

YOLO COUNTY TRANSPORTATION DISTRICT

BOARD OF DIRECTORS MEETING

July 12, 2021

Yolo County Transportation District (via videoconference)

350 Industrial Way, Woodland, CA 95776

Agenda Item 1 – Call to Order/Roll Call/Pledge of Allegiance

Chair Loren called the meeting to order at 7:01 pm and requested roll call to confirm a quorum was in attendance through Zoom remote participation. The following individuals were in attendance:

Davis – Lucas Frerichs (Primary)

Winters - Jesse Loren (Primary)

West Sacramento – Chris Ledesma (Primary)

Woodland – Tom Stallard (Primary)

Yolo County – Don Saylor (Primary)

UC Davis – Matt Dulcich (Primary)

Caltrans – Alex Padilla (Primary)

Staff present were Jose Perez, Acting YCTD Executive Director; Janice Bryan, YCTD Deputy Director Finance, Grants, and Procurement; Chad Mikula, YCTD IT Specialist; Kristen Mazur, YCTD Senior Planner; Daisy Romero, YCTD Assistant Planner; Ryan Altschuh, YCTD Planning Technician; Hope Welton, YCTD Legal Counsel; and Kathy Souza, YCTD Executive Assistant/Clerk to the Board.

Also in attendance via Zoom were Martin Tuttle, Management Consultant; Kyle Eggen, Transdev; Alan Hirsch, Todd Edelman and Erik Vink, Davis; Manuel Candela, Woodland; Tiffani Fink, Sacramento.

Agenda Item 2 – Consider Approval of Agenda for July 12, 2021

Minute Order 2021-22

Director Frerichs made the motion, seconded by Director Saylor, to approve the agenda for the July 12, 2021, meeting. Roll call resulted in:

AYES: Frerichs, Ledesma, Loren, Saylor, Stallard

NOES: None

ABSENT: None

ABSTAIN: None

The motion passed.

Agenda Item 3 – Announcement of Item to be Discussed in Closed Session

The closed session portion of the meeting was cancelled.

Agenda Item 4 – Comments from public regarding Closed Session

None

Agenda Item 5 – Closed Session

Cancelled.

Agenda Item 6 - Comments from public regarding matters NOT on the Agenda, but within the purview of YCTD

Mr. Hirsch expressed his desire for the public to be able to make presentations at meetings and for the agendas to be posted by Wednesday of the week prior to meetings to allow the public to provide feedback before the meetings.

Agenda Item 7 Consent Calendar

Minute Order 2021-23

Director Frerichs made the motion, seconded by Director Ledesma, to approve the following items on the Consent Calendar:

- 7a. Approve YCTD Board Minutes for Regular Meeting of June 14, 2021 and Special Meeting of July 8, 2021
- 7b. Authorize the Submittal and Execution of FTA Grant Applications for FY 2021/22
- 7c. Receive Update on YCTD’s Microtransit Plans Including Woodland Expansion
- 7d. Receive Update on YCTD Website Redesign
- 7e. Receive Update on Unitrans Request for Temporary Operating Assistance
- 7f. Ratify Agreement with Sustainable Strategies DC for Grant Writing Services

AYES: Frerichs, Ledesma, Loren, Saylor, Stallard

NOES: None

ABSENT: None

ABSTAIN: None

The motion passed.

Agenda Item 8 – Board Member Reports, Announcements, Other Nominations, Presentations

Caltrans Director Alex Padilla introduced himself as the new Caltrans representative to the board. He mentioned Caltrans would hold virtual open house regarding the I-5 Comprehensive Multimodal Plan.

Chair Loren referred to items on the Consent Calendar thanking staff for those items cementing the District as a multi-modal agency.

Agenda Item 9 – Public Hearing to Consider Adoption of the YoloGo Phase 1 Service Changes

Mr. Perez introduced the staff report. Ms. Mazur provided an overview of the staff report.

Chair Loren opened the Public Hearing at 7:32 pm.

Mr. Hirsch stated that Yolo Mobility was pleased that staff listened to suggestions from riders. He stated his disappointment that the increased Route 42 service would only be during peak hours.

Mr. Vink stated that he didn’t see in the staff report where Davis riders were given opportunity to comment on eliminating service in some areas.

The following were additional public comments received via email and telephone.

Submitted via telephone:

From: Mike Barnbaum

Date: 7/6/2021

Summary of comments:

- The routing on Route 42 is exactly what was discussed in outreach pre-pandemic, and is exactly what I had hoped to see.
- At 9th & K in Downtown Sacramento, construction workers are still doing work in the vicinity. If unable to use 9th and K stop for the Route 42 during that construction, it would be preferable if YCTD continued to route the 42 on 15th rather than 12th until the construction work is complete.

- Suggest YCTD staff coordinate with SacRT staff on Downtown Sacramento bus stop locations for respective routes so that there is not too much crowding/congestion.
- Proposed routing of 42 in Davis is excellent; South Davis loop that is proposed for elimination did not seem to be heavily used.
- Strongly suggest moving the launch date for the changes from September 5, 2021 to August 29, 2021 to coincide with local school schedules. This would also coincide with SacRT's next proposed service change date, which was set for August 29th to coincide with academic school calendars.
- Would like to confirm that Yolobus routes can pickup passengers at every stop in Downtown Sacramento, and that there is not an agreement between YCTD and SacRT that prohibits passenger pickups at certain stops.

Submitted via email:

Good morning. My name is Karen McDaniel. I live in Woodland and work in the Arden area in Sacramento. I used to get on the 42A bus in the mornings at 506 am to work at 8 am.

After COVID-19, I get on the bus at 706 am and work at 9 am instead.

Since California has reopened, I am wondering when will 42A be starting to run at 506 am so I can start working again at 8 am?

I checked the schedule and it still says 706 am. I dont understand why the schedule will not go back to 506 am when California has reopened and Sacramento Regional transit has the regular bus hours so why cant Yolo bus?

Karen.mcdaniel

Hello,

The additional frequency on Route 42A & 42B are much appreciated and I hope all day increased frequency can be added in the near term. Regarding the timetables, please consider adjusting both schedules at least 5 minutes earlier if not all day then at least during peak hours. This can give more riders and potential riders the opportunity to use Yolobus to commute to and from the UC Davis campus and give them enough time to bike or walk from the Memorial Union to their final destination on campus. This will also provide a 10 minute buffer time that commuters who may park their bike at the Memorial Union can use to at least bike to the Amtrak station for the busier morning and afternoon Capitol Corridor trains.

Thank you,

Frank Reyes

Hi,

Yolobus should not re-route the 42 from F street in Davis. That bus can be currently used to access the Yolo County library in Davis, and the homeless shelter on H street. Before the pandemic, I used that bus weekly to take my kids to the library. Once they're vaccinated, I plan to use it frequently again. I have also directed homeless individuals to the homeless shelter from that bus.

The bus is an important mode of transportation and the library and homeless shelter important places of assistance to those on the lower rungs of society. They need access to those places. And so do I.

Additionally, Unitrans already frequently runs from Alhambra up 5th street to downtown.

Eliminating the Eastern portion of the 42 on J street in Sacramento will make it less attractive to people who might take it to the Sacramento Convention Center, the theaters, and the Memorial Auditorium. And, me to work at 13th and I.

What use is a more frequent bus if it doesn't take people to the services and places they need?

Allison

Hi Ms. Souza,

I am writing about the proposed changes to the bus stop route list for Route 42, particularly the elimination of all of the bus stops along F Street in Davis between 5th Street and Covell Blvd.

Since 1994, DCMH has operated a transitional housing program and resource center at 1111 H Street in Davis, one block away from the stops at 11th St and 14th St.

Many of the residents in our program there, both the transitional housing and the resource center, rely on the bus stops there to make trips to the county offices in Woodland and West Sacramento and to medical care at Sutter Davis and Communicare HealthCenter in Davis. Almost all of our clients do not own a motor vehicle or have any other means of transportation, except perhaps a bike.

In most years, the demand for bus use is so great that we bulk purchase lots of two way bus passes for our guests to use. Due to the pandemic, there has been less demand for them but we expect that to increase again as we move away from covid restrictions. Further, we are in the process of building a new facility at our 1111 H Street address which will add 18 individuals into permanent housing in that area who will need transportation services too! I would point out that the area of F Street between 8th St and Covell Blvd is an area of economic need in Davis.

Thank you for your time and consideration. If there are any questions, please contact me.

Bill Pride

Executive Director, Davis Community Meals and Housing

Summary of Public Comments Received on Proposed YoloGo Phase 1 Service Changes (received since board packet distribution July 9, 2021)

I am commenting on the cancellation of the middle 230 express bus. Once passengers are back at work, it will be difficult to fit everyone on two busses. The reduction of 230 busses will likely be more successful if you can make the remaining two runs equally appealing. My guess is the very early morning bus and last bus of the day will continue to have low ridership while the other remaining runs will be crowded. Prior to covid, I noticed people, including myself, did not want to go on the last bus back to Davis because it was extremely unreliable. A wait of half an hour or more was quite common. If the last bus could be more reliable, more people would take it.

Thanks,
-Anne

I was a regular rider on the 43 before the pandemic and will likely continue to ride the 43 if/when state workers return to work in person. While many state workers get off work before 5 p.m., others, particularly attorneys like me, cannot always leave the office early enough to get to the last express bus of the day. In fact, many of my colleagues have shown interest in riding the bus but choose not to do so for fear that they will be stuck in Sacramento after hours without an efficient way back to Davis. I think a small change would alleviate this issue.

Please replace the evening 232 route with another 43 route that serves people leaving Sacramento around 5:30. I recognize that the new 42 schedule will increase frequency during certain periods of the day, but under the proposed schedule, the 42 that leaves Sacramento around 5:30 would not arrive in Davis any earlier than the old 232 and would not serve Wildhorse (where I live). Staggering the departures from Sacramento so that the 43 leaves downtown around 5:15 and 5:35 and the 42 leaves downtown around 5:55 and 6:15 would more effectively serve a greater share of commuters that live in Davis.

Thank you for your hard work on the YoloGo service changes.

Matthew Wise

Thank you so much for taking a look at the Yolobus system to figure out how best to serve the county's needs, especially as we try to emerge from the past year-plus of the pandemic.

I am writing to express some concerns I have as someone who uses Yolobus for both my work commute and for casual transportation between various locations in Yolo County. Prior to the pandemic changes, I took 43 and 232 from the proposed eliminated stop at Covell and Pole Line in Davis to J and 8th, which was the closest Sacramento stop to my office on 12th Street. Because of my work schedule and duties, I would catch 232 back to Davis (if I had to work any later, or if I happened to miss that later bus, I would just have to wait for 42A). For work on weekends, I would take 42B from that Covell/Pole Line stop.

I'm happy to see that Yolobus is planning to increase service frequency for the 42 line. It was always frustrating to have to wait for the next hour if I happened to just miss the bus (which sometimes would leave earlier than the posted schedule, leaving me without much I could do except to wait an hour). I am concerned that the Northern part of Davis is left without a Yolobus route (much less South Davis).

I would also request that Yolobus look into reinstating some of the 43 routes that have been discontinued due to the pandemic. Currently there are only the two 43 routes in the morning, which are not supplemented by the increased 42 frequency because of the elimination of the stops in Northeast Davis. In the afternoon, there will only be the three 43 routes. With the elimination of 232, there will not be an express route that starts after 5P.

Thank you for taking public comment on this much appreciated update to the Yolobus system. I look forward to hoped-for efficiency coming soon.

Sincerely,

~ John Tan

Greetings Everybody:

While my work hours are in direct conflict with my ability to attend both virtually and/or in-person, I want to produce some invaluable communication regarding Phase 1 of the YoloGo service changes, now that we have gotten to tonight's public hearing on this important topic.

First of all, thank you Kristen Mazur for the telephone conversation of 07/06/2021. That in particular set the stage for tonight's public hearing.

I am pleased to update everyone tonight that the 9th & K bus stop in Downtown Sacramento is once again open and serving customers of Route 86 (San Juan - Silver Eagle) and Route 88 (West El Camino). Based on this, in particular, I would encourage YoloBus to begin utilizing this bus stop for Routes 42A & 42B effective Sunday, August 29th, while setting up an informal meeting with SacRT to see if they are open to the idea of laying over Routes 86 and 88 on 15th at K Streets instead, so as to eliminate any potential of overcrowding of 40-foot vehicles on 9th at K Streets. Please let me know if this is something they're open to doing effective Sunday, August 29th.

On a related note, I totally agree with the graphics shown in the staff report(s) regarding the realigned route alignment(s) for Routes 42A and 42B in both Downtown Sacramento and in the City of Davis. The "South Davis" loop on the existing 42A and 42B needs to be eliminated. That does not streamline Routes 42A and 42B. That particular loop should be the responsibility of Unitrans. We had a great amount of outreach on routing and route alignment. This is way to important to pass up, and with that, I will strongly recommend an "AYE" vote on the 42A and 42B route alignment in the staff recommendation.

The one change from the staff report(s) that I will mention, and its importance is the launch date. I strongly recommend moving September 5th to August 29th so that new routes and schedules begin the Sunday "before" Labor Day Weekend, and not the Sunday during a Holiday Weekend. When considering factors like airport passenger traffic, riders want a comfort level that their transit service is not on an old schedule when they get away, then on a new and different schedule when they

return. Launching the change in service on August 29th benefits this point. Second is that many schools and school districts in the SACOG Region will begin on or before August 30th so as to get a whole week of instruction in prior to the Labor Day Holiday Weekend. Lastly, with YoloBus and SacRT coordinating more than they ever have before (Think Causeway Connection in particular) it would benefit YoloBus considerably if the service change launch date were moved up from September 5th to August 29th. SacRT will next implement service changes on Sunday August 29th. Their last service changes for fixed route took effect back on June 20th.

I will add my strong support to the staff recommendation(s) in Table 1 provided here in Item 9.

Lastly, I want to comment on the draft schedule/timetable provided in the attachment(s) here in Item 9 for Routes 42A and 42B. The draft schedule is by no means going to be perfect, even in draft form. Let's be honest about this. I would strongly encourage the board this evening to direct staff to continuously do schedule monitoring, including but not limited to ridership trends and tracking per trip in the draft schedule(s) as well as the monitoring of traffic patterns and how they are changing. Finally, I would ask the board to have staff return at future board meetings regarding any public comments received on the schedules once the route changes take effect, and bring back, for news, information, and action if necessary, schedule changes for Route 42A and 42B on a quarterly basis. If such major or minor changes in schedules are necessary, I would encourage them to occur every January, April, June, and September, as well as in consultation with both TransDev and the Amalgamated Transit Union.

In closing, I want to applaud everyone involved in this multi-year YoloGo Project, as well as the team from Dan Boyle and Associates. I'm sure that they're watching from somewhere out there to see that this is going to become successful, as well as now retired Executive Director Terry V. Bassett. He was instrumental in his involvement on this project as anybody, and I will certainly be thinking of him during this item. As time in my schedule allows, I will watch the replay of this meeting on the "Yolo County Transportation District" YouTube page. Thank you to Jose Perez for making mention of this particular Channel on the YouTube Application for mobile and tablet devices.

Should you need to get hold of me and follow-up with this important topic this Monday, July 12th evening, please feel free to contact me on my iPhone at anytime.

Sincerely,
Mike Barnbaum

Summary of Public Comments Received on Proposed YoloGo Phase 1 Service Changes
(received since prior email 9:00 am July 12, 2021)

Dear YCTD Board of Directors,

As a Davis city resident, I have been very appreciative of the flexibility that the various YoloBus routes have provided me to travel for both work and leisure to other surrounding areas. The stops South of the I-80 freeway in Davis have allowed me to commute to my internships and now my job in downtown Sacramento. As an environmentally conscious person, I greatly appreciate that I can walk 10-15 minutes and be able to catch the bus instead of driving by myself each morning. The proposed revisions to the 42A/42B would force residents to drive or walk 30-50 minutes and cross the freeway entrance to get to the nearest stop.

I highly encourage continuing to support the stops South of the I-80 (Chiles at Mace and El Cemonte at Glide) so that residents on this side of the city can continue to have access to public transportation. Please consider maintaining support through the 42A/42B route revisions or continuing service for the 44AM/PM and/or 232AM/PM.

Your time is greatly appreciated.

Selena Silva

Selena Silva
Community and Regional Development B.S.
University of California Davis
sssilva@ucdavis.edu | 559.920.7918

YCTD Board of Directors,

I am writing this in response to the proposed changes to the Yolo bus service. In particular, the service changes being made in South Davis; Removal of bus lines 44, 232, and rerouting 42 A&B out of south Davis. It appears that the new proposed plan is to remove all bus lines from south Davis, completely removing south Davis from the service area.

I am a resident of south Davis and before Covid I was a frequent commuter of service line 44. This was the main service line that served south Davis. Now with the removal of state restriction, I am looking at commuting back into Sacramento every day. The new proposed service plan leaves no bus lines in the area that I would be able to use. This leaves the alternatives of driving to another bus stop in Davis or using Amtrak. Driving into Sacramento is not an alternative due to the long waitlist for monthly parking permits.

I am asking the board to reconsider the new proposed service plan and reevaluate the removal of ALL bus lines from south Davis. It seems like there could be a better alternative that would still provide service to the area, such as reducing the number of service times or adding stops to service line 43 that would service south Davis. Thank you for your time and consideration.

Jaelen Pearson

Chair Loren closed the Public Hearing at 7:37 pm

Director Frerichs asked staff to comment on Mr. Vink's concerns. Mr. Perez explained the outreach process over the past 2 years to each of the communities in Yolo County.

Director Stallard stated that the process had been underway for a long period of time.

Director Ledesma stated the board and District would take changes lightly but had been working to streamline routes for efficiency as well as increasing frequency.

Minute Order 2021-24

Director Ledesma made the motion, seconded by Director Saylor, to approve the recommended service changes effective September 5, 2021. Roll call resulted in:

AYES: Frerichs, Ledesma, Loren, Saylor, Stallard

NOES: None

ABSENT: None

ABSTAIN: None

The motion passed.

Agenda Item 10 – Consider Director's Report

Mr. Perez presented an overview of the staff report.

Public Comment

Mr. Candela stated he had been asking for reinstatement of the routes 210 and 214 for 14 months without success. He stated that he had been unable to successfully speak to staff. He registered a complaint about poor accessibility to the bus shelter in front of the District offices.

Todd Edelman stated that the I-80 project would be a step backwards in that it would encourage additional auto traffic.

Mr. Hirsch stated that climate change was not addressed in the proposals, and he was concerned that managed

lanes would simply encourage more automobile traffic.

Incoming Chair Saylor thanked outgoing Chair Loren for her leadership during the trying times of FY 2020-2021. Director Stallard also thanked Chair Loren for her kindness and competence. Director Ledesma thanked Chair Loren for her remarkable job of leadership during the pandemic. Director Dulcich also expressed his appreciation of Ms. Loren's leadership. Director Frerichs stated he was grateful for Chair Loren's taking over for former Director Anderson during difficult times.

Regular meeting adjournment

The Regular Session was adjourned at 8:13 pm at which time the board went into Closed Session. Chair Loren stated that no report was expected at the conclusion of the Closed Session.

Agenda Item 11 – Closed Session

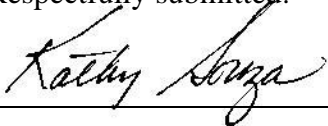
Public Employment, Employee Appointment or Evaluation

Pursuant to Government Code Section 54957

Position Title: Executive Director

Agenda Item 12 - Adjournment

Respectfully submitted:


_____, Clerk to the Board