



Board of Directors Meeting

January 13, 2025



Agenda Item 1: **Determination of Quorum**

Agenda Item 2: **Approve Agenda**

Agenda Item 3: **General Public Comment**



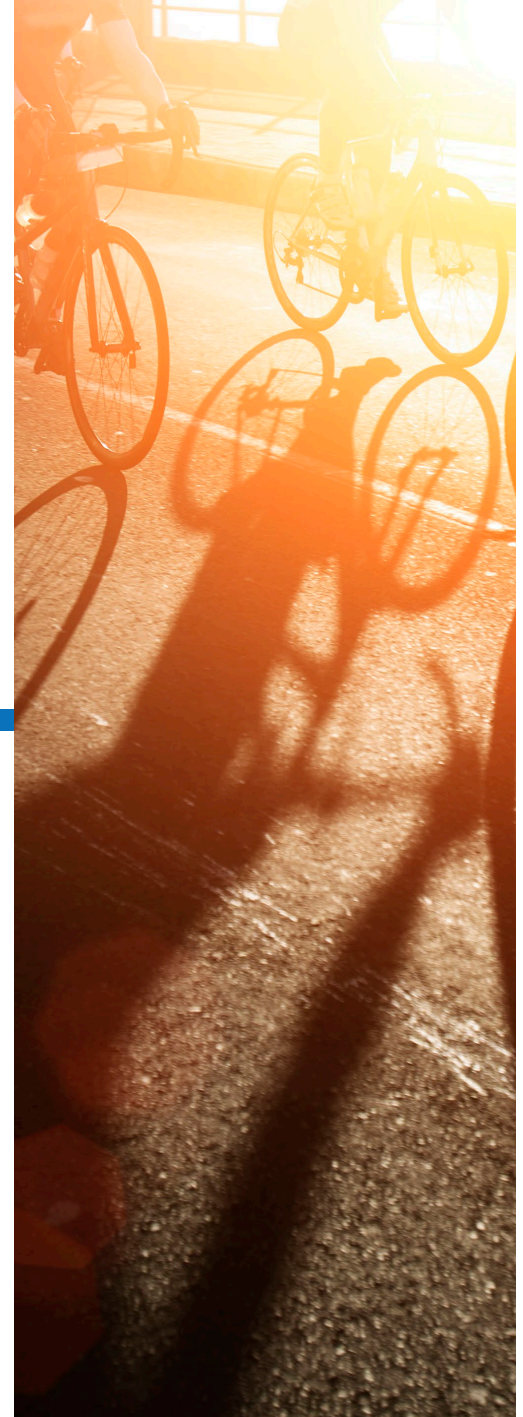
Agenda Item 4

Consent Calendar

4a	Approve Board Minutes for Regular Meeting of Dec 9, 2024
4b	Adopt Resolution No 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 January 1, 2025

Agenda Item 5

Revised Proposal for Special Budget Workshops



Background on Budget Workshops

- Concept emerged during FY 2024-25 Budget development
- Was included in the Board action approving the Budget
- Discussed at November 2024 Board Meeting
- Follow-up meeting with Chair & Vice-Chair in December

Key Takeaways from Prior Discussions

Workshops should happen during regularly-scheduled Board meetings

- Okay if it doesn't all get done this fiscal year
- Okay if meetings run later to accommodate workshops

Workshops should be designed to inform, not advocate

- Understand where discretion does and doesn't exist
- Understand how funds are allocated and whether its fair/equitable
- Encourage broad participation, including CAC and TAC

Post-workshops, provide direction to staff on key issues/actions

- Agreements re: allocation of funds among YoloTD and partner agencies
- New or expanded funding sources to pursue
- Guidelines for when/how to cut costs if need be

Workshop # 1:

State Funding Sources and YoloTD Allocations

April 14, 2025

Goals

1. Increase Board/stakeholder knowledge of recurring funding sources (primarily TDA) that support Yolo bus operations
2. Hear from outside experts about current status and future of TDA and other state funding programs
3. Clarify roles and responsibilities of federal, state, regional and local agencies
4. Understand how YoloTD and Yolo County jurisdictions allocate and use TDA funds for transit operations and other local transportation needs

Workshop # 2:

Overview of Federal Funding Sources, Local Funding Sources and Yolo County Allocations

Fall 2025

Goals

1. Increase Board/stakeholder knowledge of recurring federal funding sources and major local funding sources that support transit operations.
2. Hear from outside experts about current status and future of federal funding programs.
3. Understand how transit operation costs are allocated across federal sources.
4. Clarify roles and responsibilities of state, regional and local agencies in determining YoloTD's share of federal funding sources.

Workshop # 3:

COVID Impact, Future Budget Outlook and Options for Growing Revenues/Reducing Costs

Spring 2026

Goals

1. Understand Impact of COVID on YoloTD Budget
2. Examine assumptions that are baked into YoloTD Five-Year Budget Outlook
3. Explore options for new/increased funding sources for YoloTD
4. Explore options for reducing costs

Staff Recommendation

Provide feedback on revised proposal for special budget workshops and direct staff to proceed with planning the first workshop for April 2025.

Agenda Item 6

Transit 101

Informational Presentation on Transit Service Planning

YoloTD's Transit Service Network Structure

Local 6 routes

- \$2 fare
- Hourly

Intercity 6 routes

- \$2.25 or \$2.50 fare
- 30 minutes or hourly

Express 4 routes

- \$3.25 fare
- Hourly



Two Competing Goals of Public Transit Service

Ridership Goal

- Success: Maximize ridership, minimize subsidy per rider
- Strategy: Allocate frequent service to areas with transit supportive characteristics
- Outcome: Fewer routes, shorter waits, longer walks to service

Coverage Goal

- Success: Maximize access to transit
- Strategy: Allocate service widely with lower frequency of service
- Outcome: More routes, longer waits, shorter walks to service

Both goals are good. Transit operators must balance spending between the two.

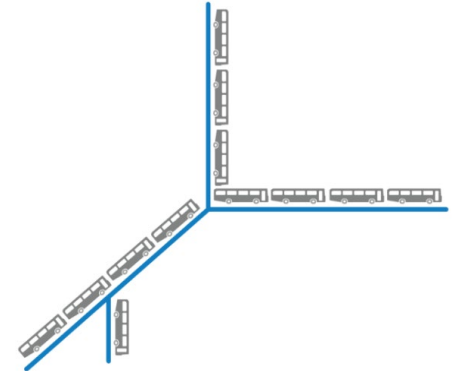
Ridership-Coverage Balance

High-Ridership Transit Goal

- ✓ FREQUENT
- ✓ ALL-DAY



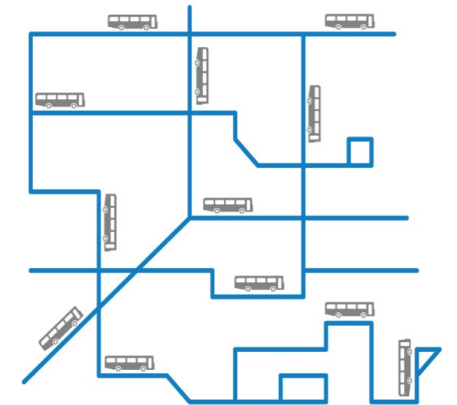
- ✓ DENSE
- ✓ WALKABLE
- ✓ LINEAR
- ✓ CLOSE



Coverage Transit Goal

SERVICE FOR NON-RIDERSHIP PURPOSES

- ✓ Geographic coverage
- ✓ Equity
- ✓ Critical community destinations



YoloTD Can't Do This Alone

Cities largely control transit outcomes:

- **Cities control factors that determine ridership**
Density, linearity, walkability, proximity, and land use mix
- **Cities control quantity and quality of transit**
Street design and priority policies determine transit travel speeds
- Faster transit requires fewer vehicles per route, freeing up vehicles for new routes, more frequency, or longer hours of service

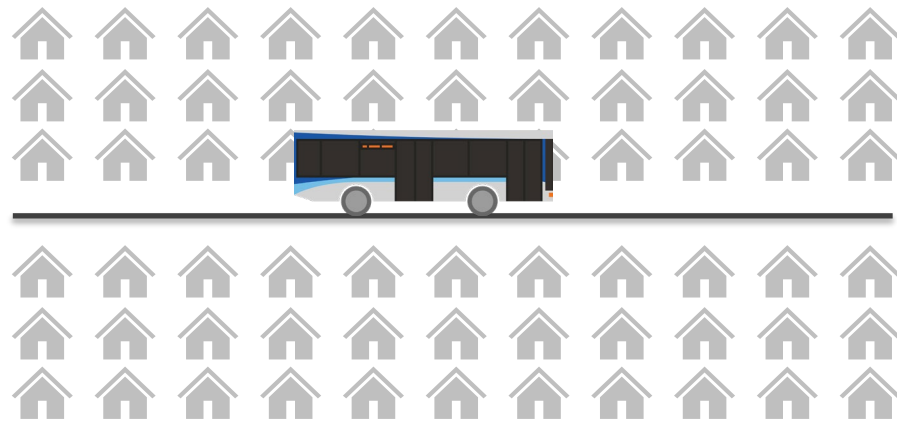




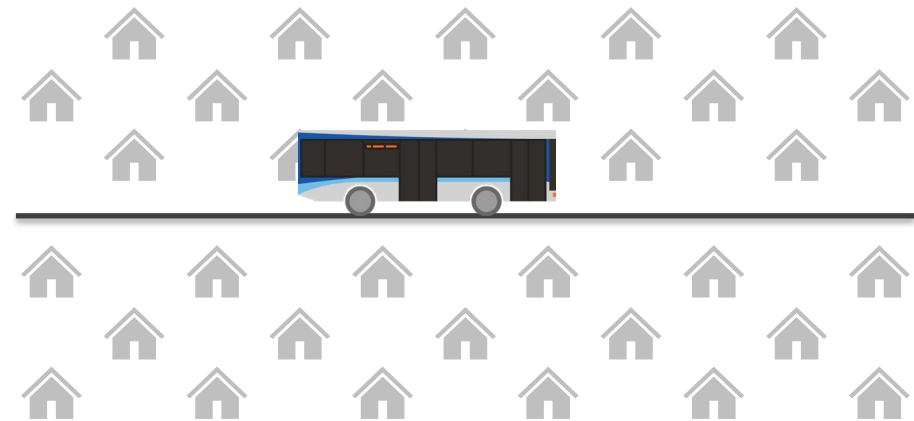
If Ridership is the Goal: The Ridership Recipe

Density: How many people near transit?

Higher Ridership



Lower Ridership





If Ridership is the Goal: The Ridership Recipe

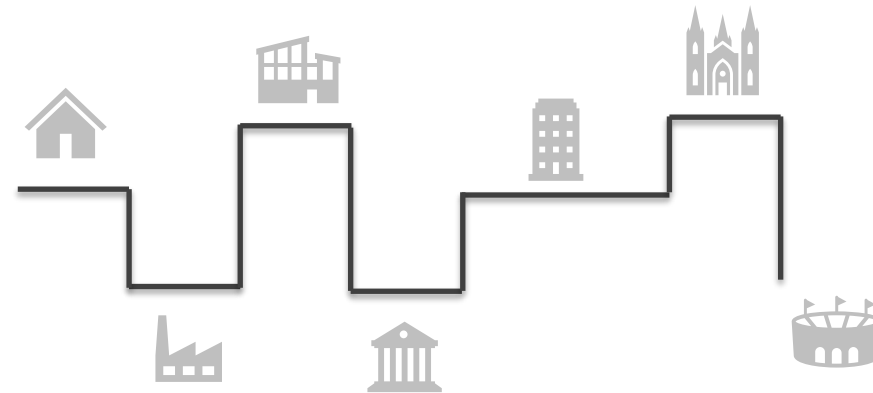
Linearity: How direct of a connection can be made?

Higher Ridership



Closer/aligned destinations means direct travel paths and shorter trip durations.

Lower Ridership



Dispersed destinations require circuitous travel paths and longer trip durations.



If Ridership is the Goal: The Ridership Recipe

Proximity: How close are origins and destinations?

Higher Ridership



Lower Ridership



Shorter trips are better than long trips.



If Ridership is the Goal: The Ridership Recipe

Mixed Land Uses: Is there bi-directional all-day demand?

Higher Ridership



Mixed land uses attract all kinds of trips all day long on weekdays and weekends.

Lower Ridership



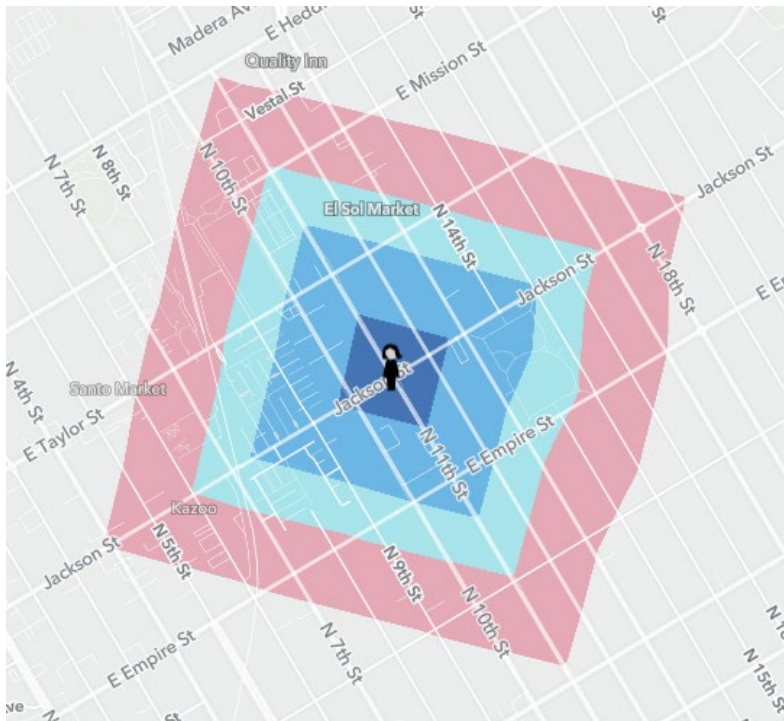
Homogenous land uses serve fewer kinds of trips, at fewer days/times, and create unidirectional demand that results in empty buses in one direction.



If Ridership is the Goal: The Ridership Recipe

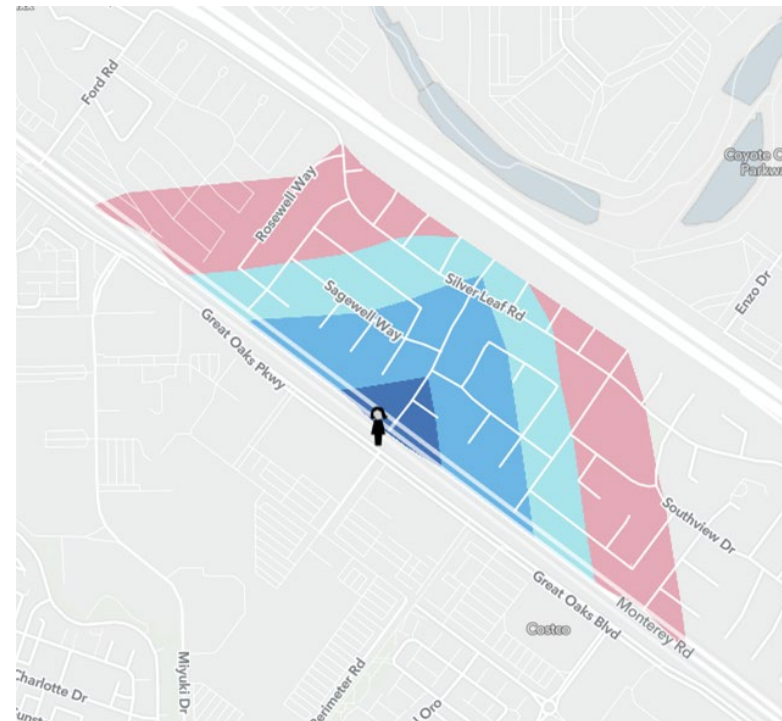
Walkability: How accessible is the transit stop?

Higher Ridership



Street grid maximizes access

Lower Ridership



Train tracks, creeks, and freeways prevent access





Designing for High-Ridership Service

Service Levels 

“How much service?”

☐ Service hours

☐ Vehicles

☐ Operators



✓ Frequency

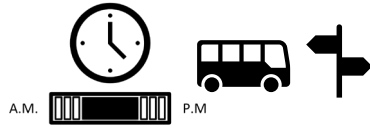
✓ Span (start/end times)

✓ Passenger load



Designing for High-Ridership Service

Route Design



“Where should the service go?”

Routes should be:

- ✓ Simple & consistent
- ✓ Symmetrical
- ✓ On a direct path
- ✓ Minimize deviations
- ✓ Along arterials (Rapid & Frequent Routes)
- ✓ Fast (give transit vehicles priority)
- ✓ Coordinated (timed transfers, aligned frequencies)
- ✓ Space stops appropriately



Designing for High-Ridership Service

Service Productivity

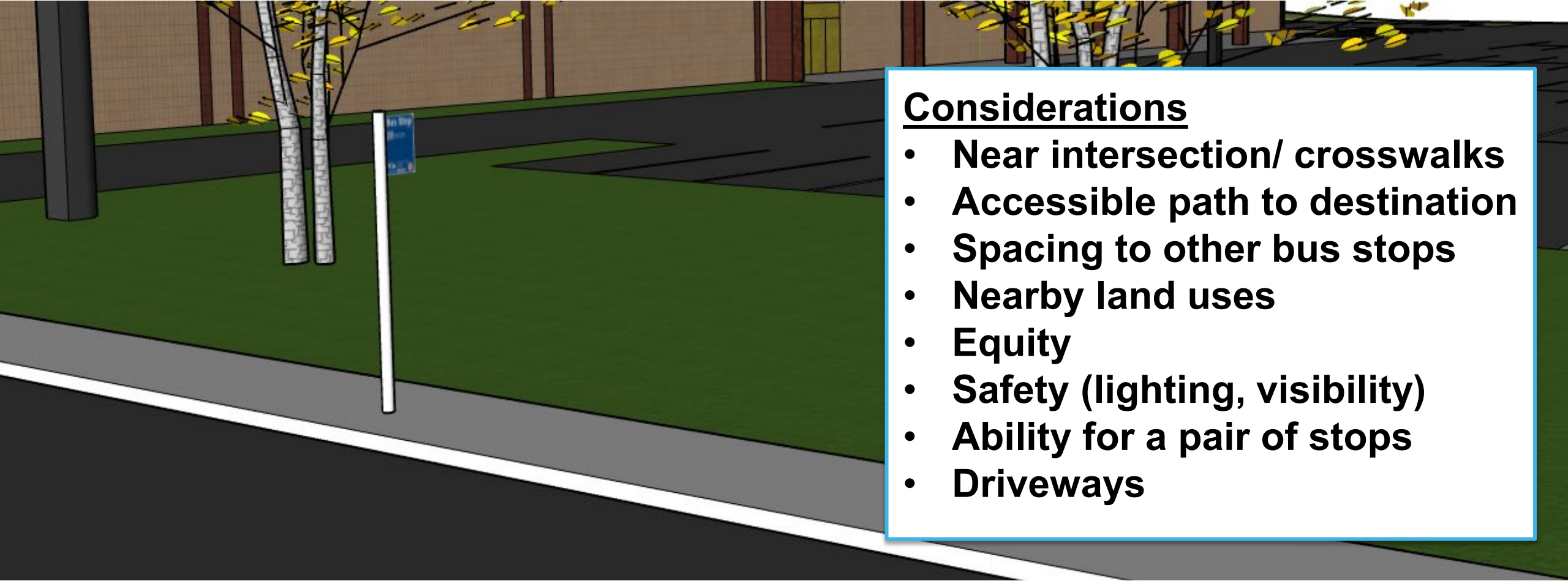
“How efficient/effective is the service?”

Some metrics include:

- Average daily riders (weekdays vs. weekends)
- Boardings per hour
- Operating cost per boarding
- Activity by stop (boardings + alightings)



Role of Bus Stops in Service Planning

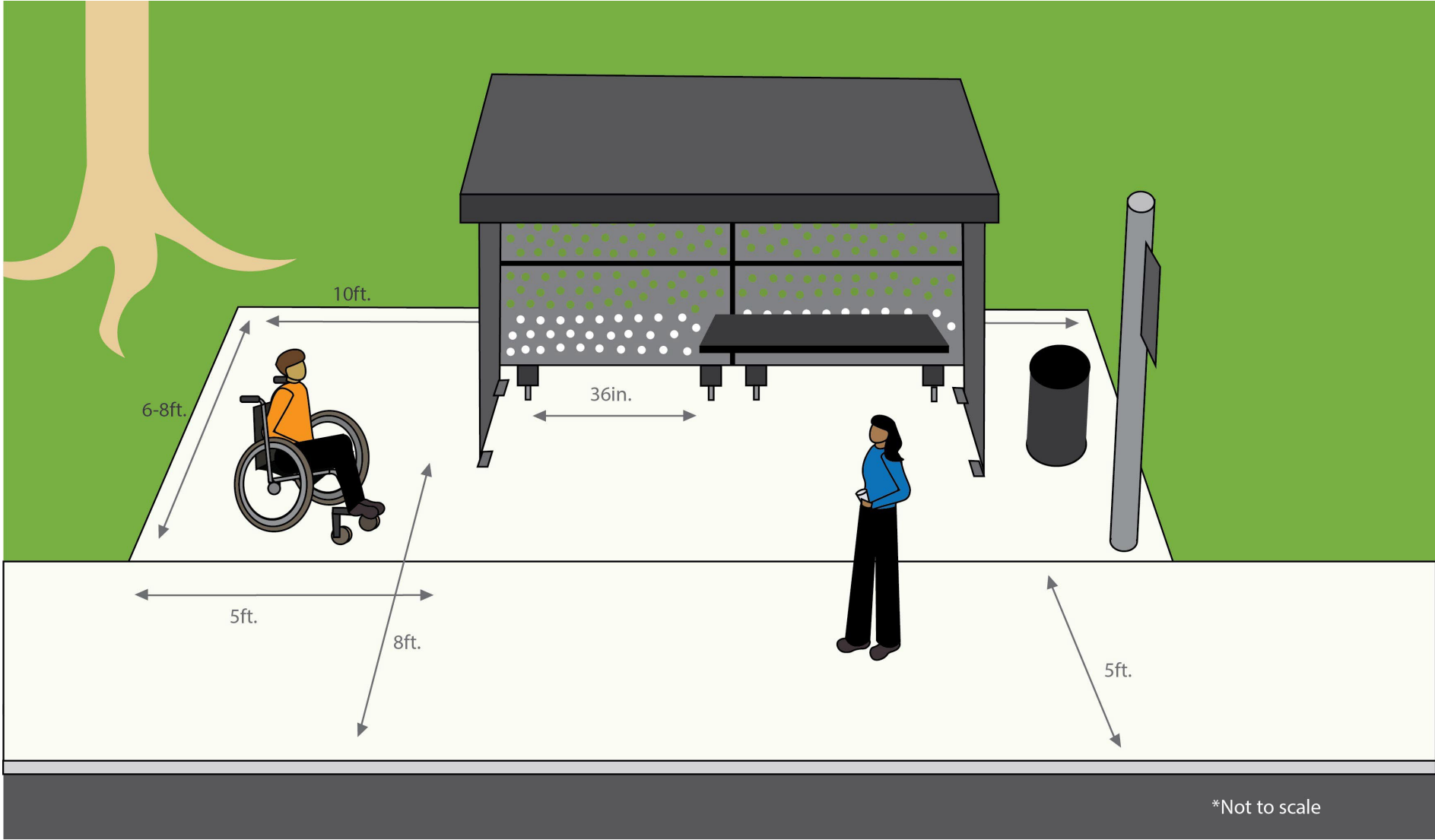


Considerations

- Near intersection/ crosswalks
- Accessible path to destination
- Spacing to other bus stops
- Nearby land uses
- Equity
- Safety (lighting, visibility)
- Ability for a pair of stops
- Driveways



Elements of an ADA-Compliant Bus Stop



Some Final Thoughts and Reminders

- YoloTD prefers 11-foot lanes
- YoloTD does not have a stated ridership vs coverage goal
- Consider bikeway/bus interactions especially at bus stops – bus boarding islands are crucial when separated bikeways are installed
 - Except at time points
- Land uses can change over time, but change can be slow – talk to us early and often!
- Chicken and the egg problem: If transit tries to follow development, you'll never be able to get the transit you want
- Developers can help fund transit improvements
- Cities control factors that determine ridership: Density, linearity, walkability, proximity, and land use mix
- Cities control quantity and quality of transit: Street design and priority policies determine transit travel speeds



Short-Range Transit Plan

- SRTP is the ongoing YoloBus network redesign
- Most transit agencies undergo major redesigns every 5-15 years
- Schedule for the Board:
 - Spring 2025: Existing conditions report (including rider survey results) and goals/objectives/performance measures
 - Summer 2025: Draft recommendations
 - End of year 2025: Final recommendations

Questions?

Lola Torney – Senior Transportation Planner

ltorney@yctd.org



Agenda Item 7:

Update on 2025 SACOG Regional Funding STIP Coordination



Contents

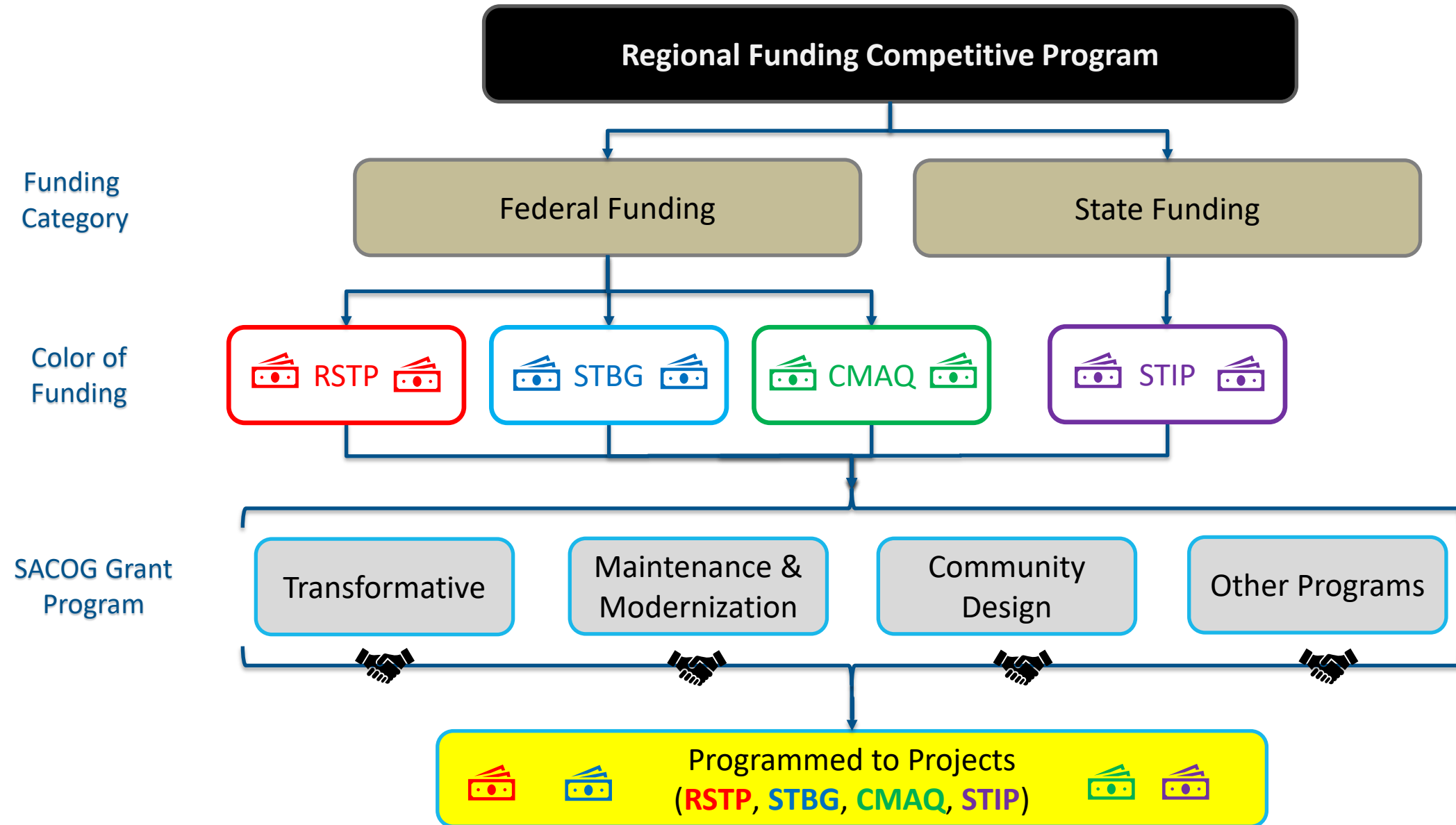
1. **What is STIP Funding?**
2. **SACOG Regional Funding Program**
3. **SACOG Four-County STIP Program**
4. **Opportunity for Coordination**
5. **What Does Coordination Look Like?**
6. **What is YoloTD's Role?**
7. **Next Steps**

What is STIP Funding?

State Transportation Improvement Program (STIP)

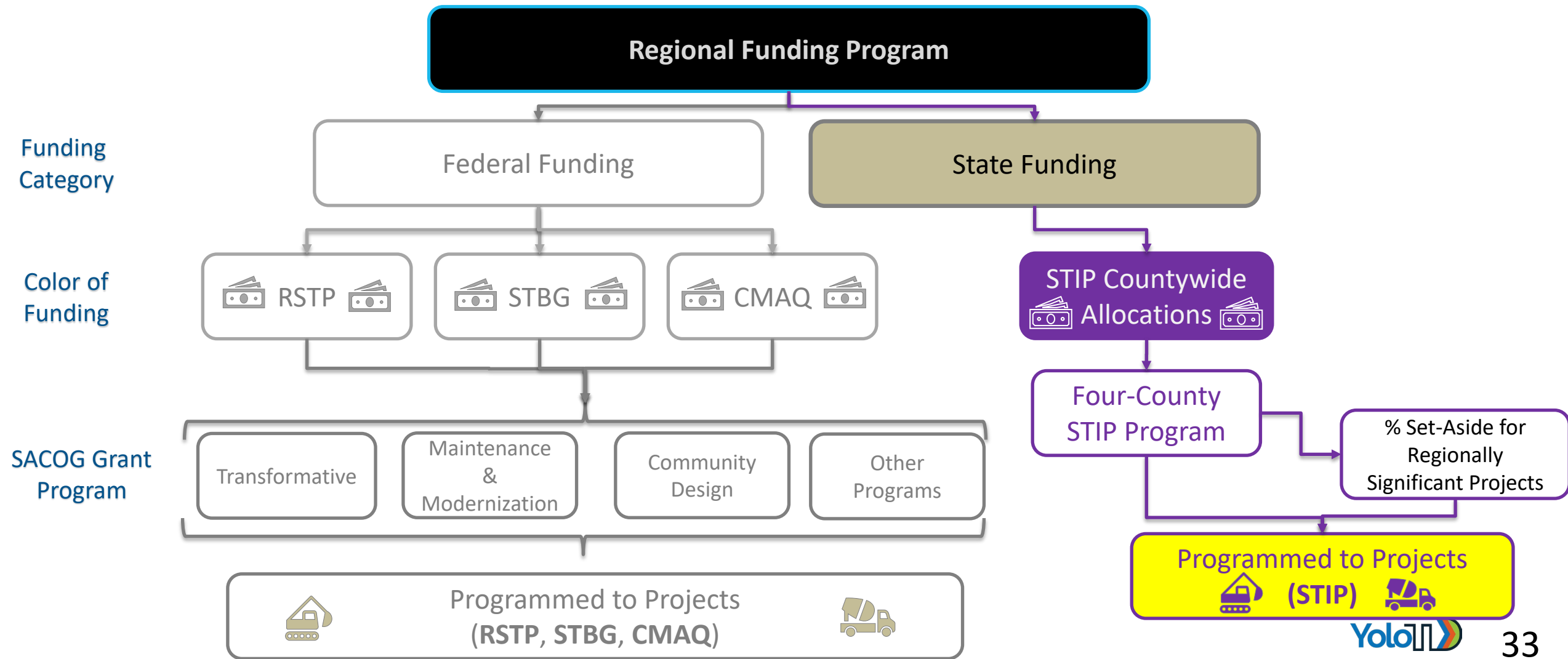
- **State (not Federal) Funds**
- **Funding Objectives:**
 - Fix-it first projects that advance climate, safety, and/or equity issues
 - Transit projects
 - Zero Emission Vehicle projects
 - Bicycle and pedestrian projects
 - Micromobility projects

SACOG Regional Funding Program: Prior Cycles



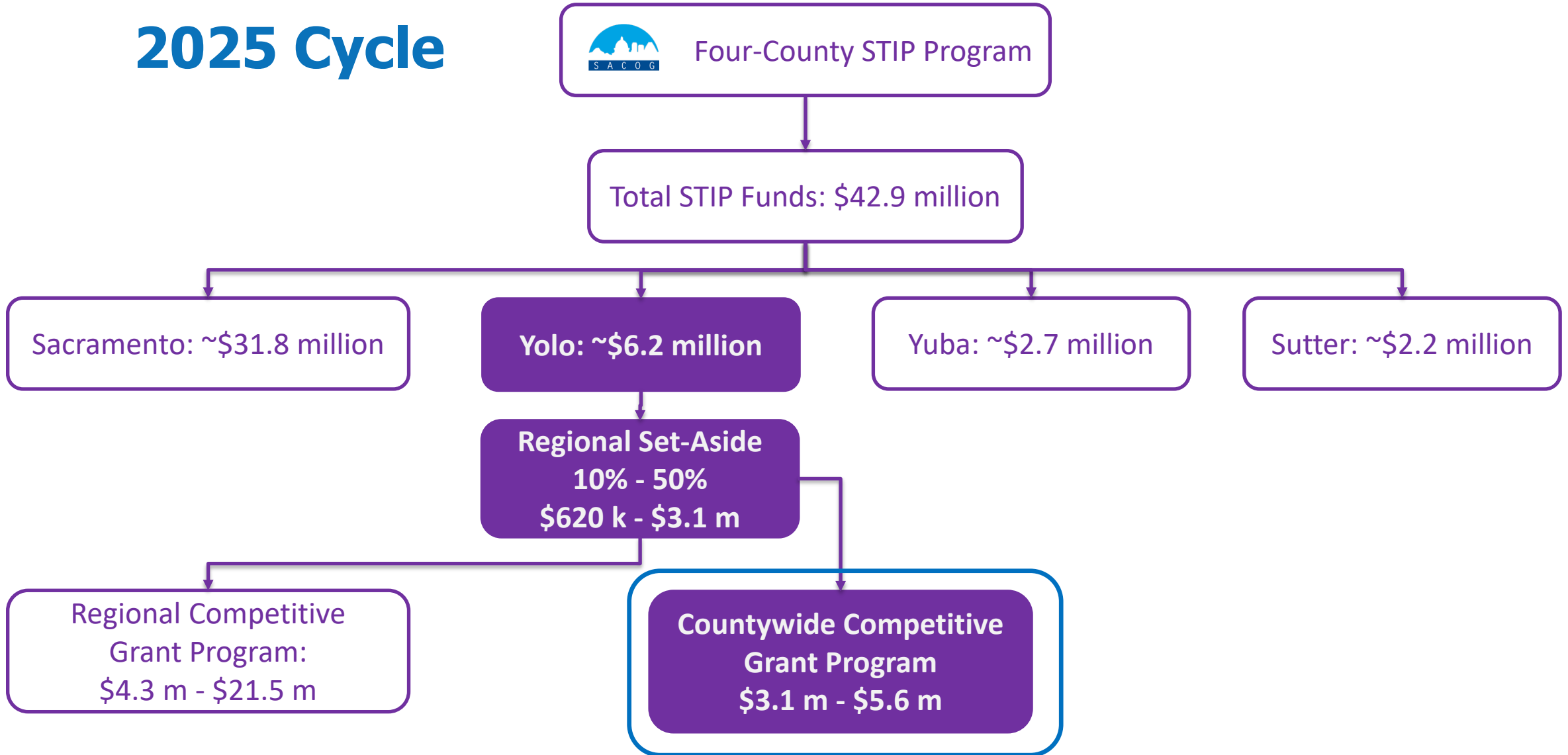
SACOG Regional Funding Program

2025 Cycle



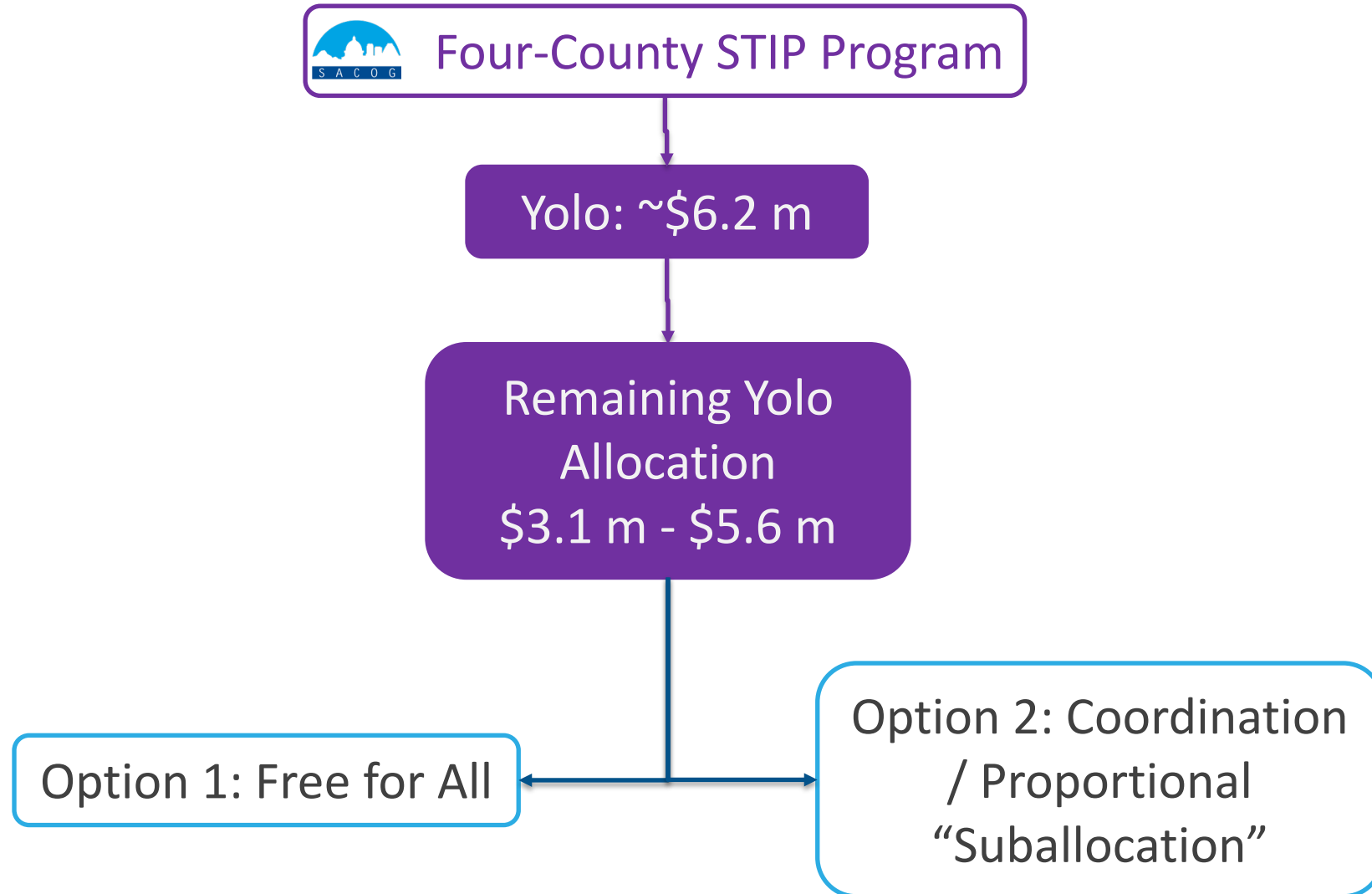
SACOG Four-County STIP Program

2025 Cycle



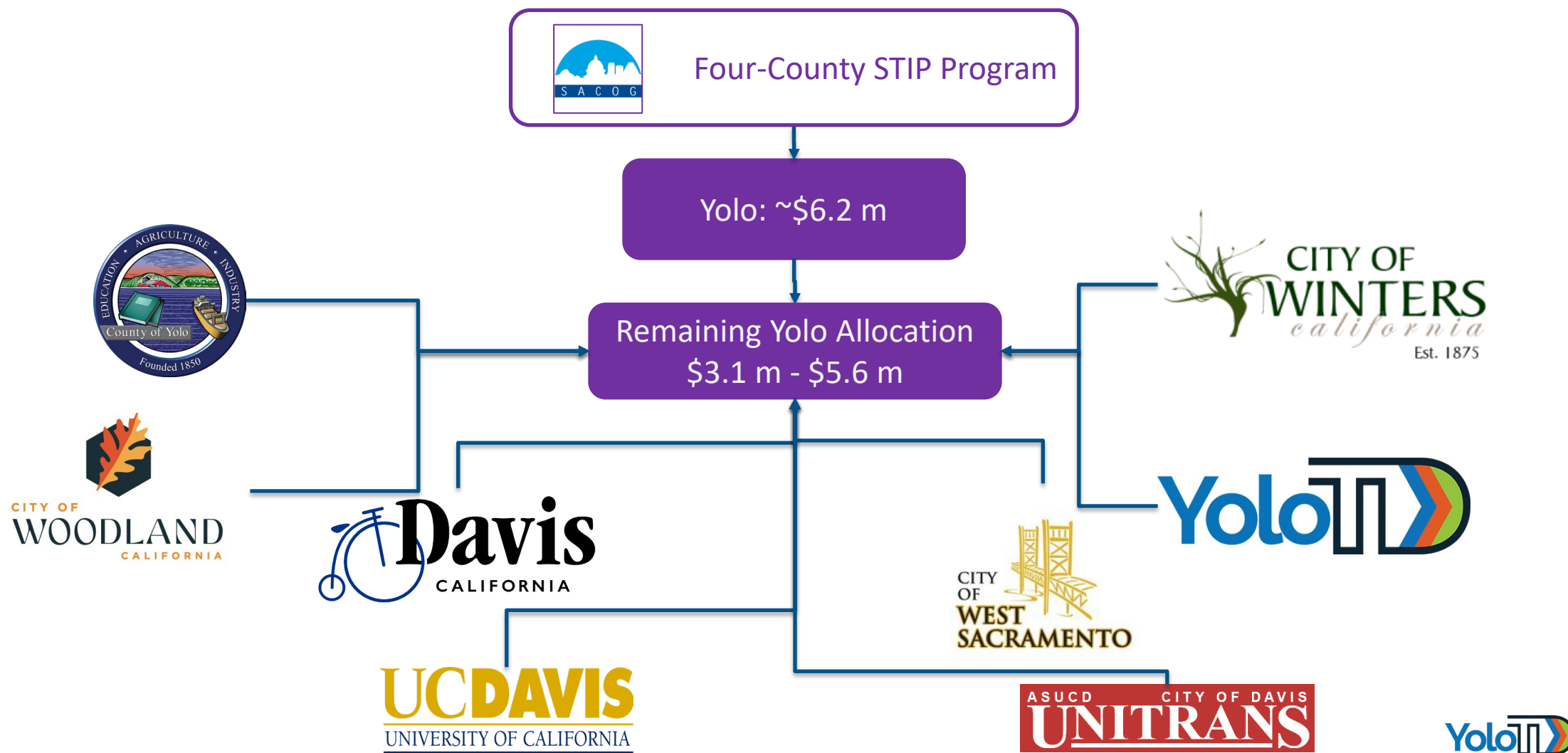
Opportunity for Coordination

2025 Cycle



Opportunity for Coordination

2025 Cycle: Option #1 Free for All



Opportunity for Coordination

2025 Cycle: Why Coordinate?

Option 1: Free For All

Advantages:

- Opportunity for larger grant awards for individual agencies

Disadvantages:

- All agencies must dedicate staff & \$\$ resources to grant applications
- Less certainty of funding for all agencies

Option 2: Coordination / Proportional “Suballocation”

Advantages:

- More certainty in funding
- Less wasted resources on grant applications

Disadvantages:

- Less opportunity for large grant award from this pot of funding

What Does Coordination Look Like?

Yolo TD TAC Priorities

1. Ensure all agencies are made “whole” in this STIP cycle (i.e. “fair share / proportional suballocation”)
2. Define “proportional suballocation”, ensure equitable outcomes

Current YoloTD TAC Proportional Suballocation Methodology

- Equal weight average of population and road-miles

What Does Coordination Look Like?

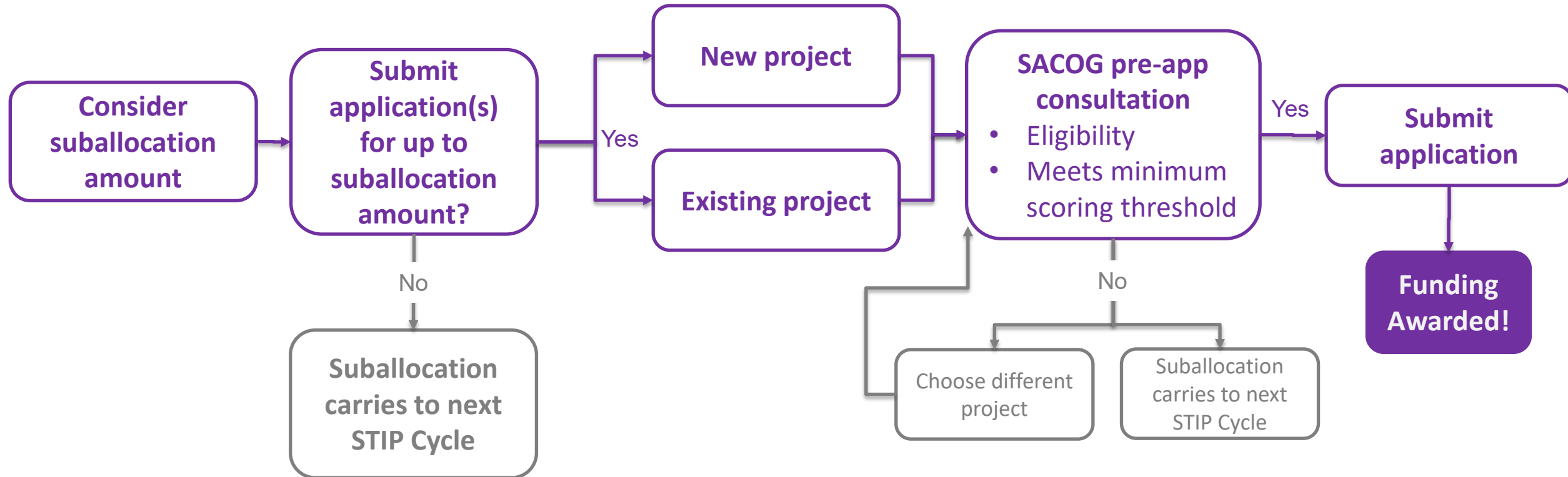
Fair Share "Suballocation": Road Miles & Population (Equal Weight Scenario)					
Place	Road Miles	Road Miles %	Population	Population %	% Average
Davis	162	12%	67,057	30%	21%
Woodland	204	15%	61,227	28%	21%
West Sacramento	190	14%	54,163	24%	19%
Winters	33	2%	7,270	3%	3%
UC Davis / Unitrans	20	1%	8,229	4%	3%
Yolo County	752	55%	24,169	11%	33%
YoloTD	NA				
Total	1,361	100%	222,115	100%	100%

What Does Coordination Look Like?

		Regional Set Aside Scenarios				
Fair Share "Suballocation": Road Miles & Population (Equal Weight)		10%	12%	20%	25%	50%
Starting Amount	\$6,200,000	\$ 5,558,000	\$ 5,435,000	\$ 4,941,000	\$ 4,632,000	\$ 3,088,000
YoloTD(10%)		\$ 556,000	\$ 544,000	\$ 494,100	\$ 463,000	\$ 309,000
Remaining Amount	\$ 6,200,000	\$ 5,002,000	\$ 4,891,000	\$ 4,447,000	\$ 4,169,000	\$ 2,779,000
Place	% Average	Suballocations				
Davis	21%	\$ 1,053,000	\$ 1,029,000	\$ 935,943	\$ 877,000	\$ 585,000
Woodland	21%	\$ 1,064,000	\$ 1,041,000	\$ 946,198	\$ 887,000	\$ 591,000
West Sacramento	19%	\$ 959,000	\$ 938,000	\$ 852,611	\$ 799,000	\$ 533,000
Winters	3%	\$ 143,000	\$ 139,000	\$ 126,690	\$ 119,000	\$ 79,000
UC Davis / Unitrans	3%	\$ 129,000	\$ 127,000	\$ 115,052	\$ 108,000	\$ 72,000
Yolo County	33%	\$ 1,654,000	\$ 1,617,000	\$ 1,470,507	\$ 1,379,000	\$ 919,000
Total	100%	\$ 5,558,000	\$ 5,435,000	\$ 4,941,100	\$ 4,632,000	\$ 3,088,000

What Does Coordination Look Like?

Member Agency Decision Tree for STIP Program:



What Does Coordination Look Like?

Example Scenario Over Two STIP Cycles:

Example Scenario Over Two STIP Cycles:						2027 STIP Cycle	
			2025 STIP Application		Carry Over to 2027	Allocation Estimate (90% of 2025)	Programming Available (2025 + 2027)
Place	% Population & Road Miles	20% Regional Set-Aside	Apply?	Award Amount	Amount	Amount	
Starting Amount		\$ 4,941,000			\$ 1,935,000	\$ 4,447,000	\$ 6,382,000
Yolo ID (10%)		\$ 494,000	No	\$0, Deferred	\$ 494,000	\$ 445,000	\$ 939,000
Remaining Amount		\$ 4,447,000				\$ 4,002,000	\$ 5,443,000
Davis	21%	\$ 936,000	Yes	\$ 936,000	\$ -	\$ 842,000	\$ 842,000
Woodland	21%	\$ 946,000	Yes	\$ 600,000	\$ 346,000	\$ 852,000	\$ 1,198,000
West Sacramento	19%	\$ 853,000	No	\$0, Deferred	\$ 853,000	\$ 767,000	\$ 1,620,000
Winters	3%	\$ 127,000	No		\$ 127,000	\$ 114,000	\$ 241,000
UC Davis / Unitrans	3%	\$ 115,000	No		\$ 115,000	\$ 104,000	\$ 219,000
Yolo County	33%	\$ 1,471,000	Yes	\$ 1,471,000	\$ -	\$ 1,323,000	\$ 1,323,000
Total	100%	\$ 4,942,000		\$ 3,007,000	\$ 1,935,000	\$ 4,447,000	\$ 6,382,000

What is YoloTD's Role?

- STIP funding *does not flow through* YoloTD, no decision-making authority
- Coordinate, facilitate conversations for member agencies toward beneficial outcomes
- Analyze different scenarios
- Can facilitate MOU between member agencies
- Can track funding applications, suballocation carryovers, etc. over STIP cycles
- Can facilitate, record fund swap agreements between agencies

Next Steps

- STIP cycle release: Spring 2025
- Member agencies decide whether to coordinate. If yes...
 - Refine proportional suballocation calculations
 - Formalize with decision-makers
 - Develop and execute MOU between member agencies
 - Bring to YoloTD Board for endorsement (symbolic)
- Member agencies approach 2025 SACOG Four-County STIP Funding Program consistent with MOU

Discussion



Agenda Item 8:

Appoint Alternate to Capitol Corridor Joint Powers Authority Board of Directors



Agenda Item 9: Appointments to the Capitol Area Regional Tolling Authority



Agenda Item 10

Administrative Reports

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

10d: Long Range Calendar

January 2025

- Approve Plan for Proposed Budget Workshops
- Appointments to CCJPA and CARTA
- Short Range Transit Plan Update (1)

February 2025

- Open Public Hearing on BeeLine Service Changes in Winters and Knights Landing
- Renew Youth Ride Free and other free fare programs
- Yolo Active Transportation Corridors (YATC) Expenditure Authorization for Design
- FY 23-24 Audited Financial Statements

March 2025

- Hold For Possible Budget Workshop
- SACOG Regional Funding Round STIP Coordination
- Close Public Hearing and Possible Action on BeeLine Service Changes
- Short Range Transit Plan Update (2)