

**YOLO COUNTY TRANSPORTATION DISTRICT
BOARD OF DIRECTORS MEETING
September 13, 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 Saylor called the meeting to order at 7:02 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 – Mabel Salon (Alternate)
Caltrans – Alex Padilla (Primary)

Staff present were Autumn Bernstein, YCTD Executive Director; Jose Perez, YCTD Deputy Director Operations, Planning & Special Projects; Janice Bryan, YCTD Deputy Director Finance, Grants, and Procurement; Chad Mikula, YCTD IT Specialist; Daniel Gomez IT System Technician; Kristen Mazur, YCTD Senior Planner; Daisy Romero, YCTD Assistant Planner; Hope Welton, YCTD Legal Counsel; and Kathy Souza, YCTD Executive Assistant/Clerk to the Board.

Also, in attendance via Zoom were Mike Klein, Kyle Eggen, Transdev; Alan Hirsch, Davis; Jason McCoy, City of West Sacramento; John Baylis, Patrick Guild, Sam Kennedy, Andy Furillo and Mollie D’Agostino.

Chair Saylor explained the meeting participation instructions.

Agenda Item 2 – Consider Approval of Agenda for September 13, 2021

Minute Order 2021-30

Director Ledesma made the motion, seconded by Director Frerichs, to approve the agenda for the September 13, 2021, meeting. Roll call resulted in:

AYES: Frerichs, Ledesma, Loren, Saylor, Stallard
NOES: None
ABSENT: None
ABSTAIN: None

The motion passed.

Agenda Item 3 – Comments from public regarding matters NOT on the Agenda, but within the purview of YCTD

Mr. Hirsch thanked staff for monitoring emails for public comment during the meeting. He mentioned the letter he submitted that was forwarded to the board earlier in the day and asked why the I-80 project was not on the agenda.

Agenda Item 4 – Consent Calendar

Minute Order 2021-31

Director Stallard made the motion, seconded by Director Loren, to approve the following items on the Consent Calendar.

- 4a. Approve YCTD Board Minutes for Regular Meeting of August 9, 2021.
- 4b. Adopt Resolution 2021-07 Authorizing Addition of and Changes to Position Descriptions
- 4c. Amend and Adopt YCTD Board 2x2+2 Subcommittee Composition.

Roll call resulted in:

AYES: Frerichs, Ledesma, Loren, Saylor, Stallard
NOES: None
ABSENT: None
ABSTAIN: None

The motion passed.

Agenda Item 5 – Board Members Reports, Announcements, Other Nominations, Presentations

None.

Agenda Item 6 – Public Hearing to Consider Adoption of the YoloGo Phase 2 Service Changes

Ms. Mazur presented the staff report in a PowerPoint presentation.

Chair Saylor asked for clarification on Phase 2 in the scheme of the YoloGo project.

Ms. Mazur replied that Phase 1 consisted of the increases and changes to Route 42 and some route eliminations for underutilized routes. Phase 3 would address changes to Woodland service and Phase 4 possible reinstatement of discontinued routes if post-COVID demand increased.

Chair Saylor opened the Public Hearing at 7:25pm.

Mr. Perez stated there were no requests to speak.

Chair Saylor directed staff to enter those written comments submitted into the record.

Ms. Bernstein presented the staff recommendation with the note that the date of implementation was uncertain.

Chair Saylor asked if it was acceptable to bring back the matter for discussion at a future meeting.

Ms. Bernstein replied that would be acceptable to staff.

Director Ledesma stated it would be beneficial for additional review of public input and give time for YCTD to meet with West Sacramento staff regarding the changes.

Ms. Welton advised that, if the matter were brought back at a future meeting, reposting of a Public Hearing notice would be required.

Chair Saylor stated the Public Hearing would remain open until the October 11, 2021 meeting to allow for additional public comment.

Additional Public Comments on Item 6

9/11/21

I would like to comment on Phase 2 of the YoloGo initiative, particularly the proposed Route 37.

From the proposed schedule, I notice the afternoon commute buses begin at L and 5th. I am concerned that this would mean a very limited number of stops being served in the downtown area for those buses. I wonder whether it would be possible to begin picking up at the stop at 3rd and N then following the route around downtown.

The route has been simplified and shortened considerably, with most of it following Jefferson Boulevard in West Sacramento. I see there are no stops northbound between Gateway and 15 street. On the section between

Stone and 15th, there is no sidewalk on the northbound side, and that there are no pedestrian crossings between Stone and 15th. This would mean that passengers from the State Streets would need to walk to the stop at Jefferson and 15th. While I appreciate the goal in shortening the route length is to reduce journey times, I believe more people would be able to use the service if the route were changed to include Stone, Park and 15th; when riding the 39, these stops were well used.

On a personal note, I am visually impaired and unable to drive, and since the start of the pandemic I have had to rely on rides to get me to work. Rideshare services are expensive and seem to be reluctant to come out to Southport these days, the same with traditional taxis. Via is a great service, but is heavily used and not really suitable for time-sensitive journeys; it also only operates within the city of West Sacramento. So I think the 37 would be a valuable additional service for us down here in Southport, and, indeed, the rest of the city.

Overall, while I'm disappointed that Southport services are being reduced, I am delighted that the board is seriously considering reinstating a commuter route in this area.

I sincerely hope the board implement the proposals.

9/12/21

I want to submit a comment about the proposed changes to line 35 that serves Southport in West Sacramento.

Since the proposed line 37 is actually not that far of a walk from Redondo/highland (about 15 minutes), I do not have a problem with this if this means that the bus line can staff earlier times say like before 9 am. I use the 35 to get around Sacramento and between Sacramento and Davis because I work in both areas at both UC Davis and Sacramento City College. So the 35 is important for my daily life. I notice that there are driver shortages and the 35 is barely utilized, so having to walk to my bus stop from less than 5 minutes to 15 minutes is of no consequence to me. I will just have to leave earlier.

I will most likely sit in on the Zoom meeting tomorrow.

Thank you,

- Andrew

Dear YCTD Board,

My comments on the proposed Route 37 are below. Thank you for considering input from the public.

I recommend that Route 37 be revised to include the Bridgeway Lakes area. A new development of higher density single-family homes is more than half built west of Southport Parkway, south of Bevan (near the intersection of Southport Parkway and Jefferson). In order to encourage public transit use, new Route 37 should go past this area. Perhaps down Jefferson, right/west on Southport Parkway, then connecting with the current proposed route at the Southport and Marshall intersection. It's important keep the current proposed loop near the Southport Promenade due to the apartments and higher density homes in that area.

As someone that previously rode Route 39 when living in Bridgeway Island, but currently lives closer to Nugget, it's too bad the Linden Loop and Stonegate neighborhoods are excluded, but this is logical if ridership is low.

Please note: your map shows fewer streets in the Stonegate neighborhood, specifically east and northeast of Redwood, towards Village Parkway. In addition, a new development is currently in the grading and utility line installation phase, so the number of residences in the Northeast village has been and will be increasing. Homes will be built east of Village Parkway, north of Lake Washington in the near future. Please consider revising a portion of the route to include Village Parkway, returning to Jefferson via Lake Washington, to accommodate this growth, either now or in the near future. Perhaps starting the loop by driving down River Road and Village Parkway, instead of taking Jefferson for the beginning and ending of the route.

For future maps, I recommend including light rail routes and stops, as I previously used Route 39 to bring me to the yellow line light rail to get to work, so others may need the same information. I do note this new proposed Route 37 will make it easier to catch light rail, which is appreciated.

Lora Jameson

Greetings Staff and Board Members:

First of all, I want to take this time to recognize and thank Kristen Mazur for holding a 1-hour session of my consulting services to help go over Phase 2 and provide some additional needed tweaks to Phase 1. This consulting session occurred in-person in the YCTD conference room. Maps and draft timetable were laid out, and notes were written down and submitted to Kristen for your consideration this Monday evening. All of this information is in your board packet for this particular agenda item.

That being said, I do want to clarify matters regarding the use of federal transportation funds that were suggested during the consulting session from two weeks ago, in that your board and district staff should take full advantage of CARES Act Funding of March 2020 (Coronavirus Aid Relief Economic Security Act), CRRSA Act Funding of December 2020 (Coronavirus Response Relief Supplemental Appropriations Act), ARP Act Funding of March 2021 (American Rescue Plan Act), as well as potential funding that could come out of the results of three key pieces of federal legislation, including, but not limited to the \$1.5 Trillion Bipartisan Infrastructure Investment and Jobs Act, the \$3.5 Trillion Federal Budget Reconciliation Act, as well as the INVEST in America Act (Investing New Vision Environment Surface Transportation) in America Act.

These funding sources, coupled with state and local transportation funds could possibly become adequate for funding daily service on proposed potential Route 37, as well as expanding the span of service hours on Intercity Routes 42 A/B and making the Intercity Routes 42 A/B operating at 30-minute frequencies throughout the span of service on all days of the week.

In closing, I want to suggest, based on addressing your board's needs and those of the Yolo County Transportation District that the Phase 1 corrections/tweaks and service improvements to Phase 2 be implemented on Sunday 14 November 2021 for two major reasons. The first reason is to ramp up in preparation for the 2021 Holiday Season, and the second reason is to give both the Yolo County Transportation District and its operating partner, TransDev to address your board and address district administration on the topic of fulfilling the current operator shortage. This selected date falls two months from this Tuesday, and should give your board, TransDev, and the Yolo County Transportation District the sufficient time needed to fulfill this goal and, in turn, make the necessary service changes.

If you have any further questions or need any additional information, please feel free to reach out to me either during tonight's meeting, or at your convenience.

Sincerely,

Mike Barnbaum, Public Transportation Advocacy and Consulting

9/13/21

Greetings Board Members and Staff:

First of all, I want to take a few minutes to first welcome Autumn Bernstein as the new Executive Director/Chief Executive Officer of the Yolo County Transportation District. For those in the public that may not yet know, Autumn began working at the YCTD on the 1st, with her first full day in the office being on the 7th. This is Autumn's first Board of Directors meeting, following the last five months of your Board not having an Executive Director/Chief Executive Officer, following the retirement of the legend himself, Terry Bassett. Welcome to the YCTD, Autumn. It is an honor and a pleasure to have you aboard this fantastic public transportation agency.

Second thing, I want to inquire from information technology staff as to board meeting availability on YouTube. If folks just search "Yolo County Transportation District" on YouTube, meetings, like this one tonight are normally available within 48 hours of viewing the gavel-to-gavel coverage of the open session. While I realize that there was a delay in getting the August Meeting uploaded to YouTube, will tonight's meeting, and/or the September 20th special meeting specifically addressing the TransDev staffing topics be available on YouTube within a day or two after the meeting for viewing so that folks who may have Monday scheduling conflicts in making live meetings be able to watch it on YouTube later in the workweek when scheduling conflicts may not get in the way on potentially other nights? Thank you.

In closing, I want to address the topic of the staffing shortage that is currently affecting the Yolo County Transportation District, and its ability, in particular to implement key service changes your board has already approved, and could approve this evening. Let me put it this way, if you don't mind, as I realize that people are going to approach this from a variety of angles and opinions. I am sympathetic to the situation and care too deeply about public transportation from both a riders point-of-view, as well as an administrative/staff level point-of-view, which helps me be a better consultant in this industry. This, which will be on the special agenda for September 20th, is a sensitive topic that needs to be addressed, but in a way that all sides of the topic are in it together. We are in a global pandemic, which, combined with service cuts early on, have hurt the availability of operators throughout the industry. The Yolo County Transportation District is no different when it comes to this approach. Rushing service changes through that benefit the riders is not a practical approach when faced with an operator shortage that can't simply deliver the better frequency and quality of service the public had initially expected. Public patience must be part of this process from the very beginning while your board, the staff, and TransDev work out the details and a sensible work plan. While patience by the public is critical in this matter, it can only last so long and for a defined period of time. That being said, before you know it, and with travel up in numbers and percentage from last year, it is critical that the operator shortage topic be the district's laser focus to be corrected by Sunday, November 14th. This puts folks eleven days out from Thanksgiving Day 2021, and the Sunday of the week before, what is forecasted to be a fairly busy holiday travel season. This date, your honorable chairperson, gives your board, this staff, and TransDev Corporation two months from Tuesday to develop and implement a plan to increase operator staffing and deliver two phases of planned service changes and then some, to the riding public. So yes, while the public needs to exercise patience now, it can't be more than these critical next two months. Let's do this. We are all in this together, and most of all, we need to be in it for each other and assure that all sides of this sensitive topic come away from this happy and ready to deliver to the riders, the services of the Yolo County Transportation District of today and of tomorrow.

If I can be of any additional service and lend my support, please feel free to contact me either during the meeting or at your convenience.

Sincerely,

Mike Barnbaum, Public Transportation Advocacy and Consulting

I am a little appalled at the changes that are being made to Yolobus service to Southport. Unless West Sacramento has the option to greatly increase the number of Via's in the fleet as well as extend the hours this is a terrible idea. Transportation from Southport to downtown and other parts of West Sac is already pathetic (my daughter actually has waited for Yolobus and not had it arrive before), but to cut out weekends completely is horrible.

I don't know if these changes are being proposed because of ridership counts during COVID, but if they are then what is going to happen when people go back to work in offices full time? Most people are still working from home.

I just wanted to make sure you got my objection and understand that there are many young adults in this area who need transportation, especially when Via is not always a reliable form and Uber/Lyft are not affordable to many.

Candace Angell-Devine

John Hingtgen comments received via phone call on 9/13/2021:

- Mr. Hingtgen normally would take Route 39 but he is working from home during COVID.
- He will eventually be returning to in person work and will use Route 37.
- Prior to COVID he rode Route 39 every day to work since 2009 and has a strong interest in Route 39/new Route 37.
- He lives on 19th west of Park Blvd. The new routing of Route 37 on Jefferson is farther away and less convenient, but he understands the reasons for streamlining and will try to continue to use the bus.
- **More important than convenience is the safety factor. On Jefferson Blvd there are no places to cross safely. This is important issue for anyone living west of Jefferson Boulevard.**
- He would like for YCTD to work with City of West Sacramento to implement pedestrian safety improvements on Jefferson Blvd. Suggestions for YCTD/City of West Sacramento traffic engineers to consider:
 - A **safe crosswalk at 19th & Jefferson** (e.g., a push-button activated light, pavement markings)
 - Even more convenient for him personally would be a safe crossing at Jefferson and Stone or 17th, but he is willing to walk to 19th
 - Shelter/bus stop would also be helpful

To whom it may concern,

I have recently moved to West Sacramento and am coming to really love the area. My wife and I recently bought a house, and one of the major draws for me was that there was affordable public transit near our house, namely the Yolobus route 35. I see that there are considerations to remove this route (as well as other routes in the area). I wanted to voice my personal disappointment and general concern with removing bus lines,

especially in these difficult times. Namely, I believe the transit lines should be expanded rather than reduced, due to the many benefits of a robust public transit system:

1. Less pollution from commuter personal vehicles, helping reduce impact on the worsening climate crisis.
2. Less walking in potentially hazardous air quality, due to the ever increasing climate crisis.
3. Many people rely on public transit to reach their jobs, get to stores, or make their way downtown, and this will impact communities who rely on these routes.

Thank you for your consideration,

TO:
Board of Directors, Yolo County Transportation District
Dear YCTD Board:
Im writing to you today to ask that you :

- 1.) Extend Route 241 service termination date to 12/31/21.
- 2.) Restore pre-Covid 19 schedule service, 2 am, 2 pm trips vs current 1 am, 1 pm trip.
- 3.) Review ridership data in December 2021 for 06/2021- 12/2021 to see if utilization has increased.

Yolobus proposed eliminating Route 241 AM/PM Commute fixed route bus service connecting Sacramento commuters to their jobs in West Sacramento.

In the City of West Sacramento's:

- Draft 2021 Mobility Action Plan
- 2018 GHG Inventory Results, Summary for the Climate Action Plan
- 2018 West Sacramento Bicycle, Pedestrian, and Trails Master Plan

there are several facts that support the continued operations of Yolobus Route 241

In the Mobility Action Plan:

27, 277 workers commute into West Sacramento
Difficult Regional Commute via Sustainable Transportation Modes
2018 West Sacramento Systemic Safety Analysis Report noted that pedestrian-vehicular collisions were the most significant safety concern throughout the city, followed by bicycle-vehicular collisions.
Partnerships with ride hailing companies have also been used to fill gaps in service during off-peak periods when transit is no longer in operation, providing mobility options to overnight shift workers.

In the West Sacramento Climate Action Plan 2018 GHG Inventory Results Summary:
58% of GHG emissions produced by On-Road Vehicles

In the 2018 West Sacramento Bicycle, Pedestrian and Trails Master Plan:
Despite being a primarily commercial/industrial street, public outreach participants commonly cited Enterprise Boulevard as one of the most difficult roadways for walking in West Sacramento.
This route has existed for at least 25 yrs since I started working at Mckesson Corporation on Seaport Blvd in 1995.

The alternative to Route 241 is walking or riding a bike south from West Capitol Ave to work south of Hwy 50/80 where there are no crosswalks, bike lanes or sidewalks for commuters.
Thousands of workers commute to West Sacramento to work in the commercial industrial area bordered on the north by Hwy 50, on the west by Enterprise, on the east by Cebrian St, on the south by Channel Dr.
Commuters to West Sacramento need dependable, safe transportation alternatives.
Commuters from around the region work at UPS, McKesson, USPS, Fedex, Phillips Dog Food, Raleys Bakery, Goodwill, Beckman Coulter, Youngs Market, Grainger, Nor Cal Beverage, Farmers Rice Co Op and so many others.

Please consider supporting maintaining and expanding Route 241 service to and through West Sacramento.

Sincerely,
Donald Childs
Employee - Mckesson Corporation 3775 Seaport Blvd, West Sacramento, CA since 1995.

To Whom It May Concern,

I live in Southport and work on Seaport Blvd in West Sacramento. There is no bus route to get to Seaport Blvd from Southport. There needs to be better bus service to the industrial area with a few more pick up and drop off times. I was left riding my bicycle to work and there is an area by the Port of Sacramento on Industrial that has no bike lanes on either side and is very dangerous, not to mention very busy! I have taken to riding going against traffic on Industrial in the morning when I am coming down from the overpass by Lowes because it is safer on that side, even going against traffic. If I were to go with traffic on the other side you have to get over a lane of merging traffic coming of Park Blvd by NorCal onto Industrial and then again get over at the end by Harbor to get back into a piece of bike lane at the light all the while fighting all the commuting traffic going towards the freeway. The Via is so busy during school hours it is hard to even get a ride. We need better, safer bike lanes. We need more bus routes.

Thank you,

Rebecca Matsudo

Agenda Item 7 - Approve Microtransit and Mobility as a Service (Maas) Request for Information (RFI) for Planning Purposes

Ms. Bernstein introduced Ms. Mazur who presented the staff report in a PowerPoint format.

Director Stallard thanks staff for the presentation, the briefing he received and the meetings with City staff to discuss various options.

Director Ledesma thanked staff for exploring different options for service.

Director Loren stated that Winters was not large enough for this level of service but service to the smaller cities would improve from technologies and strategies developed for the larger cities.

Director Frerichs applauded the creativity of seeking varied transportation modes.

Alan Hirsch stated that use of roll-out software could be fraught with danger and the District should strive not to be the first to use any software. He added that one of the metrics to assess success of the projects should be to measure greenhouse gas reduction/increases.

Ms. D'Agostino stated she was looking forward to the results of the project.

Minute Order 2021-32

Director Stallard made the motion, seconded by Director Loren, to approve a Microtransit and Mobility as a Service (Maas) Request for Information (RFI) for Planning Purposes. Roll call resulted in:

AYES: Frerichs, Ledesma, Loren, Saylor, Stallard

NOES: None

ABSENT: None

ABSTAIN: None

The motion passed.

Agenda Item 8 – Update Regarding Yolobus Staffing

Ms. Bernstein informed the board this report was not what she had expected to present at her first meeting. She thanked Mr. Perez and the Unitrans staff for their cooperative efforts to work through the staffing challenges.

Mr. Perez presented the staff report stating that Transdev would be short 6 to 7 drivers for the Route 42 expansion and 6 to 8 for the Unitrans service.

Ms. Bernstein stated that staff was attempting to do the least amount of harm to the greatest number of riders in choosing to prioritize assisting Unitrans.

The directors thanked staff for their commitment and efforts.

Agenda Item 9– Consider Director’s Report

- a. Oral Report -
- b. Executive Director Transition
- c. Changes to Unitrans Assistance – Ms. Bernstein informed the directors staff would have a revised, detailed budget for the Unitrans assistance by the September 20 special meeting.
- d. Update on Causeway Connection Service – Ms. Bernstein stated that both sharing of vehicles and length of time RT would handle the service needed additional work before a resolution could be reached. She added that YCTD was asked to participate in a free fare day proposed by Sac RT suggested to coincide with a Spare The Air day.

The directors asked for an update on the I-80 project at the October meeting and requested that Caltrans provide a representative to present that update.

Mr. Hirsch stated that the District should be reviewing the Davis Innovation Sustainability Campus (DISC) project and consider a bus stop with transfers to Unitrans. He suggested inviting Jeff Flynn of Unitrans to make his presentation on bus rapid transit.

- e. Attachments
 - i. August 2021 and Ridership Report for Fixed Route, Paratransit and Microtransit
 - ii. Updated Long-Range YCTD Board Meeting Calendar (subject to modification)
 - iii. 4th Quarter FY 2020/21 Financial Statements

There being no further regular business, Chair Saylor adjourned the regular meeting at 8:23pm stating there was no report expected out of the Closed Session to follow.

Agenda Item 10 – Closed Session

Agenda Item 11 - Adjournment

Adjourned prior to Closed Session

Respectfully submitted:


_____, Clerk to the Board