



STAFF REPORT

TOPIC	ITEM NUMBER
Short-Range Transit Plan (S RTP) Network Map, Phase III Outreach, and 80 Percent Service Scenario Assumptions	7 Action July 13, 2026 Board of Directors

PREPARED BY: Lola Torney
ATTACHMENTS: A) Existing and Proposed Route Maps

STAFF RECOMMENDATION(S)

- 1) Receive feedback heard from Phase III of outreach as requested by the Board
- 2) Approve the proposed network maps
- 3) Confirm 80 percent scenario as assumed financial scenario for S RTP implementation
- 4) Direct staff to continue refining service assumptions in FY 26/27 in preparation for FY 27/28 implementation

BACKGROUND

An S RTP 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 S RTP 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 S RTP. The service plan recommendations examined 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) 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, November 2025, and December 2025. Readers are referred to staff reports from those meetings for greater detail.

Table 1: Relevant Board Meetings in Ascending Order

Meeting Date	Item Topic	Link
December 8, 2025	SRTP Network Map and Four Financial Scenarios	Meeting Packet (pdf page 104)
November 17, 2025	Update on Phase 2 Outreach, SRTP Process, Approval of Woodland Transfer Point Relocation	Meeting Packet (pdf page 22)
July 14, 2025	Draft SRTP Recommendations for Community Input	Meeting Packet (pdf page 85)

Summary of Board Feedback to Date

- April 2025: Support for converting from a coverage to a frequency model of transit service striving for 30-minute minimum headways whenever possible (AKA: the “north star” of the SRTP)
- 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
- December 2025: Request for additional feedback from communities on service reduction scenarios, especially transportation commissions for each Member Agency, where available

DISCUSSION

Phase III Outreach

In December 2025, the Board directed staff to conduct additional public outreach to share the proposed service level changes based on the four financial scenarios, specifically the 80 percent service level. This focus on the 80 percent service level was due to the forthcoming fiscal cliff in anticipation of expiring SB-125 funding. Since the beginning of the year, YoloTD staff has presented to the Davis Transportation Commission (March 9, 2026) and the West Sacramento Transportation, Mobility, and Infrastructure Commission (March 2, 2026). As

neither Winters nor Woodland have transportation advisory bodies for their councils, YoloTD staff met with staff from Woodland (February 23, 2026) and elected officials from Winters (May 8, May 20, and June 18, 2026). This item was not presented to the Yolo County Transportation Advisory Committee as YoloTD currently has limited service in the unincorporated areas and the SRTP does not propose service reductions in any of the financial scenarios.

Feedback from the advisory commissions from Davis and West Sacramento expressed support for the proposed 100 percent financial scenario but showed significant concerns with the 90 percent and 80 percent scenarios. Davis commissioners were especially vocal that the express routes that currently serve Davis and Downtown Sacramento should be preserved. They also mentioned the environmental impacts that reducing transit will have, noting that the cities have climate action plans and goals, wherein transit plays a huge role in reducing greenhouse gas emissions in Yolo County. West Sacramento commissioners were also concerned with getting students to River City High School, commenting that the proposed increase in frequency along with the free fares for students will go a long way to reduce congestion in school pickup and drop-off times.

During the meeting with Woodland, staff expressed concern about the planned decrease in BeeLine vehicles, but noted that fixed-route buses in Woodland had never been scheduled more frequently than hourly and were receptive to seeing how ridership could increase over time. Winters expressed concern with the possibility of only providing fixed-route service or BeeLine service, but not both. YoloTD shared ridership information for the BeeLine and the discontinued Route 220 and the staff and elected officials are working to determine priorities and have committed to sharing their service preferences with YoloTD staff soon.

Proposed SRTP Changes

As the implementation of the SRTP is set to roll out starting in early 2027 and continue through the summer and fall, YoloTD strives to make implementation as seamless as possible. The staff and consulting team has developed new and/or reconfigured routes as part of the SRTP that were informed by community input and best practices. Many of the routes include new bus stops that require YoloTD staff to work with each member agency to install. This route redesign is the same across all budget scenarios. Future service reductions will be implemented by reducing headways (from 30 minutes to 1 hour, in most cases) and/or reducing the hours of operation (eliminating early morning and late-night service). Because implementing route changes involves the installation of new bus stops – a lengthy process -- YoloTD requests the Board approve the new routing to allow staff begin these conversations. The maps for each route that has changes proposed are shown in each section below.

Decisions about which how much service reductions are needed will be brought to the Board for subsequent approval, for implementation in Fiscal Year 2027-28. YoloTD staff will continue to work with the Board and agency staff from each jurisdiction to finalize the appropriate frequency and span of service for each route with consideration for the “north star” of the SRTP, the understanding that frequency over coverage service is preferred and should be prioritized where possible.

The subsections below illustrate the new routing proposed in each community, and highlight significant differences between 100 percent and 80 percent scenarios within each community.

Proposed Route 42A/B SRTP Changes

In Woodland, in November 2025, the Board approved the decision to relocate from the County Fair Mall to Main Street between Fifth and Sixth Streets as the main transfer point for Route 42 riders. This change means Route 42 will travel farther west to serve downtown Woodland.

In Davis, Route 42 will shift to partially travel along County Road 99D/John Jones Road to serve Sutter Davis Hospital.

In downtown Sacramento, Route 42 will enter and exit downtown at Richards Boulevard to the north to serve the new Railyards neighborhood including the new May Lee State Office Complex and the future Kaiser Hospital. Additionally, the new route bypasses roadways near Golden 1 Center and Capitol Mall that are often closed for events, causing significant detours that can confuse customers.

Proposed Route 42 A/B SRTP Layover Location

In November 2025, the Board approved the decision to relocate from the County Fair Mall in Woodland as the main transfer point for Route 42 riders. A critical component of relocating the transfer point from the County Fair Mall was identifying a new location along the route for a scheduled layover. Staff, consultants, and new transit operations contractor MV evaluated several locations including the UC Davis Memorial Union, Sacramento International Airport, and the West Sacramento Transit Center from scheduling and operational perspectives. The Memorial Union on the UC Davis Campus was identified as the most appropriate new main layover stop. Unitrans staff tentatively support this request pending route scheduling and space requirements. The map below shows the proposed routing for Route 42A and 42B.

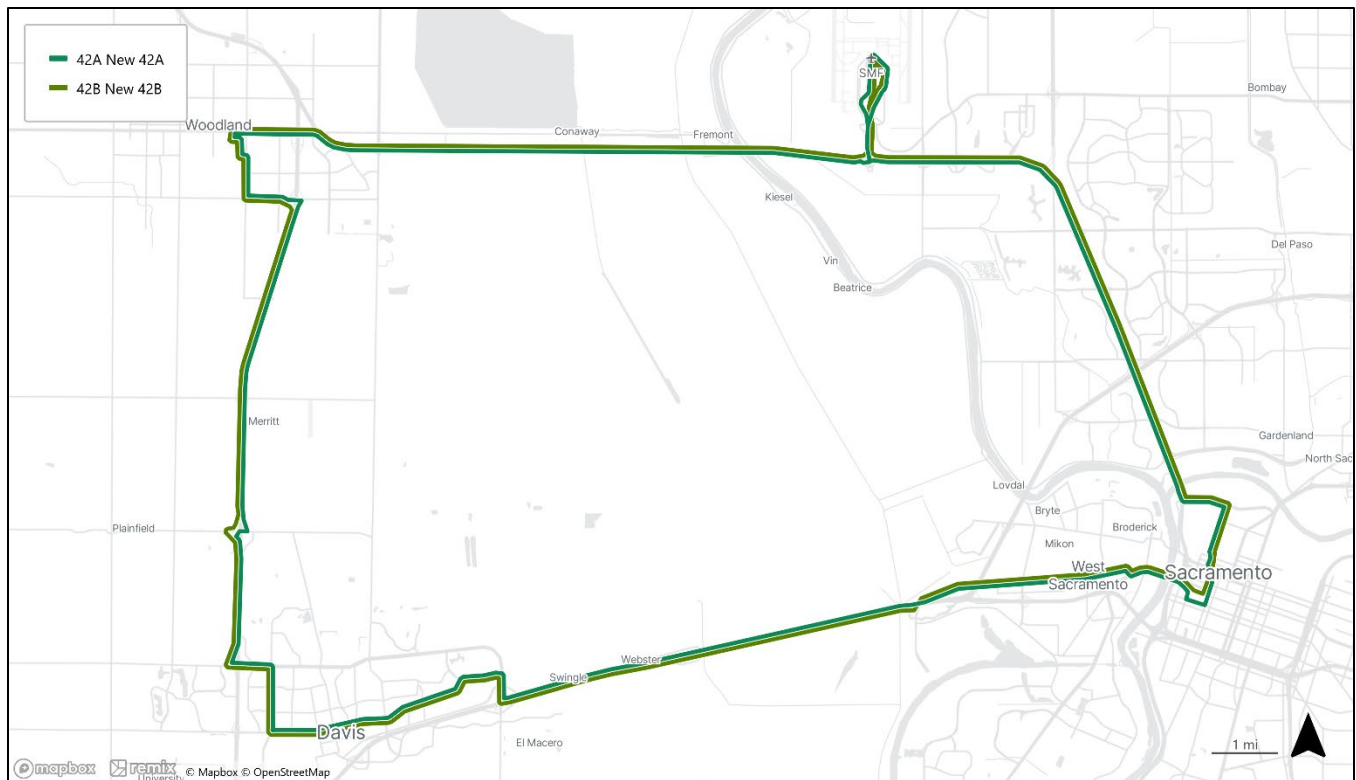


Figure 1: Proposed Routing for Route 42

Davis

Since Unitrans provides fixed route local transit service in the City of Davis and the intercity Route 42A/B does not propose service reductions in the 80 percent scenario, service reductions in Davis are limited to the downtown Sacramento express routes. Equitably reducing Davis service requires discontinuing all express routes with riders shifting onto Route 42A/B, which will operate at 30-minute frequencies (though with a longer travel time than express routes) during the peak commute periods. The proposed 100 percent and 80 percent service levels for Davis are shown below.

Table 2: 100 Percent Scenario for Routes that Serve Davis

			AM								PM											
			5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	12
100%	42A/B	Weekdays	30 Minute Service														60 Minute Service					
		Weekends	60 Minute Service																			
	43 Express	Weekdays	Continue existing service: 3 am trips & 3 pm trips																			
	44 Express		Continue existing service: 3 am trips & 3 pm trips																			
	230 Express		Continue existing service: 3 am trips & 3 pm trips																			

Table 3: 80 Percent Scenario for Routes that Serve Davis

			AM								PM											
			5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	12
80%	42A/B	Weekdays	Same as 100% Scenario																			
		Weekends																				
	43 Express	Weekdays	Discontinued																			
	44 Express		Discontinued																			
	230 Express		Discontinued																			

Table 4: Number of Trips per Scenario for Routes that Serve Davis

Route	# Trips with 80% Service	# Trips with 100% Service
43 Express	Discontinued	8
44 Express	Discontinued	6
230 Express	Discontinued	6

West Sacramento

Routes 40, 41, and 240 are proposed to be consolidated and reconfigured into Route 36, as shown in Appendix A. Route 36 will provide new north/south intracommunity connectivity and preserve service to the Bryte/Broderick neighborhoods. It is also proposed to provide 30-minute service during the morning and evening peak commute times. Route 37DT (or Route 37 “Downtown”) will primarily serve West Sacramento, but will extend into downtown Sacramento during peak commute times.

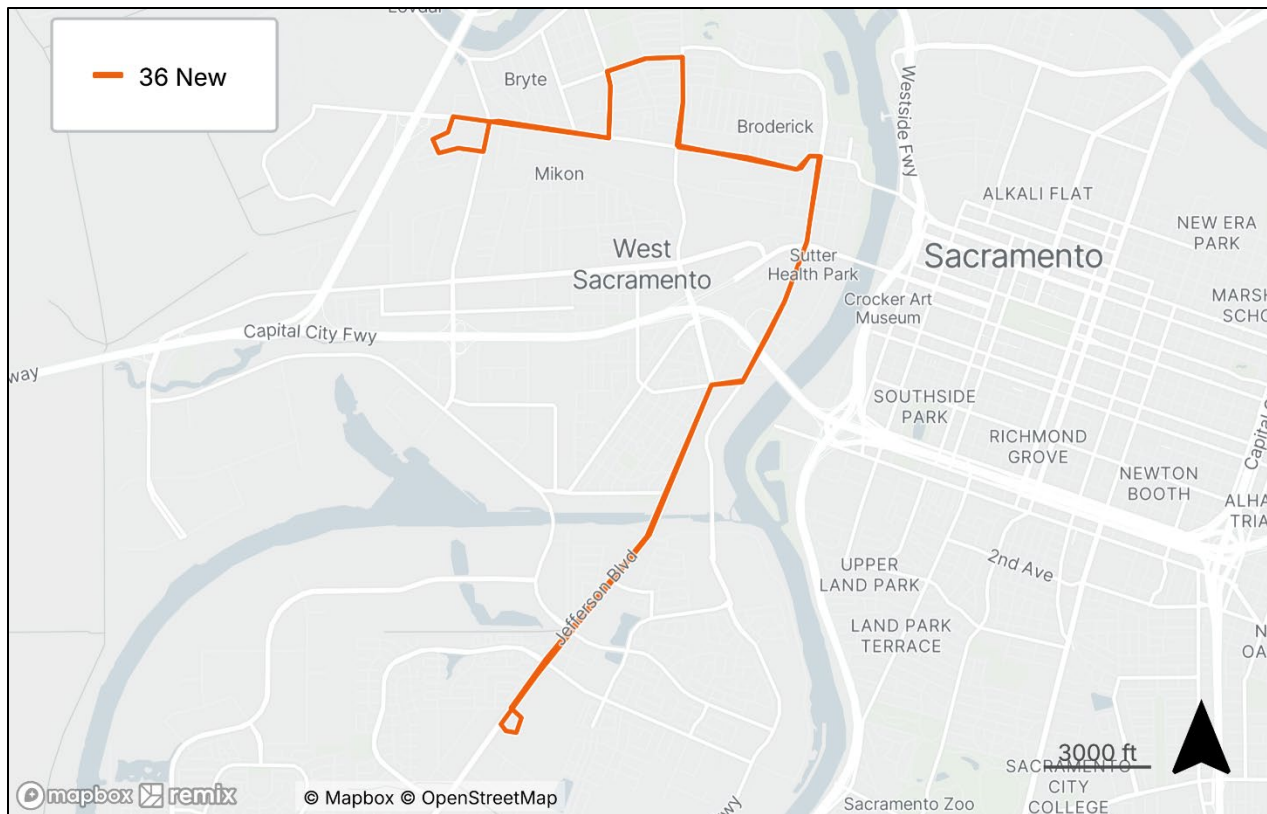


Figure 2: Proposed Routing for Route 36

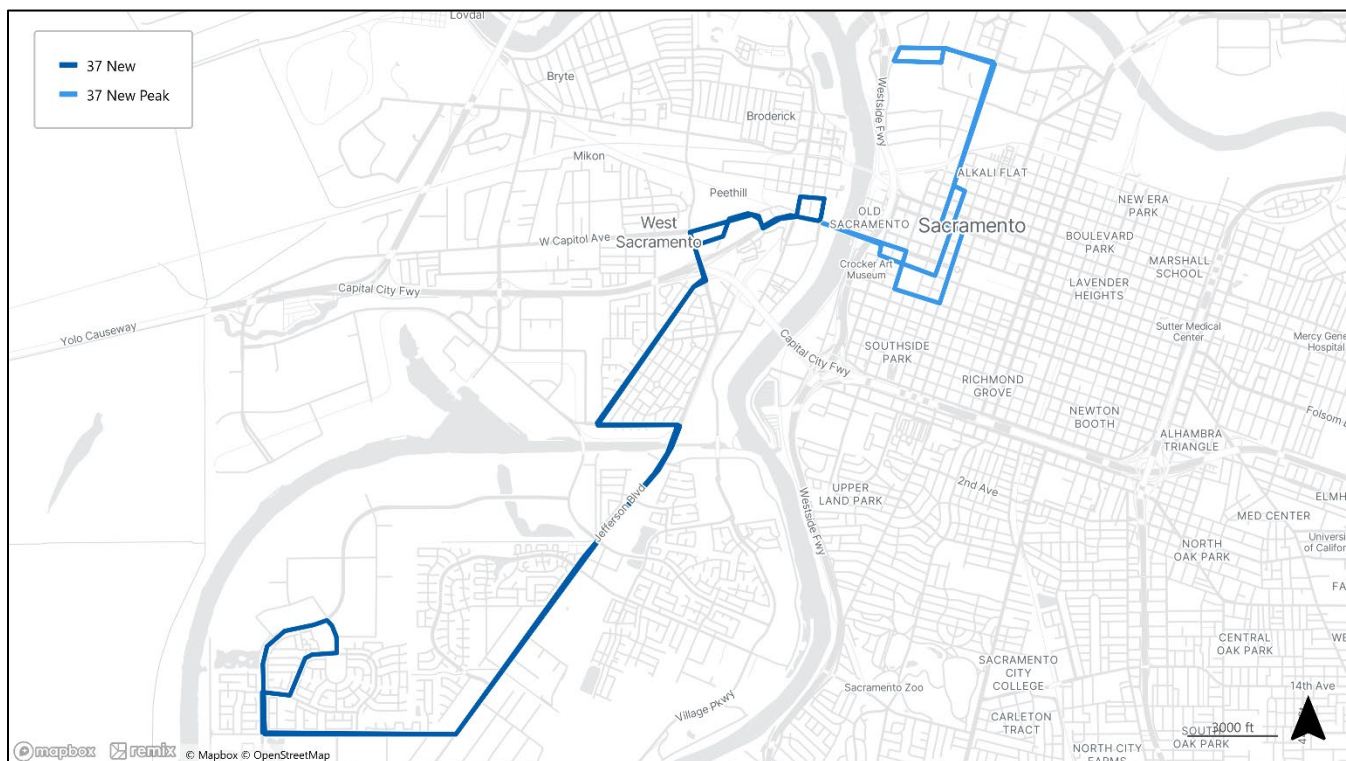


Figure 3: Proposed Routing for Route 37 and Route 37DT

The West Sacramento 100 percent and 80 percent proposed service levels are shown below.

Table 5: 100 Percent Scenario for Routes that Serve West Sacramento

			AM								PM											
			5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	12
100%	42A/B	Weekdays	30 Minute Service														60 Minute Service					
		Weekends	60 Minute Service																			
	37	Weekdays					30 Minute Service															
	37DT			30 Min									30 Min									
	36			30 Minute Service																		

Table 6: 80 Percent Scenario for Routes that Serve West Sacramento

			AM								PM											
			5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	12
80%	42A/B	Weekdays	Same as 100% Scenario																			
		Weekends																				
	37	Weekdays					60 Minute Service															
	37DT		60 Min								60 Min											
	36		30 Min				60 Minute Service								30 Min							
	36	Weekends					60 Minute Service															

Table 7: Number of Trips per Scenario for Routes that Serve West Sacramento

Route	# Trips with 80% Service	# Trips with 100% Service
36 Weekday	38	52
36 Weekend	22	22
37 (Weekday Only)	12	24
37DT (Weekday Only)	12	24

Woodland

The proposed routing for Routes 213 and 215 are shown below. Route 213 would replace Routes 211 and 212, which are currently design as one-directional loops. Route 213 would also serve more of Main Street, allowing for more direct service along a more populated roadway, increasing the ridership potential.

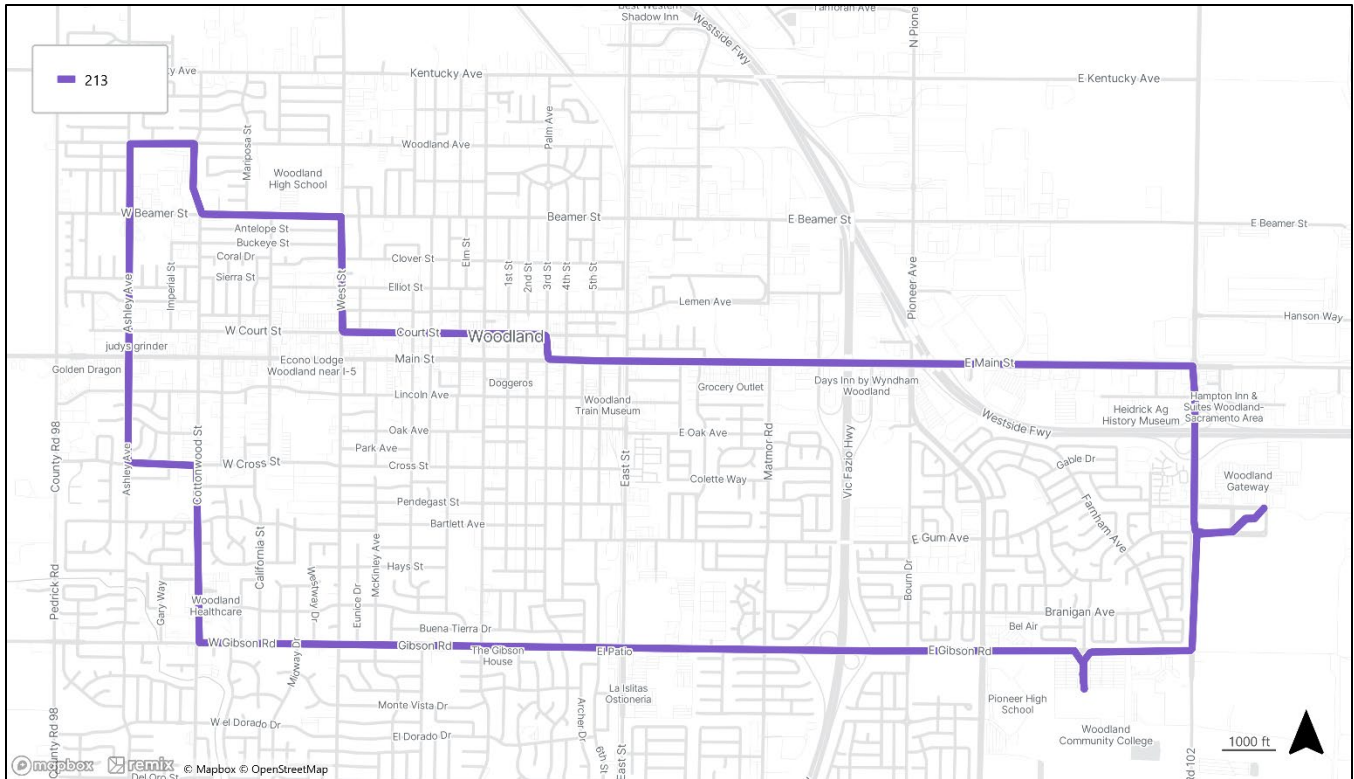


Figure 4: Proposed Routing for Route 213

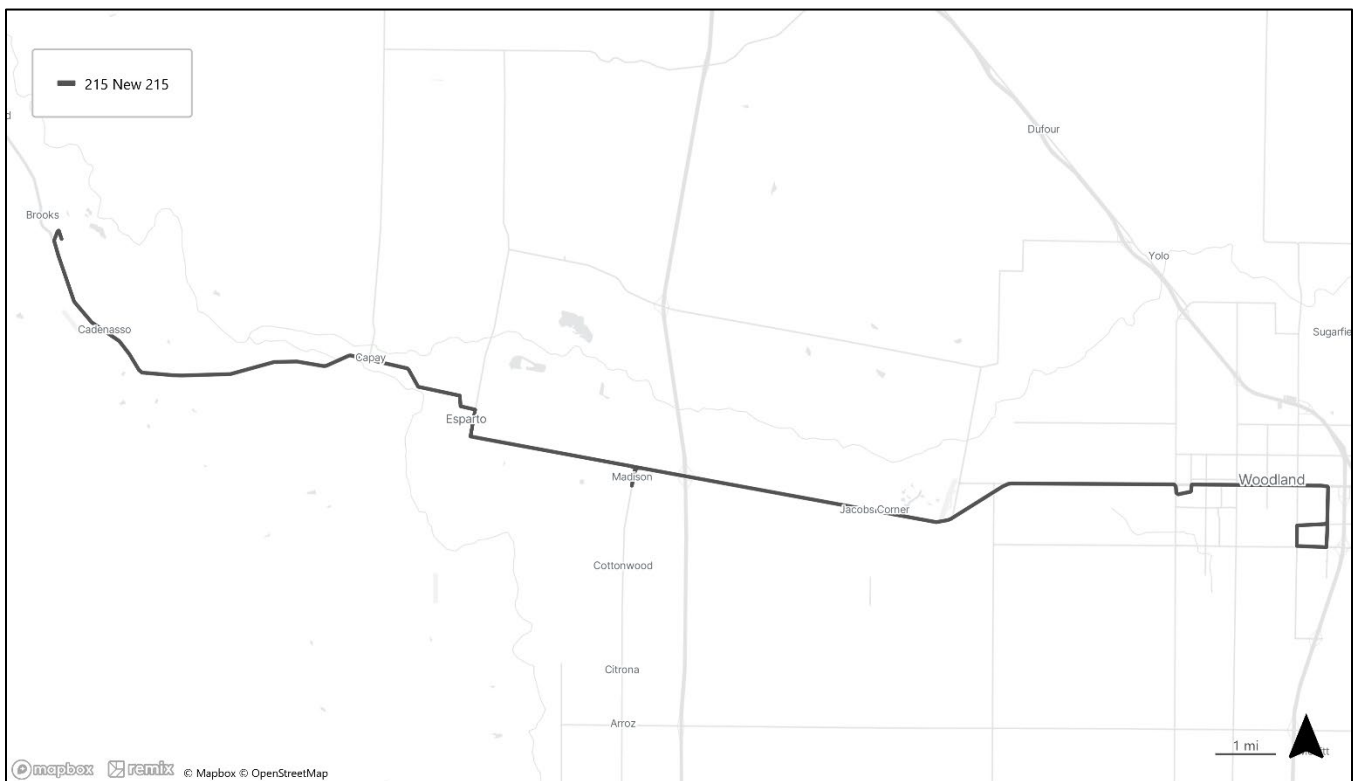


Figure 5: Proposed Routing for Route 215

The 100 percent and 80 percent proposed service levels for Woodland are shown below. In the 80 percent scenario, two options are proposed. Route 213/BeeLine Options A and B are similar except that Option B reduces frequency on Route 213 in the midday to increase BeeLine availability. YoloTD staff will continue to work with City staff on the final service model, keeping the SRTP “north star” in mind.

Table 8: 100 Percent Scenario for Routes that Serve Woodland

			AM								PM											
			5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	12
100%	42A/B	Weekdays	30 Minute Service														60 Minute Service					
		Weekends	60 Minute Service																			
	213	Weekdays		30 Minute Service																		
		Weekends					60 Minute Service															
	215	All days	12 round trips																			
	BeeLine	All days	2 vans + Knights Landing van when available																			

Table 9: Option A for 80 Percent Scenario for Routes that Serve Woodland

			AM								PM												
			5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	12	
80% Option A	42A/B	Weekdays	Same as 100% Service																				
		Weekends																					
	213 option A	Weekdays		30 Minute Service																			
		Weekends					60 Minute Service																
	215	All days	12 round trips																				
	BeeLine option A	All days	1 van + Knights Landing van when available																				

Table 10: Option B for 80 Percent Scenario for Routes that Serve Woodland

			AM								PM											
			5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	12
80% Option B	42A/B	Weekdays	Same as 100% Service																			
		Weekends																				
	213 option B	Weekdays		30 Min	60 Minute Service								30 Min	60 Min								
		Weekends					60 Minute Service															
	215	All days	12 round trips																			
	BeeLine option B	All days	2 vans + Knights Landing van when available																			

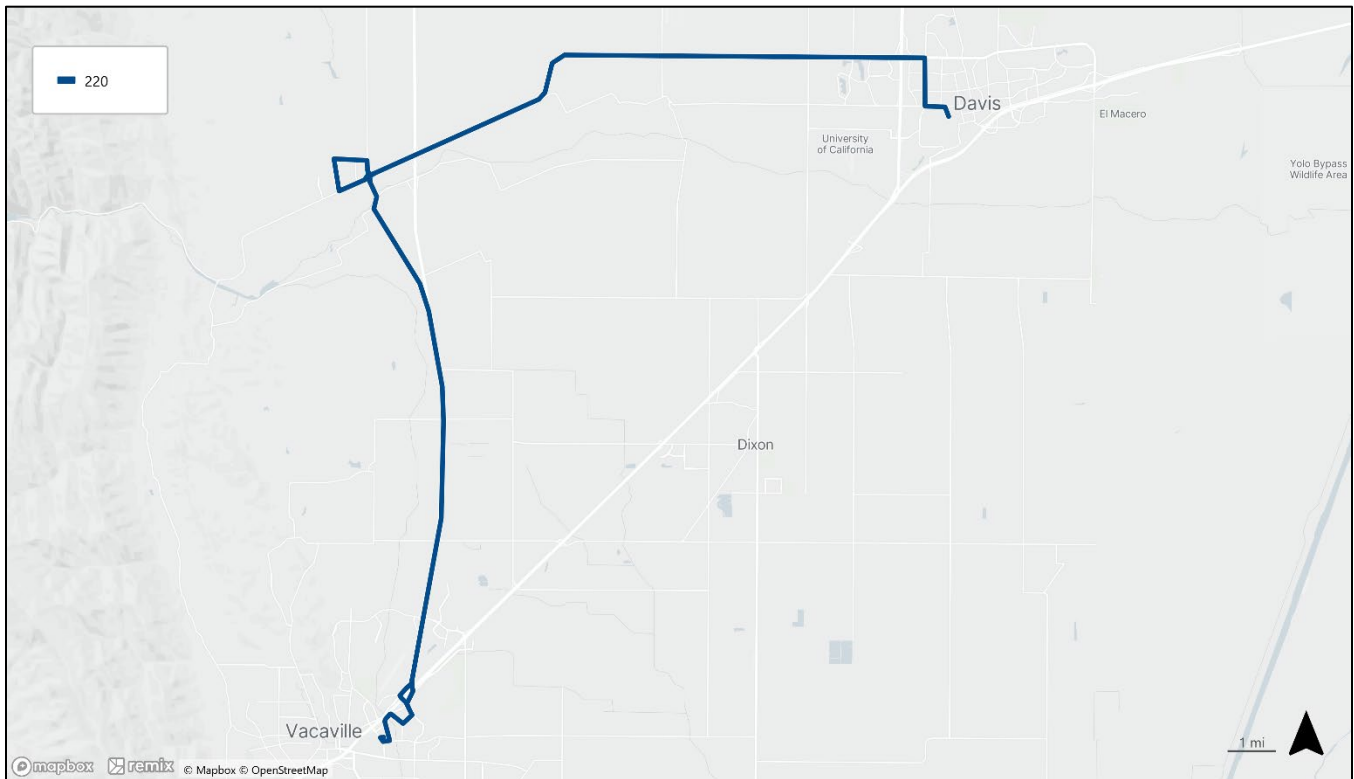
Table 11: Number of Trips per Scenario for Routes that Serve Woodland

Route	# Trips with 80% Service	# Trips with 100% Service
213 Weekday (Option A)	56	60
213 Weekend (Option A)	24	24
215	24	24

Winters

The Board has indicated that Route 220, which ran between Davis, Winters, and Vacaville prior to being discontinued due to COVID, should be restored. The updated route map for Route 220 shown below accounts for the growth in Winters since COVID along with expected future growth by extending further west on Grant Avenue and making a small loop north of Grant Avenue. The previous and proposed routing for Route 220 can be found in Attachment A.

Route 220



The proposed 100 percent service for Winters includes four round trips for Route 220 and one BeeLine vehicle, representing half of the current BeeLine service for Winters.

The two tables below show two options for restoring Route 220. Option A proposes *three* Route 220 round trips per weekday between Davis and Vacaville. Option B proposes *two* Route 220 round trips between Davis and Vacaville, and *two* Route 220C, that travels between Davis and Woodland for roughly the same cost as three Route 220 trips. YoloTD staff will continue to work with City staff on the final service model. Although not shown in the tables below, one option being explored for Winters is to retain some amount of intracity BeeLine service using additional local LTF funds.

Table 12: 100 Percent Service for Routes that Service Winters

			AM								PM											
			5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	12
100%	Route 220	Weekdays	4 full round trips																			
	BeeLine	Weekdays	1 van																			

Table 13: Option A for 80 Percent Service for Routes that Service Winters

			AM							PM												
			5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	12
80% Option A	Route 220	Weekdays	3 full round trips																			
	BeeLine	Weekdays	Discontinued																			

Table 14: Option B for 80 Percent Service for Routes that Service Winters

			AM								PM											
			5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	12
80% Option B	Route 220	Weekdays	2 full round trips																			
	Route 220C		2 full round trips																			
	BeeLine	Weekdays	Discontinued																			

Staff Recommendations and Next Steps

By approving the staff recommendation, the Board supports the reconfigured routes as shown above and directs staff to coordinate with each jurisdiction to finalize new bus stop locations and develop new route schedules and system maps.

Staff will continue to work with the Board, consultant, and Cities' staff to determine service span, the trips per day, and route frequencies. Service levels in specific communities may

differ if individual Member Agencies express interest in utilizing more Local Transportation Funds (LTF) to preserve service.

Final implementation assumptions will be developed in the coming months based on financial analysis and in coordination with each jurisdiction and built into the FY 27/28 YoloTD Budget for approval.

Additional SRTP tasks remaining include:

- Develop bus stop standards and guidelines (scheduled for October Board meeting)
- Develop key performance indicators for service (scheduled for October Board meeting)
- Update fare policy (scheduled for October Board meeting)
- Develop Capital Plan for transition to zero emission buses
- Develop new bus stop signs and route maps
- Develop and execute Implementation Outreach Plan
- Roll out SRTP:
 - Assume Route 220 implementation Q3 FY 26/27
 - Assume remaining implementation starting Q1 FY 27/28

The implementation schedule for the SRTP is shown on the next page.



KEY

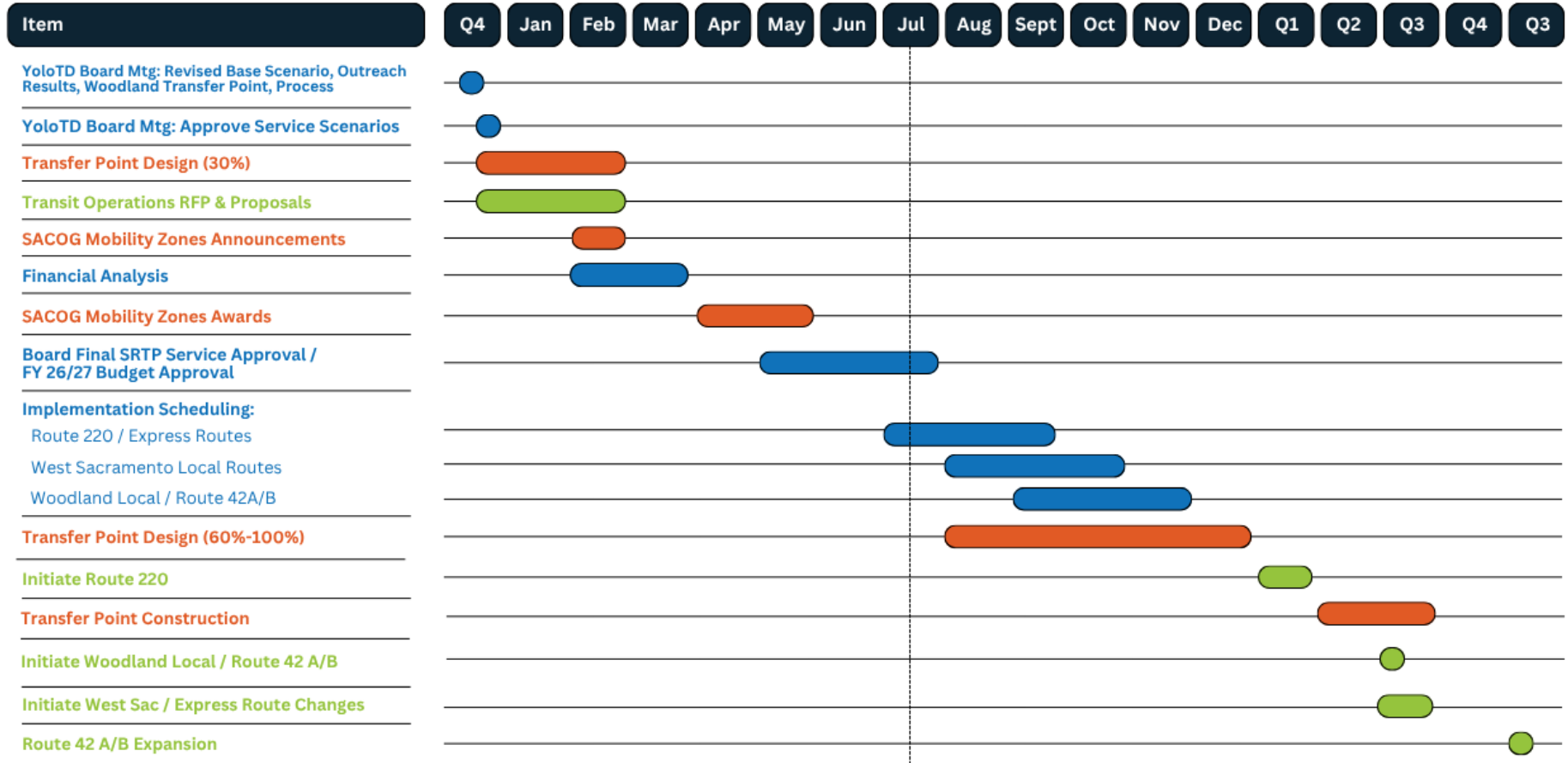
SHORT RANGE TRANSIT PLAN ■

WOODLAND TRANSFER POINT ■

TRANSIT OPERATIONS ■

S RTP IMPLEMENTATION SCHEDULE

(Tentative)





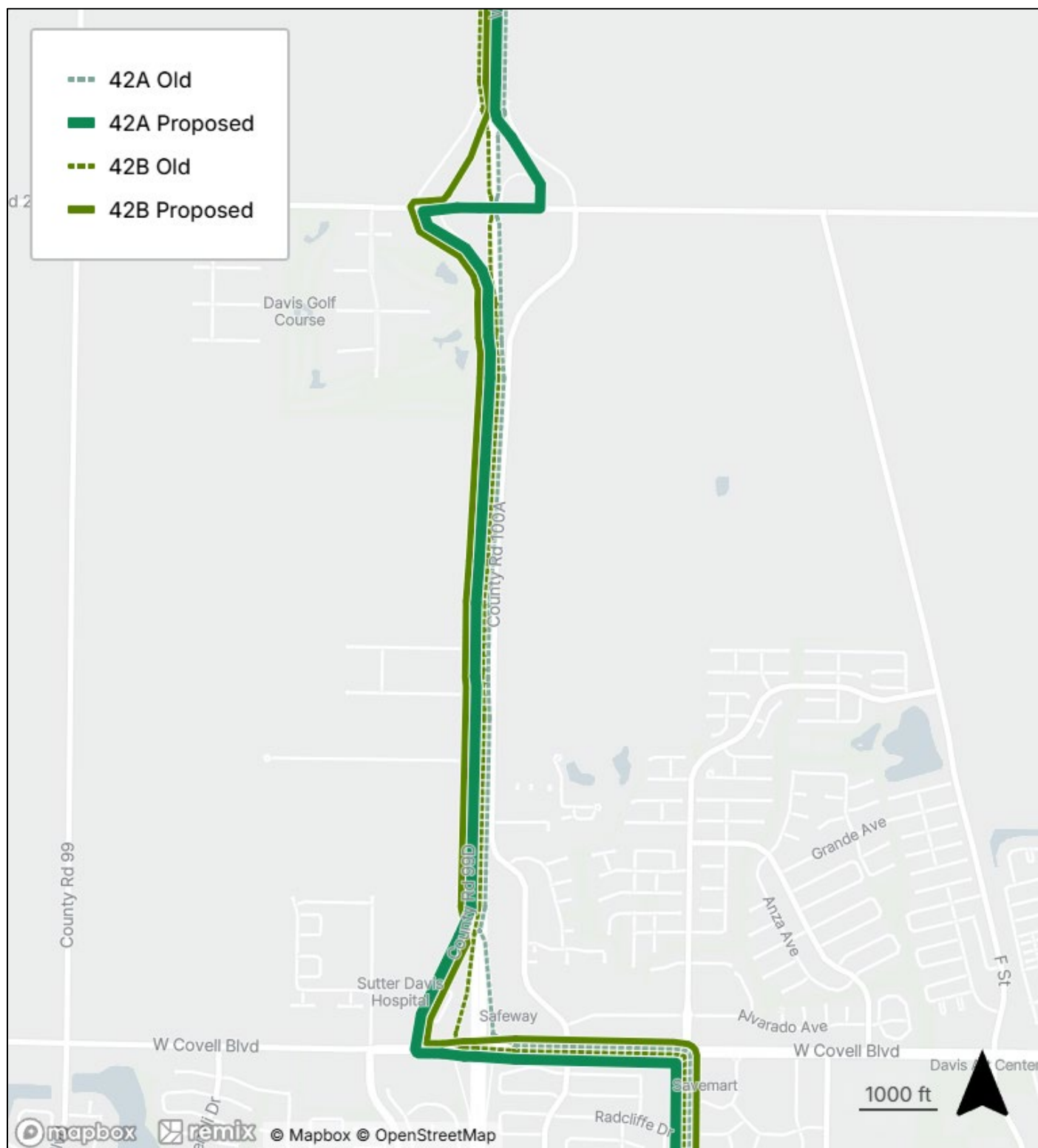
FISCAL IMPACT

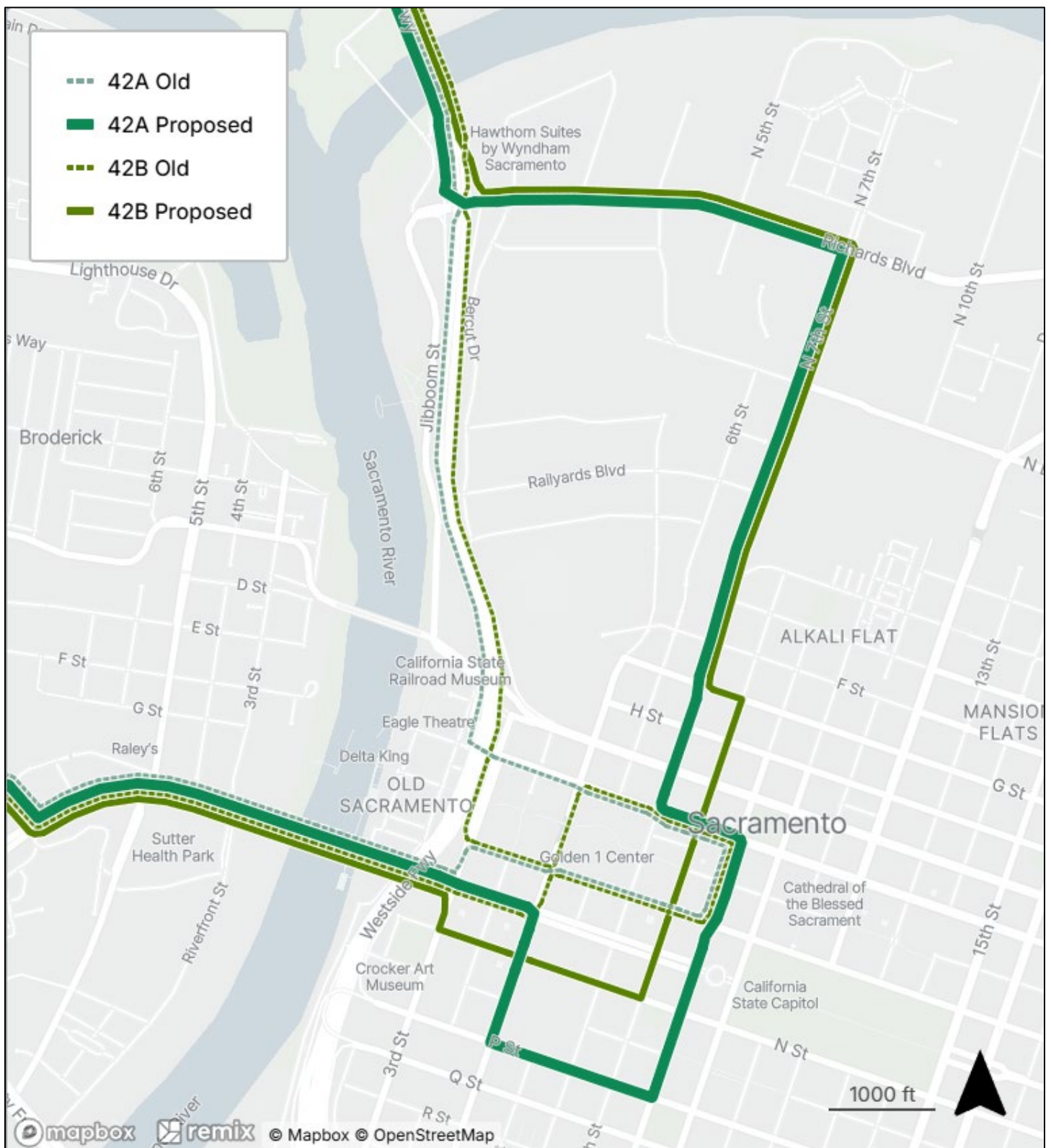
No immediate budget impact.

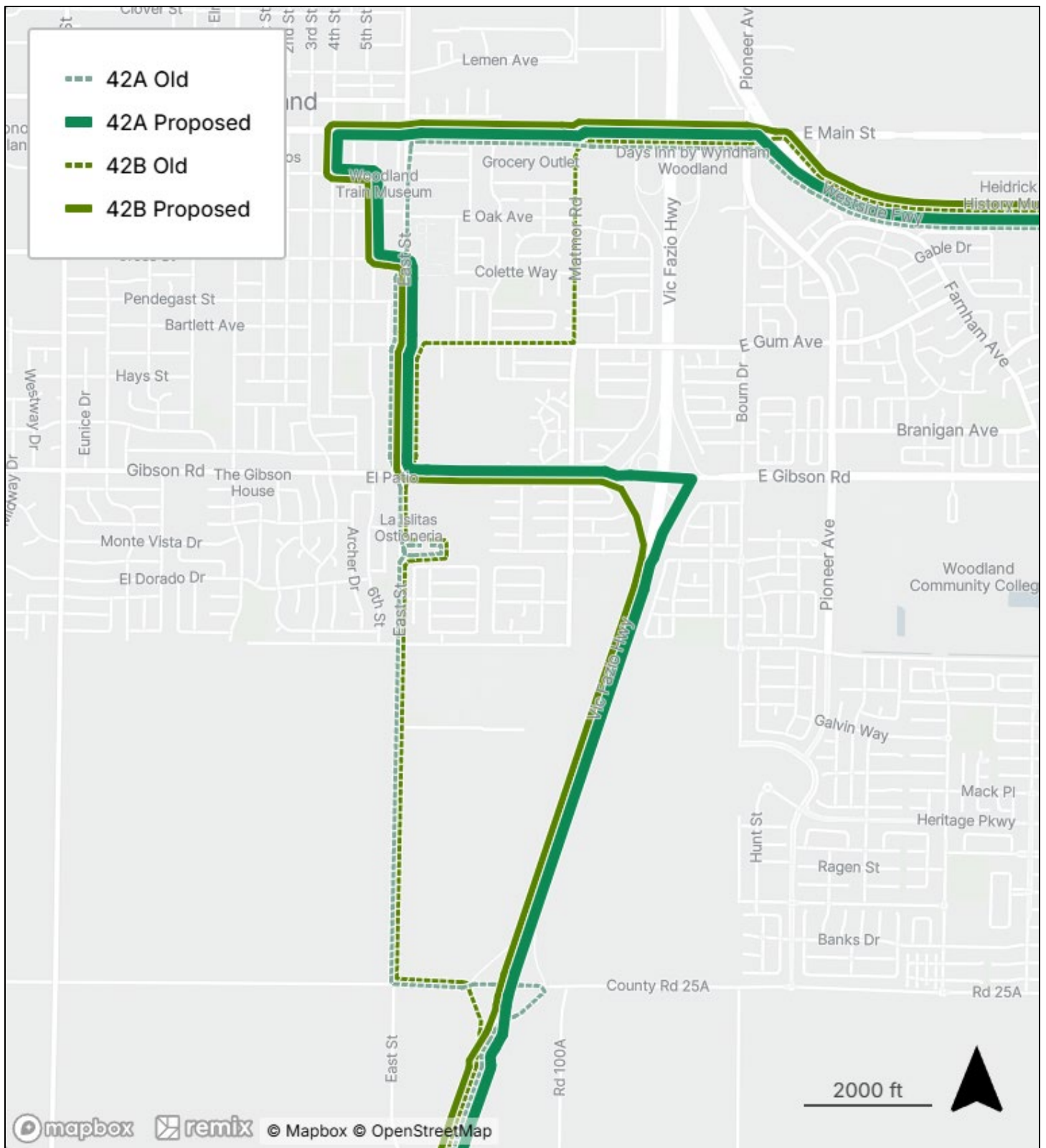
Attachment A: Existing and Proposed Route Maps

The maps below are the existing and proposed routing where the SRTP is proposing changes. The existing routing is shown in dashed lines and the new proposed route is shown in solid lines.

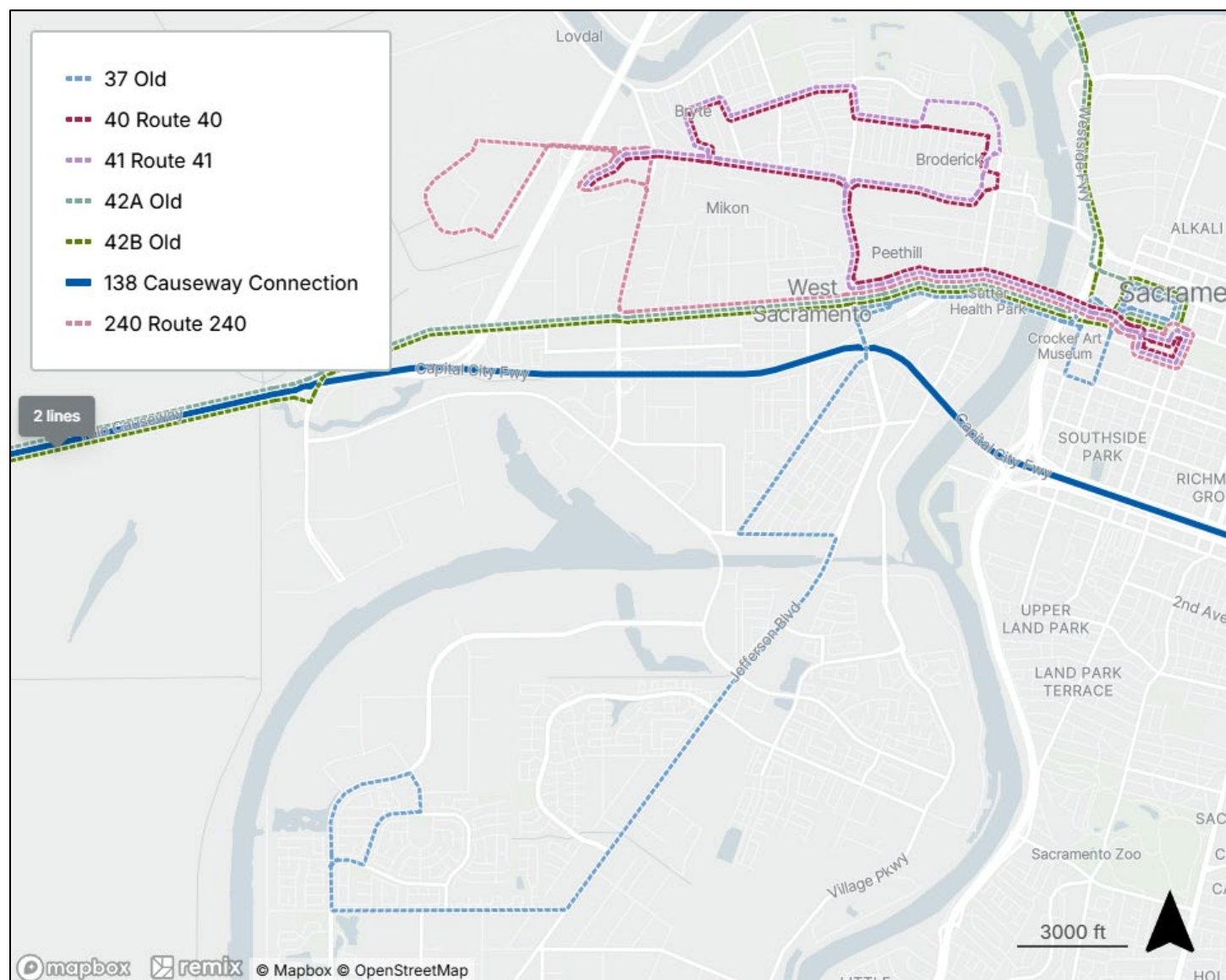
Route 42 Existing and Proposed



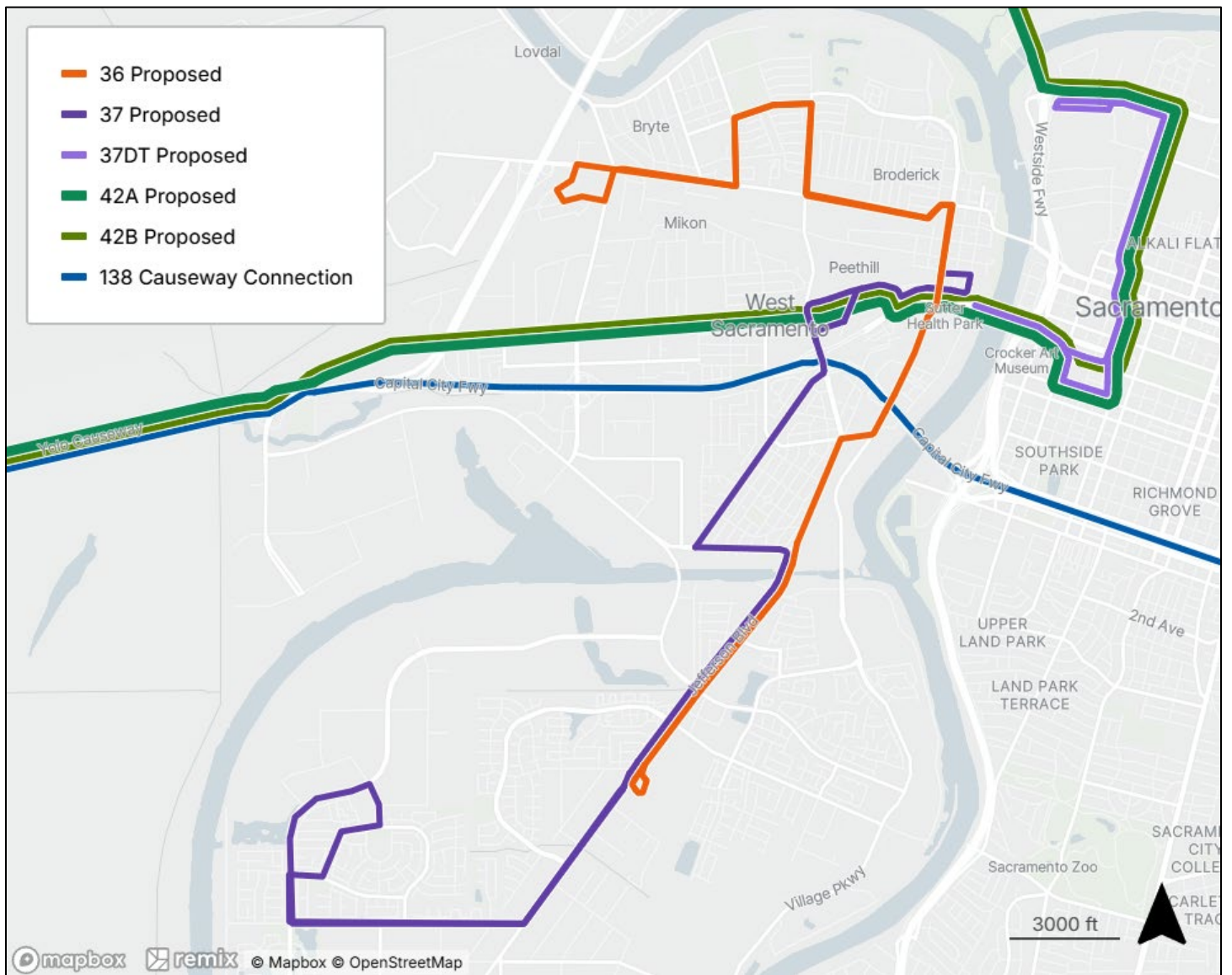




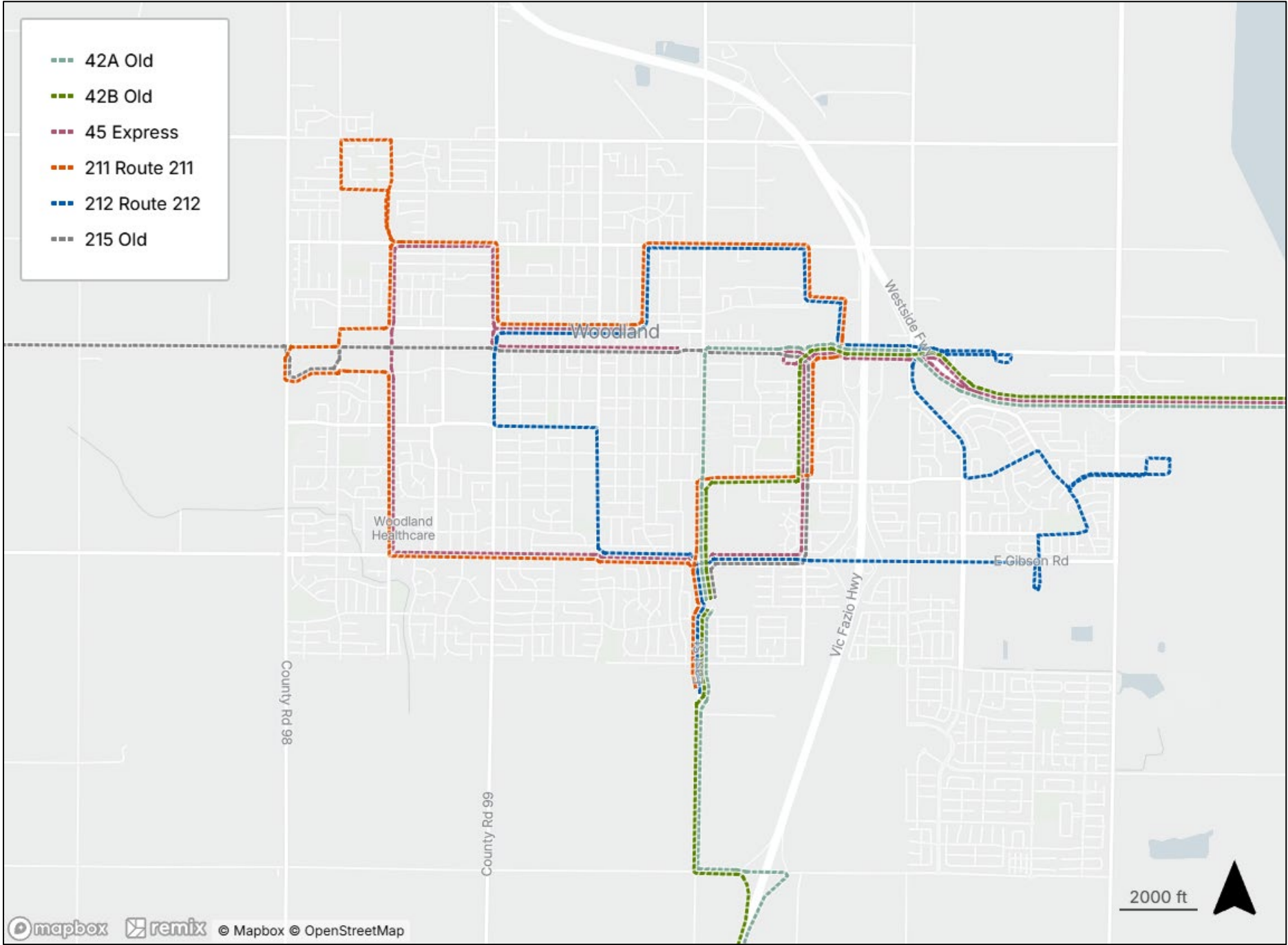
West Sacramento Existing



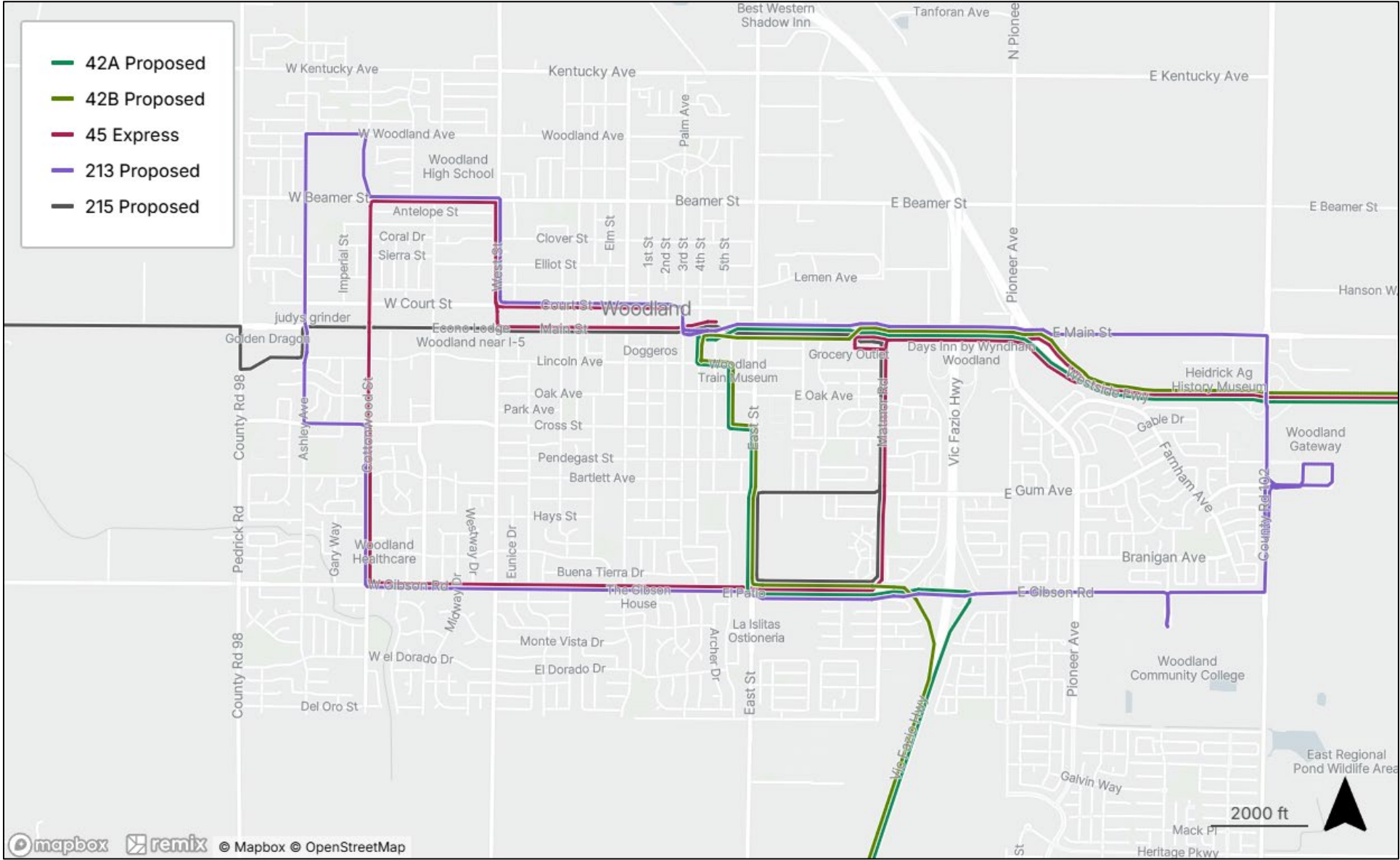
West Sacramento Proposed



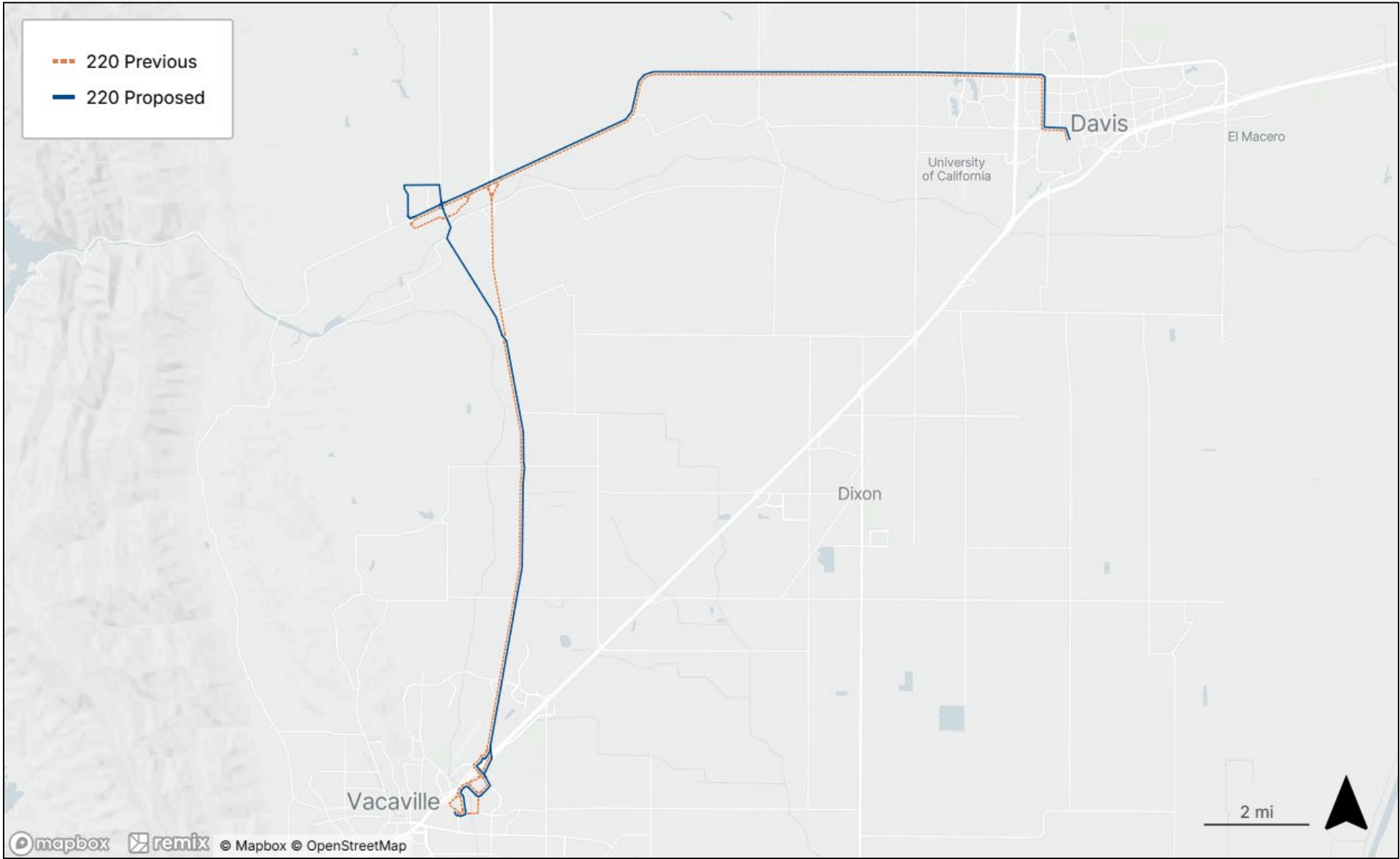
Woodland Existing



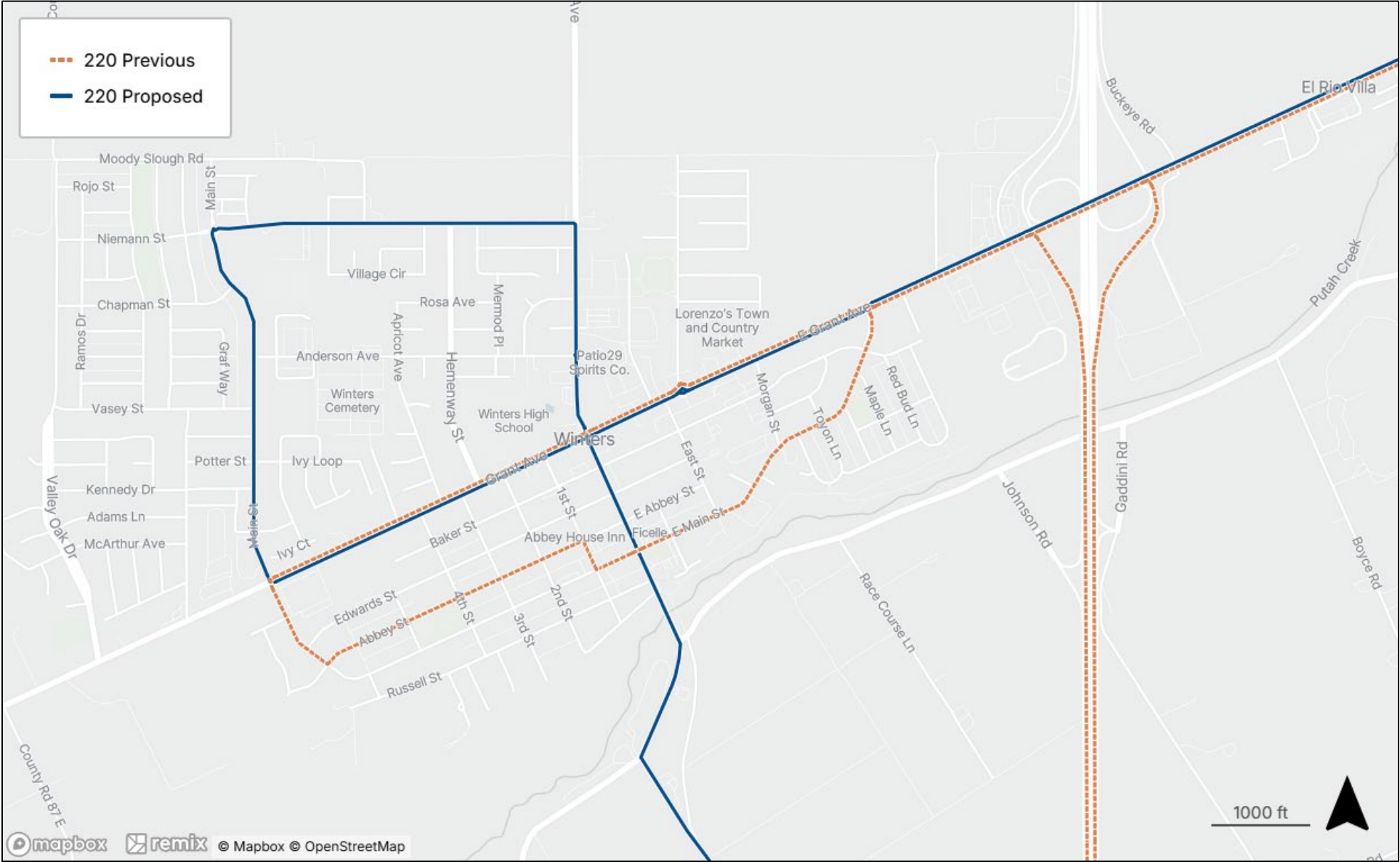
Woodland Proposed



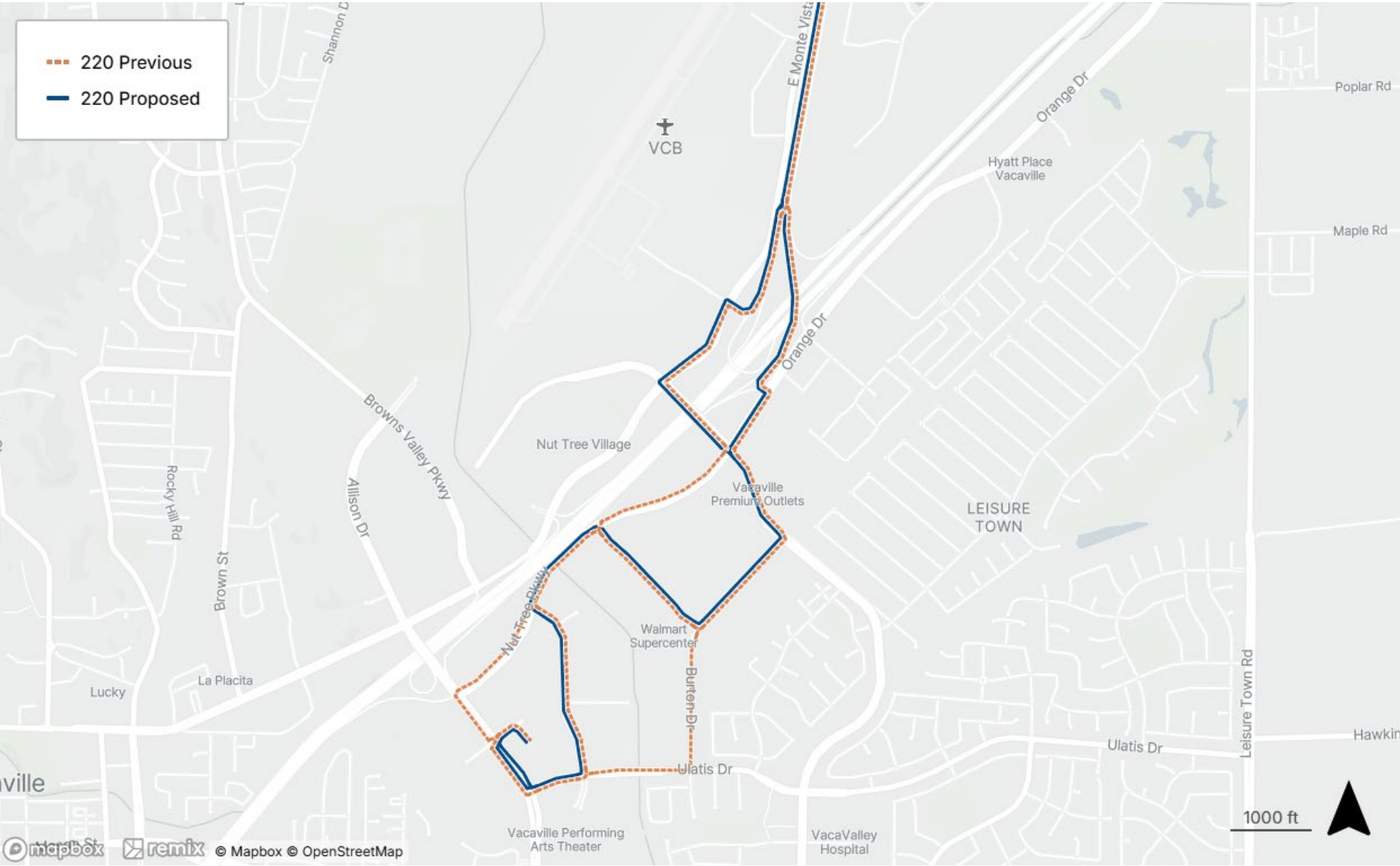
Route 220 Previous and Proposed



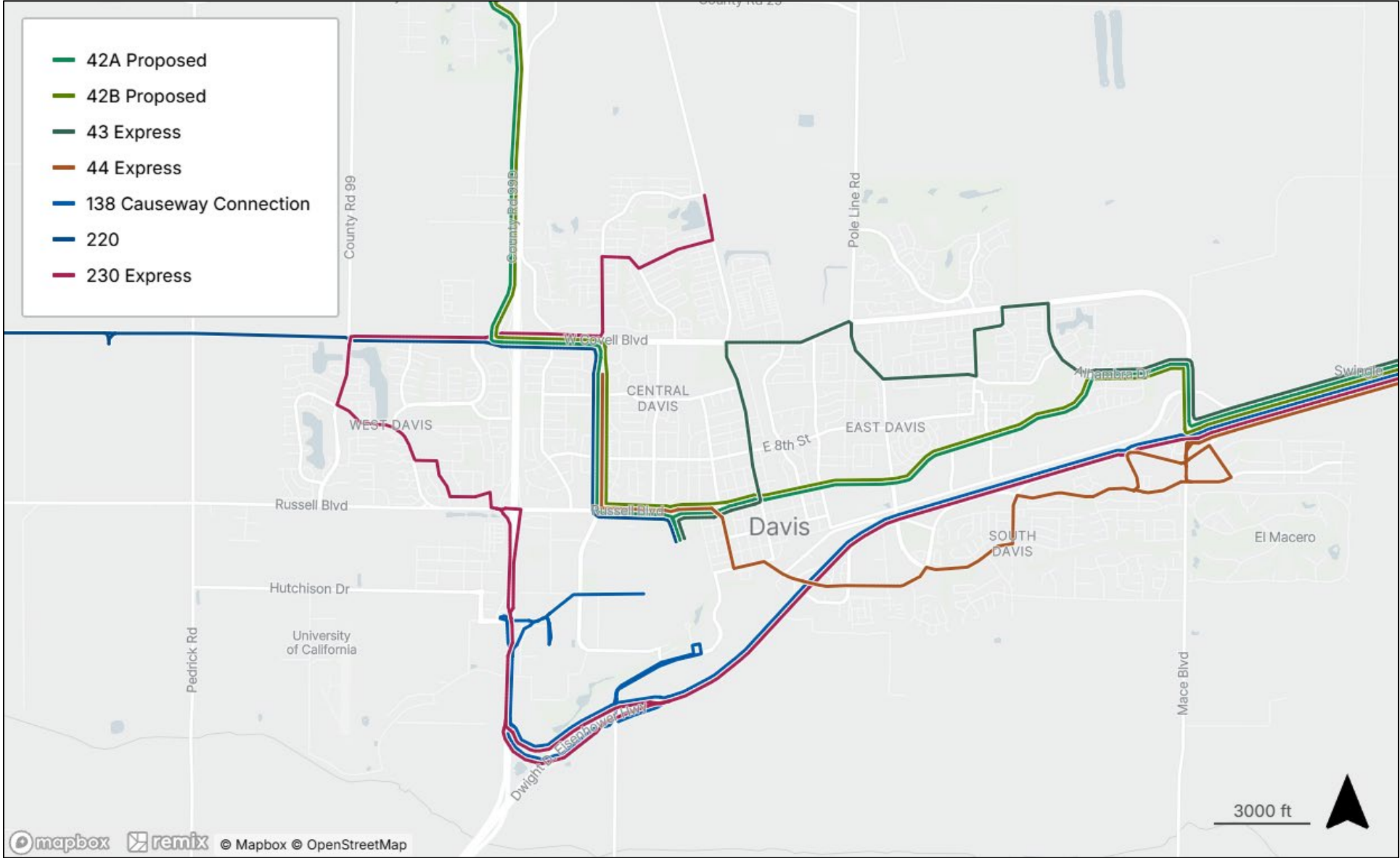
Winters



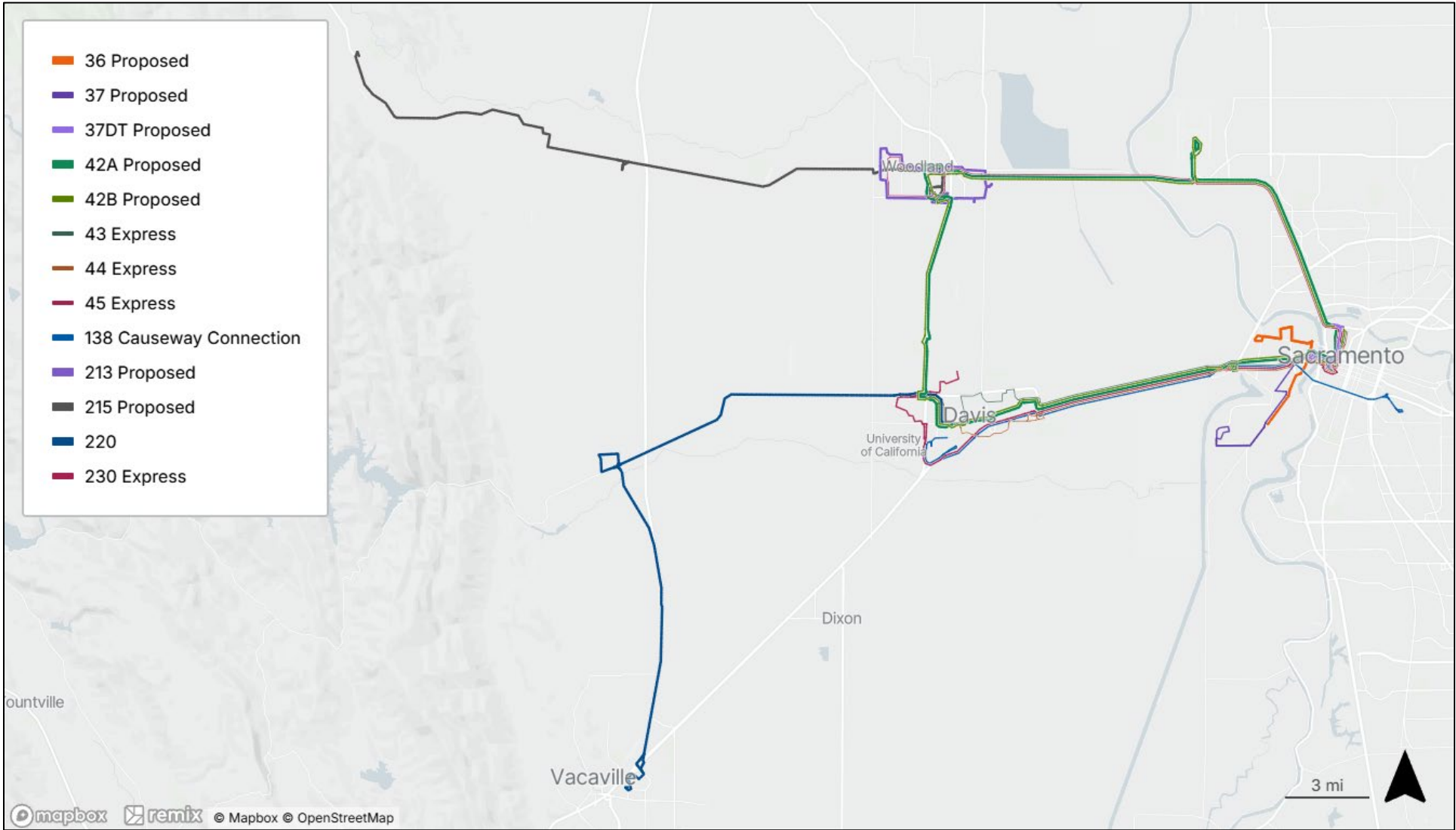
Vacaville



Davis



Full Proposed System Map



YoloTD Short-Range Transit Plan

Draft SRTP Route Recommendations and Financial Scenarios



Agenda

1. Staff Recommendation
2. Board Input to Date
3. Route Network and Service Scenarios
4. Phase III Outreach Summary
5. Next Steps



Staff Recommendation

- Receive feedback heard from Phase III of outreach
- Approve the proposed network maps
- Confirm 80 percent scenario as the working assumption for SRTP implementation
- Direct staff to continue refining service assumptions



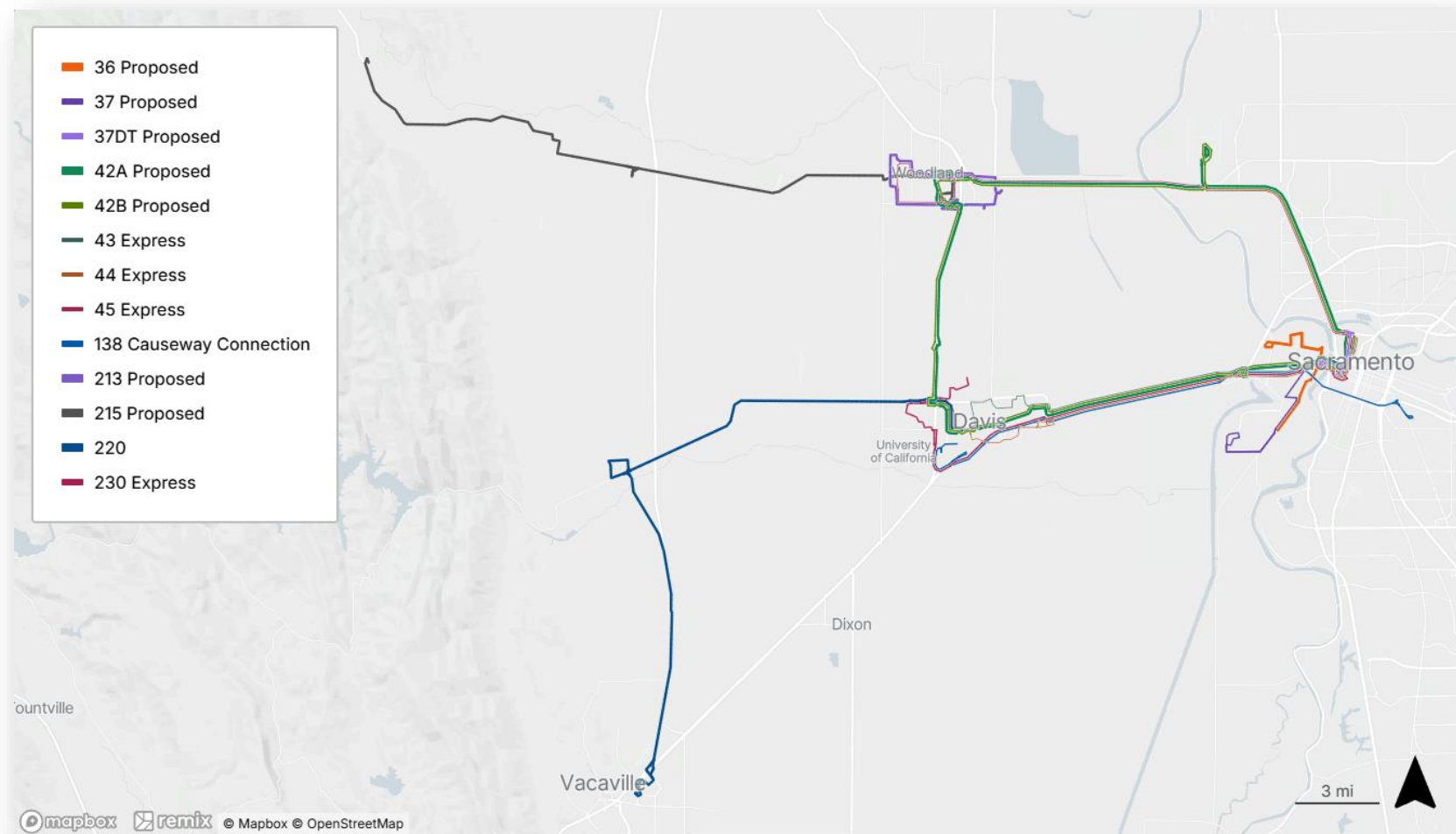
Board Input to Date

- April 2025: Support for **converting** from a **coverage** to a **frequency model** of transit service (“north star”)
- July 2025: Support for Draft **SRTP Recommendations** for community input; support for **consolidating overlapping routes** in Woodland and West Sacramento
- September 2025: Support for moving the Woodland Transfer Point from the County Fair Mall to Main Street
- November 2025: Support for **restoring fixed-route service to Winters**
- December 2025: Request for additional feedback from communities on 80% service scenario



Route Network and Service Scenarios

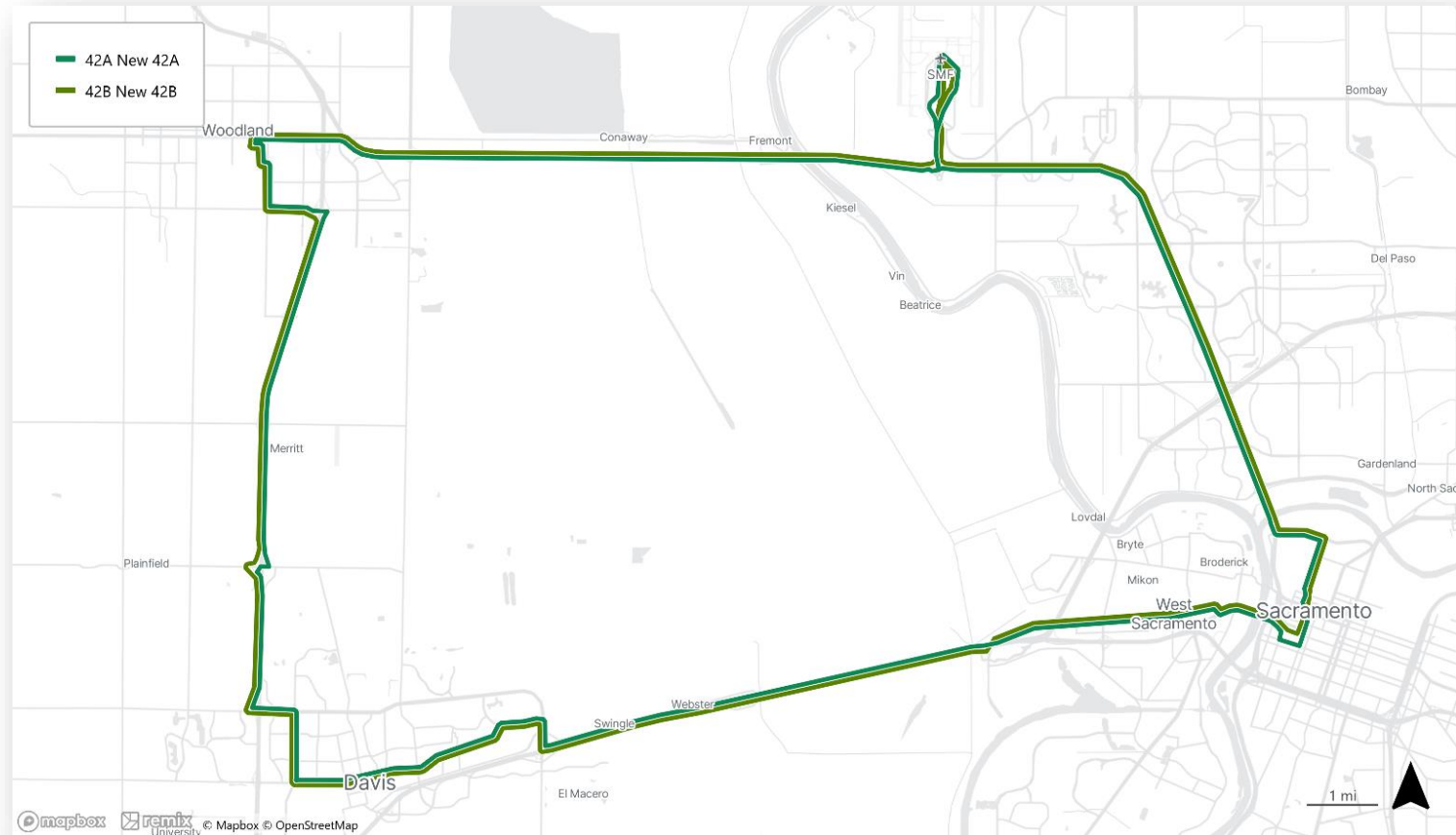
Proposed Network Map



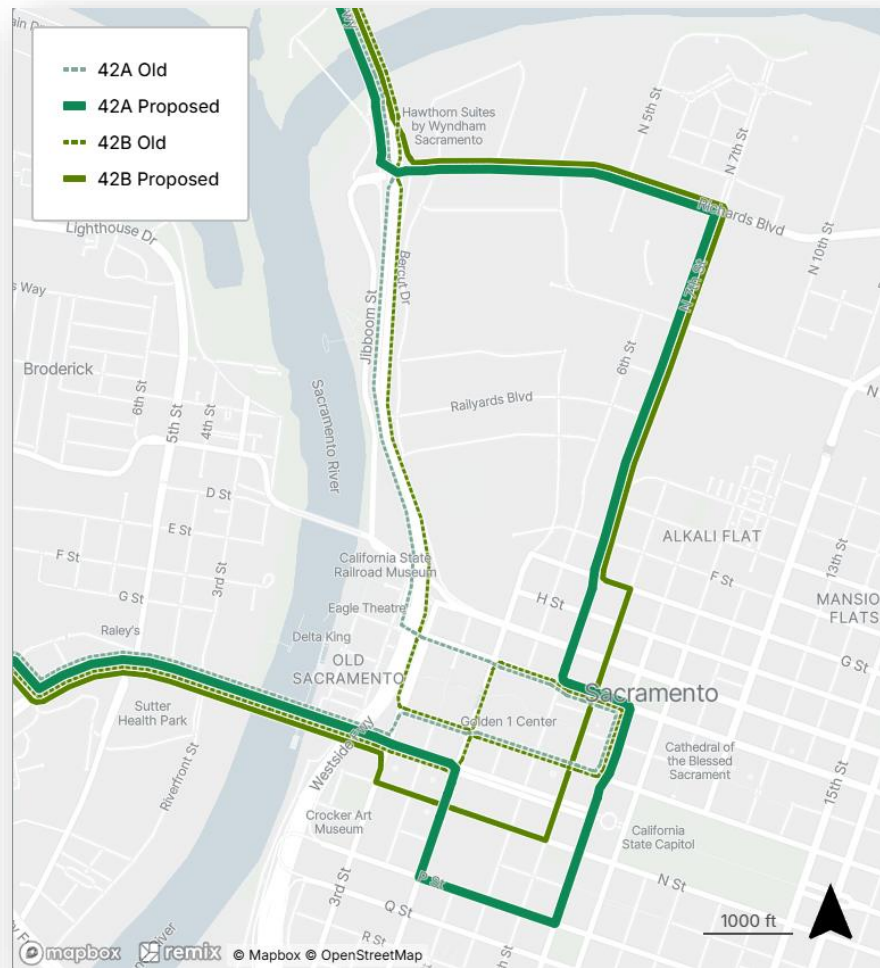
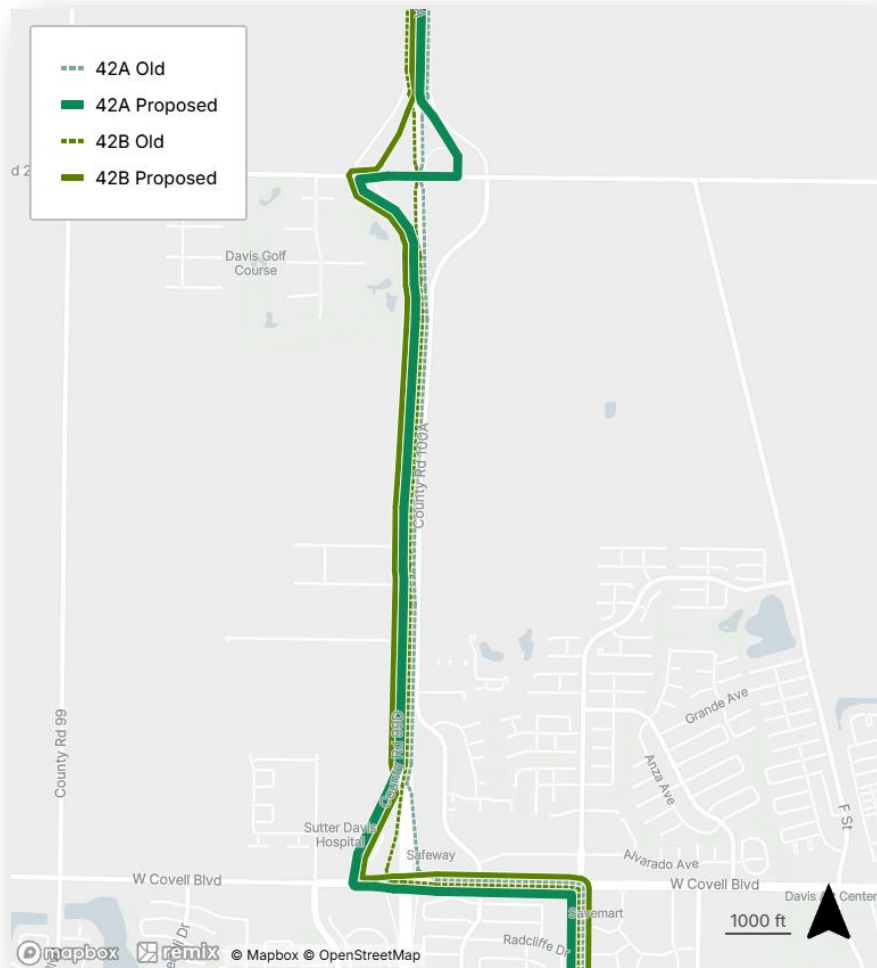
Scenarios Defined

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	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, or development / highway expansion mitigation funding

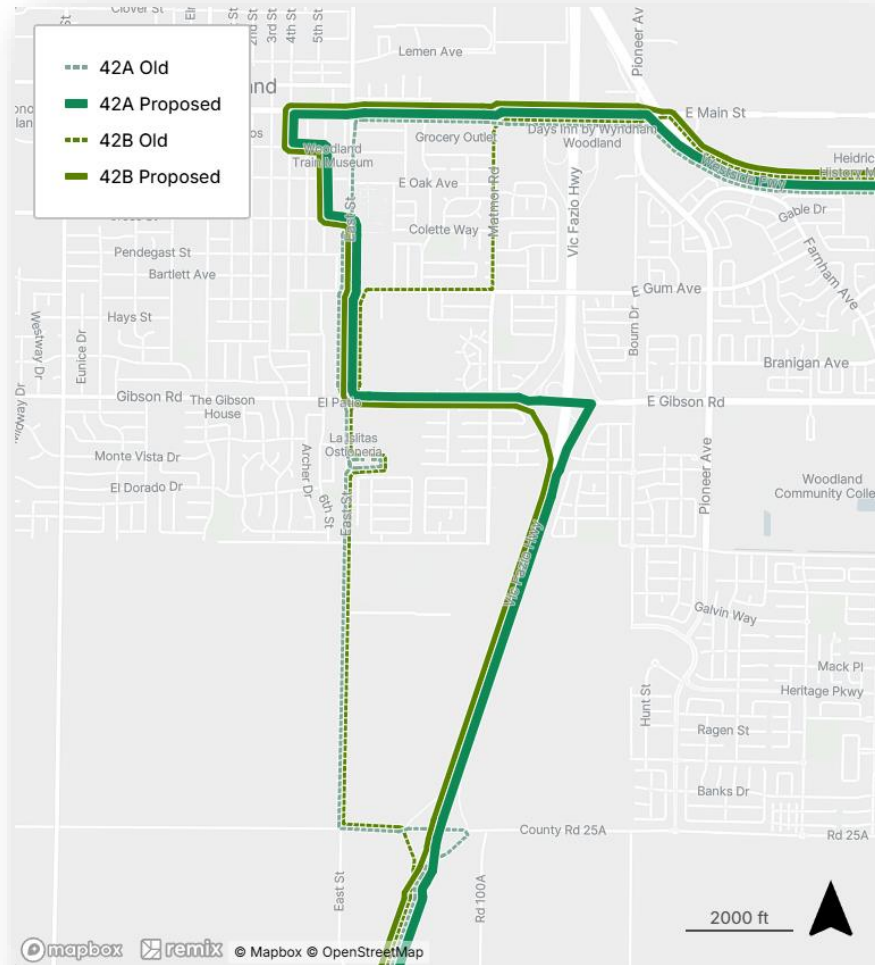
Intercity Route 42



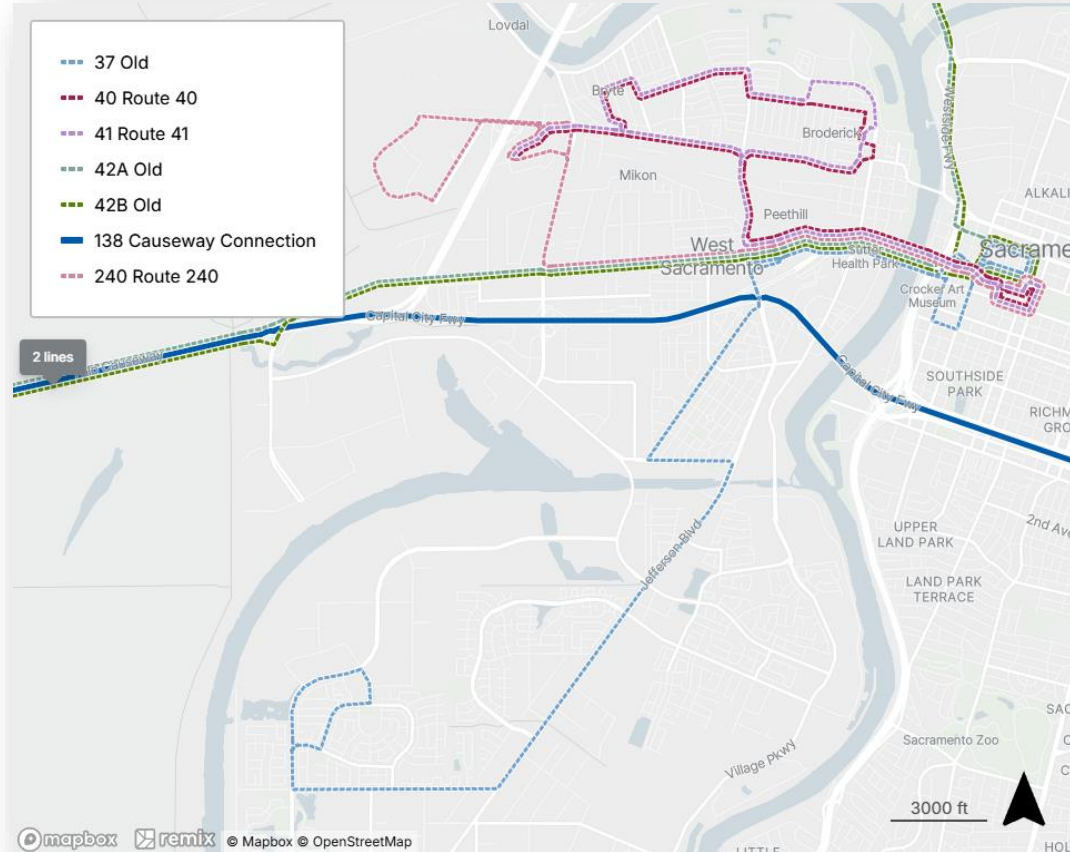
Intercity Route 42



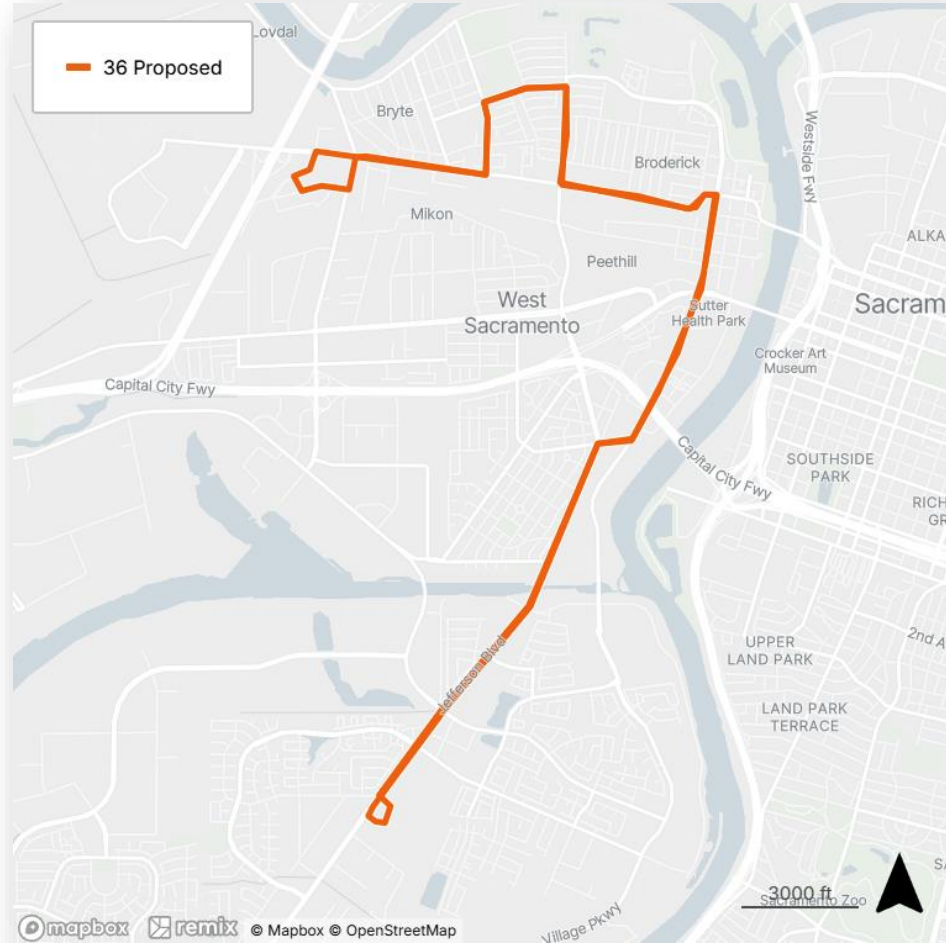
Intercity Route 42



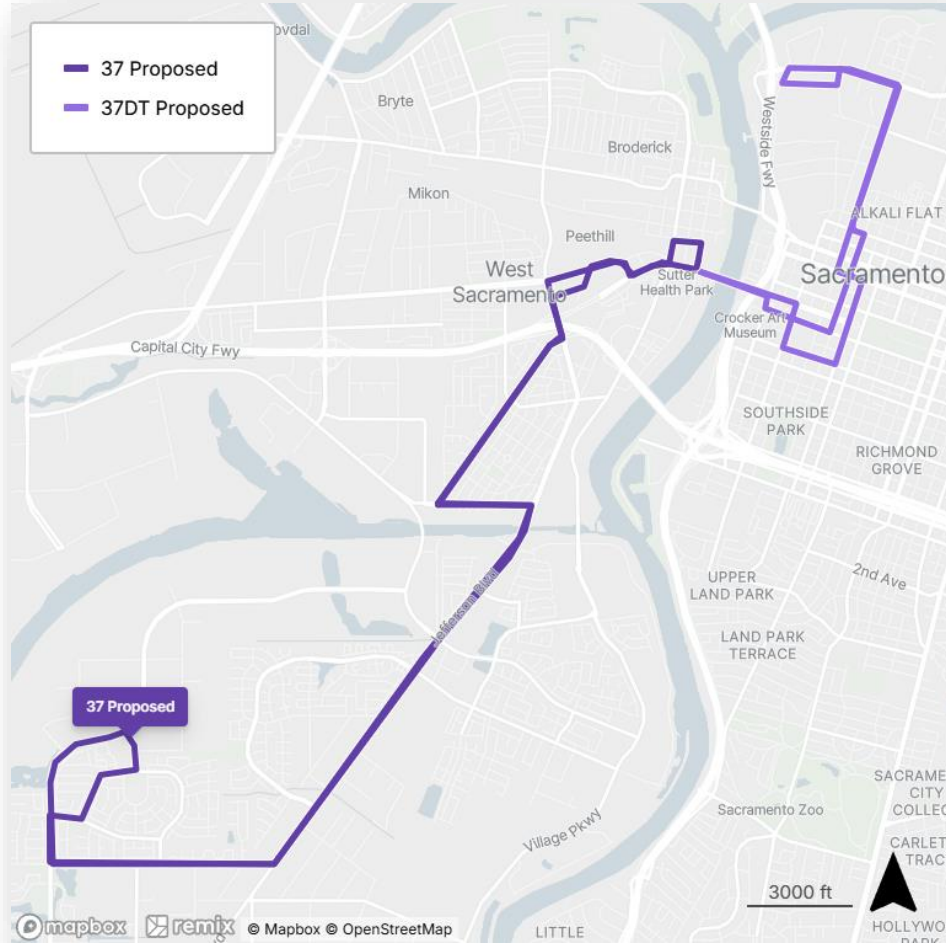
West Sacramento Existing



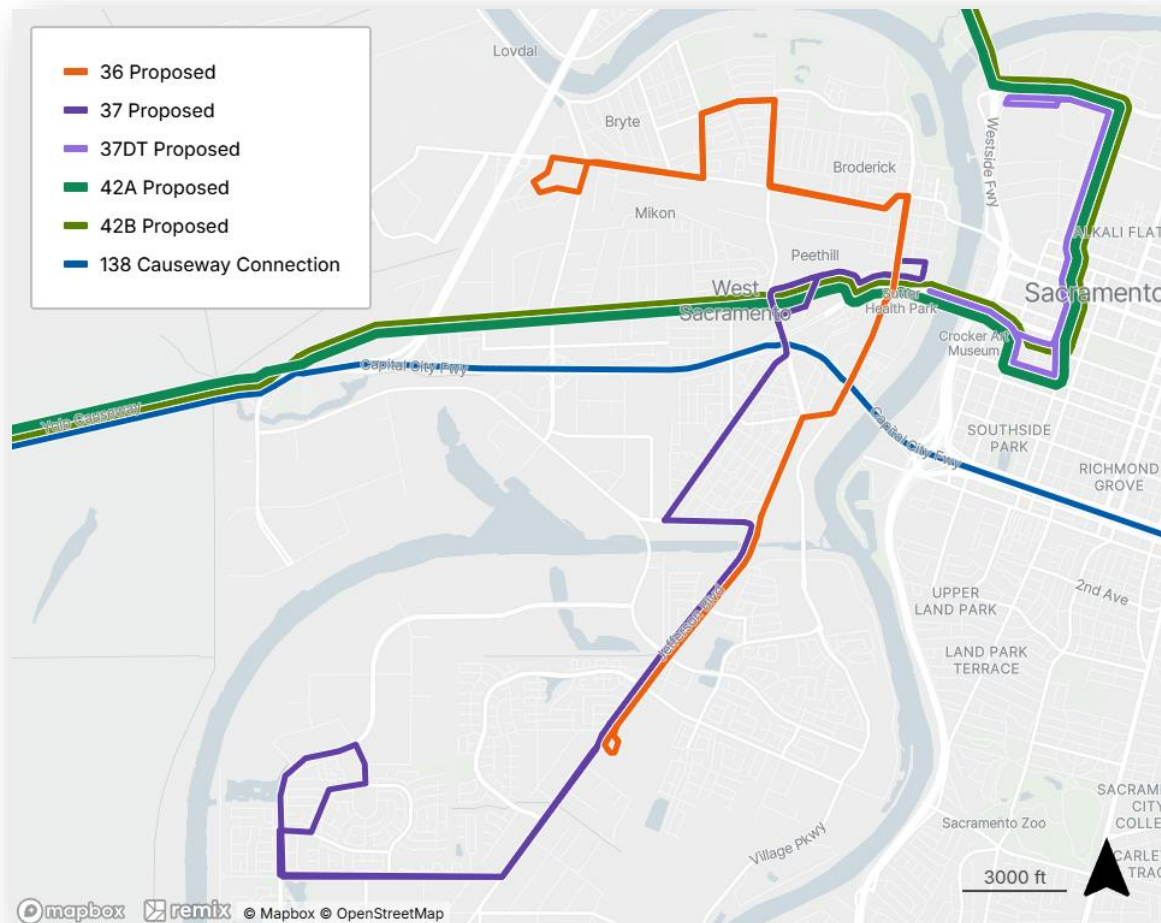
West Sacramento Route 36



West Sacramento Route 37



Proposed West Sacramento Network

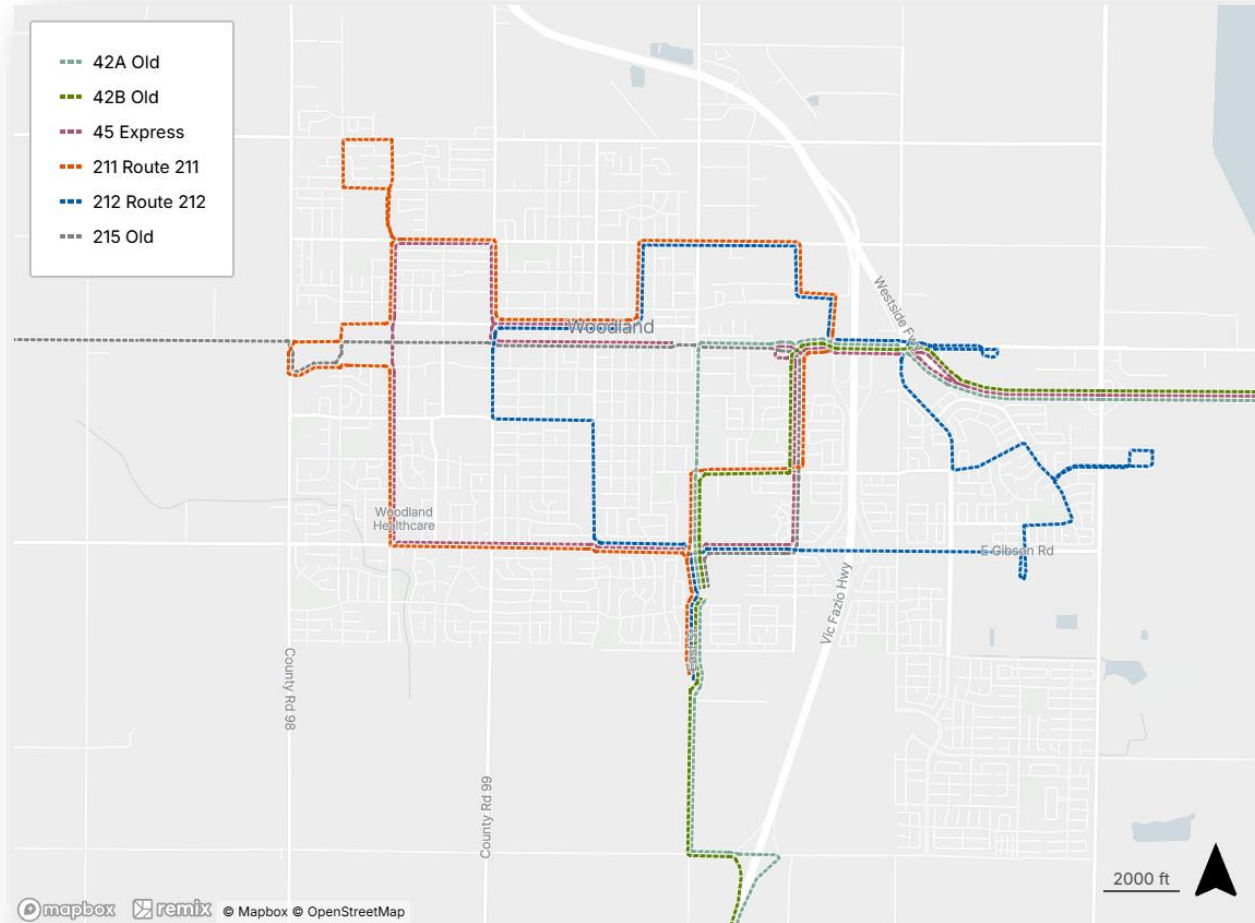


100% and 80% Scenarios for West Sacramento

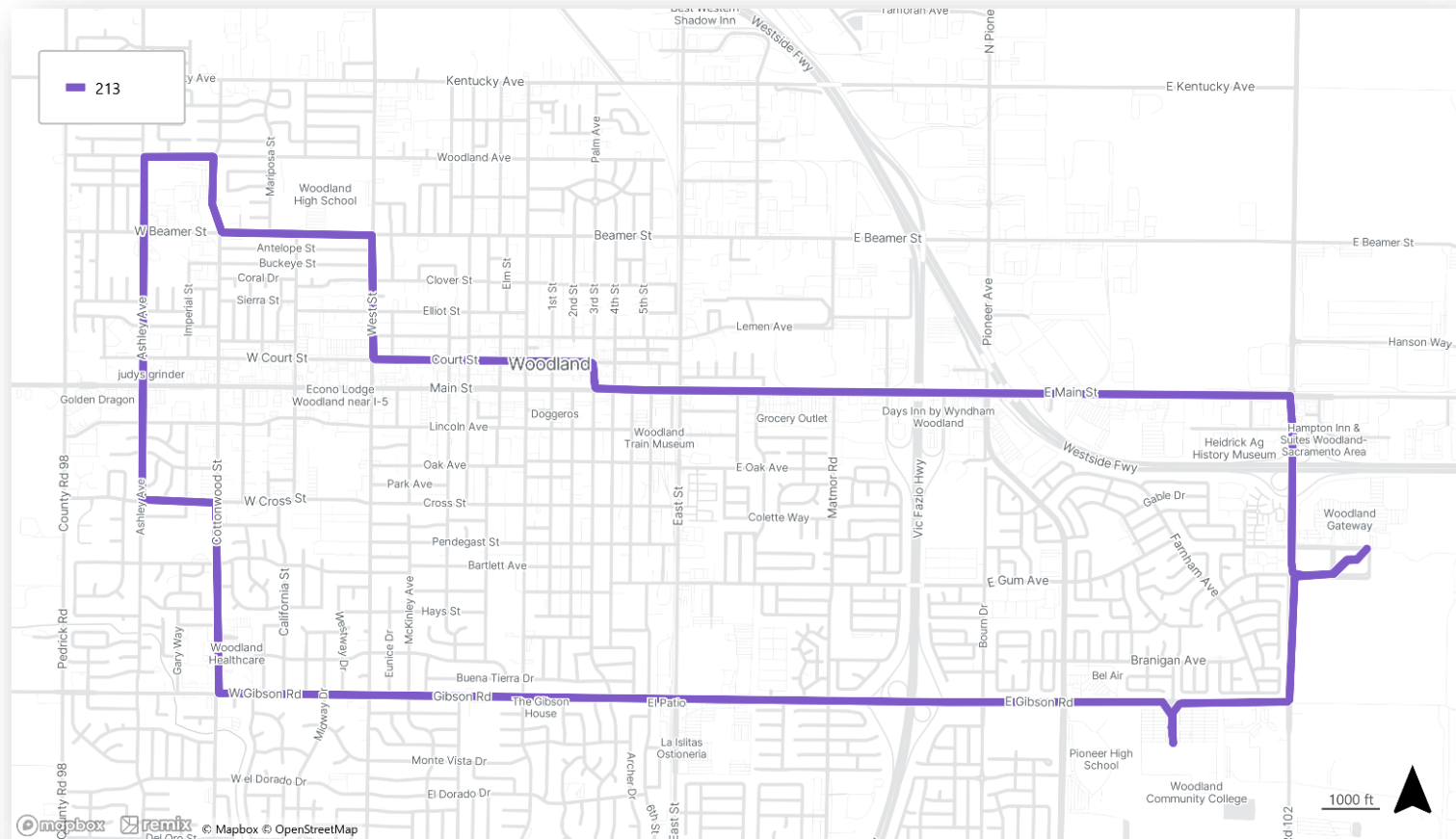
			AM								PM											
			5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	12
100%	42A/B	Weekdays	30 Minute Service														60 Minute Service					
		Weekends	60 Minute Service																			
	37	Weekdays					30 Minute Service															
	37DT			30 Min			30 Minute Service						30 Min									
	36			30 Minute Service																		

			AM								PM																
			5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	12					
80%	42A/B	Weekdays	30 Minute Service														60 Minute Service										
		Weekends	60 Minute Service																								
	37								60 Minute Service																		
	37DT	Weekdays		60 Min												60 Min											
	36			30 Min						60 Minute Service								30 Min									
	36	Weekends							60 Minute Service																		

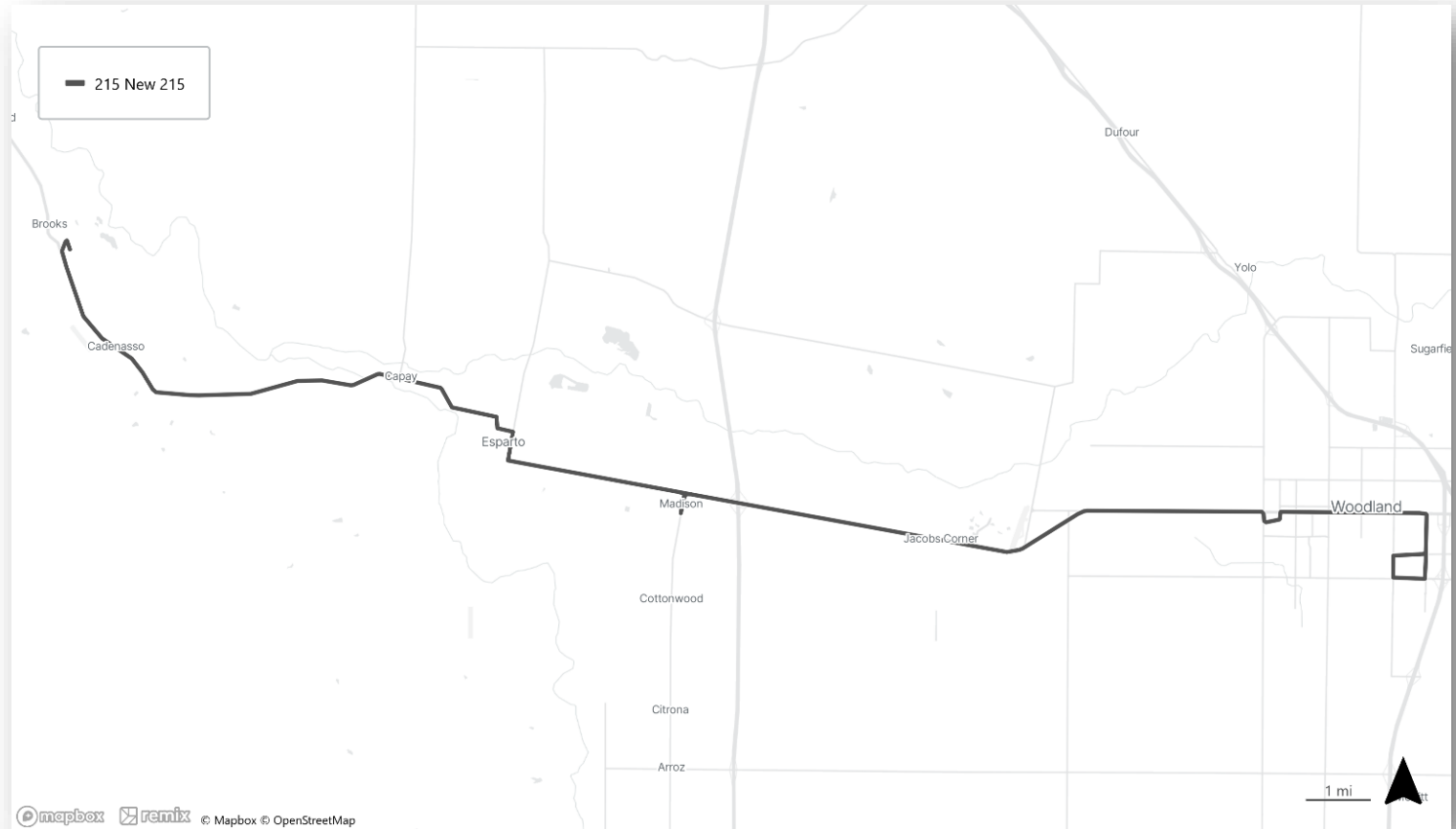
Woodland Existing



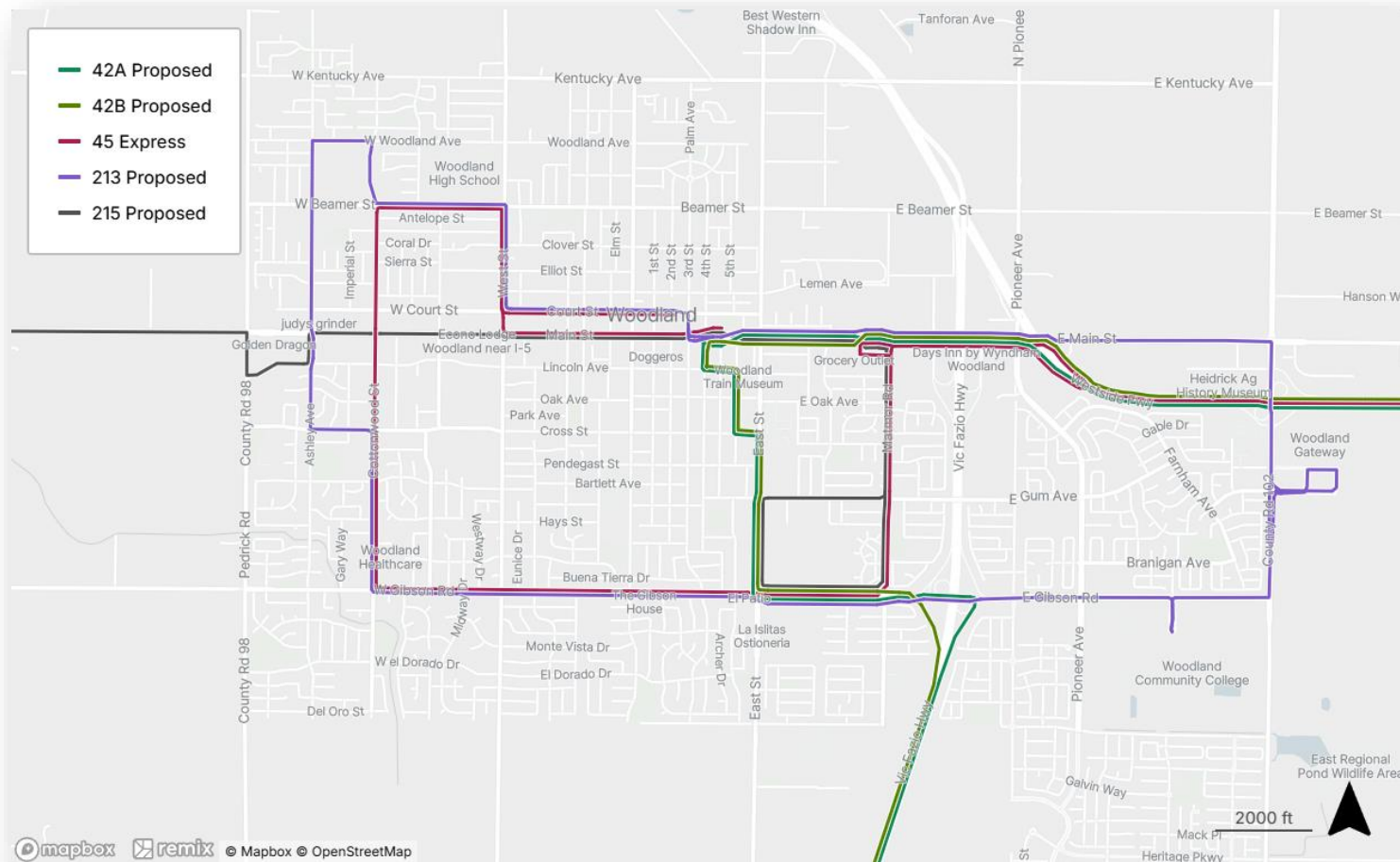
Woodland Route 213



Woodland Route 215



Woodland Proposed Network



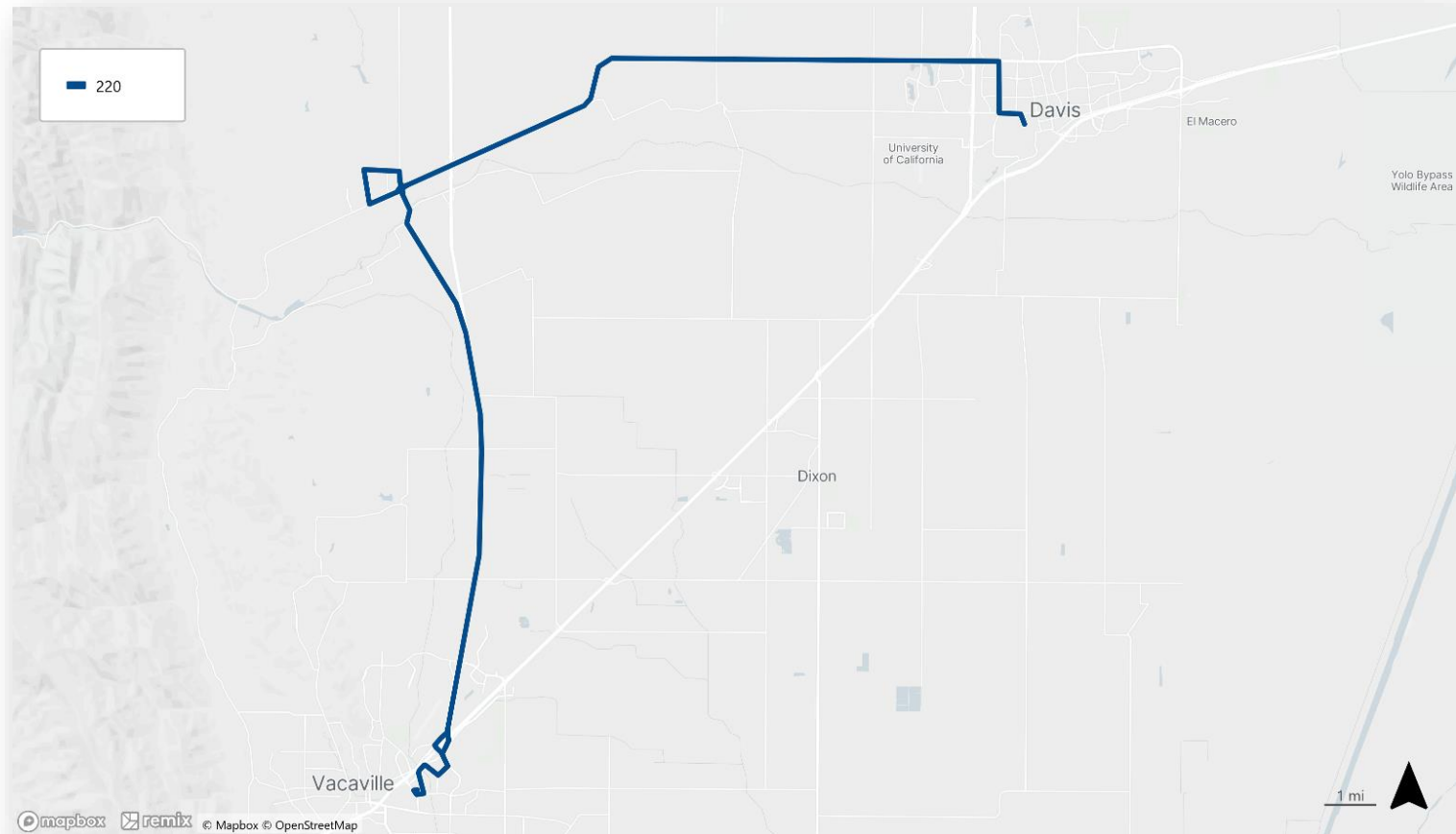
100% and 80% Scenarios for Woodland

			AM								PM											
			5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	12
100%	42A/B	Weekdays	30 Minute Service														60 Minute Service					
		Weekends	60 Minute Service																			
	213	Weekdays		30 Minute Service																		
	213	Weekends					60 Minute Service															
	215	All days	12 round trips																			
	BeeLine	All days	2 vans + Knights Landing van when available																			

			AM								PM												
			5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	12	
80% Option A	42A/B	Weekdays	Same as 100% Service																				
		Weekends																					
	213 option A	Weekdays		30 Minute Service																			
		Weekends					60 Minute Service																
	215	All days	12 round trips																				
	BeeLine option A	All days	1 van + Knights Landing van when available																				

			AM								PM											
			5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	12
80% Option B	42A/B	Weekdays	Same as 100% Service																			
		Weekends																				
	213 option B	Weekdays		30 Min		60 Minute Service								30 Min		60 Min						
		Weekends					60 Minute Service															
	215	All days	12 round trips																			
	BeeLine option B	All days	2 vans + Knights Landing van when available																			

Winters Route 220



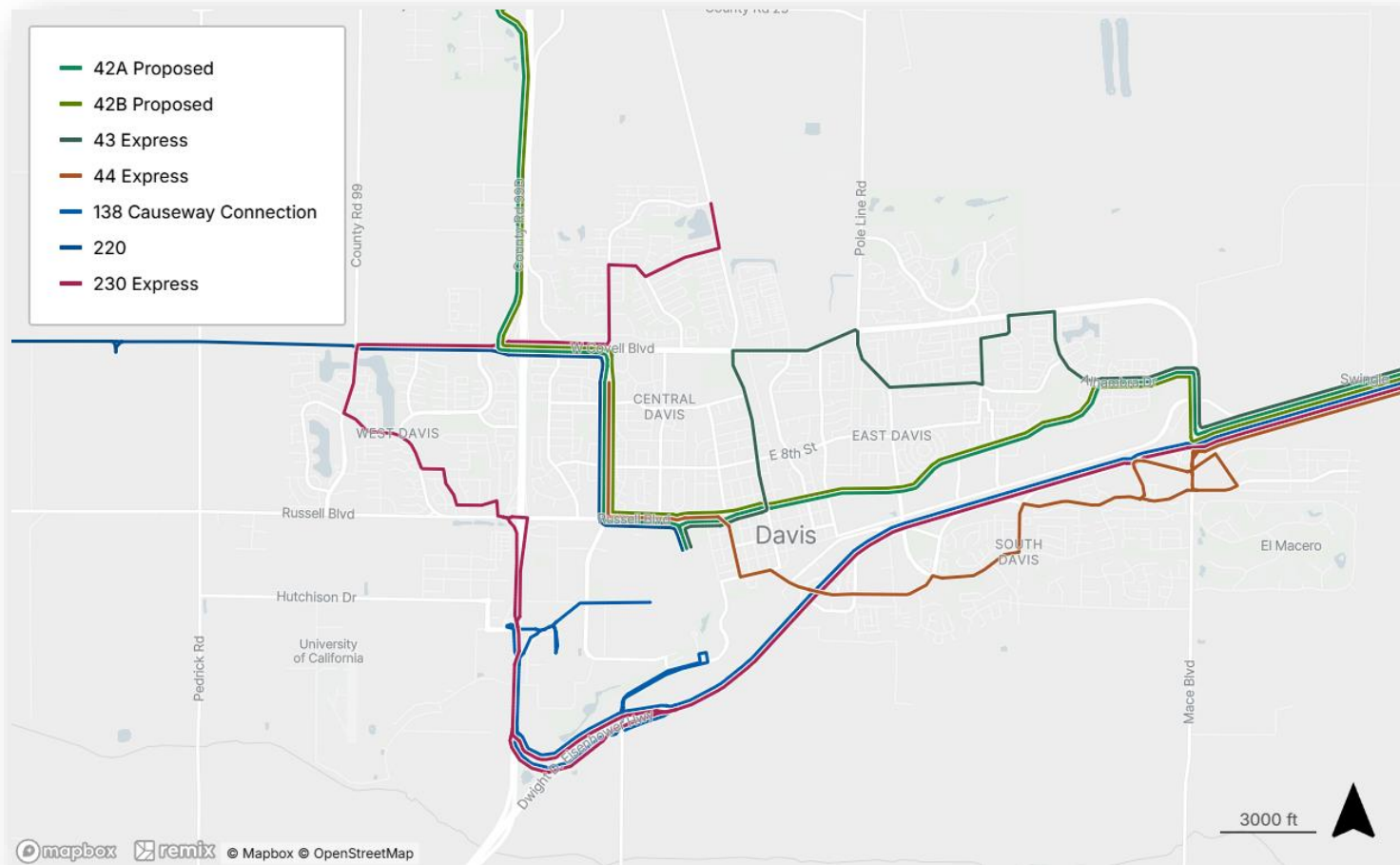
100% and 80% Scenarios for Winters

			AM							PM												
			5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	12
100%	Route 220	Weekdays	4 full round trips																			
	BeeLine	Weekdays	1 van																			

			AM							PM												
			5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	12
80% Option A	Route 220	Weekdays	3 full round trips																			
	BeeLine	Weekdays	Discontinued																			

			AM							PM												
			5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	12
80% Option B	Route 220	Weekdays	2 full round trips																			
	Route 220C		2 full round trips																			
	BeeLine	Weekdays	Discontinued																			

Davis Proposed



100% and 80% Scenarios for Davis

			AM							PM												
			5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	12
100%	42A/B	Weekdays	30 Minute Service														60 Minute Service					
		Weekends	60 Minute Service																			
	43 Express	Weekdays	Continue existing service: 3 am trips & 3 pm trips																			
	44 Express		Continue existing service: 3 am trips & 3 pm trips																			
	230 Express		Continue existing service: 3 am trips & 3 pm trips																			

			AM							PM												
			5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	12
80%	42A/B	Weekdays	Same as 100% Scenario																			
		Weekends																				
	43 Express	Weekdays	Discontinued																			
	44 Express		Discontinued																			
	230 Express		Discontinued																			

Service Levels Remain Under Development

Service levels in specific communities may differ from 80% scenario if:

- Specific Member Agencies express interest in utilizing additional Local Transportation Funds (LTF) to preserve service
- Additional service reductions are necessary to balance the budget



Staff recommendation: Approve the 80% funding scenario as the baseline assumption for SRTP implementation, while exact service levels remain under development

Phase III Outreach Summary

Meetings

- Woodland staff (February 23, 2026)
- West Sacramento Transportation, Mobility, and Infrastructure Commission (March 2, 2026)
- Davis Transportation Commission (March 9, 2026)
- Winters elected officials (May 8, May 20, and June 18, 2026)

Feedback Received

- Davis: Strong concerns about discontinuation of express routes. Noted that service cuts will be bad for the community.
- Winters: Optimistic about restoring Route 220 but concerned with not also having BeeLine service.



“Public transit
is vital”

Feedback Received

- Woodland: Concern about the planned decrease in BeeLine vehicles. Optimistic to see how ridership would increase over time
- West Sacramento: Prioritize River City High service and market about how Yolobus is free for students. Noted that Via can be impacted

“Woodland has never had better than hourly service”

“Increasing frequency helps us receive more money”

Next Steps

- Develop Implementation Plan
 - Conduct financial analysis in coordination with FY 26/27 Budget
 - Develop route schedules
 - Develop bus stop standards and guidelines (October)
 - Identify and implement new bus stops
 - Develop key performance indicators for service (October)
 - Discuss options for updating fare policy (October)
 - Develop Capital Plan for transition to zero emission buses
- Develop new bus stop signs and route maps
- Develop Outreach Plan
- Rollout SRTP



Staff Recommendation

- Receive feedback heard from Phase III of outreach
- Approve the proposed network maps
- Confirm 80 percent scenario as assumed financial scenario for SRTP implementation
- Direct staff to continue refining service assumptions





Questions?

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