



# Board of Directors Meeting

June 9, 2025



- Agenda Item 1: **Determination of Quorum**
- Agenda Item 2: **Approve Agenda for June 9, 2025 Meeting**
- Agenda Item 3: **Public Comments**





## Agenda Item 4

# Consent Calendar

4a	Approve Board Minutes for Regular Meeting of May 27, 2025
4b.	Approve Auction and Disposal of Non-Operational Vehicles and Other Capital Assets
4c	Approve Continuation of LCTOP-funded Free-Fare Programs including Youth Ride Free, Spare the Air Days and Heat Emergency Days through June 30 <sup>th</sup> 2027
4d	Approve One-Year Contract Extension with RideCo US, Inc for Microtransit Technology Platform
4e	Approve Agreement with Richardson & Company, LLP, for Annual Financial Audit Services
4f	Adopt Resolution 2025-XX Authorizing Submittal of FY 2023-24 STA 99314 and FY 2024-2025 SGR Reimbursement Requests to SACOG

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# Agenda Item 5

Approve Proposed Budget &  
Workplan for Fiscal Year 2025-26

# Proposed FY 2025-26 Budget and Workplan *Timeline*

Date	Process
March to April 2025	Internal Budget & Workplan Development
April 30, 2025	Delivered Copy to Jurisdictions
May 5, 2025	TAC and CAC Review and Discussions
May 12, 2025	Presented to YoloTD Board of Directors Public Hearing Opened
May 13 to June 8, 2025	Public Review Period
June 9, 2025	Staff Recommends Board Approval and Adoption

# Proposed FY 2025-26 Budget and Workplan Feedback Pt 1

Thematic Topics	Key Takeaways
Budget Assumptions & Forecasting	<ul style="list-style-type: none"><li>• Include inflationary factors in Future Five-Year Forecast</li><li>• Consider a different Forecasting model (not Constant Dollar)</li><li>• Salaries COLA is 3.84% equal to \$108K</li></ul>
Federal & State Funding Use	<ul style="list-style-type: none"><li>• STA and LTF Allocations determined by SACOG</li><li>• Revisit Flat \$150K Use of 5307 Davis UZA funds</li><li>• Accumulated 5307 UZA Funds are from FFY 2020 to 2024</li></ul>
Grant Strategy & Consultant Budget	<ul style="list-style-type: none"><li>• Staff paused pursuit of new funding to reconcile existing grants and other funding sources including Sacramento Discretionary funds</li></ul>

# Proposed FY 2025-26 Budget and Workplan **Feedback Pt 2**

Topics	Key Takeaways
Transit Service & Operations	<ul style="list-style-type: none"><li>• No future <b>cost increases</b> for the <b>transit contract</b> are assumed in the Five-Year Outlook (FY 2027 to 2030) to preserve YoloTD's ability to <b>maintain a competitive bidding</b> process for the upcoming contract.</li><li>• Strong interest in <b>restoring Route 220C</b> to Winters. <b>Beeline</b> service was expanded in April 2025.</li></ul>
Capital Planning & Reserves	<ul style="list-style-type: none"><li>• Appreciated the <b>proactive</b> approach for <b>capital reserves</b></li><li>• Staff plans to <b>establish</b> a <b>Capital Asset policy</b> to include an annual capital <b>reserve threshold</b>.</li></ul>
STA & LTF Distribution Amount Determination	<ul style="list-style-type: none"><li>• Staff <b>does not determine</b> annual <b>allocations or fluctuations</b></li><li>• <b>STA &amp; LTF</b> funds are applied <b>after all other</b> revenue sources</li></ul>
COVID and SB125 Funding Use by Jurisdiction	<ul style="list-style-type: none"><li>• COVID relief funds <b>fully expended</b> in FY 24-25</li></ul>

# Agenda Item 5

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## **Staff Recommendation:**

**Approve Proposed Budget & Workplan for  
Fiscal Year 2025-26**





## Agenda Item 6

# MOU to Extend West Sacramento On-Demand (Via) into Downtown Sacramento

# Staff Recommendation

Consider authorizing the Executive Director to sign an MOU with the City of West Sacramento and Sacramento Regional Transit (SacRT) to extend, by two years, a pilot program to operate West Sacramento On-Demand (Via) Service in downtown Sacramento.

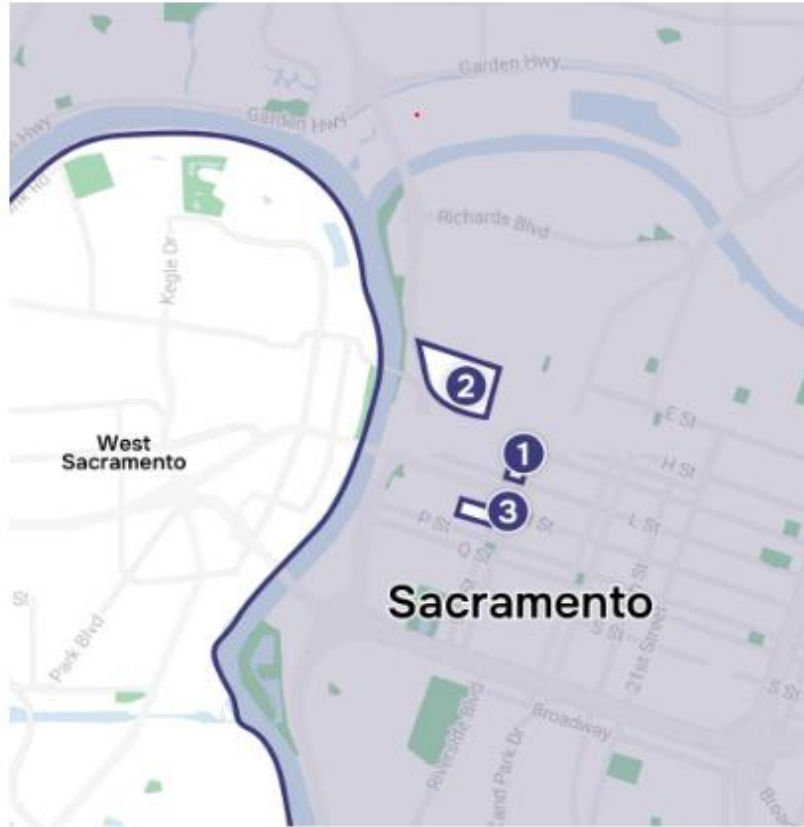
# What is West Sacramento On-Demand? (aka Via)

- Citywide microtransit service
- Operated by the City of West Sacramento
- “Turnkey” system contract with Via (NoMad LLC)
- Max 13 vehicles in service at any time
- M-F: 6am-11pm  
Sat: 9am-11pm  
Sun: 8am-8pm

# Yolobus Service in West Sacramento



# Pilot Expansion to Downtown Sac



## Popular destinations.

- ① Kaiser Downtown Commons Medical Offices
- ② Sac Valley Station – H Street Bus Pick-Up
- ③ 8th Street and N Street Intersection

- **Spring 2024:** City and SacRT discuss pilot to expand Via service into downtown Sac
- City won YSAQMD grant of \$13,700 to fund pilot of 3,900 rides
- Request to YoloTD to sign MOU authorizing pilot
- Due to limited scope, signed without Board approval
- Current MOU expires June 2025



# Pilot Expansion to Downtown Sac

- Pilot began in Oct 2024, continues today despite depletion of YSAQMD funding
- Pilot has been very successful
- 11,900 rides to date
  - 3x estimate provided at time of MOU
  - 10% of total Via rides are now to downtown Sacramento
- Current Request: 2-year extension to MOU (June 2027)
- Coincides with the end of current Via contract

# Funding for Via

- Until recently, Via service fully funded by Local Transportation Funds (LTF)
  - Restricted pass-through funding prioritized for transit
  - Retained for other uses via SACOG's Unmet Transit Needs process
  - LTF provides Yolobus' required local match for federal transit funding
- Via service is not eligible for federal transit funding
- City projects an annual funding gap of \$1.8 million for FY 2025-26 and beyond for the Via service.
  - One-time funds filling the gap currently, those are projected to be fully spent by June 2026.

# Impact to YoloBus ridership in West Sac

- 65% decline since the introduction of Via in June 2018
- 12% decline before COVID (June 2018 – Feb 2020)

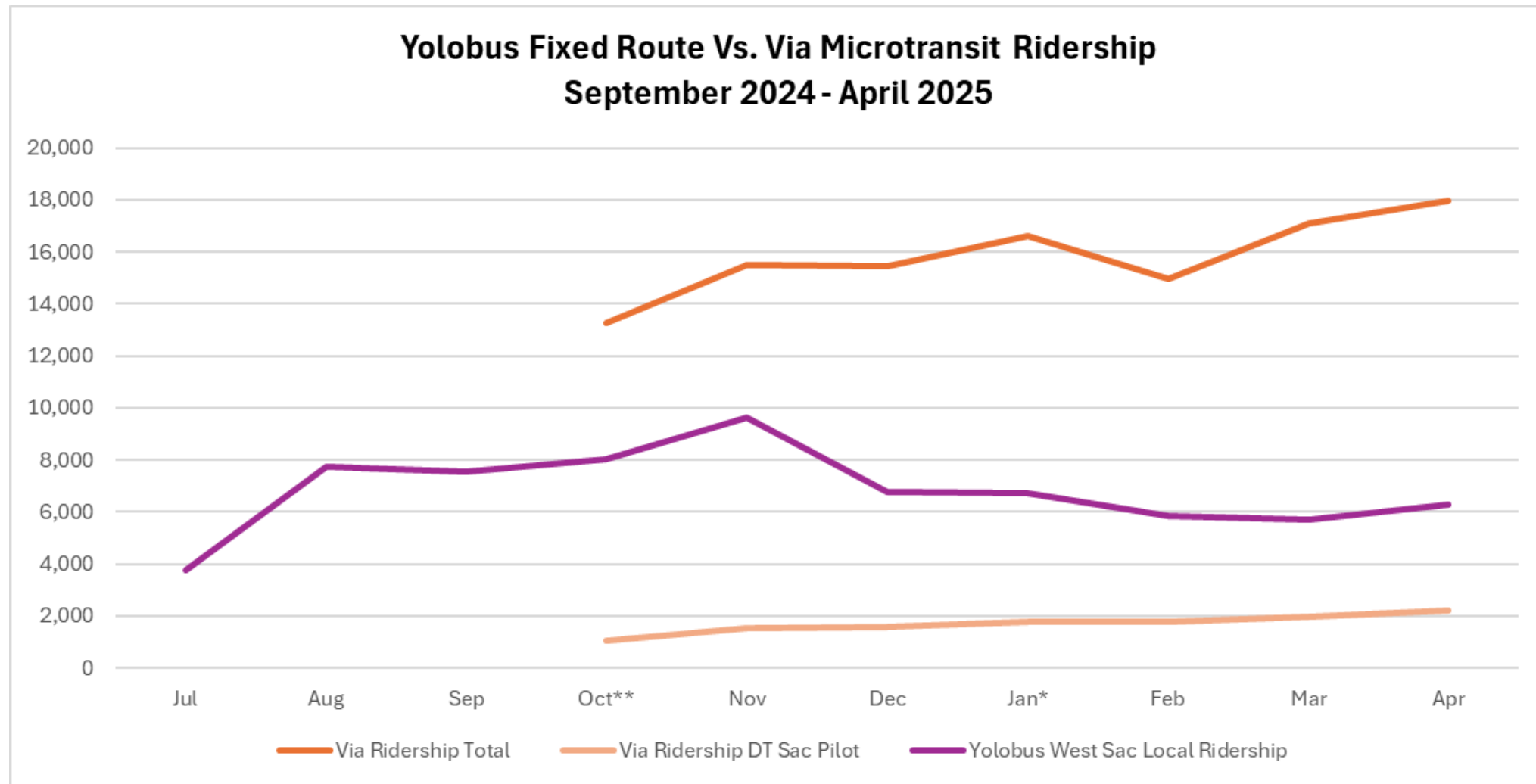
Yolobus Ridership on West Sacramento Local Routes												
	Month											
	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May*	Jun
July 2017 - June 2018*	18,123	21,680	21,965	22,924	19,001	17,227	17,943	19,610	18,830	19,820	18,892	15,765
July 2018 - June 2019	17,908	19,338	18,465	21,386	16,831	16,788	16,660	16,455	17,798	17,546	20,096	15,190
July 2019 - June 2020	15,606	17,140	17,641	20,632	17,290	16,755	17,368	17,749	11,675	5,504	6,291	7,503
July 2020 - June 2021	6,316	5,680	4,966	5,727	5,238	4,463	4,004	4,031	5,867	5,282	6,084	6,221
July 2021 - June 2022	6,430	7,079	7,396	7,154	6,585	6,458	6,102	6,526	7,309	7,048	7,624	7,063
July 2022 - June 2023	6,901	7,795	7,798	7,796	7,018	5,880	6,338	5,933	6,944	6,159	7,096	6,987
July 2023 - June 2024	7,431	7,123	7,381	5,201	5,385	4,783	5,708	6,828	7,330	6,667	6,468	4,884
July 2024-June 2025	3,770	7,742	7,552	8,026	9,613	6,787	6,735	5,860	5,681	6,289		
* Via service launched in May 2018												

# Post-COVID Recovery Lagging in West Sac

- Yolobus Route 42A/B recovered 92% of pre-COVID ridership
- West Sac Local Routes recovered 55% of pre-COVID ridership

Route	Route Type	Route Description	FY 2019-2020 Ridership	FY 2022-2023 Ridership	Ridership Change
Route 42	Intercity	Intercity Loop	329,382	301,983	-8.3%
Route 215	Intercity	Cache Creek Casino/Woodland	180,102	168,091	-6.7%
Route 240	Local	West Sacramento/Sacramento Shuttle	47,987	28,982	-39.6%
Route 43	Express	Davis/Sacramento Express	42,714	6,162	-85.6%
Route 40	Local	West Sacramento Local	41,937	21,478	-48.8%
Route 211	Local	West Woodland Local	38,817	26,284	-32.3%
Route 41	Local	West Sacramento Local	33,721	16,976	-49.7%

# Impact of Downtown Pilot





# Survey of Via Riders

Q9 If you had not used Via Rideshare on your trip(s) to or from Downtown Sacramento, which other transportation options would you have used instead? Please select all that apply.

Answered: 93   Skipped: 140

ANSWER CHOICES	RESPONSES	
None. I would not have made this trip if Via was not available.	12.90%	12
Walk or Wheelchair	18.28%	17
Bus	34.41%	32
Personal Bike/Scooter/Skateboard	11.83%	11
Bike or Scooter Share like Lime or Bird	11.83%	11
Driven by Friend/Family Member/Coworker	24.73%	23
Taxi or Uber/Lyft	46.24%	43
Carpool/Vanpool	5.38%	5
Drive alone	19.35%	18
Paratransit or medical transport service	4.30%	4
Other (please specify)	1.08%	1
Total Respondents: 93		

# Survey of Via Riders

## Q11 How has the Via Downtown Sacramento service changed your transportation choices?

Answered: 87 Skipped: 146

	MUCH LESS	LESS	SAME	MORE	MUCH MORE	TOTAL
How often you drive your car alone?	43.68% 38	21.84% 19	25.29% 22	5.75% 5	3.45% 3	87
How often you used Via?	0.00% 0	0.00% 0	20.69% 18	36.78% 32	42.53% 37	87
How often you ride the bus?	25.29% 22	22.99% 20	45.98% 40	3.45% 3	2.30% 2	87
How often you use paratransit services?	34.48% 30	5.75% 5	52.87% 46	3.45% 3	3.45% 3	87
How often you walk or bicycle?	24.14% 21	18.39% 16	45.98% 40	5.75% 5	5.75% 5	87
How often you leave your home?	1.15% 1	0.00% 0	43.68% 38	40.23% 35	14.94% 13	87
Overall satisfaction with the City of West Sacramento's transportation system?	2.30% 2	9.20% 8	11.49% 10	28.74% 25	48.28% 42	87

# Impacts to YoloBus Funding

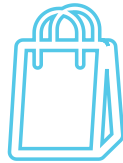
- **Local Transportation Fund:** Both YoloBus and Via rely on this funding.
- **FTA Funding:** As ridership and service levels decrease, so does our share of federal transit funding
- **State Transit Assistance:** As other sources of funding decline, STA declines.

# Slowdown anticipated for TDA revenues

## Fund

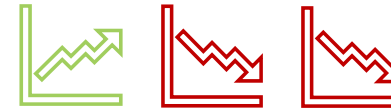
Local Transportation  
Fund (LTF)

## Tax



0.25% sales  
tax on  
goods

## General outlook



**Mixed bag:** Consumer spending is decreasing, slower growth overall<sup>1</sup>

State Transit Assistance  
Fund (STA)



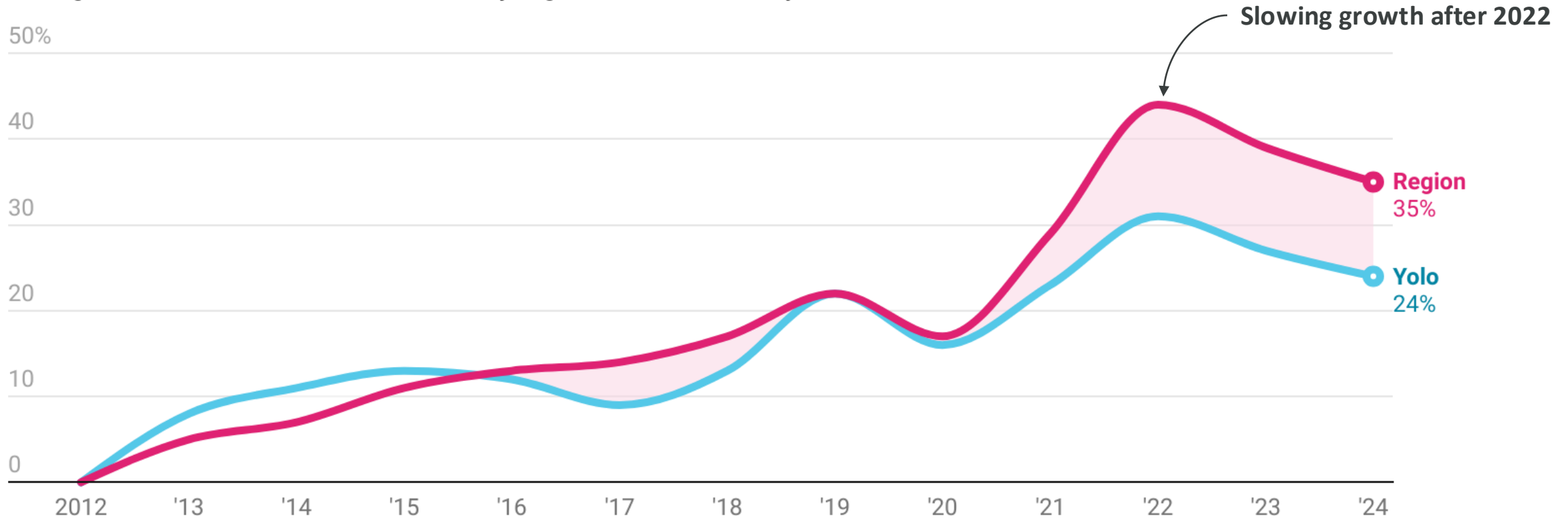
7.625% sales  
tax on diesel  
fuel



**Declining:** \$300 million less revenue by 2034<sup>2</sup>

# LTF revenue growth in **Yolo County** has lagged **region** since onset of pandemic

Change in LTF revenues in the four-county region and Yolo County since 2012



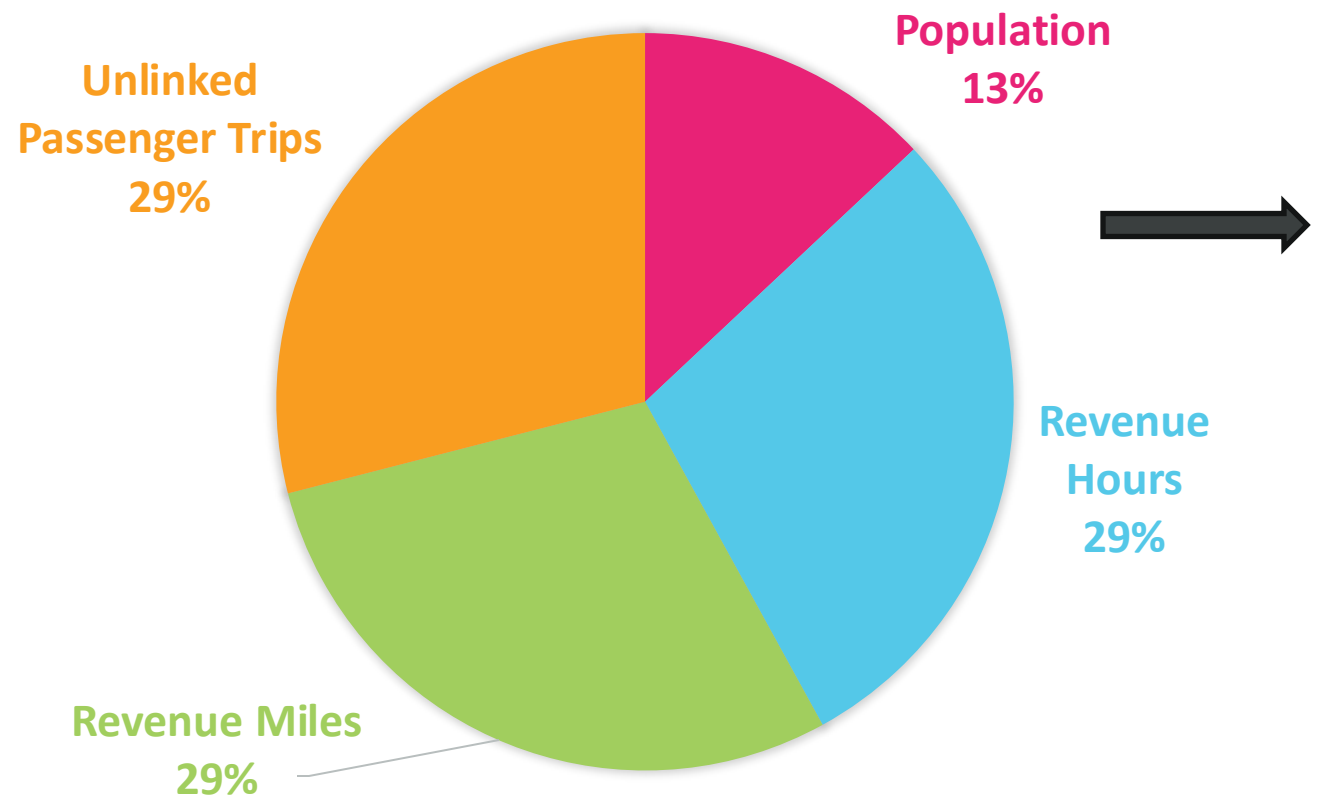
Data note: Revenues were inflation-adjusted to 2024 dollars

Source: SACOG, State of California • Created with Datawrapper



# Sacramento UZA Earned Share Formula

## Four-Metric Weighted Formula



Metric	YoloTD Share
Population	2.8%
Unlinked Passenger Trips	2.4%
Revenue Hours	3.7%
Revenue Miles	4.8%
Overall share of funding	3.5%

FY24
\$1,207,845

# In Summary

- Via service has largely replaced YoloBus as the dominant provider of public transportation for local trips within West Sacramento
- Both YoloBus and Via face budget challenges and rely on the same funding source
- Expansion of Via, if continued over the long term, appears likely to replace YoloBus as the dominant provider of intercity trips to downtown Sacramento
- This would likely reduce available state and federal funding for YoloBus

# Benefits of MOU for YoloTD

- MOU states that City is solely responsible for operating costs of service.
- City will not make any additional TDA claims based on expansion into SacRT's service area.
- YoloTD remains 'at the table' with West Sacramento and SacRT about the future of transit service in this area.
- MOU preserves access to Via ridership and service data, which helps us plan our system accordingly.

# Potential Pathways

## Sign the MOU

- Service expansion continues with YoloTD's endorsement
- City assumes full responsibility for continuing to meet need indefinitely
- YoloTD may further reduce or eliminate local fixed-route service in West Sac (as part of Short Range Transit Plan)
- YoloTD may potentially receive a smaller share of federal SacUZA funding

## Don't Sign the MOU

- Service expansion will likely proceed without our endorsement
- City or SacRT may seek additional TDA funding based on service expansion
- We will still likely lose ridership and funding



## Agenda Item 7

One-year contract extension for  
transportation services with  
Transdev

## STAFF RECOMMENDATION:

- Authorize the Executive Director to exercise one (1) option year of contracted transportation services with Transdev Services, Inc. to maintain existing operations through July 31, 2026.
- Direct staff to begin preparation of a new Request for Proposals (RFP) for contracted transportation services to take effect in August 2026.

## BACKGROUND:

Currently, YoloTD contracts with Transdev Services for operation of all our transportation services including Yolobus (Fixed Route), Yolobus Special (Paratransit) and Beeline (Microtransit).



## BACKGROUND CONTINUED:

Benefits of exercising one option year:

- Allows for continuity of YoloBus operations and budget
- Provides time to complete our Short Range Transit Plan.
- Preparation of a New Procurement.

## CHALLENGES:

An aging contract does present challenges, including

- Workforce Recruitment and Retention
- Changing Service Requirements
- Industry Best Practices

## NEXT STEPS:

**July 31, 2025:** Current contract expires

**August 1 2025:** One-year extension takes effect

**Aug - Dec 2025:** Develop new scope of work and RFP with consulting assistance

**Jan-Apr 2026:** Bidding and negotiations

**May 2026:** YoloTD Board approves new contract

**Aug 1 2026:** New contract takes effect

## BUDGET:

The Preliminary Proposed Budget for FY 2025-26 assumes that the current agreement with Transdev will continue for one additional year.



# Agenda Item 8

## Administrative Reports

- A. Board Member Reports
- B. Executive Director Report
- C. Transdev Report
- D. Long Range Calendar

# 8d: Long Range Calendar

## July 2025

- Short Range Transit Plan Workshop on Scenarios and Service Changes
- Yolo 80 Managed Lanes Project Update
- FY23-24 Audited Financial Statements
- (If needed): Approve Final Budget and Workplan for FY25-26

## Sep 2025

- Long-Term Capital Improvement Plan
- Update on Multi-Modal Program & Yolo Commute
- Yolo Commute Organizational Study
- Update on Fare Payment Technology Transitions

## Oct 2025

- Hold for Possible Budget Workshop
- Yolo 80 Managed Lanes Quarterly Update