



Board of Directors Meeting

December 8, 2025



Agenda Item 1 : **Call to Order/Roll Call**

Agenda Item 2: **Closed Session**

Agenda Item 3: **Approve Agenda for Dec 8, 2025 Meeting**

Agenda Item 4: **Report Back from Closed Session**

Agenda Item 5: **General Public Comments**



Agenda Item 6

Consent Calendar

6a	Approve Board Minutes for Regular Meeting of Nov 17, 2025
6b.	Approve 2026 Meeting Schedule
6c	Approve Sublicensing Agreement with Sacramento Regional Transit for Transit Connect/Masabi Fare Payment App
6d	Approve Increase to Hourly Wages for Student Interns to Comply with California Labor Code
6e	Adopt Resolution 2025-11 to Approve Updated Title VI Program
6f	Approve Schedule of Holiday Closures for 2026



YoloTD Short-Range Transit Plan

Draft SRTP Route Recommendations and Financial Scenarios



Agenda

1. Board Input to Date
2. Define Scenarios
3. Summary of Funding Scenario
4. Number of Trips Per Day Per Route
5. Route Maps
6. Next Steps
7. Recommendations



Board Input to Date

- April 2025: Support for converting from a coverage to a frequency model of transit service
- July 2025: Support for Draft SRTP Recommendations for community input; support for consolidating routes that overlap in Woodland and West Sacramento
- September 2025: Support for moving the Woodland Transfer Point from the County Fair Mall
- November 2025: Support for restoring fixed-route service to Winters, approval of Woodland transfer point relocation

Scenarios Defined

Scenario	Change	Purpose
Reduction Scenario #2	80%	Response to higher operational contract costs, economic recession, and/or reduction in federal & state funding
Reduction Scenario #1	90%	Response to higher operational contract costs
Base Case	0%	Proposed route & service changes - consistent with Board-supported SRTP goals - based upon existing service levels
Aspirational Scenario	110+%	Additional state/federal funding, local revenue measure, or VMT mitigation funding

Summary of Funding Scenarios – Local Routes

Route	Service Area	80% Service	90% Service	100% Service	110+% Service
Route 37	West Sacramento Local	Weekdays: 60 mins 9am-3pm		Weekdays: 30 mins 9am-3pm	Replaced by 37DT
Route 37DT	West Sacramento Local	Weekdays: 60 mins 6am-9am and 3pm-6pm		Weekdays: 30 mins 6am-9am and 3pm-6pm	Weekdays: 30 mins 6am-6pm
Route 38 (new route replacing 40, 41, 240)	West Sacramento Local	Weekdays: 30 mins in peak hours, 60 mins off peak	Weekdays: 30 mins 6am-7pm	Weekdays: 30 mins 6am-7pm	Weekdays: 30 mins 6am-7pm
Route 213 (new route replacing 211, 212)	Woodland Local	Weekdays: 30 mins 7am-9pm Weekends: 60 mins 8am-8pm	Weekdays: 30 mins 6am-9pm Weekends: 60 mins 8am-8pm	Weekdays: 30 mins 6am-9pm Weekends: 60 mins 8am-8pm	Weekdays: 30 mins 6am-9pm Weekends: 60 mins 8am-8pm

Summary of Funding Scenarios – Intercity Routes

Route	Service Area	80% Service	90% Service	100% Service	110+% Service
Route 42A	Intercity Clockwise	Weekdays: 30 mins 6am-7pm, 60 mins to 11pm Weekends: 60 mins, 6am-11pm		Weekdays: 30 mins 6am-7pm, 60 mins to 11pm Weekends: 60 mins, 6am-11pm	Weekdays: 30 mins 6am-12am Weekends: 60 mins, 6am-12am
Route 42B	Intercity Counter-clockwise	Weekdays: 30 mins 6am-7pm, 60 mins to 11pm Weekends: 60 mins, 6am-11pm		Weekdays: 30 mins 6am-7pm, 60 mins to 11pm Weekends: 60 mins, 6am-11pm	Weekdays: 30 mins 6am-12am Weekends: 60 mins, 6am-12am
Route 138	Causeway Connection	Current Service		Current Service	Current Service
Route 215	Cache Creek	Current Service		Current Service	Additional trips
Route 220	Davis – Winters - Vacaville	2 round trips	4 round trips	4 round trips	8 round trips

Summary of Funding Scenarios – BeeLine

Route	Service Area	80% Service	90% Service	100% Service	110+% Service
Knights Landing BeeLine	Knights Landing	Current Service		Current Service	Current Service
Winters BeeLine	Winters	Discontinued		1/2 of Current Service	Current Service
Woodland BeeLine	Woodland	1/4 of Current Service	1/2 of Current Service	1/2 of Current Service	Current Service

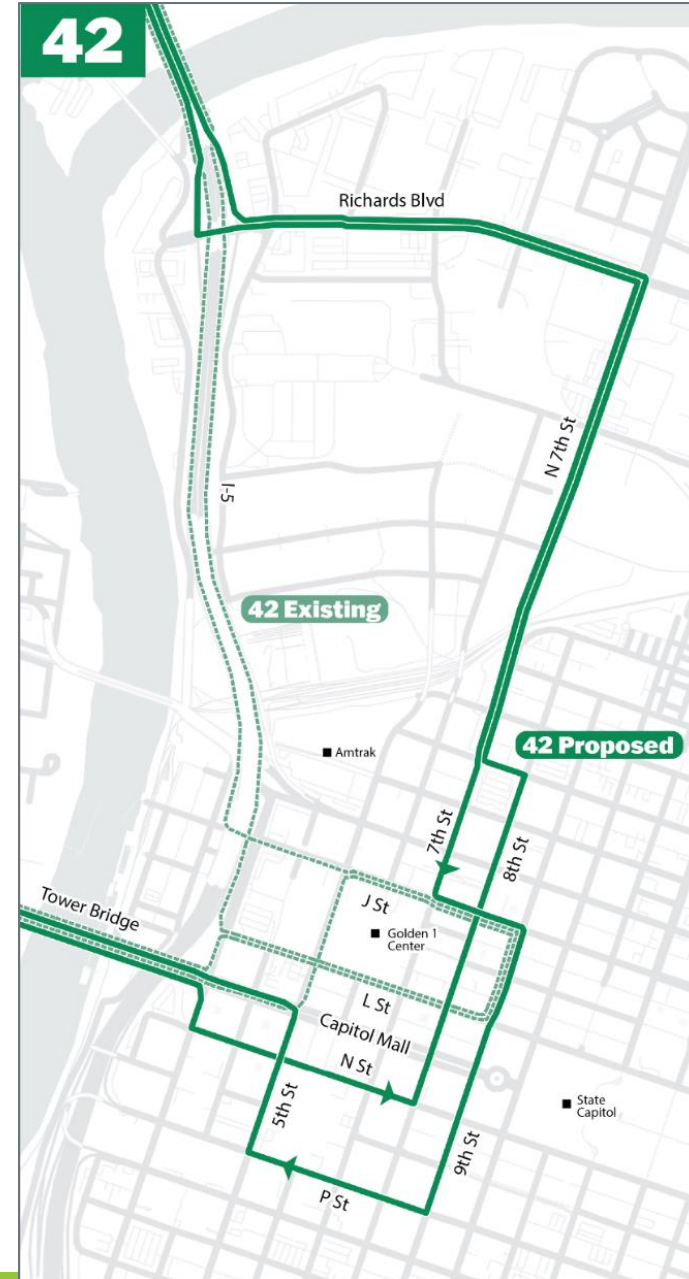
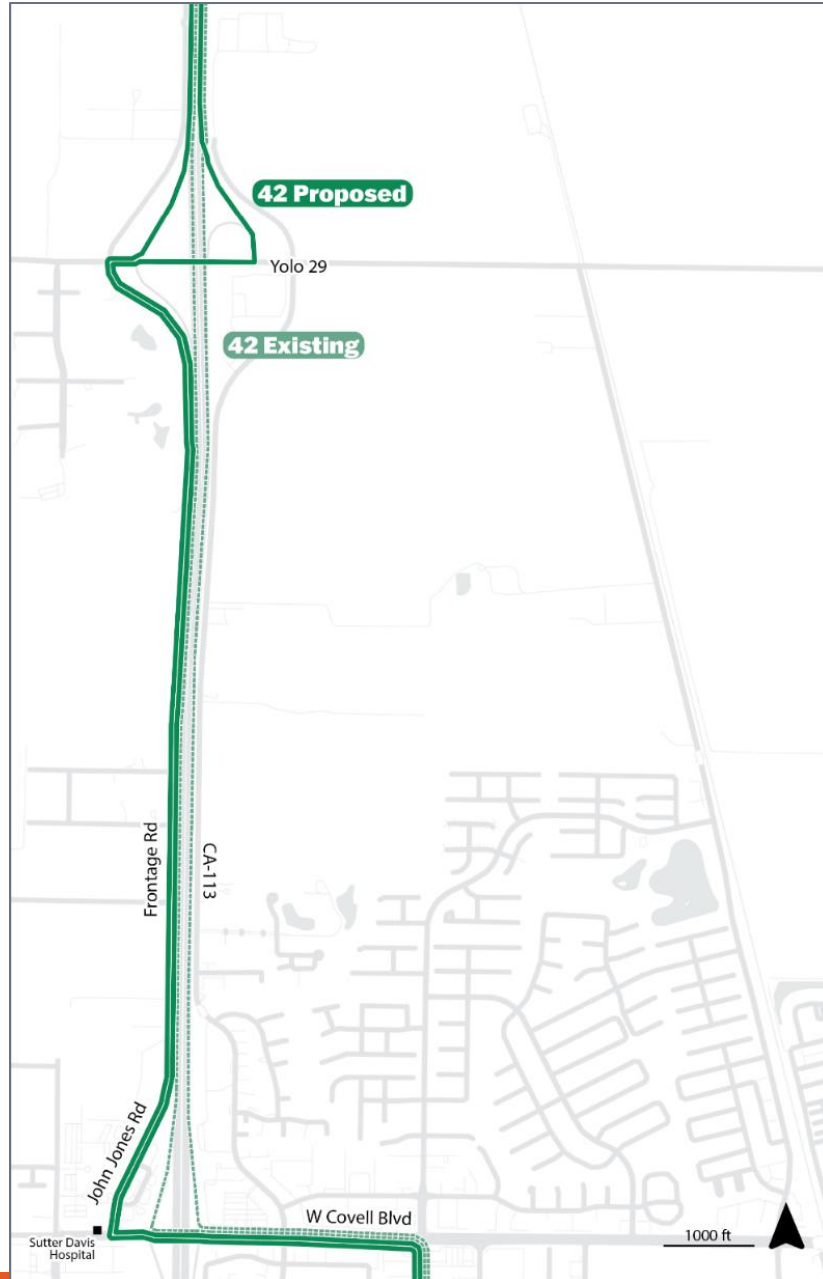
Number of Trips Per Day - Weekdays

Weekday	80% Service	90% Service	100% Service	110+% Service
Local Routes				
Route 37	6	6	12	0
Route 37DT	6	12	12	24
Route 38	19	26	26	26
Route 213	56	60	60	60
Intercity Routes				
Route 42A	31	31	31	38
Route 42B	31	31	31	38
Route 138	14	14	14	14
Route 215	24	24	24	24
Route 220	4	8	8	8
Commuter Express Routes				
Route 43	0	0	6	6
Route 44	0	0	6	6
Route 45	0	0	2	6
Route 230	0	0	6	6
Total	191	212	238	256

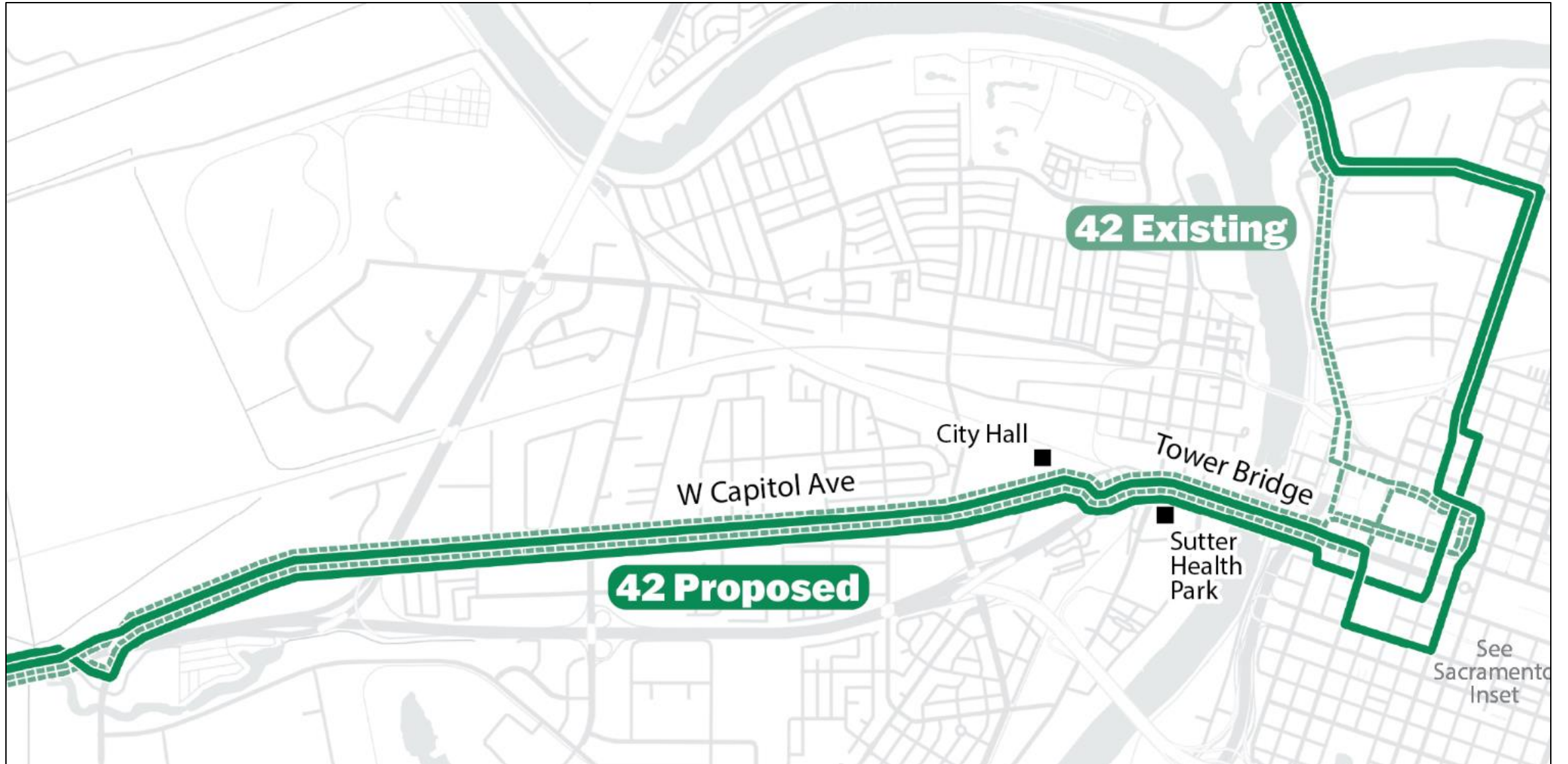
Number of Trips Per Day - Weekends

Weekday	80% Service	90% Service	100% Service	110+% Service
Local Routes				
Route 37	0	0	0	0
Route 37DT	0	0	0	0
Route 38	11	11	11	11
Route 213	24	24	24	24
Intercity Routes				
Route 42A	17	17	17	18
Route 42B	17	17	17	18
Route 138	0	0	0	0
Route 215	24	24	24	24
Route 220	0	0	0	0
Commuter Express Routes				
Route 43	0	0	0	0
Route 44	0	0	0	0
Route 45	0	0	0	0
Route 230	0	0	0	0
Total	93	93	93	95

Route 42



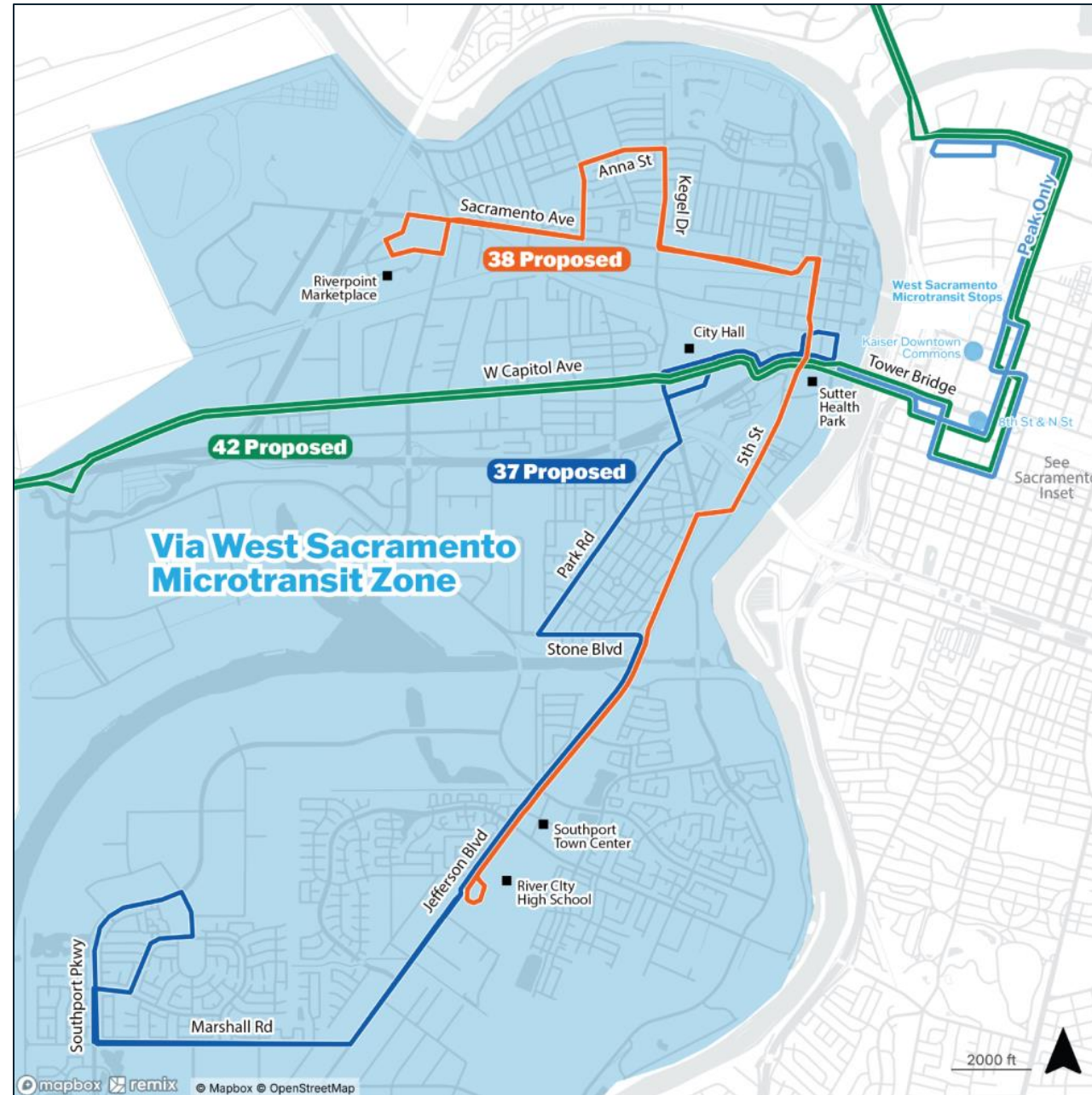
Route 42



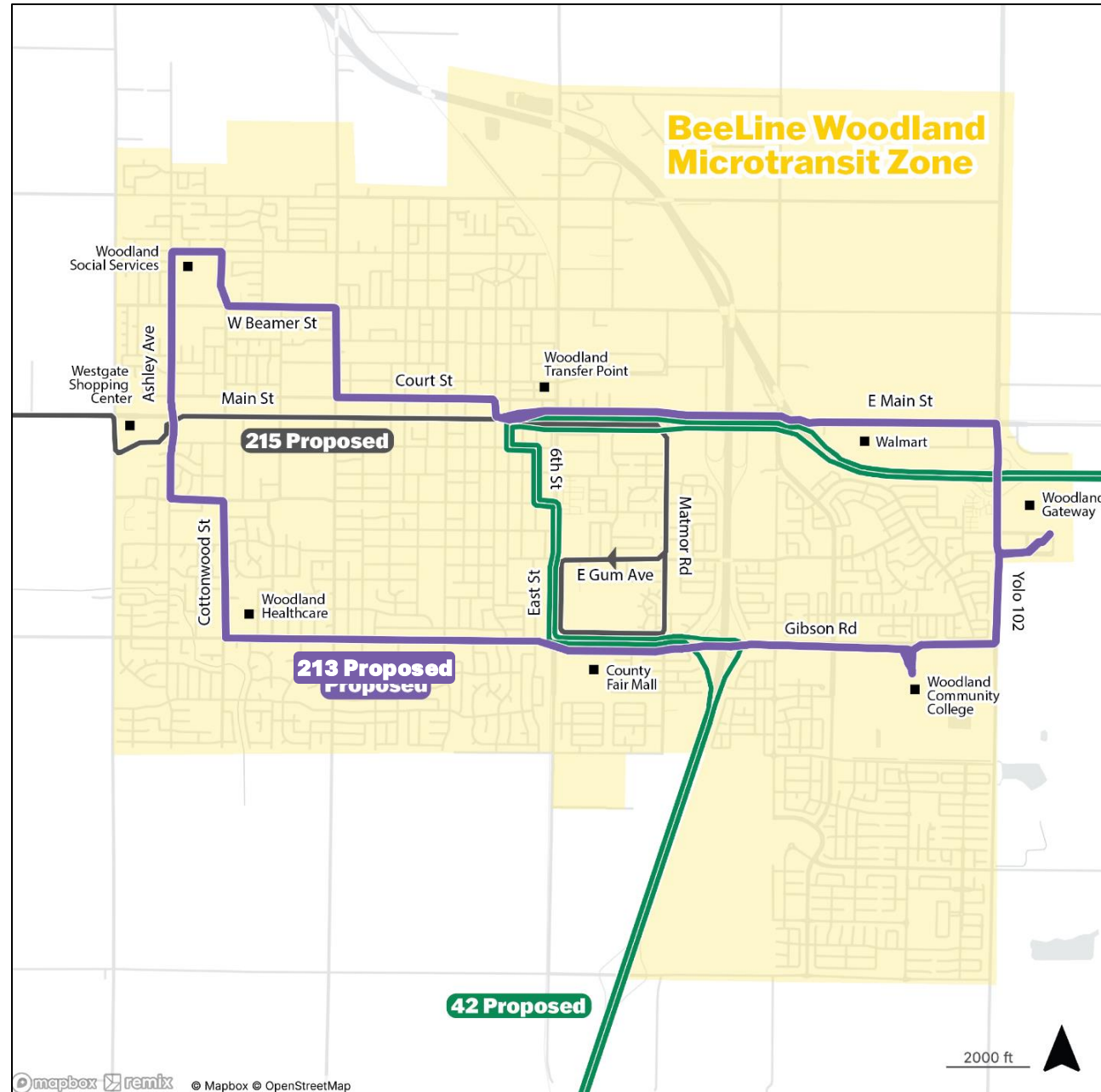
Route 42



West Sacramento



Woodland

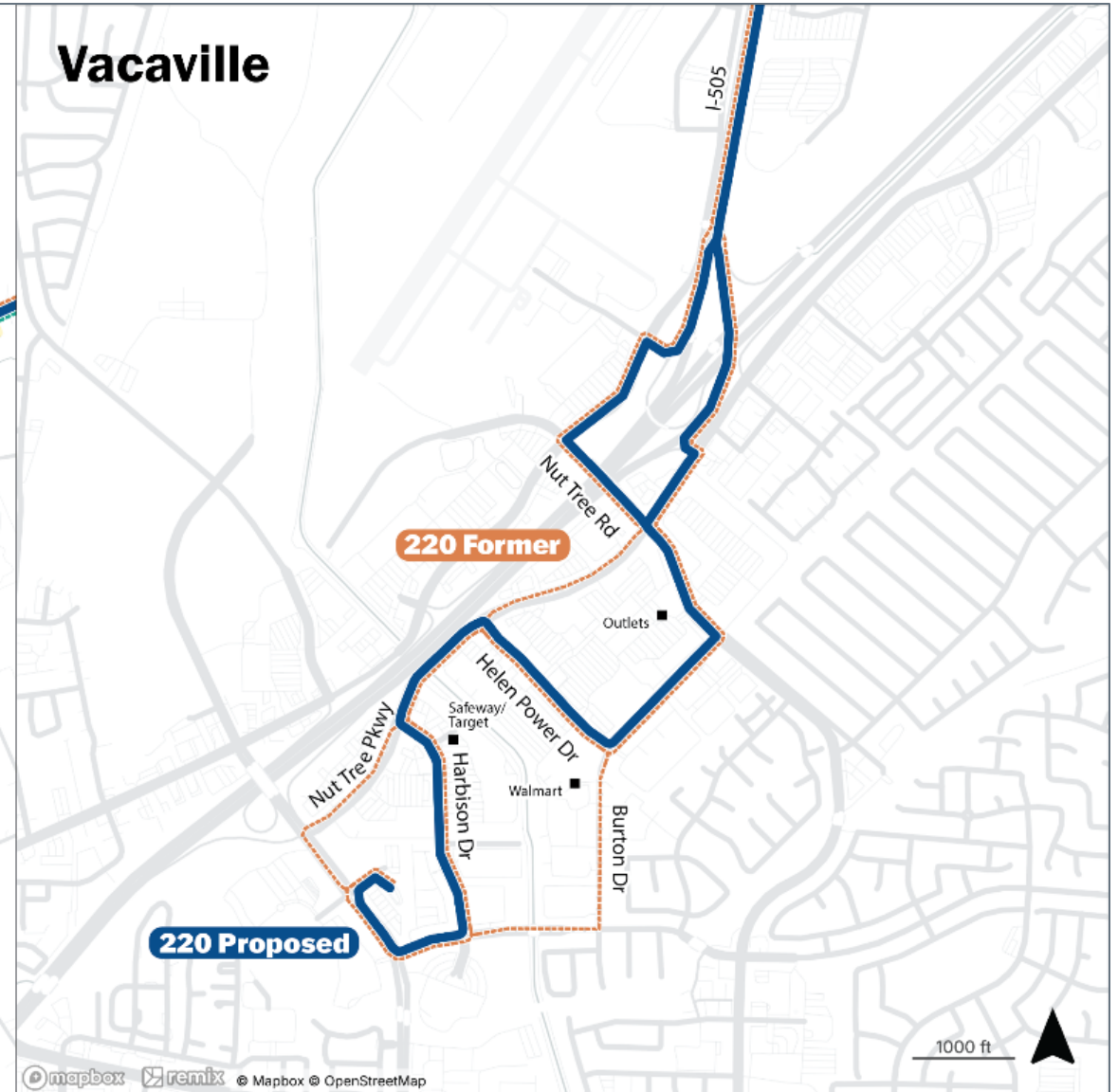


Winters

Winters



Vacaville



Next Steps

- **Develop Implementation Plan**
 - Financial analysis informed by new operations contract
 - Route schedules
 - Bus stop standards and guidelines
 - Develop key performance indicators (KPIs) for service
 - Fare policy
 - Capital Plan for transition to zero emission buses
- **Develop Implementation Outreach Plan**
- **Rollout SRTP**



Recommendations

What action on this item does and does not mean:

- Approval of the four scenarios means approving proposed network maps and service changes
- Approval does not mean a decision or commitment to implement any specific scenario
 - After approval of a new transit operations contract, financial analysis will be conducted to determine what service levels can be implemented within the approved network scenarios



Staff Recommendations

- Approve Short Range Transit Plan (SRTTP) Network Maps
- Approve Four Financial Scenarios





Questions?

Lola Torney
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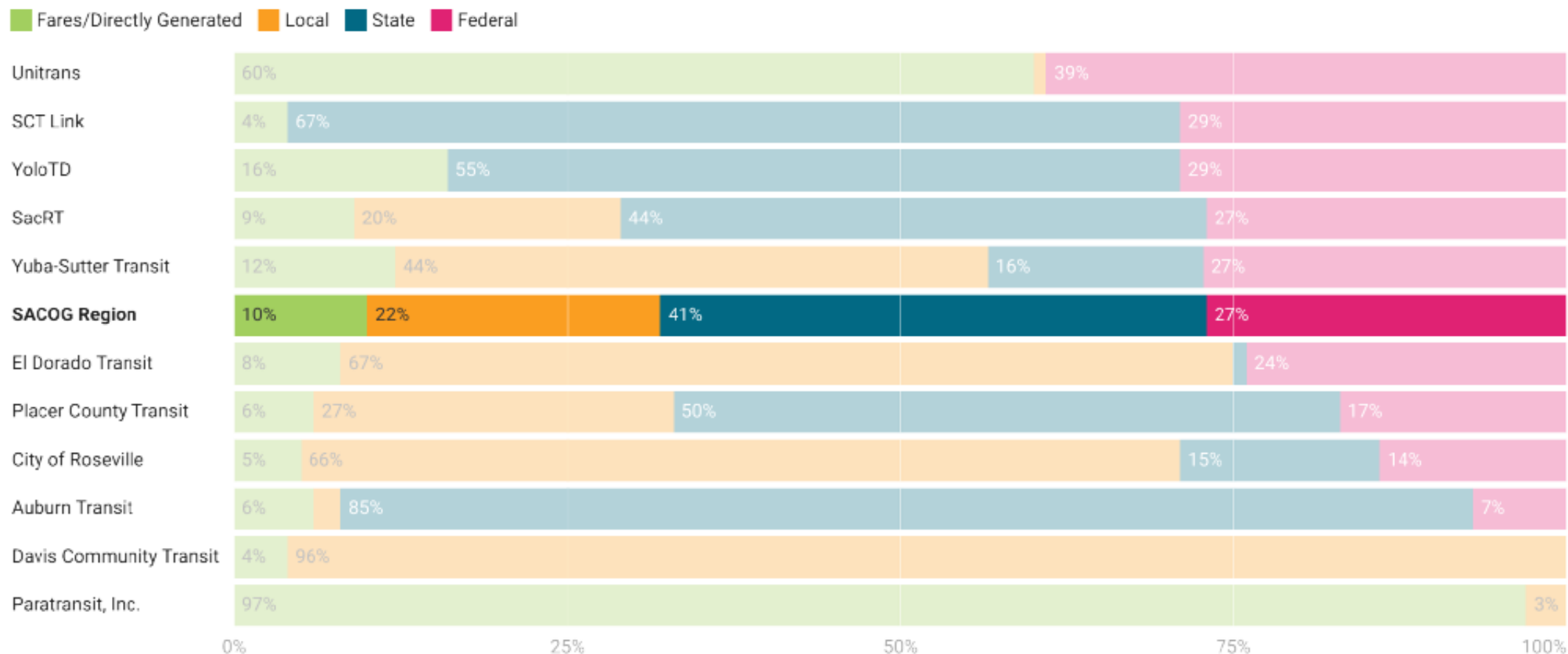
Agenda item 8

Briefing on Transit MOU for Sacramento Urbanized Area

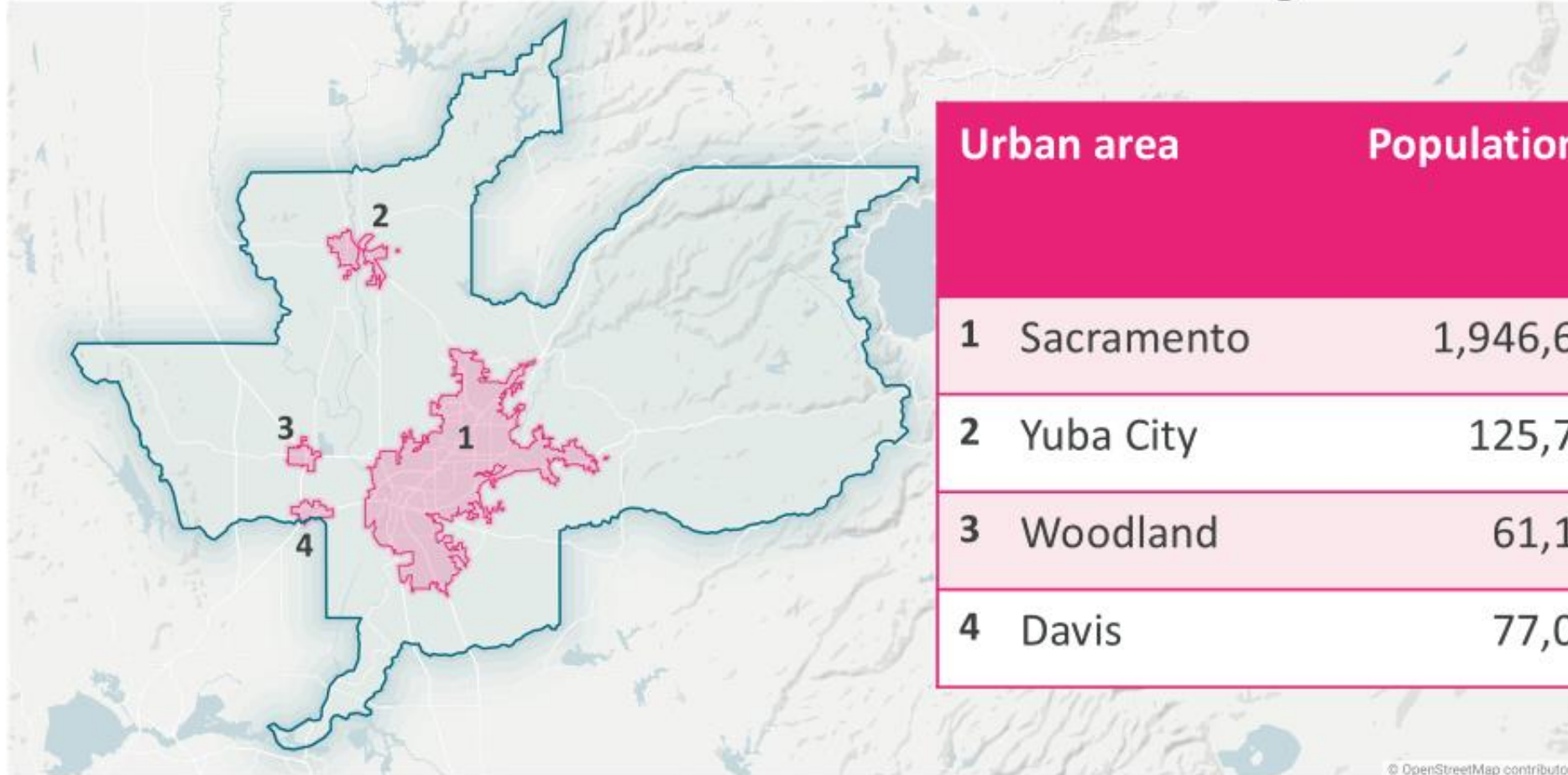
Background:

FTA Funding in the Sacramento Region

FTA funds a third of transit operating and capital expenses regionwide



Most **federal** funding flows through four urban areas within SACOG's jurisdiction

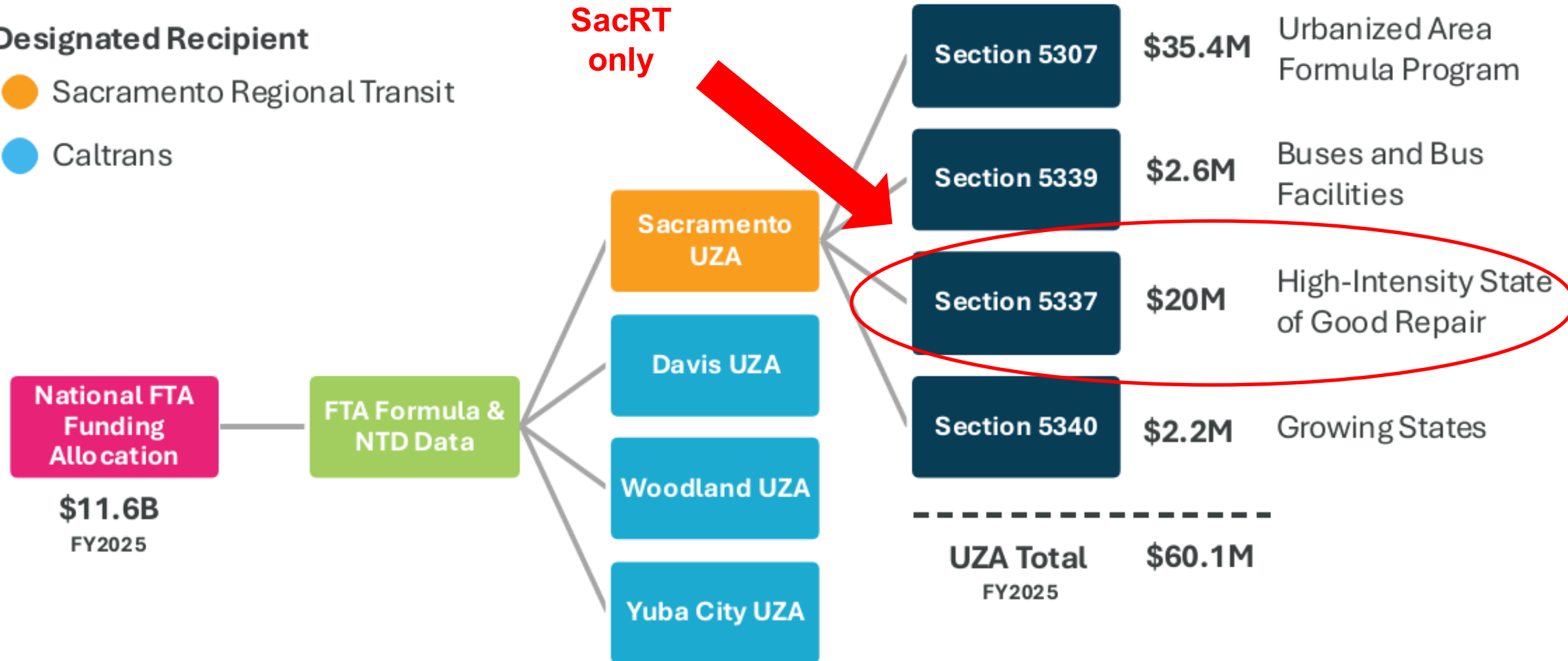


Urban area		Population	FTA 5307 funding in FY25 (\$M)
1	Sacramento	1,946,618	\$37.6
2	Yuba City	125,706	\$3.9
3	Woodland	61,133	\$2.0
4	Davis	77,034	\$6.2

FTA programs and flow to Sac UZA

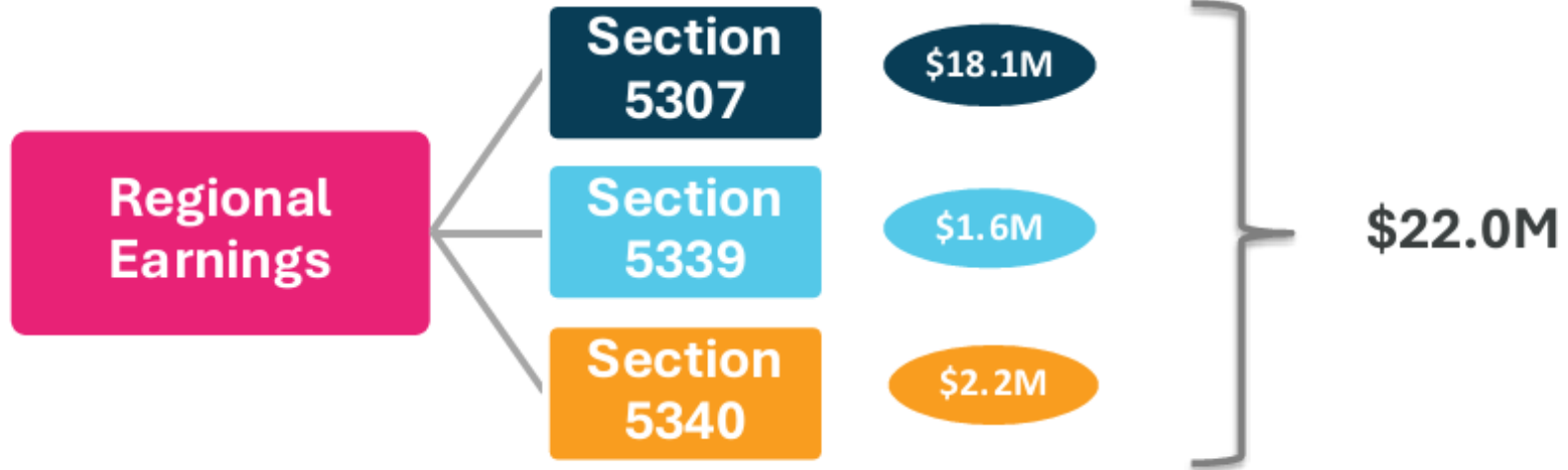
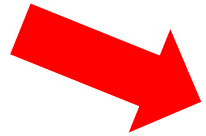
Designated Recipient

- Sacramento Regional Transit
- Caltrans

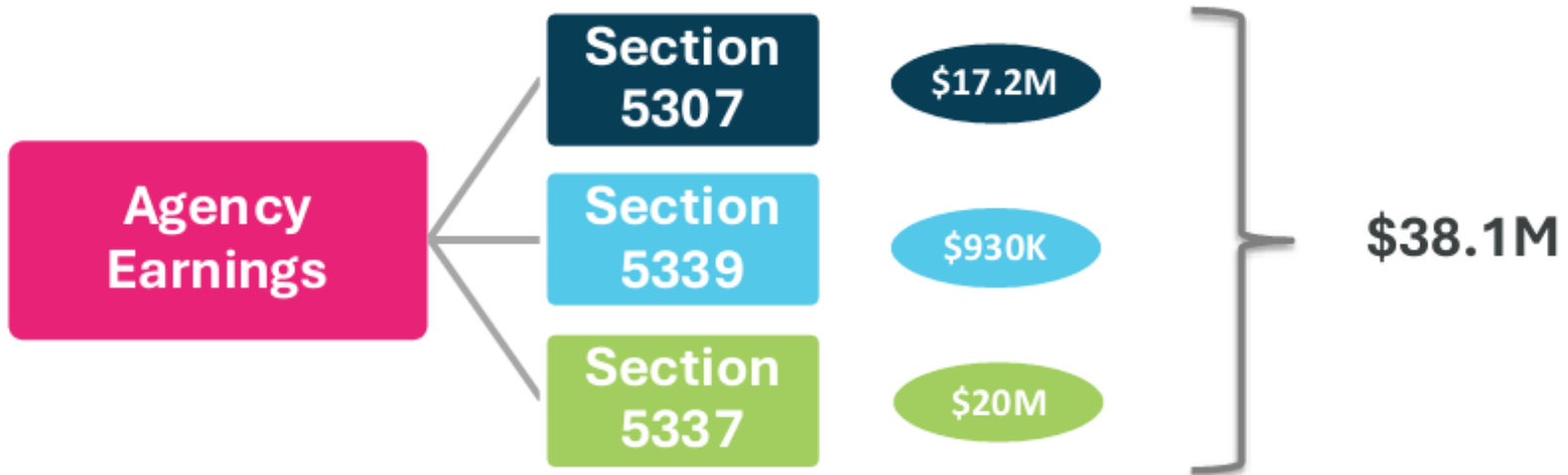


FTA formula summary

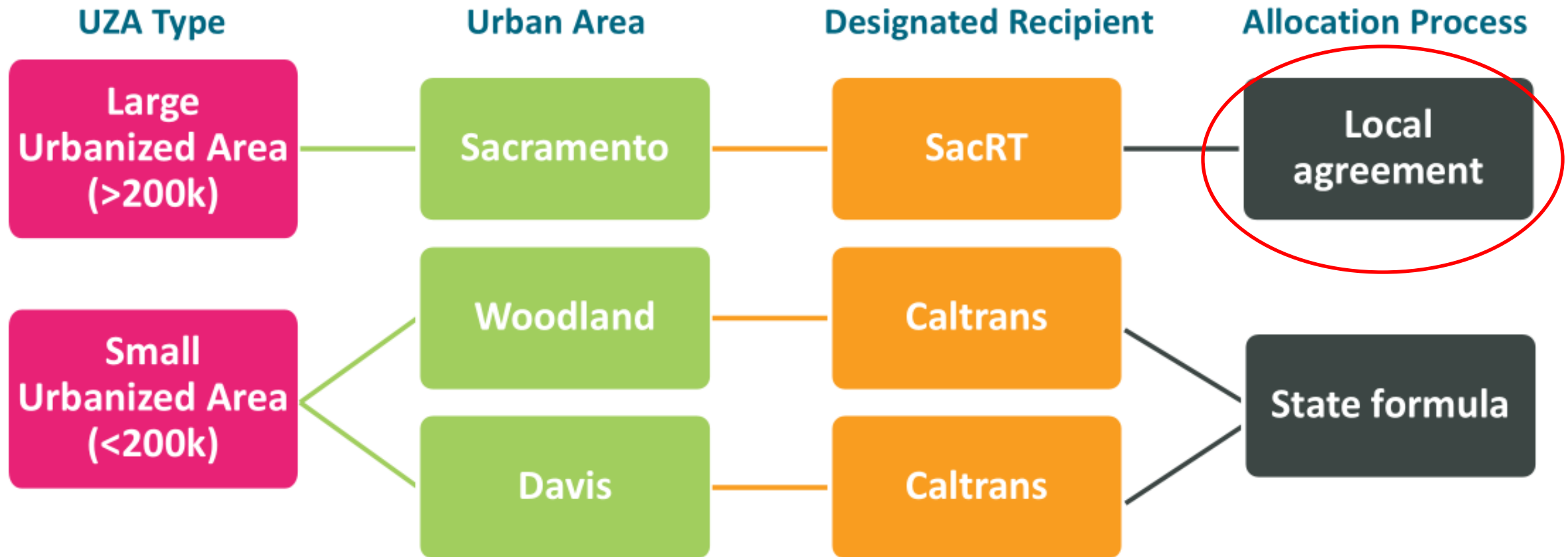
Based on
Population
and Density



Based on
Transit
Service Miles
and Costs



Funding allocation process **depends** on urbanized area (UZA) type



Recipients of FTA formula funding

Sacramento UZA



PLACER COUNTY TRANSIT
"We're going your way!"



SACRAMENTO
REGIONAL TRANSIT

Davis UZA



asucd CITY OF DAVIS
UNITRANS



Woodland UZA



Background

MOU Purpose and History

Benefits of Having an MOU

For Transit Operators

- Demonstrates compliance with FTA Large UZA programming and funding requirements
- Provides flexibility to deviate from FTA apportionment formulas
- Provides stability and predictability in annual funding cycles

For SACOG

- Clarifies roles and responsibilities among SACOG and transit operators
- Compliance with federal planning requirements for MPOs
- Link transit funding with regional (Blueprint) goals

SACOG's Federal Planning Role

- The federal planning process for MPOs has three components:
 - long-range plan (2025 Blueprint)
 - 4-year transportation improvement program (MTIP)
 - Overall work program
- SACOG has an agreement with Caltrans to ensure the state-MPO coordination is done
- This MOU is the way for all transit operators, regardless of how they receive federal funding, to work cooperatively with SACOG and one another

Designated Recipient Role

- FTA requires all large UZAs to have at least one **Designated Recipient**
- Can be an MPO or transit operator
- Must be designated by the Governor, with "concurrence from responsible local officials and all publicly-owned transit operators" in the UZA

Responsibilities of Designated Recipient

- Administer FTA funding programs for the Urbanized Area
- Prepare annual "split letter" determining how much funding each transit operator receives
- Conduct annual "Program of Projects" to solicit public input on how federal funds will be used
- Verify project eligibility

History of Existing MOU

- **July 2013**
SACOG and the Sacramento UZA operators started FTA 5307 and 5339 Allocation Methodology and MOU discussions in parallel
- **August 2013 – November 2013**
FTA 5307/5339 Methodology Scenario discussions – final scenario and discretionary/earned share split approved by the Sacramento UZA operators in November 2013.

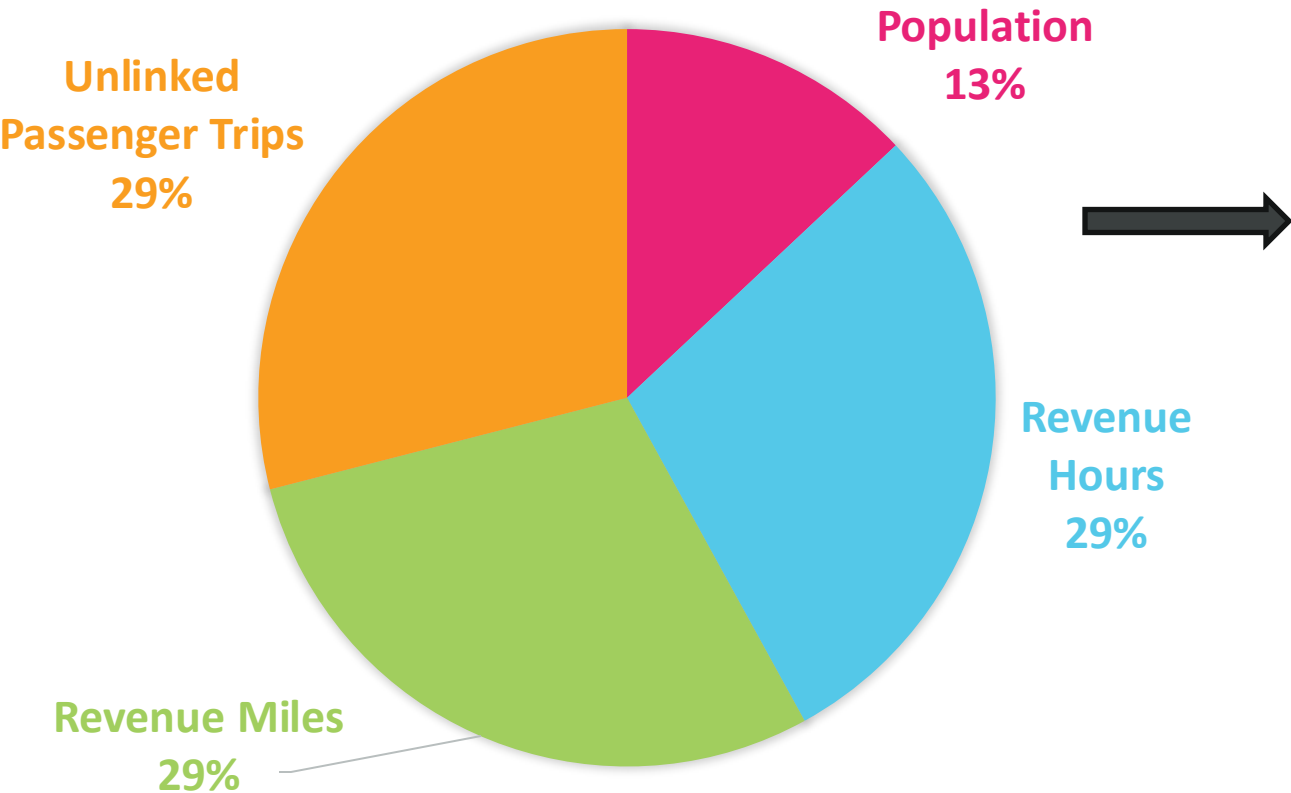
FTA formula was foundation for discussion, but preference at the time was to develop local formula based on additional factors not included in FTA formula.

Key Elements of Current MOU

- Identifies formula for how funds are allocated among transit operators
- Reserves 12% of funding for a competitive grant program managed by SACOG
- Identifies SacRT as the **Designated Recipient**
 - *Delegates some DR responsibilities to SACOG*

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%

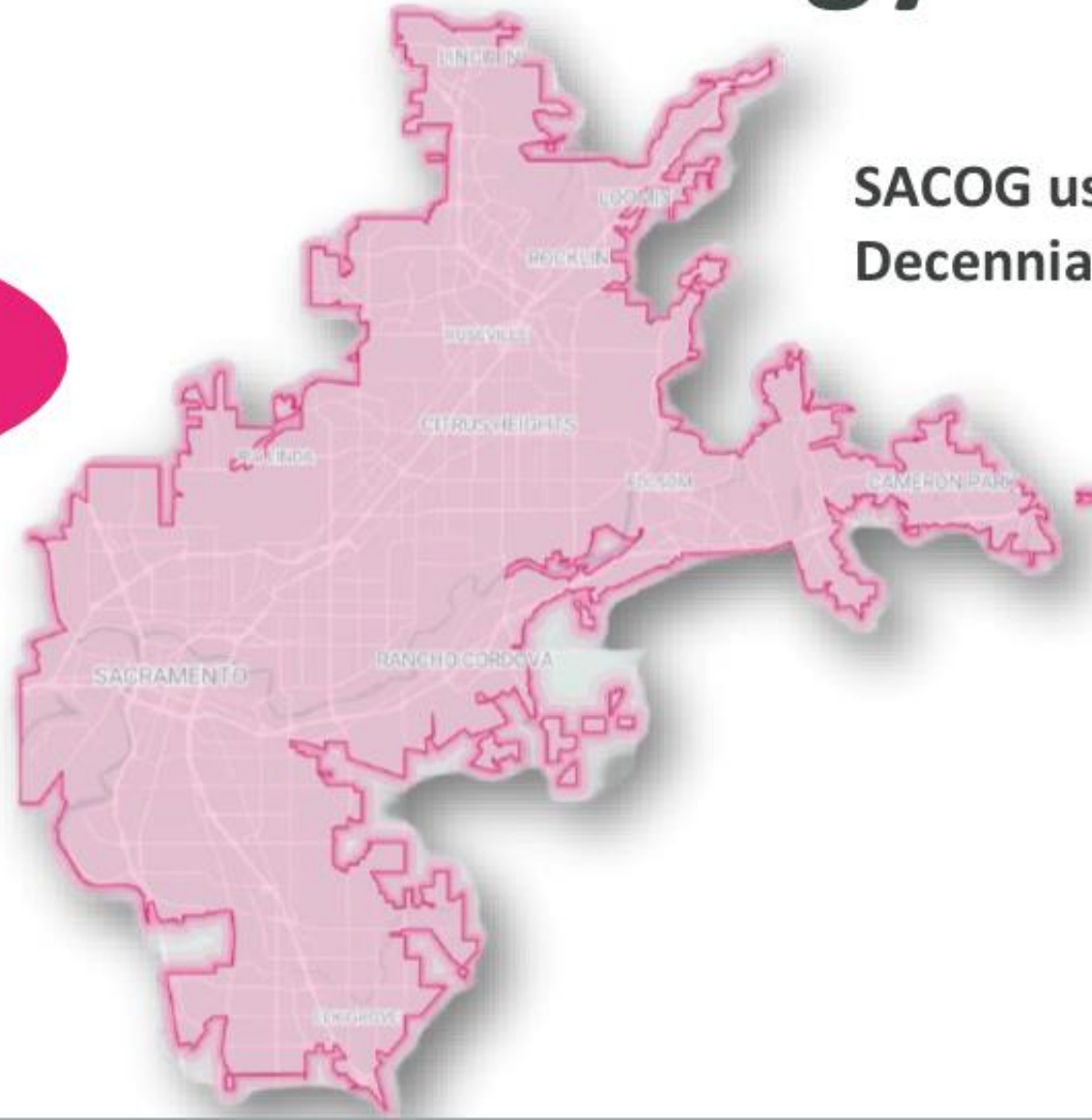
FY24
\$1,207,845

Earned share methodology

13%

Population

SACOG uses most recent
Decennial Census



Earned share methodology

13%

Population

Pop within UZA

Attributed Agency

West Sacramento



YoloTD

Sac County (- Galt)



SacRT

Roseville



Roseville Transit

Lincoln, Rocklin, Loomis, Uninc. Placer



Placer County Transit

Uninc. El Dorado



El Dorado Transit

Earned share methodology

SACOG uses Service Form S-10

For operators entirely within UZA: 100% of reported performance data

For operators partially outside UZA: Self-reported performance data based on Form S-10

29%

**Vehicle Revenue
Miles**

29%

**Vehicle Revenue
Hours**

29%

**Unlinked
Passenger Trips**

MOU Revisions

Why is an Update Needed?

FHWA-FTA Recertification Recommendation

“SACOG and the transit operators should review, and update as appropriate, the existing MOU to ensure that it is current and clearly defines planning process roles and responsibilities.

Furthermore, SACOG should consider adding all area transit providers to the MOU.”

SACOG 2023 TMA Certification Review Report

MOU Working Group

- Beginning in April 2025, SACOG has convened meetings of an MOU working group
- Includes all parties to the 2015 agreement plus several other agencies who provide FTA-funded transit service
- ***2015 MOU cannot be changed unless all parties agree.***

Changes to MOU Required by FTA

- Update list of signatories
 - Consolidation in Sacramento County
 - Restructuring in Placer County
 - Change how Yuba-Sutter Transit Authority participates
 - **No changes in Yolo County**
- Update language on roles and responsibilities of SACOG and SacRT to ensure consistency with federal requirements

MOU Revisions

Other Changes Under Discussion

Other Changes Under Discussion

1. Change the Allocation Formula
2. Eliminate Competitive Grant Program
3. Appoint SACOG as Co-Designated Recipient

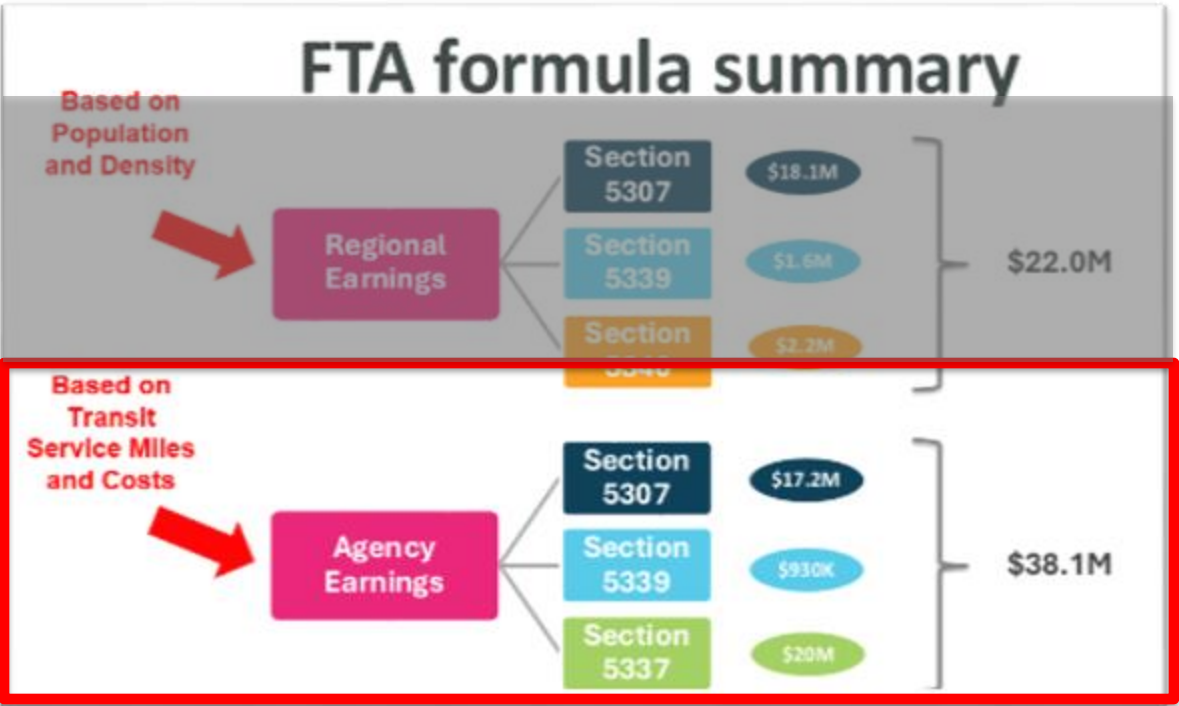
1. Change the Earned Share Formula

Three options have been proposed for the earned share formula that determines how funds are allocated among transit agencies:

- A. FTA Formula for Agency Earnings Only
- B. Retain Existing MOU Formula
- C. Hybrid of A + B

Option A: FTA Formula for Agency Earnings Only

This option heavily favors miles of service



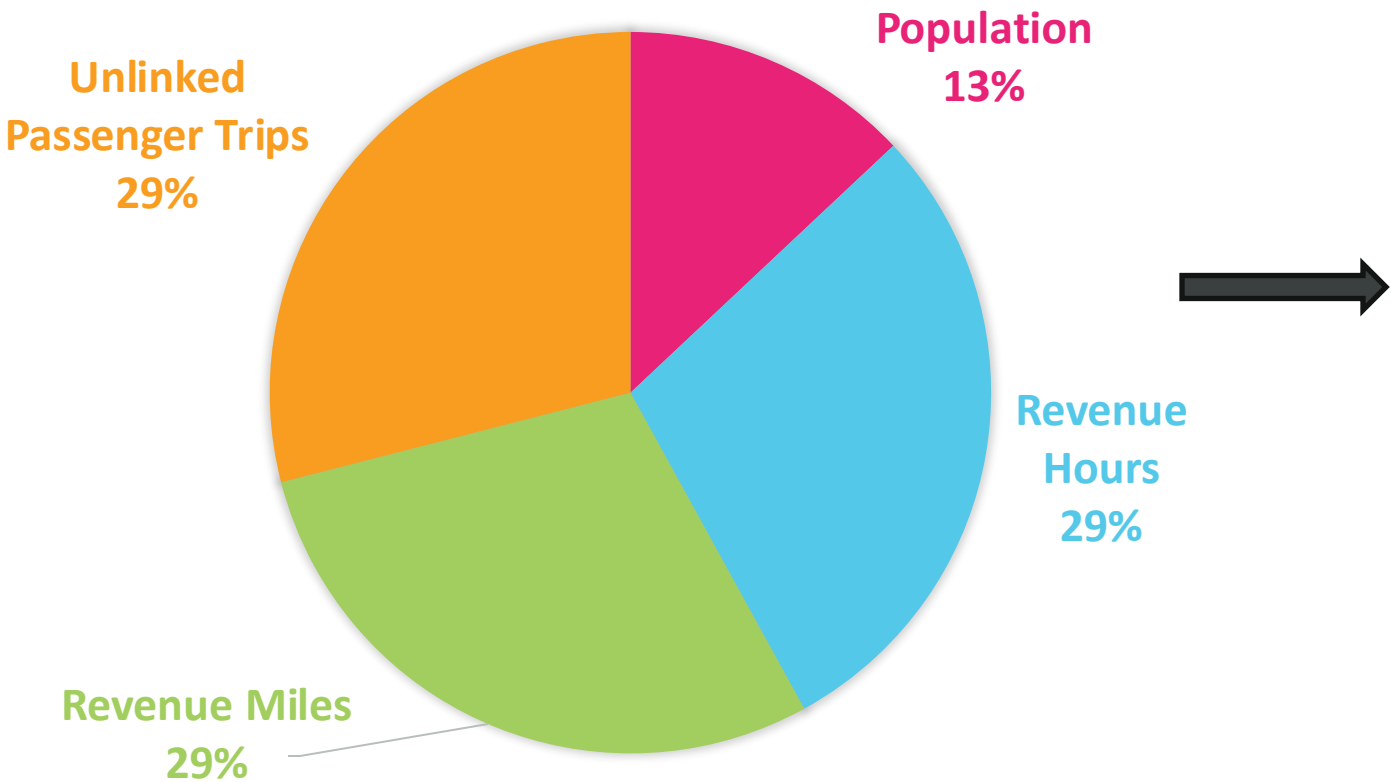
YoloTD Share	
Share of funding	2.9%



FY25	
\$1,179,516	

Option B: Existing MOU 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	2.74%

FY25
\$1,207,845

Option C: Hybrid of A + B

- Approximately 2/3* of funding (Agency Earnings) allocated using Option A Formula
- Remaining 1/3* of funding (Regional Earnings) allocated using Option B Formula

**based on 2025 allocation*



YoloTD Share	
Share of funding	2.8%



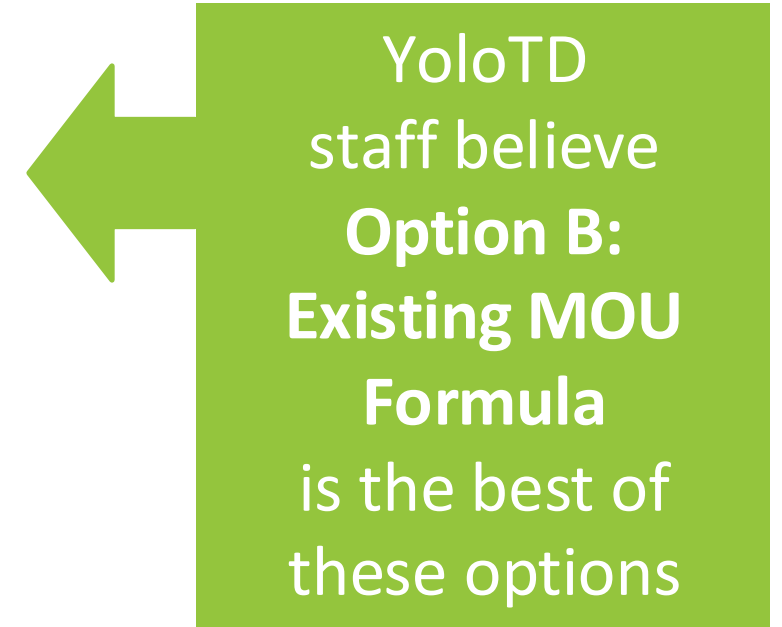
FY25
\$1,130,563

Agency Shares For FY 2025 Allocation

Agency	Option A: FTA Formula Shares	Option B: Existing MOU Formula	Option C: Hybrid of A +B
El Dorado Transit	0.4%	0.8%	0.6%
Placer County Transit	2.9%	3.3%	3.1%
Roseville Transit	2.6%	3.5%	3.1%
SacRT	88.4%	87.1%	87.7%
SCT Link	0.8%	0.5%	0.6%
YoloTD	2.9%	2.7%	2.8%
Yuba-Sutter	-	-	-

Analysis of Options

- **Option B (Existing MOU Formula)** maintains funding continuity and stability for YoloTD in a range of possible scenarios
- **Option A (FTA Formula for Agency Earnings)** would amplify volatility
 - “Winner takes all” approach that rewards large agencies with other stable sources of funding
- **Option C (Hybrid)** is very similar to option A, but with some buffer for smaller agencies



3. Eliminate Competitive Grant Program

Currently, 12% of funds (~\$4 million annually) are set aside for competitive grant program managed by SACOG

Proposal to eliminate this program:

- 100% of funds would be programmed by formula
- Increases predictability but gain is small for YoloTD (~\$100k in FY 2025)
- Eliminates a source of discretionary funds that we have successfully competed for
- Eliminates an incentive for transit agencies to align their programs with the Blueprint

YoloTD staff believe
**retaining the
competitive grant
program** is in the best
interests of YoloTD and the
region

4. Appoint SACOG as Co-Designated Recipient

- 2015 MOU delegates some responsibilities from SacRT to SACOG, but FTA has objected to this blending of roles
- FTA allows for a dual-designated recipient, which most recently has occurred in the Santa Barbara region
- Under this model, SACOG would manage responsibilities for smaller operators and SacRT would manage its responsibilities. SACOG and SacRT would still have to sign split letters, which is already in practice.

Analysis of DR Options

- When SacRT was appointed Designated Recipient, it was the only transit operator in the UZA
- Regional representation is important to YoloTD and other small operators, and SACOG is the only entity which includes representatives from all operators
- SACOG is open to a Co-Designated Recipient model where SACOG would be accountable to FTA for small operators, and SacRT would be accountable to FTA for itself
- After the MOU is approved, there is still a process for FTA and the Governor to change to Co-Designated Recipients

MPOs as Designated Recipients

Designated Recipient	# of UZAs
MPO/RTPA	16
County Transportation Commission	3
Transit Operator	4
Dual DR (MPO & Transit Operator)	1

Across California, the MPO serves as the Designated Recipient or Co-DR in most large UZAs

YoloTD staff support appointment of SACOG as Co-Designated Recipient for Sacramento UZA

Next Steps

- Continued negotiations at staff level
- Proposed MOU for Board review/approval in Spring 2026



Agenda Item 10

Administrative Reports

- Board Member Reports
- Executive Director's Report
- Transdev Report
- Long Range Calendar

10d:Long Range Calendar

Jan 2026

- 2025 Year in Review
- Yolo 80 Managed Lanes Quarterly Update
- Appointments to CCJPA and CARTA

Feb 2026:

- Budget Workshop #3: Future Revenue Sources
- Yolo Active Transportation Corridors (YATC): Draft Plan

Mar 2025

- Transit Operations RFP Update
- Multi-Modal Program Update (Input to Work Plan)
- Approve MOU for Sacramento UZA