



# Board of Directors Meeting

July 14, 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 June 9, 2025
4b	Approve Resolution 2025-08 authorizing expenditures and contract amendment with Fehr & Peers for design and engineering services for the Yolo Active Transportation Corridors (YATC) Project
4c	Authorize Executive Director to Enter into Agreement with Jack Wilson Doors to Replace Six Roll-Up Maintenance Doors
4d	Approve Board Resolution 2025-09 Authorizing the Executive Director to Purchase Two Battery Electric Gillig 40' Buses
4e	Approve Resolution 2025-10 Authorizing Use of 2025-2026 FTA Section 5311 Funding for Route 215 Operations Assistance
4f	Approve Agreement with LA Charter for Purchase of Six Used CNG Buses



# Item 5: YoloTD SRTP

DRAFT Route Recommendations



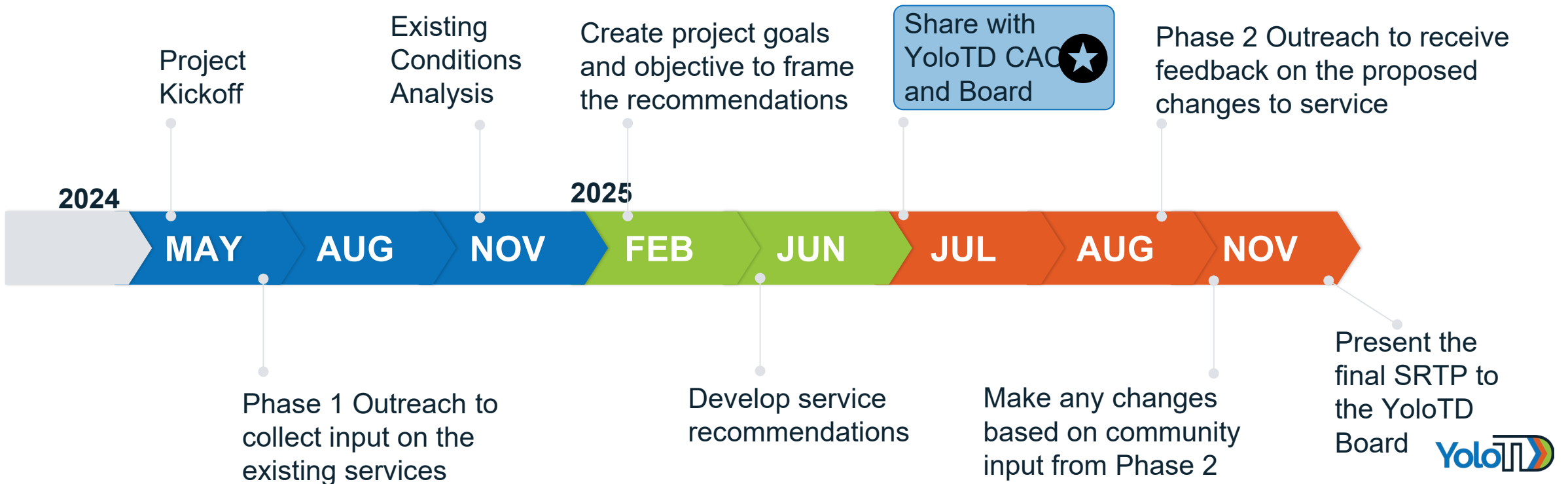


# Agenda

1. Project Overview
2. Key Takeaways
3. Goals and Objectives
4. Plan Overview
5. Draft SRTP Recommendations
  - Woodland
  - Davis
  - West Sacramento
  - Downtown Sacramento
  - Winters
  - Yolo and Knights Landing
  - Causeway Connection
6. Next Steps

# Project Overview

- Short Range Transit Plan (SRTP) update for 2024-2031: YoloBus, YoloBus ADA Paratransit, and BeeLine
- Analyzed market demographics, travel demand trends, ridership and current transit service efficiency. Used community surveys for recommendations to best serve Yolo County
- TMD also updating Unitrans SRTP to ensure both networks work well together





# Key Takeaways

- **Focus on frequency over coverage** (64% of survey respondents prefer a longer walk/roll to a route that comes more often)
- **Maintain fixed-route service as primary service model** (57% of survey respondents would prefer fixed route over microtransit service)
- **Improve reliability and on-time performance** (survey respondents ranked on time performance as their highest priority for improvement)
- **Routes 42 & 215 carry the majority of system ridership** (75% of systemwide ridership)
- **Routes 40 and 41 are the lowest-performing routes** and have lower productivity than the Via microtransit zone

# SRTP Goals and Objectives

**Goal 1** – Provide a high-quality transit service that is an attractive mode of transportation

**Goal 2** – Improve access to opportunities for all residents and workers in Yolo County

**Goal 3** – Provide a transit service that contributes to environmental sustainability and climate resiliency

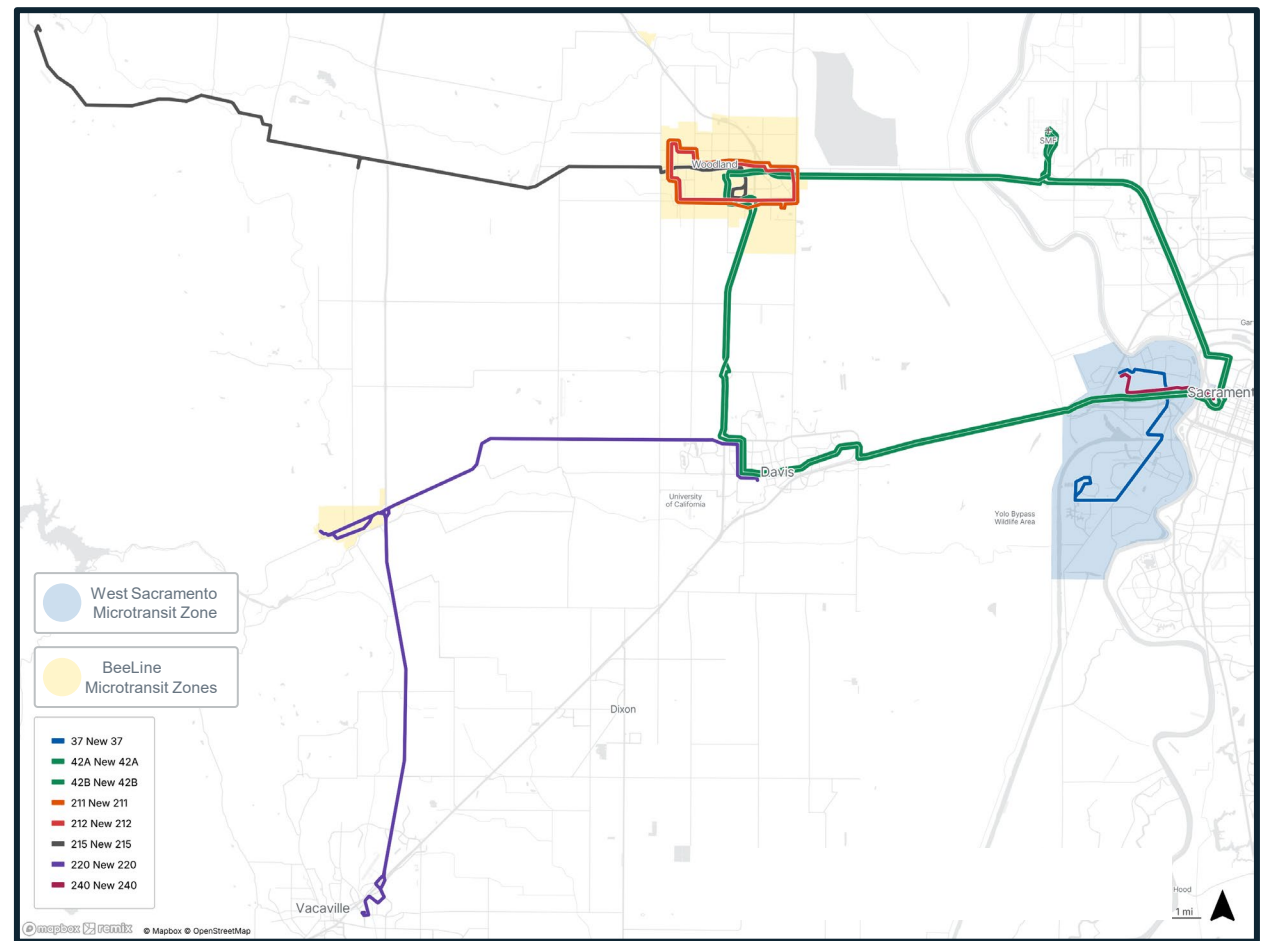
**Goal 4** – Provide a seamless travel option to passengers throughout the region

**Goal 5** – Provide a service that is financially sustainable by efficiently allocation resources



# Plan Overview

- Modify route alignments to provide core 30-minute frequency service routes in Woodland, Davis, and West Sacramento
- Create more “one-seat rides” to key shopping, healthcare, school, and work destinations in the region
- Rely on microtransit service to provide transit coverage where fixed route service does not make sense



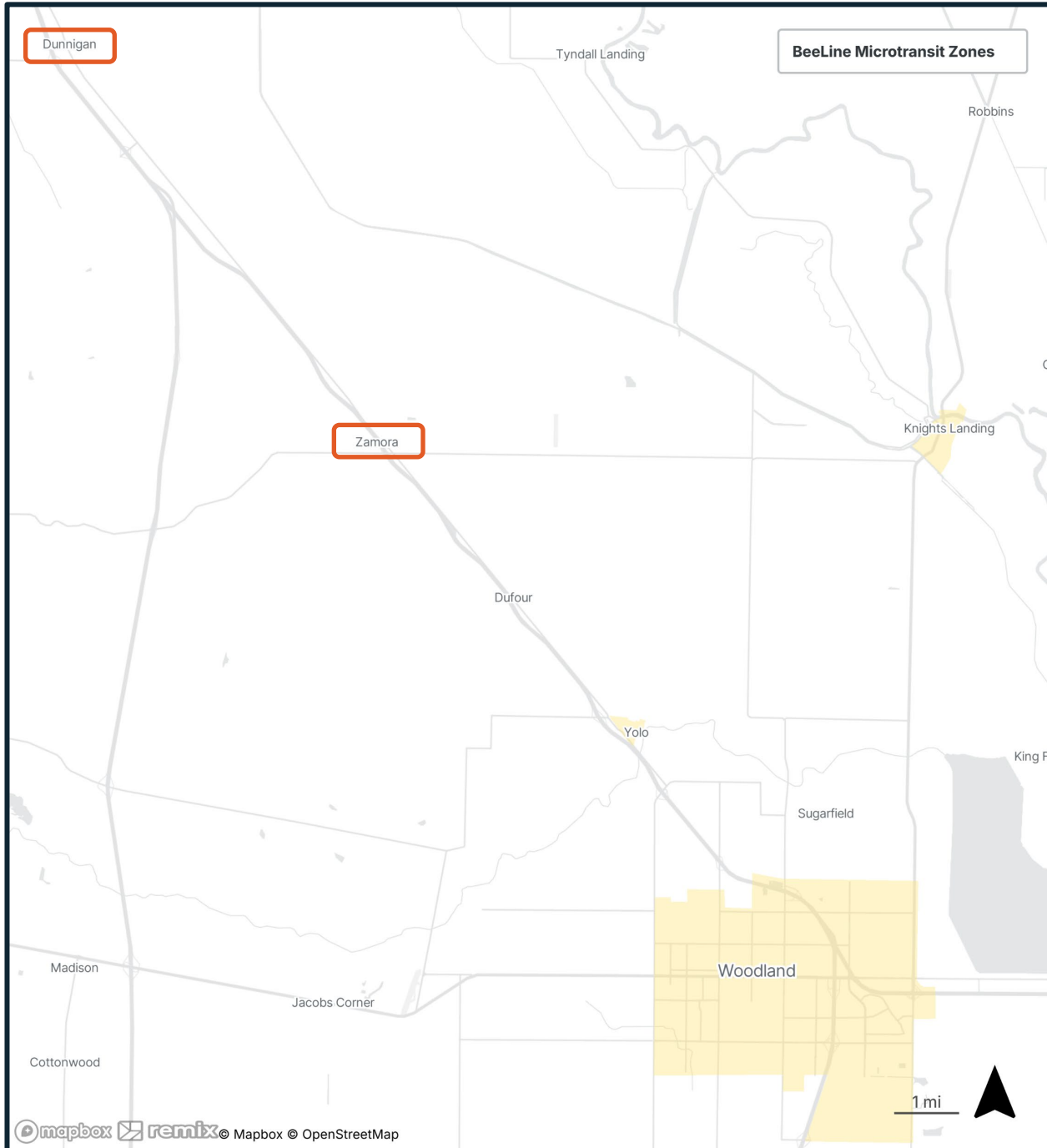
Change in Access	Population ¼ Mile Access to 30-minute service	Jobs ¼ Mile Access to 30-minute service	Population ½ Mile Access to 30-minute service	Jobs ½ Mile Access to 30-minute service
Current 30-Min. Network	49,400	60,400	93,100	122,200
Proposed 30-Min. Network	88,900	94,600	143,200	144,300
Percent Change	+80%	+57%	+54%	+18%

- Realign Route 42 to serve the Sutter Davis Hospital on John Jones Dr
- Increase frequency of Route 42A/B to 30 minutes all day

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- Increase frequency of Route 42A/B to 30 minutes all day





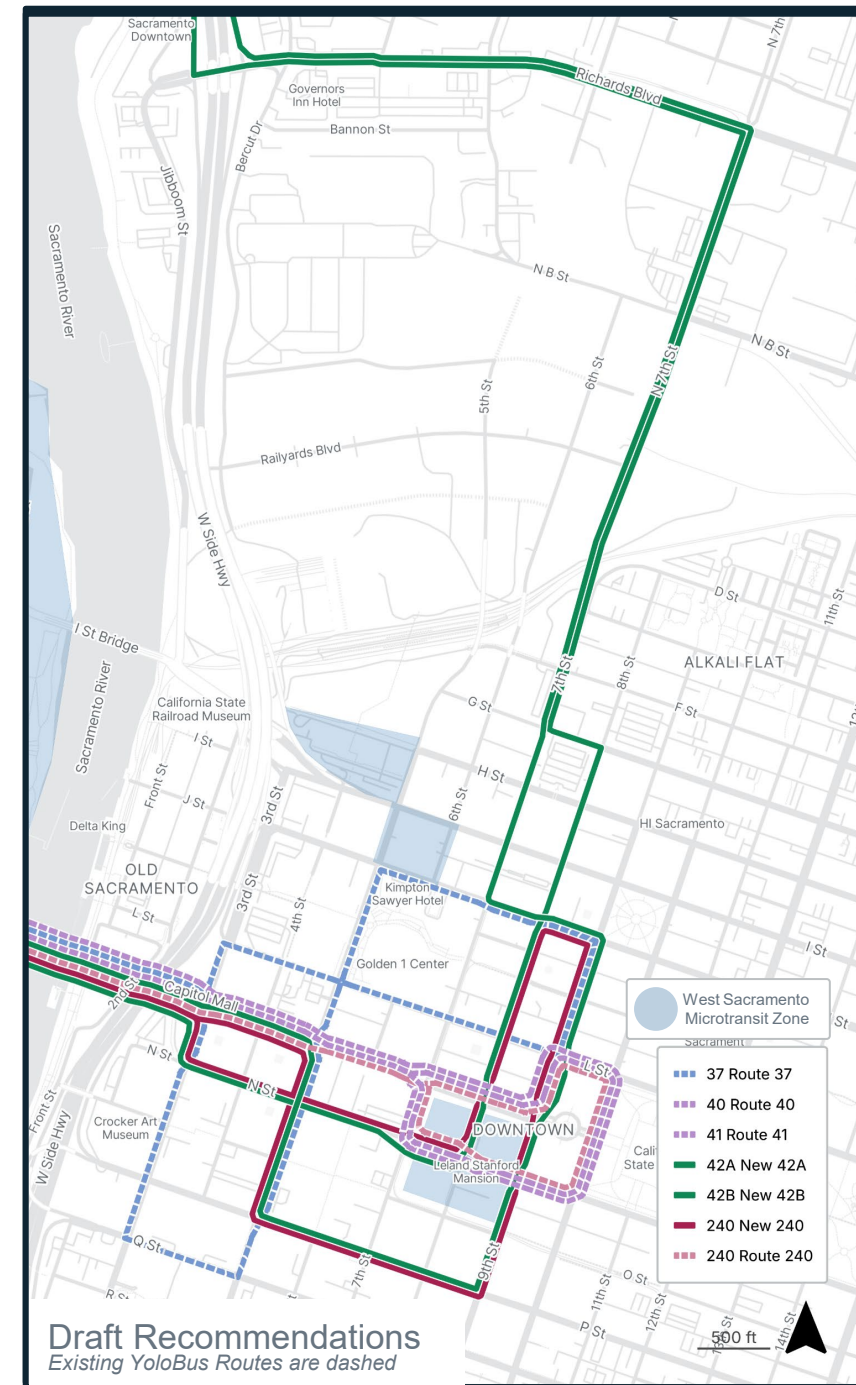


# Knights Landing and Yolo BeeLine

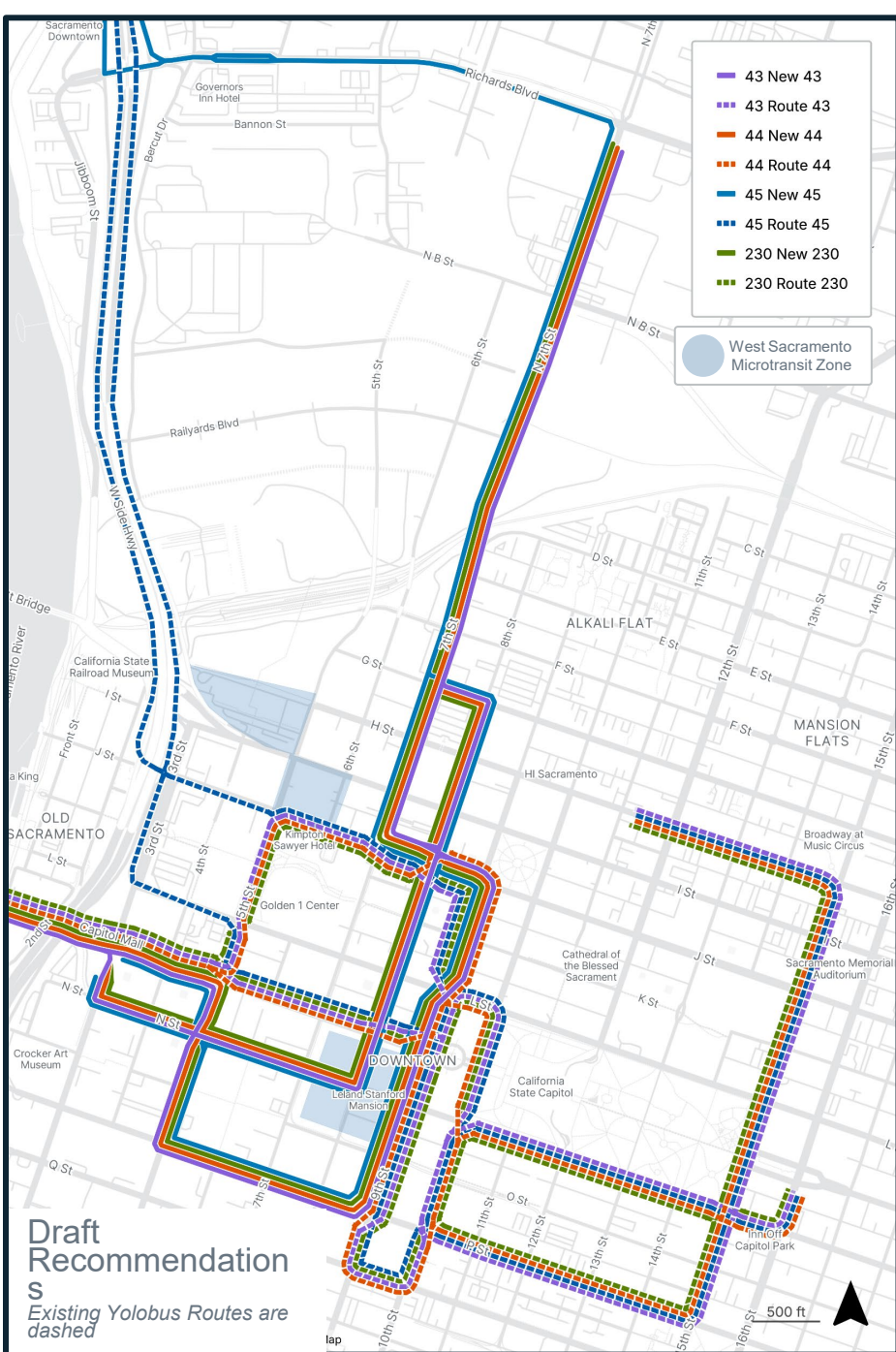
- No changes, retain current microtransit service
- Follow Up: Analyze extending service to Dunnigan and Zamora

# Downtown Sacramento

- Realign downtown Sacramento routes to avoid congested areas, serve new May Lee state office complex
- The proposed realignment will eliminate detours for Golden 1 Center or other events
- Consistent routing in Downtown Sacramento reduces confusion for riders
- Routing based on a SACOG recommended alignment for regional transit operators





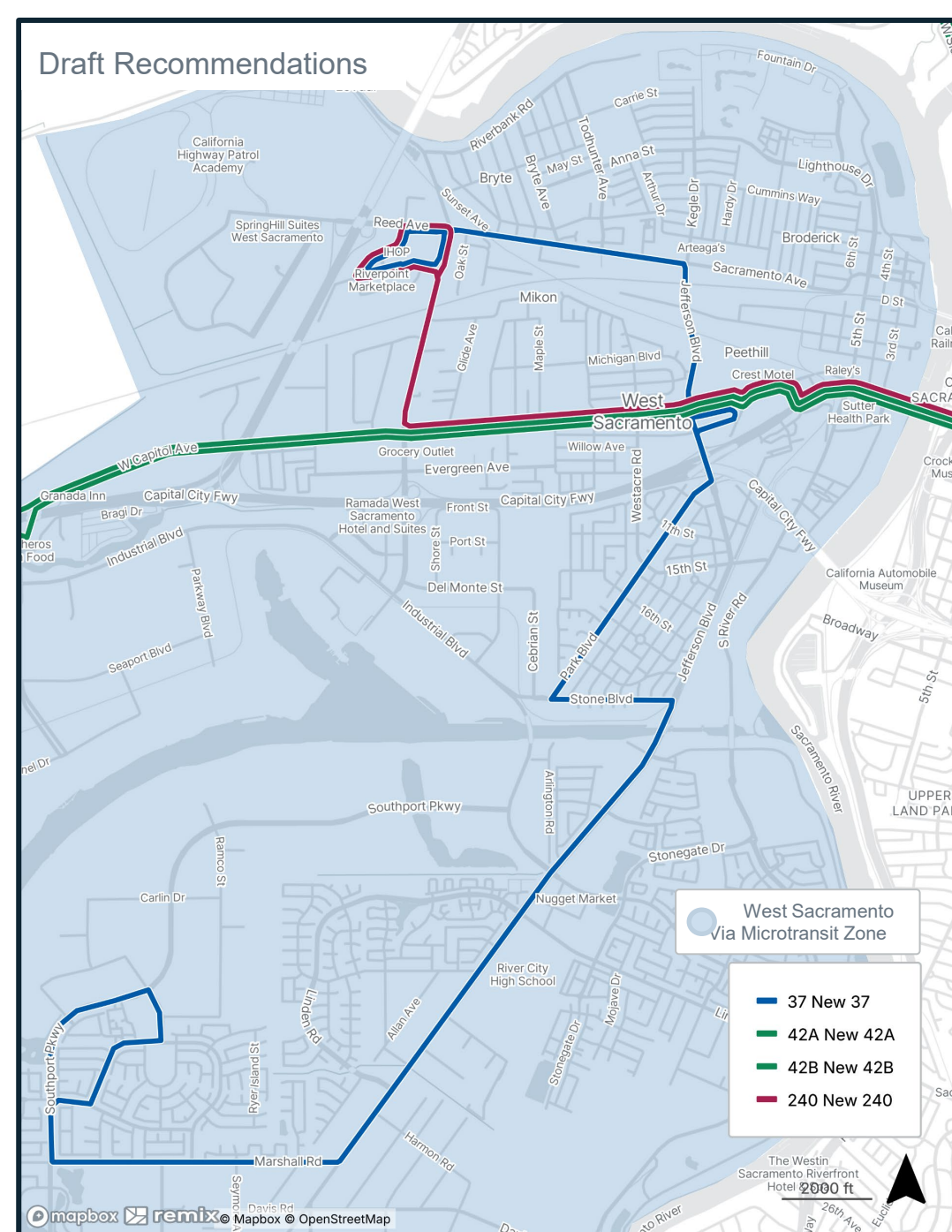


# Express Service

- Modify express routing in downtown Sacramento to match Route 42 and extend to Richards Blvd. to serve State Office Building
- Modified downtown alignment limits the need for detours
- Spring Lake Express Service
  - Maintain service elimination on Routes 243, 45X, and 46 until the area develops further and demand for express service grows

# West Sacramento

- Increase frequency to 30 minutes on the best-performing West Sacramento fixed routes
- New north-south line in West Sacramento that provides a one-seat ride from north of W. Capital Ave. to River City High School, and from south of W. Capital Ave to the Riverpoint Marketplace and Walmart
- Areas that are no longer served by fixed route service are still served by the West Sacramento Microtransit Zone





# West Sacramento

## Route 37:

- Increase frequency to 30 minutes all day

## Route 240:

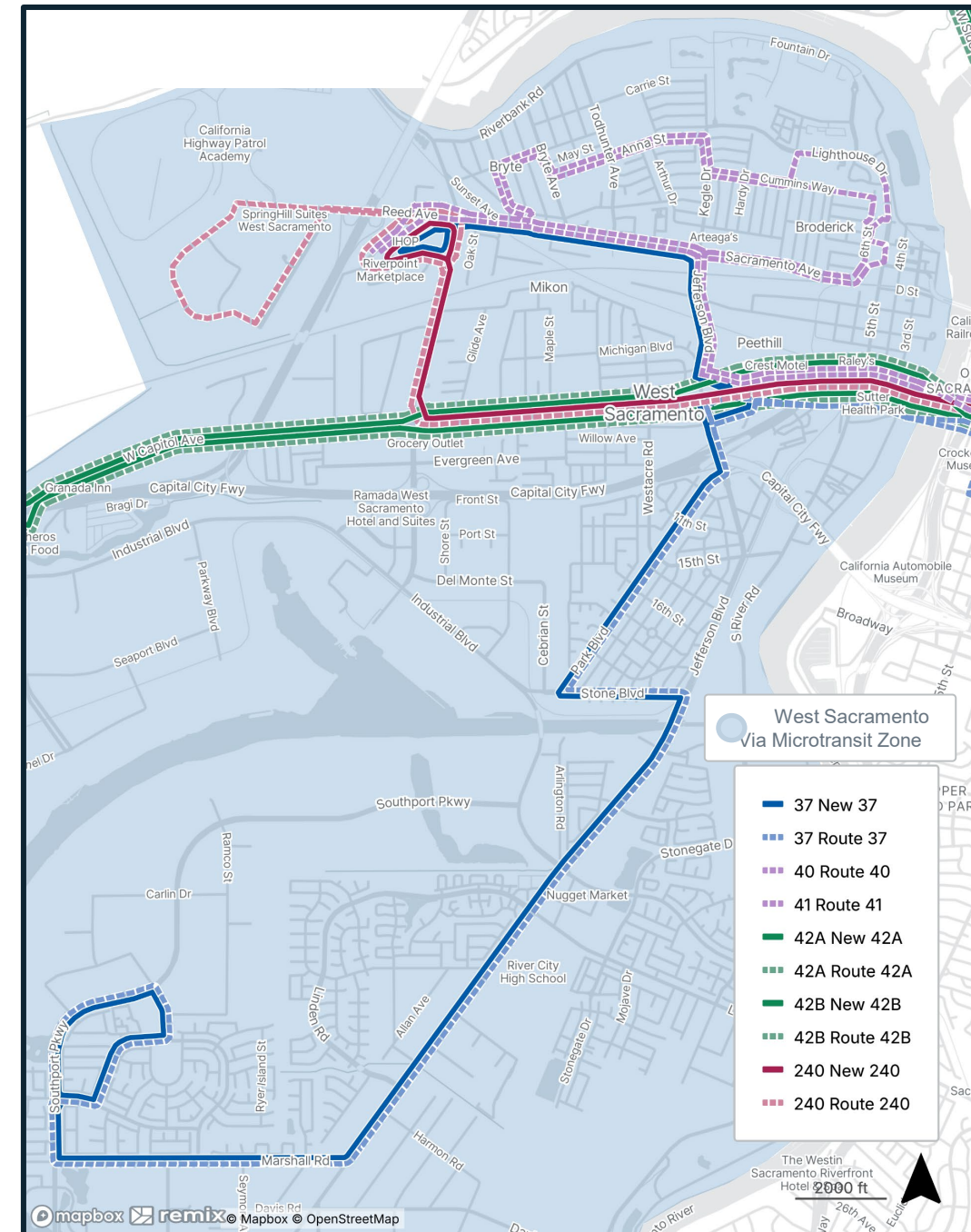
- Increase frequency to 30 minutes all day
- Shorten route to Riverpoint Marketplace due to low demand and to improve the frequency

## Route 42 A/B:

- Increase frequency of Route 42A/B to 30 minutes all day

## Route 40/41:

- Eliminate Route 40 and 41 due to low productivity and ridership – coverage routes which compete with microtransit





# West Sacramento Access Changes

Travel  
Time TO  
Jane



15 Minutes



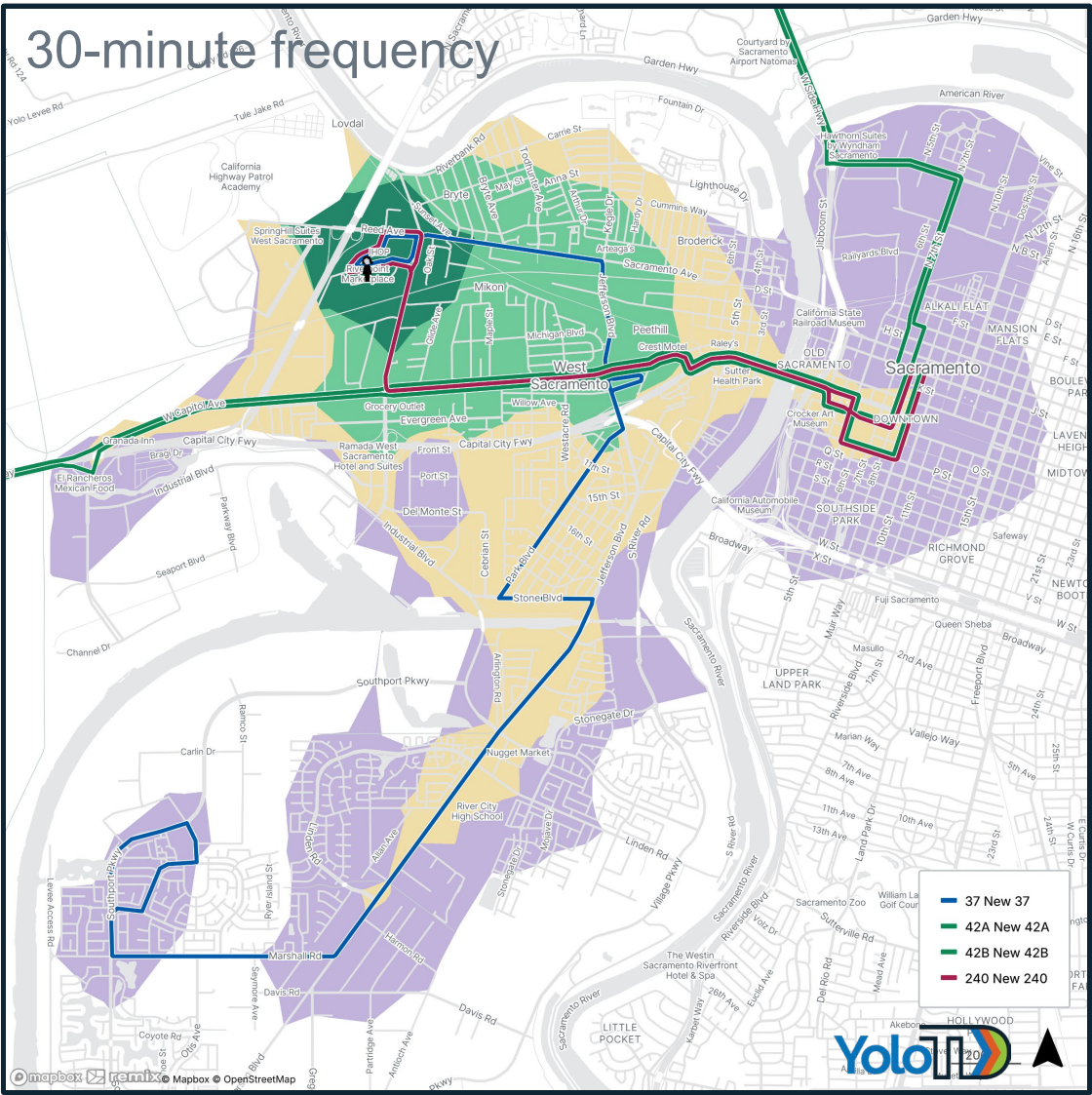
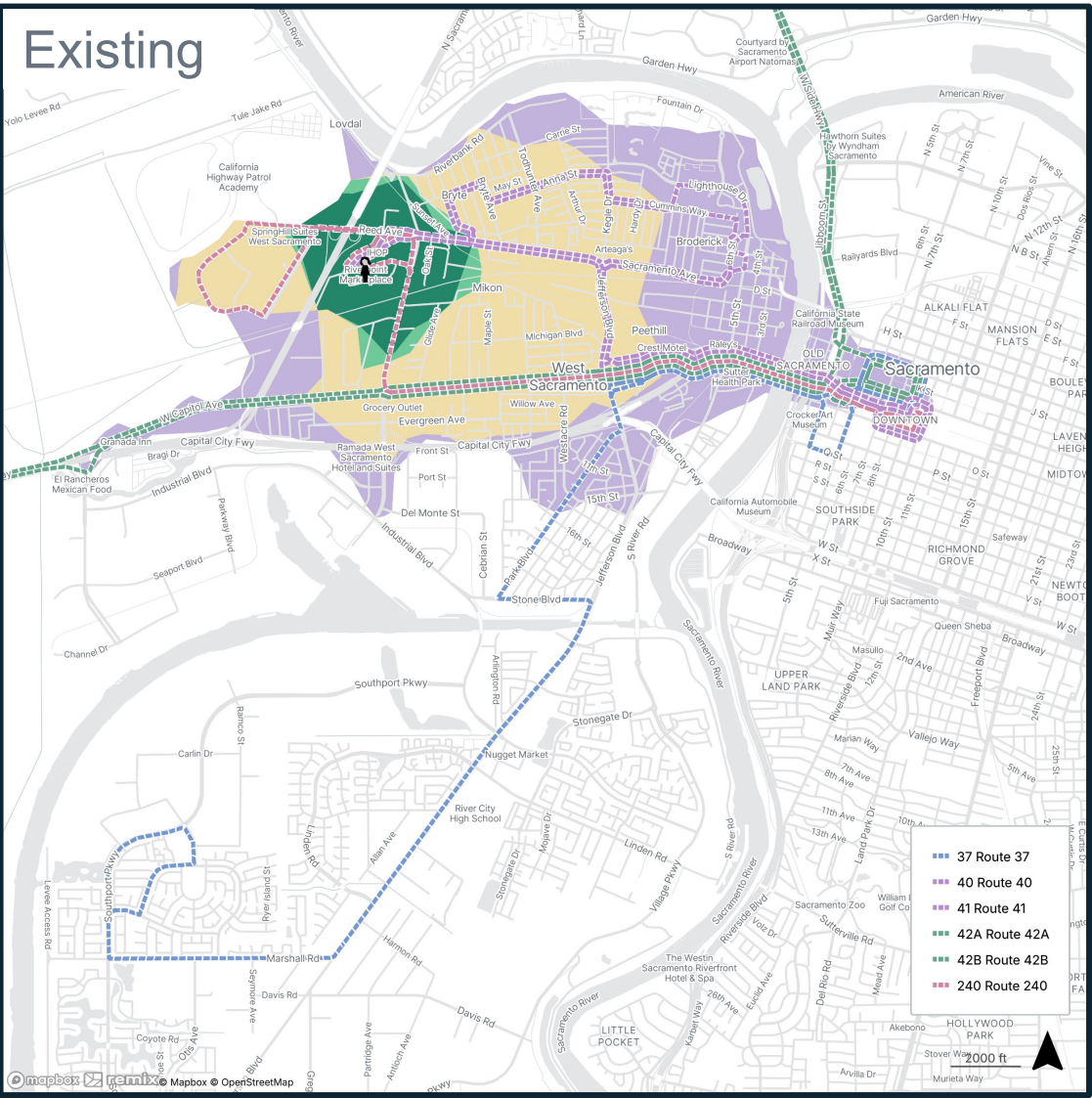
45 Minutes



30 Minutes



60 Minutes

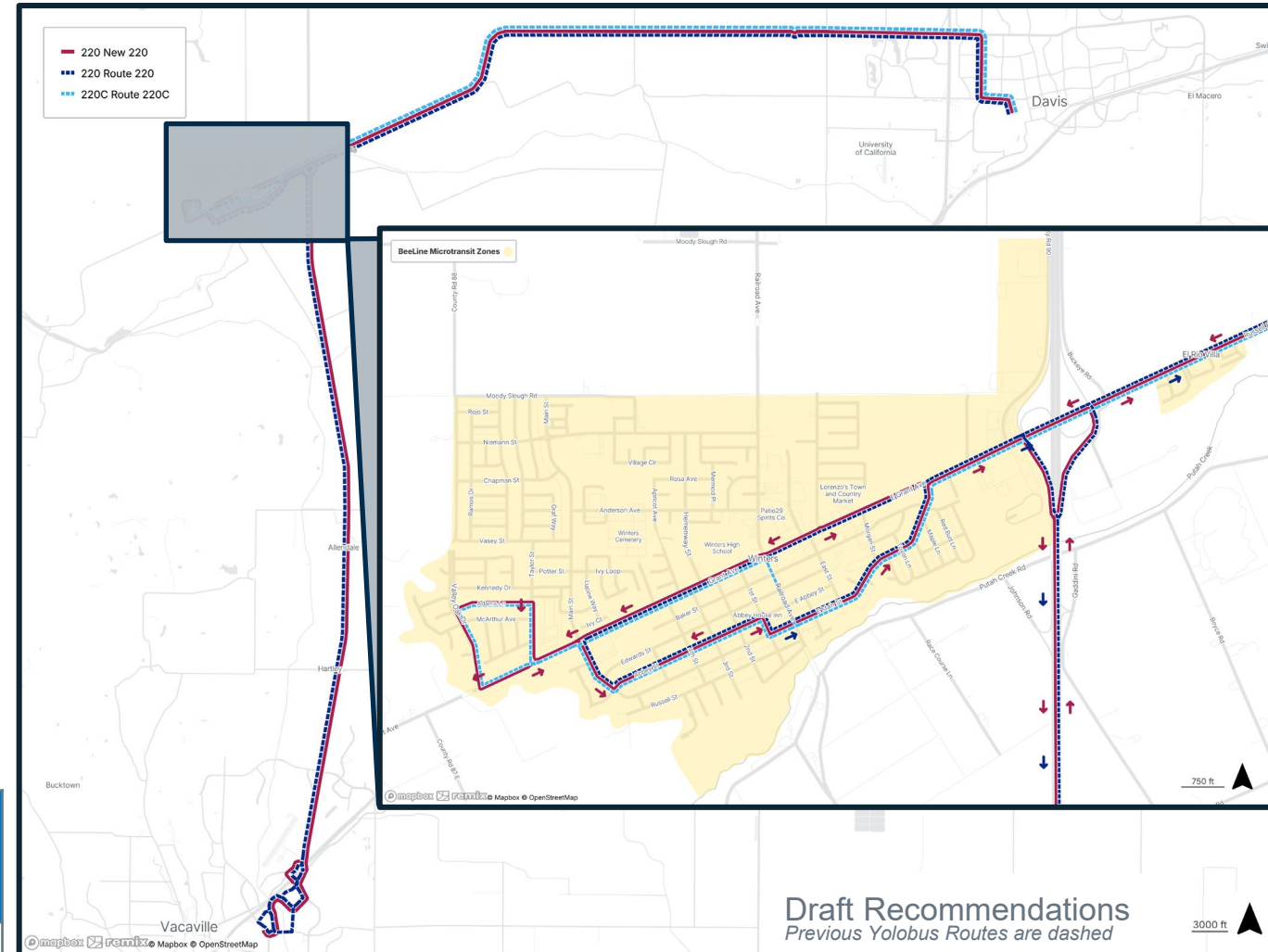


# Winters

3 Options with different mixes of fixed route (restored Route 220) vs BeeLine service:

1. 100% BeeLine. Stops in Vacaville and Davis
2. 50% BeeLine / 50% fixed route. BeeLine stays locally in Winters, fixed route provides regional trips
3. 100% fixed route

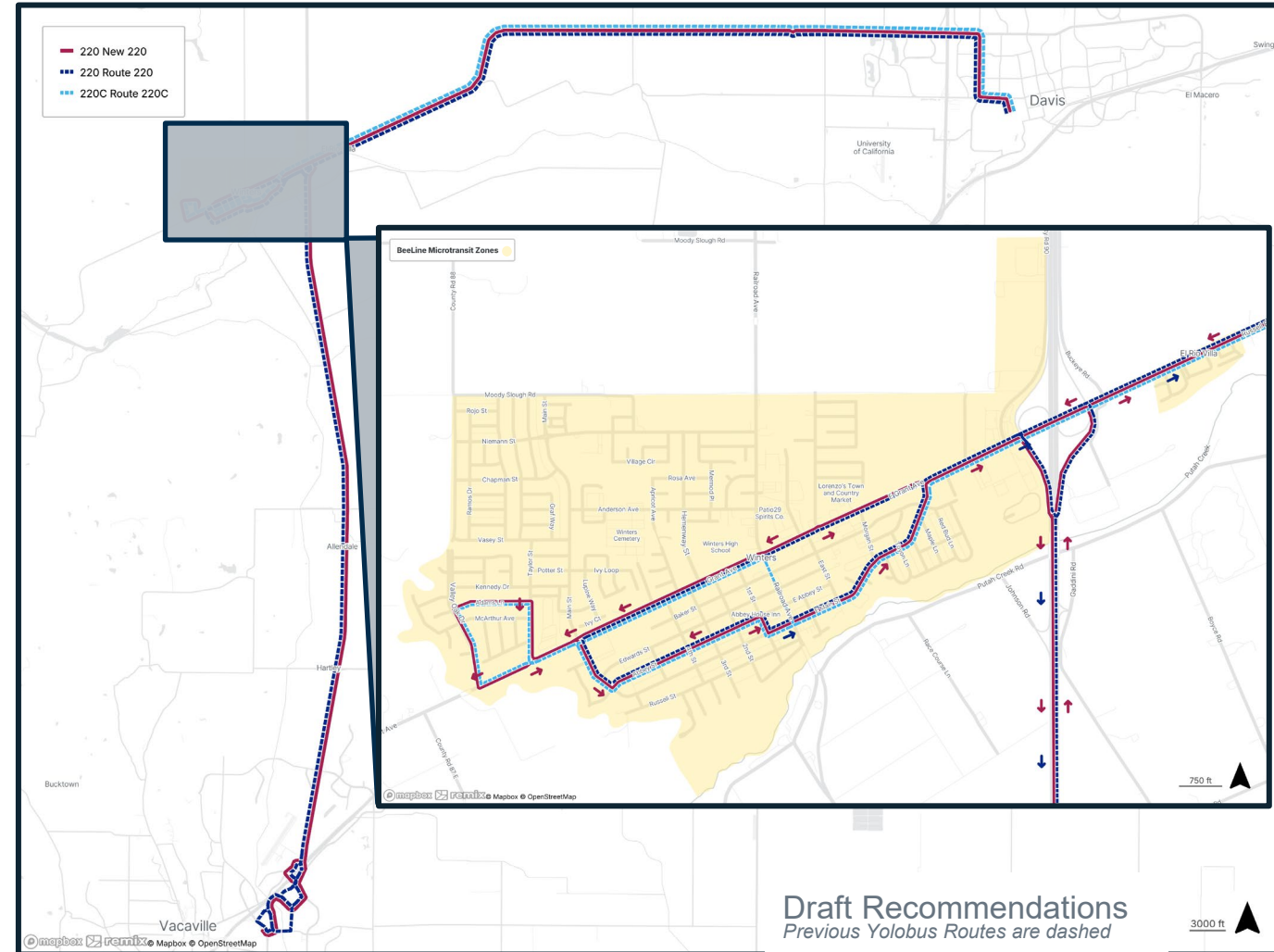
Service	Annual Ridership	Revenue Hours	Productivity
Route 220	10,500	2,700	3.9
Winters BeeLine	3,100	2,900	1.1



# Winters

The following options could be operated with the same number of revenue hours:

- **100% BeeLine**
  - Operate the service with two vans serving stops in Vacaville and Davis
- **50% BeeLine, 50% Fixed Route**
  - BeeLine stays local to Winters
  - Operate 4 round trips on the proposed fixed route alignment
- **100% Fixed Route**
  - Operate 8 round trips on the proposed fixed route alignment on weekdays and 6 round trips on weekends









# Woodland


## Route 211/212 Loop:

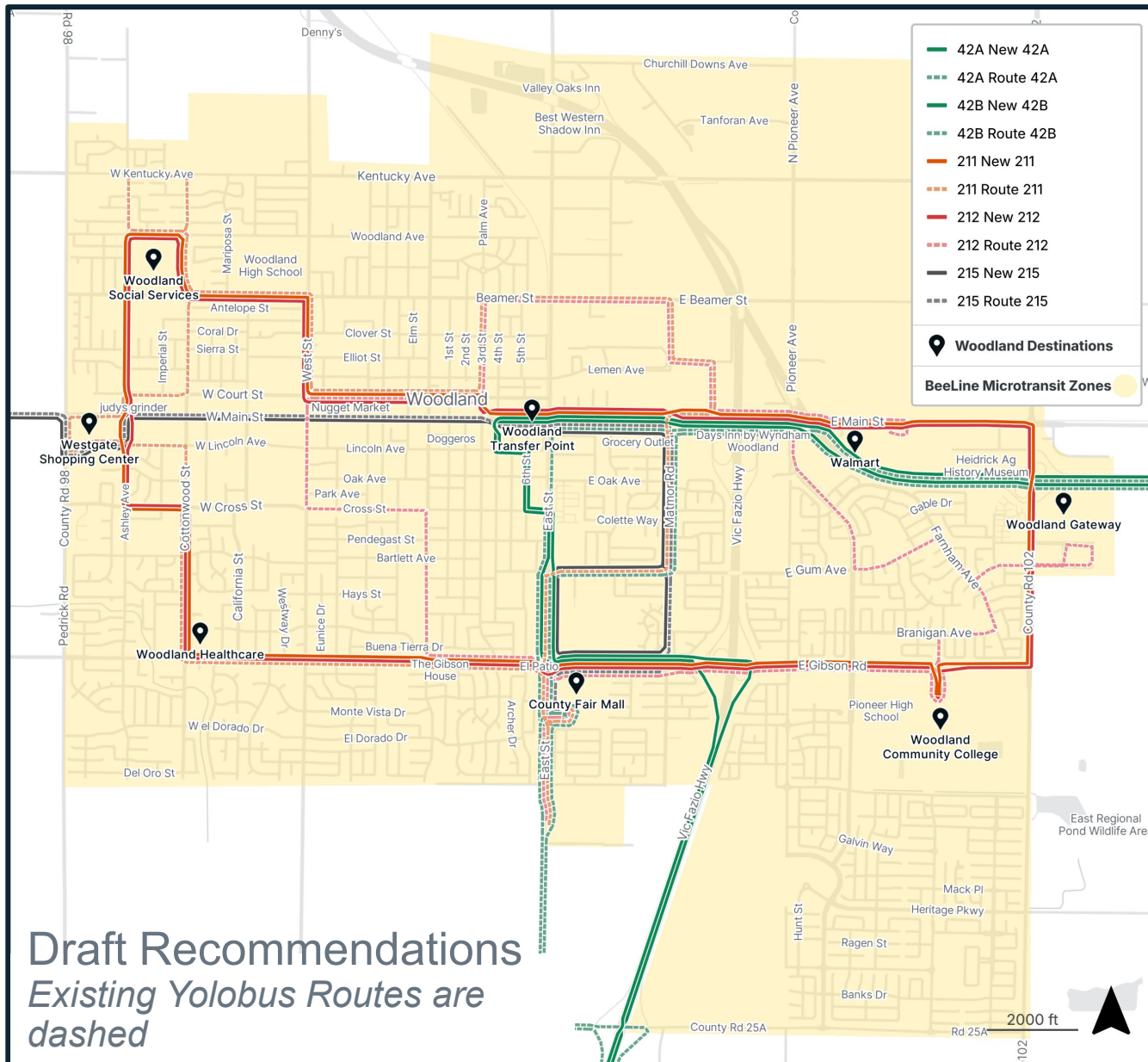
- Single bidirectional loop at 30-minute headway
- Areas no longer served by existing Route 211/212 will be covered by BeeLine microtransit service

## Route 215:

- Slight modification to Woodland routing due to County Fair Mall Transit Center elimination
- Work with the Cache Creek Casino to increase service and schedule modifications to address comments from riders


## BeeLine:


- Reduce the number of vans from 4 to 2 due to the anticipated lower microtransit demand resulting from improved fixed route service, allowing reallocation of resources to provide more frequent 211/212 service 





# Woodland Access Changes


## Woodland Healthcare

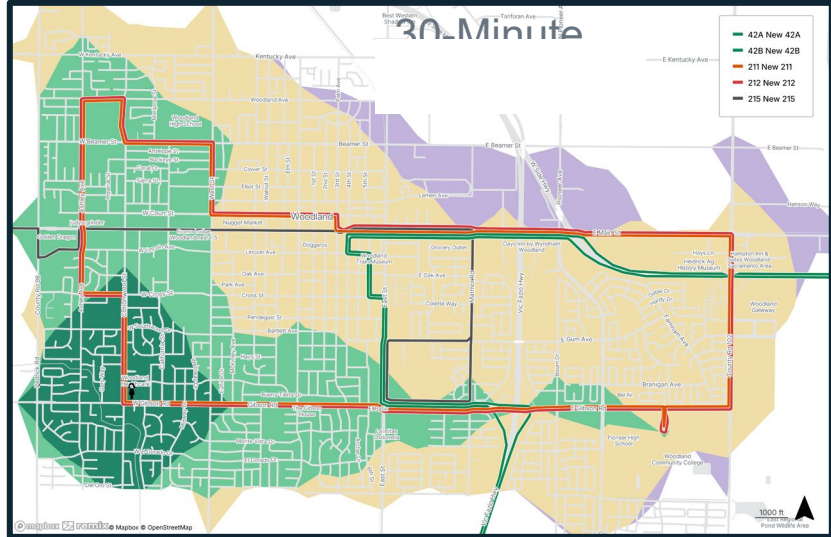
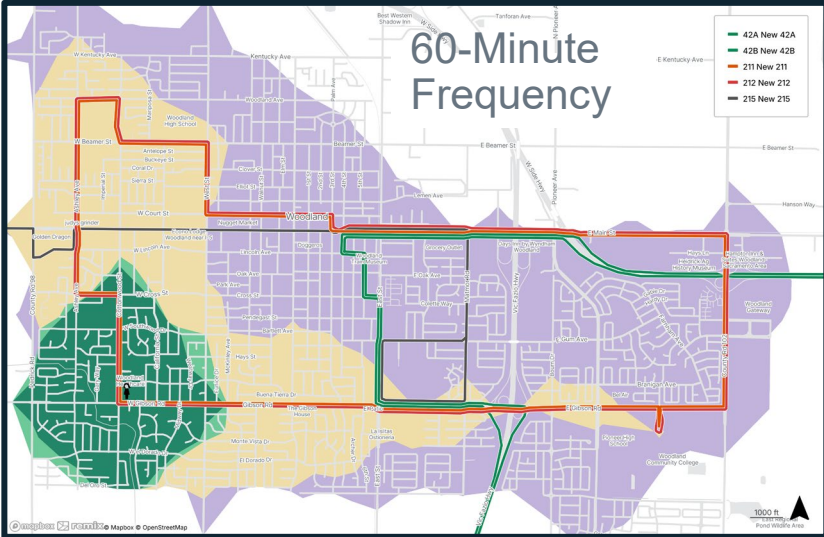
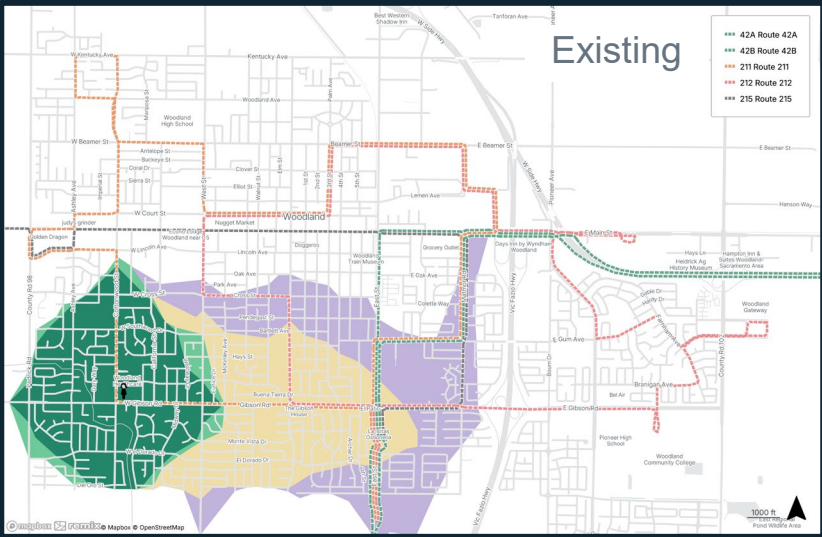
Travel Time TO Jane 

 15 Minutes

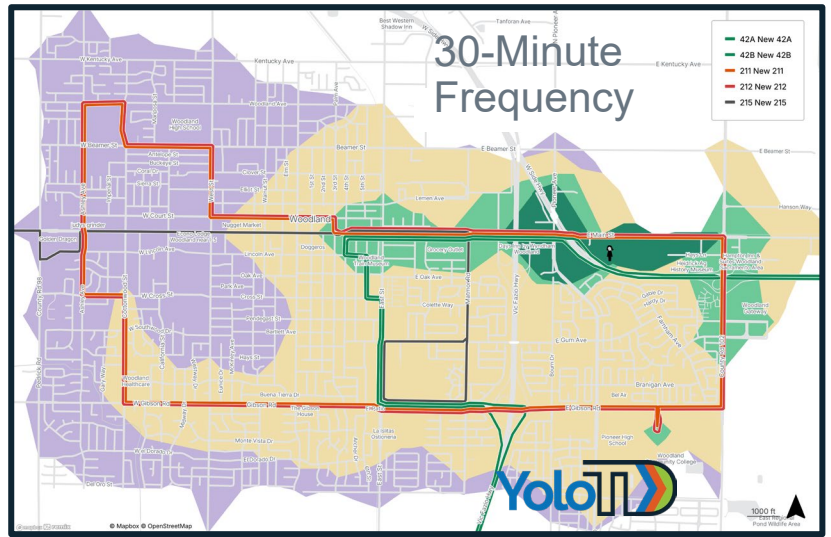
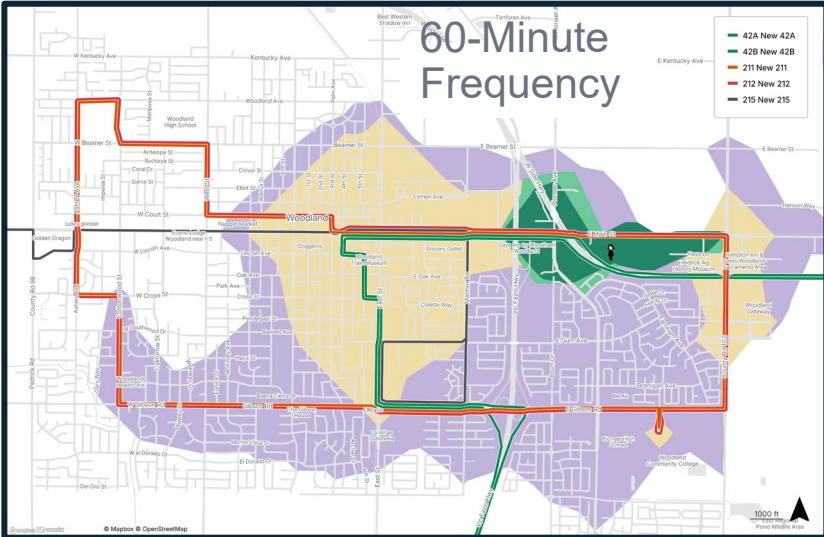
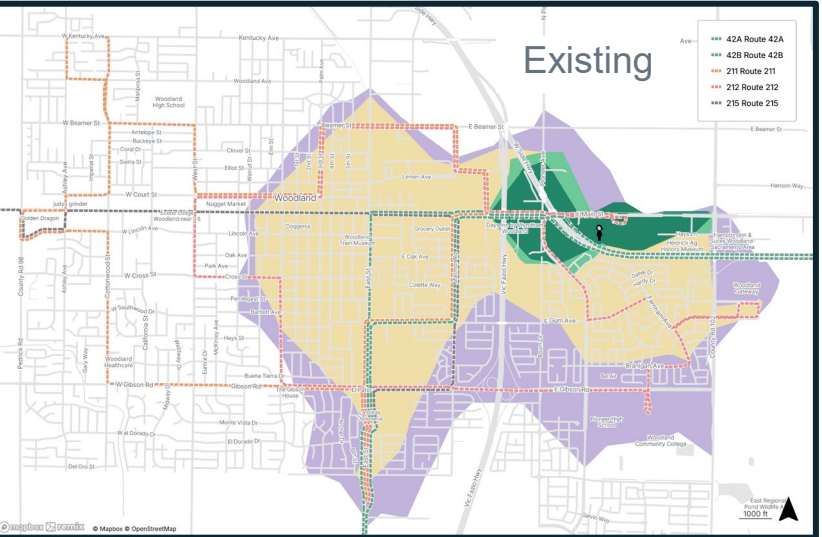
 45 Minutes

 30 Minutes

 60 Minutes



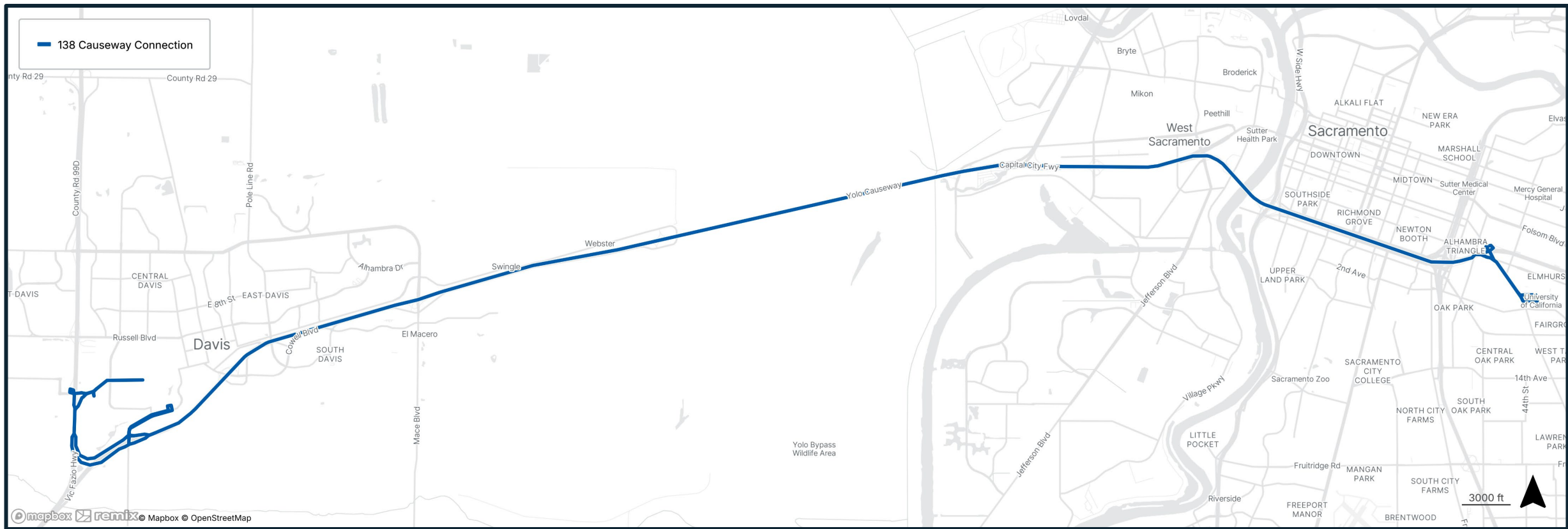
## Walmart





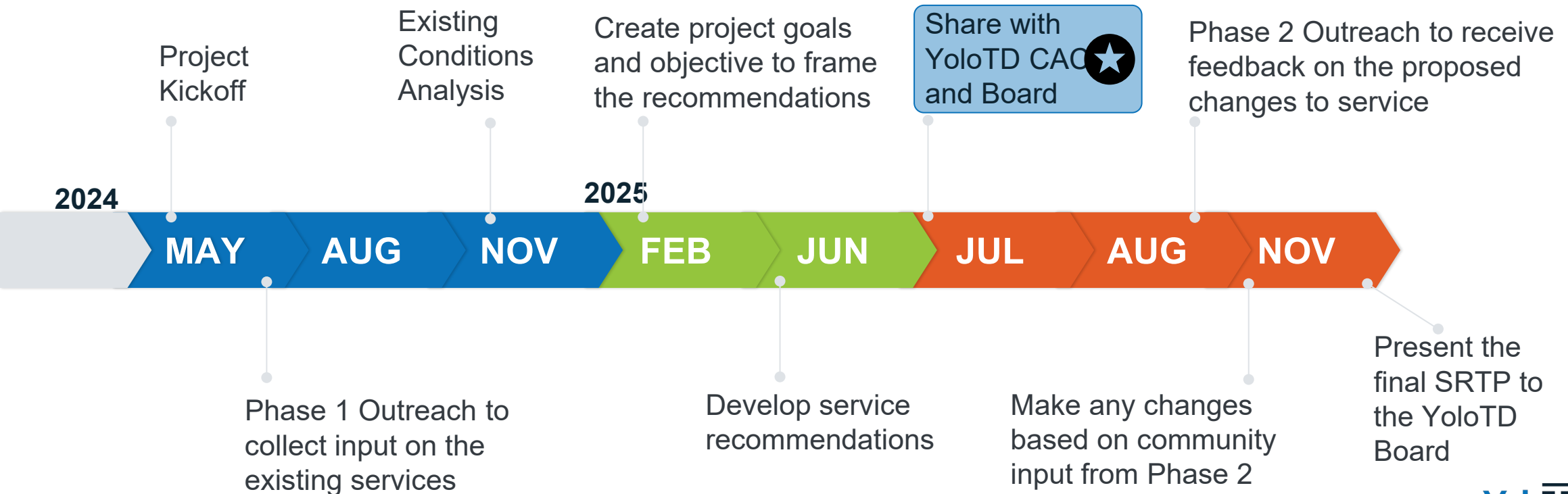
# Causeway Connection

- Potential expansion of service with I-80 funding
- Follow Up: Discuss changes with SacRT, UC Davis and Caltrans



# Next Steps

- Share draft plan with the public in late summer/early Fall and collect feedback
- Create aspirational and funding constrained scenarios based on public input
- Develop route scheduling and implementation plan after Board adoption
- Analyze YoloBus ADA Paratransit service and make recommendations







## Agenda Item 6

**Approve or Delegate Authority to Implement a Temporary Reduction of Service on Yolobus Local Routes to Address Shortage of Bus Operators**

## Staff Recommendation

- Approve a temporary 90-day reduction of service on YoloBus Local Routes 211, 212, 40 and 41, effective August 3, 2025.

OR

- Delegate authority to YoloTD's Executive Director to implement a temporary reduction of service, not to exceed 90 days, if additional missed trips occur. This delegation would expire at the next regularly scheduled meeting of the YoloTD Board of Directors on September 8, 2025.

# Background

- Transdev is responsible for hiring and training Yolobus drivers.
- Since 2021, YoloTD has slowly restored many of the services that that were suspended or reduced during COVID.
- In 2025 YoloTD successfully restored Davis Express Route Trips, West Sacramento Local service and expansion of BeeLine service hours and vehicles in Winters and Knights Landing.

# Recent service disruptions to Fixed Route and BeeLine

- **May of 2025:** we began to see impacts on BeeLine services from shortage of drivers.
- **June of 2025:** bigger impact to Fixed Route services. Several key express routes began to have problems with buses not arriving or arriving late.
- In June alone we missed **21 trips** of Fixed Route service.



# Reduction in BeeLine Timeslots for Pre-Booking

- In response missed and late trips on BeeLine, YoloTD staff turned off the pre-booking feature on the app for:
  - One (1) Woodland vehicle -- when four(4) should be available
  - One (1) vehicle in Winters -- when two (2) should be available
- This has improved the situation on BeeLine somewhat, but we continue to see longer wait times, delayed pick-ups, and drop-offs, missed trips, and customer complaints

## YoloTD Options to Address Situation

- ✓ Fine Transdev for missed service, plus no payment.
- ✓ Procure new transit operations contract as soon as possible.
- ❑ Temporarily suspend service until driver situation improves.

## DISCUSSION CONTINUED:

### Temporarily suspend service:

- Temporarily reducing or suspending service is preferable to unreliable service.
- If service suspension is deemed necessary, staff recommend suspending local service in Woodland and West Sacramento.
- Why suspend local service instead of intercity/express?
  - Travelers have other options for local trips (BeeLine/Via, walk/bike)
  - Fewer options for intercity trips



# DISCUSSION CONTINUED:

*Table 1: Trips proposed for service suspension*

<b>Route 211</b>	<b>Route 212</b>	<b>Route 40</b>	<b>Route 41</b>
M-Sun, Trips eliminated	M-Sun, Trips eliminated	M-Sun, Trips eliminated	M-F, Trips eliminated
6am Trip	7am Trip	5:40am Trip	6:20am Trip
7am Trip	<b>7PM Trip</b>	6:40am Trip	7:20am Trip
<b>7PM Trip</b>	<b>8PM Trip</b>	7:40am Trip	<b>5:20PM Trip</b>
<b>8PM Trip</b>		<b>5:40PM Trip</b>	<b>6:20PM Trip</b>
		<b>6:40PM Trip</b>	<b>7:20PM Trip</b>
		<b>7:40PM Trip</b>	
		<b>8:40 PM Trip</b>	
		<b>9:40 PM Trip</b>	
<i>New RT 211 schedule would operate from 8am-6pm everyday</i>	<i>New RT 212 schedule would operate from 8am-6pm everyday</i>	<i>New RT 40 schedule would operate from 8:40am-4:40pm everyday, Not that this impact Saturday service as well.</i>	<i>New RT 41 schedule would operate from 8:20am-4:20pm Mon-Fri</i>

## CURRENT STATUS:

- Transdev management is working to address the issue and is available to answer questions from the Board.
- Not in anyone's best interest to suspend service, if it can be avoided.
- There have been no missed trips for the past week.

## OPTIONS FOR BOARD CONSIDERATION:

- Approve a temporary 90-day reduction of service on YoloBus Local Routes 211, 212, 40 and 41, effective August 3, 2025.

OR

- Delegate authority to YoloTD's Executive Director to implement a temporary reduction of service, not to exceed 90 days, ***if additional missed trips occur***. This delegation would expire at the next regularly scheduled meeting of the YoloTD Board of Directors on September 8, 2025

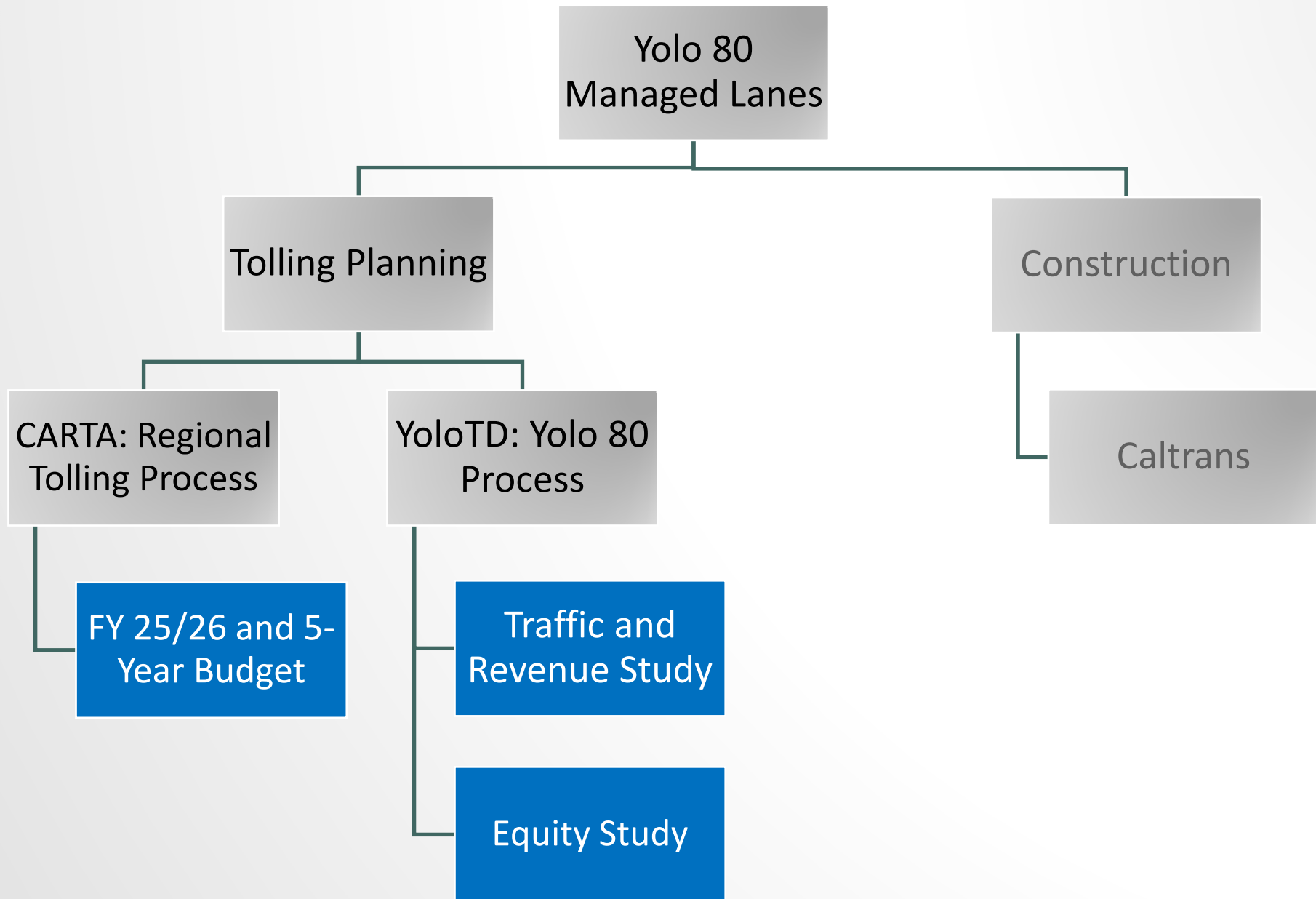
**Item: 7**  
**YOLO 80**  
**Managed Lanes Update**

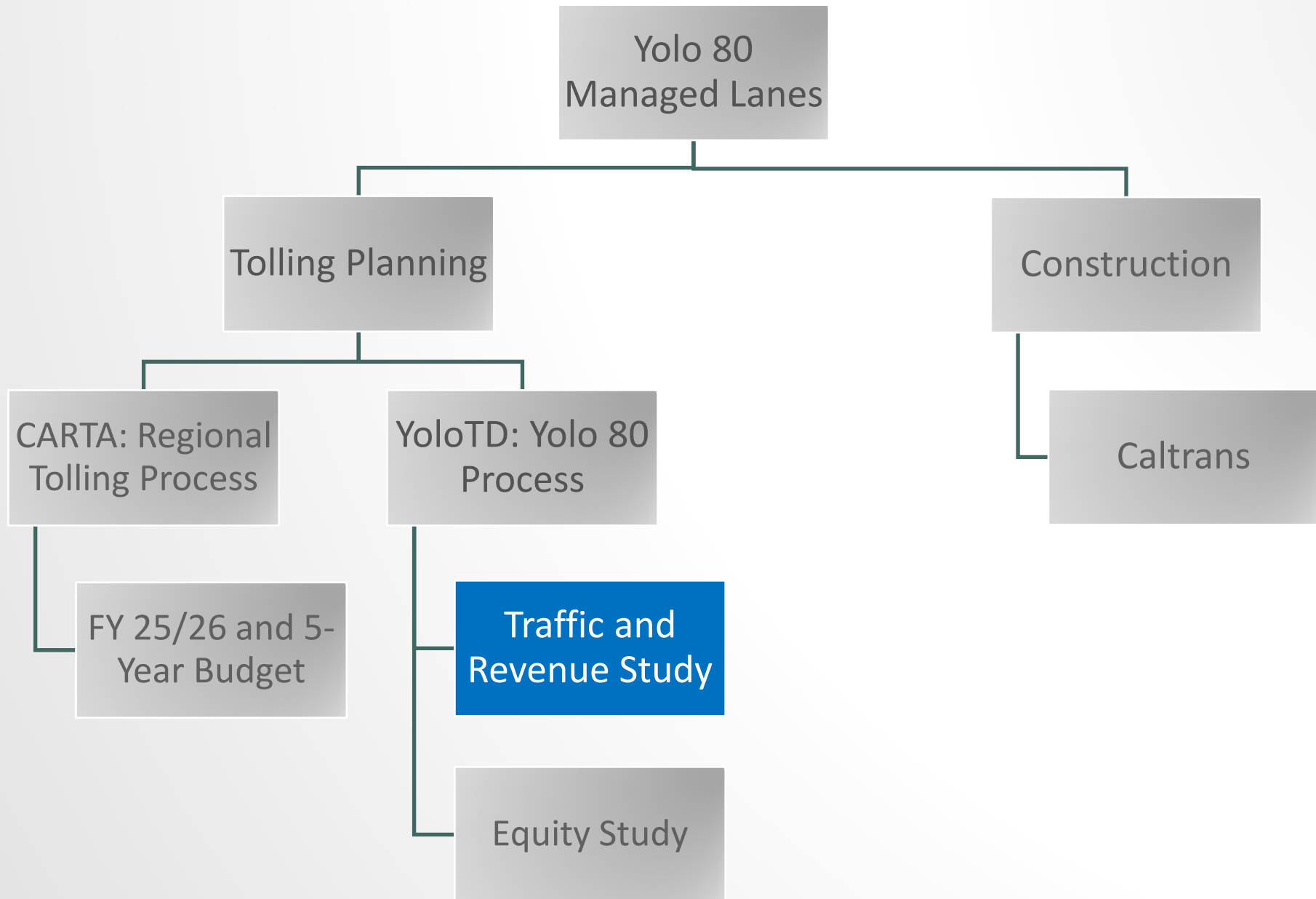
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- **Traffic and Revenue Study**
- **CARTA 5-Year Budget**
- **Equity Study**

July 14, 2025









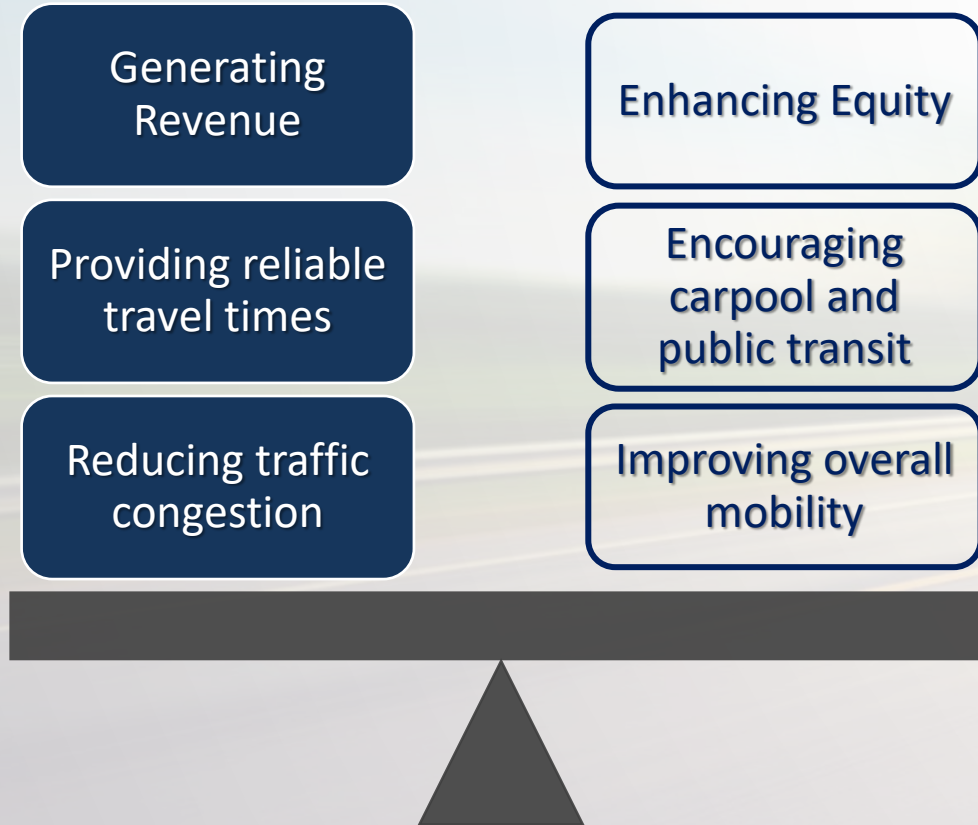
Source: NBCUniversal Media, LLC  
<https://www.nbcbayarea.com/news/california>

# Yolo 80 Managed Lanes Level 2 Traffic and Revenue Study

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July 14, 2025

## Toll Operations Objectives\*



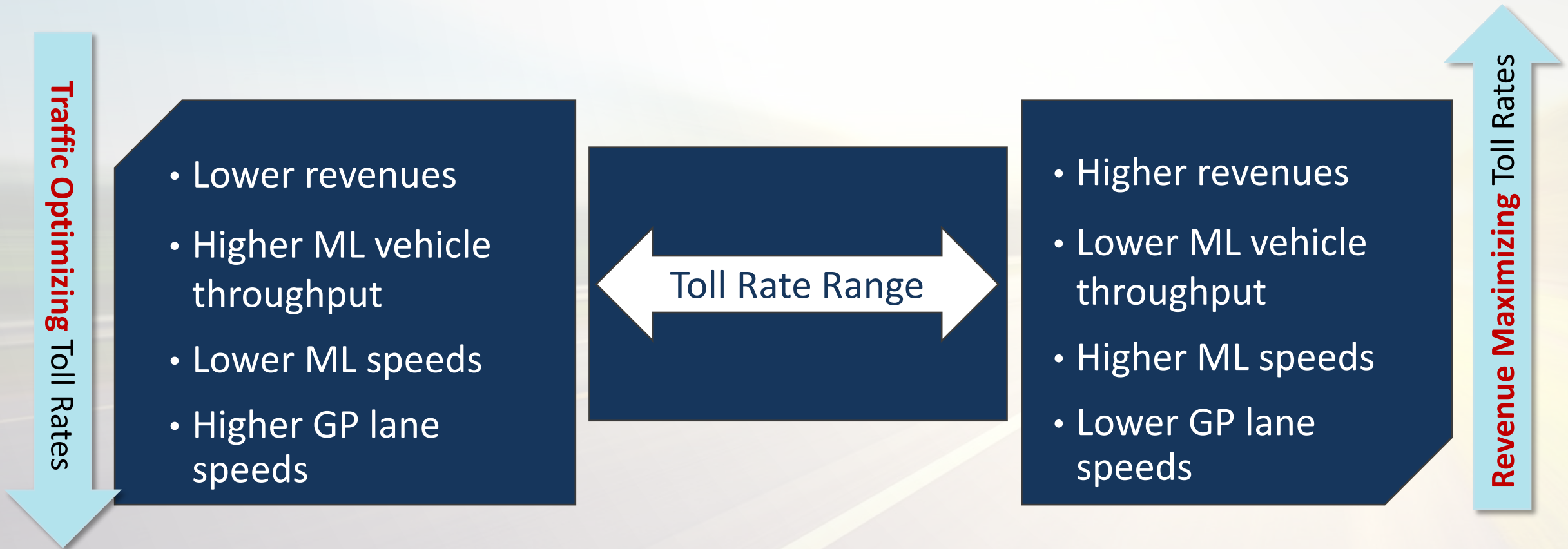
\* CARTA Toll and Other Managed Lanes System Review presentation, 12-19-24

## T&R informs all objectives/policy decisions:

- Toll rates
- Toll discounts
- Eligibility
- Hours of operation
- Managed lane separation
- Pricing structure (static, variable, dynamic)
- Available funds for O&M
- Quantifying outcomes



## Range of Toll Rates that provide Free Flow Speeds



Fixed Assumptions	Variable Assumptions Between Scenarios
Vehicle Classification	Strategy: Traffic Optimization v. Revenue Max
Speed Limit	Tolling Range
Forecast Period	HOV2
Hours of Operation	HOV3+
Transponder Penetration	
HOV Violations	
Vehicle Exemptions	
Discounts	

## T&R Results: Caveats

- “Bookend” ranges of plausible outcomes based on policies adopted elsewhere
- **“Gross”** revenue only. Does not include:
  - **Operations & Maintenance**
  - **Toll collections costs / back office contracting**
  - **Customer service**
  - **CARTA staffing / administration**
  - **Reserve costs**
  - **Debt repayment**
  - **Revenue leakage**

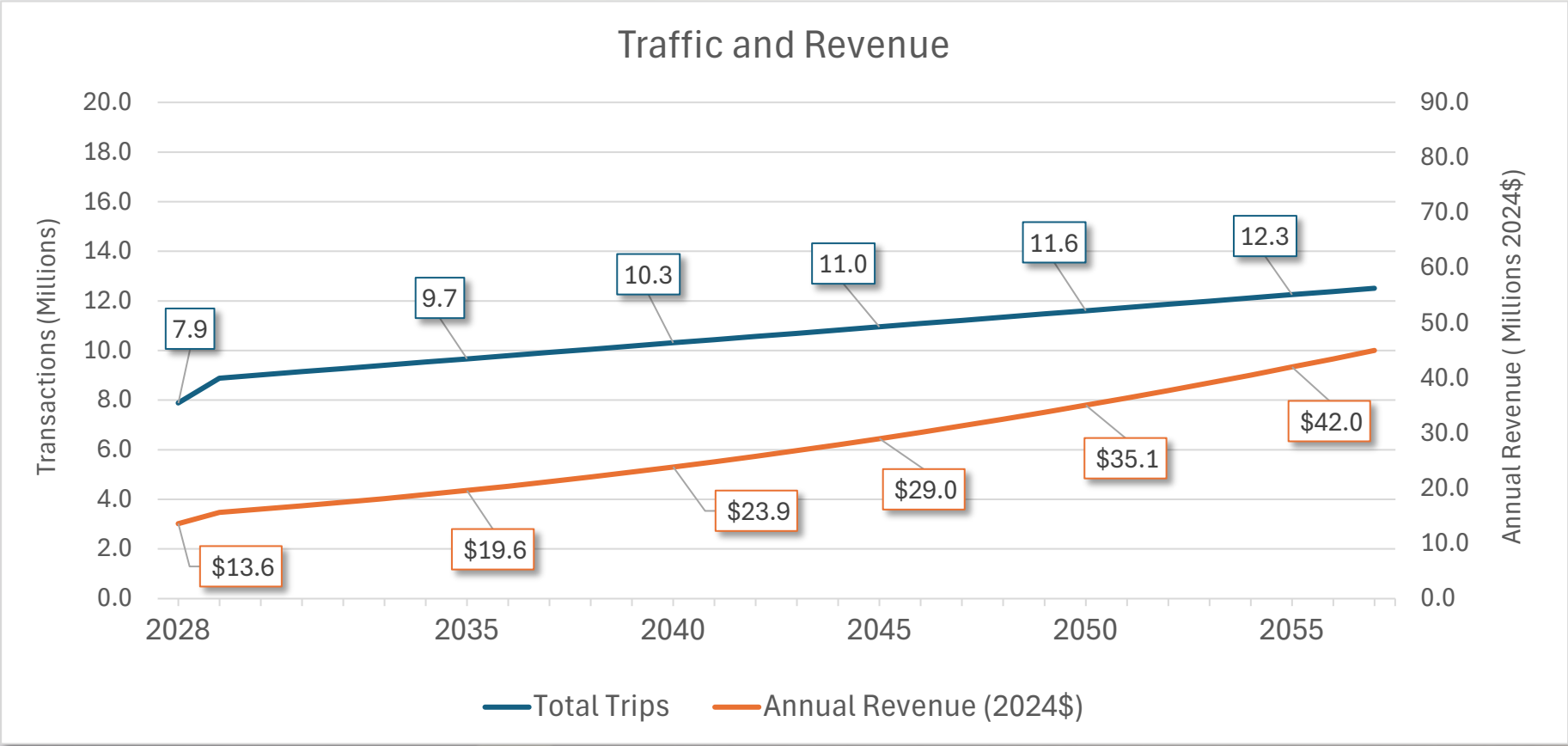
# T&R Results: Low Case



30-year forecast (2028-2057),  
total revenue (in 2024\$) =  
**\$828 million**



- Revenue in 2024 dollars:
- 2028: \$13.6 million
  - 2035: \$19.6 million
  - 2040: \$23.9 million





## T&R Results: High Case

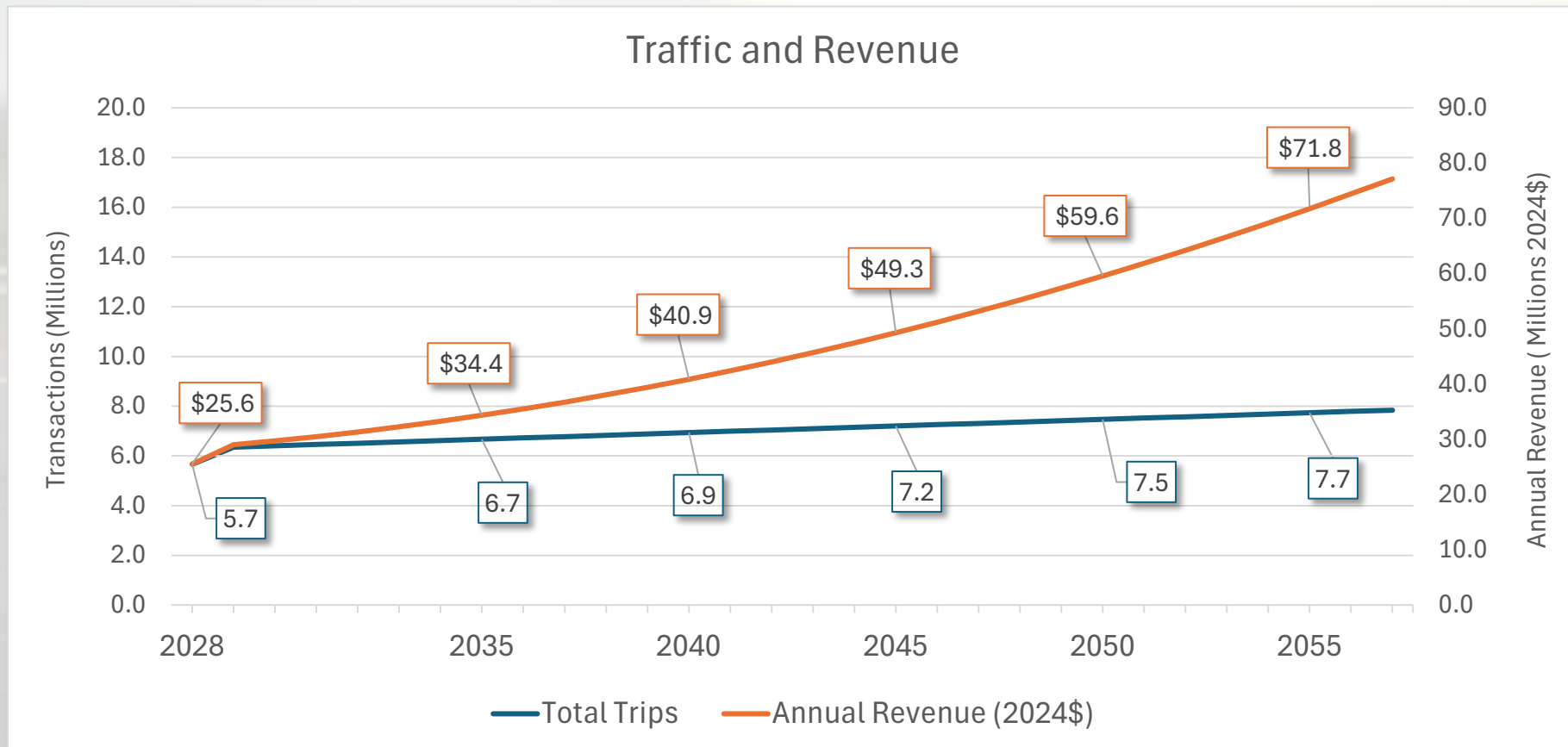


30-year forecast (2028-2057),  
total revenue (in 2024\$) =  
**\$1.43 Billion**

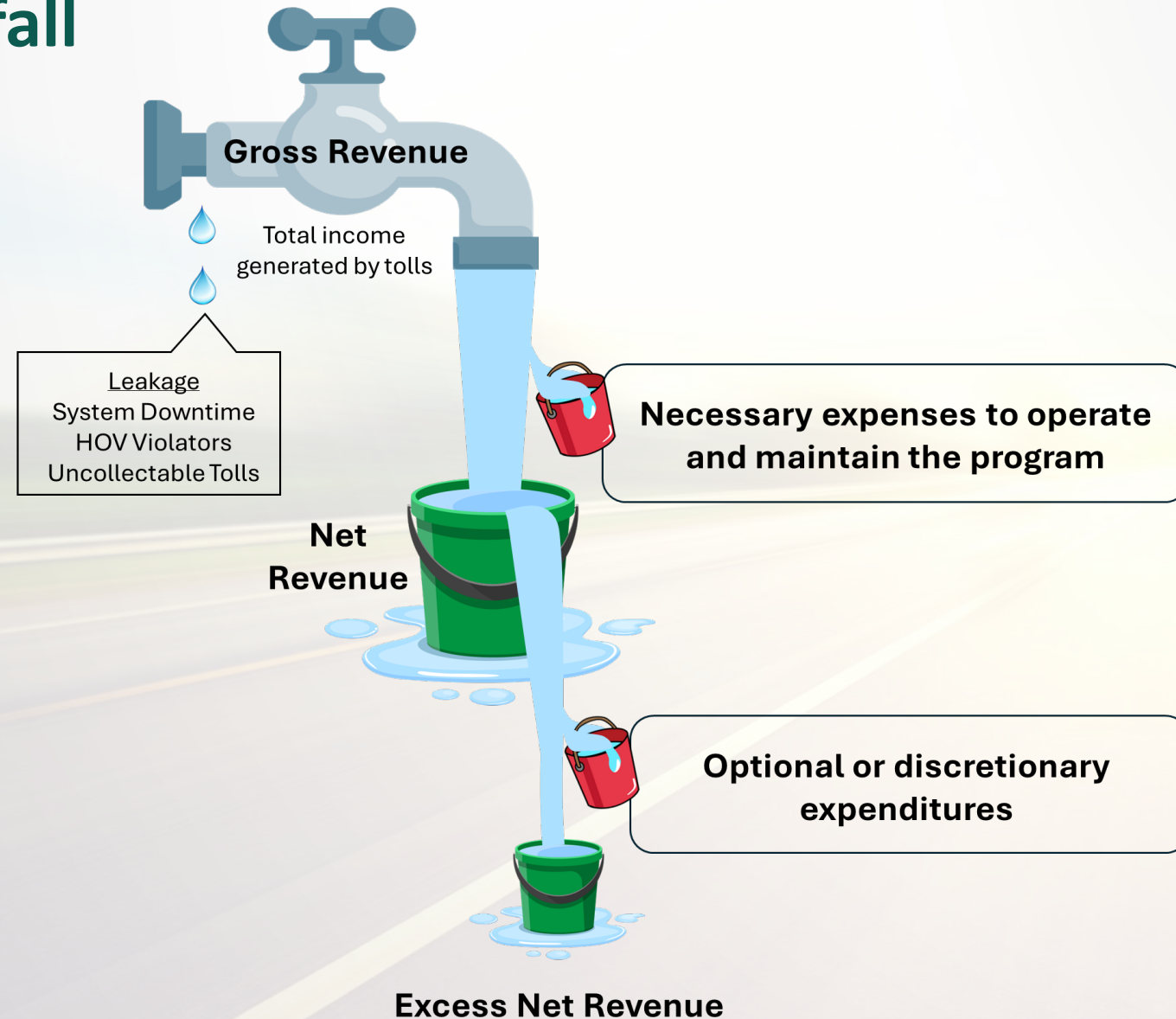


Revenue in 2024 dollars:

- 2028: \$25.6 million
- 2035: \$34.4 million
- 2040: \$40.9 million



# Revenue Waterfall



## 2027

### Weekday Peak Hour (EB, 4-5 PM)

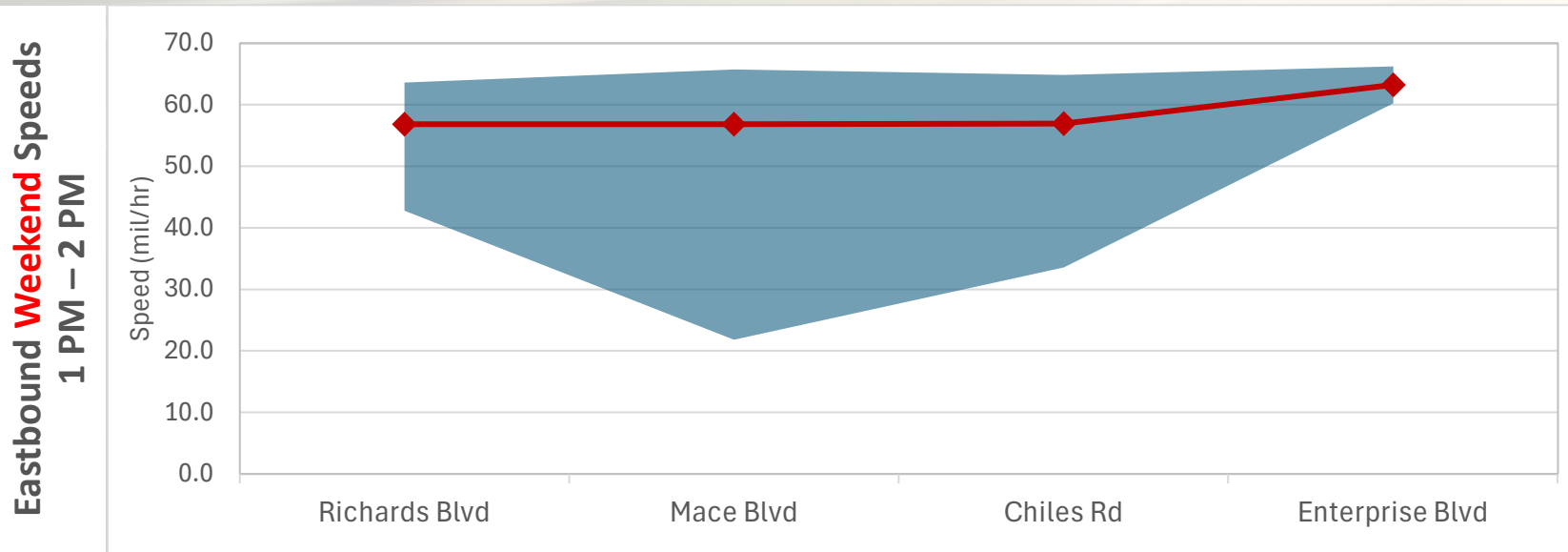
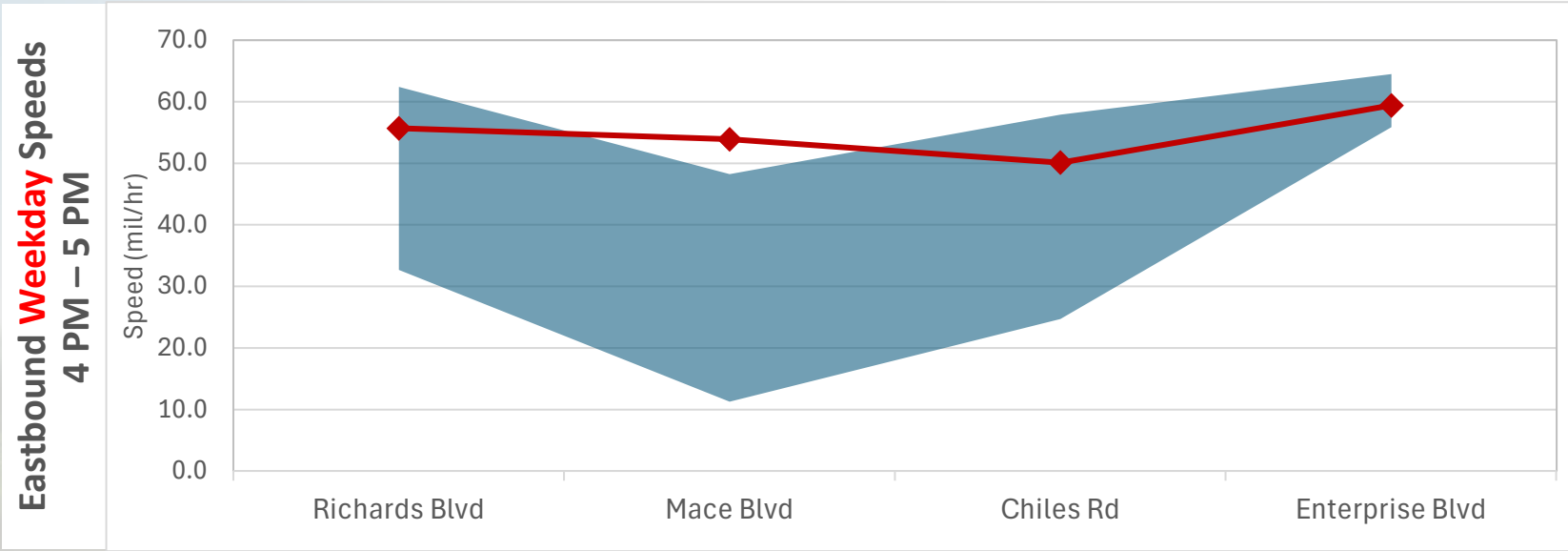
- Travel times improve **9-11 minutes** vs No-Build.
- Speeds improve from 27 mph to **46 mph** (GP lane) and **61 mph** (ML)


## 2040


### Weekday Peak Hour (EB, 4-5 PM)

- Travel time improve **11-15 minutes** vs. No-Build
- Speeds improve from 23 mph to **40 mph** (GP lane) and **59 mph** (ML)

# Reliable Travel Times



 Observed GPL speeds (2022)

 Forecasted ML speed (2028)

- Significant reliability gain vs. GPL
- High, consistent ML speeds across all segments





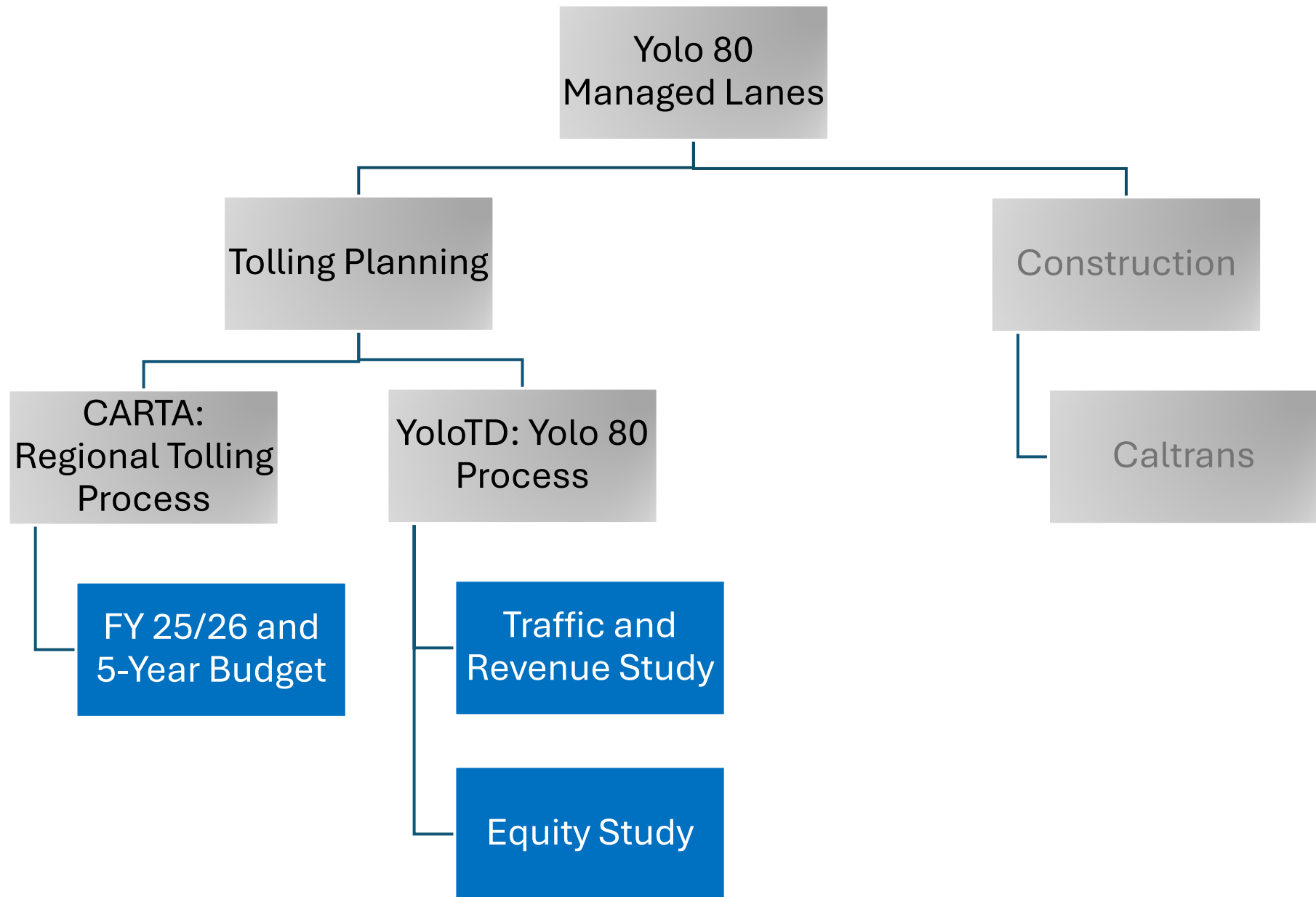
Source: NBCUniversal Media, LLC  
<https://www.nbcbayarea.com/news/california>

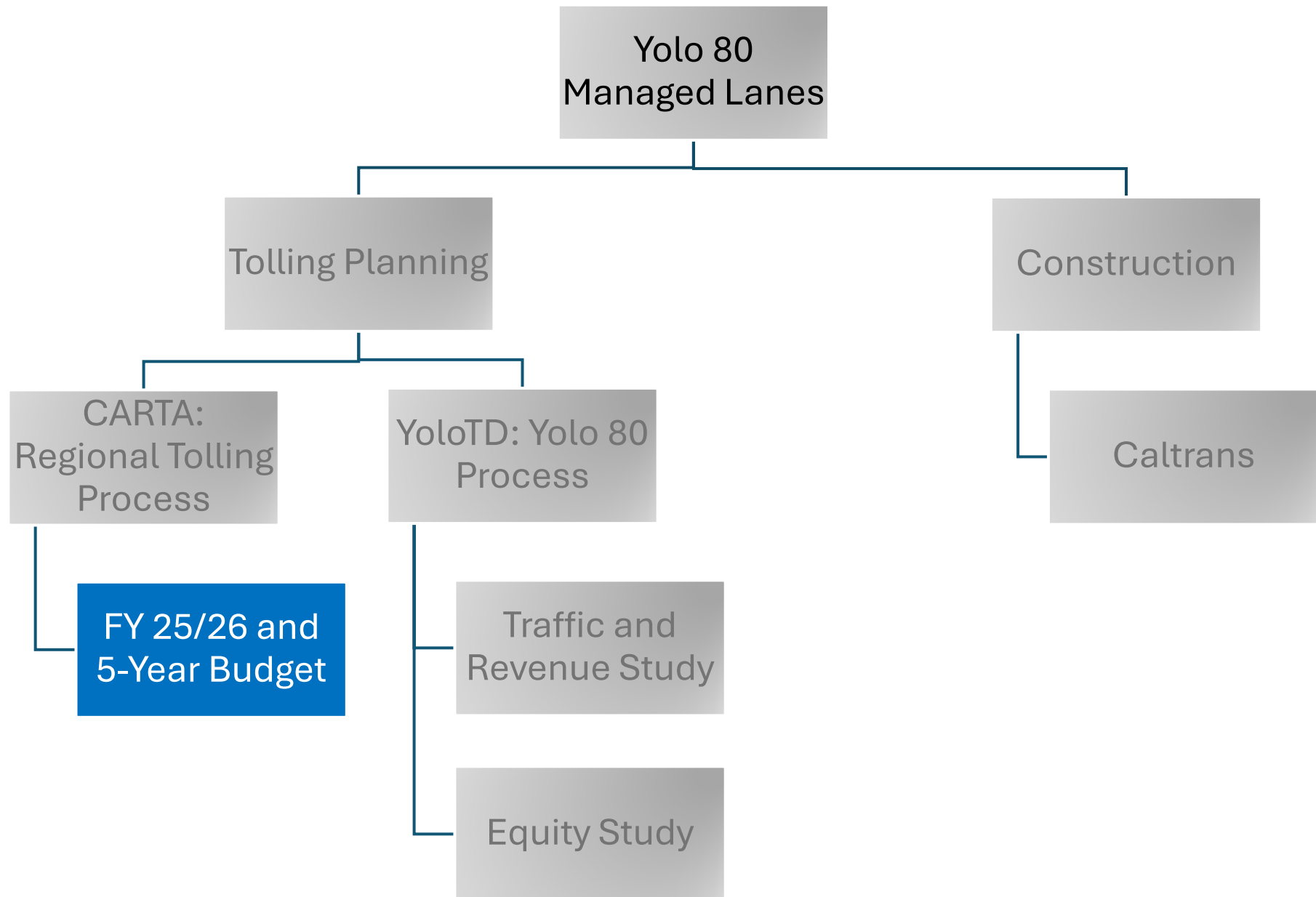
Questions/Comments

# **CARTA FY 25/26 and Five-Year Budget Forecast**

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July 14, 2025







# CARTA Five-Year Budget Forecast

REVENUES:	FY 2026 BUDGET <i>Draft May 2025</i>	FY 2027 BUDGET <i>Draft May 2025</i>	FY 2028 BUDGET <i>Draft May 2025</i>	FY 2029 BUDGET <i>Draft May 2025</i>	FY 2030 BUDGET <i>Draft May 2025</i>	TOTAL
<b>Non-Transportation / Flexible</b>						
Carryover from prior fiscal year	\$ 568,000	\$ -	\$ -	\$ -	\$ -	\$ 568,000
Loan from SACOG Managed Fund	\$ 1,300,000	\$ -	\$ -	\$ -	\$ -	\$ 1,300,000
Loan from CARTA Member/Local Agency	\$ 551,780	\$ 3,086,120	\$ 4,004,922	\$ 3,892,114	\$ -	\$ 11,534,936
Toll Revenue	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Interest	\$ 22,720	\$ -	\$ -	\$ -	\$ -	\$ 22,720
<b>Subtotal - Flexible Revenues</b>	\$ 2,442,500	\$ 3,086,120	\$ 4,004,922	\$ 3,892,114	\$ -	\$ 13,425,656
<b>Transportation Restricted</b>						
Caltrans Planning Grant	\$ 250,000	\$ 250,000	\$ -	\$ -	\$ -	\$ 500,000
Yolo 80 Project Funding / California IBank Loan	\$ -	\$ 14,756,357	\$ 15,863,448	\$ -	\$ -	\$ 30,619,805
<b>Subtotal - Transportation Revenues</b>	\$ 250,000	\$ 15,006,357	\$ 15,863,448	\$ -	\$ -	\$ 31,119,805
<b>TOTAL REVENUES</b>	\$ 2,692,500	\$ 18,092,477	\$ 19,868,370	\$ 3,892,114	\$ -	\$ 44,545,461
<b>EXPENDITURES:</b>						
Administration/Debt Service	\$ 500,500	\$ 2,466,729	\$ 2,591,689	\$ 2,351,984	\$ 2,660,577	\$ 10,571,478
Program Management and Policy	\$ 1,422,000	\$ 869,391	\$ 1,413,233	\$ 1,540,130	\$ 1,542,084	\$ 6,786,839
<b>Subtotal - Non-Capitalizable Expenditures</b>	\$ 1,922,500	\$ 3,336,120	\$ 4,004,922	\$ 3,892,114	\$ 4,202,661	\$ 17,358,317
Roadside System	\$ 500,000	\$ 12,658,178	\$ 13,761,724	\$ 2,765,376	\$ 2,769,137	\$ 32,454,415
Back Office System and Customer Service Center	\$ 270,000	\$ 2,098,178	\$ 2,101,724	\$ 1,115,376	\$ 1,119,137	\$ 6,704,415
<b>Subtotal - Capitalizable Expenditures</b>	\$ 770,000	\$ 14,756,357	\$ 15,863,448	\$ 3,880,751	\$ 3,888,274	\$ 39,158,829
<b>TOTAL EXPENDITURES</b>	\$ 2,692,500	\$ 18,092,477	\$ 19,868,370	\$ 7,772,865	\$ 8,090,935	\$ 56,517,146
<b>REVENUE VS. EXPENDITURES</b>	\$ -	\$ -	\$ -	\$ (3,880,751)	\$ (8,090,935)	\$ (11,971,686)

**Procurement /  
Contracts**



# CARTA Five-Year Budget Forecast

CAPITAL AREA REGIONAL TOLLING AUTHORITY  
FY 2025-2026 TO FY 2029-2030 DRAFT BUDGET

REVENUES:	FY 2026 BUDGET <i>Draft May 2025</i>	FY 2027 BUDGET <i>Draft May 2025</i>	FY 2028 BUDGET <i>Draft May 2025</i>	FY 2029 BUDGET <i>Draft May 2025</i>	FY 2030 BUDGET <i>Draft May 2025</i>	TOTAL
<b>Non-Transportation / Flexible</b>						
Carryover from prior fiscal year	\$ 568,000	\$ -	\$ -	\$ -	\$ -	\$ 568,000
Loan from SACOG Managed Fund	\$ 1,300,000	\$ -	\$ -	\$ -	\$ -	\$ 1,300,000
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Interest	\$ 22,720	\$ -	\$ -	\$ -	\$ -	\$ 22,720
<b>Subtotal - Flexible Revenues</b>	\$ 2,442,500	\$ 3,086,120	\$ 4,004,922	\$ 3,892,114	\$ -	\$ 13,425,656
<b>Transportation Restricted</b>						
Caltrans Planning Grant	\$ 250,000	\$ 250,000	\$ -	\$ -	\$ -	\$ 500,000
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Administration/Debt Service	\$ 500,500	\$ 2,466,729	\$ 2,591,689	\$ 2,351,984	\$ 2,660,577	\$ 10,571,478
Program Management and Policy	\$ 1,422,000	\$ 869,391	\$ 1,413,233	\$ 1,540,130	\$ 1,542,084	\$ 6,786,839
<b>Subtotal - Non-Capitalizable Expenditures</b>	\$ 1,922,500	\$ 3,336,120	\$ 4,004,922	\$ 3,892,114	\$ 4,202,661	\$ 17,358,317
Roadside System	\$ 500,000	\$ 12,658,178	\$ 13,761,724	\$ 2,765,376	\$ 2,769,137	\$ 32,454,415
Back Office System and Customer Service Center	\$ 270,000	\$ 2,098,178	\$ 2,101,724	\$ 1,115,376	\$ 1,119,137	\$ 6,704,415
<b>Subtotal - Capitalizable Expenditures</b>	\$ 770,000	\$ 14,756,357	\$ 15,863,448	\$ 3,880,751	\$ 3,888,274	\$ 39,158,829
<b>TOTAL EXPENDITURES</b>	\$ 2,692,500	\$ 18,092,477	\$ 19,868,370	\$ 7,772,865	\$ 8,090,935	\$ 56,517,146
<b>REVENUE VS. EXPENDITURES</b>	\$ -	\$ -	\$ -	\$ (3,880,751)	\$ (8,090,935)	\$ (11,971,686)

Construction /  
Testing

# CARTA Five-Year Budget Forecast

CAPITAL AREA REGIONAL TOLLING AUTHORITY  
FY 2025-2026 TO FY 2029-2030 DRAFT BUDGET

REVENUES:	FY 2026 BUDGET <i>Draft May 2025</i>	FY 2027 BUDGET <i>Draft May 2025</i>	FY 2028 BUDGET <i>Draft May 2025</i>	FY 2029 BUDGET <i>Draft May 2025</i>	FY 2030 BUDGET <i>Draft May 2025</i>	TOTAL
<b>Non-Transportation / Flexible</b>						
Carryover from prior fiscal year	\$ 568,000	\$ -	\$ -	\$ -	\$ -	\$ 568,000
Loan from SACOG Managed Fund	\$ 1,300,000	\$ -	\$ -	\$ -	\$ -	\$ 1,300,000
Loan from CARTA Member/Local Agency	\$ 551,780	\$ 3,086,120	\$ 4,004,922	\$ 3,892,114	\$ -	\$ 11,534,936
Toll Revenue	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Interest	\$ 22,720	\$ -	\$ -	\$ -	\$ -	\$ 22,720
<b>Subtotal - Flexible Revenues</b>	\$ 2,442,500	\$ 3,086,120	\$ 4,004,922	\$ 3,892,114	\$ -	\$ 13,425,656
<b>Transportation Restricted</b>						
Caltrans Planning Grant	\$ 250,000	\$ 250,000	\$ -	\$ -	\$ -	\$ 500,000
Yolo 80 Project Funding / California IBank Loan	\$ -	\$ 14,756,357	\$ 15,863,448	\$ -	\$ -	\$ 30,619,805
<b>Subtotal - Transportation Revenues</b>	\$ 250,000	\$ 15,006,357	\$ 15,863,448	\$ -	\$ -	\$ 31,119,805
<b>TOTAL REVENUES</b>	\$ 2,692,500	\$ 18,092,477	\$ 19,868,370	\$ 3,892,114	\$ -	\$ 44,545,461
<b>EXPENDITURES:</b>						
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<b>REVENUE VS. EXPENDITURES</b>	\$ -	\$ -	\$ -	\$ (3,880,751)	\$ (8,090,935)	\$ (11,971,686)

**Toll Revenue  
Service**

# CARTA Five-Year Budget Forecast

CAPITAL AREA REGIONAL TOLLING AUTHORITY  
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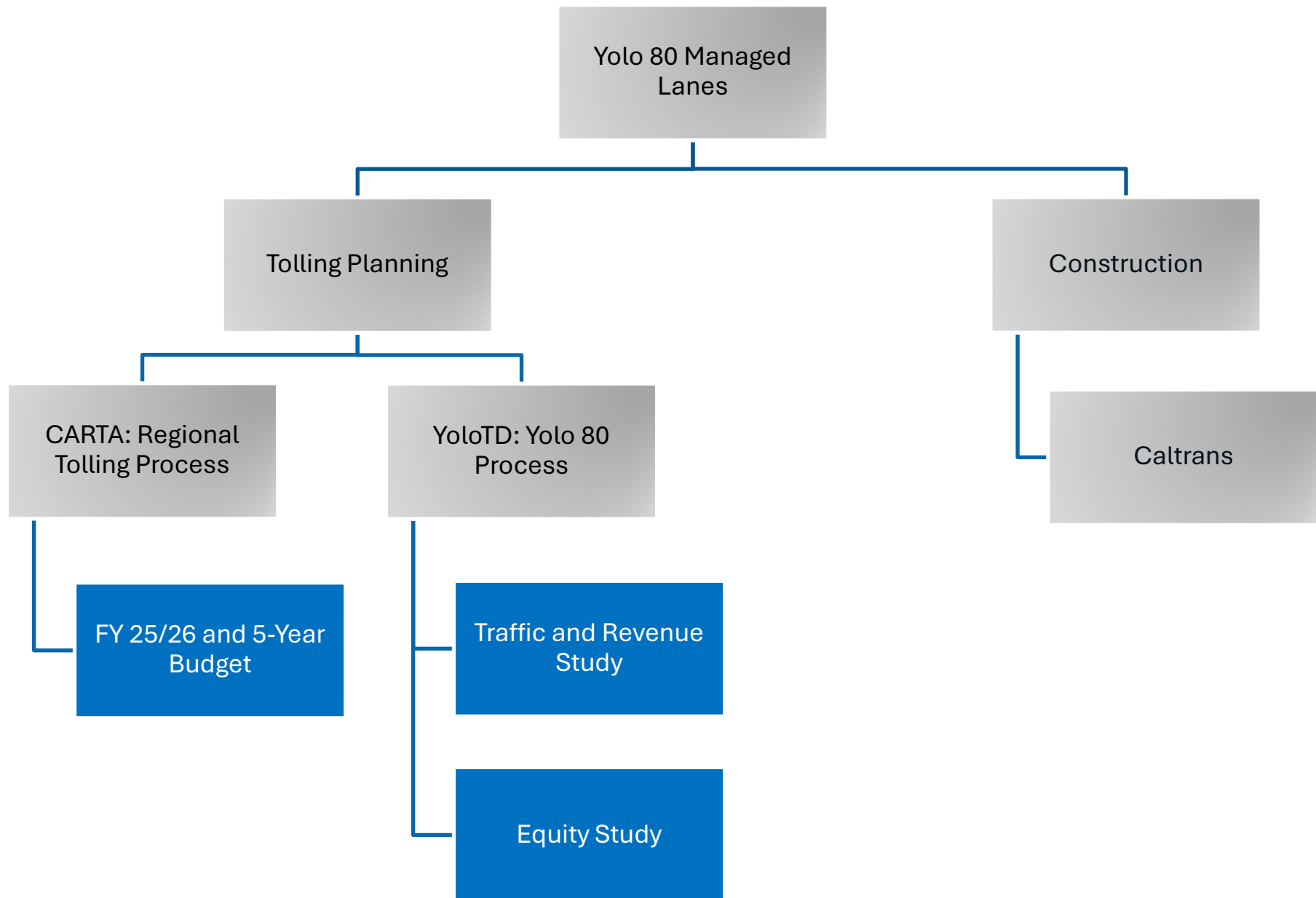
**\$8 million operating  
cost in FY 2030**

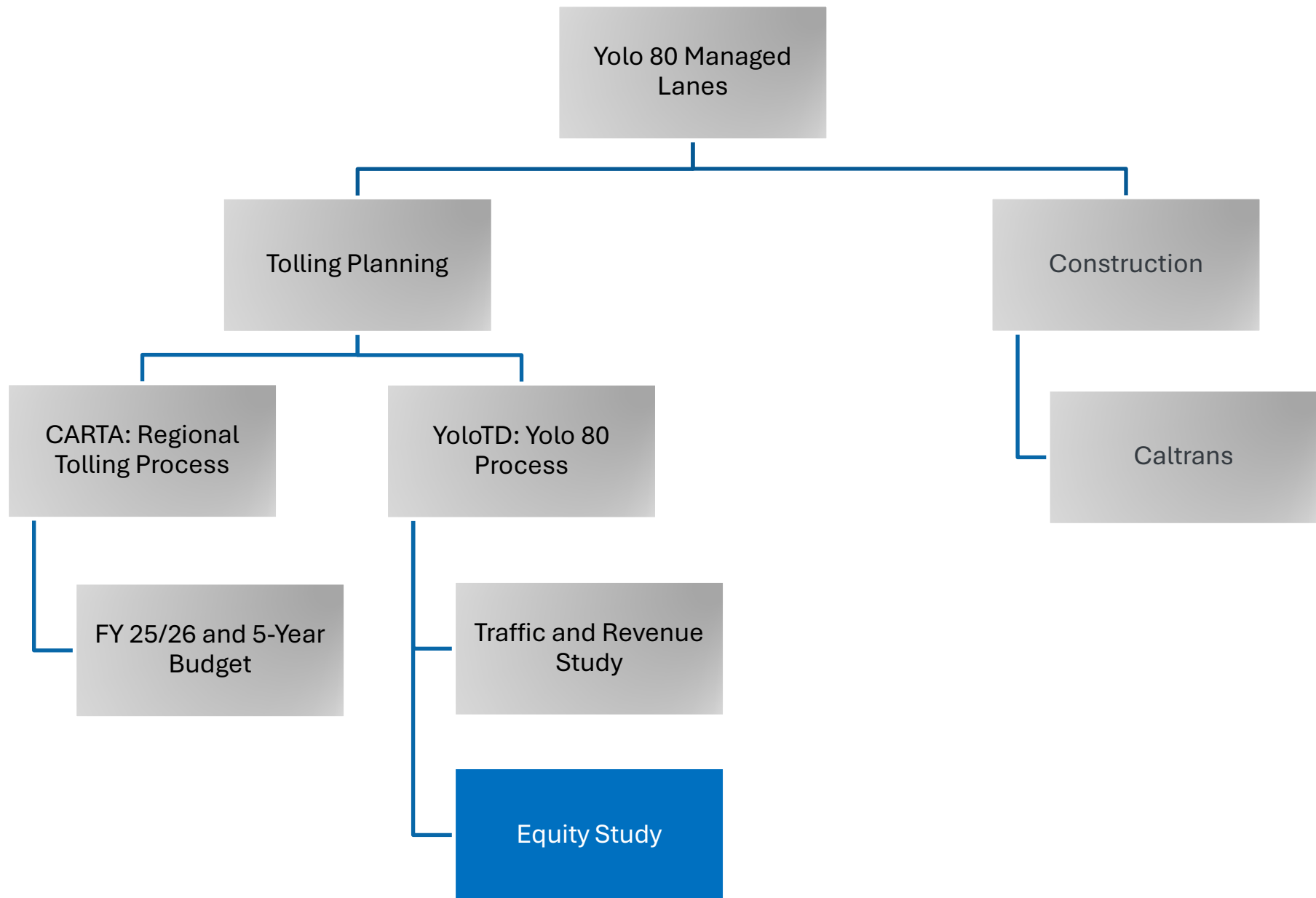
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# YOLO 80 Equity Study

July 14, 2025







# Agenda

- ▷ Equity Study Overview and Goals
- ▷ Literature Review
- ▷ Goals and Outcomes Workshop
- ▷ User/Neighborhood Analysis
- ▷ Stakeholder Engagement Plans



# Equity Study Overview and Goals

# Equity Study Overview and Goals

## Desired outcomes of the Equity Study

- Equity Strategy Menu – Exploratory Equity Actions (EEAs)
- Feasibility evaluation strategy
- Basis for local-regional coordination



# Equity Study Overview and Goals

## Components of the Equity Study

- Literature Review
- User and Neighborhood Analysis
- Stakeholder and CBO engagement
- Exploratory Equity Actions (EEAs)

# Equity Study Overview and Goals

## Key Considerations for the Equity Study

- CARTA & regional planning
- Traffic & Revenue, VMT mitigation



# Progress

# Literature Review

Review of best practices from nationwide transportation equity plans and programs. Sections include:

## Approaches and Policies

Inform overall philosophy and values

## Data Analysis Methods

Inform our own analysis with best practices

## Frameworks

Inform a grounded, holistic approach

## Strategy Case Studies

Inform our future Exploratory Equity Actions

# Goals and Outcomes Workshop

## Purpose

Initiate engagement with partners and stakeholders to explore and shape equity goals

## Objectives

Introduce Study with inclusive dialogue among stakeholders

Explore foundational equity concepts and peer strategies

Discuss potential goals, outcomes, opportunities, and challenges

Synthesize discussion to inform Study goals and next steps



# Goals and Outcomes Workshop

## Areas of Interest

Safety and public  
health

Toll revenue  
reinvestment and VMT  
mitigation

Regional  
interconnectivity and  
collaboration

Corridor-  
adjacent  
communities

Multimodal  
accessibility

Accessible  
application of  
technology

Toll violations  
and  
enforcement

# Analysis

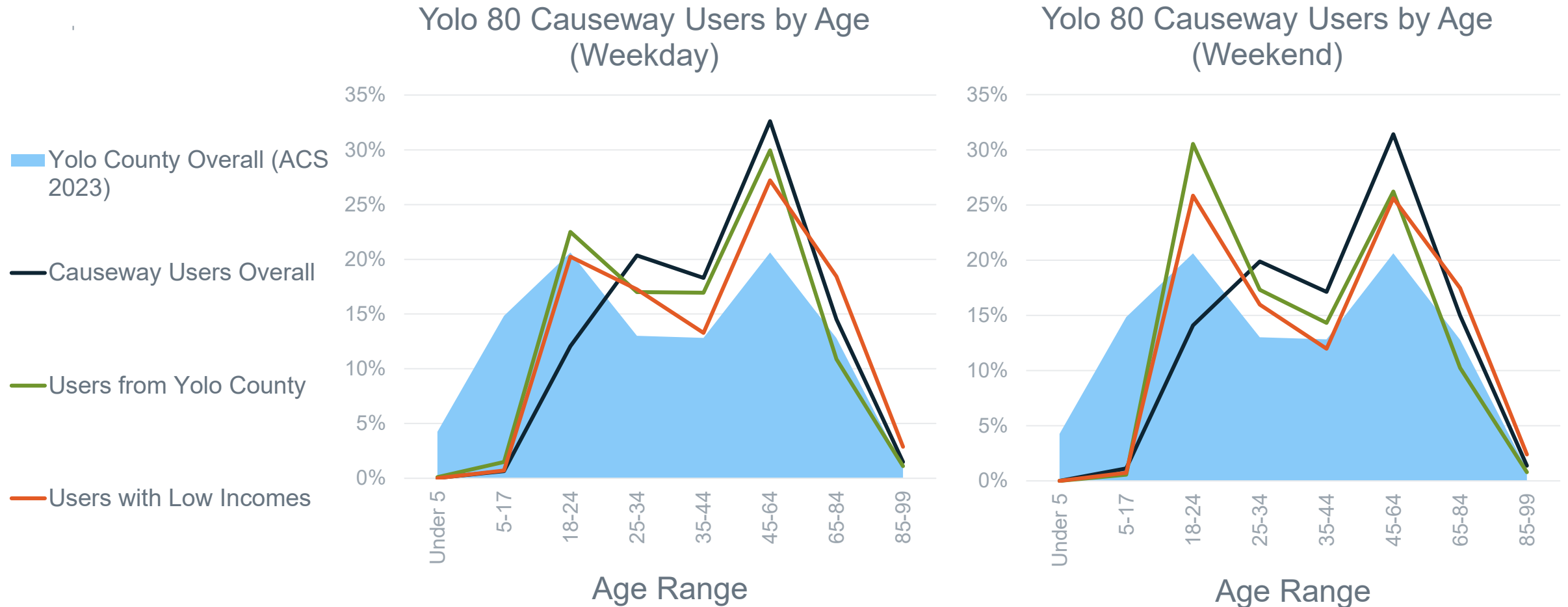
The Study analyzed users and neighborhoods.

**User analysis** looked at demographic and trip data to identify trends on the Causeway

**Neighborhood analysis** used spatial mapping to tell a story about differences between communities

# Analysis

## User Analysis



# Analysis

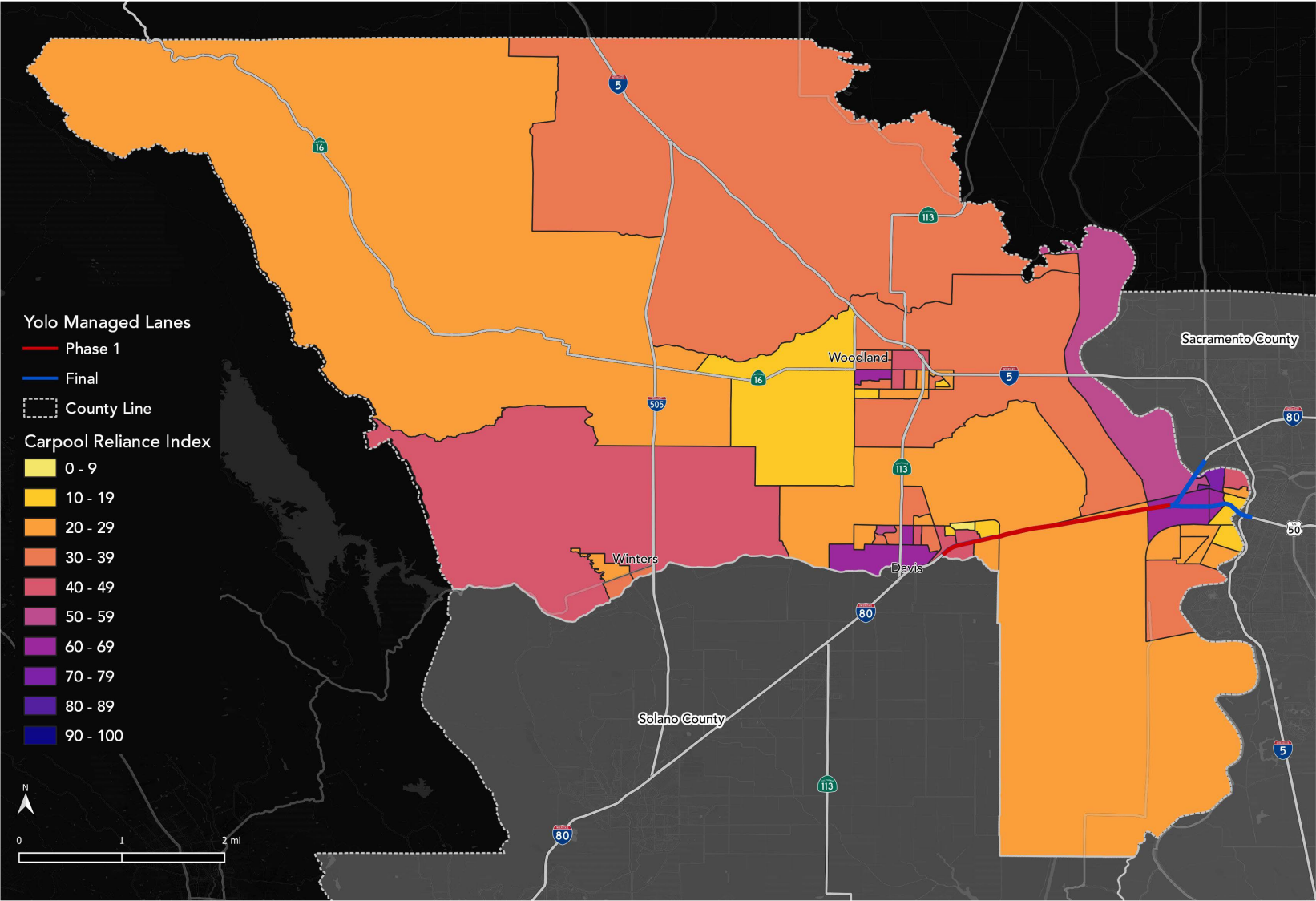
## Neighborhood Analysis

<b>Carpool-Reliant</b>	High	High	High
<b>Other Transit-Reliant</b>	High	High	Low
<b>Cooperative Carpoolers</b>	High	Low	High
<b>Solo Drivers with Low Incomes</b>	High	Low	Low

# Analysis

This map illustrates a simplified distribution of the “Carpool Reliance” profile in the previous slide.

The darkest areas are those that rank highest in those indicators of low-income, zero access to cars, and commuting to work.







# Next Steps

# Stakeholder and CBO Engagement

**Multisector Project Stakeholders** will provide insights relevant to institutional decisionmakers and the constituents and communities they serve. In working sessions, they will:

- Refine project goals
- Analyze goals and outcomes against study findings
- Discuss and refine needs for the final report

- CARTA partners
- Transit agencies
- Local governments
- Elected officials
- Educational institutions
- Commercial & freight
- Businesses
- Workforce groups
- First responders

# Stakeholder and CBO Engagement

**Community-Based Organizations** will give input on community concerns and engagement needs. In focus groups, they will:

- Develop strategies for ongoing outreach and education upon implementation
- Discuss public attitudes towards tolling, partnership opportunities, and community questions and concerns











- Community cohesion and advancement
- Food insecurity
- Disability rights
- Environmental and land conservation and development
- Cycling, pedestrian, and transit advocacy
- Community service



= Multisector Project Stakeholder workgroup



= CBO focus group

	Q1	Q2	Q3	Q4
Equity Analysis				
Community/Stakeholder Coordination and Outreach			 	  
Equity Plan Development				
Citizens Advisory Committee			 	
YoloTD Board			 	



# Thank you!



# Agenda Item 8:

## **Audited Financial Statements and Compliance Reports and Governance Letter for the Fiscal Year Ending June 30 2024**





# Agenda Item 9

## Administrative Reports

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

# 9d: Long Range Calendar

## Sep 2025

- Long-Term Capital Improvement Plan
- Yolo 80 Managed Lanes TDM Organizational Study
- Woodland Transfer Point Site Selection

## Oct 2025

- Budget Workshop #2: Cost Allocation
- Multimodal Program & Yolo Commute Updates

## Nov 2025

- Countywide Household Travel Survey RFP
- Yolo 80 Managed Lanes Update