



## BOARD OF DIRECTORS MEETING AGENDA

### Directors:

Dawntè Early (Chair, City of West Sacramento)  
Jesse Loren (Vice-Chair, City of Winters)  
Lucas Frerichs (Yolo County)  
Josh Chapman (Chair, City of Davis)  
Mayra Vega (City of Woodland)  
Kelly Fong Rivas (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:** February 10, 2025

**Meeting Time:** 6:00 PM

**Meeting Place:** Yolo Transportation District Board Room  
350 Industrial Way  
Woodland CA 95776

### **ZOOM INFORMATION**

Link: <https://us06web.zoom.us/j/87969227172?pwd=hlaEqV4cjgNVfdOT80mRuUABYbc3v.1>

Phone Number: (669) 444-9171

Meeting ID: 879 6922 7172

Passcode: 105086

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	Information	Action Item
6:00 PM	1.	Determination of Quorum (Voting members: Woodland, Davis, West Sacramento, Winters, Yolo County) (Nonvoting members: Caltrans, UCD)		X
6:05 PM	2.	Approve Agenda for February 10, 2025 Meeting		X
6:10 PM	3.	<b>Ceremonial Presentation</b> Certificate of Commendation for Yolobus Mechanic Erik Benitez and Dispatcher Loren Heras	X	
6:15 PM	4.	Comments from public regarding matters <u>on the consent calendar</u> , or items <u>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**

6:20 PM	5a	Approve Board Minutes for Regular Meeting of January 13, 2024 (J.Marte pp 5-9)		X
	5b	Approve Amendment to YCTD Cash Asset Protection Policy (C.Fadrigo pp 10-15)		X
	5c	FY24-25 Quarter 2 Finance update (C.Fadrigo pp 16-23)	X	

### **REGULAR CALENDAR**

6:25 PM	6.	Open 30-Day Comment Period on Winters/Knights Landing BeeLine service change (K.Barrientos/D.Romero pp 24-31)		X
6:45 PM	7.	Update on Woodland Transit Center and AHSC Application (B.Abbanat pp 32-54)	X	
7:15 PM	8.	Service to Sutter Health Park for Rivercats and A's 2025 Baseball Season (D.Romero pp 55-66)	X	
7:45 PM	9.	<b>Administrative Reports (A.Bernstein)</b> Discussion regarding subjects not specifically listed is limited to clarifying questions. A. Board Members' Verbal Reports B. Executive Director's Verbal Report C. Transdev Report D. Long Range Calendar (J.Marte p 67)	X	
8:00 PM	10	Adjournment		X

Unless changed by the YoloTD Board, the next meeting of the Board of Directors will be Monday, March 10, 2025, 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, February 7, 2025 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.

*J. Marte*

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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](mailto:public-comment@yctd.org). In the body of the email, include the agenda item number and title with your comments. Comments submitted via email during the meeting shall be made part of the record of the meeting but will not be read aloud or otherwise distributed during the meeting. To submit a comment by phone in advance of the meeting, please call 530-402-2819 and leave a voicemail. Please note the agenda item number and title with your comments. All comments received by 4:00 PM on Monday, January 13, 2025, 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](mailto: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.

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

<b>Topic:</b> Approve Board Minutes for Regular Meeting of January 13, 2025	<b>Agenda Item#:</b> <b>Agenda Type:</b>	<h1>5a</h1> <h2>Action</h2>	
		<b>Attachments:</b>	<input checked="" type="radio"/> <b>Yes</b>
<b>Prepared By: J.Marte</b>		<b>Meeting Date: February 10, 2025</b>	

**RECOMMENDATION:**

Approve Minutes for the Regular Meeting of January 13, 2025

**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

January 13, 2025, at 6:00 p.m.  
Yolo Transportation District Board Room  
350 Industrial Way, Woodland, CA

### 1. Roll Call - Determination of Quorum

Vice-Chair Loren called the meeting to order at 6:00 p.m.

Directors Present:

Dawnté Early, Chair, City of West Sacramento  
Josh Chapman, City of Davis  
Mayra Vega, City of Woodland  
Matt Dulcich, UC Davis Health, ex-officio  
Sukhi Johal, Caltrans, ex-officio

Jesse Loren, Vice Chair, City of Winters  
Lucas Frerichs, County of Yolo

Staff Present:

Autumn Bernstein, Executive Director  
Brian Abbanat, Director of Planning

Kimberly Hood, Legal Counsel

### 2. Approval of Agenda

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

Executive Director Bernstein recognized the following individuals in attendance:

Mayra Vega, new board member representing the City of Woodland.

Matt Dulcich, present for his final meeting as the UC Davis Health ex-officio.

Kelly Fong Rivas, who will be taking over the UC Davis Health ex-officio position starting at the next meeting.

Albert Vallecillo, Mayor of the City of Winters, also serving as an alternate.

Lola Torney, the new Senior Transportation Planner, will be presenting later in the meeting.

### 3. Public Comments

Michael Barnbaum provided comments regarding the discussions from the previous meeting related to the Woodland Transit Center location.

Alan Hirsch commented on the meeting minutes. Alan Hirsh also provided comments on the Woodland Transit Center.

Seeing no further comments, Chair Early closed public comments.

#### **4. Consent Calendar**

- 4a. Approve Board Minutes for Regular Meeting of December 9, 2024
- 4b. Approve Resolution 2025-01 Authorizing User Agreement with Littlepay Inc. for Transit Fare Processing Services for Contactless Payments .
- 4c. Approve increase to Student Intern Hourly Wages Schedule to Comply with California Minimum Wage Change Effective

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

#### **Regular Calendar**

#### **5. Revised Proposal for Special Budget Workshops**

Executive Director Bernstein provided a presentation regarding revisions and goals for the upcoming Special Budget Workshops.

Chair Early called for public comment.

Alan Hirsch provided comments on the Special Budget Workshops.

Michael Barnbaum provided comments on the presentation

Seeing no further comments, Chair Early closed public comments.

Executive Director Bernstein responded to questions from the Board regarding timing and number of Special Budget Workshops.

Motion: Director Chapman made a motion to approve two Special Budget Workshops for this fiscal year and an additional Special Budget Workshop in Fall of 2025. Motion was seconded by Director Vega. The motion was approved by a vote of 5 Yes/0 No.

#### **6. Short Range Transit Plan: Receive Informational Presentation on Transit Service Planning**

Senior Transportation Planner Torney delivered a presentation on how service transit planning works, providing an overview of the process and laying the foundation for future discussions regarding the Short-Range Transit Plan.

Executive Director Bernstein and Senior Transportation Planner Torney responded to questions from the Board regarding the presentation.

Chair Early called for public comment.

Alan Hirsch provided comments on the presentation,

Michael Barnbaum commented on the presentation.

Seeing no further comments, Chair Early closed public comments.

## **7. 2025 SACOG Regional Funding STIP Coordination**

Director of Planning Abbanat provided an update on the coordination efforts between local agencies for securing funding through the State Transportation Improvement Program (STIP). The presentation highlighted how STIP relates to SACOG regional funding and outlined Yolo Transportation District's role in the collaborative process and the next steps.

Executive Director Bernstein and Director of Planning Abbanat responded to questions from the Board, providing clarification on funding percentages and competitive grant application.

Chair Early called for public comment.

Michael Barnbaum commented on the presentation.

Alan Hirsch commented on the presentation.

Seeing no further comments, Chair Early closed public comments.

## **8. Appoint Alternate to Capitol Corridor Joint Powers Authority Board of Directors**

Executive Director Bernstein announced the need to appoint an alternate to the Capitol Corridor Joint Powers Authority Board of Directors, as Tom Stallard is no longer with the YoloTD Board of Directors. It was noted that the primary members on the CCJPA Board are Director Chapman and Director Frerichs

Executive Director Bernstein responded to questions from the Board.

Chair Early called for public comment.

Michael Barnbaum commented on the Appointment.

Alan Hirsch commented on the Yolo 80 corridor and the CCJPA members.

Motion: Chair Early made a motion to appoint Director Vega as Alternate to Capitol Corridor Joint Powers Authority Board of Directors. Motion was seconded by Director Chapman. The motion was approved by a vote of 5 Yes/0 No.

## **9. Appointments to the Capitol Area Regional Tolling Authority**

Executive Director Bernstein noted that the current representatives of the Capitol Area Regional Tolling Authority are Chair Early and Director Chapman, with Vice-Chair Loren serving as the alternate.

Directors Early and Chapman expressed their desire to remain on the board, and Director Loren also indicated interest in continuing as the alternate.

Executive Director Bernstein responded to questions from the Board.

Chair Early called for public comment.



Alan Hirsch commented on CARTA and express lanes.

Seeing no further comments, Chair Early closed public comments.

Motion: Director Frerichs made a motion to re-appoint Chair Early and Director Chapman to the Capitol Area Regional Tolling Authority Board and Director Loren as an alternate. Motion was seconded by Chair Early. The motion was approved by a vote of 5 Yes/0 No.

## **10. Administrative Reports**

### **A. Board Members' Verbal Reports**

Board Members thanked Director Dulcich for his time on the Board.

### **B. Transdev's Verbal Report**

Executive Director Bernstein announced TransDev is on track for Service Express Routes

Executive Director Bernstein acknowledged TransDev staff for their quick response in protecting our facilities during the recent fire incident.

### **C. Executive Director's Verbal Report**

Executive Director Bernstein announced YoloTD will be hosting a pop-up event in downtown Woodland to showcase what a potential transit center would look like at the location

Executive Director Bernstein acknowledged the upcoming SACOG Board meeting regarding transit funding

### **D. Long Range Calendar**

Executive Director Bernstein reviewed the Long-Range Calendar and responded to questions from the Board.

Chair Early called for public comment.

Alan Hirsch provided general comments.

Michael Barnbaum provided general comments.

Seeing no further comments, Chair Early closed public comments.

## **11. Adjournment**

Seeing no further business, Chair Early adjourned the meeting at 8:33 p.m.

Respectfully Submitted,

J. Marte Janeene Marte, Clerk of the Board

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

<b>Topic:</b> Approve the amendment to the YoloTD Cash Asset Protection Policy.	<b>Agenda Item#:</b>	<h1>5b</h1>
	<b>Agenda Type:</b>	<b>Action</b> Attachments: <input checked="" type="radio"/> Yes <input type="radio"/> No
<b>Prepared By: Chas Ann Fadrigio</b>		<b>Meeting Date: February 9, 2025</b>

**RECOMMENDATION:**

Staff recommends that the Board approve the amendment to the Cash Asset Protection Policy to incorporate the provisions of 2 CFR 200.302, 200.403 and 200.305 as outlined in the corrective actions required by the 2024 Triennial Review. This amendment will ensure compliance with federal regulations and resolve the identified deficiency.

**BACKGROUND:**

The 2024 Triennial Review identified gaps in the District’s financial management policies, specifically regarding Cash Management and Payment, and Allowable Cost, as required by 2 CFR 200. To resolve the deficiency, staff propose to amend the Cash Asset Protection Policy to include the recommended policy language.

**DISCUSSION & ANALYSIS:**

The proposed changes to the Cash Asset Protection Policy include the following additions:

**12. Cash Management, Payment, and Allowable Cost Provisions**

**By 2 CFR 200.302 and 2 CFR 200.403, YOLOTD will implement and adhere to the following principles for cash management and allowable costs:**

**12.1. Financial Management-** Maintain adequate internal controls to ensure the safeguarding of assets, proper recording of all financial transactions, and compliance with federal funding requirements. Cash draws and payments will be made only when necessary and in a manner consistent with the timing and amount of expenditures.

**12.2 Allowable Costs-** Payments and expenditures from federal awards will be made only allowable costs as per 2 CFR 200.403. YOLOTD will ensure that all costs related

**to cash management, including disbursements and reimbursements, comply with Uniform Guidance and the specific terms of the federal award.**

**12.3 Payment Procedures- YOLOTD will ensure payments are processed promptly, avoiding cash management issues such as delays or unnecessary interest charges. Payment requests must include appropriate documentation to demonstrate that the costs meet the requirements for eligibility under the award.**

## **BUDGET IMPACT:**

None.

### **Attachments:**

1. YoloTD Cash Asset Protection Policy – Proposed Amendments with redline.

**Yolo County Transportation District (~~YCTDYOLOTD~~)**  
**Cash Asset Protection Policy**  
**Amended February 10, 2025~~deopted as of February 14, 2022~~**

1. **Purpose:** This policy ~~is intended to~~ protect<sub>s</sub> the Yolo County Transportation District (~~YCTDYOLOTD~~) cash and bank account assets against loss, theft, and unauthorized use.
2. **Physical security:** All cash assets and check stock for ~~YCTDYOLOTD~~ bank accounts shall be physically secured<sub>d</sub> in locked boxes and or rooms, with restricted access to the keys, combinations, or other means of entry to those boxes and rooms.
3. **Assigning roles and responsibilities:** The Executive Director or their designee shall ~~assign-be responsible for assigning~~ roles and responsibilities for the reviews, reconciliations, and other tasks referenced in this policy.
4. **Processing Farebox cash:** At least two ~~YCTDYOLOTD~~ employees shall be present when farebox or other cash is being collected, counted, and prepared for deposit, except during times of staffing shortfall when a second employee is not available, in which case a single employee may process cash, provided that the employee informs the Executive Director and/or their designees in writing by text message or email of the circumstances requiring them to process cash by themselves. A log shall be kept each time the cash is counted and prepared for deposit, including the date, time and legible signature or initials of employees present at ~~the time~~ when counting confirms the of counting confirming the count.
5. **Cash Proceeds from Ticket Sales at ~~YCTDYOLOTD~~ Office:** Cash received and deposited from ticket sales at the ~~YCTDYOLOTD~~ office shall be regularly reconciled to the point-of-sale electronic record by an individual who did not receive or handle the cash for deposit. Any unexplained discrepancies shall be immediately reported to the ~~YCTDYOLOTD~~ Executive Director and/or their designees.
6. **Incoming mail.** The responsibility for opening incoming ~~YCTDYOLOTD~~ mail shall be assigned to separate staff from those responsible for recording financial transactions in the financial system of record. Any checks or cash enclosed in incoming mail shall be logged prior to transferring ~~them~~ checks or cash to finance staff for deposit and recording in the financial system of record.
7. **Farebox cash reconciliation:** Each time cash is counted and deposited, the cash deposits originating from the farebox shall be reconciled to the amount of cash reported by farebox electronic cash counting systems for the comparable ~~time~~ period. The reconciliation shall be carried out by a ~~YCTDYOLOTD~~ employee, ~~or~~ independent auditor, or contractor who was not involved in collecting or counting the cash. Each reconciliation shall be signed or initialed, and dated by the preparer, and reviewed by a reviewer or manager, who shall also initial and date the reconciliation. Staff shall

~~immediately report all~~ ~~AI~~-reconciliations showing any material unexplained discrepancies of 5% or more ~~shall be immediately reported~~ to the ~~YCTDYOLOTD~~ Executive Director and/or their designees.

~~8. YCTDYOLOTD Payments by check, wire transfer or other electronic bank transfers:~~ Any ~~YCTDYOLOTD~~

~~9.8. p~~Payments by check, wire transfer, or other electronic bank transfers shall require ~~at~~ a minimum of two authorization~~s~~,~~s~~—which may be either by signature, electronic approval, bank verification by telephone, or other auditable means.

~~YCTDYOLOTD~~ Cash Handling and Asset Protection Policy  
~~Adopted 2/14/2022~~

~~10.9. Purchasing Card transactions:~~ ~~YCTDYOLOTD~~ Purchasing Card transactions shall be subject to a separate Purchasing Card policy approved by the ~~YCTDYOLOTD~~ Board.

~~10. Financial System Entry and Approval Separation of Duties:~~ Financial system transactions should ~~generally~~~~normally~~ be reviewed by a separate person from the one entering the transaction ~~before~~~~prior~~ to posting. ~~Suppose there~~~~If there~~ are staffing limitations or an urgent situation requires~~ing~~ one person to enter and post a financial transaction. ~~In~~, that ~~case, that~~ person shall notify the Executive Director or their designee in writing (email is sufficient) with the details of the transactions posted without prior secondary review.

~~11. Financial and Payroll System Audit Trail Reports Review:~~ Audit trail reports from the financial and payroll systems of record shall be reviewed ~~at least~~ monthly by an authorized reviewer ~~who was~~ not involved in posting transactions within the systems. The reports should include comprehensive transaction lists with associated preparer and approver names and lists of changes to employee and vendor address~~es~~ and financial account records. The reviewer shall sign and date the reviews (electronic notation is sufficient); and ~~shall~~ report any unexplained anomalies of concern to the Executive Director or their designee.

~~12. Cash Management, Payment, and Allowable Cost Provisions~~

~~By 2 CFR 200.302 and 2 CFR 200.403, YOLOTD will implement and adhere to the following principles for cash management and allowable costs:~~

~~12.1. Financial Management- Maintain adequate internal controls to ensure the safeguarding of assets, proper recording of all financial transactions, and compliance with federal funding~~

requirements. Cash draws and payments will be made only when necessary and in a manner consistent with the timing and amount of expenditures.

12.2 Allowable Costs- Payments and expenditures from federal awards will be made only allowable costs as per 2 CFR 200.403. YOLOTD will ensure that all costs related to cash management, including disbursements and reimbursements, comply with Uniform Guidance and the specific terms of the federal award.

12.3 Payment Procedures- YOLOTD will ensure payments are processed in a promptly, avoiding cash management issues such as delays or unnecessary interest charges. Payment requests must include appropriate documentation to demonstrate that the costs meet the requirements for eligibility under the award.

**11.13. Bank account reconciliation:** All ~~YCTD~~YOLOTD bank account balances, including those held by Yolo County and any other ~~YCTD~~YOLOTD bank accounts shall be reconciled with ~~YCTD~~YOLOTD financial accounting system ledgers at least monthly. Each reconciliation shall be signed or initialed and dated by the preparer, and reviewed by a reviewer or manager, who shall also initial and date the reconciliation. Any material unexplained discrepancy shall be immediately reported to the ~~YCTD~~YOLOTD Finance Director or Executive Director.

#### **12.14. Staff Reporting Responsibilities**

13.1. Any ~~YCTD~~YOLOTD employee who observes unusual or potentially erroneous or suspicious incidents, practices or financial calculations that could result in loss, theft or unauthorized use ~~YCTD~~YOLOTD assets must report their observation to their supervisor, the ~~YCTD~~YOLOTD Finance Director or the ~~YCTD~~YOLOTD Executive Director, or, in cases potentially involving the Executive Director, to any member of the ~~YCTD~~YOLOTD Board of Directors. No employee may be retaliated against for reporting such observations or suspicions.

13.2. Any supervisor, manager or member of the Board of Directors receiving a report of unusual or potentially suspicious activities shall promptly consult with the ~~YCTD~~YOLOTD's legal counsel prior to initiating an investigation.

YOLOTD Cash Handling and Asset Protection Policy  
Amended 2/10/25

**PASSED AND ADOPTED BY** the Board of Directors of the Yolo County Transportation District,  
County of Yolo, State of California this 10th day of February 2025.

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Dawnte Early  
Chair, Board of Directors

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Janeene Marte, Clerk of the Board

**COMMUNICATION: YOLO COUNTY TRANSPORTATION DISTRICT**

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

<b>Topic:</b> FY 2024-25 Operating & Capital Budget Status Report and Internal Control update for Quarter 2	<b>Agenda Item#:</b>	<h1>5C</h1> <h2>Information</h2>
	<b>Agenda Type:</b>	
<b>Prepared By: Chas Ann Fadrigio</b>		<b>Meeting Date: February 9, 2024</b>

**RECOMMENDATION:**

Receive FY2024-2025 Budget Status report for Operating and Capital expenses and Internal Control update as of December 31, 2024.

**BACKGROUND:**

**Operating and Capital Budget**

The YoloTD Board of Directors approved the fiscal year 2024-2025 Annual Operating and Capital Budget on July 14, 2024.

The 2024-2025 budget for YoloTD prioritizes key initiatives to enhance transit services, and advance strategic goals. These include completing planning for the Downtown Woodland Transit Center and conducting outreach for the Yolo Active Transportation Corridor (YATC) project. Other priorities include expanding Beeline services in Winters, Knight Landing/ Yolo zones. The workplan includes completing the Yolobus 2024-2031 Short Range Transportation Plan (SRTP) and Zero Emission Bus Implementation Plan to shape our vision for the future of transportation services while advancing our commitment to reducing energy consumption and greenhouse gas emissions through the zero-emission fleet conversion initiatives. The budget also focuses on revisiting the Route 42A/42B schedule aimed at improving service efficiency, transitioning to Automatic Passenger Counters (APC's) for more accurate ridership data, restoring express routes and local bus services in response to return-to-work orders for state workers in downtown Sacramento. .

**FY 2024-2025 Budget Highlights**

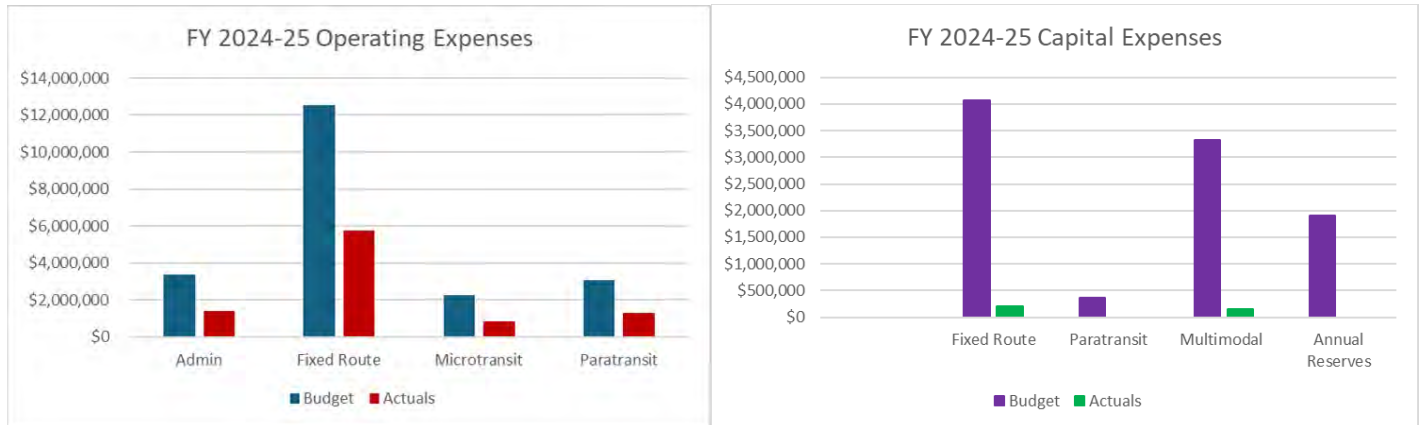
- The Administration budget reflects a 6% increase from the prior year, driven by salary and benefit adjustments, expanded intern program, and higher administrative costs. Staffing changes include replacing an Associate Transportation Planner with a Senior Transportation Planner and adopting a five-step salary scale for all full-time classifications.
- The Fixed Route FY2024-25 budget largely maintains the prior year service levels representing a net decrease in budgeted hours and miles by about 8%. This is due to the postponement of several service increases which were planned in the prior year but not implemented due to a variety of factors including bus shortages.
- The Microtransit (Beeline) budget reflects a 64% increase over the prior year due to the expanded service hours and vehicles for Winters and Knights Landing/ Yolo zones, and a full year of service in the Woodland zone.



- The Paratransit (ADA) budget remained flat as compared to the prior year.

## DISCUSSION AND ANALYSIS:

This section summarizes first quarter actual spending relative to the budget. Detailed Budget to Actual reports are included as Attachment A (Operating) and Attachment B (Capital Expenses).



Operating Expenses	Capital Expenses
<p><b>Administration</b> operating budget will reflect savings in salary and benefits for three (3) vacant FTE positions, one of which is currently in the recruitment phase. Actuals include consulting assistance from APEX for IT services, RGS for finance services and, BGR for Marketing services.</p> <p><b>Fixed Route</b> is projected to see savings due to a six (6) month delay in the restoration of multiple routes and the expansion of Route 44. Fuel savings reflect a significant decrease in cost as compared to the prior years.</p> <p><b>Microtransit (Beeline)</b> is also projected to have savings due to an eight (8) month delay in service expansion to Winters, Knights Landing and Yolo. Expected implementation to occur in March 2025.</p> <p><b>Paratransit (ADA)</b> is on track as budgeted.</p>	<p>Most of the capital project expenses to date consists of professional consulting and legal services associated with the following projects: <b>FR-11</b> Downtown Woodland Transit Center, <b>MM-01</b> Yolo Active Transportation Corridors Project, <b>MM-02</b> 80-Managed Lanes and <b>MM-06</b> UC Davis Campus Transportation plan projects.</p> <p>The remaining actuals were spent on <b>FR-05</b> Automatic Passenger Counters (APC) equipment, installation and programming costs.</p>

### Internal Control

Staff has prioritized addressing prior year audit findings by conducting comprehensive policy reviews, analyzing internal procedures, and implementing improvements recommended by our auditors, Richardson & Company, LLC. These efforts aim to strengthen the District’s internal control environment.

The FY2023-24 financial audit, Single Audit and Transportation Development Act (TDA) audits began in early December and are nearing completion. While we have made significant improvements to our controls, procedures, and monitoring efforts, there were overlapping issues with Federal grants, which will be reported to the Board in more detail once the FY2023-24 financial statements are finalized.

Corrective Measures and Initiatives to Strengthen Internal Controls:

- 1. Policy and Process Review:** The Finance department is actively addressing an internal control issue identified in the 2024 Triennial Review conducted by the Federal Administration (FTA). The review highlighted the need for an update to our financial management policies, specifically related to Cash Management, Payment practices, and Allowable Costs requirements, as outlined in 2 CFR 200. This change also focuses on the corrective actions taken to address findings from the FY2022-23 audit regarding allowable federal expenditures.
- 2. Staff Training:** The Finance department's FY2024-25 workplan emphasizes internal training and succession planning. Staff have completed or are scheduled to attend formal training courses related to asset management, payroll, budget, procurement, federal grants and Single Audit requirements. The Finance staff has dedicated weekly individual and group training sessions. Over the next few months, Staff will complete a series of Government Finance Officers Association (GFOA) trainings in the areas of Capital Assets, Procurement, and Grants.

**Attachments:**

1. Budget to Actual Reports including Capital Projects as of December 31, 2024.

**Yolo Transportation District  
Fiscal Year 2024-2025  
Budget to Actual as of December 31, 2024**

Administration			
Operating Revenue	Budget	Actuals	%
STA/LTF	\$1,666,061	\$833,030	50%
Cache Creek Mitigation	1,245,799	622,900	50%
Low Carbon/Renewable Energy Credits	110,000	83,303	76%
Net Outside Fuel Sales	200,000	19,903	10%
Interest Revenue	120,000	77,858	65%
Advertising Revenue	50,000	25,952	52%
Miscellaneous	-	36,201	-
<b>Total Administration Operating Revenues</b>	<b>\$3,391,860</b>	<b>\$1,699,147</b>	
<b>Operating Expenses</b>			
Regular Employee Salaries	\$1,975,000	680,312.78	34%
Intern/Temp Employee Salaries	100,000	39,656	40%
Overtime	20,000	5,584	28%
Employee Salaries allocated to Projects	(100,000)	-	-
<b>Subtotal Salaries</b>	<b>\$1,995,000</b>	<b>\$725,553</b>	
PERS Employer Contribution	202,000	68,874	34%
PERS UAL Payment	191,000	184,584	97%
Health Insurance Employer Contribution	255,000	84,036	33%
Retiree Health Insurance	0	24,388	-
Medicare Contribution	30,000	10,259	34%
Other Employee Benefits	24,000	6,225	26%
Benefits allocated to Projects	(24,000)	-	-
<b>Subtotal Benefits</b>	<b>\$678,000</b>	<b>\$378,366</b>	
Technology	\$121,000	70,398	58%
Marketing & Communications	77,000	10,245	13%
Other Operating Expenses	199,860	116,787	58%
Legal Services	40,000	-	-
Employee Training	30,000	7,919	26%
Utilities	40,000	33,662	84%
Memberships	30,000	20,048	67%
Unitrans Pass-Thru for Uninc Area Service	24,000	-	-
Facilities Maintenance	45,000	21,195	47%
Directors Stipends and Expenses	12,000	3,600	30%
Contingencies	100,000	-	-
<b>Subtotal Benefits</b>	<b>\$718,860</b>	<b>\$283,854</b>	
<b>Total Administration Operating Expenses</b>	<b>\$3,391,860</b>	<b>\$1,387,772</b>	

**Administration Operating Revenues and Expenses**

Revenues:

- Operating revenue includes Miscellaneous reimbursements from CalPERS CERBT for the FY22-23 retiree health premium payments of \$35K and a Corpay Credit Card rebate. Interest for funds held in the County Investment Pool has not been recorded for Q2 pending January 2025 reports which contain Q2 interest apportionments.
- STA/LTF funds billings to jurisdictions are through Q3.

Expenses:

- Projected net salary and benefits savings due to Three (3) vacant positions: 1) Finance Associate 2) IT Specialist and 3) Communications Specialist. Other operating expenses include consulting services to assist with IT system security and maintenance (Apex), and a new contract for Communications and Marketing (BGR Management) services. These provide temporary services to close workplan gaps due to staff vacancies.

**Yolo Transportation District  
Fiscal Year 2024-2025  
Budget to Actual as of December 31, 2024**

Fixed Route Services			
Operating Revenue	Budget	Actuals	%
STA/LTF	\$4,524,895	\$2,262,448	50%
FTA 5307 ARPA	0	2,125,427	-
FTA 5307 CARES	2,152,143	-	-
FTA 5307 Formula Funds	2,090,939	26,883	1%
Passenger Fares	1,175,000	625,481	53%
FTA 5307/CMAQ for Route 42 Expansion	400,000	150,938	38%
FTA/SacRT 5307 Causeway Connection	319,807	-	-
UC Davis Funds for Causeway Connection	293,353	147,570	50%
STA-SGR State of Good Repair Funds	339,919	-	-
Low Carbon Transportation Operating Program (LCTOP)	130,000	-	-
SACOG SB125	1,110,364	-	-
<b>Total Fixed Route Operating Revenues</b>	<b>\$ 12,536,419</b>	<b>\$ 5,338,746</b>	
<b>Operating Expenses</b>			
Contracted Transportation	\$9,064,924	4,356,577	48%
Fuel	1,065,122	281,946	26%
Insurance	693,453	748,029	108%
Vehicle Maintenance	339,919	-	-
Technology	308,000	12,366	4%
Utilities	270,000	197,100	73%
Facilities Maintenance	156,000	160,908	103%
Marketing & Communications	24,000	1,062	-
Electric Vehicle Charging	35,000	9,031	26%
Equipment/Fleet Leases	480,001	-	-
Contingencies	100,000	-	-
<b>Total Fixed Route Operating Expenses</b>	<b>\$ 12,536,419</b>	<b>\$ 5,767,019</b>	

**Fixed Route Operating Revenues and Expenses**

Revenues:

- Passenger Fares reflect revenues through November 2024.
- STA/LTF funds billings to jurisdictions are through Q3.

Expenses:

- Contracted Transportation Service reflects expenses through December 2024.
- Budgeted service restoration of Routes 43, 43R, 230, 40, 41 and 240 and expansion of Route 44 are delayed until January 2025 which will result in projected savings.
- Costs for Compressed Natural Gas (CNG) and Diesel fuel have significantly decreased compared to the two previous years. If these lower costs remain consistent through Q4, they may result in operating savings.

**Yolo Transportation District  
Fiscal Year 2024-2025  
Budget to Actual as of December 31, 2024**

**Microtransit (Beeline) Services**

<b>Operating Revenue</b>	<b>Budget</b>	<b>Actuals</b>	<b>%</b>
STA/LTF	\$843,315	\$421,658	50%
FTA 5307 Formula Funds	219,000	-	-
FTA 5307 CARES	406,991	-	-
FTA/Caltrans 5311 Rural Formula Funds	260,885	-	-
STA-SGR State of Good Repair Funds	0	-	-
Passenger Fares	45,000	32,712	73%
SACOG SB125	462,978	-	-
<b>Total Microtransit Operating Revenues</b>	<b>\$2,238,169</b>	<b>\$454,370</b>	
<b>Operating Expenses</b>			
Contracted Transportation - Woodland	\$957,000	362,874	38%
Contracted Transportation - Winters	400,000	75,082	19%
Contracted Transportation - Knights Landing	323,000	73,618	23%
Technology	30,000	-	0%
Insurance	226,169	249,745	110%
Fuel	262,000	58,279	22%
Vehicle Maintenance	25,000	42,287	169%
Communications & Marketing	5,000	436	-
Contingencies	10,000	-	-
<b>Total Microtransit Operating Expenses</b>	<b>\$2,238,169</b>	<b>862,322</b>	

**Microtransit (Beeline) Operating Revenues and Expenses**

Revenues:

- Passenger Fares reflect revenues through November 2024.
- STA/LTF funds billings to jurisdictions are through Q3.

Expenses:

- Contracted Transportation Service reflects expenses through December 2024.
- Budgeted Microtransit service expansions for Winters and Knights Landing/Yolo will be delayed until March 2025 which will result in projected savings.
- Costs for fuel have significantly decreased compared to the two previous years. If these lower costs remain consistent through Q4, they may result in operating savings.

**Yolo Transportation District  
Fiscal Year 2024-2025  
Budget to Actual as of December 31, 2024**

**Paratransit Services**

<b>Operating Revenue</b>	<b>Budget</b>	<b>Actuals</b>	<b>%</b>
STA/LTF	\$1,455,999	\$732,500	50%
FTA 5307 Formula Funds	755,054	-	-
Passenger Fares	150,000	69,181	46%
Cache Creek Mitigation	70,000	-	-
FTA 5307 CARES	501,949	-	-
SACOG SB125	126,079	-	-
Other Misc Revenue	-	274	-
<b>Total Paratransit Operating Revenues</b>	<b>\$3,059,081</b>	<b>\$801,955</b>	
<b>Operating Expenses</b>			
Contracted Transportation	\$2,514,000	1,002,244.65	40%
Fuel	224,000	56,905	25%
Insurance	194,002	208,724	108%
Technology	117,079	-	-
Capital Expenses	-	10,511	-
Other Operating expenses	-	424	-
Contingencies	10,000	-	-
<b>Total Paratransit Operating Expenses</b>	<b>\$3,059,081</b>	<b>\$1,278,809</b>	

**Paratransit Operating Revenues and Expenses**

Revenues:

- Passenger Fares reflect revenues through November 2024.
- STA/LTF funds billings to jurisdictions are through Q3.

Expenses:

- Contracted Transportation service expenses through December 2024 are on track with the budget.
- Costs for fuel have significantly decreased compared to the two previous years. If these lower costs remain consistent through Q4, they may result in operating savings.

**Yolo Transportation District  
Fiscal Year 2024-2025  
Budget to Actuals as of December 31, 2024  
Capital and Planning Projects**

Project #	Type	Multi-year Capital and Planning Projects	FY 23-24 Carryforward	FY 24-25 Budget	Total Budget	FY 24-25 Actuals	Actual as a % of Total
FR-03	Planning	Fixed Route Planning Efforts	100,048	200,000	300,048	55,335	18%
FR-05	Capital	Automatic Passenger Counters (APCs)	420,000	-	420,000	117,322	28%
FR-09	Capital	Bus Washer/Water Recycler Replacement	673,581	-	673,581	-	
FR-10	Capital	Two Replacement 40' CNG Buses	1,600,000	-	1,600,000	-	
FR-11	Planning	Downtown Woodland Transit Center	120,000	430,000	550,000	28,463	5%
FR-12	Capital	Fixed Route Bus Battery Replacement		124,000	124,000		
FR-13	Capital	Zero Emission Bus (ZEB) Electrification Infrastructure (Woodland)	-	400,000	400,000	-	
FR-99	Capital	Engine/Transmission Rebuilds				122,945	
MM-01	Planning	Yolo Active Transportation Corridors	640,293	200,000	840,293	48,381	6%
MM-02	Planning	80 Managed Lanes Advisory, Legal & Technical Services	75,000	-	75,000	11,200	1%
MM-03		Tolling Authority	1,605,000	-	1,605,000	-	
MM-04	Planning	Countywide Travel Behavior Survey	-	100,000	100,000	-	
MM-05	Capital	Major Fleet Maintenance	-	210,000	210,000	-	
MM-06	Planning	UC Davis Campus Transportation Plan	-	500,000	500,000	94,111	19%
PT-1	Capital	Paratransit Vehicle Replacements (2)	-	360,000	360,000	-	
YT-1	Reserves	Electric Buses- Multi-year Reserve for Future Purchase (Previously FR-1)	1,343,000	477,000	1,820,000	-	
YT-2	Reserves	Annual Reserves Contribution ZEB Infrastructure Repair & Maintenance	-	25,000	25,000	-	
YT-3	Reserves	Annual Reserves Contribution Maintenance Shop Repairs	-	54,000	54,000	-	
<b>Total, Capital and Planning Project Budget</b>			<b>\$ 7,096,922</b>	<b>\$ 2,560,000</b>	<b>\$ 9,656,922</b>	<b>\$ 477,756</b>	<b>5%</b>

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

<b>Topic:</b> Open 30-Day Public Comment Period for Proposed Service Change for BeeLine Microtransit in Knights Landing/Yolo and Winters	<b>Agenda Item#:</b>	<h1>6</h1>
	<b>Agenda Type:</b>	<b>Action</b>
<b>Prepared By: D. Romero and K. Barrientos</b>		<b>Attachments:</b> Yes <input checked="" type="radio"/> No
		<b>Meeting Date: Feb 10, 2025</b>

**RECOMMENDATION:**

1. Open 30-day public comment period for proposed service change for BeeLine Microtransit in Knights Landing/Yolo and Winters service areas.
2. Receive a presentation on the proposed service change, including expanded hours of the microtransit service and additional vehicles to meet demand.
3. Consider adoption of the service plan at the next scheduled board meeting on March 10, 2025.

**BACKGROUND:**

The Yolobus microtransit service, BeeLine, formally known as “YOUR Ride” started in Knights Landing in August 2019, Winters in March 2020, and Yolo was added to the Knights Landing service zone in July 2024. The microtransit service in Knights Landing/Yolo and Winters replaced fixed route (216, 217, 220 and 220C) services discontinued due to low ridership and the COVID-19 pandemic.

BeeLine microtransit is a shared on-demand transportation service that allows users to schedule point-to-point on-demand trips and connections to various YoloTD services through a smartphone app, phone, or online platform. Each service has its own individual characteristics, with the Knights Landing/Yolo service zone including stops in Knights Landing, Yolo, and Woodland and providing service from 8:30 AM to 5:30 PM Monday through Friday and Sunday. The Winters service zone includes stops in Winters and parts of Vacaville and Davis and provides service from 8:30 AM to 4:30 PM Monday through Saturday.

With growing demand for BeeLine microtransit in Knights Landing/Yolo and Winters and many would-be passengers unable to book rides, the need for extended service hours and additional vehicles is necessary to accommodate more passengers and align better with riders' commuting schedules.

This hearing establishes the 30-day comment period for public feedback regarding proposed updates to the schedule for BeeLine microtransit services in Knights Landing/Yolo and Winters.

**Rationale for Updating Schedules**

The Knights Landing/Yolo and Winters schedules were originally adopted in 2019 and 2020. They need adjustments to improve efficiency, service accessibility, and rider experience. Ridership fluctuates throughout the day, requiring schedule modifications and adjustments to vehicle deployment to meet demand effectively.

Winters experiences the highest rate of failed ride requests due to a single vehicle serving a large and geographically dispersed area. Travel times between Winters and Davis range from 15 to 30 minutes, depending on passenger stops. However, when the vehicle returns to Winters without passengers, it results in 15-30 minutes



of unproductive service time. Similarly, direct trips between Winters and Vacaville take 30-45 minutes, with frequent instances of the vehicle returning empty, removing it from service for up to 30 minutes as the vehicle commutes back to Winters. These inefficiencies limit availability for other riders and reduce overall system productivity.

To address these challenges, adding a second vehicle during peak periods would improve service reliability and reduce waiting times. By grouping intercity trips separately from local trips, the system can better accommodate demand, optimize vehicle utilization, and enhance the rider experience.

YoloTD staff analyzed ridership trends over the course of three months, from September to November 2024 to evaluate service demand in Knights Landing/Yolo and Winters. This analysis included hourly ridership patterns, failed ride requests, and vehicle demand across current service hours. The recommended schedule adjustments are based on these findings to better align service availability with rider needs.

## DISCUSSION AND ANALYSIS

### Knights Landing/Yolo Ridership Trends, Failed Searches and Demand Analysis

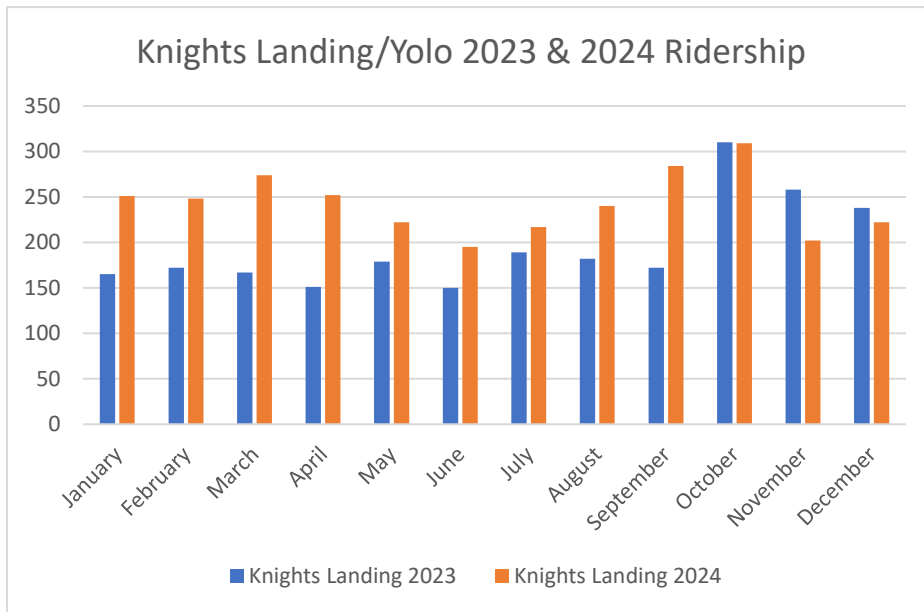
Knights Landing/Yolo ridership saw a 22.2% ridership increase in 2024 (2,916 riders) vs 2023 (2,333), as shown in Figures 1 and 2

Figure 1: Knights Landing/Yolo Ridership by Month

Knights Landing Ridership 2023 & 2024												
	January	February	March	April	May	June	July	August	September	October	November	December
Knights Landing 2023	165	172	167	151	179	150	189	182	172	310	258	238
Knights Landing 2024	251	248	274	252	222	195	217	240	284	309	202	222

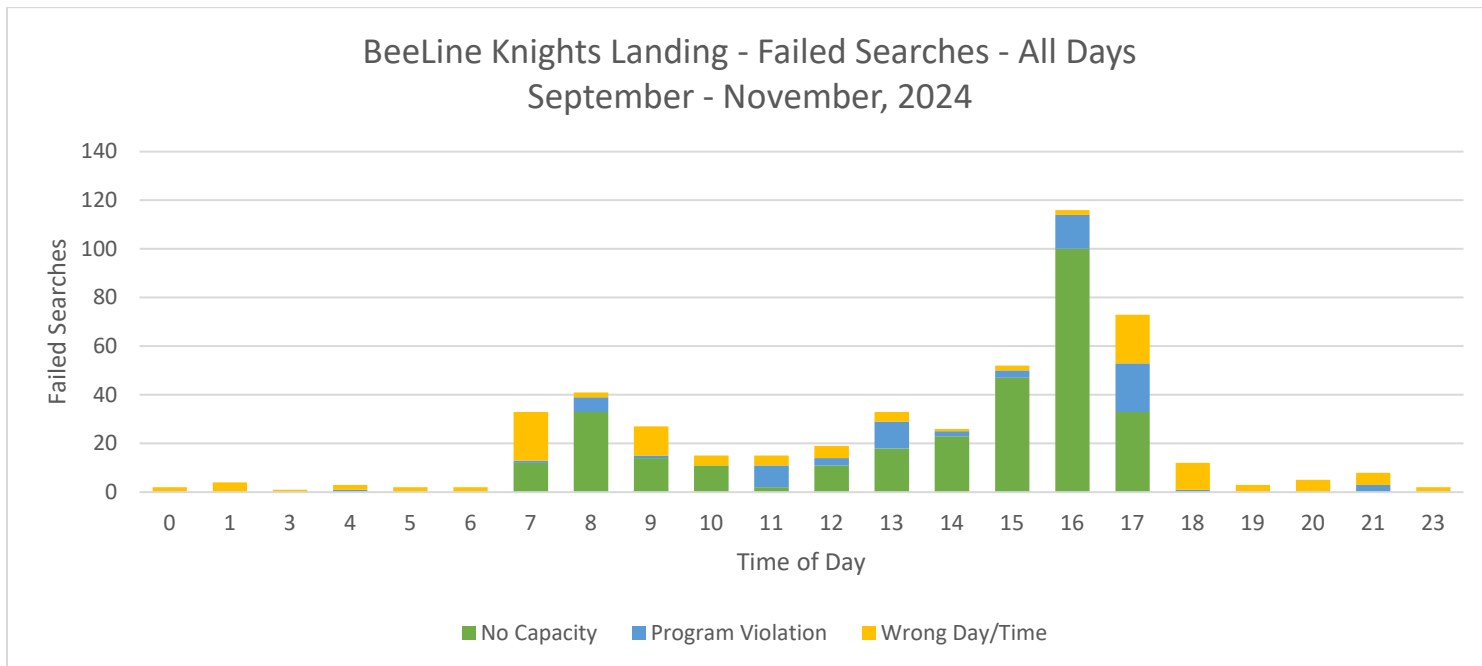
\* BeeLine microtransit added service to Yolo in July 2024

Figure 2: Knights Landing/Yolo Ridership by Month



With this increase in ridership, we have also seen an uptick in the number of “failed searches.” This term describes what happens when a passenger tries to book a trip and is unable to do so. As Figure 3 illustrates, the highest rate of failed searches in Knights Landing/Yolo happens in the late afternoon, in the final hour of service. There is also a high number of failed searches in the first hour of service.

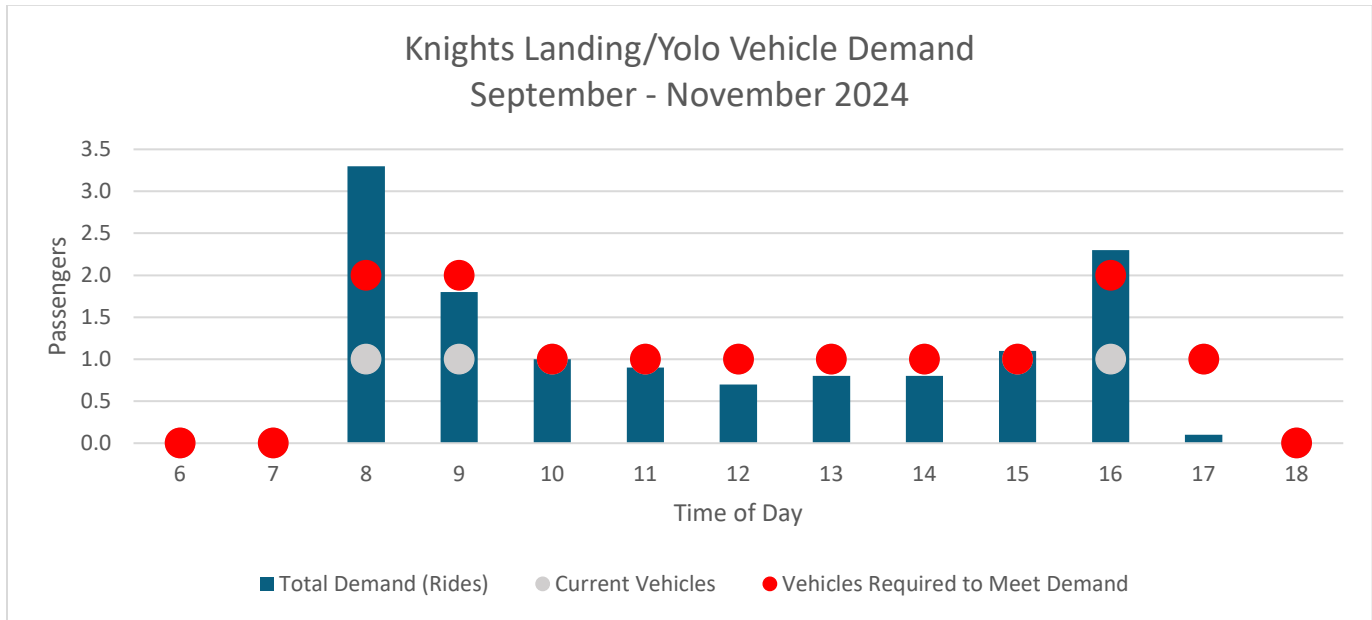
Figure 3: Failed Searches in Knights Landing/Yolo



**Analysis of Demand in Knights Landing/Yolo**

In Knights Landing/Yolo, demand is highest between 8:30–10:00 AM and 4:00–5:30 PM, with BeeLine microtransit averaging 4.9 riders in the morning and 1.6 to 3.5 riders in the afternoon. Figure 4 illustrates demand for the service by hour of day, and the number of vehicles needed to accommodate riders. While one vehicle is sufficient, starting earlier and running a later service could help alleviate the 8:00 AM and 3:00 PM rush. On Sundays, the current schedule and vehicle availability adequately serve existing demand.

Figure 4: Vehicles Needed to Meet Demand in Knights Landing/Yolo by Hour of Day



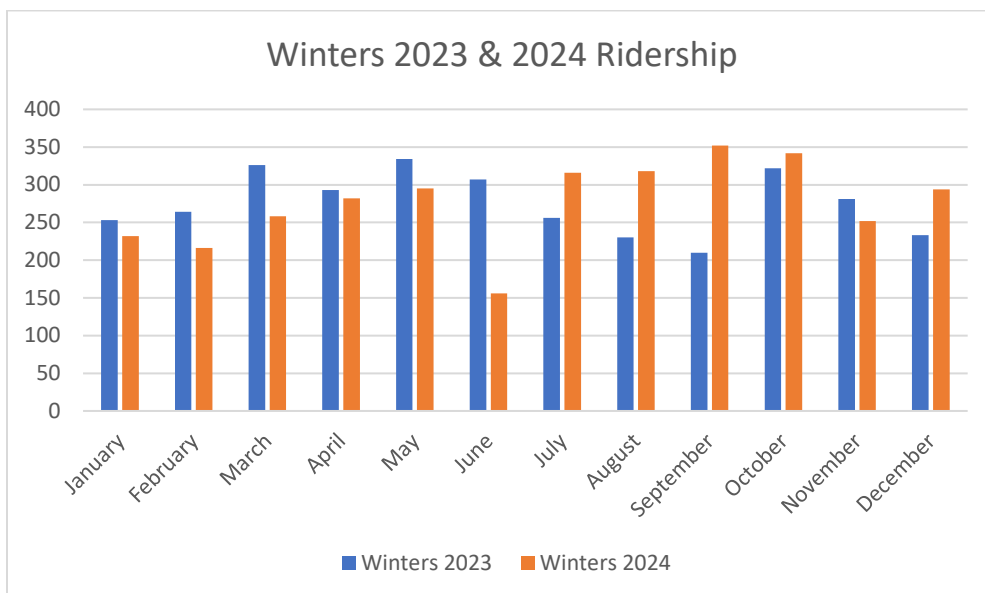
**Winters Ridership, Failed Searches and Analysis of Demand**

Winters ridership remained stable from 2023 (3,309 riders) to 2024 (3,313), as illustrated in Figures 5 and 6.

Figure 5: Winters Ridership by Month, 2023-2024

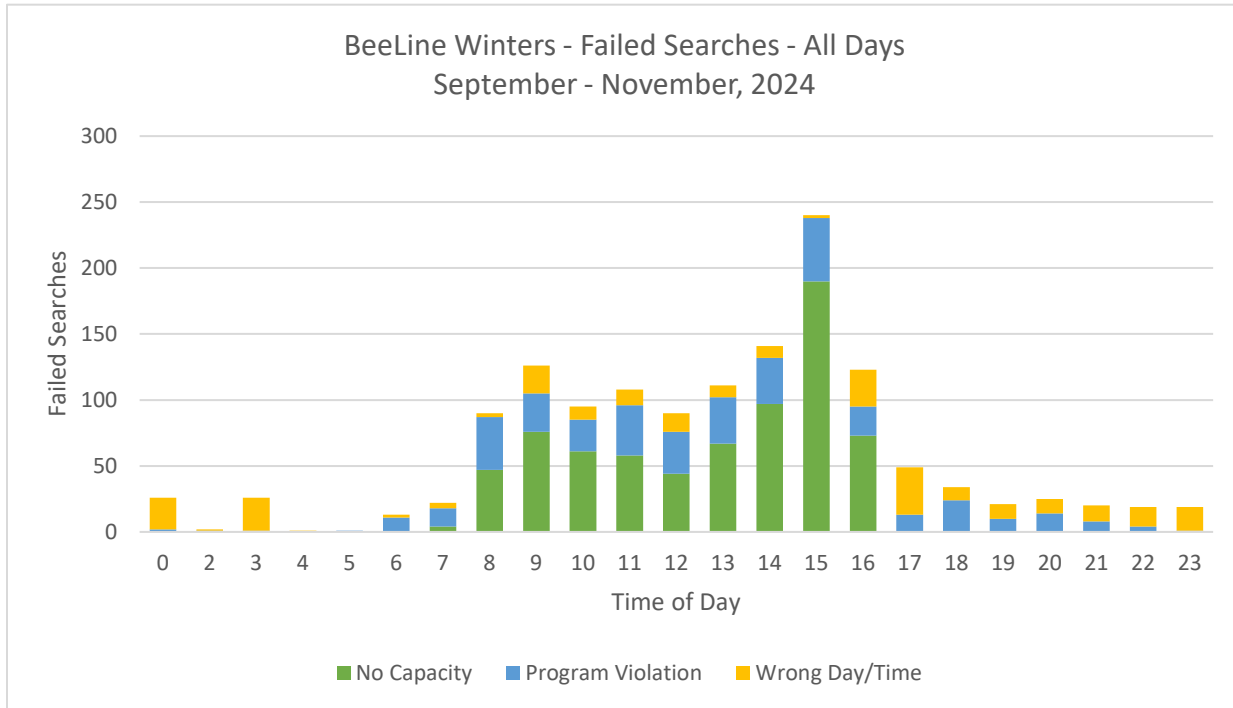
Winters Ridership 2023 & 2024												
	January	February	March	April	May	June	July	August	September	October	November	December
<b>Winters 2023</b>	253	264	326	293	334	307	256	230	210	322	281	233
<b>Winters 2024</b>	232	216	258	282	295	156	316	318	352	342	252	294

Figure 6: Winters Ridership by Month, 2023-2024



From this data, one might assume that demand for the service is flat. However, by looking at failed searches we can see that, in fact, demand for the service is significantly higher than ridership trends suggest. Indeed, it is the capacity of the service which is limiting ridership, rather than the other way around.

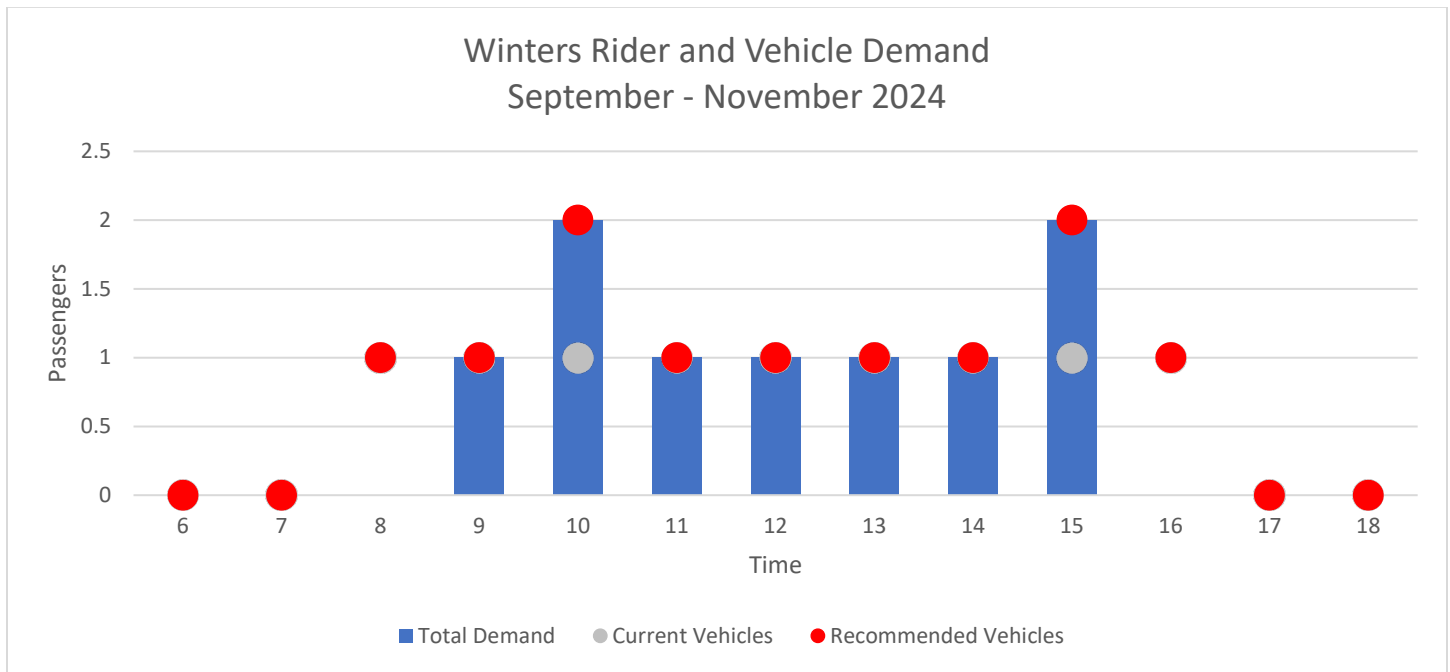
Figure 7: Failed Searches in Winters



### Analysis of Demand in Winters

In Winters, demand peaks between 9:00–11:00 AM and 2:00–4:00 PM, with BeeLine microtransit averaging 2.3 riders in the morning and three riders in the afternoon. Figure 7 illustrates service demand, and the number of vehicles needed to accommodate riders. One vehicle is sufficient for the middle of the day in Winters, but two vehicles are recommended during the morning and afternoon peak hours to ensure timely service and meet demand effectively. Demand is highest on Thursdays and Fridays, while Mondays and Saturdays experience the lowest demand.

Figure 8: Winters Service Demand and Vehicles Needed



## PROPOSED CHANGES

This section details the proposed changes in the schedule for microtransit service in Knights Landing/Yolo and Winters. Changes proposed for each specific zone are highlighted on the following pages.

The proposed Knights Landing/Yolo service expansion would extend operating hours by starting 1.5 hours earlier and ending 1.5 hours later, providing 12 hours of service from 7:00 AM to 7:00 PM, six days a week. This expansion aims to better distribute morning and evening demand, particularly around 8:00 AM and 4:00 PM. The highest number of failed ride requests occurs between 3:00–5:00 PM due to capacity limitations and riders rushing to book trips before service ends at 5:30 PM. Extending service later in the evening will help accommodate demand. This change would also align the service hours of the Knights Landing/Yolo zone with those of the Woodland zone. This internal consistency will reduce confusion for riders who are transferring between zones.

Figure 9: Proposed Service Expansion for Knights Landing/Yolo Service Area

Day	Current		Proposed	
	Hours of Operation	Vehicle	Hours of Operation	Vehicle
Monday – Friday	8:30 AM – 5:30 PM	1	7:00 AM – 7:00 PM	1
Saturday	No Service	0	No Service	0
Sunday	8:30 AM – 5:30 PM	1	7:00 AM – 7:00 PM	1

The proposed service expansion for Winters responds to demand by adding an additional vehicle during peak hours (7–11 am and 3–6 pm) and expanding the hours of service until later in the evening. The proposed service expansion will increase the number of passengers able to use the service and increase the number of shared trips. The proposed expansion of the service is detailed in Figure 9.

Figure 10: Proposed Service Expansion for Winters

Proposed Service Expansion for Winters				
Day	Current		Proposed	
	Hours of Operation	Vehicle	Hours of Operation	Vehicles Operating During Peak Service
Monday – Friday	8:30 AM – 4:30 PM	1	7:00 AM – 7:00 PM	2
			7:00 AM – 11:00 AM	
			3:00 PM – 6:00 PM	
Saturday	8:30 AM – 4:30 PM	1	7:00 AM – 7:00 PM	1
Sunday	No Service	0	No Service	0

**FISCAL IMPACT:**

On July 8, 2024, the YoloTD board members approved the FY 2024-25 Budget which allows for increasing the hours of operation and number of vehicles operating in Winters and Knights Landing/Yolo service areas.

The FY 2024-25 budget conservatively assumed 6,951 service hours in Winters, for an annual cost of \$400,000. This proposed service expansion is within that budget, with 5,374 service hours at a cost of \$320,290.

In Knights Landing/Yolo, the FY 2024-25 budget assumed 6,423 hours and annual cost of \$323,000. The proposed service expansion is well within that budget, with 3,624 service hours at a cost of \$190,043.

Figure 11 compares the current and proposed costs for BeeLine in both service areas.

Figure 71: Estimated Cost of Proposed Service Expansion

Service Area	Current	Proposed	Change
Winters	Hours Per Week: 48 Hours Per Year: 3,161 Cost Per Year*: \$144,470	Hours Per Week: 107 Hours Per Year: 5,374 Cost Per Year*: \$320,290	Hours Per Week: 59 Hours Per Year: 2,213 Cost Per Year*: \$175,820
Knights Landing/ Yolo	Hours Per Week: 66 Hours Per Year: 2,846 Cost Per Year*: \$150,188	Hours Per Week: 72 Hours Per Year: 3,624 Cost Per Year*: \$190,043	Hours Per Week: 6 Hours Per Year: 778 Cost Per Year*: \$39,855
Total Cost	Cost Per Year*: \$294,658	Cost Per Year*: \$510,333	Change: \$215,675

\* Note that costs only include contracted transportation. Fuel, insurance and other miscellaneous costs will add an additional 10-15%.

**NEXT STEPS**

The February 10<sup>th</sup> Board meeting establishes the beginning of the 30-day comment period. YoloTD Staff will incorporate feedback received during the thirty-day comment period and bring the final schedule to the Board for approval at the March 10 Board meeting. Assuming Board approval, the service changes will take effect in April 2025.

Outreach Initiatives:

- Launch an online survey informing the public about the proposed service changes and ask for their feedback
- Informational signs with the proposed service changes onboard the BeeLine microtransit vehicles and a

link to the survey

- Informational signs at high volume stops in Knights Landing, Yolo, Winters, and Davis
- Work with RideCo to send out in-app messages, push notifications, and emails to current BeeLine microtransit users informing riders of the proposed changes and linking them to the survey.
- In-person outreach in Knights Landing, Winters, and Yolo

For now, we invite the YoloTD Board members to make observations and questions on this update on any additional data or analyses they would like to see included in future updates and/or service change proposals.

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

<b>Topic:</b> Downtown Woodland Transit Center and Grant Application Update	<b>Agenda Item#:</b>  <b>Agenda Type:</b>	<b>7</b>  <b>Informational</b>
		Attachments: <input checked="" type="radio"/> Yes <input type="radio"/> No
<b>Prepared By: B. Abbanat / A. Bernstein</b>		<b>Meeting Date: February 10, 2025</b>

**STAFF RECOMMENDATIONS:**

Receive informational update on activities to advance a new transit center for downtown Woodland and and grant application in partnership with Yolo County Housing Authority for the Yolano-Donnelly property.

**BACKGROUND:**

This staff report builds on prior Woodland Transit Center staff reports, specifically, from December 9, 2024.

**December 9, 2024 YoloTD Board Meeting Summary**

At this meeting, recommended the following actions to the Board for consideration:

1. Approve Resolution:
  - a. Authorizing staff to execute an add-service to existing Kimley-Horn professional services agreement for a feasibility analysis of relocating the Woodland Transit Center from County Fair Mall to the Gateway Shopping Center for an amount not to exceed \$25,000.
  - b. Directing staff to return to the Board with a Gateway Transit Center relocation strategy upon completion of feasibility study
  
2. Approve Resolution
  - a. Affirming YoloTD’s intent to partner with the Yolo County Housing Authority’s (YCHA) funding application to the California Department of Housing and Community Development’s Affordable Housing and Sustainable Communities (AHSC) program for the Yolano-Donnelly redevelopment site conditional upon execution of a Memorandum of Understanding (MOU) with the City of Woodland supporting routing of intercity bus routes into the downtown upon completed construction of a new Woodland Transit Center at the site.



- b. Authorizing staff to collaborate with YCHA and the City of Woodland to develop transit center and street design concepts in support of YCHA’s AHSC grant application.

The Board ultimately approved on a 3-0-1 vote the resolution for Recommendation #2 in the following form:

*Resolution No. 2024-30: Motion by Director Loren, Second by Vice Chair Early to approve Resolution 2024-30, but with the following revisions regarding the potential location of the Woodland Transit Center at the Yolano-Donnelly site: Recognizing that it is not the only option, the YoloTD Board nevertheless: 1) endorses the grant application of the Yolano-Donnelly, contingent upon execution of MOU with the City of Woodland supporting routing of intercity bus routes into the downtown, 2) commits to providing sufficient research assistance to assist in preparing a viable application; and 3) will pursue analysis of 2nd and Court as quickly as we can.*

### **Activity Since December 9, 2024 YoloTD Board Meeting**

Several developments have occurred since the December YoloTD Board meeting, specifically:

1. 2<sup>nd</sup> & Court Street “Pop Up” event on 1/28/2025 from 7:30 AM to 12:30 PM
2. Community survey of 2<sup>nd</sup> & Court Street transit center location (ongoing)
3. Comprehensive web page on YoloTD website, including Frequently Asked Questions and links to community survey.
4. Completion of 10% design concepts for two long-term transit center alternatives at the Yolano-Donnelly
5. Better understanding of factors affecting Yolano-Donnelly Affordable Housing and Sustainable Communities (AHSC) grant application competitiveness
6. City of Woodland preference for an alternate location on Lincoln Avenue between 5<sup>th</sup> and 6<sup>th</sup> Street

1. 1/28/25 2<sup>nd</sup> & Court Street “Pop Up” Event

YoloTD staff hosted an open house format at the proposed transit center on 1/28/25 between 7:30 AM and 12:30 PM. and engaged with between 75-100 people throughout the morning. Four fixed-route YoloBus



buses and one BeeLine microtransit bus were staged at the proposed 2<sup>nd</sup> & Court Street transit center location between 7:30 AM and 12:30 PM.

Staff were encouraged by the many elected officials who came to learn more about the project. Others arriving had various levels of accurate information regarding the proposed transit center. Staff enjoyed engaging with the community and helping to correct misunderstandings about the proposed transit center. For many of those arriving in strong opposition, the face-to-face conversations resulted in a softening of their position.

2. Community Survey of 2<sup>nd</sup> & Court Street Transit Center Location (ongoing)

YoloTD staff issued a community and transit rider survey to better understand the level of support for the 1) proposed 2<sup>nd</sup> & Court Street transit center location, 2) the proposed street and transit center improvements, and 3) level of convenience a 2<sup>nd</sup> and Court Street transit center location affords them. The survey also included open-ended questions about the proposed transit center. The table below illustrates the results.

Question	Overall (English) n:350		Transit Riders (English) n:183		Non-Transit Riders (English) n: 167		Transit Riders (Spanish) n: 16	
	Support	Oppose	Support	Oppose	Support	Oppose	Support	Oppose
2nd & Court Location	43%	<b>54%</b>	<b>59%</b>	38%	25%	<b>71%</b>	<b>100%</b>	0%
Convenience	33%	<b>50%</b>	<b>49%</b>	37%	15%	<b>63%</b>	<b>88%</b>	0%
Safety Improvements	<b>47%</b>	42%	<b>62%</b>	31%	32%	<b>54%</b>	<b>100%</b>	0%

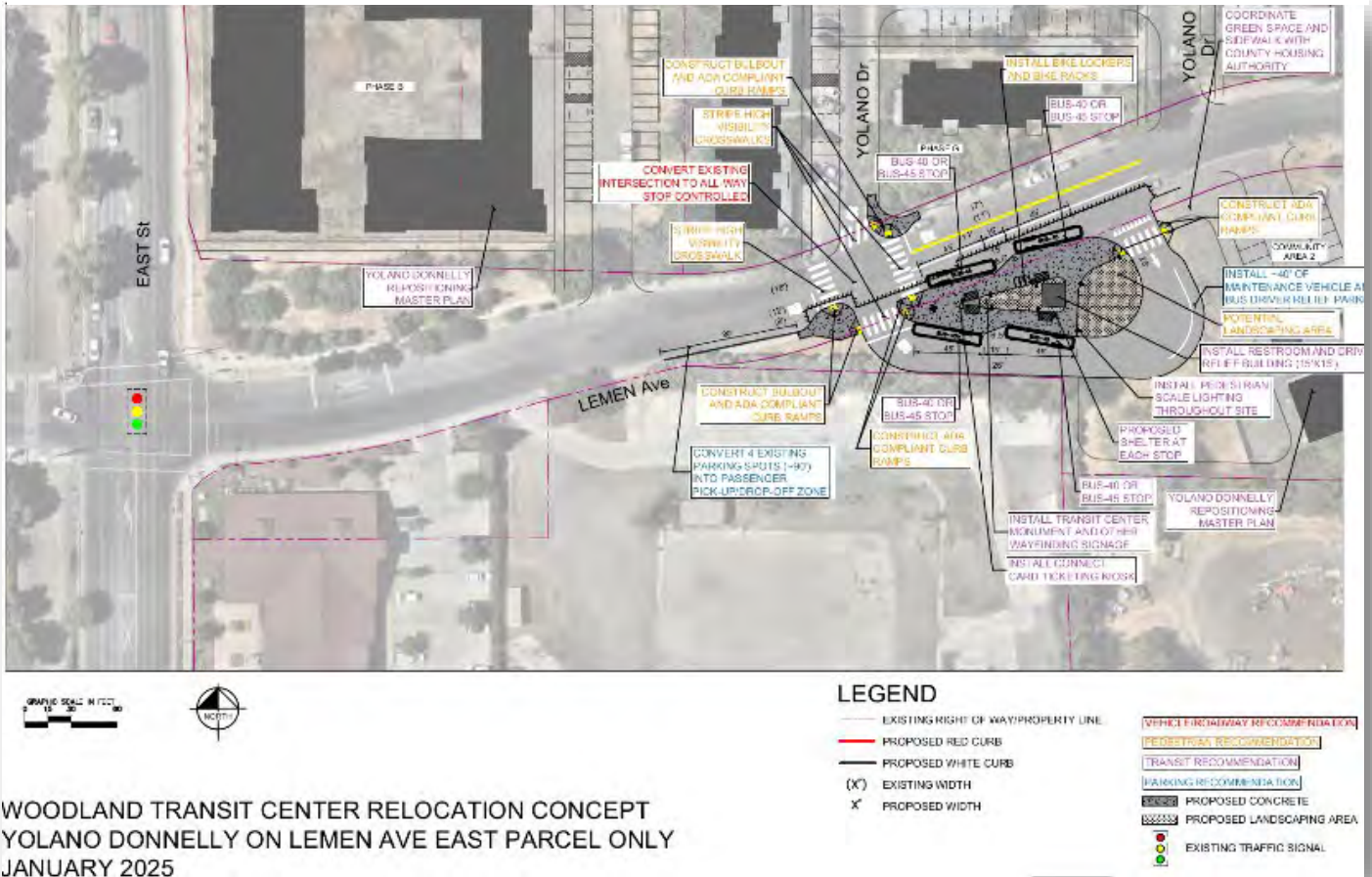
Locating the transit center to 2<sup>nd</sup> & Court street has proven a polarizing issue by the survey results. Existing transit riders largely support the location while non-transit riders overwhelmingly oppose it. Three key themes emerged from those in opposition:

- Drawing homelessness & crime into the area
- Increased traffic congestion on Court Street
- Effects on downtown parking

Staff believe these themes are based on misinformation and have addressed them on the project web page FAQ section. However, as in the December 2024 YoloTD Board update, staff continues to receive signals from City of Woodland staff and elected officials that not enough support exists to relocate to 2<sup>nd</sup> & Court Street. The survey results from Woodland non-transit riders and quasi-organized opposition against the 2<sup>nd</sup> & Court Street location have reinforced this position. Staff are concerned the extent of opposition to the 2<sup>nd</sup> and Court Street location could also apply to other locations, affecting near-term transit center decision-making.



Figure 2: Yolano-Donnelly Transit Center Alt #2



As alluded in subsection #3, it isn't clear whether community opposition to a transit center downtown is limited to the 2<sup>nd</sup> and Court location, or if similar opposition will occur with the Yolano-Donnelly location as well. While staff have conducted preliminary routing analysis and believe the site is compatible with existing routes, community outreach hasn't occurred for this location and there is limited time for such outreach to occur in advance of the AHSC application. As a result, staff is hesitant to commit to this location by including it in the AHSC application. Figures 1 and 2 illustrate the design concepts and are also included as Attachment 3.

### 5. Yolano-Donnelly AHSC Grant Application and Factors Affecting Grant Competitiveness

As the Yolo County Housing Authority / YoloTD / City of Woodland grant application coordination for the Yolano-Donnelly project has developed, the grant team has provided greater clarity into the factors which significantly affect the GHG emissions reductions score. Some factors previously believed to be important such as siting the transit center at the Yolano-Donnelly site and bringing the Intercity Route 42 A/B into the downtown do not appear to greatly improve competitiveness as, for example, buying electric buses. As a result, the interagency team continues to coordinate in developing the most competitive application possible.

6. City of Woodland and Lincoln Avenue (between 5<sup>th</sup> and 6<sup>th</sup> Street) Alternative

City of Woodland prefer an alternative location on Lincoln Avenue between 5<sup>th</sup> and 6<sup>th</sup> Street that they believe is a viable alternative to the 2<sup>nd</sup> and Court Street location. A request was made during public comment by the Woodland City Manager at the December YoloTD Board meeting to include the Lincoln Ave alternative with the Yolano-Donnelly 10% design concepts scope of work. The YoloTD Board did not accept this language change to the original motion and thus, staff did not expend additional resources studying this alternative.

The Lincoln Site between 5<sup>th</sup> and 6<sup>th</sup> Streets was eliminated by staff in the early feasibility analysis phase because:

- This location does not currently have any transit stops, and thus would require significant re-routing of all Woodland routes. This contradicts one of our eight siting criteria to minimize disruption to existing routes.
- The location has significant access challenges on the east and north sides, with train tracks, a dead-end street, and uncontrolled intersections limiting bus movements and impeding access for pedestrians and cyclists.
- The location is the periphery of downtown in an area with few destinations and limited street activity, making it undesirable location for a transit center.

Nonetheless, Lincoln Avenue between 5<sup>th</sup> & 6<sup>th</sup> Streets continues to be supported by City staff and

Figure 3: Vicinity Map and Street Views of Lincoln Avenue Location



promoted as an alternative to 2nd & Court. In response to requests from Woodland city staff, YoloTD staff conducted some sketch-level analyses to provide some level of analysis on this site.

Facing West



Facing East



While this location could be a site for future consideration, staff believe not enough time is available between now and when the AHSC grant application is due to conduct the due diligence necessary to adequately evaluate this site for operational feasibility, effect of route changes on riders, and understand the level of support among riders, prospective riders, and the community.

## NEXT STEPS:

Based on developments over the past two months, staff have identified the following next steps:

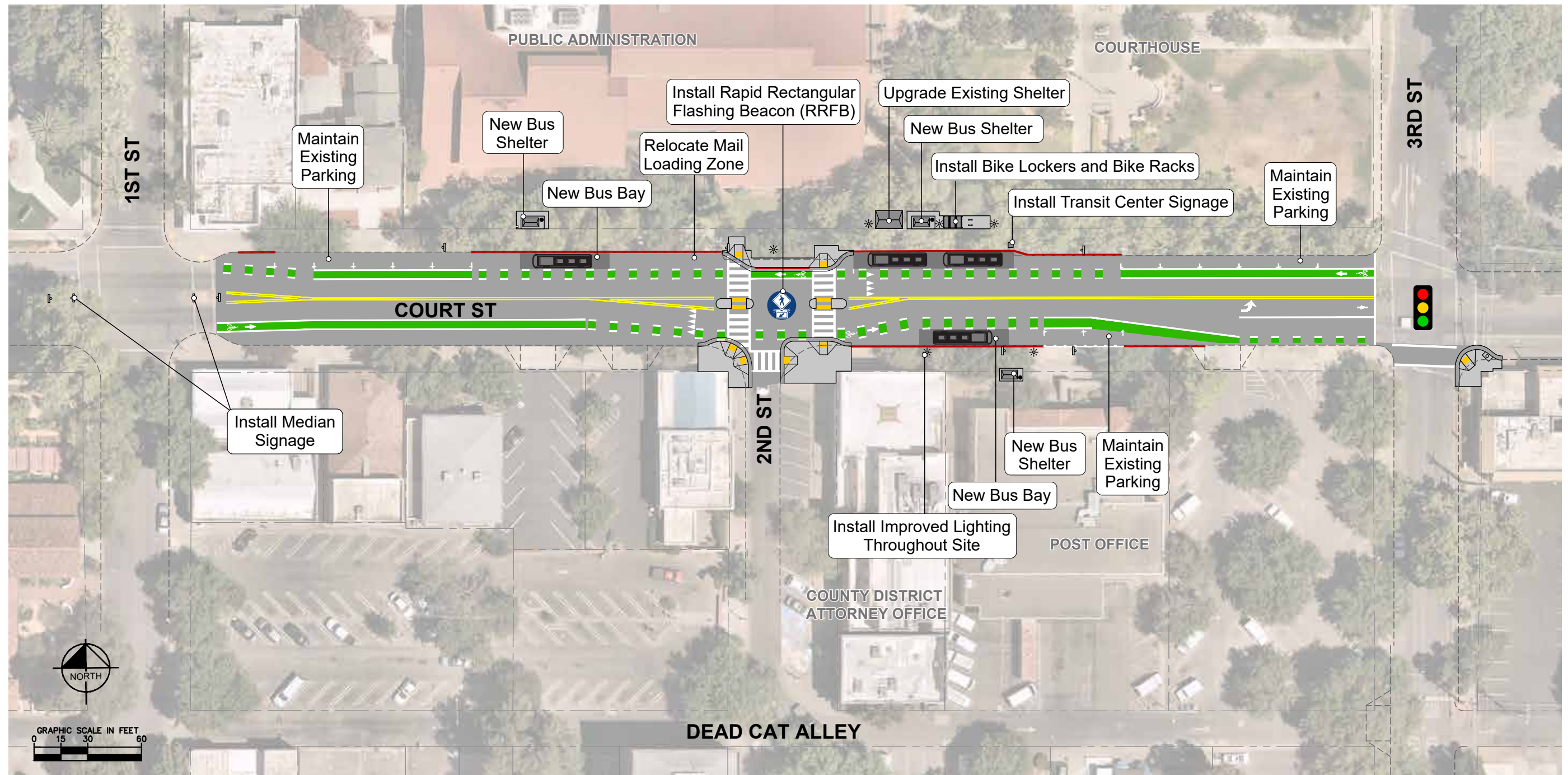
- Present to the Woodland City Council on February 18, 2025 in support of relocating the transit center to 2<sup>nd</sup> & Court Streets. If the Woodland City Council decides to support this location, then proceed with YCHA AHSC grant application to include infrastructure improvements in the grant application.
- If Woodland City Council does not support this location at 2<sup>nd</sup> & Court St:
  1. Continue supporting and partnering with YCHA on the Yolano-Donnelly grant application, focusing on electric bus purchases rather than infrastructure improvements related to a relocated transit center.
  2. Consider the following with respect to relocating the Woodland Transit Center:
    - a. Immediate Near Term: Invest in safety and place-making at the County Fair Mall, potentially including:
      - i. Improved lighting
      - ii. Placemaking features to improve overall appearance and sense of safety
      - iii. Private security during early morning and evening hours
    - b. Near-/Mid-Term: Continue to investigate the feasibility of relocating to other locations including:
      - i. To Yolano-Donnelly location on Lemen Ave
      - ii. To Lincoln Avenue between Fifth and Sixth Street
      - iii. Other potential locations in or near downtown Woodland
      - iv. Other potential locations outside downtown Woodland

## ATTACHMENTS:

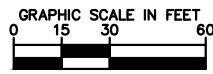
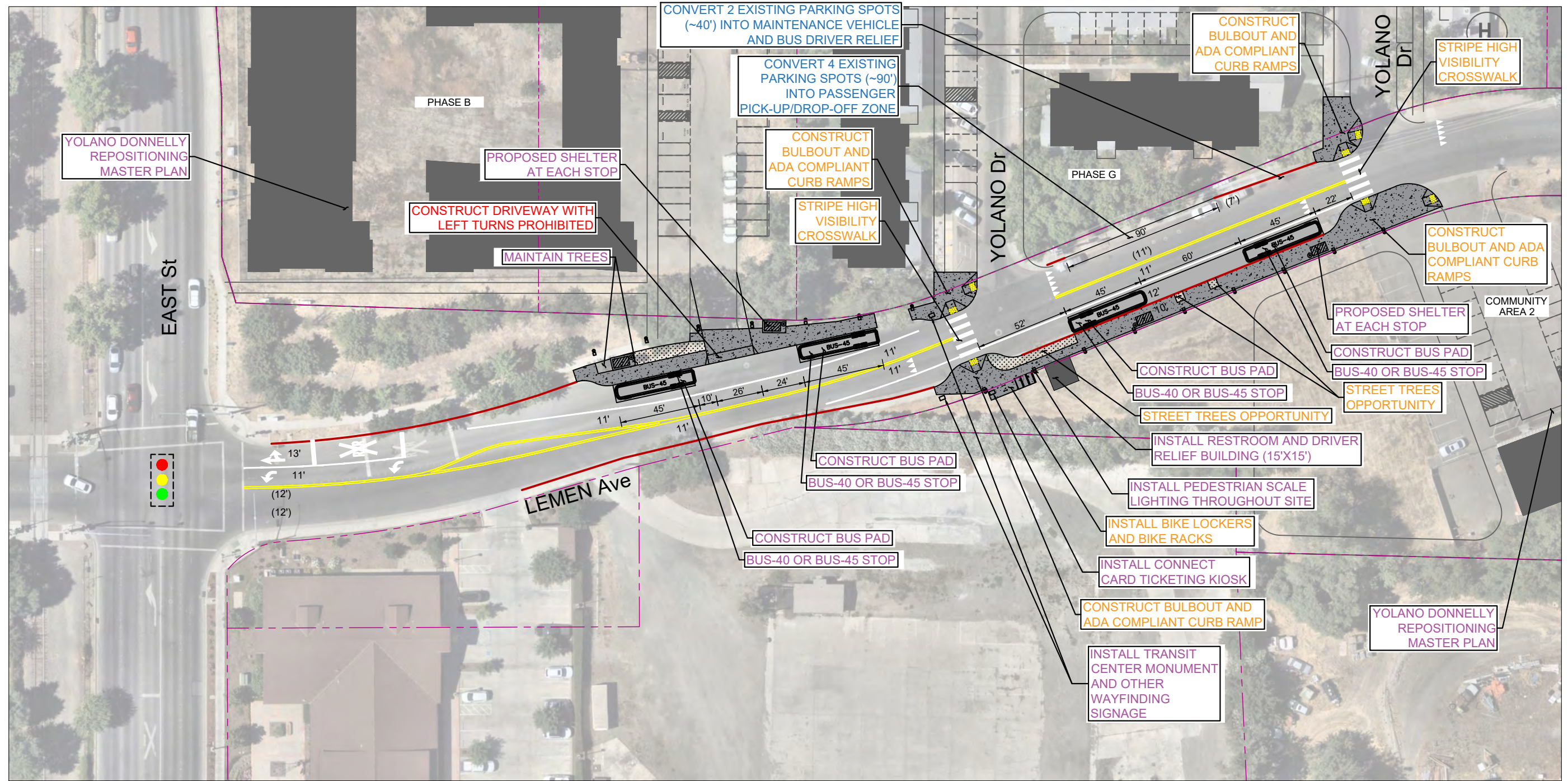
1. 2<sup>nd</sup> & Court Street Photosimulations
2. 2<sup>nd</sup> & Court Street User-Friendly Plan view
3. Yolano-Donnelly 10% Design Concepts
4. Community Survey Results







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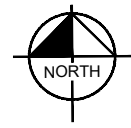
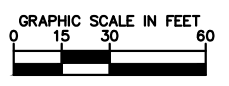
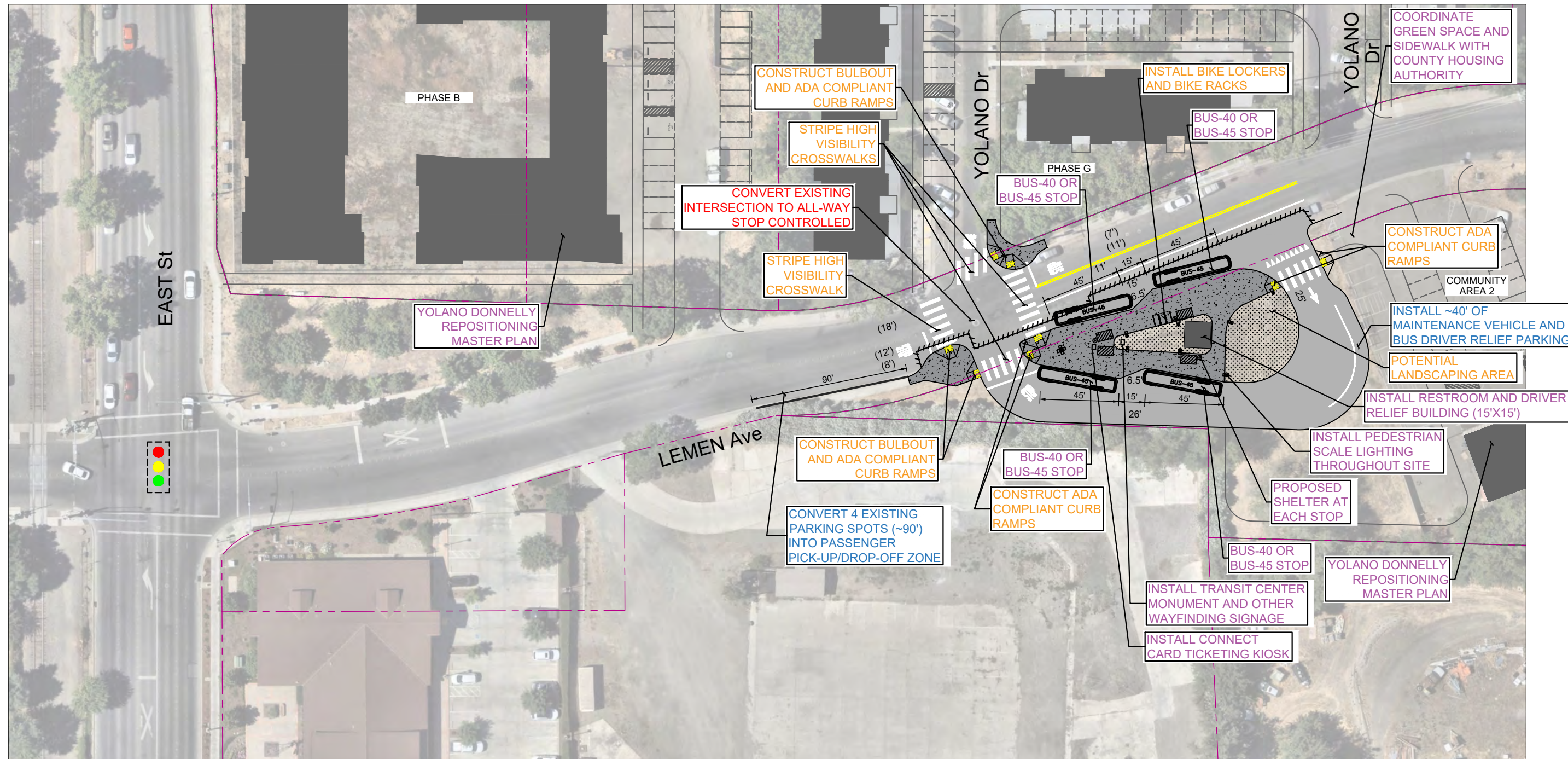


### LEGEND

- EXISTING RIGHT OF WAY/PROPERTY LINE
- PROPOSED RED CURB
- PROPOSED WHITE CURB
- (X') EXISTING WIDTH
- X' PROPOSED WIDTH
- VEHICLE/ROADWAY RECOMMENDATION
- PEDESTRIAN RECOMMENDATION
- TRANSIT RECOMMENDATION
- PARKING RECOMMENDATION
- PROPOSED CONCRETE
- PROPOSED LANDSCAPING AREA
- EXISTING TRAFFIC SIGNAL

## WOODLAND TRANSIT CENTER RELOCATION CONCEPT YOLANO DONNELLY ON LEMEN AVE JANUARY 2025

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### LEGEND

- EXISTING RIGHT OF WAY/PROPERTY LINE
- PROPOSED RED CURB
- PROPOSED WHITE CURB
- (X') EXISTING WIDTH
- X' PROPOSED WIDTH
- VEHICLE/ROADWAY RECOMMENDATION
- PEDESTRIAN RECOMMENDATION
- TRANSIT RECOMMENDATION
- PARKING RECOMMENDATION
- PROPOSED CONCRETE
- PROPOSED LANDSCAPING AREA
- EXISTING TRAFFIC SIGNAL

## WOODLAND TRANSIT CENTER RELOCATION CONCEPT YOLANO DONNELLY ON LEMMEN AVE EAST PARCEL ONLY JANUARY 2025

**WOODLAND TRANSIT  
CENTER RELOCATION CONCEPT**  
Opinion of Probable Cost

*Yolano Donnelly on Lemen Ave (Alt 1)*



Date Prepared: January 31, 2025

Item	Unit	Quantity	Unit Cost	Extended Cost	Notes
1 Concrete Bus Pad	CY	60	\$2,000.00	\$120,000	Includes PCC, rebar and Class II ab base as part of bus pad. Includes removal of existing gutter.
2 Roadway Excavation	CY	220	\$70.00	\$15,400	Excavation for the bus pad and asphalt patch 1.33 ft
3 Hot Mix Asphalt (Type A)	TON	150	\$240.00	\$36,000	Hot Mix Asphalt and Grading to Conform to Existing pavement at busbouts.
4 Driveway	SF	140	\$40.00	\$5,600	Includes demolition of existing driveway, assumes driveway at YD Housing authority will be properly aligned.
5 Sidewalk	SF	6,130	\$30.00	\$183,900	Includes demolition of existing sidewalk.
6 Curb and Gutter	LF	600	\$120.00	\$72,000	Curb and Gutter at busbouts and around the site where curb and gutter is reconstructed.
7 Curb Ramp	SF	510	\$50.00	\$25,500	Includes demolition of existing curb ramps. Includes yellow domes.
8 Signing	LS	1	\$10,000.00	\$10,000	Includes relocation of existing parking signs, ped crossing signage, and bus pole flags.
9 Striping	LF	1,400	\$10.00	\$14,000	Striping Lines- Detail 22, 27B, 29, 38, 39, 39A Includes removal of old stripes and hazardous yellow stripes.
10 Pavement Markings and Crosswalks	SF	470	\$7.00	\$3,290	Bike markings, left turn arrows, yield markings, and high visibility crosswalks, per Caltrans standard plans. Includes removal of old pavement markings.
11 Paint Red/White Curb	LF	760	\$5.00	\$3,800	Painting Red and white curbs at bus stops and PUDD areas
12 Bus Shelter	EA	4	\$50,000.00	\$200,000	New Transit Shelters
13 Real Time Information System	LS	1	\$50,000.00	\$50,000	Real Time information signs posted on each shelter.
14 Trash Can	EA	4	\$300.00	\$1,200	Trash can at each shelter.
15 Transit Center Monument & Wayfinding	LS	1	\$60,000.00	\$60,000	Includes Transit Center Monument and minor wayfinding signage.
16 Bike Racks	EA	2	\$500.00	\$1,000	U shaped bike rack.
17 Bike Lockers	EA	4	\$6,000.00	\$24,000	Smart Link Bike Lockers (Total number of lockers)
18 Connect Card Ticketing Kiosk	EA	1	\$15,000.00	\$15,000	Ticketing Kiosk
19 Restroom/Driver Relief Building (OPTIONAL)	LS	1	\$600,000.00	\$600,000	Optional 15'x15' prefab or constructed restroom on site, including utility hookups. Excluded from construction total.
20 Site Lighting	LS	1	\$350,000.00	\$350,000	Pedestrian Scale Lighting and lighting at crosswalks.
21 Landscaping	SF	630	\$25.00	\$15,750	Landscaping in designated areas.
21 New Tree	EA	7	\$5,000.00	\$35,000	New tree street in landscaping areas.
<b>SUB-TOTAL MAJOR CONSTRUCTION ITEMS</b>				<b>\$1,241,500</b>	<b>Notes</b>
Traffic Control / Detour	% of sub-total major construction items		8.0%	\$99,400	Standard traffic control %
Mobilization	% of sub-total major construction items		10.0%	\$124,200	Standard mobilization %
Minor Contract Revisions	% of sub-total major construction items		10.0%	\$124,200	Standard contract revisions %
<b>SUB-TOTAL CONSTRUCTION COSTS</b>				<b>\$1,589,300</b>	<b>Notes</b>
Engineering, Environmental, & Permitting	LS	1	\$230,000.00	\$230,000	
Construction Management/Materials Testing and City Management	% of sub-total construction costs		12.0%	\$190,800	Standard CM % +2% for city management
<b>SUB-TOTAL DESIGN AND PROJECT ADMIN</b>				<b>\$420,800</b>	<b>Notes</b>
<b>SUB-TOTAL</b>				<b>\$2,010,100</b>	<b>Notes</b>
Contingency (30%)	% of sub-total		30.0%	\$603,100	
<b>Grand Total Project Cost Estimate</b>				<b>\$2,614,000</b>	
<b>Opinion of Probable Construction Costs</b>					
The Engineer has no control over the cost of labor, materials, equipment, or over the Contractor's methods of determining prices or over competitive bidding or market conditions. Opinions of probable costs provided herein are based on the information known to Engineer at this time and represent only the Engineer's judgment as a design professional familiar with the construction industry. The Engineer cannot and does not guarantee that proposals, bids, or actual construction costs will not vary from its opinions of probable costs.					

**WOODLAND TRANSIT  
CENTER RELOCATION CONCEPT**  
Opinion of Probable Cost

*Yolano Donnelly on Lemen Ave (Alt 2)*

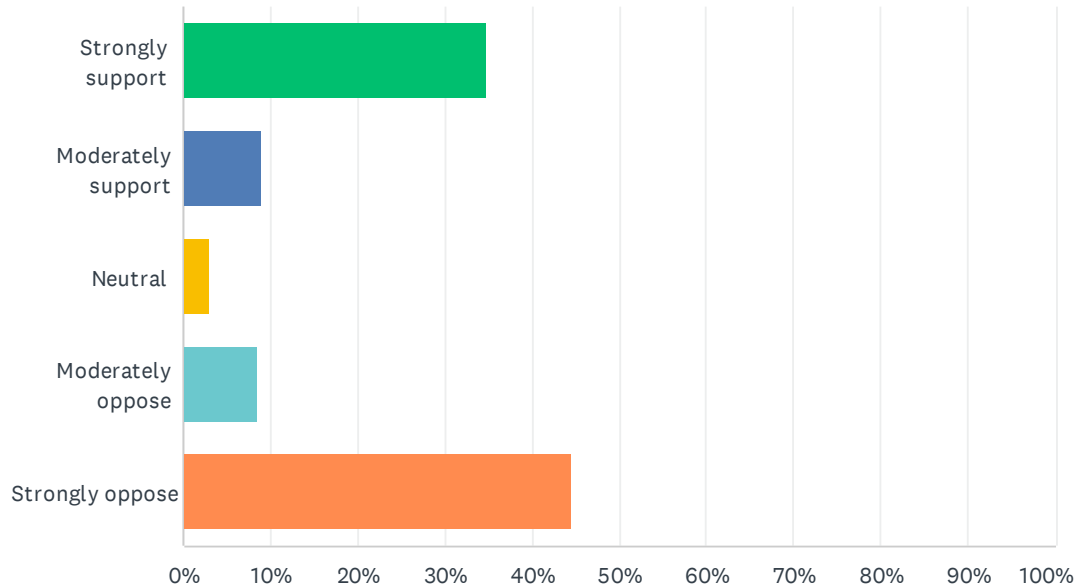


Date Prepared: **January 31, 2025**

Item	Unit	Quantity	Unit Cost	Extended Cost	Notes
1 Concrete Bus Tarmac & Bus Pads	CY	240	\$2,000.00	\$480,000	Includes PCC, rebar and Class II ab base as part of bus pad and tarmac. Includes removal of existing gutter.
2 Roadway Excavation	CY	580	\$70.00	\$40,600	Excavation for the bus pad and asphalt patch 1.33 ft
3 Hot Mix Asphalt (Type A)	TON	160	\$240.00	\$38,400	Hot Mix Asphalt and Grading to Conform to Existing pavement at busbouts.
4 Sidewalk	SF	4,680	\$40.00	\$187,200	Includes demolition of existing sidewalk.
5 Curb and Gutter	LF	840	\$120.00	\$100,800	Curb and Gutter at busbouts and around the site where curb and gutter is reconstructed.
6 Curb Ramp	SF	570	\$30.00	\$17,100	Includes demolition of existing curb ramps. Includes yellow domes.
7 Signing	LS	1	\$10,000.00	\$10,000	Includes relocation of existing parking signs, ped crossing signage, and bus pole flags.
8 Striping	LF	400	\$10.00	\$4,000	Striping Lines: Detail 22, 27B, 29, 36, 39, 39A Includes removal of old stripes and hazardous yellow stripes.
9 Pavement Markings and Crosswalks	SF	880	\$7.00	\$6,160	Bike markings, left turn arrows, yield markings, and high visibility crosswalks, per Caltrans standard plans. Includes removal of old pavement markings.
10 Paint Red/White Curb	LF	90	\$5.00	\$450	Painting Red and white curbs at bus stops and PLUDO areas.
11 Bus Shelter	EA	4	\$50,000.00	\$200,000	New Transit Shelters
12 Real Time Information System	LS	1	\$50,000.00	\$50,000	Real Time information signs posted on each shelter.
13 Trash Can	EA	4	\$300.00	\$1,200	Trash can at each shelter.
14 Transit Center Monument & Wayfinding	LS	1	\$30,000.00	\$30,000	Includes Transit Center Monument and minor wayfinding signage.
15 Bike Racks	EA	2	\$500.00	\$1,000	U shaped bike rack.
16 Bike Lockers	EA	4	\$6,000.00	\$24,000	Smart Link Bike Lockers (Total number of lockers)
17 Connect Card Ticketing Kiosk	EA	1	\$15,000.00	\$15,000	Ticketing Kiosk
18 Restroom/Driver Relief Building (OPTIONAL)	LS	1	\$600,000.00	\$600,000	Optional 15'x15' prefab or constructed restroom on site, including utility hookups. Excluded from construction total.
19 Site Lighting	LS	1	\$300,000.00	\$300,000	Pedestrian Scale Lighting and lighting at crosswalks.
20 Landscaping	SF	2,380	\$60.00	\$142,800	Landscaping in designated areas, likely partially used for drainage and treatment areas due to new impervious areas.
21 New Tree	EA	7	\$5,000.00	\$35,000	New tree street in landscaping areas.
22 Remove Tree	EA	1	\$3,000.00	\$3,000	Remove existing tree.
<b>SUB-TOTAL MAJOR CONSTRUCTION ITEMS</b>				<b>\$1,686,800</b>	<b>Notes</b>
Traffic Control / Detour	% of sub-total major construction items		8.0%	\$135,000	Standard traffic control %
Mobilization	% of sub-total major construction items		10.0%	\$168,700	Standard mobilization %
Minor Contract Revisions	% of sub-total major construction items		10.0%	\$168,700	Standard contract revisions %
<b>SUB-TOTAL CONSTRUCTION COSTS</b>				<b>\$2,159,200</b>	<b>Notes</b>
Engineering, Environmental, & Permitting	LS	1	\$310,000.00	\$310,000	
Construction Management/Materials Testing and City Management	% of sub-total construction costs		12.0%	\$259,200	Standard CM % +2% for city management
<b>SUB-TOTAL DESIGN AND PROJECT ADMIN</b>				<b>\$569,200</b>	<b>Notes</b>
<b>SUB-TOTAL</b>				<b>\$2,728,400</b>	<b>Notes</b>
Contingency (30%)	% of sub-total		30.0%	\$818,600	
<b>Grand Total Project Cost Estimate</b>				<b>\$3,547,000</b>	
<b>Opinion of Probable Construction Costs</b>					
The Engineer has no control over the cost of labor, materials, equipment, or over the Contractor's methods of determining prices or over competitive bidding or market conditions. Opinions of probable costs provided herein are based on the information known to Engineer at this time and represent only the Engineer's judgment as a design professional familiar with the construction industry. The Engineer cannot and does not guarantee that proposals, bids, or actual construction costs will not vary from its opinions of probable costs.					

Q1 YoloTD and the City of Woodland are working together to relocate the existing transit center from the County Fair Mall and into Downtown Woodland at the intersection of 2nd and Court Streets. Please rate your support for this option

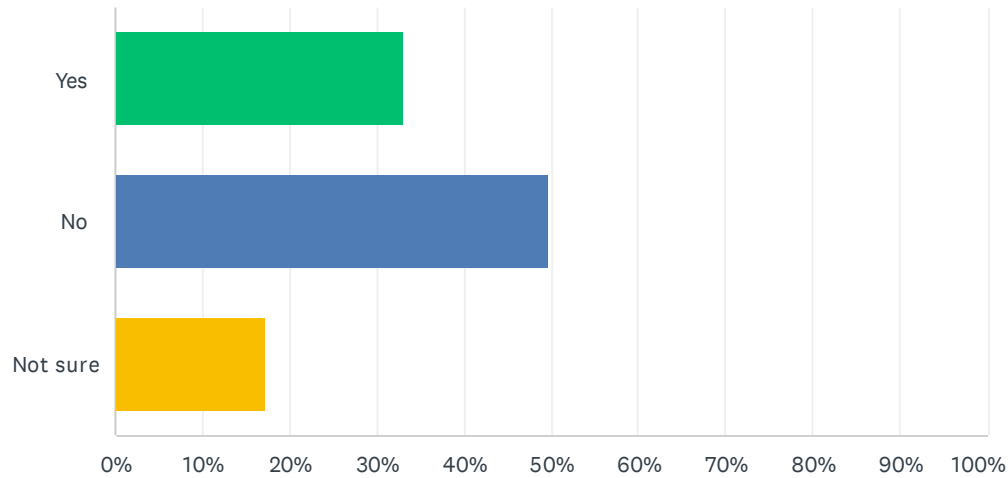
Answered: 336 Skipped: 3



ANSWER CHOICES	RESPONSES	
Strongly support	34.82%	117
Moderately support	8.93%	30
Neutral	2.98%	10
Moderately oppose	8.63%	29
Strongly oppose	44.64%	150
<b>TOTAL</b>		<b>336</b>

### Q3 Would relocating the transit center and rerouting Route 42 to downtown be more convenient for you?

Answered: 336 Skipped: 3

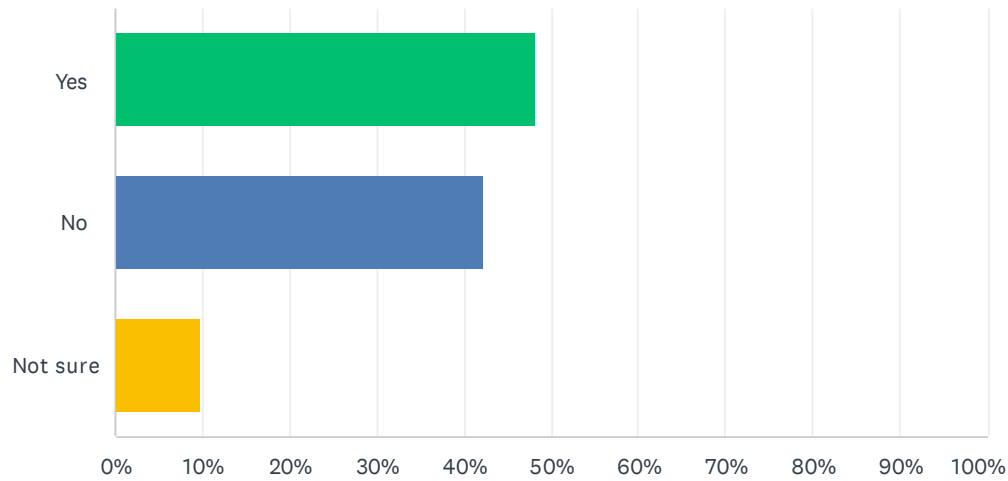


ANSWER CHOICES	RESPONSES	
Yes	33.04%	111
No	49.70%	167
Not sure	17.26%	58
TOTAL		336



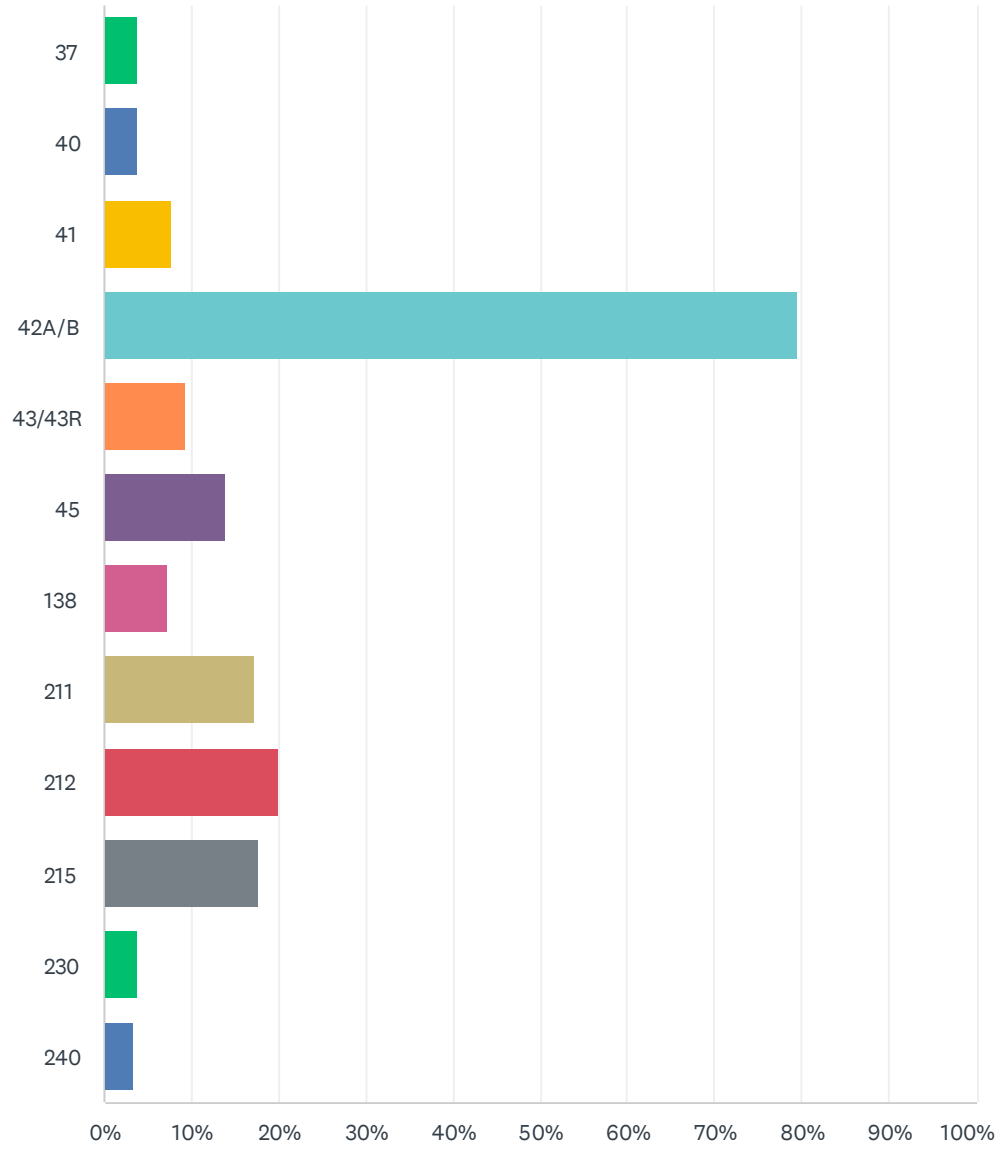
Q4 Moving the transit center would include safety improvements to the area including more lighting, shorter and higher-visibility crosswalks on Court Street, and enhanced bike lanes as shown in the image. Would you feel safer using or transferring buses in this location with the improvements?

Answered: 339 Skipped: 0



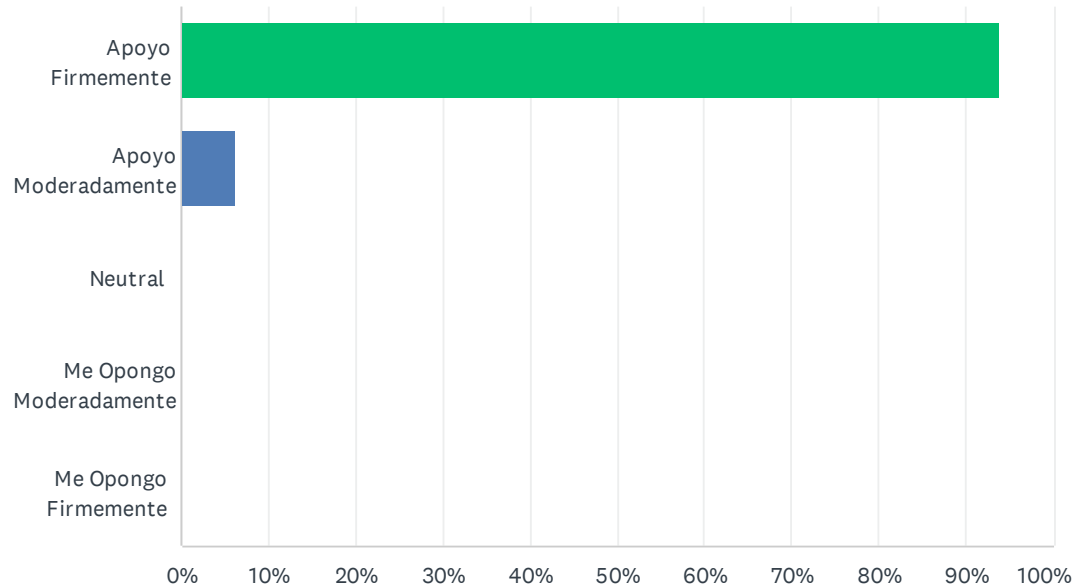
ANSWER CHOICES	RESPONSES	
Yes	48.08%	163
No	42.18%	143
Not sure	9.73%	33
TOTAL		339

# Woodland Transit Center Relocation Survey



Q1 YoloTD y la Ciudad de Woodland están trabajando juntos para reubicar la central de autobuses que actualmente se encuentra en el County Fair Mall a el centro de Woodland en la intersección de las calles 2nd y Court. Por favor califique su apoyo a esta opción.

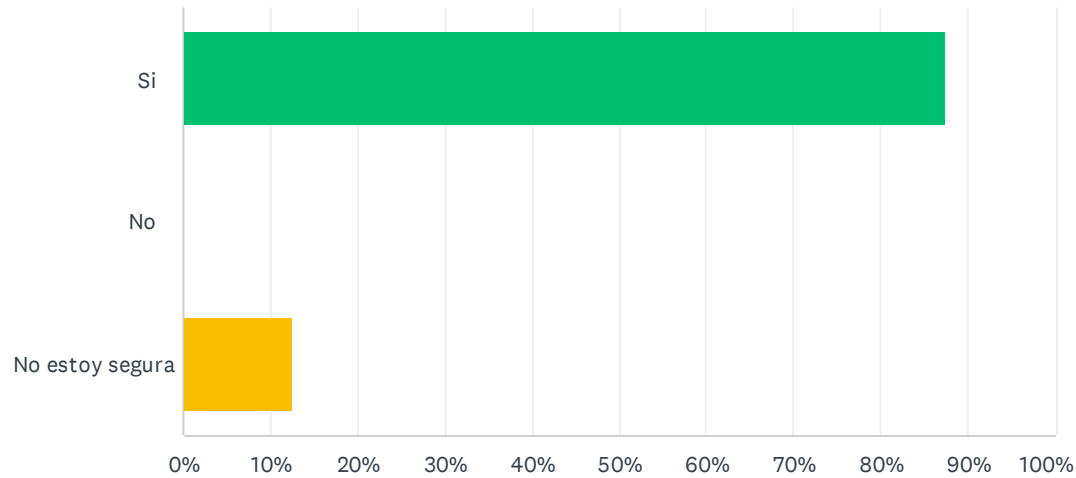
Answered: 16 Skipped: 0



ANSWER CHOICES	RESPONSES	
Apoyo Firmemente	93.75%	15
Apoyo Moderadamente	6.25%	1
Neutral	0.00%	0
Me Opongo Moderadamente	0.00%	0
Me Opongo Firmemente	0.00%	0
<b>TOTAL</b>		<b>16</b>

### Q3 ¿Sería más conveniente para usted reubicar la central de autobuses y desviar la Ruta 42 hacia el centro?

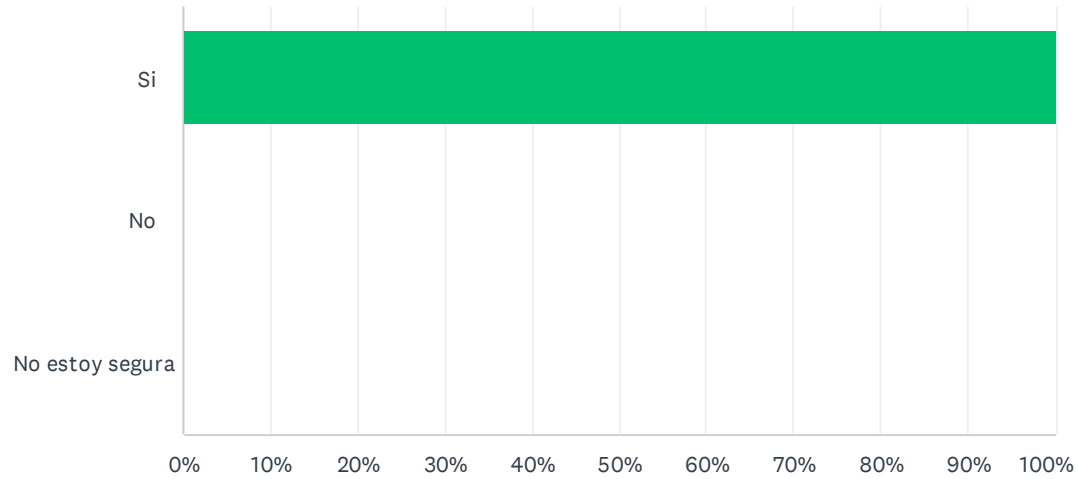
Answered: 16 Skipped: 0



ANSWER CHOICES	RESPONSES	
Si	87.50%	14
No	0.00%	0
No estoy segura	12.50%	2
<b>TOTAL</b>		<b>16</b>

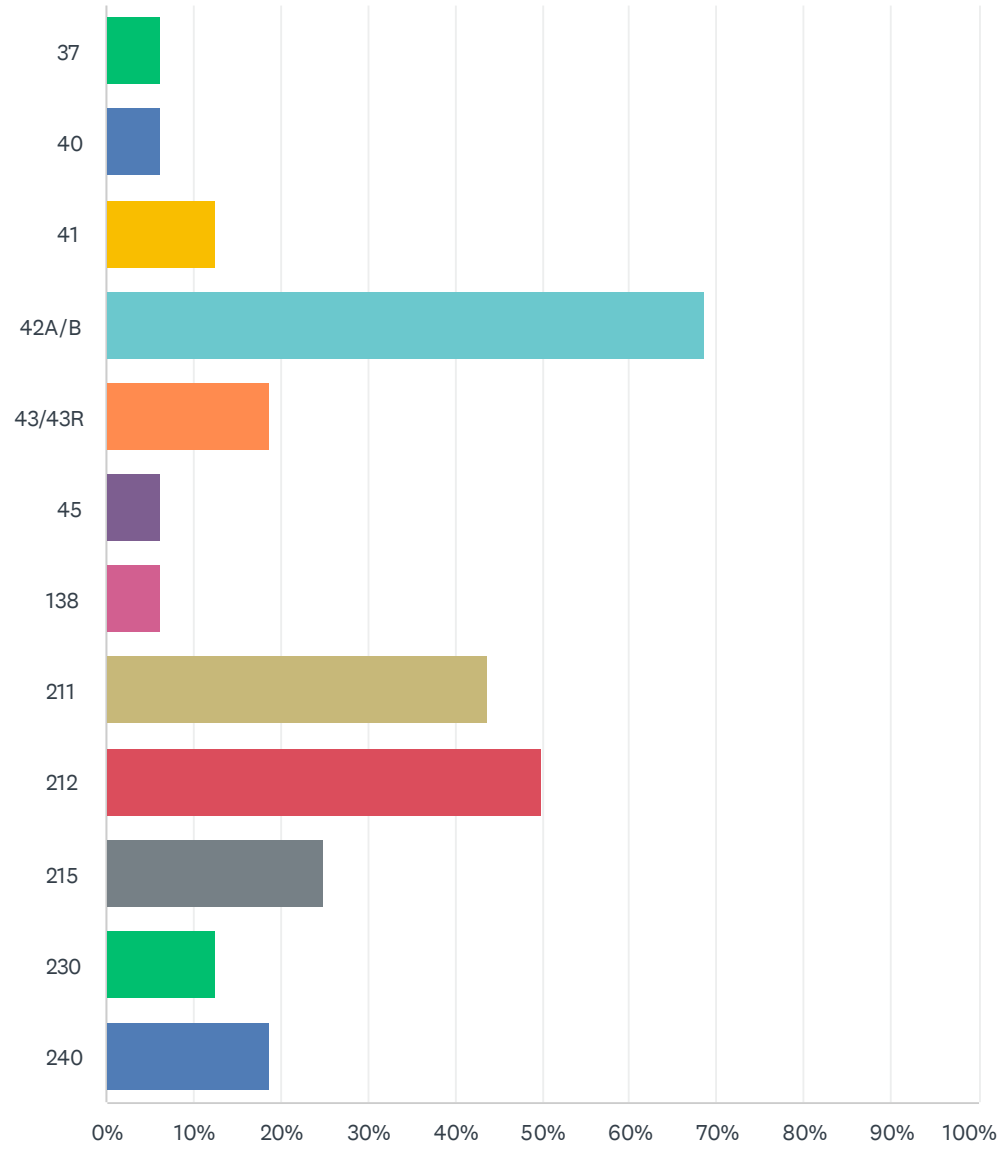
Q4 La reubicación de la central de autobuses mejorará la seguridad en el área incluyendo más iluminación, cruces peatonales más cortos y de mayor visibilidad en Court Street, y mejores carriles para bicicletas como se muestra en la imagen. ¿Se sentiría más seguro usando o trasbordando autobuses en esta nueva y mejorada ubicación?

Answered: 16 Skipped: 0



ANSWER CHOICES	RESPONSES	
Si	100.00%	16
No	0.00%	0
No estoy segura	0.00%	0
<b>TOTAL</b>		<b>16</b>

# Encuesta sobre la Reubicación de la Central De Autobuses en Woodland(Spanish)



**BOARD COMMUNICATIONS: YOLO COUNTY TRANSPORTATION DISTRICT**

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

<b>Topic:</b> Service to Sutter Health Park for Rivercats and A’s 2025 Baseball Season	<b>Agenda Item#:</b>  <b>Agenda Type:</b>	<b>8</b>  <b>Informational</b>
		<b>Attachments:</b> <input checked="" type="radio"/> Yes <input type="radio"/> No
<b>Prepared By: D. Romero</b>		<b>Meeting Date: February 10, 2025</b>

**RECOMMENDATION:**

Receive an informational update on existing Yolobus service to Sutter Health Park in West Sacramento and plans to add “sweeper” buses to existing Route 42A/B service to meet anticipated demand during the 2025 baseball season.

**BACKGROUND:**

Starting in March 2025, Sutter Health Park in West Sacramento will be home to the Major League Baseball team, the Athletics (A’s) as well as the Minor League Baseball team, the Sacramento River Cats.

2025 Baseball Season for the Rivercats and A’s at Sutter Health Park:

The Sacramento River Cats are a Minor League Baseball team of the Pacific Coast League (PCL) and are the Triple-A affiliate of the San Francisco Giants. This 2025 Minor league year they will be playing 69 homes games with game start time ranging from 12pm, 1p, and 6:45pm. See **Attachment A: River Cats 2025 Schedule**.

In 2024 the Major League Baseball team the Athletics (A’s) announced that they would not be returning to the Oakland Coliseum but instead would relocate to Las Vegas in 2028. However, while the Athletics are waiting for their new stadium to be built, they have agreed to temporarily relocate to West Sacramento and play at Sutter Health Park beginning in 2025 through 2027. With the Athletics gearing up for the 2025 season, they are expected to play a total of 81 homes games with game start times ranging from 1pm and 7pm. See **Attachment B: Athletics 2025 Schedule**.

The arrival of a Major League Baseball team with a loyal fan base in the Bay Area raises questions about how fans from across Northern California can access the park using public transit. Luckily, Yolobus is well-positioned to serve both local and long-distance fans, with direction connections from Sutter Health Park to Amtrak, SacRT Light Rail and the Sacramento Airport, as well as neighborhoods in West Sacramento, Davis and Woodland.

Existing Yolobus Service to Sutter Health Park:

Yolobus already provides high-quality transit service to Sutter Health Park. Currently, Yolobus has eastbound and westbound stops that directly serve Sutter Health Park on Tower Bridge Gateway, immediately adjacent to the north side of the ballpark. Both stops have shelters, trash receptacles, benches, adequate sidewalks and lighting.

Sutter Health Park is served by the following Yolobus routes:

**Intercity 42A/B:** Our backbone intercity loop service that connects West Sacramento, Davis, Woodland, Sacramento Airport, and Downtown Sacramento. Service runs hourly from 5 am to 11 pm, with 30-minute service during peak times. Popular stops include the Golden 1 Center, Sutter Health Park, J at 6<sup>th</sup> St. (near Sac Valley Amtrak Station), J at 8<sup>th</sup> (SacRT light Rail Station), 5<sup>th</sup> and I/G St. (near Davis Amtrak Station), and the Sacramento Airport. Cost per Trip is \$2.25 one for regular and \$1for Discount Riders.

**West Sacramento Locals:** Route 37 Southport Local, Route 40 Local, Route 41 Local and Route 240 Local. Service runs hourly from 5:30 am to 10 pm. These routes serve the Southport, Bryte and Broderick neighborhoods, West

Sacramento Transit Center, Sutter Health Park, Capitol Mall at 7<sup>th</sup> ( SacRT Light Rail Station), N at 7<sup>th</sup> (SacRT Light Rail stations) and 9<sup>th</sup> and L St. (Close Proximity to Sac Valley Station).

**Davis Express Routes:** Route 43 Express, Route 44 Express and Route 230 Express. These routes provided limited commute trips between Davis neighborhoods and downtown Sacramento, with stops at Sutter Health Park, Capitol Mall at 7th (SacRT Light Rail Station), 10th at N St. (SacRT Light Rail stations) Old Town Sacramento (parking), and 9th and L St. (Close Proximity to Sac Valley Station). Cost per Trips is \$3.25 one for regular and \$1.25 for Discount Riders.

With all of these routes servicing Sutter Health Park and downtown Sacramento, travelers can expect Yolobus service between the ballpark and downtown Sacramento approximately every 15 minutes for most of the day.

Games are anticipated to start around 1pm and 7pm. These start times work well with our existing service. It is common for baseball games to host pre- and post-game events such as Fireworks night, Sunday Funday, Gameday giveaways and Fan-fests. For fans arriving at the ballpark between noon and 7 pm, existing Yolobus routes will be able to easily meet those needs because of the extensive service that we operate.

Our service begins to taper off in the evening, when the 7 pm games conclude. Nonetheless, fans still have options to ride Yolobus after the game.

According to the Major League Baseball Association, the average length of a baseball game in 2024 was approximately 2 hours and 36 minutes. Assuming conservatively that a game takes 3 hours to complete, baseball fans can still catch the 42A/B to downtown Sacramento, Davis or Woodland. The last two trips of the 42A (toward Davis) depart Sutter Health Park at 10:15 pm and 11:00 pm. The last two trips of the 42B (toward Sacramento) depart Sutter Health Park at 10:35 and 11:20.

**See Attachment C for 42A/B Schedules.**

**See attachment D for 42A/B Maps.**

Sweeper Bus Service:

In anticipation of higher-than-average demand after evening games end, YoloTD staff propose adding extra capacity to our existing 42A/B service on days with 7 pm games. This would not be a new route or new trips. Instead, we would add a second bus that runs behind the regularly-scheduled bus, essentially doubling the capacity. Known as a ‘sweeper’ bus, when the first bus gets too full to accept any more passengers, the second bus sweeps in to pick up any remaining passengers.

This concept is not new to Yolobus – we operate sweeper buses on an occasional basis. A standard city bus seats 40-45 passengers. When Yolobus drivers encounter capacity issues, sweeper buses are used to pick up additional riders. In these cases, a driver will radio our dispatcher and inform our team that an additional bus is needed to pick up the remaining riders. The sweeper bus will come and pick up those riders and continue its normal route as drop off only. Once all riders have been dropped off, the sweeper bus will go out of service. Currently, we use sweeper buses to accommodate overflow at the County Fair Mall for our route 42B. These sweeper buses help us accommodate large numbers of riders heading to UC Davis from Woodland.

For the upcoming 2025 Major League Baseball season at Sutter Health Park, we propose to run two (2) sweeper buses, on game nights only, for the first regularly-scheduled 42A and 42B trips immediately after the game ends. The sweepers will start at the Tower Bridge Gateway at Sutter Health Park eastbound and westbound bus stops.

The Route 42A westbound sweeper bus will serve all regular stops from Sutter Health Park to the UC Davis Memorial Union, with stops serving various Park and Ride lots and the Davis Amtrak station.

The Route 42B eastbound sweeper bus will travel into downtown Sacramento where it will serve all downtown Sacramento stops, including access to SacRT light rail stations, Sacramento Valley Amtrak station, and the Old Town Parking Garage.

YoloTD staff propose to pilot sweeper bus service for one baseball season and afterward continue our conversations with the City of West Sacramento and partners to see if further expansion or the continuation of the sweeper service is needed.



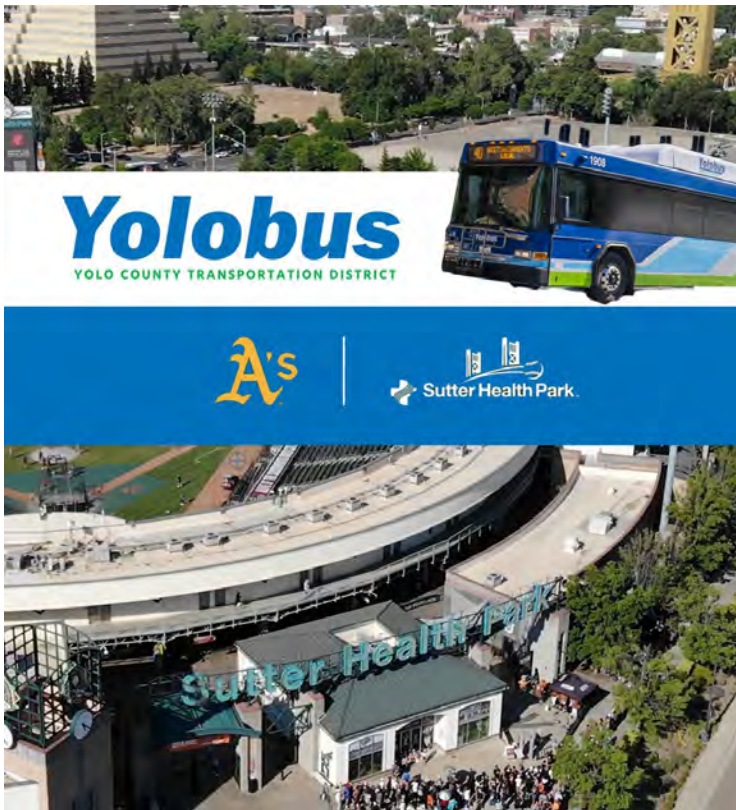
See Attachment E for List of Bus Stops





See Attachment F for Map of Sweeper service at Route 42A/B.

### Marketing and Partnerships

In June of 2024, YoloTD staff meet with Sutter Health Park representatives to discuss potential collaborations and promotional partnerships to encourage fans to take Yolobus to the game. It was a positive discussion, but no commitments were made. We will continue to work with the City of West Sacramento and the Park to identify opportunities for collaboration and cross-promotion.

YoloTD is prepared to independently market our service to baseball fans via our existing social media and newsletter. Our marketing team has begun developing draft marketing collateral, an example of which is included below.



  **Big news, baseball fans! As the A's take the field at Sutter Health Park this season, we're getting you there hassle-free! Hop on and ride with Yolobus—we'll drop you off right at the stadium. No parking stress, just game-day excitement!   #RideWithYoloTD #GameDayMadeEasy #RootedInYolo**

### BUDGET IMPACT:

YoloTD staff estimate that the two additional sweeper buses will cost approximately \$10,500 for the 2025 baseball season. This amount is within the signing authority of the Executive Director, so no action is required by the Board.



# | 2025 SCHEDULE

## MARCH/APRIL

SUN	MON	TUE	WED	THU	FRI	SAT
23	24	25	26	27	ABQ <sup>28</sup>	ABQ <sup>29</sup>
ABQ <sup>30</sup>	1	@LV <sup>1</sup>	@LV <sup>2</sup>	@LV <sup>3</sup>	@LV <sup>4</sup>	@LV <sup>5</sup>
@LV <sup>6</sup>	7	@TAC <sup>8</sup>	@TAC <sup>9</sup>	@TAC <sup>10</sup>	@TAC <sup>11</sup>	@TAC <sup>12</sup>
@TAC <sup>13</sup>	14	SL <sup>15</sup>	SL <sup>16</sup>	SL <sup>17</sup>	SL <sup>18</sup>	SL <sup>19</sup>
SL <sup>20</sup>	21	@ELP <sup>22</sup>	@ELP <sup>23</sup>	@ELP <sup>24</sup>	@ELP <sup>25</sup>	@ELP <sup>26</sup>
@ELP <sup>27</sup>	28	RNO <sup>29</sup>	RNO <sup>30</sup>			

## MAY

SUN	MON	TUE	WED	THU	FRI	SAT
				RNO <sup>1</sup>	RNO <sup>2</sup>	RNO <sup>3</sup>
RNO <sup>4</sup>	5	@TAC <sup>6</sup>	@TAC <sup>7</sup>	@TAC <sup>8</sup>	@TAC <sup>9</sup>	@TAC <sup>10</sup>
@TAC <sup>11</sup>	12	SL <sup>13</sup>	SL <sup>14</sup>	SL <sup>15</sup>	SL <sup>16</sup>	SL <sup>17</sup>
SL <sup>18</sup>	19	@OKC <sup>20</sup>	@OKC <sup>21</sup>	@OKC <sup>22</sup>	@OKC <sup>23</sup>	@OKC <sup>24</sup>
@OKC <sup>25</sup>	26	ELP <sup>27</sup>	ELP <sup>28</sup>	ELP <sup>29</sup>	ELP <sup>30</sup>	ELP <sup>31</sup>

## JUNE

SUN	MON	TUE	WED	THU	FRI	SAT
ELP <sup>1</sup>	2	@SUG <sup>3</sup>	@SUG <sup>4</sup>	@SUG <sup>5</sup>	@SUG <sup>6</sup>	@SUG <sup>7</sup>
@SUG <sup>8</sup>	9	TAC <sup>10</sup>	TAC <sup>11</sup>	TAC <sup>12</sup>	TAC <sup>13</sup>	TAC <sup>14</sup>
TAC <sup>15</sup>	16	@SL <sup>17</sup>	@SL <sup>18</sup>	@SL <sup>19</sup>	@SL <sup>20</sup>	@SL <sup>21</sup>
@SL <sup>22</sup>	23	OKC <sup>24</sup>	OKC <sup>25</sup>	OKC <sup>26</sup>	OKC <sup>27</sup>	OKC <sup>28</sup>
OKC <sup>29</sup>	30					

## JULY

SUN	MON	TUE	WED	THU	FRI	SAT
		RNO <sup>1</sup>	RNO <sup>2</sup>	RNO <sup>3</sup>	@RNO <sup>4</sup>	@RNO <sup>5</sup>
@RNO <sup>6</sup>	7	@SL <sup>8</sup>	@SL <sup>9</sup>	@SL <sup>10</sup>	@SL <sup>11</sup>	@SL <sup>12</sup>
@SL <sup>13</sup>	14	ALL-STAR BREAK			OKC <sup>18</sup>	OKC <sup>19</sup>
OKC <sup>20</sup>	21	LV <sup>22</sup>	LV <sup>23</sup>	LV <sup>24</sup>	LV <sup>25</sup>	LV <sup>26</sup>
LV <sup>27</sup>	28	@ABQ <sup>29</sup>	@ABQ <sup>30</sup>	@ABQ <sup>31</sup>		

## AUGUST

SUN	MON	TUE	WED	THU	FRI	SAT
					@ABQ <sup>1</sup>	@ABQ <sup>2</sup>
@ABQ <sup>3</sup>	4	SUG <sup>5</sup>	SUG <sup>6</sup>	SUG <sup>7</sup>	SUG <sup>8</sup>	SUG <sup>9</sup>
SUG <sup>10</sup>	11	@RR <sup>12</sup>	@RR <sup>13</sup>	@RR <sup>14</sup>	@RR <sup>15</sup>	@RR <sup>16</sup>
@RR <sup>17</sup>	18	ELP <sup>19</sup>	ELP <sup>20</sup>	ELP <sup>21</sup>	ELP <sup>22</sup>	ELP <sup>23</sup>
ELP <sup>24</sup>	25	@RNO <sup>26</sup>	@RNO <sup>27</sup>	@RNO <sup>28</sup>	@RNO <sup>29</sup>	@RNO <sup>30</sup>
@RNO <sup>31</sup>						

## SEPTEMBER

SUN	MON	TUE	WED	THU	FRI	SAT
	1	LV <sup>2</sup>	LV <sup>3</sup>	LV <sup>4</sup>	LV <sup>5</sup>	LV <sup>6</sup>
LV <sup>7</sup>	8	@OKC <sup>9</sup>	@OKC <sup>10</sup>	@OKC <sup>11</sup>	@OKC <sup>12</sup>	@OKC <sup>13</sup>
@OKC <sup>14</sup>	15	RR <sup>16</sup>	RR <sup>17</sup>	RR <sup>18</sup>	RR <sup>19</sup>	RR <sup>20</sup>
RR <sup>21</sup>	22					
	28	29	30			

**RIVER CATS HOME**

**RIVER CATS AWAY**

- ABQ Albuquerque Isotopes
- ELP El Paso Chihuahuas
- LV Las Vegas Aviators
- OKC Oklahoma City Baseball Club
- RNO Reno Aces
- RR Round Rock Express
- SL Salt Lake Bees
- TAC Tacoma Rainiers
- SUG Sugar Land Space Cowboys



# ATHLETICS BASEBALL 2025 SCHEDULE

	SUN	MON	TUE	WED	THU	FRI	SAT
MARCH/APRIL	23	24	25	26	SEA 27	SEA 28	SEA 29
	SEA 30	CHC 31 7:05PM	CHC 1 7:05PM	CHC 2 12:35PM	3	COL 4	COL 5
	COL 6	SD 7 7:05PM	SD 8 7:05PM	SD 9 12:35PM	10	NYM 11 7:05PM	NYM 12 1:05PM
	NYM 13 1:05PM	14	CWS 15	CWS 16	CWS 17	MIL 18	MIL 19
	MIL 20	21	TEX 22 7:05PM	TEX 23 7:05PM	TEX 24 7:05PM	CWS 25 7:05PM	CWS 26 1:05PM
	CWS 27 1:05PM	TEX 28	TEX 29	TEX 30			

	SUN	MON	TUE	WED	THU	FRI	SAT
MAY					TEX 1	MIA 2	MIA 3
	MIA 4	SEA 5 7:05PM	SEA 6 7:05PM	SEA 7 12:35PM	8	NYN 9 7:05PM	NYN 10 1:05PM
	NYN 11 1:05PM	12	LAD 13	LAD 14	LAD 15	SF 16	SF 17
	SF 18	LAA 19 7:05PM	LAA 20 7:05PM	LAA 21 7:05PM	LAA 22 12:35PM	PHI 23 7:05PM	PHI 24 7:05PM
	PHI 25 1:05PM	26	HOU 27	HOU 28	TOR 29	TOR 30	TOR 31

	SUN	MON	TUE	WED	THU	FRI	SAT
JUNE	TOR 1	MIN 2 7:05PM	MIN 3 7:05PM	MIN 4 7:05PM	MIN 5 12:35PM	BAL 6 7:05PM	BAL 7 7:05PM
	BAL 8 1:05PM	LAA 9	LAA 10	LAA 11	12	KC 13	KC 14
	KC 15	HOU 16 7:05PM	HOU 17 7:05PM	HOU 18 7:05PM	HOU 19 7:05PM	CLE 20 7:05PM	CLE 21 7:05PM
	CLE 22 1:05PM	23	DET 24	DET 25	DET 26	NYN 27	NYN 28
	NYN 29	TB 30					

	SUN	MON	TUE	WED	THU	FRI	SAT
JULY			TB 1	TB 2	3	SF 4 7:05PM	SF 5 7:05PM
	SF 6 7:05PM	7	ATL 8 7:05PM	ATL 9 7:05PM	ATL 10 6:05PM	TOR 11 7:05PM	TOR 12 7:05PM
	TOR 13 1:05PM	14	ASG 15	16	17	CLE 18	CLE 19
	CLE 20	TEX 21	TEX 22	TEX 23	HOU 24	HOU 25	HOU 26
	HOU 27	SEA 28 7:05PM	SEA 29 7:05PM	SEA 30 7:05PM	31		

	SUN	MON	TUE	WED	THU	FRI	SAT
AUGUST						AZ 1 7:05PM	AZ 2 7:05PM
	AZ 3 1:05PM	4	WSH 5	WSH 6	WSH 7	BAL 8	BAL 9
	BAL 10	TB 11 7:05PM	TB 12 7:05PM	TB 13 7:05PM	14	LAA 15 7:05PM	LAA 16 7:05PM
	LAA 17 1:05PM	18	MIN 19	MIN 20	MIN 21	SEA 22	SEA 23
	SEA 24	DET 25 7:05PM	DET 26 7:05PM	DET 27 7:05PM	28	TEX 29 7:05PM	TEX 30 7:05PM
	TEX 31 1:05PM						

	SUN	MON	TUE	WED	THU	FRI	SAT
SEPTEMBER		STL 1	STL 2	STL 3	4	LAA 5	LAA 6
	LAA 7	BOS 8 7:05PM	BOS 9 7:05PM	BOS 10 12:35PM	11	CIN 12 7:05PM	CIN 13 7:05PM
	CIN 14 1:05PM	15	BOS 16	BOS 17	BOS 18	PIT 19	PIT 20
	PIT 21	22	HOU 23 7:05PM	HOU 24 7:05PM	HOU 25 12:35PM	KC 26 7:05PM	KC 27 7:05PM
	KC 28 12:05PM	29	30				

■ HOME    □ AWAY

Games/times subject to change  
All game times in PT

# 42A

## INTERCITY CLOCKWISE

WOODLAND  
 SMF AIRPORT  
 SACRAMENTO  
 WEST SACRAMENTO  
 DAVIS  
 WOODLAND

WDL	SACRAMENTO	WEST SAC	DAVIS	WDL
County Fair Mall Depart	5:00	6:00	6:30	7:00
E. Main & Matmor	5:06	6:06	6:36	7:06
Airport Terminal A	5:20	6:26	6:56	7:26
Airport Terminal B	5:22	6:29	6:59	7:29
J & 8th	5:36	6:45	7:15	7:45
L & 5th (Golden 1 Center)	5:40	6:49	7:19	7:49
West Sac TC	5:45	6:56	7:26	7:56
W. Capitol & Enterprise	5:57	7:09	7:39	8:09
Mace & 2nd	6:07	7:20	7:50	8:20
5th & Cantill	6:14	7:28	7:58	8:28
UC Davis Memorial Union	6:30	7:43	8:13	8:43
Anderson & Hanover	6:35	7:52	8:22	8:52
County Fair Mall Arrive	6:48	8:05	8:35	9:05
County Fair Mall Depart	5:00	6:00	6:30	7:00
E. Main & Matmor	5:06	6:06	6:36	7:06
Airport Terminal A	5:20	6:26	6:56	7:26
Airport Terminal B	5:22	6:29	6:59	7:29
J & 8th	5:36	6:45	7:15	7:45
L & 5th (Golden 1 Center)	5:40	6:49	7:19	7:49
West Sac TC	5:45	6:56	7:26	7:56
W. Capitol & Enterprise	5:57	7:09	7:39	8:09
Mace & 2nd	6:07	7:20	7:50	8:20
5th & Cantill	6:14	7:28	7:58	8:28
UC Davis Memorial Union	6:30	7:43	8:13	8:43
Anderson & Hanover	6:35	7:52	8:22	8:52
County Fair Mall Arrive	6:48	8:05	8:35	9:05

# 42B

## INTERCITY COUNTER-CLOCKWISE

WOODLAND  
 DAVIS  
 WEST SACRAMENTO  
 SACRAMENTO  
 SMF AIRPORT  
 WOODLAND

WDL	DAVIS	WEST SAC	SACRAMENTO	WDL
County Fair Mall Depart	5:20	5:50	6:20	6:50
Anderson & Hanover	5:34	6:04	6:34	7:04
UC Davis Memorial Union	5:43	6:13	6:43	7:13
5th & Cantill	5:56	6:26	6:56	7:26
Mace & 2nd	6:06	6:36	7:06	7:36
W. Capitol & Enterprise	6:18	6:48	7:18	7:48
West Sac TC	6:30	7:00	7:30	8:00
J & 8th	6:43	7:13	7:43	8:13
L & 5th (Golden 1 Center)	6:48	7:18	7:48	8:18
Airport Terminal A	7:05	7:35	8:05	8:35
Airport Terminal B	7:07	7:37	8:07	8:37
E. Main & Matmor	7:22	7:52	8:22	8:52
County Fair Mall Arrive	7:30	8:00	8:30	9:00
County Fair Mall Depart	5:20	5:50	6:20	6:50
Anderson & Hanover	5:34	6:04	6:34	7:04
UC Davis Memorial Union	5:43	6:13	6:43	7:13
5th & Cantill	5:56	6:26	6:56	7:26
Mace & 2nd	6:06	6:36	7:06	7:36
W. Capitol & Enterprise	6:18	6:48	7:18	7:48
West Sac TC	6:30	7:00	7:30	8:00
J & 8th	6:43	7:13	7:43	8:13
L & 5th (Golden 1 Center)	6:48	7:18	7:48	8:18
Airport Terminal A	7:05	7:35	8:05	8:35
Airport Terminal B	7:07	7:37	8:07	8:37
E. Main & Matmor	7:22	7:52	8:22	8:52
County Fair Mall Arrive	7:30	8:00	8:30	9:00



350 Industrial Way, Woodland, CA 95776  
 customers@yctd.org | (530) 666-2877  
 YoloBus.com | Yolo1D.org



Fb.com/YoloBus



@YoloBusYCTD



@YoloBusYCTD

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

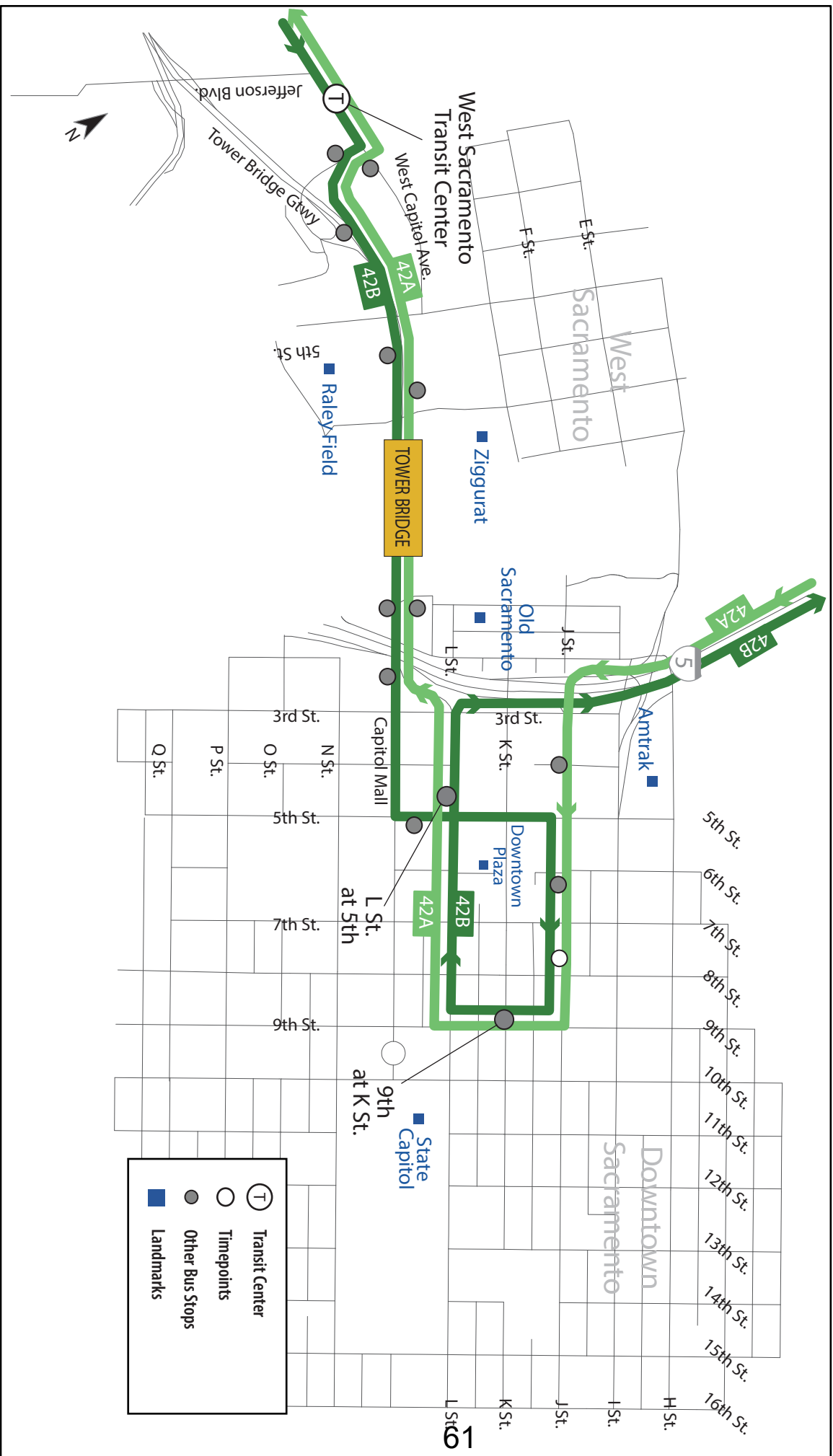
# Route 42A and 42B

Last Updated: May 2023

# Yolobus

## Downtown Sacramento

Routes 42A and 42B provide hourly service, seven days a week, via an intercity clockwise and counter-clockwise loop. This service runs through parts of Woodland stopping at the airport and moves into Downtown Sacramento and the City of Davis.



350 Industrial Way, Woodland, CA 95776  
 custserv@yctd.org | (530) 666-2877  
 Yolobus.com | YoloTD.org



Fb.com/Yolobus



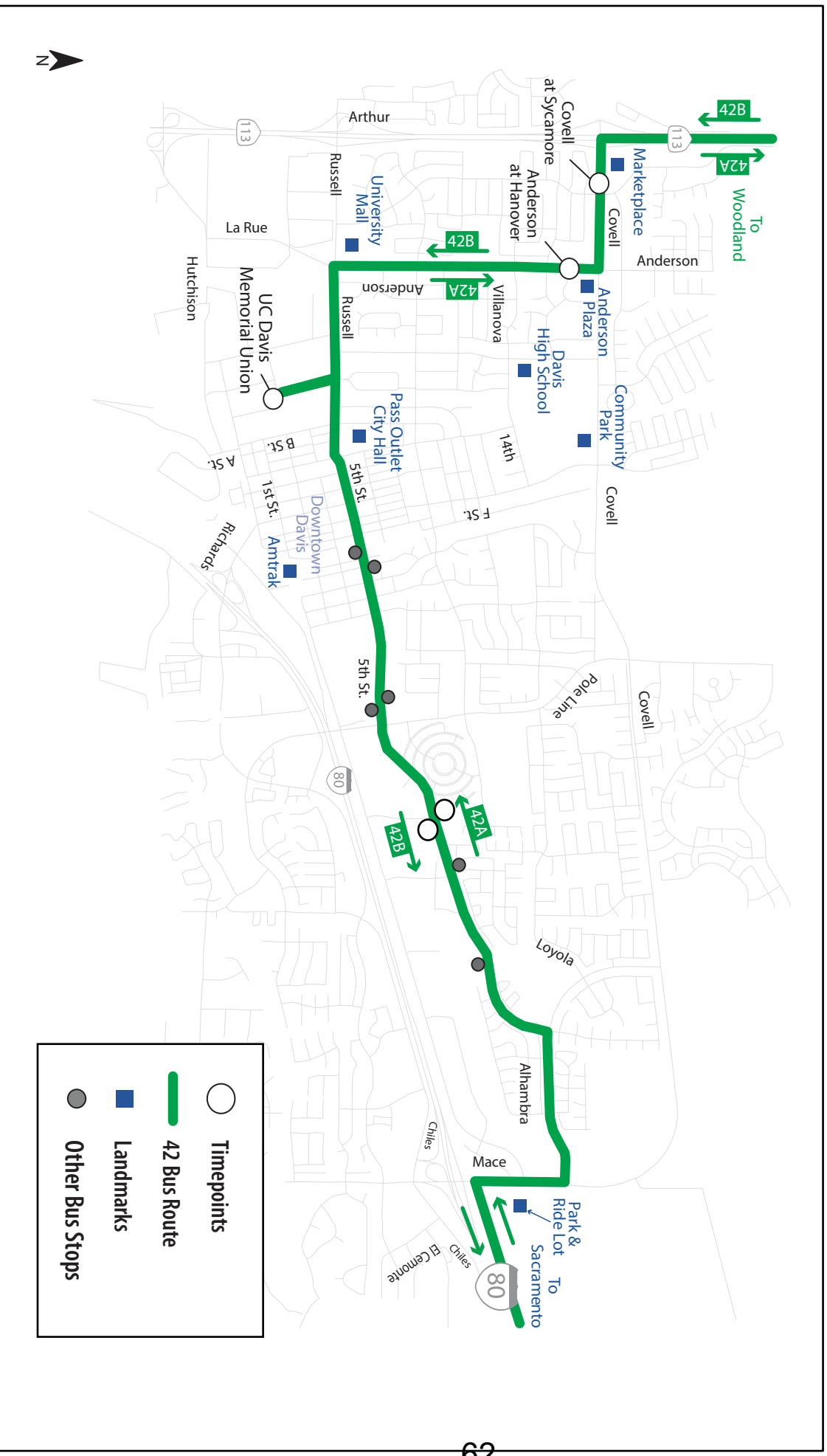
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@YolobusYCTD

## City of Davis

Routes 42A and 42B provide hourly service, seven days a week, via an intercity clockwise and counter-clockwise loop. This service runs through parts of Woodland stopping at the airport and moves into Downtown Sacramento and the City of Davis.



# Route 42A/B Proposed Stop Locations to be Served by Sweeper Bus

Proposed Stops: 42A Sweeper	
<b>Start</b>	Tower Bridge Gtwy at Sutter Health Park (WB)
	Garden at W. Capitol NB
	<b>Merkley at W. Capitol (W. Sac Transit Center)</b>
	W. Capitol at Jefferson
	W. Capitol at Westacre
	W. Capitol at Poplar
	W. Capitol at Cedar
	W. Capitol at Pecan
	W. Capitol at Glide
	W. Capitol at Harbor
	W. Capitol at Pine
	W. Capitol at Northport WB
	W. Capitol at Roadway
	W. Capitol at Interstate Co. WB
	<b>W. Capitol at Enterprise (Park and Ride)</b>
	<b>Mace at 2nd St. (NB) (Park and Ride)</b>
	Alhambra at Carcia
	5th St & Pelz Bike Path (WB)
	5th St & Spafford (WB)
	5th St & Cantrill/Greystone (WB)
	5th St & Pole Line Rd/D.M.V (WB)
	<b>5th St at I St. (Davis Amtrak)</b>
	5th St. at D St. WB
	<b>Russell at A St. (Davis City Hall)</b>
<b>End</b>	UCDavis Memorial Union

Proposed Stops: 42B Sweeper	
<b>Start</b>	Tower Bridge Gateway at Sutter Health park (EB)
	<b>Capitol Mall at Front St. (Old Town Sac parking)</b>
	5th St. at L St.
	<b>J St. at 6th St. (Sac Valley Station)</b>
	J St. at 8th St.
	<b>9th St. at K St. (Light Rail, Blue Line)</b>
<b>End</b>	<b>L St. at 5th St. (Golden 1 Center)</b>
<b>Transfer/Park and Ride Locations</b>	

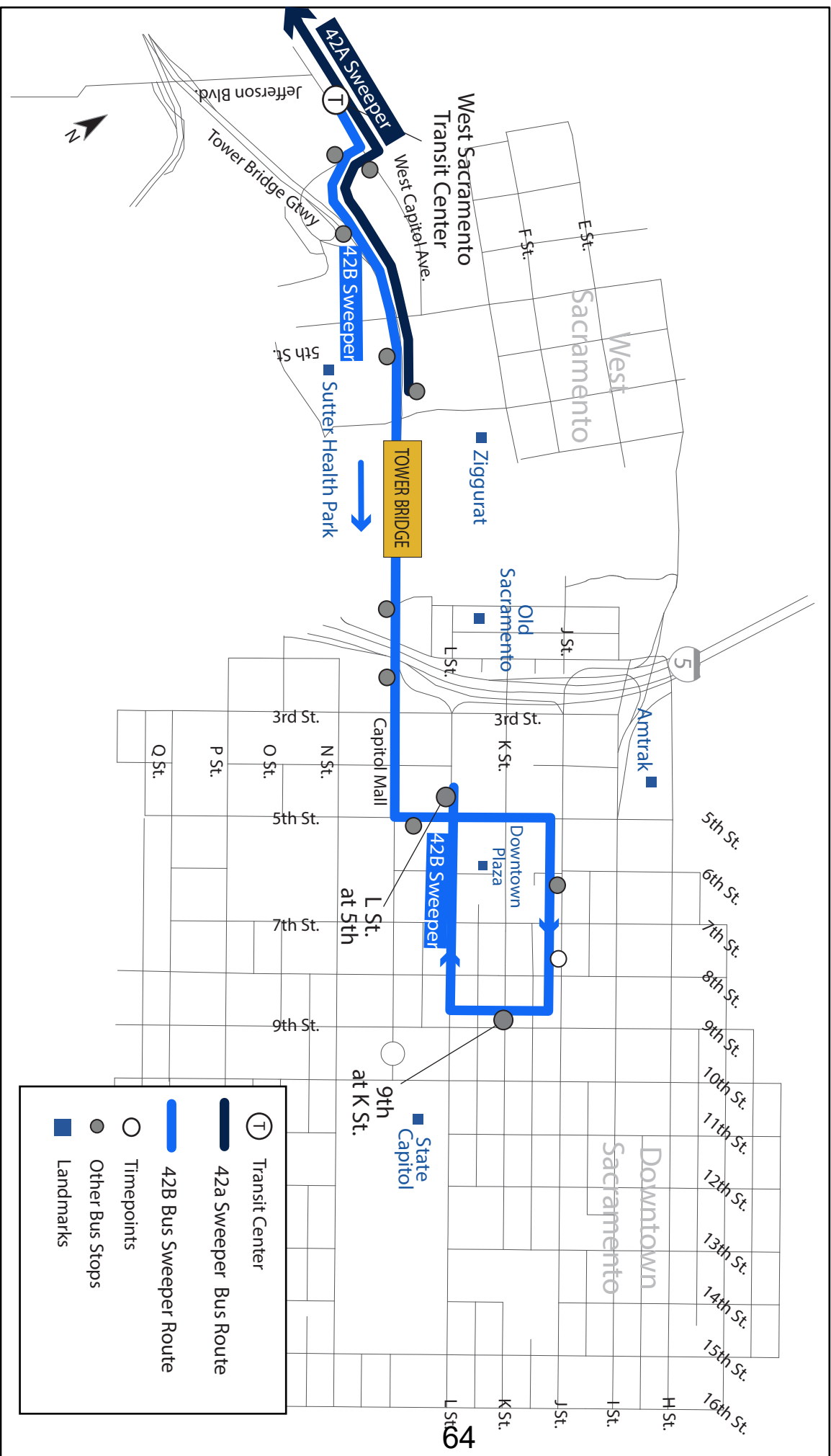
# Route 42A and 42B Sweeper Bus

Last Updated: Feb 2025

# Yolobus

## Downtown Sacramento

Routes 42A and 42B Sweeper Bus in West Sacramento and Downtown Sacramento



350 Industrial Way, Woodland, CA 95776  
 custserv@yctd.org | (530) 666-2877  
 Yolobus.com | YoloTD.org



Fb.com/Yolobus



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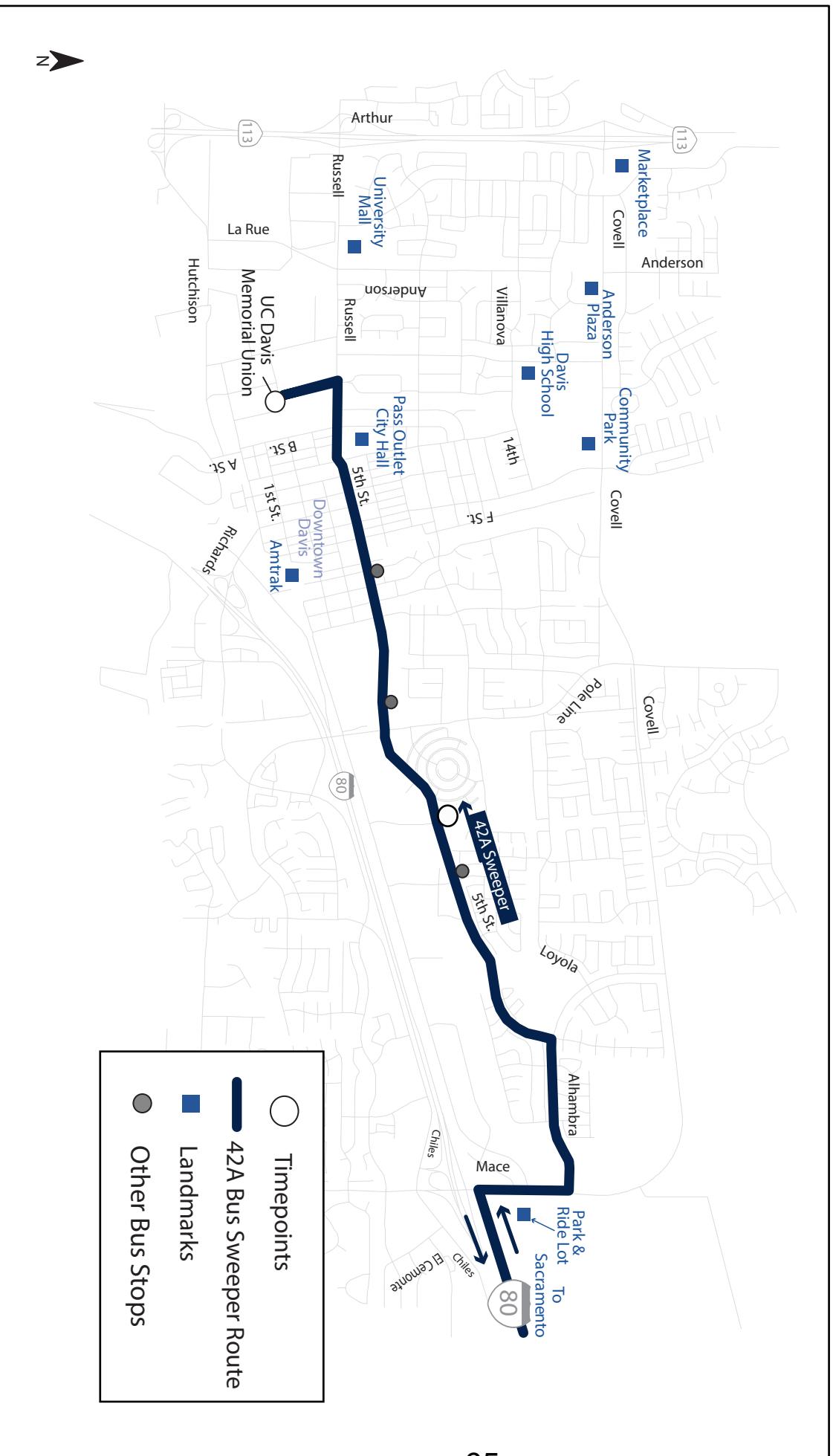


@YolobusYCTD



## City of Davis

Route 42A Sweeper Bus Service in Davis.





# Yolobus

YOLO COUNTY TRANSPORTATION DISTRICT



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

<b>Topic:</b> Long-Range Calendar	<b>Agenda Item#:</b>  <b>Agenda Type:</b>	<b>9c</b>  <b>Informational</b>	
		Attachments:	Yes <input checked="" type="radio"/> No
<b>Prepared By: J.Marte</b>		<b>Meeting Date: February 10, 2025</b>	

**RECOMMENDATION:**

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

**Long Range Calendar Agenda Items**

**March 2025:**

- Approve MOU for Yolano-Donnelly AHSC application
- FY23-24 Audited Financial Statements includes Internal Control updates
- Fourth & Hope Grand Jury Report Findings
- Closed Public Hearing and Possible Action on Winters/Knights Landing service change
- Yolo Active Transportation Corridors (YATC) Expenditure Authorization Request for Design
- SACOG Regional Funding Round STIP Coordination: YoloTD Intent to Participate

**April 2025:**

- Special Budget Workshop

**May 2025:**

- FY25-26 Preliminary Budget Discussion
- Short Range Transit Plan Update (2)
- BeeLine rider policy update