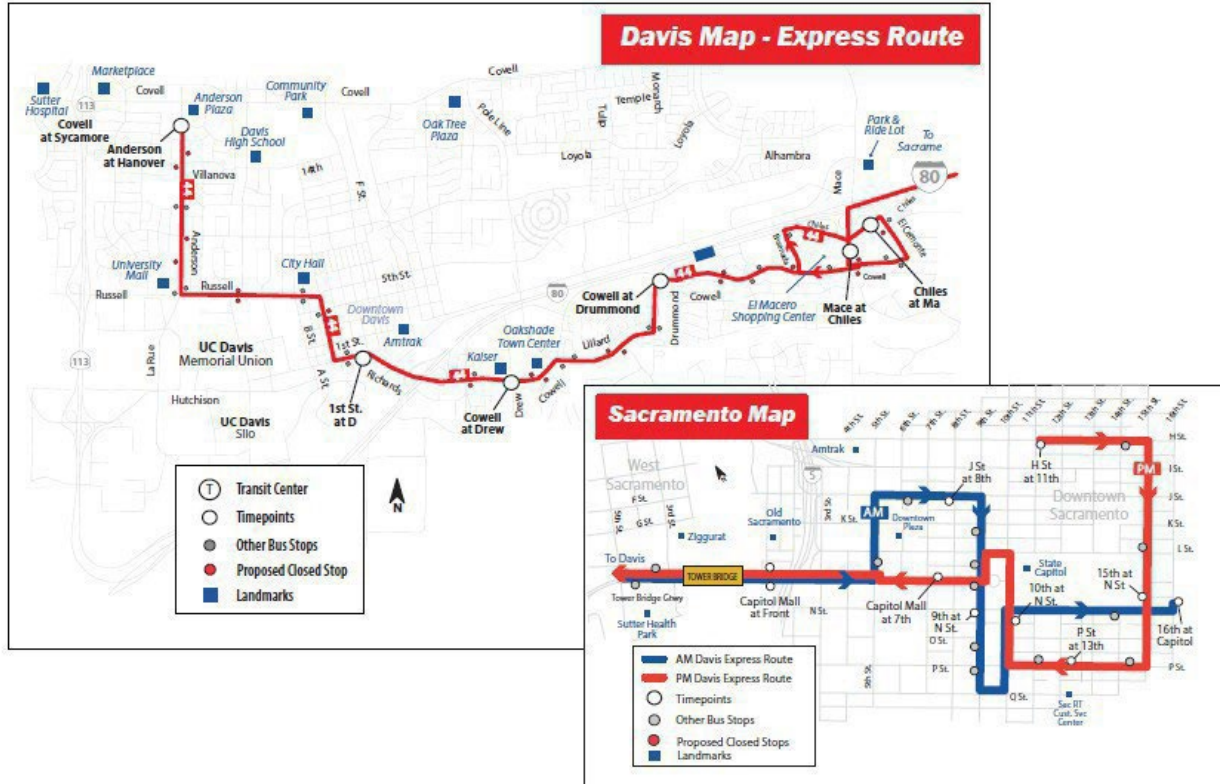
Route 44 Proposed Schedule and Map of Stop Locations

	Current	October Draft	Final Draft
Number of Trips	Discontinued	3 morning (AM) 3 afternoon (PM)	3 morning (AM) 3 afternoon (PM)
Morning Start Times	Discontinued	6:00 am 6:30 am 7:00 am	6:00 am 6:30 am 7:30 am
Afternoon Start Times	Discontinued	4:15 pm 4:30 pm 5:15 pm	4:15 pm 4:30 pm 5:35 pm
Number of Stops	Discontinued	AM: 39 PM: 41	AM: 39 PM: 41
Trip Duration	Discontinued	AM: 70 min PM: 66 min	AM: 70 min PM: 66 min

Proposed Route 44 Map

Last Updated: August 2024

Yolobus



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Route 230 Proposed Schedule and Map of Stop Locations

	Current	October Draft	Final Draft
Number of Trips	1 morning (AM) 1 afternoon (PM)	3 morning (AM) 3 afternoon (PM)	3 morning (AM) 3 afternoon (PM)
Morning Start Times	5:59 am	6:00 am 6:50 am 7:35 am	6:00 am 6:50 am 7:40 am
Afternoon Start Times	4:32 pm	4:35 pm 5:05 pm 5:35 pm	4:35 pm 5:15 pm 5:35 pm
Number of Stops	AM: 34 PM: 28	AM: 23 PM: 22	AM: 23 PM: 22
Trip Duration	AM: 58min PM: 69 min	AM: 57 min, final trip 64 min PM: 57 min	AM: 57 min, final trip 64 min PM: 54 min

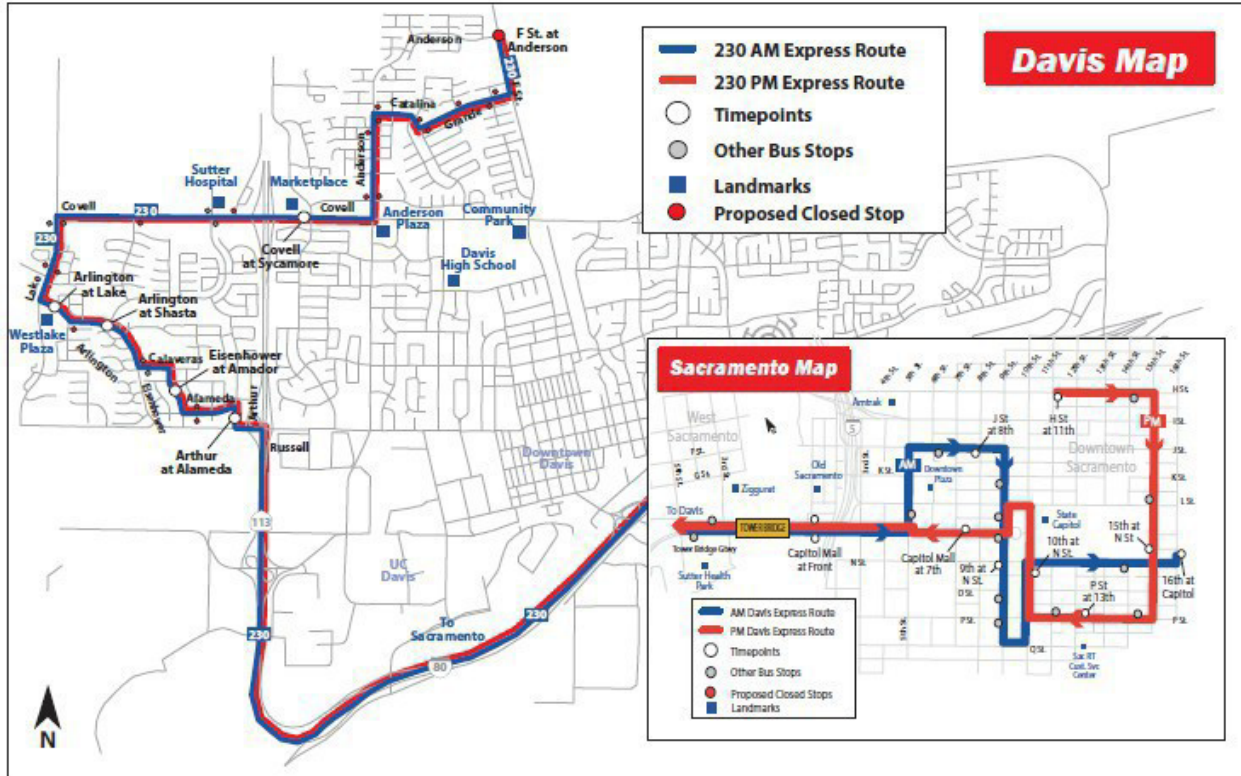
Proposed Route 230 Map

Last Updated: August 2024

Yolobus

Routes 230 AM, 230 PM | West Davis - Downtown Sacramento Express

Proposed route 230 Express provides service between West Davis to Downtown Sacramento. The proposed stop closures are marked in red.



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FISCAL IMPACT:

The proposed service changes are consistent with the FY 2024-25 Budget approved on July 8, 2024.

NEXT STEPS

If approved by the Board of Directors, these service changes will take effect in January 2025.

Attachment:

1. Proposed Schedules for Routes 43, 43R, 44, and 230
2. Received Public Comments

43

Davis - Sacramento
Express

43AM - DAVIS TO SACRAMENTO	MON - FRI		
UC Davis Memorial Union	6:50	7:20	7:40
F at 5th	6:55	7:25	7:45
F at Covell	6:59	7:29	7:49
Covell at Pole Line	7:03	7:33	7:53
Monarch at Covell	7:09	7:39	7:59
Alhambra at Loyola	7:11	7:41	8:01
Capitol Mall at Front	7:35	8:05	8:25
J at 8th	7:40	8:10	8:30
9th at N	7:44	8:14	8:34
10th at N	7:48*	8:18	8:38
16th at Capitol Ave.	7:51	8:21	8:41

*Becomes route 43R to UC Davis.

43 PM - SACTO DAVIS	MON - FRI		
H at 11th	4:35	5:15	5:35
15th at N	4:39	5:19	5:39
P at 13th	4:41	5:21	5:41
10th at N	4:44	5:24	5:44
Capitol Mall at 7th	4:46	5:26	5:46
Capitol Mall at Front	4:50	5:30	5:50
Alhambra at Loyola	5:13	5:53	6:13
Monarch at Covell	5:15	5:55	6:15
Covell at Pole Line	5:22	6:02	6:22
F at Covell	5:26	6:06	6:26
F at 6th	5:30	6:10	6:30
UC Davis Memorial Union	5:35	6:15	6:35

43R

Sacramento - Davis
Express

43R AM - SACRAMENTO TO DAVIS	MON - FRI
10th at N	7:48
16th at Capitol Ave.	7:52
Capitol Mall at 7th	7:56
Capitol Mall at Front	7:59
B at 4th (Downtown Davis)	8:32
UC Davis Memorial Union	8:35

43R PM - DAVISTO SACRAMENTO	MON - FRI
UC Davis Memorial Union	5:36
B at 4th (Downtown Davis)	5:39
Q at 5th (Downtown Sacramento)	6:10
10th at N	6:13
H at 11th	6:16

44

Davis - Sacramento
Express

44 AM - DAVIS TO SACRAMENTO	MON - FRI		
Anderson at Hanover	6:00	6:30	7:30
1st at C	6:11	6:41	7:41
Cowell at Drew	6:13	6:43	7:43
Cowell at Drummond	6:21	6:51	7:51
Mace at Chiles	6:27	6:57	7:57
Capitol Mall at Front	6:53	7:23	8:23
J at 8th	6:58	7:28	8:28
9th at N	7:02	7:32	8:32
10th at N	7:06	7:36	8:36
16th at Capitol Ave.	7:10	7:40	8:40

44 PM - SACRAMENTO TO DAVIS	MON - FRI		
H at 11th	4:15	4:30	5:35
15th at N	4:20	4:35	5:40
P at 13th	4:23	4:38	5:43
10th at N	4:25	4:40	5:45
Capitol Mall at 7th	4:29	4:44	5:49
Capitol Mall at Front	4:30	4:45	5:50
Chiles at Mace	4:49	5:04	6:09
Drummond at Cowell	5:00	5:15	6:20
Cowell at Drew	5:07	5:22	6:27
1st at D	5:10	5:25	6:30
Anderson at Hanover	5:21	5:36	6:41

230

Sacramento - Davis
Express

230 AM - DAVIS TO SACRAMENTO	MON - FRI		
Covell at Sycamore	6:00	6:50	7:40
Arlington at Lake	6:07	6:57	7:47
Arlington at Shasta	6:10	7:00	7:50
Eisenhower at Amador	6:13	7:03	7:53
Arthur at Alameda	6:15	7:05	7:55
Capitol Mall at Front	6:41	7:31	8:28
J at 8th	6:46	7:36	8:33
9th at N	6:50	7:40	8:37
10th at N	6:54	7:44	8:41
16th at Capitol Ave.	6:57	7:47	8:44

230 PM - SACRAMENTO TO DAVIS	MON - FRI		
H at 11th	4:35	5:15	5:35
15th at N	4:42	5:22	5:42
P at 13th	4:44	5:24	5:44
10th at N	4:46	5:26	5:46
Capitol Mall at 7th	4:49	5:29	5:49
Capitol Mall at Front	4:52	5:32	5:52
Arthur at Alameda	5:13	5:53	6:13
Eisenhower at Amador	5:15	5:55	6:15
Arlington at Shasta	5:17	5:57	6:17
Arlington at Lake	5:18	5:58	6:18
West Covell at Sycamore	5:23	6:03	6:23
F at Anderson	5:29	6:09	6:29

All Davis Express Routes operate
Monday - Friday, excluding holidays.

AM times are light type.
PM times are bold type.

SHADED AREAS: Due to express service,
bus may arrive early and depart
before timepoint listed.

Route 43

#	Name	Comment	Date
1	D. Solomon	<p>Dear YoloBus planners and Board Members:</p> <p>Thank you for your plans to reinstate some of the express service that existed before COVID! As a loyal Route 43 rider since 2001, I look forward to having additional schedule options. I am curious why the spread for each route is so different?</p> <p>Route 43 AM has 20 minutes between each run, for a spread of 40 minutes. Route 43 PM has 40 minutes from the first to second run and 20 minutes from 2nd to 3rd, for a spread of 60 minutes. Route 44 AM has 30 minutes between each run, for a spread of 60 minutes. Route 44 PM has 15 minutes from the first to second run and 45 minutes from 2nd to 3rd, for a spread of 60 minutes. Route 230 AM has 50 minutes from the first to second run and 45 minutes from 2nd to 3rd, for a spread of 95 minutes. Route 230 PM has 30 minutes between each run, for a spread of 60 minutes.</p> <p>I would like to see greater spread at least for the 43AM, with at least 30-minute headways (preferably 45 or 60 minutes) and at least a 60-minute spread. The expanded Route 230 AM facilitates commuters starting work at 7 am, 7:45-8 am and 8:30-9 am; it would be nice for the 43 to match those options.</p> <p>Pre-COVID, the first morning run of the 43AM arrived in Sacramento around 6:50 am to facilitate a 7 am start of work; that bus was quite popular. Pairing with that, the first run of the 43PM left H at 11th at 4:03 pm, and that was always the most crowded run. Is it possible to shift the first runs of the expanded 43 to restore that earlier service?</p> <p>Also, the 43R used to be a continuation of the first 43AM, which allowed an earlier (and more reliable) morning arrival time at UC Davis for Route 43R riders.</p> <p>Thank you in advance for your consideration!</p>	10/25/24
2	S.Yi	<p>I am writing in behalf of a group people to provide some suggestions on new line for 43AM and 43PM:</p> <p>Our suggestion: 43AM line: delete the 6:30 am line, add one new line after 7:10 am 43PM line: Add one new line before the 4:35pm, and delete the 5:35pm line.</p> <p>Thank you for your consideration!</p>	10/25/24

Route 43

3	I.Ferreira	<p>Dear Members of YoloBus Board,</p> <p>I appreciate the opportunity to provide input and I am very happy that the Board is planning on adding buses to the express Davis-Sacramento route.</p> <p>I believe there is an error in the current 43 AM route start time. Currently it leaves the Memorial Union at 6:57am. Assuming the proposed times are correct, YoloBus is proposing one earlier and one later bus for the AM route.</p> <p>I would love to see the same patter repeated in the afternoon, that is, one bus earlier than the current bus and one later. The proposal in the website is for two busses later than the current one. Prior to the pandemic there was an earlier bus (about ½ hour earlier than the current bus) and it was always standing room only but the time it crossed the Tower Bridge. I strongly suggest that that time be re-instated.</p>	10/29/24
4	L.Chow	<p>As a longtime rider of Route 44 before it was discontinued, I'm very much in support of restoring the route. In addition, I'm OK with the removal of several previously-served stops to increase the efficiency of the route since it won't adversely affect me.</p> <p>I'm also happy to hear that the Route 43 which I'm currently taking will be adding more trips because it's been very crowded on some of the days I ride it. It has been standing room only and the additional 43 trips and adding back the 44 should alleviate the crowding problem. The elimination of stops on the 43 route is also fine with me if I need to take that route.</p> <p>Thank you for listening to rider feedback and analyzing ridership data to make these service changes.</p>	10/26/24
5	E. Troupe	<p>I am excited that Yolo bus is considering expanding the number of 43 runs. I have no suggested changes at this time.</p>	10/30/24
6	X.Ma	<p>I am so glad you decided to make expansions for Davis-Sacramento Express 43, I so appreciate it. After review the expansion information, I am wondering whether you could move one added ride in the afternoon to before the regular schedule we have currently, maybe around 3:30pm. That will make the afternoon schedule of 43 as 3:30pm, 4:30pm and 5:30pm.</p> <p>If that would be implemented, lots of riders will be benefited.</p> <p>Thank you for your great services.</p>	10/30/24

Route 43

7	J.Ling	<p>Thanks for the opportunity to provide comments to your proposed changes to the Yolobus express routes from Davis to Sacramento. I am currently taking Route 43 multiple times per week for my commute to work and would like to provide some suggestions for changes to Route 43.</p> <p>1. It seems that we are adding an earlier bus and a later bus for the AM routes, but are adding two later buses to the PM routes. I suggest that we add an earlier route for the PM bus, leaving around 4pm. 2. It's not clear what time the new proposed AM bus leaves. The proposed time at the table on the top of the page of your website is different from the proposed time for 43 at the bottom of the page. Yolobus Davis Express Service Expansion - Yolobus Please clarify the proposed time for the Route 43 AM buses so I can comment accordingly.</p>	11/1/24
8	D. Odenwalder	<p>Thank you for adding more runs of the route 43 bus.</p> <p>The current proposal is to add two more runs in the morning (one earlier and one later than the current bus) and two in the afternoon (both later than the current bus). I'm writing to suggest that one of the additional afternoon times be earlier than the current one. Before COVID, there were four runs of the afternoon 43 bus, which left H and 11th at 4:03, 4:13, 4:33, and one later time. I rode the 4:03 bus, which was always the most crowded and occasionally stopped picking people up when it got full. Adding two more buses after the current one but none before is unlikely to relieve overcrowding since everyone who would have taken the 4:03, 4:13, or 4:33 bus will still want to take the earliest bus available, currently planned for 4:35. Therefore, I request that Yolobus add another run of the afternoon 43 bus around 4:00 or shortly after.</p> <p>Thank you for considering my request.</p>	11/2/24
9	P.Aque	<p>Many thanks to Yolobus for the current route 43. It is a lifesaver! I also really appreciate the expanded service with three morning and evening options. That will be wonderful! I have encouraged others at my workplace to take Yolobus and they are all excited about these improvements.</p> <p>Thank you also for keeping the: Tulip (in Davis) stops open. My neighbors and I really appreciate such convenient stops. I also walk with a limp and while I can walk to these stops, anything much further would be more difficult. 15th and K stop open. That stop is very close to my work, so I am able to walk to it. Many of my co-workers also catch the 43 or the 230 at that same stop. I also really appreciate it when the person from Yolobus comes on the bus and provides us updates and surveys. Doing so is such a positive reflection on the entire Yolobus system.</p>	11/10/24

Route 44

1	R. Hildreth	Please relaunch Route 44 Express (South Davis) as soon as possible. It has been too long that South Davis has had no bus service.	10/15/24
2	S. Munger	<p>I am so happy to see the return of the south Davis route. I live in South Davis and work in Sacramento by the Capitol. I really hope that this particular route gets approved. We lost our main point of access to the yolobus route 42 in the pandemic and there aren't any good options for commuting to downtown Sacramento anymore which is very unfortunate especially with the state of the causeway these day.</p> <p>A vote for route 44!!! Hope it gets approved!</p>	10/15/24
3	C. Philips	<p>I want to voice my support for the increased routes and times, especially for the 44 route. I live in south davis, right on the 44 route and prior to the pandemic, I frequently rode this route to Sacramento. I frequently feel like the south davis area has fewer and fewer options for public transportation.</p> <p>It is very encouraging that this route will have more frequent times, three in the morning!</p> <p>I wholeheartedly support this expansion of times for the proposed routes (re-establishing pre-pandemic levels).</p>	10/15/24
4	M. Dougherty	<p>I have never taken Yolobus anywhere, but I commute from Davis (Mace/Chiles area) to Sacramento twice per week for work. I currently drive to Amtrak Davis and then train to Sacramento and bike to my job near the Capitol, but the Yolobus seems like it would be a better option especially in months where the weather is challenging for bicycle commuting.</p> <p>I am primarily writing to express my interest in this service and hope that it could make my commute easier. I am concerned that the buses could be too full, making it difficult for commuters to make it to their jobs on time/get on the right bus.</p> <p>I am always concerned about my safety when traveling, so making sure that the Yolobus rides and stops are safe would be a priority of mine.</p> <p>I also prioritize hygiene so seeing that the buses are clean and sanitary would be important to me, as well.</p>	10/17/24

Route 44

5	C.Tien	Just weighing in with an enthusiastic support for the relaunch of a route 44 express to downtown Sac! My son and I both work in downtown Sac and would love this option as we now have to go to the 42 bus line to go to and from Sac which is very far for us (over a mile) to walk to so I drive instead.	10/19/24
6	M. Mcpherson	I live in South Davis and ride my bike to work in downtown Sacramento on dry days. I would take the bus on wet days instead of driving.	10/19/24
7	D.Solomon	<p>Dear YoloBus planners and Board Members:</p> <p>Thank you for your plans to reinstate some of the express service that existed before COVID! As a loyal Route 43 rider since 2001, I look forward to having additional schedule options. I am curious why the spread for each route is so different?</p> <p>Route 43 AM has 20 minutes between each run, for a spread of 40 minutes.</p> <p>Route 43 PM has 40 minutes from the first to second run and 20 minutes from 2nd to 3rd, for a spread of 60 minutes.</p> <p>Route 44 AM has 30 minutes between each run, for a spread of 60 minutes.</p> <p>Route 44 PM has 15 minutes from the first to second run and 45 minutes from 2nd to 3rd, for a spread of 60 minutes.</p> <p>Route 230 AM has 50 minutes from the first to second run and 45 minutes from 2nd to 3rd, for a spread of 95 minutes.</p> <p>Route 230 PM has 30 minutes between each run, for a spread of 60 minutes.</p> <p>I would like to see greater spread at least for the 43AM, with at least 30-minute headways (preferably 45 or 60 minutes) and at least a 60-minute spread. The expanded Route 230 AM facilitates commuters starting work at 7 am, 7:45-8 am and 8:30-9 am; it would be nice for the 43 to match those options.</p> <p>Pre-COVID, the first morning run of the 43AM arrived in Sacramento around 6:50 am to facilitate a 7 am start of work; that bus was quite popular. Pairing with that, the first run of the 43PM left H at 11th at 4:03 pm, and that was always the most crowded run. Is it possible to shift the first runs of the expanded 43 to restore that earlier service?</p> <p>Also, the 43R used to be a continuation of the first 43AM, which allowed an earlier (and more reliable) morning arrival time at UC Davis for Route 43R riders.</p> <p>Thank you in advance for your consideration!</p>	
8	L. Watt	<p>I was a regular rider of the South Davis 44 bus, including through covid, until you stopped the service. The alternate services are i not express and ii take too long for me to get to 5th street or Mace Blvd to pick up. I no longer take the bus to or from work.</p> <p>I advocate and support for reinstating the South Davis 44 bus</p>	10/25/24

Route 44

9	J. Watt	<p>Pre-covid I used to catch the 44 in the morning and evening on a regular basis, the bus was often full with passengers. The service was stopped and then all services to South Davis were removed.</p> <p>If the 44 service restarts and has the 3 morning and 3 afternoon services I will catch the bus and not use my car.</p> <p>Please restart this service and help California respond to its climate goals and help remove cars like mine from the road.</p>	10/25/24
10	C. Tien	<p>Yes! We would love to have bus route 44 from S Davis to Sac. There are 2 of us traveling from S Davis to downtown Sac 3 days a week and would LOVE this route!</p>	10/25/24
11	L.Chow	<p>As a longtime rider of Route 44 before it was discontinued, I'm very much in support of restoring the route. In addition, I'm OK with the removal of several previously-served stops to increase the efficiency of the route since it won't adversely affect me.</p> <p>I'm also happy to hear that the Route 43 which I'm currently taking will be adding more trips because it's been very crowded on some of the days I ride it. It has been standing room only and the additional 43 trips and adding back the 44 should alleviate the crowding problem. The elimination of stops on the 43 route is also fine with me if I need to take that route.</p> <p>Thank you for listening to rider feedback and analyzing ridership data to make these service changes</p>	10/26/24

Route 230

1	T. Wang	Can you please change the morning schedule of Davis-Sacramento express bus 230 from arriving Sacramento at 7 am to 8 am ? In order to have one more hour sleep, I now drive to the east of Davis to take express bus 43, which is very crowded. I guess there are more people switching from 230 to 43 just because 230 is too early. Thank you very much for your understanding and support !	10/3/24
2	N. Hornbuckle	I'm writing to provide my support for the Route 230 Morning Start Times. I particularly like the Morning Start time leaving at 7:35 AM! I live close to the first stop on the 230 Route and it's really hard for me to wake up at 5:59 AM when I don't have to be in Sacramento until 9 AM. Having a departure time of 7:35 AM would be most efficient for my schedule and I would likely use it frequently! Please let me know how I can support it.	10/15/24
3	B. Staton	Yes please add more routes to YoloBus 230, in particular the new 6:50 am start in the morning. Please keep Arlington and Shasta and h&11 sac stops as proposed.	10/19/24
4	J. Bryne	I support the proposed addition of trips on the 230. The additional trips will provide assurance and flexibility to riders. Thank you for considering this change.	10/21/24
5	M. Smith	The new trip for route 230, starting at 6:50 AM, would be helpful. I would use it instead of the route 43 at 7:35 AM.	10/21/24
6	A. Fineberg	When will route 230 from west Davis to downtown Sacramento start? Or is it already in service?	10/24/24
7	D. Solomon	Dear YoloBus planners and Board Members: Thank you for your plans to reinstate some of the express service that existed before COVID! As a loyal Route 43 rider since 2001, I look forward to having additional schedule options. I am curious why the spread for each route is so different? Route 43 AM has 20 minutes between each run, for a spread of 40 minutes. Route 43 PM has 40 minutes from the first to second run and 20 minutes from 2nd to 3rd, for a spread of 60 minutes. Route 44 AM has 30 minutes between each run, for a spread of 60 minutes. Route 44 PM has 15 minutes from the first to second run and 45 minutes from 2nd to 3rd, for a spread of 60 minutes.	

Route 230

		<p>Route 230 AM has 50 minutes from the first to second run and 45 minutes from 2nd to 3rd, for a spread of 95 minutes.</p> <p>Route 230 PM has 30 minutes between each run, for a spread of 60 minutes.</p> <p>I would like to see greater spread at least for the 43AM, with at least 30-minute headways (preferably 45 or 60 minutes) and at least a 60-minute spread. The expanded Route 230 AM facilitates commuters starting work at 7 am, 7:45-8 am and 8:30-9 am; it would be nice for the 43 to match those options.</p> <p>Pre-COVID, the first morning run of the 43AM arrived in Sacramento around 6:50 am to facilitate a 7 am start of work; that bus was quite popular. Pairing with that, the first run of the 43PM left H at 11th at 4:03 pm, and that was always the most crowded run. Is it possible to shift the first runs of the expanded 43 to restore that earlier service?</p> <p>Also, the 43R used to be a continuation of the first 43AM, which allowed an earlier (and more reliable) morning arrival time at UC Davis for Route 43R riders.</p> <p>Thank you in advance for your consideration!</p>	
8	G.Cook	<p>Expanding service on route 230 is strongly supported. Current schedule limits ridership, expanding the service to 3 trips each morning will result in greater ridership, I strongly encourage its passage and if implemented will become a frequent rider.</p>	10/26/24
9	S. King	<p>As a long time rider of the 230 bus, I have been disappointed that the only route that has been available is the early morning route. I rarely can make this time and have been driving into work. Please start back at least one of the later 230 buses.</p>	11/5/24
10	D. Halberstadt	<p>I am so pleased that you are considering adding additional express buses between Davis and Sacramento. This is really critical to reduce the overall number of vehicle trips between the two cities. I see that the times you have proposed for the morning route are 6:00, 6:50, and 7:35. I understand you are probably trying to get people to work by 9:00. However, those times are quite difficult for families that are trying to get kids ready for school. I strongly urge you to consider having one of the buses start at 8:00. This would enable parents who have to get their children to school to still be able to take the bus to work. If the estimated travel time is 57 minutes, as stated in the chart, parents would still be able to reach their offices right around 9:00. Under the current proposal, even with the added times, I would not be able to take the bus.</p> <p>Thank you for your consideration</p>	11/5/24

Name	General Comment	Date
G. Lamb-Bang	I am beyond thrilled you will be adding more bus lines. People who rely on buses to get to work need as many times as possible available. The more public transportation we have the fewer cars on the road. I look forward to riding the buses more often with these added routes.	10/29/24
B. Luis	I am a new commuter from west sacramento to UC Davis for work. The changes proposed would be very helpful to have more options in commuting by bus. I have enjoyed commuting, it allows me to have less stress about traffic.	11/6/24
N. Bourne	The primary feedback I would like to provide on the proposed changes has to do with the time of the new routes. Specifically, that they all fall within an hour on one another, that the start times within that narrow change don't recognize users that are also parents that can't leave that early, and that these times overlap with the existing Amtrak service. Please amend the times so that this service supplements what Amtrak provides and in doing so would open up options for other riders that can't leave by/before 7 am. The same comments apply to the evening times leaving Sacramento. Please supplement rather than duplicate what Amtrak provides. It only leads to unnecessary competition for riders instead of adding options for people.	11/6/24
D. Solomon	<p>Dear YoloBus planners and Board Members:</p> <p>Thank you for your plans to reinstate some of the express service that existed before COVID! As a loyal Route 43 rider since 2001, I look forward to having additional schedule options. I am curious why the spread for each route is so different?</p> <p>Route 43 AM has 20 minutes between each run, for a spread of 40 minutes. Route 43 PM has 40 minutes from the first to second run and 20 minutes from 2nd to 3rd, for a spread of 60 minutes. Route 44 AM has 30 minutes between each run, for a spread of 60 minutes. Route 44 PM has 15 minutes from the first to second run and 45 minutes from 2nd to 3rd, for a spread of 60 minutes. Route 230 AM has 50 minutes from the first to second run and 45 minutes from 2nd to 3rd, for a spread of 95 minutes. Route 230 PM has 30 minutes between each run, for a spread of 60 minutes.</p> <p>I would like to see greater spread at least for the 43AM, with at least 30-minute headways {preferably 45 or 60 minutes) and at least a 60-minute spread. The expanded Route 230 AM facilitates commuters starting work at 7 am, 7:45-8 am and 8:30-9 am; it would be nice for the 43 to match those options.</p> <p>Pre-COVID, the first morning run of the 43AM arrived in Sacramento around 6:50 am to facilitate a 7 am start of work; that bus was quite popular. Pairing with that, the first run of the 43PM left Hat 11th at 4:03 pm, and that was always the most crowded run. Is it possible to shift the first runs of the expanded 43 to restore that earlier service?</p> <p>Also, the 43R used to be a continuation of the first 43AM, which allowed an earlier {and more reliable) morning arrival time at UC Davis for Route 43R riders. Thank you in advance for your consideration!</p>	10/25/24

From: tara rais

Sent:

To: public-comment@yctd.org

Subject: Re: Restore yolo bus line 44

Hello

I am all for restoring South Davis express lines since I live in South Davis and I need to take express line to commute to downtown Sacramento for my work daily. Losing express line, I have to drive to other side of the town to take 42b which takes much longer to reach my destination in downtown.

Thank you

Tara residence of South Davis

CITIZENS ADVISORY COMMITTEE COMMUNICATION
YOLO TRANSPORTATION DISTRICT
350 Industrial Way, Woodland, CA 95776 -----(530) 661-0816

Topic: Provide Feedback on Proposal for Special Budget Workshops	Agenda Item#: Agenda Type:	<div style="font-size: 2em; font-weight: bold; margin-bottom: 10px;">5</div> <div style="font-weight: bold; margin-bottom: 10px;">Informational</div> <div style="display: flex; justify-content: space-between; align-items: center;"> Attachments: Yes No </div>
Prepared By: A. Bernstein		Meeting Date: November 18, 2024

RECOMMENDATION:

Provide Feedback on staff’s proposal for a series of special budget workshops to inform YoloTD Board members, advisory committee members and other stakeholders about the building blocks of the YoloTD annual budget.

BACKGROUND:

The concept of a special budget workshop was proposed by Board members during the development of the FY 2024-25 budget. Board members expressed a desire for additional education about YoloTD funding sources, allocation of funds – particularly TDA funds – and the impact of lapsing one-time COVID relief funds.

The proposal to create a special workshop was included in the July 8, 2024 Board action to approve the budget. The relevant section of Resolution 2024-12 reads:

“Resolved, (k) That the Executive Director or their designee shall organize a special meeting, or series of meetings, of the Board of Directors to discuss the allocation of Transportation Development Act (TDA) funding among YoloTD and its member jurisdictions, and any other matters related to the YoloTD budget. This meeting or meetings shall be held in accordance with the Brown Act.”

The attached memo outlines a proposal for up to three special budget workshops. Staff propose that the first of these workshops take place in January or February of 2024, and the workshops would happen outside of the regularly-scheduled monthly Board of Directors meetings.

DISCUSSION:

The memo was developed by staff after reviewing the questions and comments that arose during the FY 2024-25 budget process. Each of the three workshops touches on a category or several categories of questions and comments, including:

- Federal funding sources
- State funding sources – particularly Transportation Development Act, or TDA, funding
- Local funding sources
- How operations costs are allocated across funding sources
- How one-time COVID recovery funds impacted the budget and cost allocations

- Future budget outlook/assumptions
- Options for increasing revenues
- Options for reducing costs

Feedback from YoloTD Member Jurisdictions

Staff met with the City Managers and Acting County Administrators on October 2 to review the workshop proposal. They expressed appreciation for the workshops and said they were interested in attending and/or having their staff attend. They also suggested that the workshop materials be developed in such a way that they can serve as educational/reference materials in the future. They did not propose any substantive changes to the proposed structure and content.

Feedback from Citizens Advisory Committee

The CAC discussed the budget workshop proposal at their regular meeting on October 29. Major themes from the committee’s feedback includes:

- The CAC would like to be actively involved in the workshops. Several committee members recommended that the first budget workshop be a joint meeting of the Board and CAC.
- The workshops should examine the Unmet Transit Needs process that informs the distribution of TDA funding.
- The workshops should look at large employers such as UC Davis and the State of California as a potential source of future revenue.

BUDGET IMPACT:

None. All workshops will be organized by staff. If there are guest speakers who travel from out of the area to present at the workshop, YoloTD will offer to reimburse them for travel expenses. These costs can be absorbed by our existing budget for travel expenses.

STAFF RECOMMENDATION:

Provide feedback on the goals, speakers and topics for the proposed workshops. Discussion questions for the Board include:

1. What are you hoping will result from the budget workshops?
2. Which topics are a priority for the workshops? Which topics would you de-prioritize?
3. Are there any topics we should cover that aren’t currently included?
4. What role do you envision for the CAC, TAC and other stakeholders in the workshops?
5. What are your thoughts about timing and duration of workshops?

Proposal for Special Budget Workshops

This memo outlines proposed content for up to three (3) special workshops, each approximately 90 minutes long, each addressing a different aspect of the YoloTD budget.

Audience: The workshops are intended to provide a forum for education and discussion of the YoloTD Board of Directors. Additionally, advisory committee members, local agency staff and other interested stakeholders would be encouraged to attend. Workshops would be open to the public and held in accordance with the Brown Act. Meeting materials and recordings would be preserved and made available as reference materials.

Timing and Scheduling: The workshops would ideally take place in January – April 2025, prior to the upcoming FY 2025-26 annual budget process.

Staff proposes that the workshops be held separately from the YoloTD Board of Directors regular monthly meetings. Some scheduling options include:

- **Afternoon of regular Board meeting:** Hold three workshops in the afternoon the same day as the Board meeting, for three months in a row. In this scenario, the workshop could be from 4:00 – 5:30, with a catered dinner served at 5:30, and then the regular Board meeting from 6 – 8 pm.
- **Three separate evening meetings:** Hold a second evening meeting each month for 3 months. In this scenario, the regular Board meeting would be at the usual day/time each month (second Monday at 6 pm) and another meeting would be added on a different weeknight based on Board member availability.
- **Half-day workshop:** Hold a single, half-day workshop on a weekday or weekend based on Board member availability. Total duration (including a break for a meal) would be approximately 5.5 hours.

Workshop 1: Overview of State and Federal Funding Sources

Goals:

1. *Increase Board/stakeholder knowledge of recurring funding sources that support Yolo bus operations*
2. *Hear from outside experts about current status and future of state and federal funding programs*
3. *Clarify roles and responsibilities of federal, state, regional and local agencies in determining YoloTD's share of these funding sources.*

Potential Speakers (not confirmed) *Ray Tellis, FTA Region 9 Administrator*
Chad Edison, California State Transportation Agency
Josh Pulverman, Caltrans Division of Rail and Mass Transit
Kristina Svensk, SACOG

1A: Federal Funding Sources

- Overview of federal formula funding programs for transit
 - Legislative intent and priorities of Bipartisan Infrastructure Law and its predecessors
 - How funding flows from Congress to local transit agencies
 - Roles/responsibilities of FTA, Caltrans, SACOG, YoloTD
 - Eligible uses, restrictions and reporting requirements
 - Urbanized service areas in Yolo County
 - How funding is divided among transit operators in our UZAs
 - Annual total allocations to YoloTD and how that has changed over time
 - One-Time COVID Relief Funds and how they differ from ongoing sources
- Transit programs that flow directly from FTA to YoloTD
 - 5307: Urbanized Area Formula Grants
 - 5311: Formula Grants for Rural Areas
 - 5339: Grants for Buses and Bus Facilities
- Overview of federal formula funds that flow indirectly from FTA → YoloTD
 - 5310: Enhanced Mobility of Seniors & Individuals with Disabilities
 - 5337: State of Good Repair
- Future of federal transit funding

1B: State Funding Sources

- Overview of state transit funding sources
 - Legislative intent and priorities of laws that govern state transit funding programs
 - Eligible uses and restrictions of state funds
 - How funding flows from Legislature to local transit agencies
 - Roles and responsibilities of CalSTA, Caltrans, SACOG, YoloTD
 - Annual allocations to YoloTD
- Transit Programs
 - Transportation Development Act (TDA)
 - State Transit Assistance (STA)
 - Local Transportation Funds (LTF)
 - Unmet Transit Needs Process
 - Transit and Intercity Rail Capital Program
 - Low Carbon Transit Operations Program (LCTOP)
 - SB 125 Transit Program

- Future of State Transit Funding
 - Transit Transformation Task Force
 - Prospects for Future Transportation Funding Program to Replace Prop 1B
 - Road User Charge Program

Workshop 2: Local Funding Sources, Cost Allocations and COVID Impact

Goals:

1. *Increase Board/stakeholder knowledge of existing local funding sources*
2. *Understand how transit operation costs are allocated among funding sources*
3. *Understand how the COVID pandemic changed the YoloTD Budget*

2A. Existing Local Funding Sources for YoloTD

- Fare Revenue
- Cache Creek Mitigation Funds
- CNG Fuel sales and LCFS credits
- Yolo 80 Mitigation Funds and Toll Revenues

2B. Allocation of transit operations costs across funding sources

- Recap Federal-State-Local funding sources
- How are transit operations costs allocated across funding sources? (using FY 2024-25 as an example)
 - Woodland
 - Davis
 - West Sacramento
 - Winters and Unincorporated Yolo County
 - Intercity Service (Route 42A/B)

2C: COVID Impact: how YoloTD's cost allocations changed in response to COVID-era service cuts and one-time recovery funds.

- Pre-COVID Revenues and Costs (2015-2019)
- COVID Era Revenues and Costs (2020 – 2022)
- Post-COVID Revenues and Costs (2023- current)

Workshop 3: Future Budget Outlook and Options for Growing Revenues/Reducing Costs

Goals:

1. Examine assumptions that are baked into YoloTD Five-Year Budget Outlook
2. Explore options for new/increased funding sources for YoloTD

Potential Speakers

(not confirmed)

Michael Pimentel, California Transit Association

Kari Watkins, UC Davis Professor, Co-Director, Transit Research Center and

Member of the Transit Transformation Task Force

Kristina Svensk, Director of Transportation, SACOG

Keith Dunn, Self-Help Counties Coalition

3A. Five Year Outlook and Underlying Assumptions

- Review Five-Year Outlook from FY 2024-25 Budget
- Examine Revenue Assumptions:
 - Assumption: YoloTD continues to receive 50% of TDA funding
 - Assumption: Increased availability and/or utilization of federal funds
 - Sac UZA Discretionary Funds – Yolo utilization increases
 - Davis UZA Funds – Unitrans shares increases with YoloTD
 - Assumption: Yolo 80 toll revenue sustains mitigation measures indefinitely
 - Assumption: State does not replace SB 125 funding program
 - Assumption: YoloTD does not develop a sales tax measure or other self-help program
- Examine Cost Assumptions:
 - Assumption: Transit operation costs don't increase dramatically with new operations contract
 - Assumption: Zero emission infrastructure and other capital improvements are largely funded through competitive and non-operating funds.
 - Assumption: No net expansion of transit service beyond that funded by Yolo 80 mitigation

3B. Options for Increasing Revenue

- Federal Funding Options:
 - Davis UZA federal funding: Open discussions with Unitrans and City of Davis about increasing YoloTD share of Davis UZA funds
 - Sac UZA: develop strategy for receiving more Sacramento UZA discretionary funds

- Hire consultants/lobbyists to assist with securing federal discretionary grants for zero emissions infrastructure and other capital projects

- State Funding Options:
 - Increase engagement in state policy to develop new sources of transit funding
 - Update formulas/assumptions about TDA allocations

- Local Funding Options:
 - Shape CARTA toll policy to prioritize mitigation funds for transit
 - Work with jurisdictions to pursue VMT mitigation dollars for large developments (eg Cache Creek Casino)
 - Explore countywide transportation sales tax measure

3D. Options for Reducing Costs

- Discuss triggers/thresholds for reducing transit service
- New SRTP includes a reduced funding scenario and recommendations for how/where to cut transit service
- Reduce multimodal programs and projects

BOARD COMMUNICATION: YOLO TRANSPORTATION DISTRICT

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

Topic: Approve Resolution 2024-26 Accepting the Caltrans Letter of Commitment to the Capitol Area Regional Tolling Authority (CARTA)	Agenda Item#: Agenda Type:	6 Action	
		Attachments:	<input checked="" type="radio"/> Yes <input type="radio"/> No
Prepared By: B. Abbanat/A. Bernstein		Meeting Date: November 18, 2024	

RECOMMENDATION:

Approve Resolution 2024-26 accepting Caltrans Letter of Commitment to the Capitol Area Regional Tolling Authority (CARTA).

BACKGROUND:

In January 2024, the Capitol Area Regional Tolling Authority, or CARTA, was established through a joint powers authority (JPA) agreement between SACOG, YoloTD, and Caltrans. The purpose of this new Authority is to oversee tolling of managed freeway lanes in the Sacramento County region. The Yolo 80 project is currently the only project overseen by CARTA.

Section 6.4 of the Joint Exercise of Powers Agreement requires Caltrans to provide within 180 days to CARTA, a memorandum detailing the scope, terms and services to be provided to the Authority in connection with the implementation and operation of Joint facilities. The section also requires acceptance by all member agencies at which point it will be included as an addendum to the Agreement.

Section 6.4 of the agreement states:

CALTRANS has agreed to provide the Authority, including both the current Project and future Joint Facilities, with the following services in connection with the implementation and operation of Joint Facilities: Transportation Management Center services; access to the CALTRANS Freeway Service Patrol Contract; maintenance services; engineering services; access to the CALTRANS communications network; and expedited review of closures and permits. Within 180 days of the effective date of this agreement, CALTRANS shall provide the Authority with a memorandum detailing the scope, terms, and condition of services to be provided to the Authority. Upon acceptance by all other initial Members, the memorandum shall become an incorporated addendum to this Agreement.

To meet the requirements of Section 6.4 of the CARTA JPA agreement, Caltrans submitted a memorandum (Attachment 2) that outlines, in writing, their commitment to provide Transportation Management Center, Freeway Service Patrol, maintenance, engineering, permitting, oversight and communications network services to CARTA. This memorandum was originally submitted to CARTA staff on May 17, 2024, meeting the 180-day deadline.

An earlier version of the memorandum was presented to the CARTA Board at their August 1, 2024 meeting. The CARTA Board directed staff and Caltrans to further refine the memo, particularly to include more specific information about costs and benefits, and deferred approval to the October 2024 meeting.

YoloTD staff worked with staff from the other CARTA partner agencies to revise the memorandum based on feedback from the CARTA Board. The memorandum now includes more detailed cost estimates, example scenarios, and tables summarizing cost savings to CARTA.

At the subsequent CARTA Board meeting on October 17, 2024, the CARTA Board unanimously approved the updated memo and directed CARTA staff to seek approval from the other CARTA agencies: YoloTD and SACOG.

DISCUSSION:

YoloTD staff have reviewed the latest version of the memorandum and believe it meets the requirements of Section 6.4 of the JPA agreement. Caltrans' contributions to CARTA will save between \$2.5 and \$5.9 million in CARTA's first five years of operating the Yolo 80 project. Staff recommend acceptance of the memorandum (Attachment 2).

Attachments

1. Resolution 2024-26 accepting Caltrans Letter of Commitment to the Capitol Area Regional Tolling Authority (CARTA)
2. Caltrans Commitment Letter to CARTA

ATTACHMENT A

RESOLUTION NO. 2024-26

A RESOLUTION ACCEPTING THE CALTRANS LETTER OF COMMITMENT TO THE CAPITOL AREA REGIONAL TOLLING AUTHORITY

WHEREAS, on January 24, 2024, the Yolo County Transportation District (YoloTD), Sacramento Area Council of Governments (SACOG), and the California Department of Transportation District 3 (Caltrans) all executed a Joint Exercise of Powers Agreement (Agreement) establishing the Capitol Area Regional Tolling Authority (CARTA); and

WHEREAS, Caltrans offered four main cost-saving services to CARTA as a CARTA voting member, including providing 1) their existing Traffic Management Center (TMC) facility; 2) provide maintenance services, resulting in better coordination, lower cost, and limit work duplication; 3) access to their existing communications backbone; and 4) expedited access for encroachment and lane closure needs, resulting in reduced downtime and delays; and

WHEREAS, Section 6.4 of the Agreement requires Caltrans to submit to CARTA a memorandum detailing the scope, terms, and condition of services to be provided to CARTA; and

WHEREAS, the Caltrans Statement of Commitment must be accepted by CARTA member governing bodies; and

WHEREAS, the Caltrans Statement of Commitment in Attachment A satisfies the conditions of Section 6.4 of the Agreement.

NOW THEREFORE BE IT RESOLVED that the Yolo County Transportation District does hereby accept the Caltrans Letter of Commitment for the above referenced project.

PASSED AND ADOPTED by the Board of Directors of the Yolo Transportation District, County of Yolo, State of California, this 18th day of November, 2024, by the following vote:

AYES:

NOES:

ABSTAIN:

ABSENT:

Josh Chapman, Chair
Board of Directors

ATTEST:

Approved as to Form:

Janeene Marte, Clerk of the Board of
Directors

Kimberly Hood, District Counsel

California Department of Transportation

OFFICE OF THE DISTRICT 3 DIRECTOR
 703 B STREET | MARYSVILLE, CA 95901-5556
 (530) 741-4545 | FAX (530) 741-4245 TTY 711
www.dot.ca.gov



October 17, 2024

Capital Area Regional Tolling Authority
 (CARTA)
 1415 L Street, #300
 Sacramento, CA 95814

Dear Chair Villegas,

Caltrans' mission is to provide a safe and reliable transportation network that serves all people and respects the environment, and as the owner and operator of the State Highway System, we support the addition of tolled managed lanes.

We would like to see the tolling system in the Sacramento Region work to the benefit of all users and having Caltrans District 3 as a voting member of the Capital Area Regional Toll Authority (CARTA) puts our region in the best position to have toll projects succeed and meet our shared safety, climate action, and equity goals.

This memorandum has been developed to meet the requirement of Section 6.4 of the CARTA joint powers authority agreement.

Including Caltrans as a voting member of CARTA provides three main benefits to the Sacramento Region:

- 1) Reduced operational, maintenance, and engineering costs;
- 2) Improved efficiency in obtaining required approvals and permits; and
- 3) A more productive and transparent relationship with Caltrans.

These benefits result in quantifiable cost savings for CARTA that are not available to other tolling authorities in the state.

	Estimated One-Time or Per-Project Savings	Estimated Annual Savings
In-Kind* Use of Transportation Management Center	\$135k - \$1M	\$0k - \$500k
Discounted Maintenance Services	\$300k - \$600k	\$210k - \$325k
Engineering Services without Oversight Costs	\$3m - \$7m	
In-Kind* Access to Communications Network		\$250k - \$500k
Expedited Permitting and Approvals	50%-75% less toll revenue lost	
Transparency and Collaboration		
Total	\$3.4m - \$8.6m	\$460k - \$1.2m

IN-KIND* USE OF THE TRANSPORTATION MANAGEMENT CENTER (TMC):

All tolling authorities are required to monitor conditions of the tolled managed lanes during hours of operation and provide real-time incident management. This optimizes the safety and reliability of the toll lane and maximizes revenue generation. Other tolling authorities in California meet this requirement in two ways:

- Creating an independent traffic operations center (TOC)
- Embedding the TOC within their Caltrans District's TMC

A TMC is a central hub for all communications. It receives information from roadway detection, roadway weather information systems, CCTV cameras, workers in the field, and reporting parties. It sends information to the traveling public through changeable message signs, highway advisory radios, traffic alerts, and Caltrans QuickMap. Most of the congestion comes as a result of non-recurring events like debris in the roadway, crashes, weather events, and special events, called incidents.

Caltrans District 3 already has a 24/7 TMC in Rancho Cordova with the workstations, hardware, essential staff, redundant power, and communications infrastructure needed to serve as the tolling authority's TMC. As an added benefit, California Highway Patrol (CHP) shares the Caltrans District 3's TMC, optimizing our incident detection, verification, response, clearance, and recovery efforts. Caltrans' close relationship with CHP would benefit the JPA when traffic breaks or lane closures are needed, and when maintenance is required on the tolled facility.

As a voting member of CARTA, Caltrans District 3 will allow CARTA to leverage its existing TMC facility and staff, in-kind*. In this scenario, existing Caltrans TMC staff will split their time between monitoring the toll lane and their other responsibilities. If CARTA would like to have additional staff dedicated only to the toll facility, CARTA must pay for the staff and equipment costs associated with that additional personnel.

This arrangement saves CARTA significant costs compared to other toll authorities, especially compared to creating a Traffic Operation Center from scratch. But even when other toll authorities embed their TOC within their District's TMC, they are required to pay overhead costs that CARTA will not have to pay. The table below provides an estimate of the cost savings. Actual costs will be calculated as part of a Traffic Operations Agreement between CARTA and Caltrans, which will be brought to the CARTA board for discussion and decision.

	Other Toll Authorities		CARTA	
	Independent TOC	TOC within TMC	TMC with no additional staff	TMC with one additional staff
One-Time Facility/Equipment	\$500k - \$1m	\$150k-\$200k	\$0	\$10k-\$15k
Annual Staffing	\$400k-\$500k	\$150k-\$225k	\$0	\$100k-\$150k

DISCOUNTED MAINTENANCE SERVICES:

Maintenance is our first line of defense for safe and reliable travel. All tolling authorities are required to pay the maintenance costs for their toll facilities, including signs, striping, pavement, communications, and any other infrastructure. Maintenance activities generally come in two categories:

- Ongoing minor maintenance, including sweeping, restriping, sign replacement, and pavement patching
- Maintenance capital projects, including full or substantial replacement of pavement, electric infrastructure, and barriers

Caltrans does not provide maintenance services for other toll authorities. Those toll authorities must hire their own contractors to perform all maintenance work. Those toll authorities are required to meet Caltrans' maintenance standards, obtain various permits, and pay Caltrans for oversight of their maintenance work.

With Caltrans District 3 as a voting member, CARTA's maintenance costs will be significantly discounted. Caltrans will provide ongoing minor maintenance of CARTA's toll lane road infrastructure, in-kind*. CARTA will be responsible for ongoing maintenance of toll-specific infrastructure (including toll gantries, cameras/transponder infrastructure, and changeable toll signs). CARTA will also be responsible for maintenance capital projects, including major rehabilitation or replacement of the roadway. However, when toll-specific maintenance or maintenance capital projects are needed, Caltrans will provide CARTA with a quote for Caltrans maintenance staff to do the work. CARTA may choose to use Caltrans or select another contractor. Caltrans will not charge CARTA oversight for maintenance work, regardless of selected contractor.

This arrangement significantly reduces CARTA's maintenance expenses through services in-kind*, better coordination, and limited duplication of work. The table below provides an estimate of the cost savings. Actual costs will be calculated as part of a Maintenance Agreement between CARTA and Caltrans, which will be brought to the CARTA board for discussion and decision.

	Other Toll Authorities		CARTA	
	One-time 1 mile pavement rehabilitation	Annual minor maintenance for 6 miles	One-time 1 mile pavement rehabilitation	Annual minor maintenance for 6 miles
Caltrans Oversight	\$300k-\$600k	\$35k-\$75k	\$0	\$0
Maintenance Work	\$1.5m-\$2m	\$175k-\$250k	\$1.5m-\$2m	\$0

ENGINEERING SERVICES WITHOUT OVERSIGHT COSTS:

In other regions, toll authorities must contract with consultants for environmental, civil, electrical, and traffic engineering services to design and construct projects. In addition to the

significant costs of these consultants, those toll authorities must also pay Caltrans to cover Design oversight. This process increases design costs and creates delays, as each party must respond to each other's comments.

As a voting member of CARTA, Caltrans District 3 will offer our internal engineering staff for CARTA to use on a contract basis. When CARTA has a need for environmental, civil, electrical, or traffic engineering work, Caltrans District 3 will provide CARTA a quote for our engineering staff to do the work. CARTA may choose to use Caltrans or another contractor. If CARTA chooses to use another contract, Caltrans' will not charge oversight costs.

This arrangement provides a significant cost and time savings to CARTA. Caltrans providing these services improves process efficiency and ensures a quality product where safety and reliability of the transportation network remains at the forefront. The table below provides an estimate of the cost savings. Actual costs will be calculated as part of a project-specific Engineering Services Agreement between CARTA and Caltrans, which will be developed based on the specific needs CARTA has for engineering work. These agreements will be brought to the CARTA board for discussion and decision.

	Other Toll Authorities	CARTA
	One-time/per-project Environmental and Design Engineering Work for 17-mile managed lanes project	
Caltrans Oversight	\$3m-\$6m	\$0
Engineering Work	\$15m-\$17m	\$15m-\$16m

IN-KIND* ACCESS TO COMMUNICATION NETWORK:

Access to redundant and reliable communication is vital to the successful operation of tolled managed lanes. Specifically, communication is needed to inform the public, operate the toll system, and monitor the toll facility operations. Other toll authorities are required to install or lease their own fiber and conduit. Leasing communications infrastructure can range from \$250,000 to \$500,000 annually.

As a voting member of CARTA, Caltrans District 3 will provide CARTA in-kind* access to our existing communications backbone, specifically to fiber or conduit, saving CARTA from contracting the service out or installing separate facilities. CARTA will be responsible for costs for infrastructure above and beyond what Caltrans requires, but Caltrans will work with CARTA to reduce duplication and increase efficiency whenever communications upgrades are needed.

As new managed lane corridors are under development, Caltrans will inform CARTA and project sponsors of existing communications infrastructure on the corridor. If the existing communications infrastructure is sufficient, Caltrans and CARTA will enter into a Communications Agreement that establishes the exact bandwidth Caltrans will provide CARTA and how outages or other issues will be handled. If the existing communications infrastructure is insufficient, Caltrans and CARTA's Communications Agreement for that facility

will specify the responsibilities of each entity to upgrade the infrastructure. These Communications Agreements will be developed for each toll facility and brought to the CARTA board for discussion and decision.

	Other Toll Authorities	CARTA
Annual communication infrastructure lease	\$250k - \$500k	\$0

EXPEDITED PERMITTING AND APPROVALS:

All tolling authorities must submit encroachment permits for Caltrans approval to access the state highway system for maintenance and construction, as well as for lane closures. These services have typical and required timeframes and require advanced notification for approvals in non-emergency situations.

As a voting member of CARTA, Caltrans District 3 will be aware of upcoming encroachment and lane closure needs, and work to expedite CARTA's approvals. This will save CARTA significant costs in downtime and delays. Expediting these reviews will help maximize toll collecting capabilities and reduce loss of revenue. For example, if one of the Yolo 80 toll signs were broken and needed to be repaired, CARTA would need an encroachment permit to do work in the state right of way. Streets and Highways code gives Caltrans up to 60 days to approve or deny an encroachment permit. If the Yolo 80 toll sign were down for 60 days, CARTA could lose \$3 million in gross toll revenue. If, as an example, Caltrans could expedite that approval in 30 days or 15 days, CARTA's revenue loss would be closer to \$1.5 million or \$750,000, respectively, saving 50 to 75 percent of costs.

	Other Toll Authorities	CARTA
	Encroachment permit for toll sign repair on Yolo 80	
Estimated time for permit approval	60 days	15 - 30 days
Estimated loss of toll revenue	\$3 million	\$750k - \$1.5m

TRANSPARENCY AND COLLABORATION:

As a voting member of CARTA, Caltrans staff will regularly update CARTA on the development of managed lane projects, providing opportunities for CARTA Directors and their constituents to weigh in earlier. This does not replace the robust stakeholder engagement that Caltrans conducts with cities and counties along a project corridor but adds an additional venue where CARTA can weigh in on regional issues related to tolling. Caltrans will provide a written project update memorandum for all active projects at each CARTA Board meeting. Caltrans will also provide more detailed presentations on active projects as requested and will inform the CARTA Board for upcoming major milestones on managed lane projects.

In conclusion, Caltrans District 3 works extremely hard to manage and optimize conditions on the State Highway System. As a voting member of CARTA, we are committed to providing

different resources to CARTA in-kind* to create efficiencies for our region's toll system, including but not limited to:

- A state-of-the-art, regional, multi-agency TMC,
- Maintenance services and existing equipment,
- Expertise in Environmental, Civil, Electrical, and Traffic engineering services to design and construct projects and operate the network,
- Access to our robust communications network, which supports thousands of field elements, fiber, CCTV Cameras, and changeable message signs,
- Expedited review of lane closures or any needed permits.

Caltrans looks forward to the opportunity to work directly with other CARTA Directors to better understand perspectives of their respective communities, and to share expertise to help optimize and maximize toll lane performance. We're committed to making this a successful partnership and ensuring the Sacramento Region has a productive relationship with Caltrans.

Sincerely,

Sergio Aceves
Acting District 3 Director

*All references to in-kind services and contributions by Caltrans are made pursuant to the Joint Exercise of Powers Act (Government Code Section 6504), which specifies that contributions may be made by parties of a Joint Powers Agreement for the purposes set forth in the Joint Powers Agreement.

BOARD COMMUNICATION: YOLO TRANSPORTATION DISTRICT

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

Topic: Approve Resolution 2024-26 authorizing User Agreement with Kuba, Inc for Contactless Payment Acceptance Devices	Agenda Item#: Agenda Type:	7 Action
		Attachments: <input checked="" type="radio"/> Yes <input type="radio"/> No
Prepared By: C. Williams		Meeting Date: November 18, 2024

RECOMMENDATION:

Approve Resolution 2024-27 authorizing a user agreement with Kuba, Inc for Contactless Payment acceptance devices.

BACKGROUND:

In 2022, a consortium of transit agencies in the Sacramento region, led by SACOG and the Capitol Corridor Joint Powers Authority (CCJPA) – and including YoloTD – applied for and won a grant from the California Transit and Intercity Rail Capital Program (TIRCP) for the Sacramento Region Cal-ITP Implementation Project. The purpose of this project is to purchase, install, and implement contactless payment equipment and services on transit fleets throughout the region.

The core objectives of the project are:

- Reinforce regional collaboration by creating a seamless payment experience across and within agencies in the SACOG region to expand ridership.
- Provide riders with the convenience to pay with the credit/debit card in their pocket.
- Increase the on-time performance of transit systems by allowing riders to bypass the need to search for exact change.

The Cal-ITP is a project of the California State Transportation Agency (CalSTA) that is tasked with help transit agencies across California simplify and integrate their payment systems. The main solution Cal-ITP has advanced is the use of contactless open loop payment solutions (also known as ‘tap-to-pay’ systems). Contactless payment technology allows passengers to use a chip-enabled credit or debit card to pay transit fares at the time of boarding. With this technology, customers will be able to pay by tapping their contactless bank card or smartphone to a validator mounted inside the transit vehicle, much like they do for many other purchases today. Currently, YoloTD does not accept debit or credit card payments in any of our vehicles.

At the October 2024 YoloTD Board of Directors meeting, the Board of Directors approved Resolution 2024-25 which authorized the Executive Director to enter into a subrecipient agreement with SACOG to receive \$179,000 in TIRCP funding for this project.

The actions before you today, if approved, will direct staff to move forward with contracts to begin implementation of this project. The total cost of this contract is \$285,151.52 over three years, of which \$179,000 is covered by the TIRCP grant. The remaining annual fees of \$35,640 per year (or \$106,920 over three years) can be accommodated within our approved Transit Operations budget.

Attachments

1. Resolution 2024-27 Authorize the YoloTD Board and the Executive Director to execute contracts for Payment Acceptance Device Hardware and Transit Processor Services with Kuba, Inc.
2. User Agreement with Kuba, Inc
3. Kuba, Inc. Contract Exhibit A (Scope of Work)
4. Kuba, Inc. Contract Exhibit B (Payment Provisions)

Attachments 2 and 3 reference a Master Services Agreement (MSA 5-21-70-28-02) between the State of California and Kuba, Inc. While not included as an attachment to this staff report, the MSA can be found here https://caleprocure.ca.gov/PSRelay/ZZ_PO.ZZ_CTR_SUP_CMP.GBL?Page=ZZ_CTR_SUP_PG&Action=U&SETID=STATE&CNTRCT_ID=5-21-70-28-02

To align with the goals of the statewide Cal-ITP project, YoloTD and the other transit agencies in the Sacramento region will leverage technology solutions that were procured by Cal-ITP. This ensures statewide consistency and streamlines the procurement process for individual transit agencies like YoloTD.

Cal-ITP conducted competitive procurements in 2021 through the State Department of General Services (DGS) for three categories of vendors, all three of which are necessary to make contactless payments work. They awarded Master Service Agreements to multiple vendors in each category:

Category A: Hardware payment acceptance devices (Kuba, INIT and SC Soft),

Category B: Transit processor services to do fare calculation ((INIT, Bytemark, Enghouse, and Littlepay)

Category C: Payment processors (Elavon and Fiserv).

After the 2022 award, YoloTD and our agency partners in the Sacramento region worked together to identify the preferred vendors for a tap to pay system. The consortium chose to solicit proposals from all available state contractors for the hardware and transit processor services. After solicitation of both initial and Best and Final Offers and evaluation, the agencies jointly selected Kuba, Inc. as the preferred vendor for Category A (Payment Acceptance Device) and LittlePay, Inc. for Category B (Transit Processor). Additionally, the consortium selected Elavon for Category C (Payment Processor) provider.

Each transit agency in the consortium is required to independently contract with Kuba, Little Pay, and Elavon using the statewide Master Service Agreements. YoloTD is also required to enter into a subrecipient agreement through SACOG to access the TIRCP awarded funds – an action the YoloTD Board approved in October 2024.

The Kuba payment acceptance devices/hardware will be equipped in all YoloTD revenue service vehicles. YoloTD expects the hardware to be installed in the first quarter of 2025.

The Kuba devices will be programmed using the current YoloBus fare payment structure including fixed-route, paratransit, and Beeline microtransit services. As part of the Cal-ITP contract, Kuba will enable daily and monthly fare caps for only fixed route service. Fare caps track the payment each time a passenger uses their card to pay for fixed route service. Once the passenger reaches the equivalent payment of a daily pass or monthly pass their card payments will be “capped.” This feature tracks the credit/debit card used to pay for

service, not the specific passenger meaning the passenger will have to use the same card for the Kuba device to enable the feature. Transfers will be calculated at:

- \$0.25 between local and intercity fixed-route services
- \$1.00 when traveling from fixed-route service to express service
- Free between Beeline and fixed-route service and inter-agency transfers between SacRT and Yolobus

All discounts (senior, disabled, youth ride free) are not currently supported by the Kuba system, so Yolobus riders who want to receive these discounts will need to use a different payment method. In the Kuba contract, it notes that Kuba intends to add these additional features, but no timeline or estimate is given for when that will occur. The Kuba user agreement includes the purchase, delivery, and installation of Kuba devices. In total 81 devices will be purchased.

The user contract also includes ongoing operational expenses for maintenance of the Kuba devices.

FISCAL IMPACT:

The total cost for this contract is \$285,151.52 over three years. This is broken into one-time capital costs and ongoing operational costs. The capital expenditure for Kuba hardware devices is \$178,231, which is covered by the TIRCP award of \$179,000. The operational expenses for operating the Kuba devices for 36 months are \$106,920, or \$35,640 per year. These costs can be accommodated within our approved Transit Operations budget.

ATTACHMENT 1

RESOLUTION NO. 2024-27

A RESOLUTION AUTHORIZING THE EXECUTIVE DIRECTOR TO EXECUTE KUBAPAY INC, CONTRACT AS THE CONTACTLESS PAYMENT SOLUTIONS HARDWARE PROVIDER FOR THE SACRAMENTO REGION CAL-ITP IMPLEMENTATION PROJECT

WHEREAS, the State of California established the California Integrated Travel Project (Cal-ITP) to standardize and modernize transit payments across California transit operators;

WHEREAS, Open-loop contactless fare payment systems (aka tap-to-pay) that accept bank cards and mobile wallets are proven to lower expenses and increase transit ridership;

WHEREAS, in 2021, the State Department of General Services (DGS) conducted a Request for Proposals that established Master Service Agreements (MSAs) allowing public transportation providers to directly purchase equipment for contactless payment systems, including payment acceptance devices, transit processor services to do fare calculation; and payment processors;

WHEREAS, In April 2022, a consortium of transit agencies in the Sacramento region, including YoloTD, applied for and won a Transit and Intercity Rail Capital Project (TIRCP) award for the Sacramento Region California Integrated Travel Project (Cal-ITP) Implementation Project to purchase, install, and implement contactless payment equipment and services on transit fleets throughout the region;

WHEREAS, In August 2024, the California Transportation Commission allocated the TIRCP award of \$2,180,000, releasing the TIRCP funds to SACOG to administer the Sacramento region transit agency consortium; and authorizing the Sacramento region transit agency consortium to contract with Cal-ITP approved vendors to implement contactless payment solutions;

WHEREAS, the consortium of transit agencies in the Sacramento region has selected Kuba, Inc as the preferred hardware vendor for contactless payment devices;

WHEREAS, on October 14th 2024, the YoloTD Board of Directors approved Resolution 2024-21 authorizing a subrecipient agreement with SACOG to receive \$179,000 of the awarded 2022 TIRCP funds to support the CAL-ITP implementation project;

WHEREAS, to complete the Cal-ITP project, YoloTD must enter a standalone contract with Kuba, Inc to procure contactless payment readers;

WHEREAS, the terms of the contract is \$285,151,52 over 36 months which includes 81 contactless payment readers, installation hardware, and software operational expenses;

NOW THEREFORE BE IT RESOLVED that the Board of Directors of the Yolo County Transportation District authorizes the Executive Director to execute the attached User Agreement with Kuba Inc.

PASSED AND ADOPTED by the Board of Directors of the Yolo Transportation District, County of Yolo, State of California, this 18th day of November, 2024, by the following vote:

AYES:

NOES:

ABSTAIN:

ABSENT:

Josh Chapman, Chair
Board of Directors

ATTEST:

Janeene Marte, Clerk of the Board of Directors

Approved as to Form:

Kimberly Hood, District Counsel

**ATTACHMENT 2
USER AGREEMENT**

1. This User Agreement is entered into between **Yolo County Transportation District** "Contracting Agency" and **Kuba, Inc.** "Contractor". This User Agreement expressly incorporates the California Master Service Agreement (MSA) No. [5-21-70-28-02] which is incorporated herein. This User Agreement contract form serves as an appropriate equivalent to the STD 213 as required by the MSA.

Contracting Agency: Yolo County Transportation District

Contractor Name: Kuba, Inc.

2. The Term of this Agreement is:

Start Date: 11/18/2024

Through End Date: 02/28/2027

3. The maximum amount of this Agreement is:

See Exhibit B for pricing.

4. **Exhibits.** The parties agree to comply with the terms and conditions of the following exhibits, which are by this reference made a part of this agreement.

Exhibits	Title	Pages
Exhibit A	Scope of Works	5
Exhibit B	Payment Provisions	3
[MSA 5-21-70-28-02]	[MSA 5-21-70-28-02 is hereby incorporated by reference. The MSA is available at: https://caleprocure.ca.gov/PSRelay/ZZ_PO.ZZ_CTR_SUP_CMP.GBL?Page=ZZ_CTR_SUP_PG&Action=U&SETID=STATE&CNTRCT_ID=5-21-70-28-02	

In Witness Whereof, This Agreement has been executed by the parties hereto.

Contractor:

Kuba, Inc.
 PO Box 31804
 Las Vegas, NV 89173

Date: _____

Contracting Agency Name:

Yolo County Transportation District
 350 Industrial Way, Woodland, CA, 95776
 Autumn Bernstein, Executive Director

Date: _____

Attachment 4

Kuba User Agreement

Exhibit A Scope of Work

1. MSA Incorporated by Reference

The State of California, Department of General Services’s Master Service Agreement No. 5-70-28-02 (MSA 5-21-70-28-02) with Kuba, Inc., a Delaware corporation authorized to do business in California, for Payment Acceptance Devices (contactless pay systems) for local transit agency use and its amendments are hereby incorporated by reference as if attached hereto. MSA No.5-70-28-02 was competitively bid contract by DGS and is made available to the Yolo County Transportation District and other local transportation agencies for cooperative purchase of PADs. This Scope of Work includes the Performance Measures included as Exhibit A.1 to MSA No.5-70-28-02.

2. Project Background

Seven transit operators in the region will lead the project with support from the Sacramento Area Council of Governments (SACOG). In 2022, the region was awarded funds from the Transit and Intercity Rail Capital Program, \$2.18 million of which was allocated to collaboratively deploy contactless payment technology across the region’s agencies.

The seven transit providers that operate in the SACOG region, and are part of this award, include El Dorado Transit, Placer County Transit, Roseville Transit, Sacramento Regional Transit District (SacRT), South County Transit/Link (SCT), Yolo County Transportation District, and Yuba-Sutter Transit. A brief description of each transit provider follows:



- **El Dorado Transit** was established in 1975 and has since expanded to provide public Dial-a-Ride service and four fixed-route lines for the western slope communities of the county. The operator also provides two commuter routes connecting the county with Folsom and Sacramento. Additionally, the operator jointly provides a fixed-route line with Capitol Corridor and Amtrak connecting Sacramento, El Dorado County and South Lake Tahoe. In 2018, the operator made \$1.5 million from passenger fares and supported over 376,000 trips.



- **Placer County Transit** operates one local and five intercity fixed routes services throughout the county. Their service also includes a commuter route connecting the county as far out as Colfax to Sacramento. The fixed-route services are supplemented by a public Dial-a-Ride service



- **Roseville Transit** serves the most populous city in Placer County, providing 10 local fixed-routes, six morning commuter routes to Sacramento, and seven evening commuter routes back to Roseville. These services also include Dial-a-Ride and paratransit.



- **Sacramento Regional Transit District (SacRT)** was established in 1973 and is the largest operator in the area, offering 80 fixed-route local and commuter bus routes throughout Sacramento and neighboring communities within the 418 square-mile service area. Further, the operator provides paratransit, Dial-a-Ride, and SmaRT Ride Microtransit services. SacRT co-operates the Causeway Connection with Yolo County Transportation, joining Davis and East Sacramento.



- **South County Transit/Link (SCT)** operates two inter-city fixed-routes – one in the Delta communities of the southernmost parts of Sacramento County and one Highway 99 inter-city fixed route from Lodi to Elk Grove. A commuter route is also offered, stretching from Galt to Sacramento. Within Galt, SCT also offers Dial-a-Ride services.



- **Yolo County Transportation District** services disparate but populous cities in addition to more rural communities within the county. The operator offers 15 fixed-route local and intercity routes. Of these, four routes offer cross-county connectivity between Yolo and Sacramento in addition to the jointly operated Causeway Connection. Both microtransit and paratransit are offered in the county.



- **Yuba-Sutter Transit** operates six local fixed-routes, two commuter routes on SR 70 and SR 99 corridors to Sacramento, and three rural routes with deviations within $\frac{3}{4}$ miles of a rural route with an advanced reservation. Dial-a-Ride service is available across Marysville, Yuba City, Olivehurst, and Linda.

3. Transit Provider Objectives

The core objective of the project is to reinforce regional collaboration by creating a seamless payment experience across and within agencies to expand ridership. Introducing contactless payments to the existing portfolio of fare media provides riders with the convenience to pay with the credit/debit card in their pocket. Further, the region's agencies aim to increase the on-time performance and efficiency of their transit systems through speedier boarding with riders no longer needing to search for exact change.

While the scope of work submitted to vendors aims for a regional collaboration, sections of this scope of work hereafter pertain to Yolo County Transportation District only.

4. Fare Structure and Business Rules

Yolo County Transportation District will implement the following fare policies:

- Base fares vary by mode and route but are all flat fares
 - Fixed-route services – 3 types (local, inter-city, express)
 - Paratransit – 3 types (local, inter-city, premium)
 - Beeline on-demand transit – 3 types (per city)
- Fare caps are requested at this time for fixed-route services only
 - Daily cap applicable to all fixed-route services
 - Monthly caps that are route-specific
- The following transfer rules are requested and are valid up to two hours
 - To be \$0.25 for transfers between local and intercity fixed-route services
 - To be \$1 when transferring to an express fixed-route service
 - Free transfers between on-demand transit and fixed-route
- Inter-agency transfers (i.e. SacRT) are requested when available

Existing discounts (seniors, disability, etc.) will continue to be offered on the legacy systems. When such capability is available to offer those discounts on the contactless payment system, Yolo County Transportation District may request that the Category B provider integrate with the resulting Eligibility Verification system to do so.

5. On-board Technologies

Fare media currently includes cash, Yolobus tickets/passes, SacRT tickets/passes, ZipPass mobile passes, and Connect Card taps. The all single-door fleet is comprised of 20 Orion VII low-floor buses, 25 Gillig buses, six Proterra buses, and six MCI motorcoaches. In addition, there are 9 Ford F-550 super duty, 3 Ford transit 350HD, and 4 Ram promaster minibus 159. See below for vehicle images.





Yolo County Transportation District currently uses TripSpark for live bus tracking information and vehicles use TMobile or Verizon for connectivity through cradlepoints. The vendor will confirm compatibility with available technologies to support the open loop system or propose solutions when needed.

6. Scope of Work for Category A (PADs)

Yolo County Transportation District requests a single validator at the front of each vehicle. We expect the vendor to complete installation for the fleet.

PAD Unit Type	PAD Units Needed
Front door units	73
Spare units	8

6.1 Determining whether any changes are needed to default service level agreements (SLAs) in the User Agreement

Yolo County Transportation District accepts the default SLAs in the Master Service Agreement.

6.2 Determining internal responsibilities for the project

Please reach out to Daisy Romero and Courtney Williams to coordinate all details regarding this project.

Daisy Romero

Director of Transit Operations, Yolo Transportation District

dromero@yctd.org

Courtney Williams

cwilliams@yctd.org

EXHIBIT B – PAYMENT AND BUDGET PROVISIONS

1. RATES

The not-to-exceed pricing for MSA products and services to be provided to Transit Agencies are listed in Exhibit B.1 - Rate Sheet. All prices and fees shall be fixed for the entire MSA term including any optional extension periods unless the State approves a price adjustment in accordance with Section 6, Rate Adjustments.

A. Payment Acceptance Devices - Category A

For Category A Products and Services, rates are determined for **Yolo County Transportation District** are as follows, plus applicable taxes:

		TOTAL CAPEX		\$152,513.91	
		TOTAL OPEX		\$106,920.00	
		GRAND TOTAL		\$259,433.91	
Description	Unit of measure	Rate	Qty	Months	Total
Stand Alone Devices - ABT 3000	Unit	\$972.61	81		\$78,781.41
Custom Solution Work: ABT3000 Barcode Reader	Per Hour	\$137.50			\$15,795.00
Mounting Pole	Unit	\$105.33	0		\$0.00
Installation	Unit	\$562.50	73		\$41,062.50
Implementation Service	Once-off	\$10,000.00	1		\$10,000.00
Integration with Transit Processor	Once-off	\$9,440.00	0		\$0.00
Emv Level 3 Certification	Once-off	\$3,146.67	0		\$0.00
Custom Solution Development Work	per hour	\$137.50	50		\$6,875.00
CAPEX Estimate					\$152,513.91
OPEX (3-Year Total)	Lump Sum	\$106,920.00	1	36	\$106,920.00
Total CAPEX + OPEX					\$259,433.91

2. TRANSIT PROCESSING SERVICES RATE DETERMINATION AND PUBLICATION (Category B Only) – (Not Applicable)

3. TRAVEL

The pricing noted in Section 1 above does not include any necessary travel expenses. Transit Agencies may allow additional travel reimbursement as permitted, which must be itemized separately on the invoice. The Contractor must have prior approval by the Transit Agency for any additional travel reimbursement.

4. INVOICES

A. Submission of Invoices

- 1) The Contractor shall submit itemized invoices to the Transit Agency contact person at the address contained in the Transit Agency's User Agreement. The information is mandatory information to be provided for all invoices:
 - a) DGS MSA Number
 - b) Transit Agency Contract Number
 - c) Transit Agency Order Number
 - d) Transit Agency Billing Code
 - e) Transit Agency Name
 - f) Transit Agency Address
 - g) Description of services ordered
 - h) Pricing information, specified by Tier or Breakpoint where applicable
- 2) The Transit Agency contact person will verify and approve, or disapprove, the invoiced items. If the Transit Agency does not approve the invoiced items, the invoice will be disputed and returned to the Contractor for correction.

5. PAYMENT

Payment for services performed under this Contract will be made upon satisfactory completion of services rendered. The Contractor shall invoice Transit Agencies in arrears upon successful completion of services. Invoices for services are not due and payable, and do not constitute an obligation of the Transit Agency, until the month following the month for which charges are accrued.

Payment shall be made within 45 days in accordance with, and within the time specified in Government Code Chapter 4.5, commencing with Section 927 unless agreed otherwise in the User Agreement.

The payment terms for the Capital Expenditures portion of the products and services delivered under this Contract will be paid in the percentage amounts noted below:

- 40% on Notice to proceed
- 40% on delivery

- 20% on acceptance.

The costs for the required T-clamps, plates and onsite survey are not included in the pricing table in Section 1 of this Exhibit B. Contractor shall invoice the Transit Agency for any costs related to these items separately.

6. RATE ADJUSTMENTS

Contractor may request Consumer Price Index (CPI) rate increases for services should the State decide to execute the options to extend. Rate increases may be requested no more than once annually and may only be requested following the initial five (5) year term of the Agreement. Rate increases shall be capped at three percent (3%) for a given year and may only be requested when the CPI for the "Public Transportation" goods and services category, as published by the U.S. Department of Labor, Bureau of Labor Statistics has increased one percent (1%) or greater for the previous calendar year. The website, subject to change without amendment to this Agreement, can be found at the [CPI Index](https://www.bts.gov/components-consumer-price-index-transportation) (<https://www.bts.gov/components-consumer-price-index-transportation>).

The Contractor shall submit a written request to the DGS Contract Administrator, provide a copy of the index and other supporting documentation necessary to support the adjustment. Rates will be fixed for twelve (12) months following an approved price adjustment. Adjustments shall not be retroactive.



Promoting safe, healthy & resilient communities

YOLO COUNTY TRANS.
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Lynnette Irlmeier
Executive Director

October 16, 2024

Autumn Bernstein, Executive Director
Yolo County Transportation District
3050 Industrial Way
Woodland, CA, 95776

Dear Ms. Bernstein,

On behalf of Empower Yolo, I want to express our sincere gratitude to the Yolo County Transportation District for allowing us to place Domestic Violence Awareness clings on your buses. Your support in raising awareness of such a critical issue in our community is deeply appreciated. This initiative will help spread important messages to countless individuals, reminding them that resources and support are available.

I also commend the staff who were on duty while our team placed the clings. They were extremely helpful and accommodating, ensuring everything ran smoothly. Their professionalism and helpfulness, from quickly providing them with safety vests, to accessing vehicles, made a significant impact. We are truly thankful for their support.

We value our partnership with Yolo County Transportation District and look forward to continuing to work together in the future. Together, we can continue to make a difference in the lives of those we serve.

Thank you once again for your collaboration and for being a valuable partner in this important work.

Warm regards,

Lynnette Irlmeier,
Executive Director
Empower Yolo

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

Topic: Long-Range Calendar	Agenda Item#: Agenda Type:	8g Informational	
		Attachments:	Yes <input checked="" type="radio"/> No
Prepared By: A. Bernstein		Meeting Date: November 18, 2024	

RECOMMENDATION:

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

Long Range Calendar Agenda Items

December 2024

- Update on Downtown Woodland Transit Center
- Update on Internal Controls
- Short Range Transit Plan Update

January 2025

- Appoint Chair and Vice Chair for 2025
- Appointments to CCJPA and CARTA
- Update on Service to Sutter Health Park for Rivercats and A's 2025 Baseball Season

February 2025:

- Open Public Hearing on BeeLine Service Changes in Winters
- Renew Youth Ride Free and other free fare programs
- Yolo Active Transportation Corridors (YATC) Expenditure Authorization Request for Design