

STAFF REPORT

		TOPIC	ITEM NUMBER
Approve Short-Range Transit Plan Network Map and Four Financial Scenarios			7 Action Dec 8, 2025 Board of Directors
PREPARED BY:	Lola Torney		
ATTACHMENTS:	(none)		

STAFF RECOMMENDATION(S)

Approve proposed Short Range Transit Plan network map and four financial scenarios to guide future fixed-route and microtransit services.

BACKGROUND

An SRTP is a comprehensive document that outlines an agency's strategies, goals, and projects for a horizon typically ranging from five to seven years (this project assumes 2025-2031). It provides a detailed roadmap for the agency's operations, investments, and service improvements within this defined timeframe. The SRTP is a living document, subject to periodic updates and revisions to ensure its relevance in a dynamic transit landscape.

In April 2024, Transportation Management and Design, Inc. (TMD) was selected as the prime consultant for the SRTP. The service plan recommendations will examine options to enhance ridership, optimize service efficiency and align with contemporary travel patterns. The financial plan's inclusion of multiple scenarios (e.g. "Reduction," "Base Case," and "Aspirational" scenarios) will allow YoloTD to adapt to different economic realities within the plan's time horizon.

Process to Date and Prior Board Feedback

This staff report builds upon prior staff reports, specifically July 2025 and November 2025. Readers are referred to staff reports from those meetings for greater detail.

Meeting Date	Item Topic	Link
July 14, 2025	Draft SRTP Recommendations for Community Input	Meeting Packet (pdf page 85)
November 17, 2025	Update on Phase 2 Outreach, SRTP Process, Approval of Woodland Transfer Point Relocation	Meeting Packet (pdf page 22)

Summary of Board Feedback 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 to Main Street between Fifth and Sixth Streets
- November 2025: Support for restoring fixed-route service to Winters, approval of Woodland transfer point relocation

DISCUSSION

What action on this item does and does not mean:

- Approval of the four scenarios means approving proposed network map(s) and service changes common to all.
- 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.

Because the SRTP is a five-to-seven-year plan, multiple service scenarios (two reductions, one base case, and one expansion) are appropriate to provide a roadmap for service contraction and/or expansion based on current *and* future financial scenarios.

Foreseeable YoloTD financial futures can be accommodated within the four scenarios.

The purpose of this section is to describe service level changes within the proposed network map based on financial scenarios. All scenarios are based on reduction or expansion of service hours and miles compared to current levels. A deeper analysis of near-term SRTP implementation will occur as a next step to account for the following:

- New transit operations contract is approved and can be reflected in the transit service cost model
- Compare new service costs with expected YoloTD revenue

Scenarios Defined

Scenario	Change	Purpose
Reduction Scenario #2	80%	Response to higher operational contract costs, economic recession, and/or reduction in federal and/or state funding
Reduction Scenario #1	90%	Response to higher operational contract costs
Base Case	100%	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, and/or VMT mitigation funding

The tables below show the overall strategy for each funding scenario followed by the anticipated miles and hours required for each.

Overall Summary

Route	Service Area	80% Service	90% Service	100% Service	110+% Service
Local Routes					
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
Intercity Routes					
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 Counterclockwise	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	Service Area	80% Service	90% Service	100% Service	110+% 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
Commuter Express Routes					
Route 43	Davis Express	Discontinued		Current Service	Current Service
Route 44	Davis Express	Discontinued		Current Service	Current Service
Route 45	Woodland Express	Discontinued		Current Service	2 additional trips in each direction
Route 230	Davis Express	Discontinued		Current Service	Current Service
BeeLine Microtransit					
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
Expansion Priorities					
Route 209	Woodland Spring Lake Express	No Service		No Service	TBD
Route 217	Dunnigan - Woodland	No Service		No Service	TBD

Hours Summary (with Margin of Error)

Route	Annual Revenue Hours 80% (-3.86%)	Annual Revenue Hours 90% (-1.32%)	Annual Revenue Hours 100% (-1.32%)	Annual Revenue Hours 110% (+17.65%)
Local Routes				
Route 37	1,506	1,506	3,012	-
Route 37DT	3,012	4,518	3,012	9,036
Route 38	6,023	7,780	7,780	7,780
Route 213	10,204	17,796	17,796	17,796
Intercity Routes				
Route 42A	19,966	19,966	19,966	23,751
Route 42B	19,704	19,704	19,704	23,139
Route 138	3,267	3,267	3,267	3,267
Route 215	7,446	7,446	7,446	7,446+
Route 220	1,004	2,008	2,008	2,008
Commuter Express Routes				
Route 43	-	-	1,872	1,872
Route 44	-	-	1,709	1,709
Route 45	-	-	544	1,632
Route 230	-	-	1,423	1,423
BeeLine Microtransit				
Knights Landing BeeLine	3,756	3,756	3,756	3,756
Winters BeeLine	-	-	2,697	5,393
Woodland BeeLine	4,626	9,252	9,252	18,504
Total	87,000	97,000	106,750	128,512
Total for Winters	1,004	2,008	4,705	7,401
Total for West Sacramento	10,541	13,804	15,310	16,816
Total for Woodland	21,356	27,048	27,048	36,300

BeeLine is only billed by hours, so miles are not included in the following table.

Miles Summary (with Margin of Error)

Route	Annual Revenue Miles 80% (+11.97%)	Annual Revenue Miles 90% (+3.07%)	Annual Revenue Miles 100% (+11.03%)	Annual Revenue Miles 110% (+13.40%)
Local Routes				
Route 37	23,223	23,223	46,445	-
Route 37DT	32,740	65,481	65,481	130,962
Route 38	81,551	105,341	105,341	105,341
Route 213	116,084	212,929	212,929	212,929
Intercity Routes				
Route 42A	495,961	495,961	495,961	591,438
Route 42B	480,799	480,799	480,799	573,357
Route 138	78,292	78,292	78,292	78,292
Route 215	234,469	234,469	234,469	234,469+
Route 220	31,701	63,403	63,403	63,403
Express Routes				
Route 43	-	-	36,513	36,513
Route 44	-	-	28,448	28,448
Route 45	-	-	13,469	40,407
Route 230	-	-	34,246	34,246
BeeLine Microtransit				
Knights Landing BeeLine	-	-	-	-
Winters BeeLine	-	-	-	-
Woodland BeeLine	-	-	-	-
Total	1,611,747	1,764,084	1,895,796	2,129,805

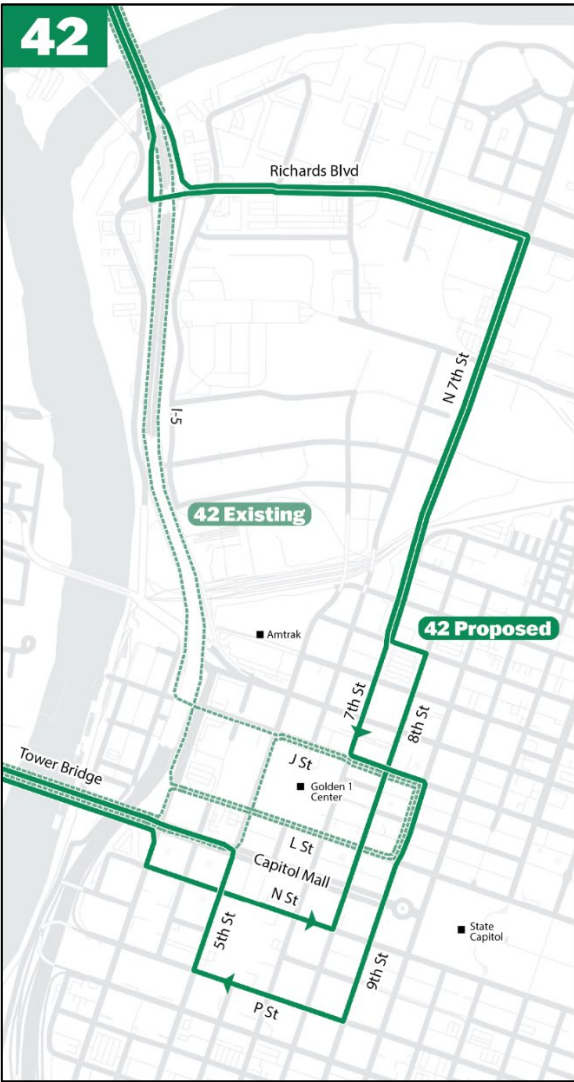
Number of Trips Per Day

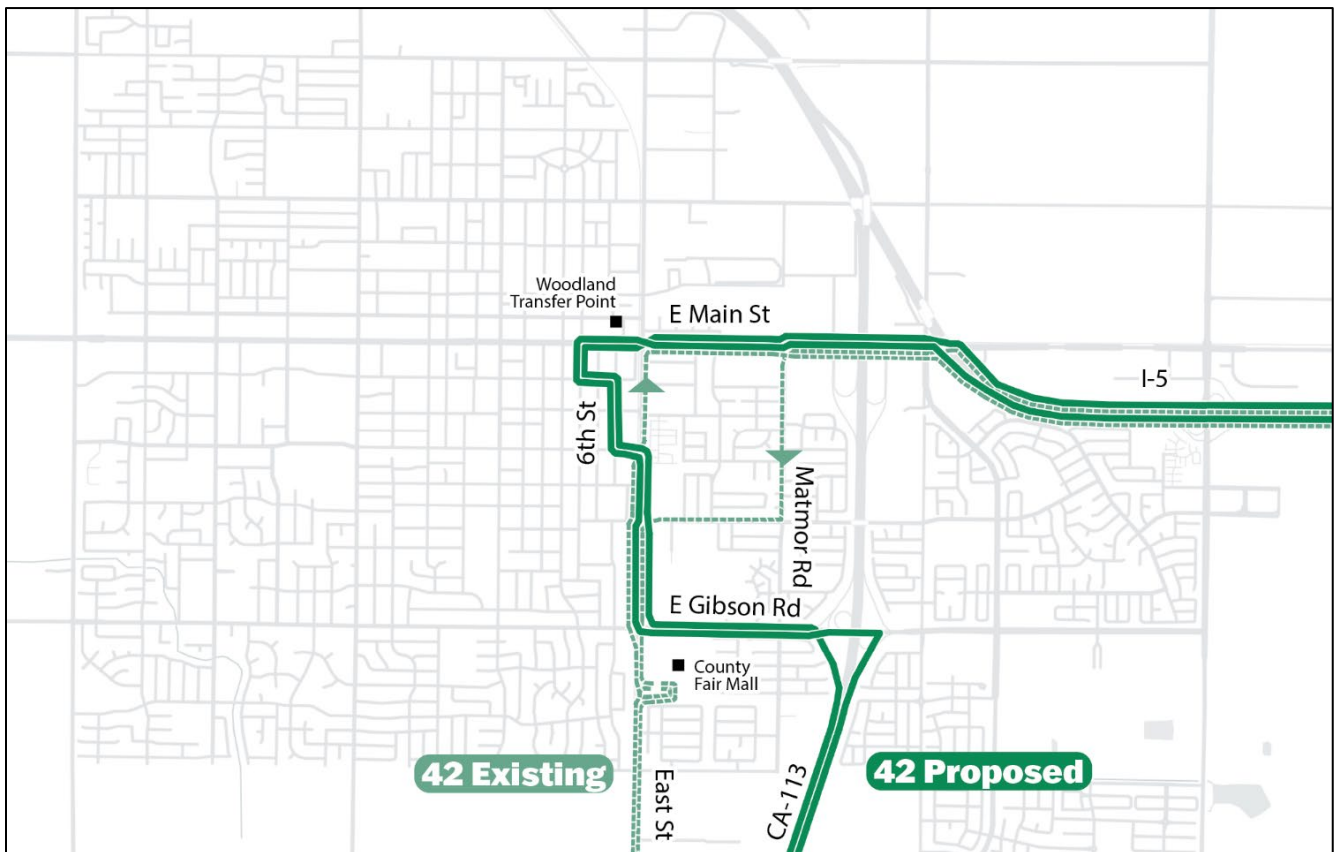
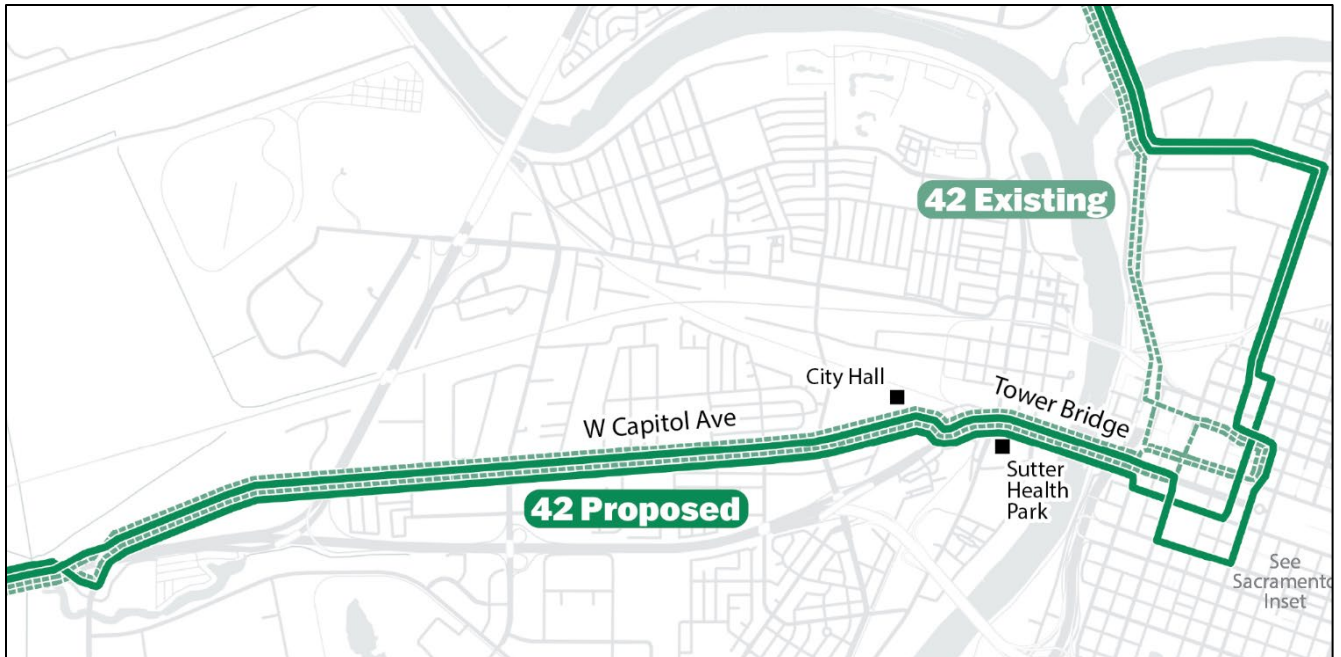
Weekday	80% Service	90% Service	100% Service	110+% Service
Local Routes				
Route 37	6	6	12	0
Route 37DT	6	12	12	24
Route 38	19	26	26	26
Route 213	56	60	60	60
Intercity Routes				
Route 42A	31	31	31	38
Route 42B	31	31	31	38
Route 138	14	14	14	14
Route 215	24	24	24	24
Route 220	4	8	8	8
Commuter Express 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

Weekend	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

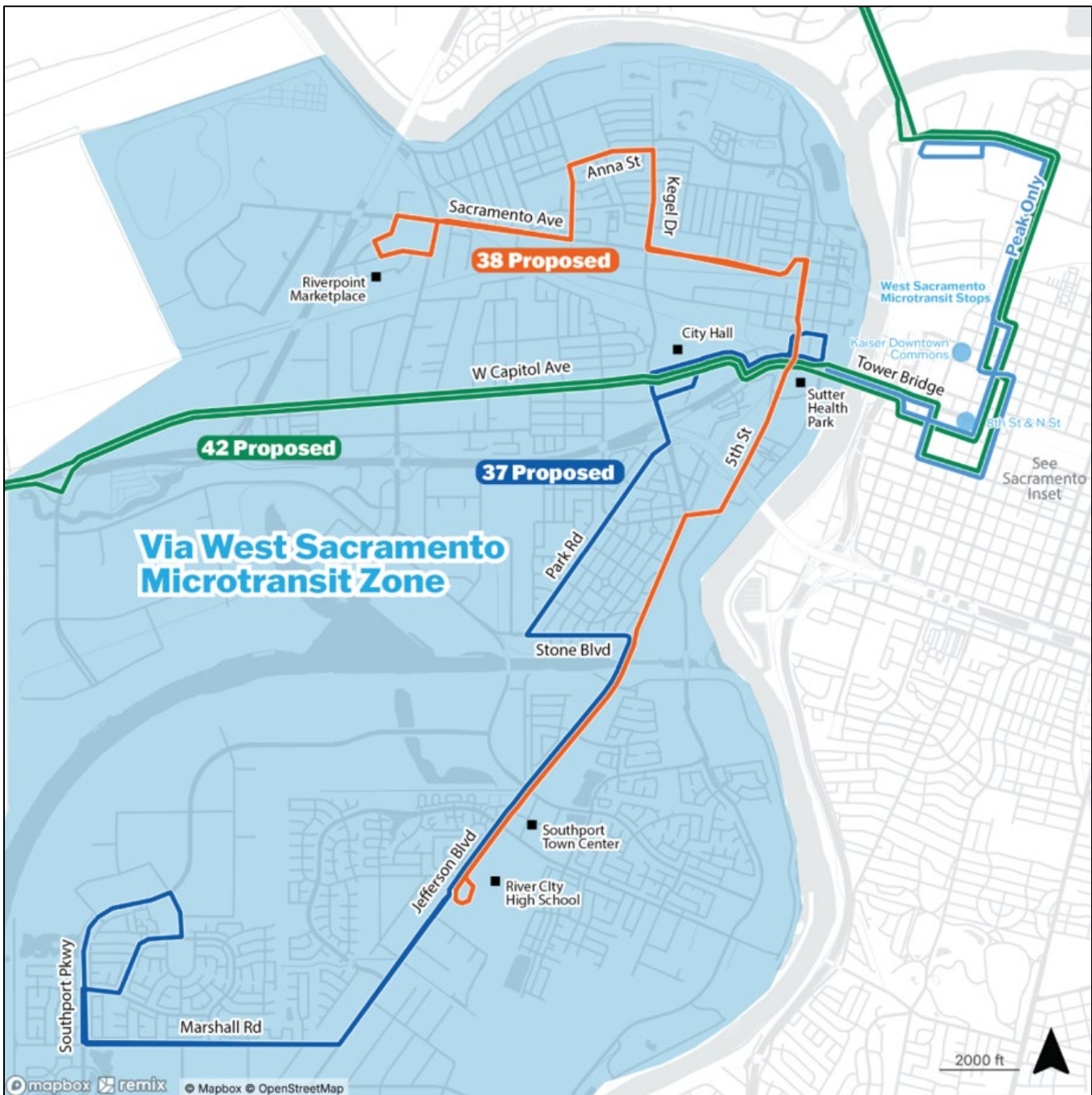
Route Maps

Route 42

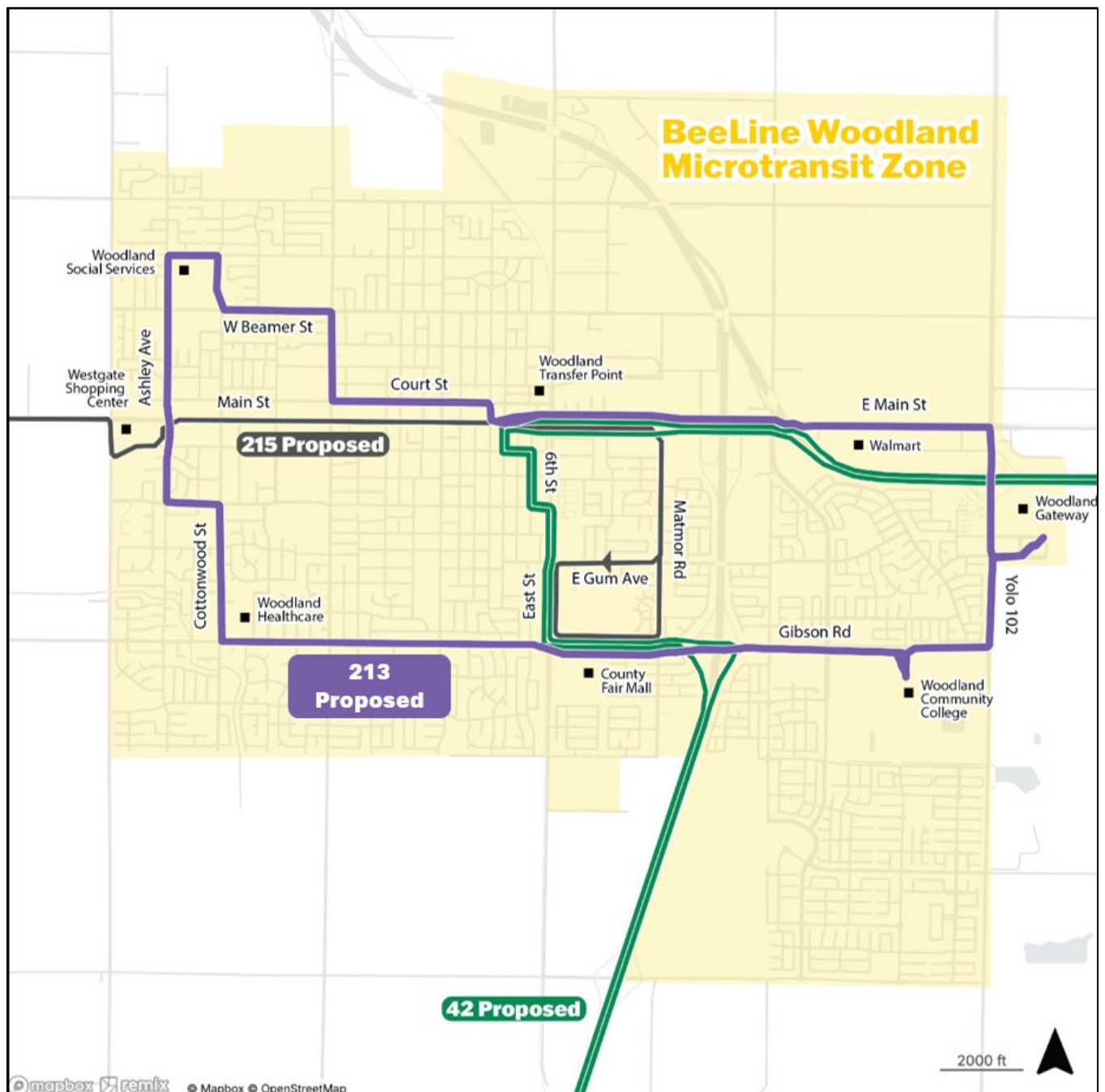




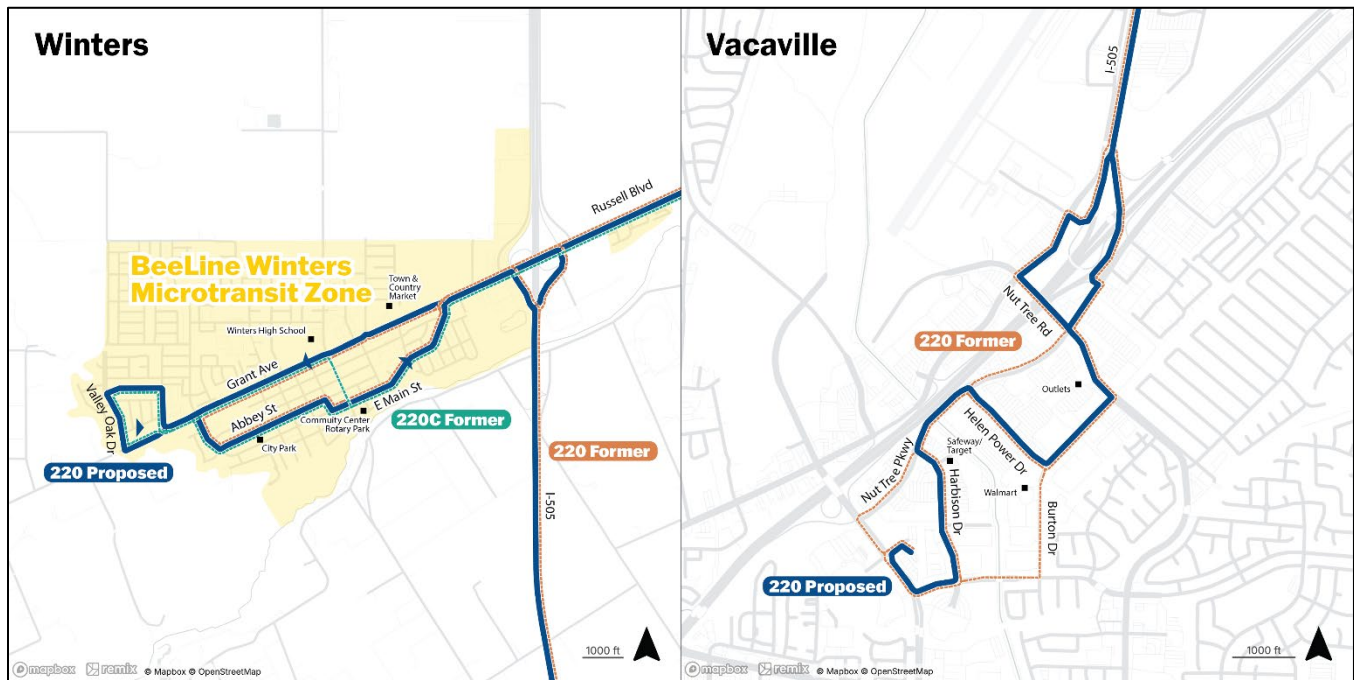
West Sacramento Routes



Woodland Routes



Route 220 and Winters Routes



NEXT STEPS

The following list and timeline describe the remaining tasks for the SRTP:

- Develop Implementation Plan
 - Conduct financial analysis to solidify near-term service assumptions informed by new operations contract in coordination with FY 26/27 YoloTD Budget
 - Develop route schedules
 - Develop bus stop standards and guidelines
 - Identify locations for new bus stops and work with local jurisdictions to identify funding and install new stops
 - Develop key performance indicators for service
 - Identify new location for Route 42 start and end point
 - Update fare policy
 - Develop Capital Plan for transition to zero emission buses (ZEB)
- Develop new bus stop signs and route maps
- Develop Outreach Plan
- Rollout SRTP

KEY

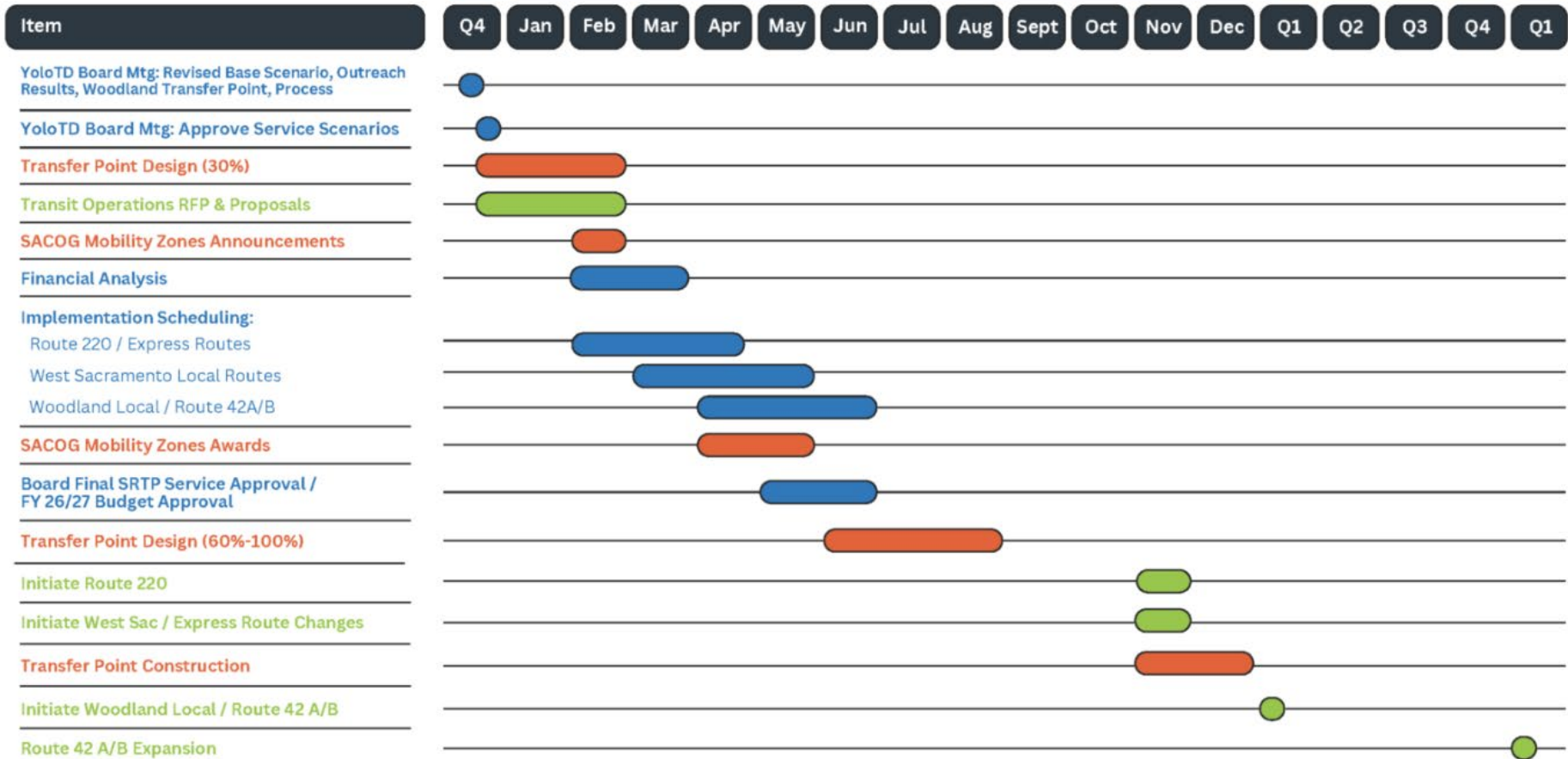
SHORT RANGE TRANSIT PLAN

WOODLAND TRANSFER POINT

TRANSIT OPERATIONS

S RTP IMPLEMENTATION SCHEDULE

(Tentative)



FISCAL IMPACT

As discussed at the October and November 2025 Board meetings, the cost of operating YoloBus services are likely to increase significantly with a new transit operations contract slated to take effect in August 2026. The magnitude of these cost increases are not yet known until we ‘test the market’ by receiving bids for the contract. The RFP was released on November 21 and bids are due in February.

The **Price Proposal Template** included in the RFP is structured to give YoloTD flexibility to adjust service levels without renegotiating the contract. Specifically, the Price Proposal Template requires all Proposers to provide costs for a range of different transit service levels, from ***60% of current service levels to 140% of service levels***.

As noted elsewhere in this staff report, all four SRTP service levels scenarios are recommended for approval as part of the SRTP.

In the event that it becomes necessary to reduce transit service, the SRTP’s 80% or 90% service level scenario will provide the roadmap for those service cuts.

Service increases included in the 110+% service level scenario will be implemented if dedicated funding is identified for those services.



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
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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 development / highway expansion 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

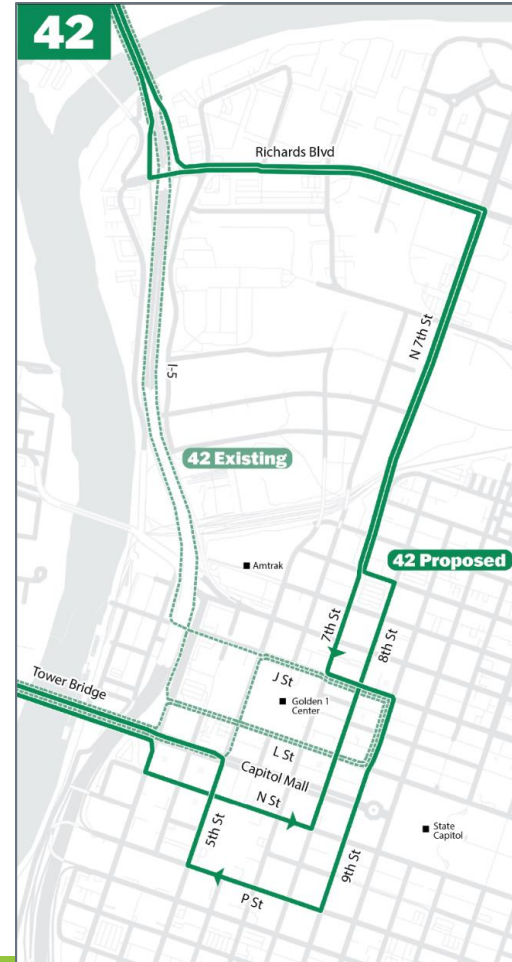
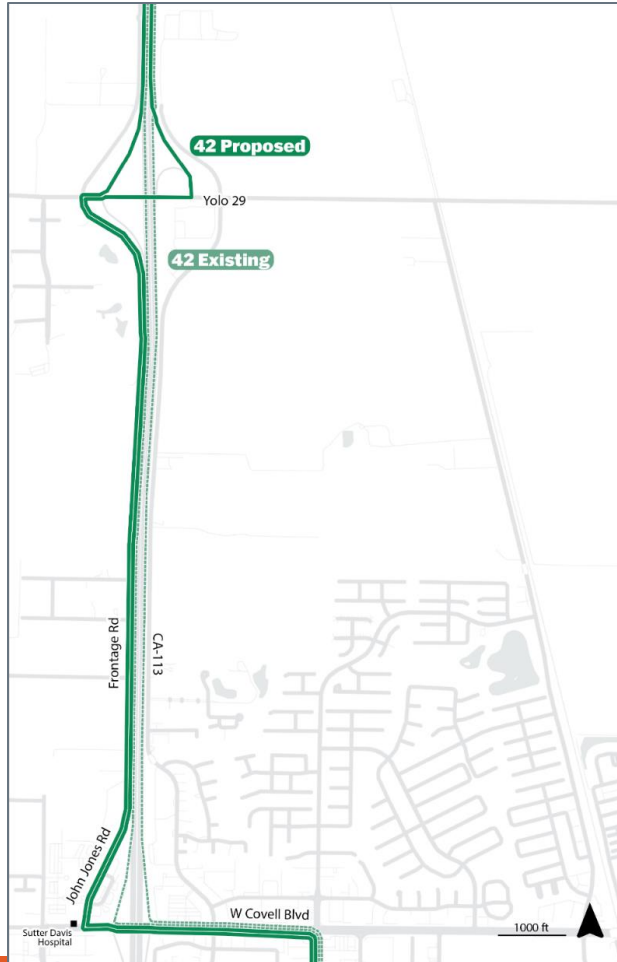
Number of Trips Per Day - Weekdays

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

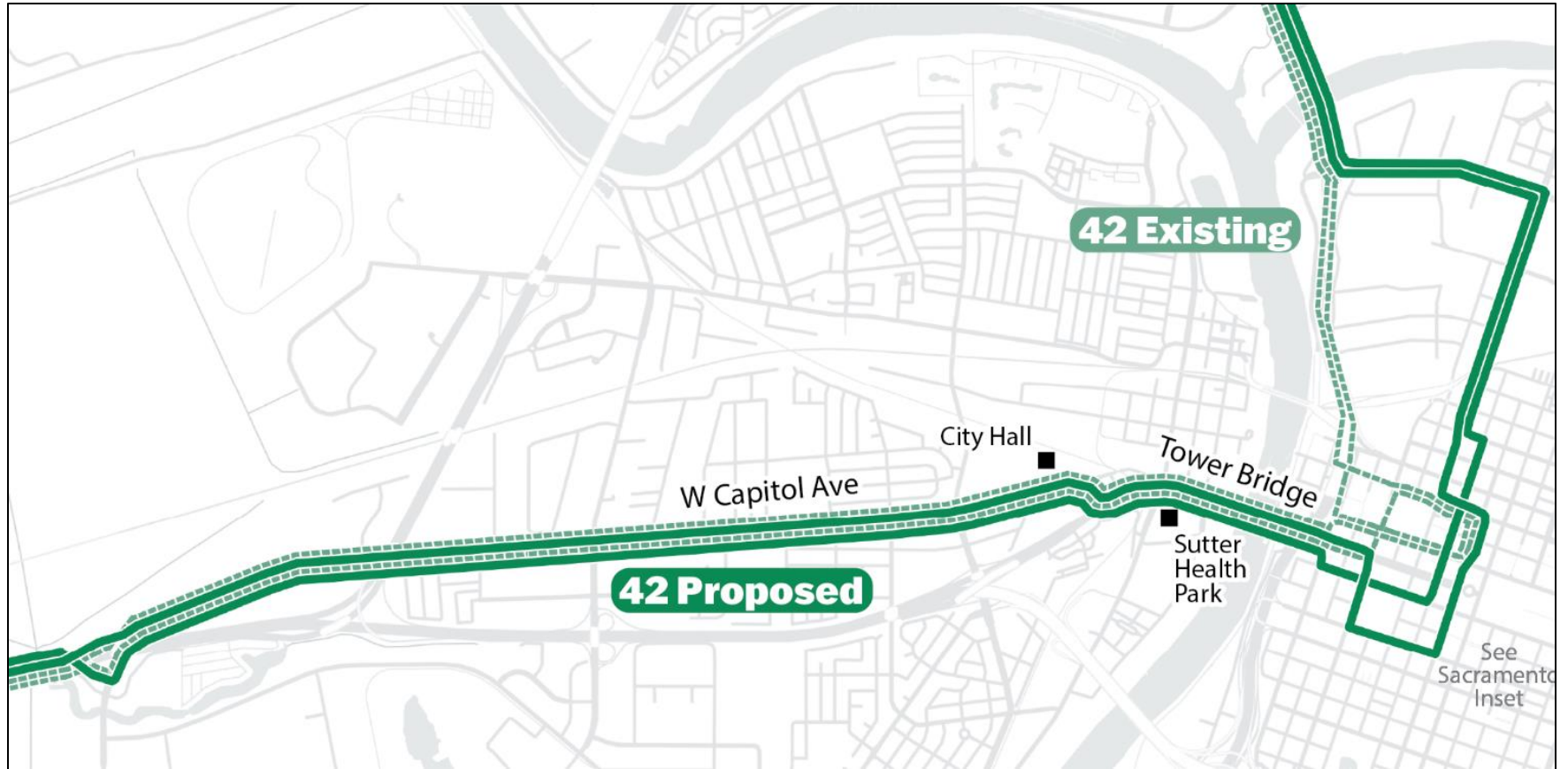
Number of Trips Per Day - Weekends

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



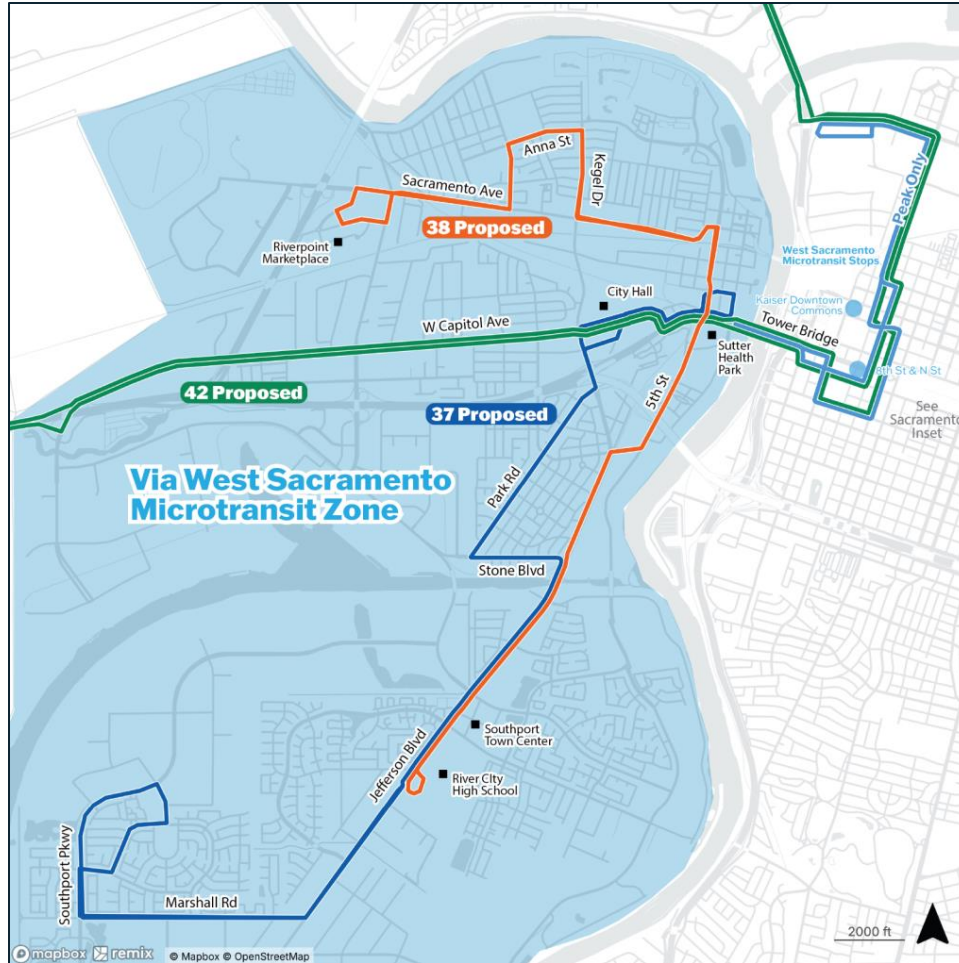
Route 42



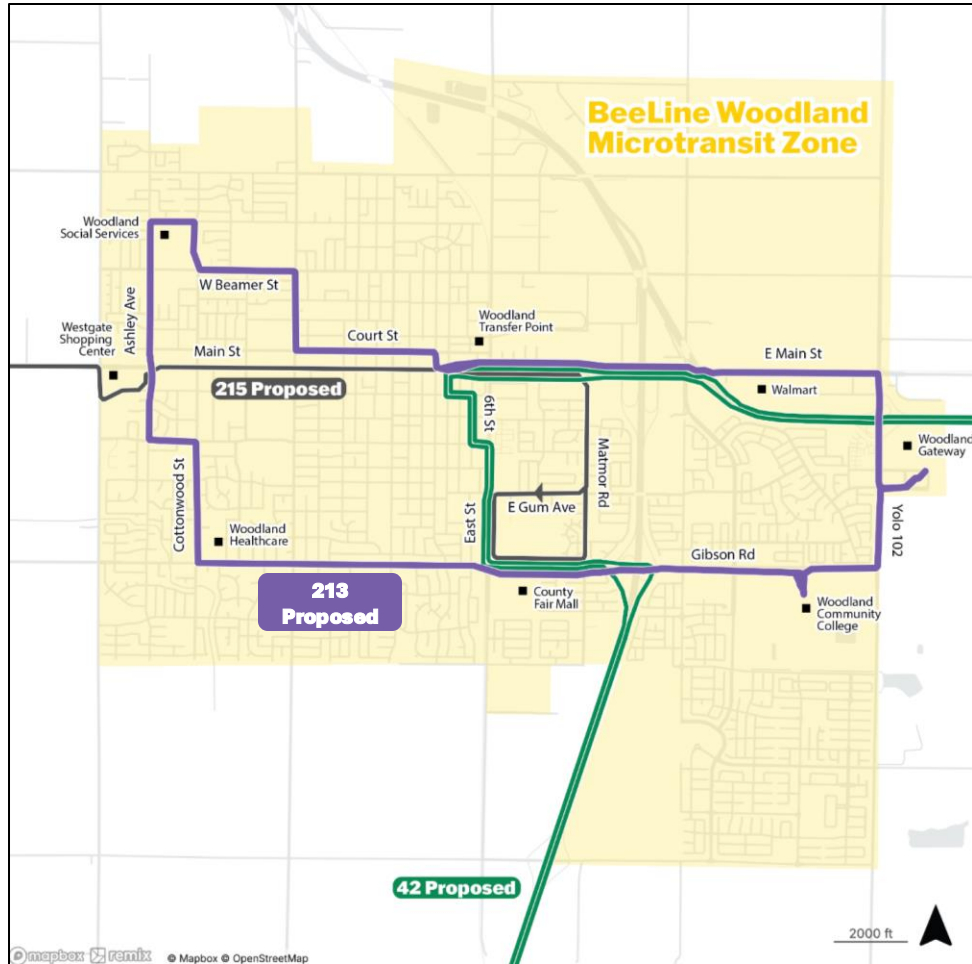
Route 42



West Sacramento



Woodland

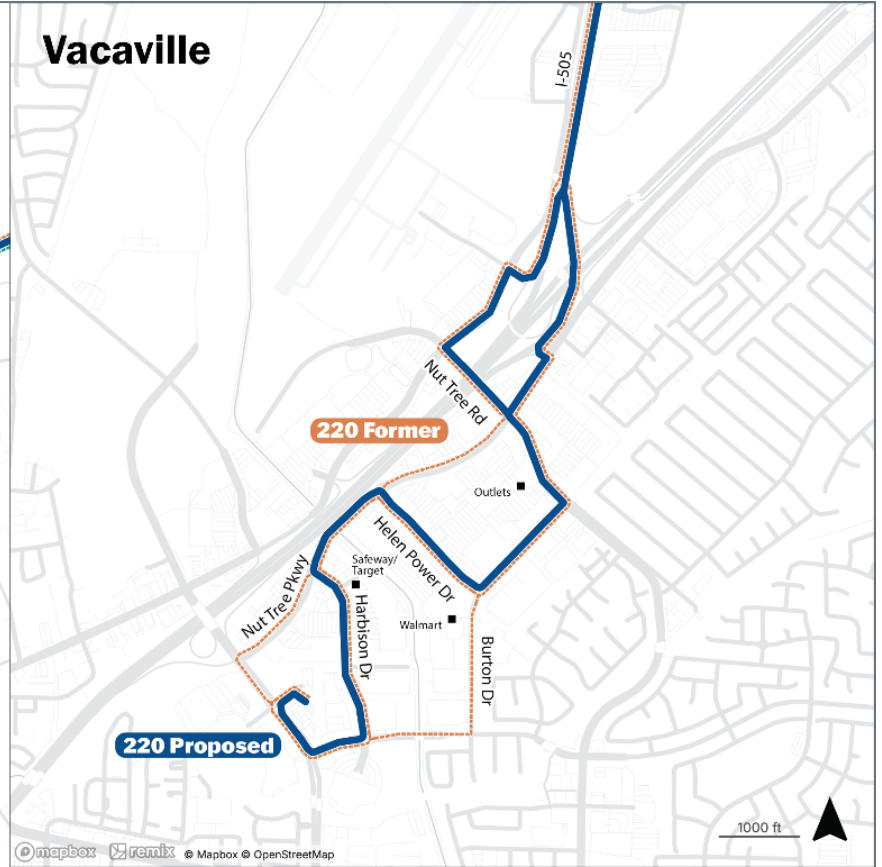


Winters

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 map(s) 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





Questions?

Lola Torney
ltorney@yctd.org

