Yolobus

Yolo County Transportation District

Comprehensive Operational Analysis of YCTD

Yolo GO

FINAL REPORT

March 22, 2021

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2020 Comprehensive Operational Analysis of Yolo County Transportation District

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Executive Summary

This Comprehensive Operational Analysis (COA) of YCTD public transportation services, funding, and administrative policies and practices is a thorough review of YCTD transit services, based on extensive data collection and analysis and on public input. Yolo County is large and diverse, with urban, suburban, and rural areas, a world-class university, and changing residential and employment patterns. Across the river, the City of Sacramento is the capital of California and the region's historic employment center. To the south, Solano County and the City of Vacaville includes educational and medical facilities important to County and City of Winters residents.

Chapter 2 documents existing conditions in Yolo County with regard to the transit network, population demographics, and transit usage and productivity. Specific demographic variables include population density, households with incomes below the poverty level, and zero-vehicle households. This chapter also provides detailed findings related to ridership, productivity, levels of service, and cost efficiency at the route level, based primarily on the May 2019 Yolobus ridecheck, and provides route profiles of each YCTD transit route.

Chapter 3 describes and assesses the cost allocation methodology used by YCTD to distribute costs among the five jurisdictions that comprise the district, reviews allocation methods among peer agencies, and recommends a new method to allocate costs:

- The recommended cost allocation method uses the three-year average as the basis for distributing fixed costs among the jurisdictions. The percentages are stable over this period. In the future, fixed-cost averages and subsequent allocations could be updated at the conclusion of the "base" term of YCTD's service contract.

Chapter 4 assesses current administrative policies and practices at YCTD. Recommendations include:

- Add a Grants and Management Specialist position and consolidate grant management and reporting responsibilities to this employee.
- Continue the intern program in Operations, Planning, and Special Projects and explore use of interns in Finance, Grants, and Procurement.
- Revamp the YCTD website and explore increased use of real-time information via the website and/or mobile applications.
- Change the locations and procedures for operator reliefs.
- Develop new operator assignments **with local review** in conjunction with the proposed service changes.

Chapter 5 documents the current performance of YCTD's Yolobus Special program that provides ADA paratransit service throughout the service area. Potential actions suggested by this analysis include:

- Review the Yolobus Special beyond-the-ADA policies
- Meet with the primary destination programs

- Review specifics of the Customer Opportunities log for the past year for Yolobus Special customer comments and suggestions
- Review the driver/ vehicle dispatch schedule
- Review customer information
- Revise regular contractor reporting and establish opportunity for joint YCTD/ contractor review of the Yolobus program parameters

Chapter 6 describes the outreach efforts in Phase 1 of this project, including a meeting with stakeholders, pop-up meetings at various locations throughout Yolo County and a virtual community workshop. Appendix D includes materials used at the pop-up meetings. Appendix D includes all comments received in the virtual community workshop.

The public input obtained through these efforts informed the service concepts and recommendations detailed in Chapter 7. Recommendations were developed under two scenarios: the current budget envelope and a 10 percent increase in operating funds. Major recommendations include:

- Increase weekday frequency on Routes 42A/42B to every 30 minutes
- Streamline Routes 42A/42B in downtown Sacramento and consider streamlining Routes 42A/42B in Davis
- Discontinue unproductive service to reduce the financial impact of 30-minute service on Routes 42A/42B. Single-trip express/commute routes, local Route 35 in West Sacramento, and other express/commute routes are proposed for discontinuation depending on the financial scenario.
- Restructure local routes in Woodland to be more direct, provide cross-city connections, and enhance connections to the County Courthouse and downtown Woodland.
- Streamline routes wherever possible to speed service (Route 39 between Southport and downtown Sacramento is one example) and make other changes to simplify service.
- Change running times to improve on-time performance
- Establish a single path through downtown Sacramento for express routes from Woodland and Davis.

The second phase of public outreach was almost completed when the pandemic changed everything. YCTD asked that the recommendations be reconsidered in light of the impacts on COVID. Chapter 8 presents the revised recommendations and summarizes the public outreach efforts and findings related to these recommendations. The revised service plan has been developed based on a proposed service recovery strategy emphasizing travel by essential workers and low-income individuals. Priorities for restoring service and re-evaluating COA recommendations are:

1. Essential worker commute trips. These can best be served by increased frequency of service on important routes such as the 42A and 42B.
2. Community circulation needs, recognizing that low-income residents, seniors, and persons with disabilities rely on transit to get to shopping and medical appointments. Restoration of pre-COVID service spans on local routes is important here.
3. Commute/express routes oriented toward office workers and university staff. This is the lowest priority because there are so many unknowns about if and how this market will return.

Lower priority is given to commute and express trips because it is not known how many state office workers in downtown Sacramento or employees at UC Davis will return to their offices on a 5-day-a week basis.

Changes to the recommendations include:

- The increased frequency on Routes 42A/42B to every 30 minutes is recommended for weekday peak morning and afternoon periods only
- Combine Routes 35 and 39 into a merged (commuter + local) and streamlined route connecting Southport with downtown Sacramento, with two midday trips along with peak-period service, and enhance pedestrian facilities along Jefferson Boulevard
- introduce microtransit service and restructure the four local Woodland routes into two routes
- Restore the peak-period connection between Winters and Davis (Route 220C) and continue with replacement of Route 220 with microtransit
- Reinstate Route 43R reverse commute between Sacramento and UCD
- Add one afternoon route 43 trip from Sacramento to Davis

The recommendations in the original report related to finance, administration, and Yolobus Special service are unchanged with one exception. The recommendation to change the location and procedure for operator reliefs has been postponed to a future date.

Chapter 8 proposes metrics for restoring or increasing service and suggests guidelines for ongoing evaluation of Yolobus routes. The final tables in Chapter 8 provide estimates for the financial impacts of YoloGo recommendations.

Yolo County Transportation District
Comprehensive Operational Analysis
Chapter 1: Introduction

1.0 Introduction

This Comprehensive Operational Analysis (COA) of YCTD public transportation services, funding, and administrative policies and practices is a thorough review of YCTD transit services, based on extensive data collection and analysis and on public input. Yolo County is large and diverse, with urban, suburban, and rural areas, a world-class university, and changing residential and employment patterns. Across the river, the City of Sacramento is the capital of California and the region's historic employment center. To the south, Solano County and the City of Vacaville includes educational and medical facilities important to County and City of Winters residents.

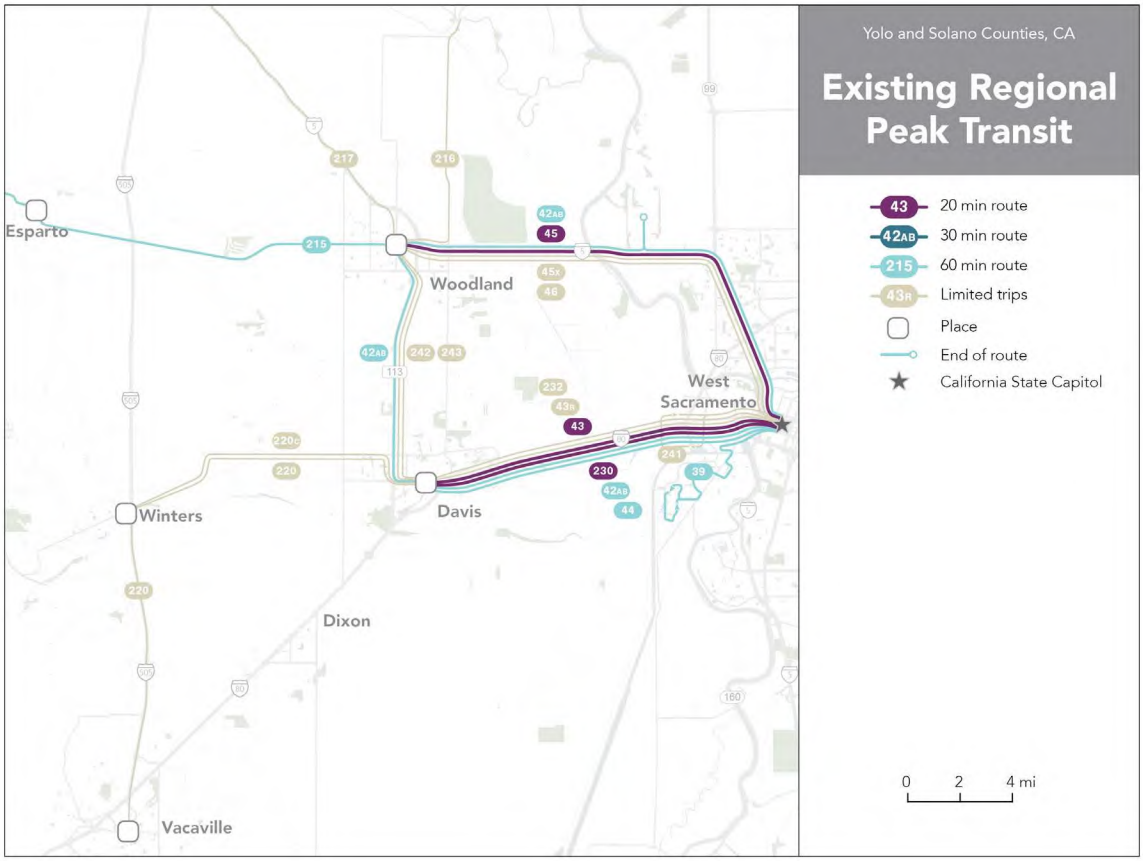
The purposes of the COA are to create increased operational efficiencies, enhanced local and regional connectivity, increased customer satisfaction, ridership, and improved key performance indicators. The analysis will build on the strengths of the existing transit network while mitigating any weaknesses identified throughout the project. Community and stakeholder outreach will help us define what "success" looks like in the YCTD network, encompassing enhanced service, current and future transit customers, and regional partners.

Specific purposes for undertaking this study include:

- Provide significant opportunities to engage community members in transit planning to improve all YCTD transit services;
- Consider type of transit service appropriate for future planned developments, communities, and economic zones;
- Undertake a comprehensive analysis of YCTD's existing local, commuter, express, and intercity bus routing, usage, and performance;
- Provide implementable recommendations for restructuring YCTD's bus services to provide greater system operational efficiency and regional connectivity;
- Assess and recommend improvements to existing YCTD member funding and budgeting structure;
- Assess and recommend improvements to YCTD administrative functions and personnel resources;
- Fulfill regional, state, and federal goals by improving YCTD services to support greater transit use, increased regional travel options and connectivity, and associated benefits for reduced single occupant vehicle use and congestion.

The YCTD transit network includes regular, commute, and express bus service, as shown in Figure 1.1. Routes 42A and 42B connect Davis, downtown Sacramento, the Sacramento International Airport, West Sacramento, and Woodland. As the heart of the network, these routes account for approximately one-third of ridership and operating cost.

Figure 1.1
YCTD Peak-Hour Route Network



The network also features many commute and express routes that operate during peak hours only. Regular local routes provide circulation in West Sacramento and Woodland. Local circulation in Davis is handled primarily by Unitrans, supplemented by YCTD Routes 42A/42B. The City of Winters and unincorporated areas of Yolo County are also served by bus routes. YCTD recently began a pilot MicroTransit project in Knights Landing. The City of West Sacramento independently oversees MicroTransit within its city limits.

1.1 Organization of This Report

Chapter 2 documents existing conditions in Yolo County regarding the transit network, population demographics, and transit usage and productivity. Specific demographic variables include population density, households with incomes below the poverty level, and zero-vehicle households. This chapter also summarizes findings related to ridership, productivity, levels of service, and cost efficiency at the route level, based primarily on the May 2019 Yolobus ridecheck, and provides route profiles of each YCTD transit route. Detailed charts and graphs are included for each route in this chapter, with additional information provided in Appendix A.

Chapter 3 describes and assesses the cost allocation methodology used by YCTD to distribute costs among the five jurisdictions that comprise the district and assesses possibilities for a simpler, easier to understand methodology to allocate costs. Chapter 4 assesses current

administrative policies and practices at YCTD and identifies opportunities to enhance efficiency and to improve the customer experience, based on staff input and experience elsewhere. Chapter 5 documents the current performance of YCTD's Yolobus Special program that provides ADA paratransit service throughout the service area and proposes changes to increase program efficiency and effectiveness.

Chapter 6 describes the outreach efforts in Phase 1 of this project, including a meeting with stakeholders, pop-up meetings at various locations throughout Yolo County and a virtual community workshop. AIM Consulting, Inc., the outreach team for this study, branded the project as "YoloGO" and used the following logo on all outreach efforts:

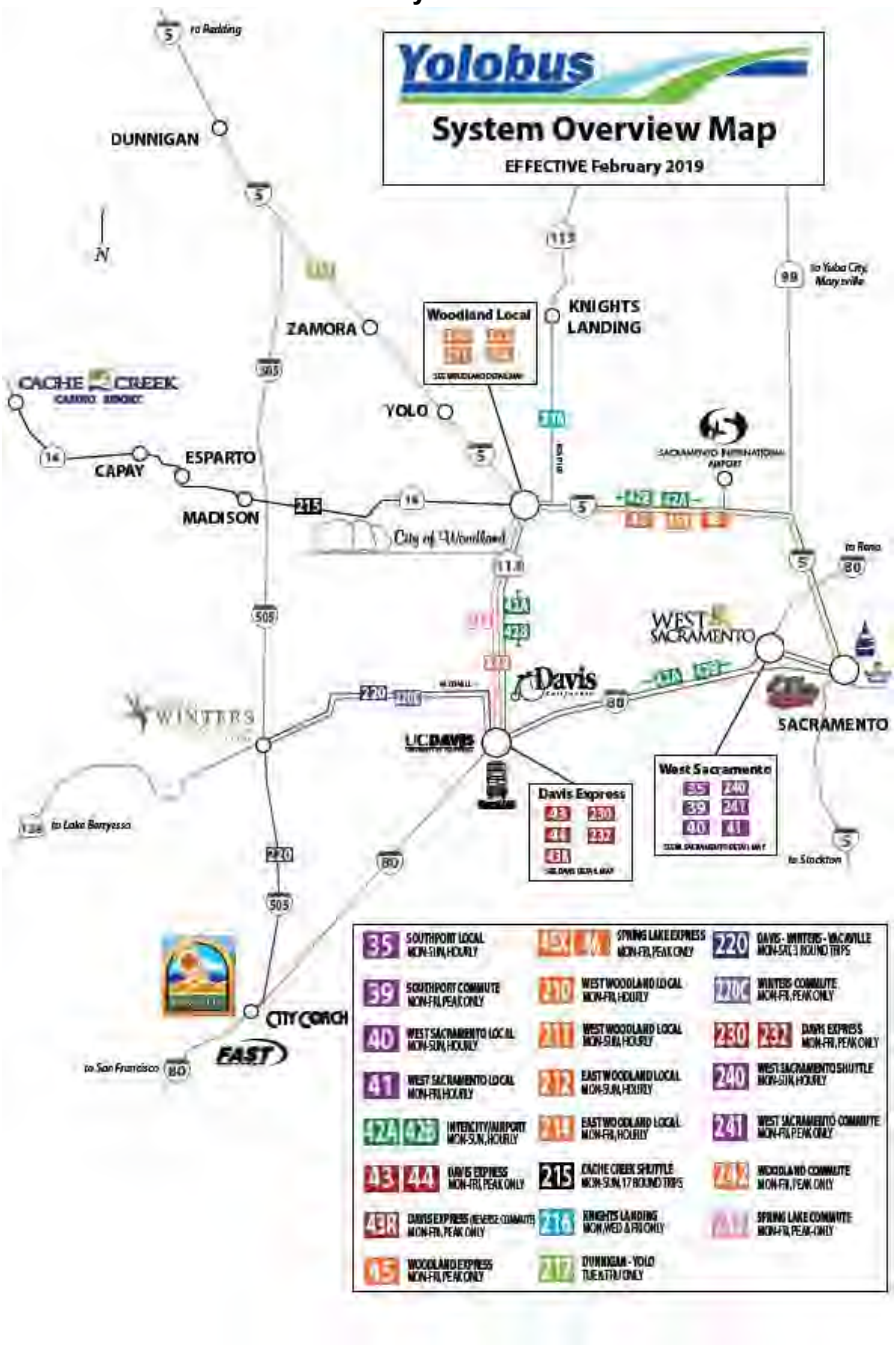
The public input obtained through these efforts informed the service concepts and recommendations detailed in Chapter 7. Recommendations were developed under two scenarios: the current budget envelope and a 10 percent increase in operating funds.

The second phase of public outreach was nearing completion in March 2020 when COVID-19 forced cancellation of the remaining meetings. Service levels and fiscal conditions have changed in the ensuing months. Chapter 8 revisits and reconsiders the original recommendations in light of their continued relevance in this new environment, including additional public outreach efforts undertaken in this phase of the study.

2.0 Introduction

Chapter 2 documents existing conditions in Yolo County with regard to the transit network, population demographics, and transit usage and productivity. The YCTD service area is large, extending over three counties with its primary focus in Yolo County (Figure 2.1). Providing effective and useful transit service over such a large area is challenging.

Figure 2.1
Yolobus System Overview



Section 2.1 examines the operating environment of the YCTD service area in terms of demographic information that is closely related to the propensity to use transit. Specific demographic variables include population density, households with incomes below the poverty level, and zero-vehicle households.

Section 2.2 summarizes findings related to ridership, productivity, levels of service, and cost efficiency at the route level, based primarily on the May 2019 Yolobus ridecheck. Section 2.3 provides route profiles of each YCTD transit route. This evaluation includes an analysis of ridership by route, direction, time of day, and route segment. Route effectiveness or productivity, measured by boardings per revenue hour, is also considered by direction, route segment, and time of day. These profiles summarize the following information for each route:

- Route description, including major corridors, stops, and destinations;
- Schedule, including days of operation, service spans, and frequency;
- Operating and productivity data (ridership and passengers per revenue hour);
- Peak loads and maximum daily loads;
- Assessment of route performance and trends.

YCTD operates three types of service, as described below. Each route is ranked within its service type in the route profiles.

Local service (also called "**regular service**") includes routes that provide classic transit service, typically with frequent stops and all-day service. Routes 42A and 42B, which connect Sacramento, West Sacramento, Woodland, and Davis, are classified as regular service. There are also four local routes in West Sacramento and four in Woodland. Local or regular service also includes routes that provide local circulation (in Winters, Knights Landing, Dunnigan, Yolo, and Davis) along with connections to other cities or to Cache Creek Casino. These routes may not operate all day on weekdays, nor on weekends.

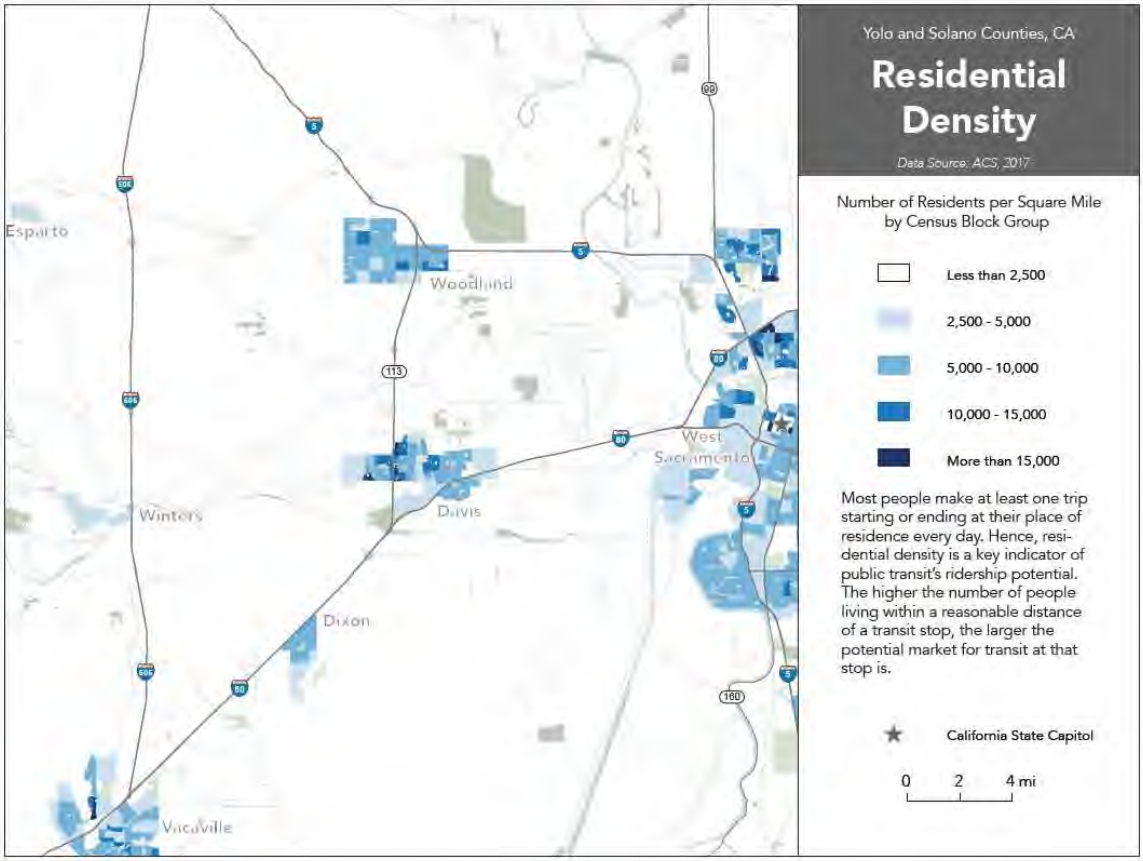
Commute service provides morning trips from residential areas to business/college locations and afternoon trips in the opposite direction on weekdays only. Commute bus routes are shorter than express bus routes, and only one serves Sacramento (Route 241 is a reverse-commute route to state offices in West Sacramento).

Express service provides morning trips into Sacramento and afternoon trips from Sacramento on weekdays only. Express routes are longer than other routes and spend much of their time on the freeways. A premium fare is charged for express service
.
Appendix A *Ridecheck Results* (under separate cover) provides all the data collected during the ridecheck in voluminous detail, including ons and offs by stop for each trip and times at each timepoint for each trip. As with any data collection effort, the data can be used in answering all types of questions that will arise regarding Yolobus service. An interactive map that includes boardings at all stops has been prepared from this data.

2.1 YCTD Service Area

Figure 2.2 shows residential density in Yolo County. Midday YCTD routes (representing all-day bus service) are overlaid on all maps. Census block group is the standard geographic unit used on all maps. The darker areas have greater density.

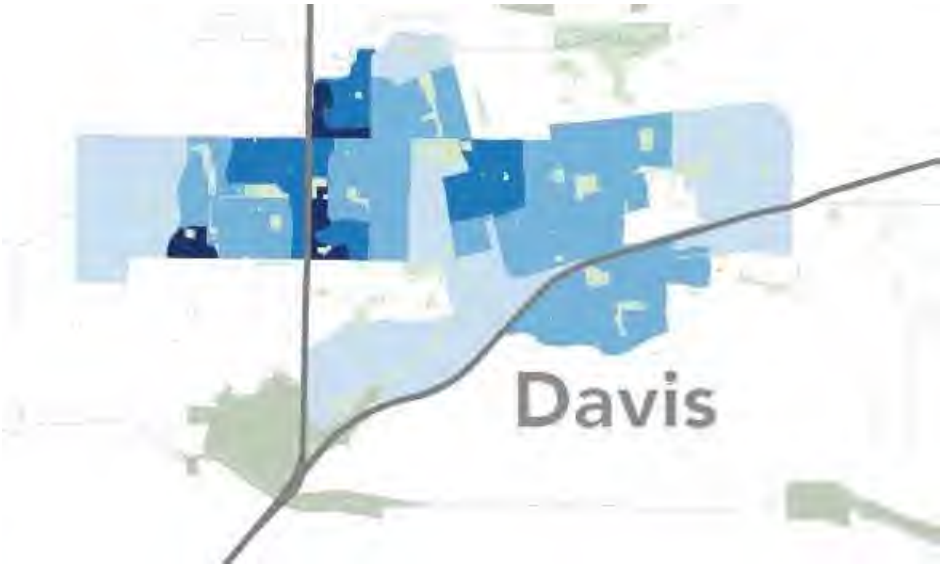
Figure 2.2
Residential Density in Yolobus Service Area



Areas of greatest residential density are:

- Davis (Figure 2.2A): north of Russell between SR 113 and Sycamore; west of H Street and north of E. 8th Street; north of West Covell between SR 113 and Sycamore; south of West Covell between Denali and Shasta; north of Russell and east of Lake;

Figure 2.2A
Residential Density in Davis



- Woodland (Figure 2.2B): north of Main and south of Beamer between Cottonwood and West; north of Gibson and south of E. Gum between East and Matmor; north of Gibson between County Roads 101 and 102;

Figure 2.2B
Residential Density in Woodland

- West Sacramento (Figure 2.2C): north of Fremont and south of Anna between Kegle and Douglas; north of West Capitol and south of the railroad tracks between Sycamore Trail and Jefferson.

Figure 2.2C
Residential Density in West Sacramento

Figure 2.3 presents employment density in Yolo County. High employment density (darker yellow) is seen throughout much of Davis, Woodland, and West Sacramento. Winters has areas of moderate employment density.

Figure 2.3
Employment Density in Yolo County

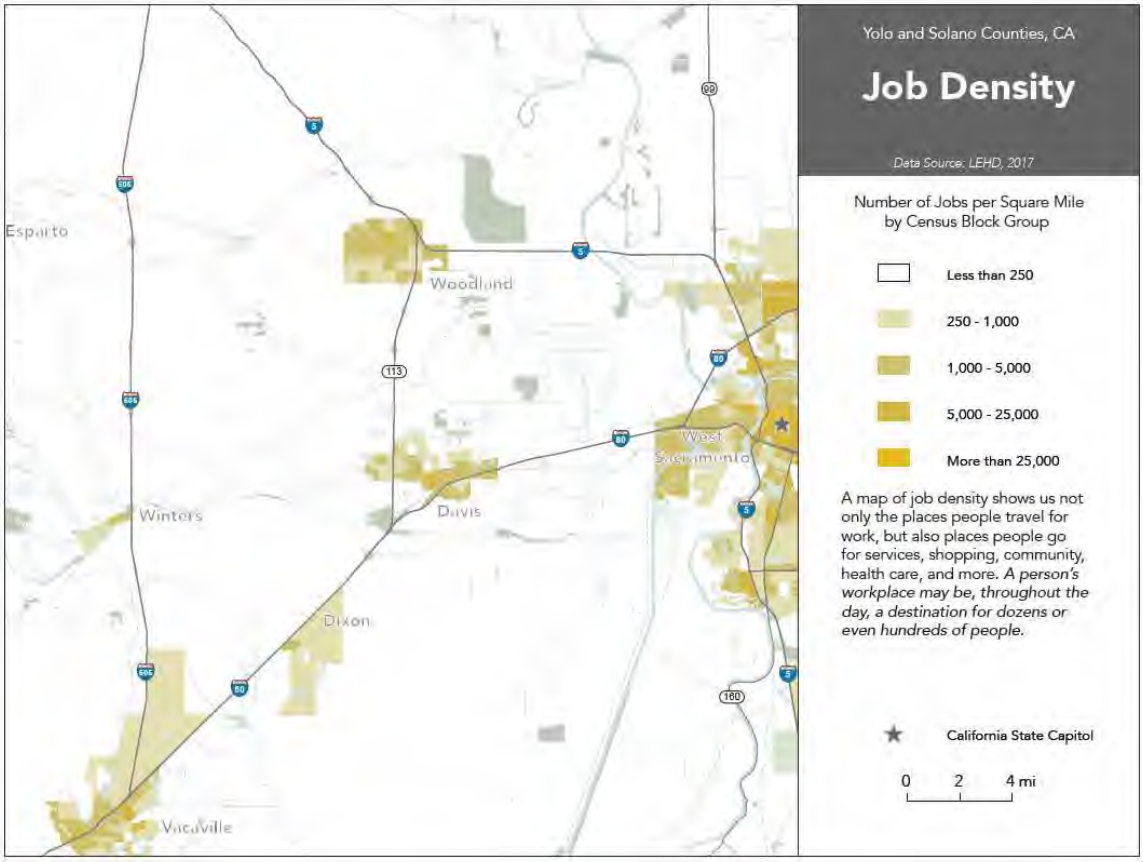


Figure 2.4 depicts activity density, a combination of residential and employment density. Dark yellow represents high employment density, dark purple high residential density, and dark red high employment AND residential density. This figure provides a fuller view of both employment and residential locations in the County.

Figure 2.4
Activity Density in Yolo County

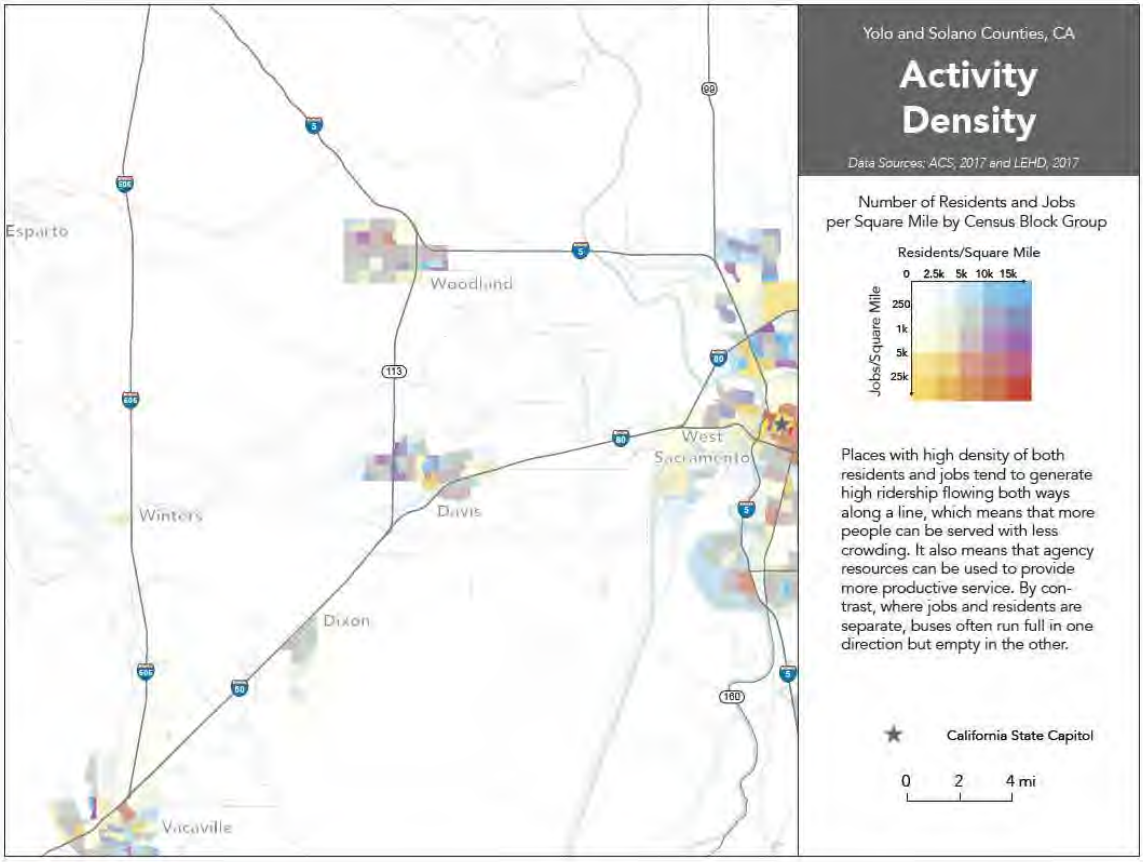


Figure 2.5 shows household density. This map is similar to the population density map in Figure 2.2.

Figure 2.5
Household Density in Yolo County

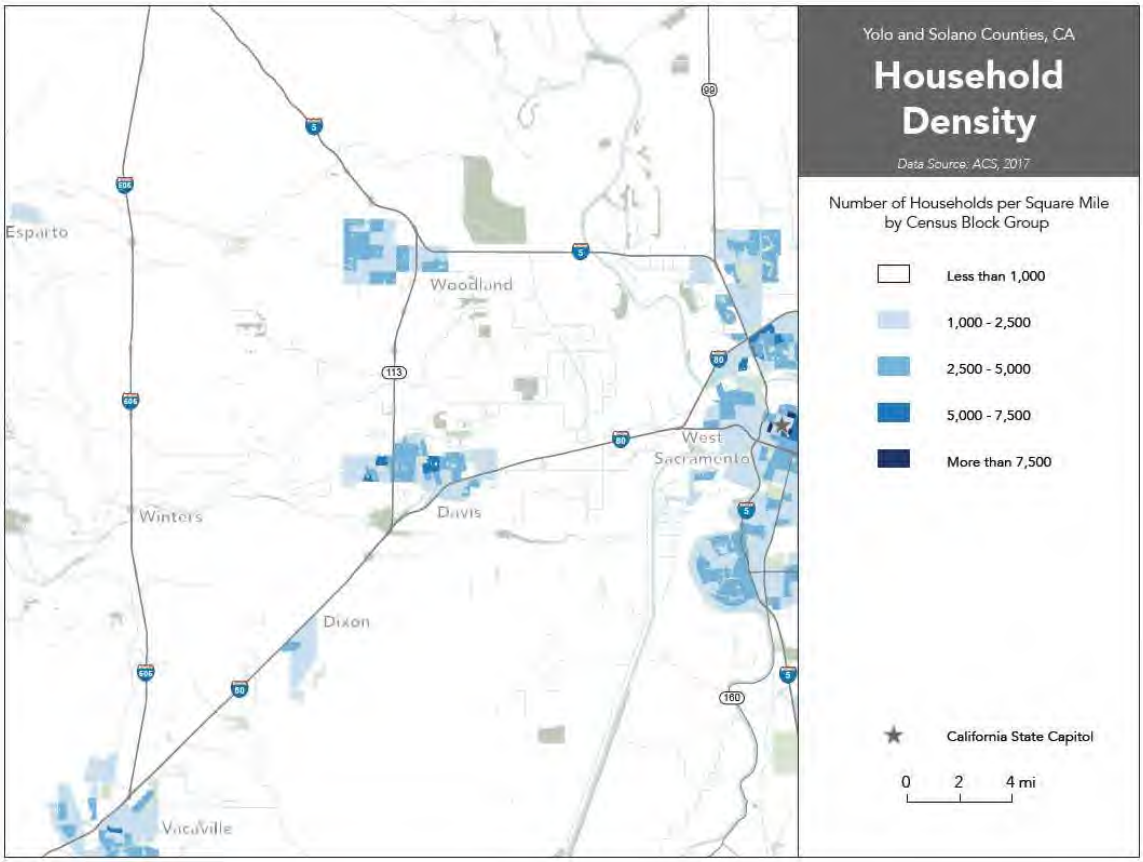
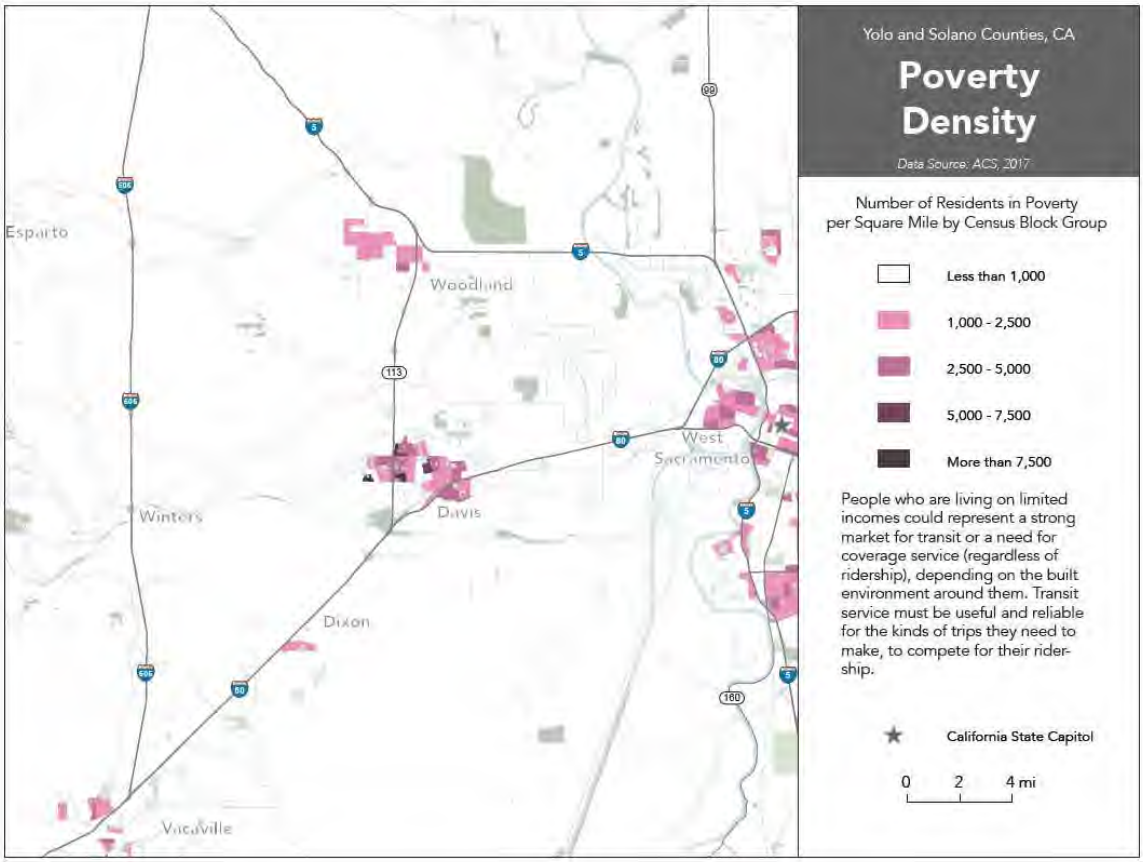


Figure 2.6 shows poverty density, or persons in poverty per square mile. Darker pink and brown areas have greater poverty density. In a university town like Davis, areas with heavy student populations will appear to have higher poverty density, based on the student's income (not the parents' income)

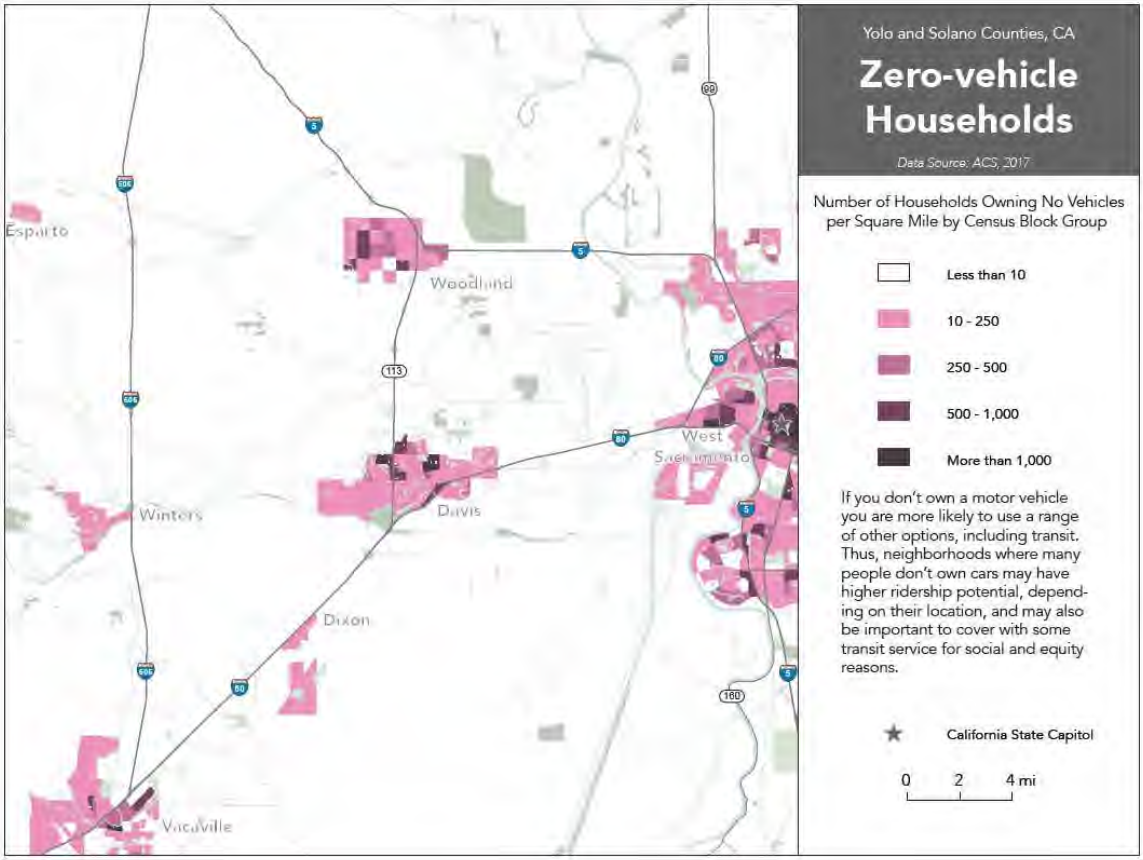
Figure 2.6
Poverty Density in Yolo County



- Davis has the highest number of block groups with high poverty density, but this is not unusual in college towns because college students often have low incomes. The one area of high poverty density not associated with college students is south of I-80 – Pole Line – Lillard in the southeastern portion of the city.
- The highest poverty density in Woodland is north of Gibson and south of E. Gum between East and Matmor.
- Areas of West Sacramento with high levels of poverty density are: north of Fremont and south of Anna between Kegle and Douglas; north of West Capitol and south of the railroad tracks between Sycamore Trail and Jefferson, and north of SR 50 and south of West Capitol between Harbor and Sycamore Avenue.

Figure 2.7 shows density of households with no vehicles.

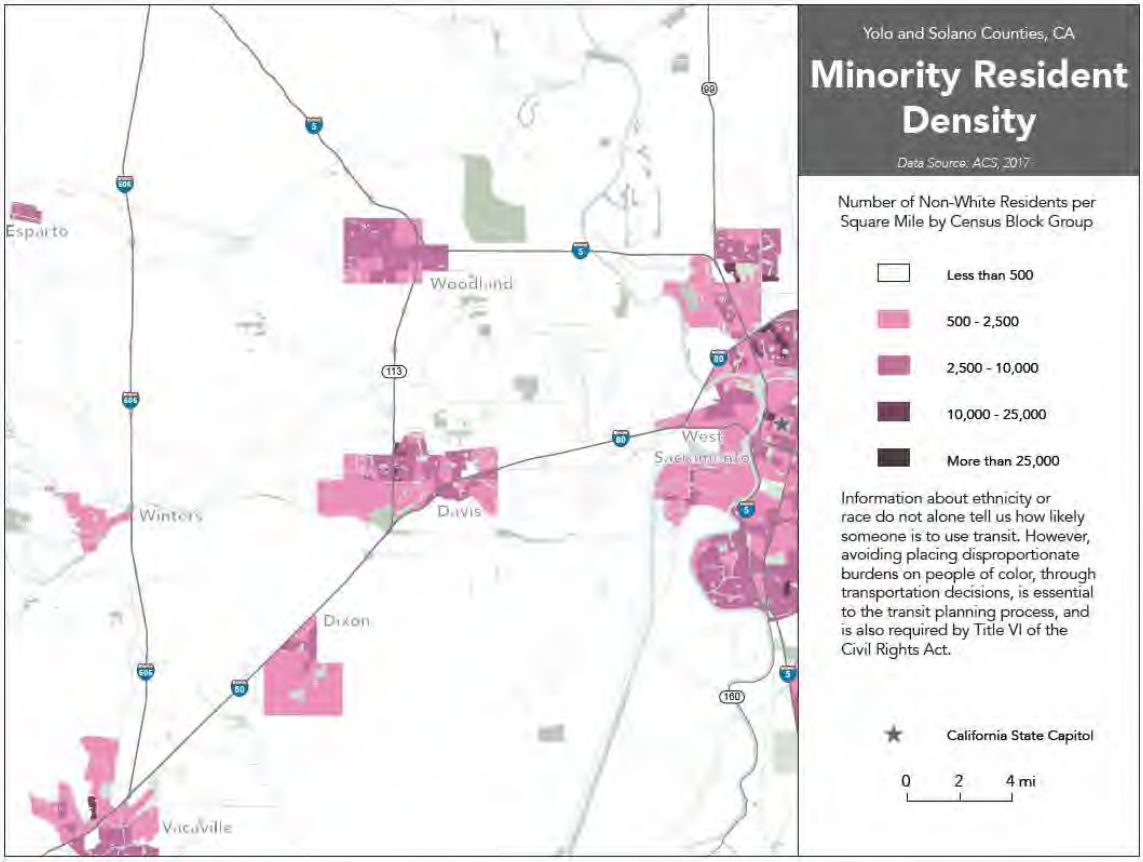
Figure 2.7
Zero-Vehicle Household Density in Yolo County



- Davis has the highest number of block groups with high zero-vehicle household density, typical of a college town.
- Several areas of Woodland have high zero-vehicle household density, including: north of Gibson and south of E. Gum between East and Matmor; north of Southwood/Pendegast and south of W. Beamer between Cottonwood and College; north of Beamer and south of Kentucky between West and East; north of W. Gibson between County Road 98 and Cottonwood; south of E. Main between Pioneer/Farnham and County Road 102.
- Areas of West Sacramento that have high zero-vehicle household density include: north of the railroad tracks and south of Fremont (west of Douglas) or south of Lighthouse (east of Douglas) between Jefferson and Lighthouse; north of SR 50 and south of the railroad tracks between Sycamore Trail and Jefferson, north of SR 50 and south of West Capitol between Harbor and Sycamore; north of Marshall and south of Oakland Bay between Southport Pkwy and Golden Gate.

Figure 2.8 shows residential density of minority populations. As noted in the key, ethnicity or race is not directly related to level of transit usage. YCTD is required under Federal law to assess the impacts of any changes to their transit network on minority populations.

Figure 2.8
Minority Residential Density in Yolo County



2.2 Transit Ridership and Productivity by Route

Table 2.1 summarizes ridership by route category for weekdays, Saturday, and Sunday, based on the May 2019 ridecheck or farebox totals.[1] Yolobus ridership for FY 2018-19 from the farebox totals is 1.18 million, with 83 percent on local/regular routes, 13 percent on express routes, and four percent on commute routes.

[1] A note on the ridecheck: to keep the budget within reason, on-board counts were done only a sample of trips and the counts were expanded to include all trips. A few routes had no on-board counts on either weekdays or Saturday, and no on-board counts were conducted on Sunday. For these routes and days, ridership totals from the farebox were used.

Table 2.1
Yolobus Average Daily Ridership in 2019 by Route Category and Day of Week

Route Category	Weekday		Saturday		Sunday	
	Riders	#routes	Riders	#routes	Riders	#routes
Local/Regular	2,987	13	2,107	4	1,211	3
Commute	171	5	--	--	--	--
Express	628	8	--	--	--	--
Total Ridership	**3,786**	--	**2,107**	--	**1,211**	--

Source: Ridecheck Data and Farebox Counts, May 2019
Note: Routes 216 and 217 counted together as one weekday route.

Table 2.2 presents ridership by route and day of the week for local/regular routes.

- Routes 42A and 42B are intercity loop routes operating in opposite directions and serving the airport along with Davis, downtown Sacramento, West Sacramento, and Woodland. Together Routes 42A and 42B account for over 40 percent of local/regular route ridership on all days.
- Route 215 Cache Creek Casino/Woodland ranks second in ridership on weekdays and first on weekends.
- Ridership on local routes in West Sacramento (Routes 35, 40, 41, and 240) and Woodland (210, 211, 212, 214) are generally in the range of 100 to 200 weekday riders.
- Other local/regular routes have fewer daily trips and thus lower ridership.

Table 2.2
Yolobus Average Daily Ridership in 2019 for Local/Regular Routes by Route and Day of Week

Route	Weekday		Saturday		Sunday	
	Riders	Rank	Riders	Rank	Riders	Rank
35	111	8	24	9	*13	8
40	179	5	85	6	*48	5
41	170	6	----	--	--	--
42A	686	1	432	3	*256	3
42B	554	3	469	2	*278	2
210	103	10	--	--	--	--
211	133	7	101	5	*46	6
212	111	8	47	8	*46	6
214	92	11	--	--	--	--
215	618	2	*728	1	*464	1
216	4	13	--	--	--	--
217	*3	14	--	--	--	--
220	34	12	*53	7	--	--
240	189	4	168	4	*60	4
Total Local Routes	**2,987**	--	**2,107**	--	**1,211**	--

Source: Ridecheck Data, May 2019
* Source is farebox counts, May 2019
Note: Route 216 operates three days per week; Route 217 operates two days a week.

Table 2.3 presents ridership by route for commute routes. Commute routes operate weekdays during peak hours only.

- Route 39 Southport/Sacramento Commute has the highest ridership among commute routes. It has four morning and four afternoon trips.
- Route 241 Sacramento/West Sacramento Commute ranks second in ridership. This is a reverse-commute route for riders who live in Sacramento and work in West Sacramento. It has two morning and two afternoon trips.
- The other commute routes operate between Woodland (242, 243) or Winters (220C) and Davis, with one trip to Davis in the morning and one trip from Davis in the afternoon.

Table 2.3
Yolobus Average Daily Ridership in 2019 for Commute Routes by Route

Route	Weekday	
	Riders	Rank
39	90	1
220C	16	3
241	45	2
242	13	4
243	7	5
Total Commute Routes	**171**	

Source: Ridecheck Data, May 2019

Table 2.4 presents ridership by route for express routes. Express routes operate weekdays during peak hours only.

- Route 43 Davis/Sacramento Express is the busiest express route by far. It has five morning and four afternoon trips.
- Route 45 Woodland/Sacramento Express ranks second in ridership. It has four morning and four afternoon trips.
- Route 230 West Davis/Sacramento Express is the third express route with over 100 daily riders. It operates three morning and three afternoon trips.
- Route 44 South Davis/Sacramento Express ranks fourth among express routes in ridership, with three morning and three afternoon trips.
- The other express routes (43R Sacramento/UC Davis, 45X and 46 Woodland/ Sacramento, and 232 Davis/Sacramento) operate only one trip in the morning and one trip in the afternoon.

Table 2.4
Yolobus Average Daily Ridership in 2019 for Express Routes by Route

Route	Weekday	
	Riders	Rank
43	233	1
43R	17	7
44	92	4
45	129	2
45X	12	8
46	20	6
230	104	3
232	21	5
Total Express Routes	**628**	

Source: Ridecheck Data, May 2019

Table 2.5 summarizes service effectiveness in terms of boardings per revenue hour (the most common measure of productivity in the transit industry) and boardings per vehicle hour. Revenue hours include only the hours a bus is in service along a route, while vehicle hours also include the time to pull out from the garage and pull into the garage. YCTD pays its contractor based on vehicle hours (and other factors), not revenue hours. Boardings per vehicle hour is the preferred metric to compare across different types of service, since express and commute routes have a greater proportion of pull-in and pull-out time than local routes.

Table 2.5
Yolobus Boardings per Revenue Hour and per Vehicle Hour
in 2019 by Route Category and Day of Week

Route Category	Weekday			Saturday			Sunday		
	B/RH	B/VH	#routes	B/RH	B/VH	#routes	B/RH	B/VH	#routes
Local/Regular	12.1	11.1	13	12.0	10.7	4	7.6	6.9	3
Commute	9.2	6.4	5	--		--	--		--
Express	16.2	9.9	8	--		--	--		--
Total Ridership	**12.5**	**10.6**	--	**12.0**	**10.7**	--	**7.6**	**6.9**	--

Source: Ridecheck Data and Farebox Counts, May 2019
Note: Routes 216 and 217 counted together as one weekday route.

Table 2.6 shows passenger boardings per revenue and vehicle hour for local/regular routes.

- Route 215 Cache Creek Casino/ Woodland and Routes 42A and 42B Intercity Loop are the most productive routes on weekdays and Sunday.
- Route 240 West Sacramento/Sacramento Shuttle ranks second in productivity on Saturday and fourth (fifth per vehicle hour on Sunday) on other days.
- Routes 40 and 41 West Sacramento Locals are the other local/regular weekday routes with at least 10 boardings per revenue hour.
- Weekday productivity for local/regular routes is 12.1. Saturday productivity is 12.0. Sunday service is least productive, at 7.6 boardings per revenue hour.

As a general rule of thumb in assessing service effectiveness by means of passenger boardings per revenue hour on weekdays, productivity below 10 riders per revenue hour is an indication to examine the route more closely and restructure, change span of service or discontinue service. The lowest productivity is seen on Routes 216 and 217 serving Knights Landing, Dunnigan, and Yolo, rural areas with lifeline service. The local routes in Woodland (210, 211, 212, and 214) and Route 35 Southport Local also fall below 10 boardings per revenue hour on weekdays.

Table 2.6
Yolobus Boardings per Revenue/Vehicle Hour in 2019
for Local/Regular Routes by Route and Day of Week

Route	Weekday			Saturday			Sunday		
	B/RH	B/VH	rank	B/RH	B/VH	#routes	B/RH	B/VH	#routes
35	7.96	6.4	10/11	2.2	1.9	9	*1.5	*1.3	8
40	10.6	9.3	6	7.4	6.3	6	*5.4	*4.9	5/4
41	12.3	10.7	5	--	--	--	--	--	--
42A	14.9	13.7	2	11.7	10.3	4	*6.9	*6.3	3
42B	13.9	12.9	3	12.3	10.8	3	*7.3	*6.6	2
210	8.7	8.6	8	--	--	--	--	--	--
211	9.0	8.9	7	8.5	8.4	5	*4.2	*4.2	7
212	8.02	7.9	9	4.0	3.9	8	*4.3	*4.2	6
214	7.2	7.1	11/10	--	--	--	--	--	--
215	17.6	16.2	1	*20.8	*19.0	1	*13.2	*12.2	1
216	2.2	2.2	13	--	--	--	--	--	--
217	*0.9	0.9	14	--	--	--	--	--	--
220	4.4	4.1	12	*6.7	*5.3	7	--	--	--
240	13.2	11.0	4	14.2	12.3	2	*6.1	*.46	4/5
Total Local Routes	**12.1**	**11.1**	--	**12.0**	**10.7**	--	**7.6**	**6.9**	--

Source: Ridecheck Data, May 2019
* Source is farebox counts, May 2019
Note: Route 216 operates three days per week; Route 217 operates two days a week.

Table 2.7 shows passenger boardings per revenue/vehicle hour for commute routes.

- Route 241 Sacramento/West Sacramento Commute ranks first in productivity. This is the only commute route with more than 10 boardings per revenue hour.
- Route 39 Southport/Sacramento Commute is second in terms of productivity
- The other commute routes have only one trip in the morning and one trip in the afternoon.
- Weekday productivity for commute routes is 9.2. Commute routes are the least productive route type in the Yolobus system.

Table 2.7
Yolobus Boardings per Revenue/Vehicle Hour in 2019 for
Commute Routes by Route

Route	Weekday		
	B/RH	B/VH	rank
39	9.1	6.2	2/3
220C	8.1	5.3	4
241	12.5	9.0	1
242	8.6	7.6	3/2
243	4.7	3.2	5
Total Commute Routes	**9.2**	**6.4**	--

Source: Ridecheck Data, May 2019

Table 2.8 presents passenger boardings per revenue/vehicle hour by route for express routes.

- Route 43 Davis/Sacramento Express is the most productive express route with 23.7 boardings per revenue hour. Route 230 West Davis/Sacramento Express is only other express route higher than 15.0
- Routes 43, 43R Sacramento/UC Davis Express, 45 Woodland/Sacramento Express are all above 10 boardings per vehicle hour, with Route 230 just below at 9.4.
- The express routes show the greatest difference between the two measures (16.2 riders per revenue hour versus 9.9 per vehicle hour) due to the long distance between the garage and downtown Sacramento.

Table 2.8
Yolobus Boardings per Revenue/Vehicle Hour in 2019 for Express Routes by Route

Route	Weekday		
	B/RH	B/VH	rank
43	23.7	12.9	1
43R	13.4	11.1	5/2
44	14.9	8.4	3/5
45	14.7	10.4	4/3
45X	6.1	5.3	8
46	10.8	5.6	6/7
230	16.4	9.4	2/4
232	9.0	5.9	7/6
Total Express Routes	**16.2**	**9.9**	--

Source: Ridecheck Data, May 2019

2.3 Route Profiles

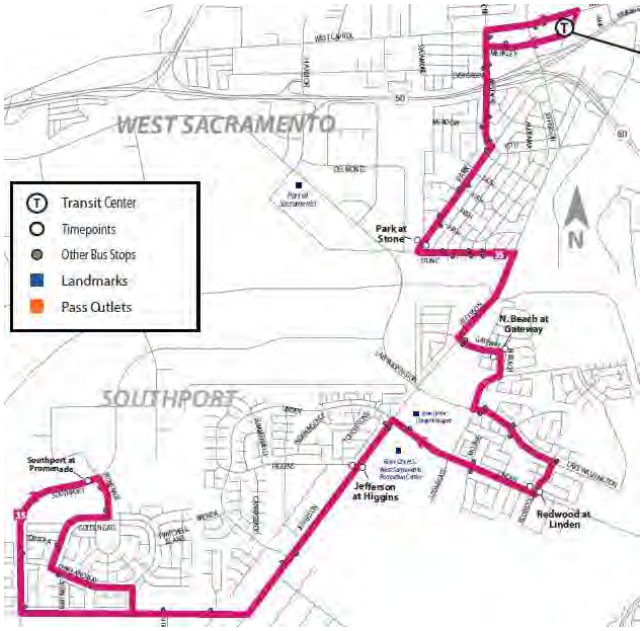
Route profiles on the following pages summarize a great deal of data for the individual routes. Each route profile includes a description of the route, headway and span of service, passenger boardings, major stops (stops with at least 25 weekday boardings or alightings in one direction), route productivity, peak and maximum load daily points, operating cost per passenger, and a brief assessment of each route's performance.

Local/regular routes are presented first, followed by commute and express routes. Each route profile includes a route map, a graph of boardings, alightings, and passenger loads along the route on an average weekday, and performance charts highlighting individual route performance compared to other routes

2.3.1 Local/Regular Routes

Route 35 Southport Local

Route 35 operates between the West Sacramento Transit Center and Southport. The route is intended to connect residential areas with downtown West Sacramento.



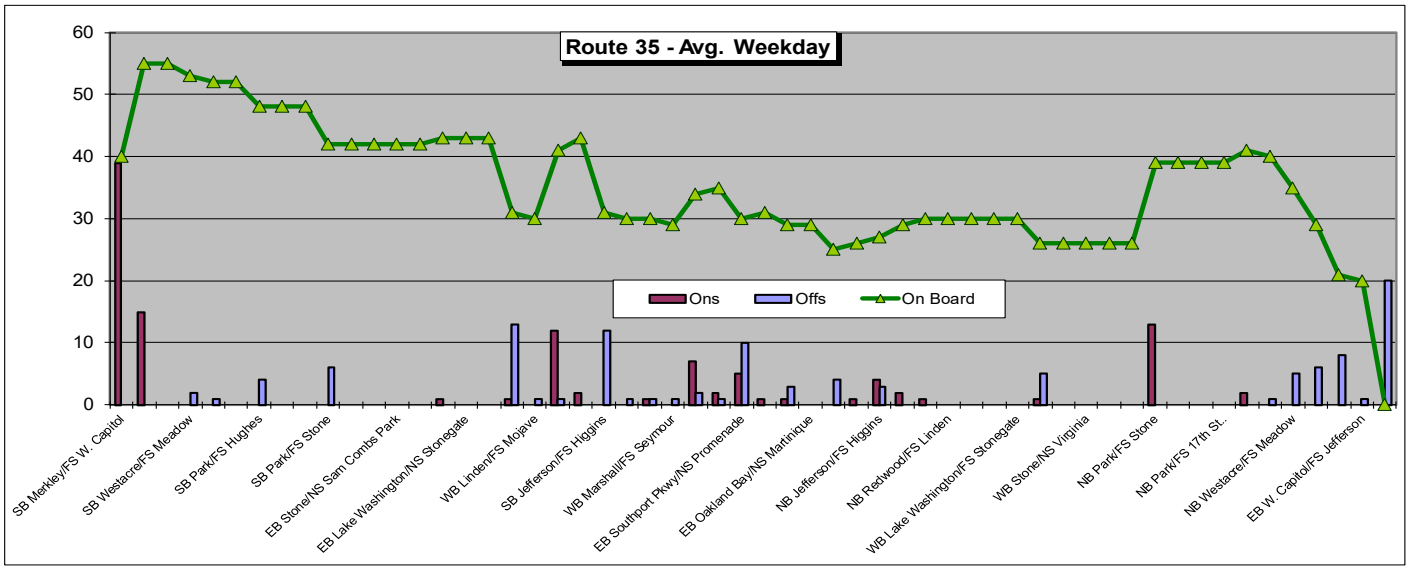
Major destinations: West Sacramento Transit Center, downtown West Sacramento, Town Center, River City High School, West Sacramento Recreation Center.

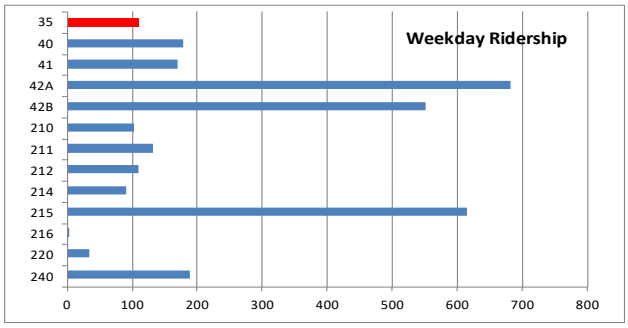
Headway	60 minutes all days
Service span	6:35 am to 8:32 pm weekdays
	8:35 am to 7:32 pm Saturday
	9:35 am to 6:32 pm Sunday
Ridership	111 weekdays (8th of 13 routes)
	24 Saturday (9th of 9 routes)
	13 Sunday (8th of 8 routes)
Major stops	West Sacramento Transit Center

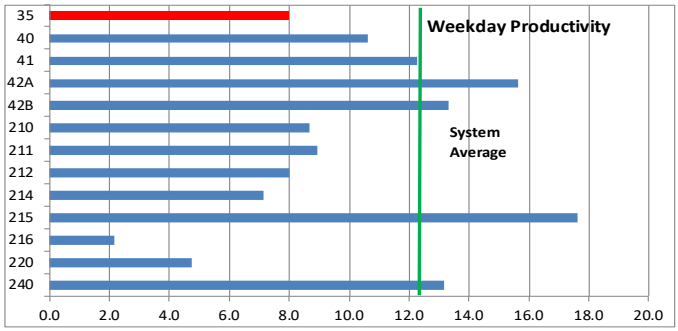
Productivity	8.0 boardings per revenue hour weekdays (6.4 per vehicle hour), 10th/11th of 13 routes
	2.2 Saturday (1.9), 9th of 9 routes
	1.5 Sunday (1.3), 8th of 8 routes

Peak load	18 on 2:40 pm trip southbound at Jefferson & Linden
Maximum daily load	55 westbound at Merkley & Westacre
Running time analysis	Needs more running time in the midday on weekdays

Route 35 positives	The only all-day transit service in West Sacramento south of downtown
Route 35 negatives	Productivity is below the system average on weekdays
	Circuitous routing
	Very low ridership and productivity on weekends

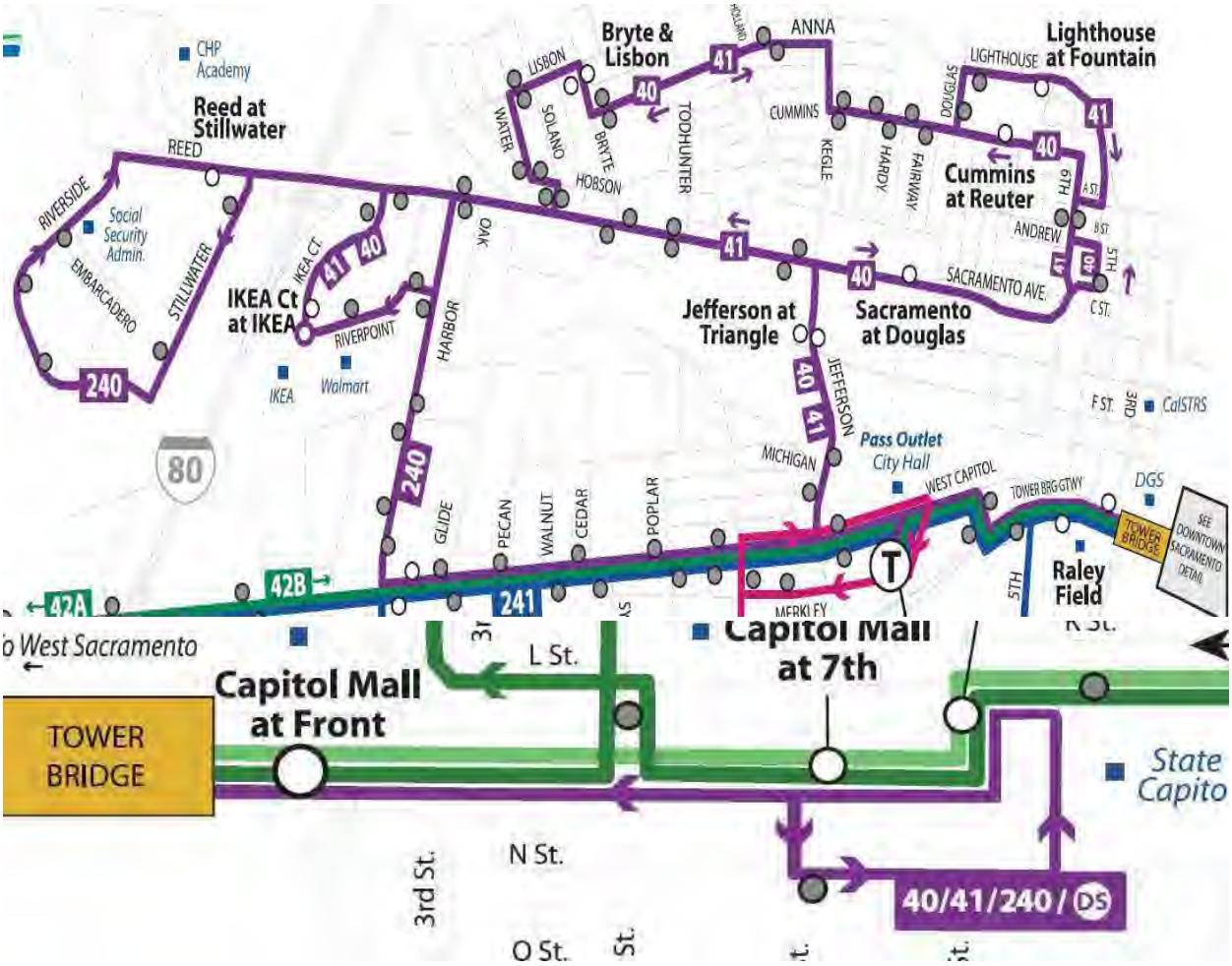

Route 35 - Avg. Weekday
60
50
40
30
20
10
0
Ons
Offs
On Board
SB Merkley/FS W. Capitol
SB Westacre/FS Meadow
SB Park/FS Hughes
SB Park/FS Stone
EB Stone/NS Sam Combs Park
EB Lake Washington/NS Stonegate
WB Linden/FS Mojave
SB Jefferson/FS Higgins
WB Marshall/FS Seymour
EB Southport Pkwy/NS Promenade
EB Oakland Bay/NS Martinique
NB Jefferson/FS Higgins
NB Redwood/FS Linden
WB Lake Washington/FS Stonegate
WB Stone/NS Virginia
NB Park/FS Stone
NB Park/FS 17th St..
NB Westacre/FS Meadow
EB W. Capitol/FS Jefferson


Weekday Ridership
35
40
41
42A
42B
210
211
212
214
215
216
220
240
0
100
200
300
400
500
600
700
800


Weekday Productivity
System Average
35
40
41
42A
42B
210
211
212
214
215
216
220
240
0.0
2.0
4.0
6.0
8.0
10.0
12.0
14.0
16.0
18.0
20.0

Route 40 West Sacramento Local

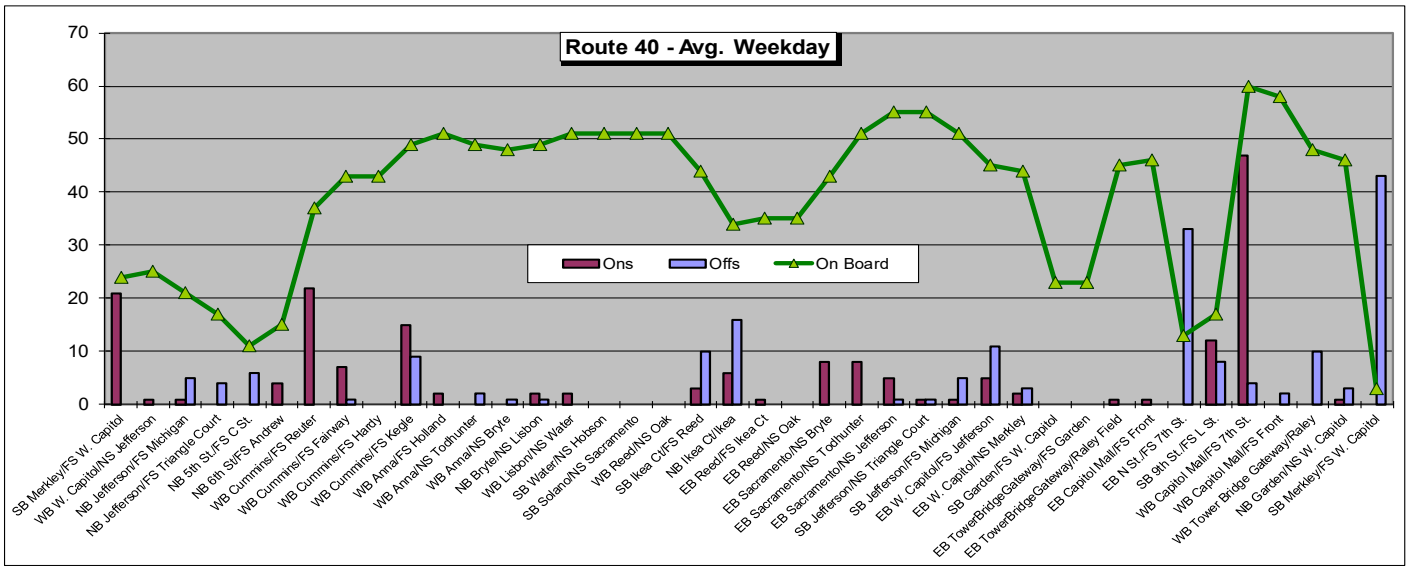
Route 40 connects residential neighborhoods in West Sacramento with the West Sacramento Transit Center, Riverpoint Marketplace, and downtown Sacramento. The route travels in a clockwise loop east on Sacramento, north on 6th, west on Cummins-Anna-Lisbon, and south on Water, then west to Riverpoint Marketplace, returning via Sacramento-Jefferson-West Capitol to the Transit Center, then via a short loop through downtown Sacramento. Route 41 operates in the opposite direction over the same route on weekdays only. Route 40 serves multiple shopping, employment, and mobility purposes.

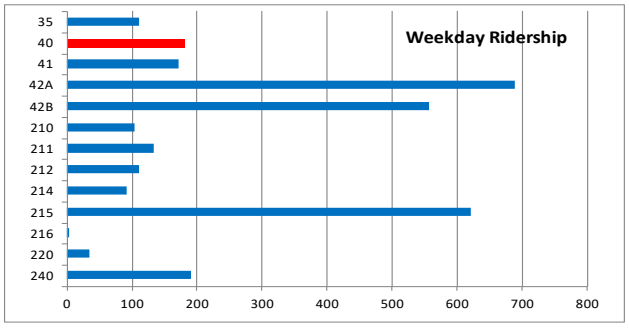


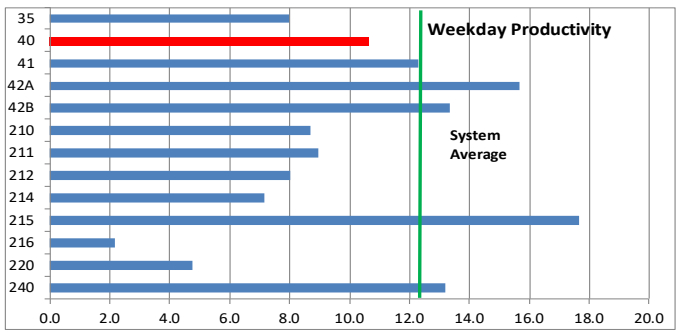
Major destinations: Ikea and Wal-Mart at the Riverpoint Marketplace, Safeway Shopping Center, downtown West Sacramento, West Sacramento Transit Center, Raley Field, and the Capitol Mall corridor in downtown Sacramento.

Headway	60 minutes weekdays and weekends
Service span	5:40 am to 10:30 pm weekdays
	7:40 am to 7:07 pm Saturday
	8:40 am to 5:30 pm Sunday
Ridership	179 weekdays (5th of 13 routes)
	85 Saturday (6th of 9 routes)
	48 Sunday (6th of 8 routes)

Major stops	Capitol Mall & 7th westbound, West Sacramento Transit Center, 7th & N eastbound
Productivity	10.6 boardings per revenue hour weekdays (9.3 per vehicle hour), 6th of 13 routes 7.4 Saturday (6.3), 6th of 9 routes 5.4 Sunday (4.9), 5th/4th of 8 routes
Peak load	10 on 6:40 am trip eastbound at Capitol Mall & Front
Maximum daily load	60 westbound at Capitol Mall & Front
Running time analysis	Generally adequate but could use additional time between downtown Sacramento and the Transit Center in weekday peak periods and Saturday
Route 40 positives	Serves transit-dependent neighborhoods seven days a week Provides connections to downtown Sacramento and major shopping locations Ranks in the top half of routes for ridership on weekdays
Route 40 negatives	Circuitous one-way routing through neighborhoods, especially on weekends when Route 41 does not operate Different routing for a portion of the loop (via Cummins instead of Lighthouse) Low ridership and productivity on weekends

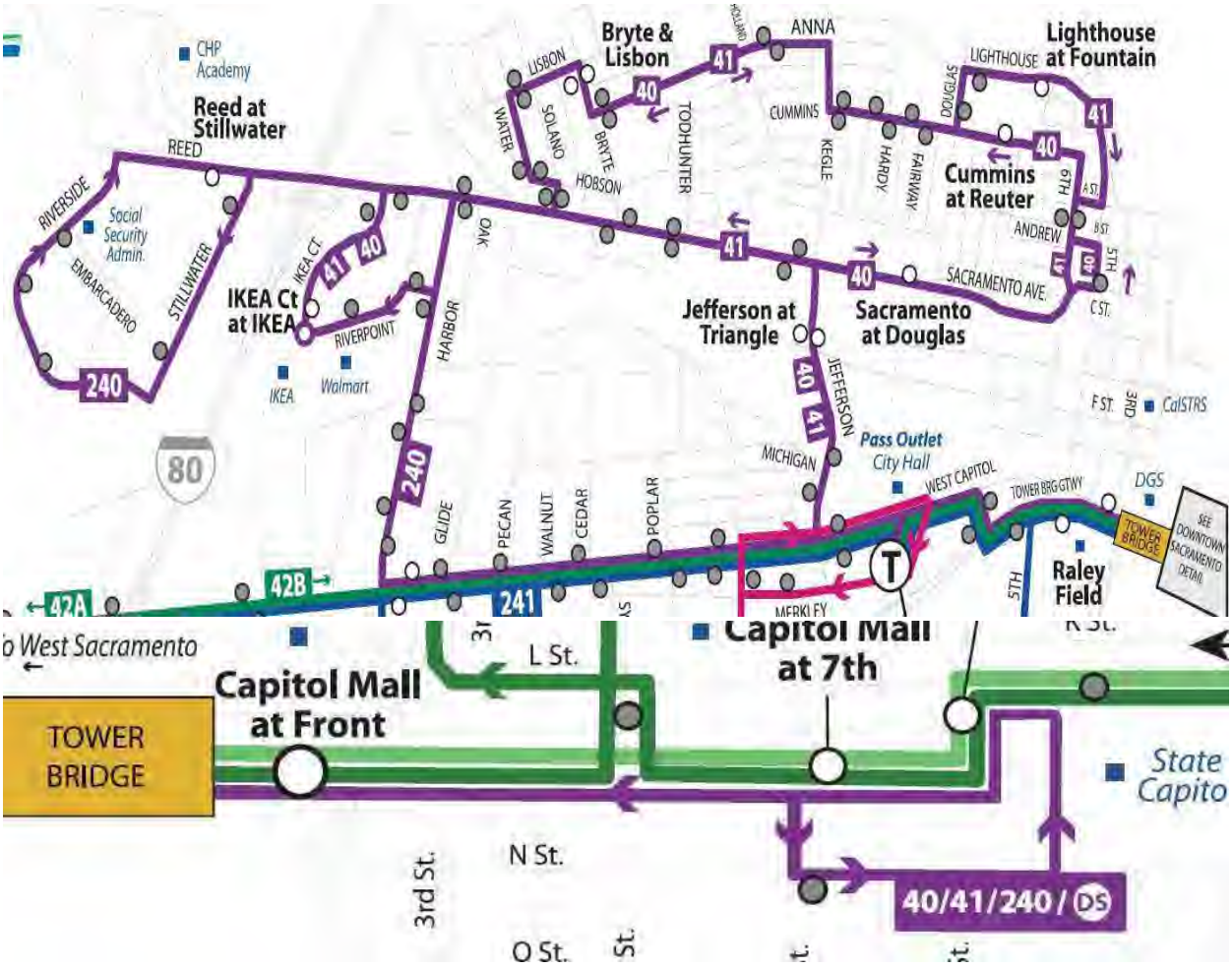






Route 41 West Sacramento Local

Route 41 connects residential neighborhoods in West Sacramento with the West Sacramento Transit Center, Riverpoint Marketplace, and downtown Sacramento. The route travels from the Transit Center to Riverpoint Marketplace, then east via a counter-clockwise loop north on Waters, east on Lisbon-Anna-Cummins, east and south on Lighthouse, south on 6th and west on Sacramento, returning via Jefferson and West Capitol to the Transit Center, then via a short loop through downtown Sacramento. Route 41 operates on weekdays only. Route 40 operates in the opposite direction over the same route seven days a week. Route 41 serves multiple shopping, employment, and mobility purposes.



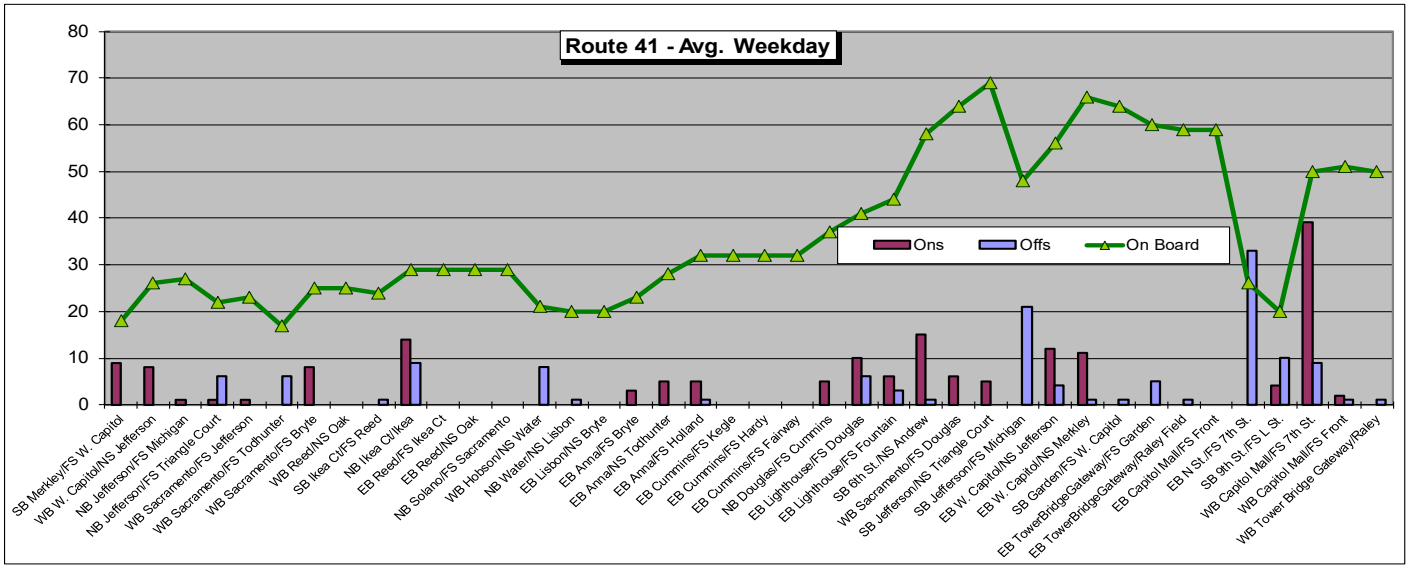
Major destinations: Ikea and Wal-Mart at the Riverpoint Marketplace, Safeway Shopping Center, downtown West Sacramento, West Sacramento Transit Center, Raley Field, and the Capitol Mall corridor in downtown Sacramento.

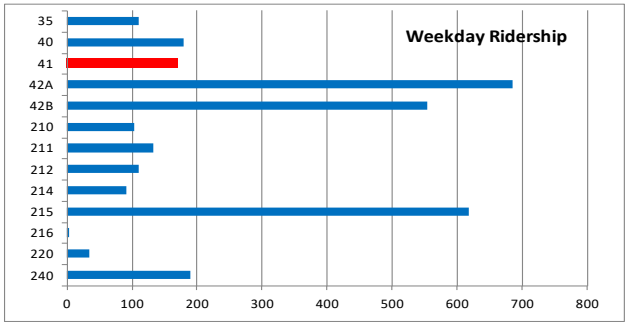
Headway	60 minutes weekdays
Service span	6:20 am to 8:10 pm weekdays
Ridership	170 weekdays (6th of 13 routes)
Major stops	West Sacramento Transit Center, Capitol Mall & 7th westbound, West Sacramento Transit Center, 7th & N eastbound

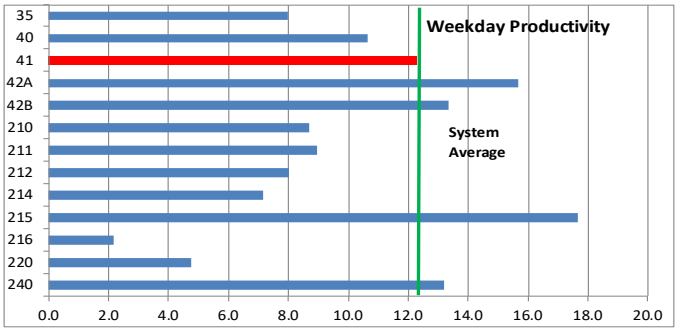
Productivity 12.3 boardings per revenue hour weekdays (10.7 per vehicle hour), 5th of 13 routes

Peak load	10 on 1:20 pm trip westbound at Capitol Mall & Front
Maximum daily load	69 southbound at Jefferson & Triangle Ct
Running time analysis	Needs more time throughout the day in downtown Sacramento

Route 41 positives	Serves transit-dependent neighborhoods seven days a week
	Provides connections to downtown Sacramento and major shopping locations
	Ranks in the top half of routes for ridership on weekdays
Route 41 negatives	Circuitous one-way routing through neighborhoods
	Different routing for a portion of the loop (via Lighthouse instead of Cummins)

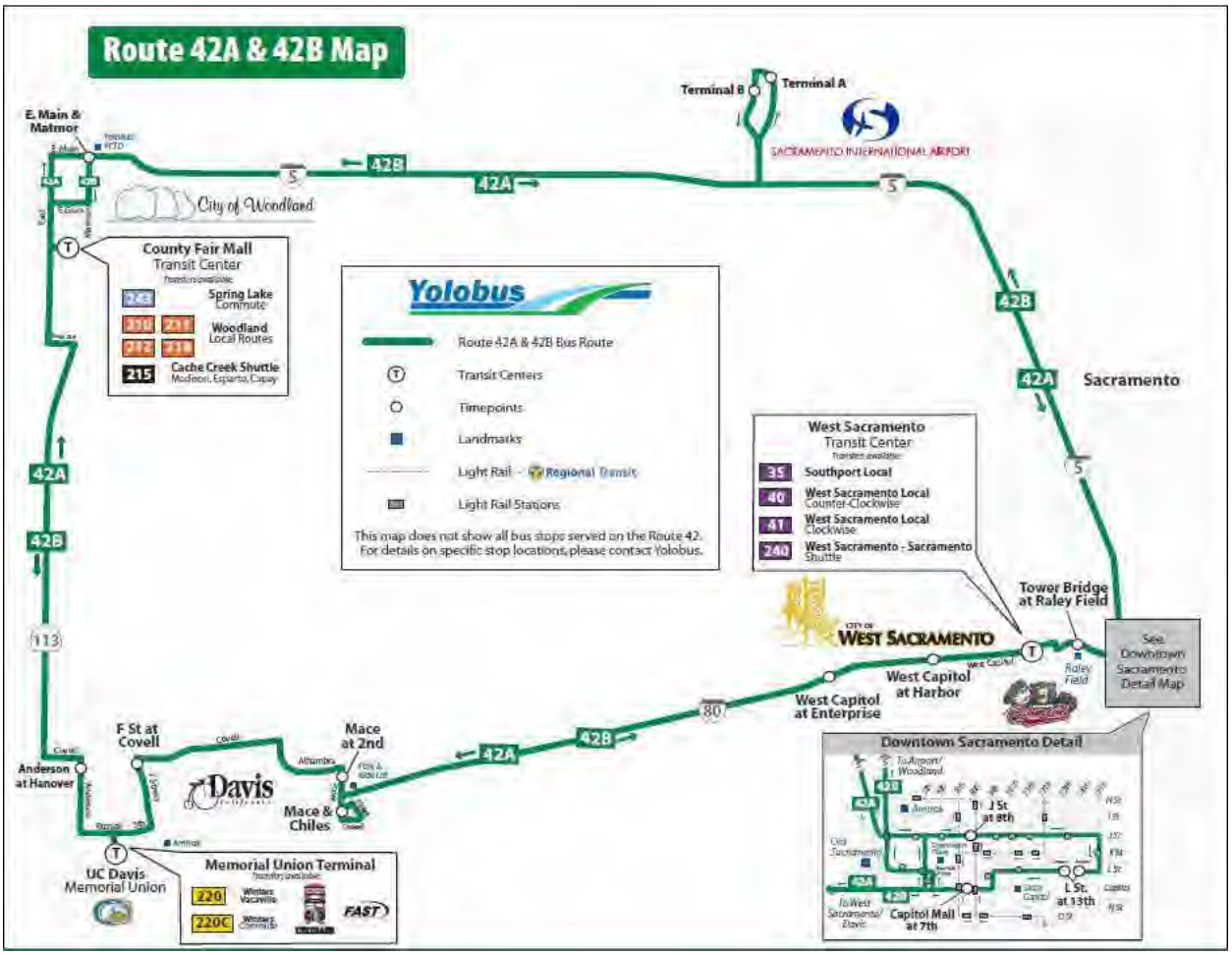






Route 42A Intercity Loop Clockwise with Airport Service

Routes 42A and 42B are the core routes in the Yolobus network, accounting for one-third of all weekday ridership and over 40 percent of weekend ridership. Route 42A operates clockwise (Davis-Woodland-Airport-Sacramento –West Sacramento-Davis) and Route 42B operates in the opposite direction over the same route seven days a week.



Major destinations: County Fair Mall Transit Center in Woodland, UC Davis Memorial Union, West Sacramento Transit Center, and downtown Sacramento.

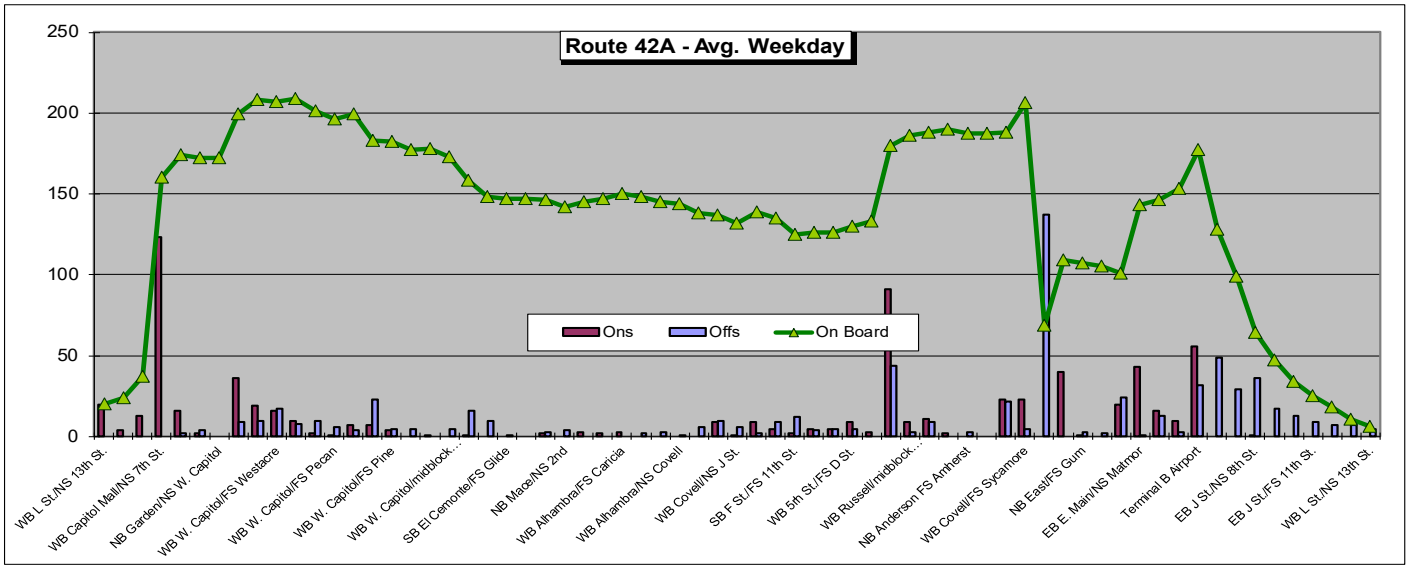
Headway	60 minutes weekdays and weekends
Service span	4:37 am to 11:43 pm weekdays 6:30 am to 9:50 pm weekends
Ridership	686 weekdays (1st of 13 routes) 432 Saturday (3rd of 9 routes) 256 Sunday (3rd of 8 routes)
Major stops	County Fair Mall Transit Center, Capitol Mall & 7th westbound, UC Davis Memorial Union, Terminal B Airport, J & 4th eastbound, Main & Matmor eastbound, West Sacramento Transit Center, J & 8th eastbound, J & 6th eastbound

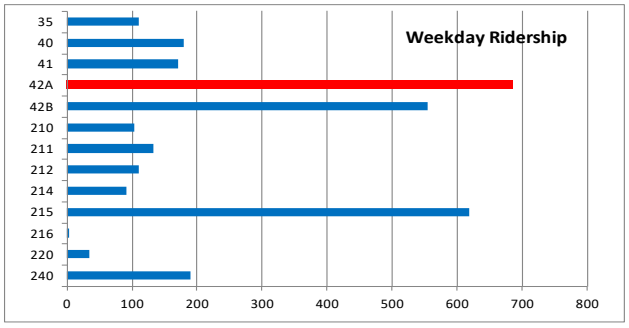
Productivity 14.9 boardings per revenue hour weekdays (13.7 per vehicle hour), 2nd of 13 routes
11.7 boardings per revenue hour Saturday (10.3), 4th of 9 routes
6.9 boardings per revenue hour Sunday (6.3), 3rd of 8 routes)

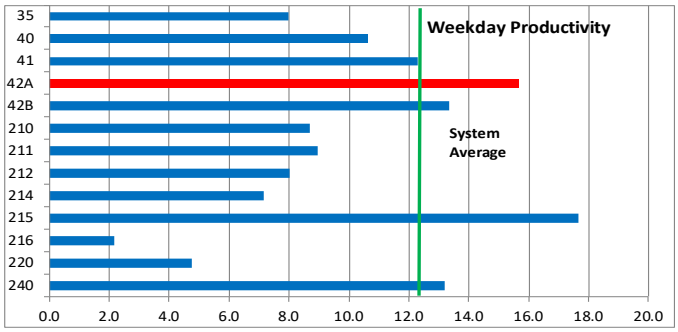
Peak load 31 on 3:30 pm trip westbound at Covell & Sycamore, Davis
Maximum daily load 209 westbound at W. Capitol & Poplar, West Sacramento
Running time analysis Needs more time in the morning and midday periods on weekdays

Route 42A positives The spine of the Yolobus route network
High ridership and productivity, especially on weekdays
Highest loads in West Sacramento, Davis, and at the airport

Route 42A negatives Running time issues causing late buses on weekday afternoons
A few out-of-direction movements and segments with low boardings
Less than ideal layover location in downtown Sacramento plus operating policies result in need to transfer to ride through downtown

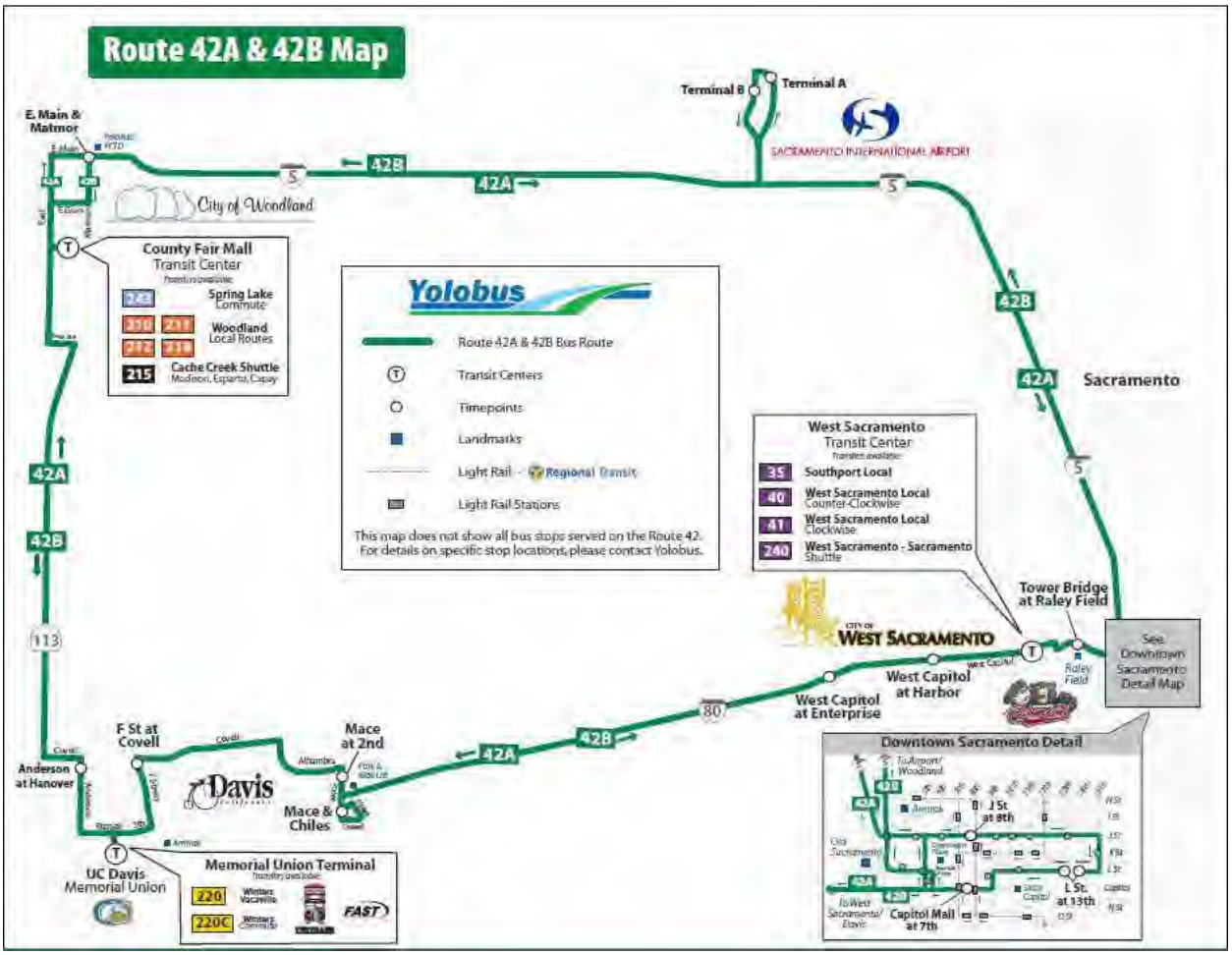






Route 42B Intercity Loop Clockwise with Airport Service

Routes 42A and 42B are the core routes in the Yolobus network, accounting for one-third of all weekday ridership and over 40 percent of weekend ridership. Route 42B operates counter-clockwise (Davis-West Sacramento-Sacramento -Airport-Woodland-Davis); Route 42A operates in the opposite direction over the same route seven days a week.

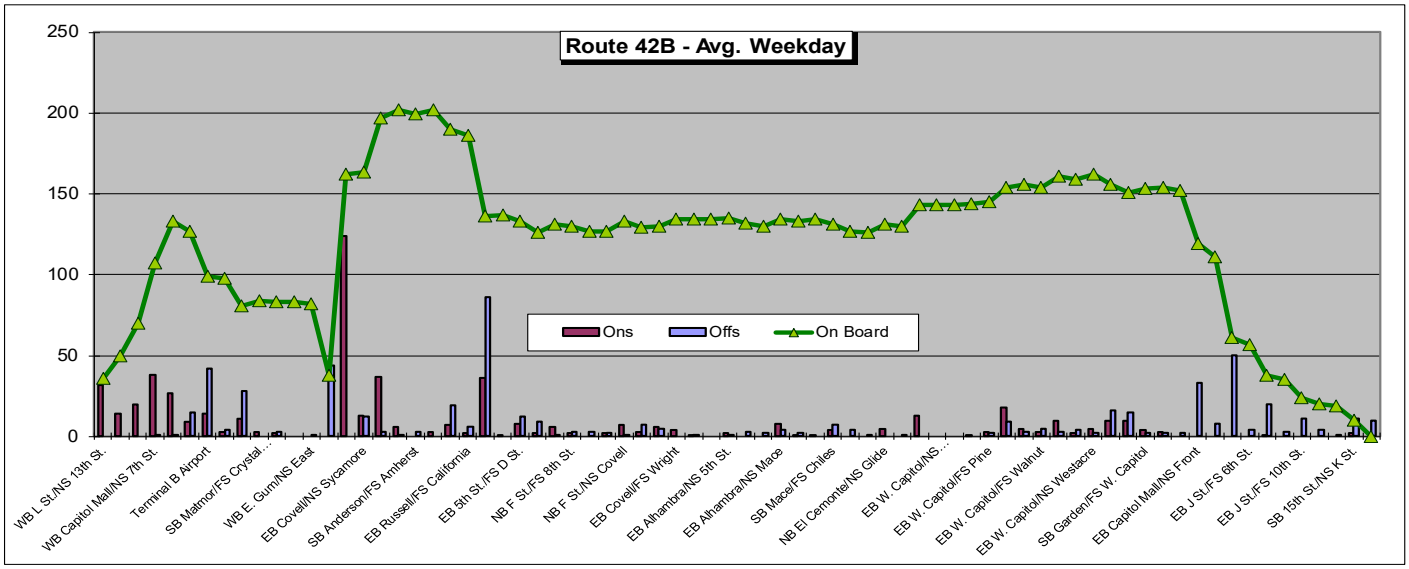


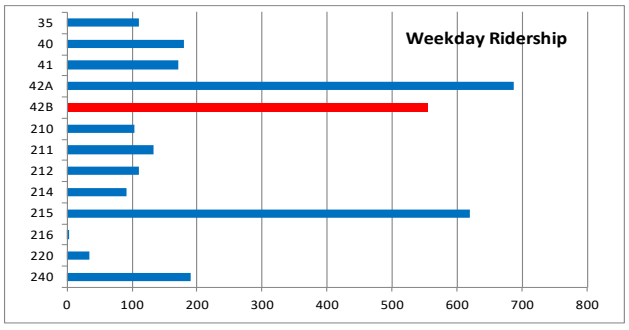
Major destinations: County Fair Mall Transit Center in Woodland, UC Davis Memorial Union, West Sacramento Transit Center, and downtown Sacramento.

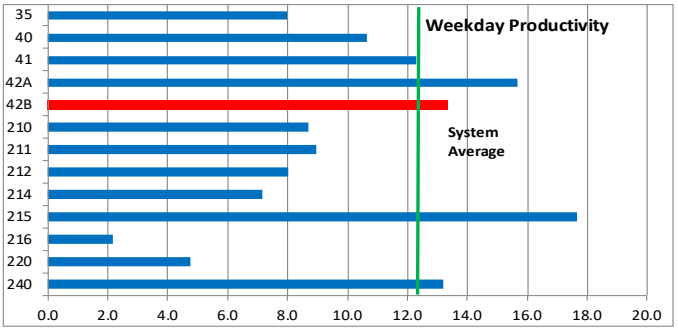
Headway	60 minutes weekdays and weekends
Service span	5:51 am to 11:01 pm weekdays 6:05 am to 11:01 pm weekends
Ridership	554 weekdays (3rd of 13 routes) 469 Saturday (2nd of 9 routes) 278 Sunday (2nd of 8 routes)
Major stops	County Fair Mall Transit Center, UC Davis Memorial Union, 5th & L northbound, Terminal B Airport, Capitol Mall & 7th westbound, Anderson & Hanover southbound, Capitol Mall & Front eastbound, L & 13th westbound, Matmor & Main southbound, L & 4th westbound

Productivity	13.9 boardings per revenue hour weekdays (12.9 per vehicle hour), 3rd of 13 routes 12.3 boardings per revenue hour Saturday (10.8), 3rd of 9 routes 7.3 boardings per revenue hour Sunday (6.6), 2nd of 8 routes
Peak load	19 on 6:05 am trip eastbound at Gateway & Garden 19 on 7:05 am trip southbound at Anderson & Hanover
Maximum daily load	202 southbound at Anderson & Villanova and Anderson & Sunset
Running time analysis	Needs more time in peak periods and possibly evenings on weekdays

Route 42B positives	The spine of the Yolobus route network High ridership and productivity, especially on weekdays Highest loads in Davis
Route 42B negatives	Running time issues causing late buses on weekday afternoons A few out-of-direction movements and segments with low boardings Less than ideal layover location in downtown Sacramento plus operating policies result in need to transfer to ride through downtown







Route 210 West Woodland Local

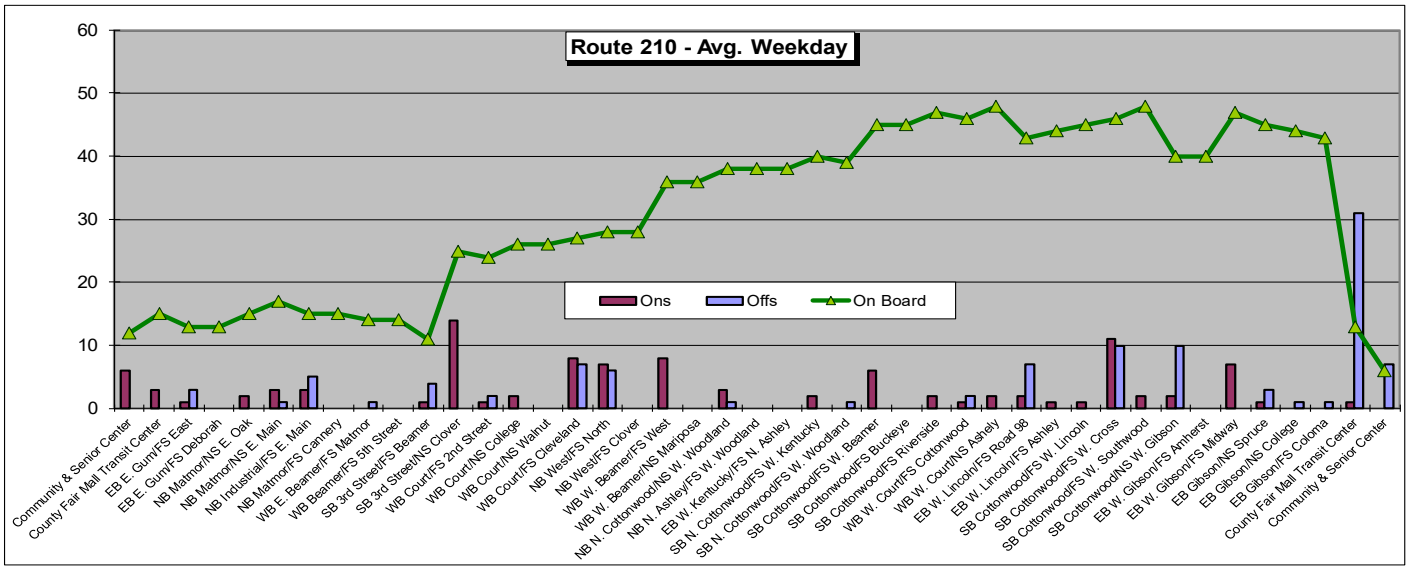
Route 210 is one of the four local routes in Woodland. Routes 210 and 211 loop in opposite directions through the western portion of the City. Route 210 is the counterclockwise loop that operates on weekdays only. The purpose of this route is to provide circulation throughout the western portion of Woodland.

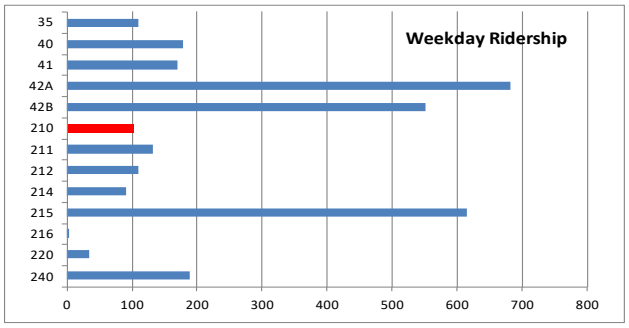
Major destinations: County Fair Mall, Woodland High School, Community and Senior Center, City Hall, YCTD offices.

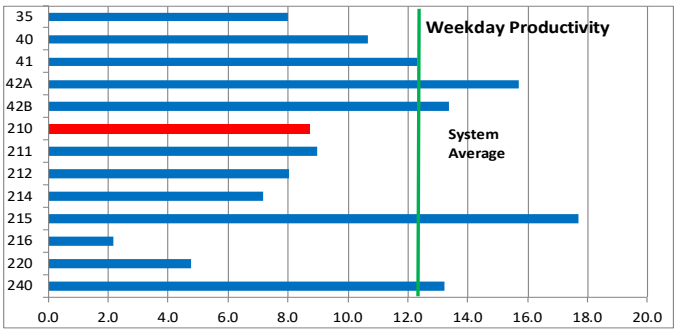
Headway	60 minutes weekdays
Service span	7:00 am to 6:50 pm weekdays
Ridership	103 weekdays (10th of 13 routes)
Major stops	County Fair Mall Transit Center
Productivity	8.7 boardings per revenue hour weekdays (8.6 per vehicle hour), 8th of 13 routes

Peak load	8 on 8:00 am trip southbound at Cottonwood & W. Lincoln
Maximum daily load	48 westbound at Court & Ashley and southbound at Cottonwood & W. Southwood
Running time analysis	May need more running time in morning and afternoon periods

Route 210 positives	Serves transit dependent areas in Woodland
Route 210 negatives	Low ridership and productivity Circuitous routing limits usefulness


Route 210 - Avg. Weekday
Ons
Offs
On Board
60
50
40
30
20
10
0
Community & Senior Center
County Fair Mall Transit Center
EB E. Gum/FS East
EB E. Gum/FS Deborah
NB Matmor/NS E. Oak
NB Matmor/NS E. Main
NB Industrial/FS E. Main
NB Matmor/FS Cannery
WB E. Beamer/FS Matmor
WB Beamer/FS 5th Street
SB 3rd Street/FS Beamer
SB 3rd Street/NS Clover
WB Court/FS 2nd Street
WB Court/NS College
WB Court/NS Walnut
WB Court/FS Cleveland
NB West/FS North
NB West/FS Clover
WB W. Beamer/FS West
WB W. Beamer/NS Mariposa
NB N. Cottonwood/NS W. Woodland
NB N. Ashley/FS W. Woodland
EB W. Kentucky/FS N. Ashley
SB N. Cottonwood/FS W. Kentucky
SB N. Cottonwood/FS W. Woodland
SB Cottonwood/FS W. Beamer
SB Cottonwood/FS Buckeye
SB Cottonwood/FS Riverside
WB W. Court/FS Cottonwood
WB W. Court/NS Ashley
EB W. Lincoln/FS Road 98
EB W. Lincoln/FS Ashley
SB Cottonwood/FS W. Lincoln
SB Cottonwood/FS W. Cross
SB Cottonwood/FS W. Southwood
SB Cottonwood/NS W. Gibson
EB W. Gibson/FS Amherst
EB W. Gibson/FS Midway
EB Gibson/NS Spruce
EB Gibson/NS College
EB Gibson/FS Coloma
County Fair Mall Transit Center
Community & Senior Center


Weekday Ridership
35
40
41
42A
42B
210
211
212
214
215
216
220
240
0
100
200
300
400
500
600
700
800


Weekday Productivity
System Average
35
40
41
42A
42B
210
211
212
214
215
216
220
240
0.0
2.0
4.0
6.0
8.0
10.0
12.0
14.0
16.0
18.0
20.0

Route 211 West Woodland Local

Route 210 is one of the four local routes in Woodland. Routes 210 and 211 loop in opposite directions through the western portion of the City. Route 211 is the -clockwise loop that operates seven days a week. The purpose of this route is to provide circulation throughout the western portion of Woodland.

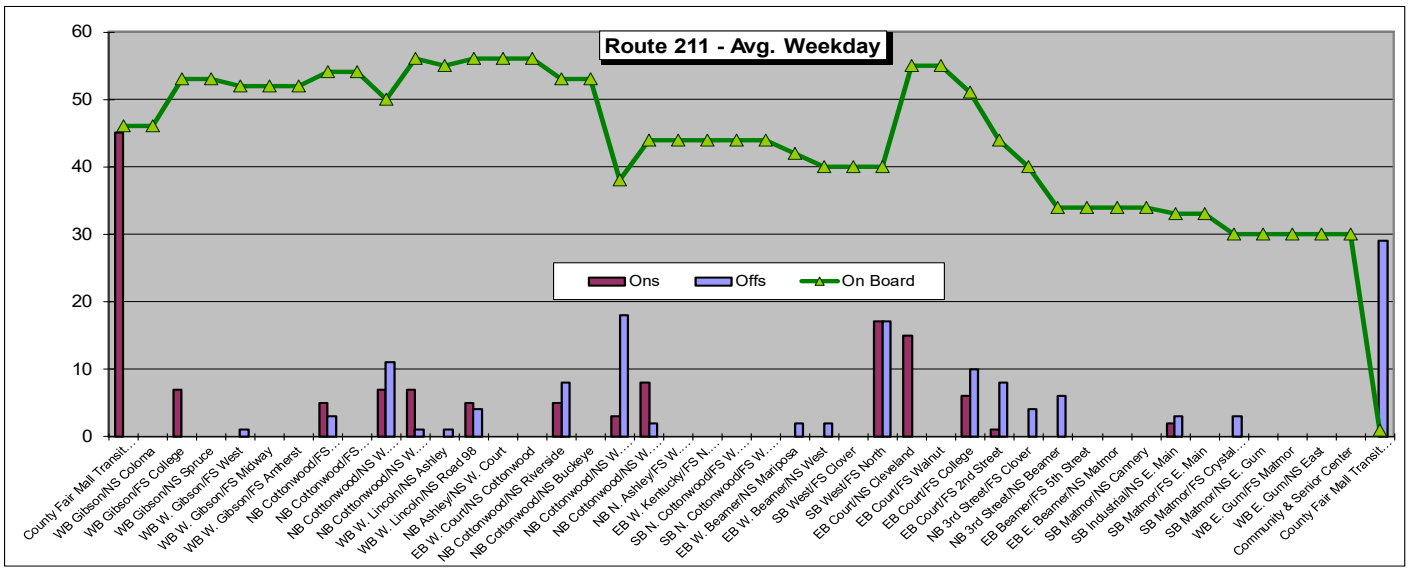
Major destinations: County Fair Mall, Woodland High School, Community and Senior Center, City Hall, YCTD offices.

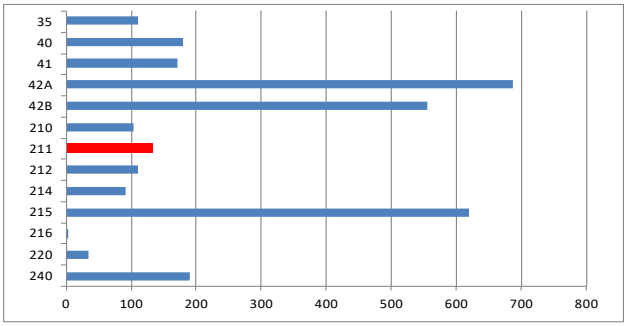
Headway	60 minutes weekdays and weekends
Service span	6:00 am to 8:50 pm weekdays
	8:00 am to 7:50 pm Saturday
	8:00 am to 6:50 pm Sunday
Ridership	133 weekdays (7th of 13 routes)
	101 Saturday (5th of 9 routes)
	46 Sunday (6th of 8 routes)
Major stops	County Fair Mall Transit Center
Productivity	9.0 boardings per revenue hour weekdays (8.9 per vehicle hour), 7th of 13 routes
	8.5 boardings per revenue hour Saturday (8.4), 5th of 9 routes
	4.2 boardings per revenue hour Sunday (4.2), 7th of 8 routes

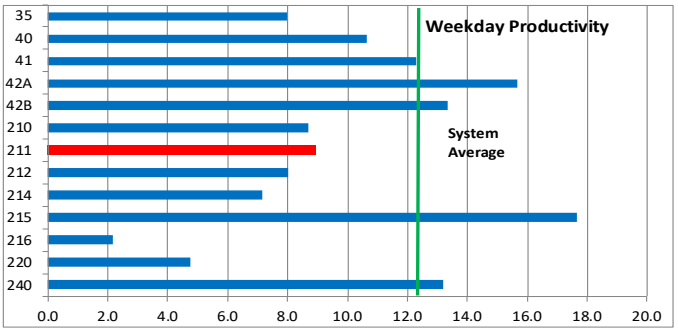
Peak load	11 on Saturday 9:00 am trip eastbound at Court & Cleveland
Maximum daily load	56 northbound at Cottonwood & W. Lincoln and westbound at W. Lincoln & Road 98
Running time analysis	May need more running time on Saturday

Route 211 positives Serves transit dependent areas in Woodland
Highest ridership of any Woodland local route

Route 211 negatives Low productivity
Circuitous routing limits usefulness







Route 212 East Woodland Local

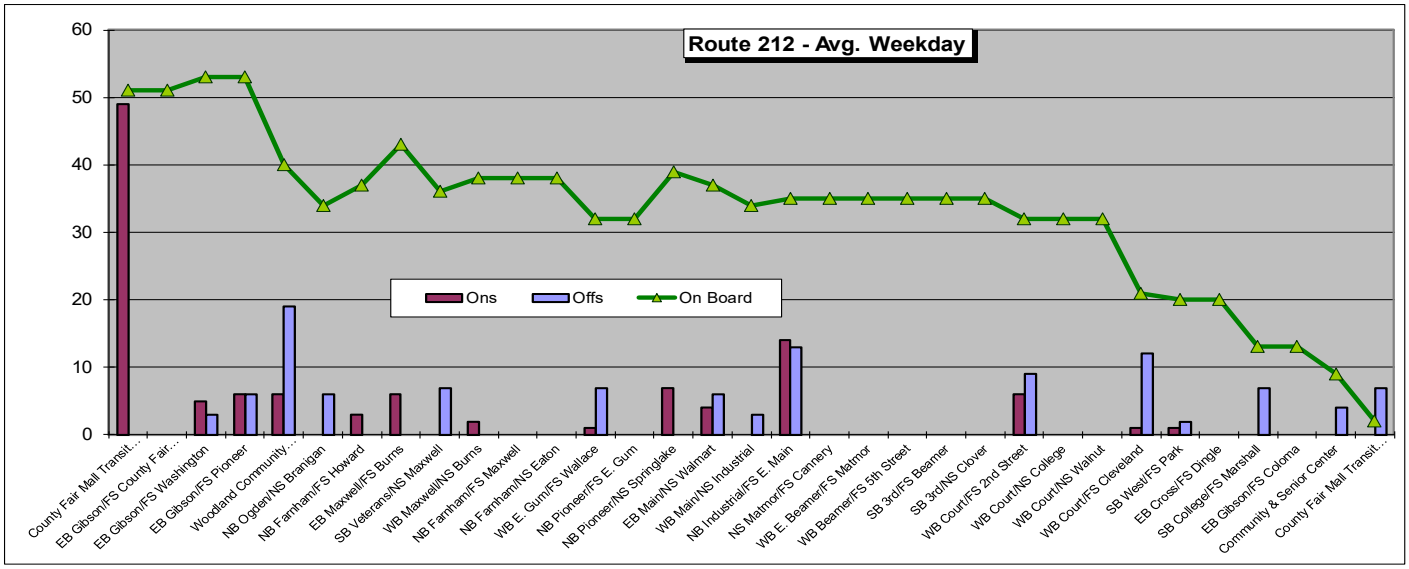
Route 212 is one of the four local routes in Woodland. Routes 212 and 214 loop in opposite directions through the eastern portion of the City. Route 212 is the counterclockwise loop that operates seven days a week. The purpose of this route is to provide circulation throughout the eastern portion of Woodland.

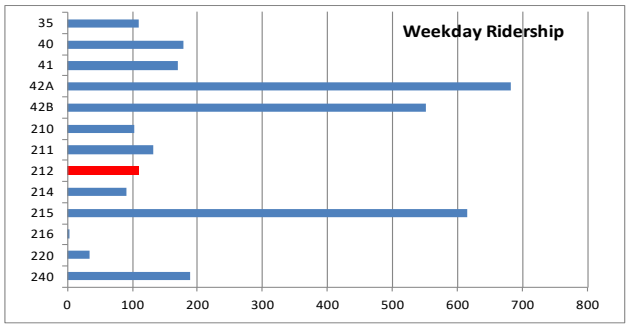
Major destinations: County Fair Mall, Woodland Community College, Woodland Gateway, Wal-Mart, Pioneer High School, Douglass Middle School, Lee Middle School, City Hall, YCTD offices, Community and Senior Center.

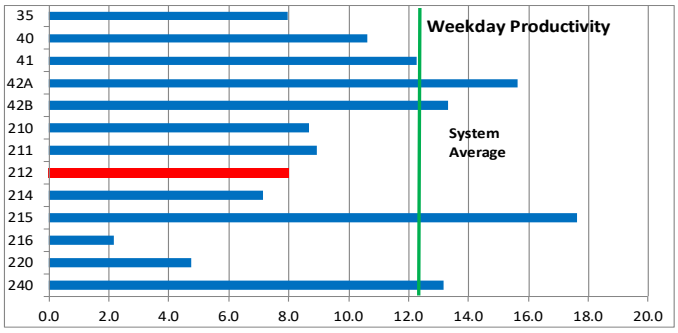
Headway	60 minutes weekdays
Service span	7:00 am to 8:50 pm weekdays
	8:00 am to 7:50 pm Saturday
	8:00 am to 6:50 pm Sunday
Ridership	111 weekdays (8th of 13 routes)
	47 Saturday (8th of 9 routes)
	46 Sunday (6th of 8 routes)
Major stops	County Fair Mall Transit Center
Productivity	8.0 boardings per revenue hour weekdays (7.9 per vehicle hour), 9th of 13 routes
	4.0 boardings per revenue hour Saturday (3.9), 8th of 9 routes
	4.3 boardings per revenue hour Sunday (4.2), 6th of 8 routes

Peak load	12 on 7:00 am trip westbound at Court & 2nd
Maximum daily load	53 eastbound at Gibson & Washington and at Gibson & Pioneer
Running time analysis	Needs more running time on weekday mornings

Route 212 positives Serves multiple schools in Woodland and Woodland Community College
Route 212 negatives Low ridership and productivity
Circuitous routing limits usefulness







Route 214 East Woodland Local

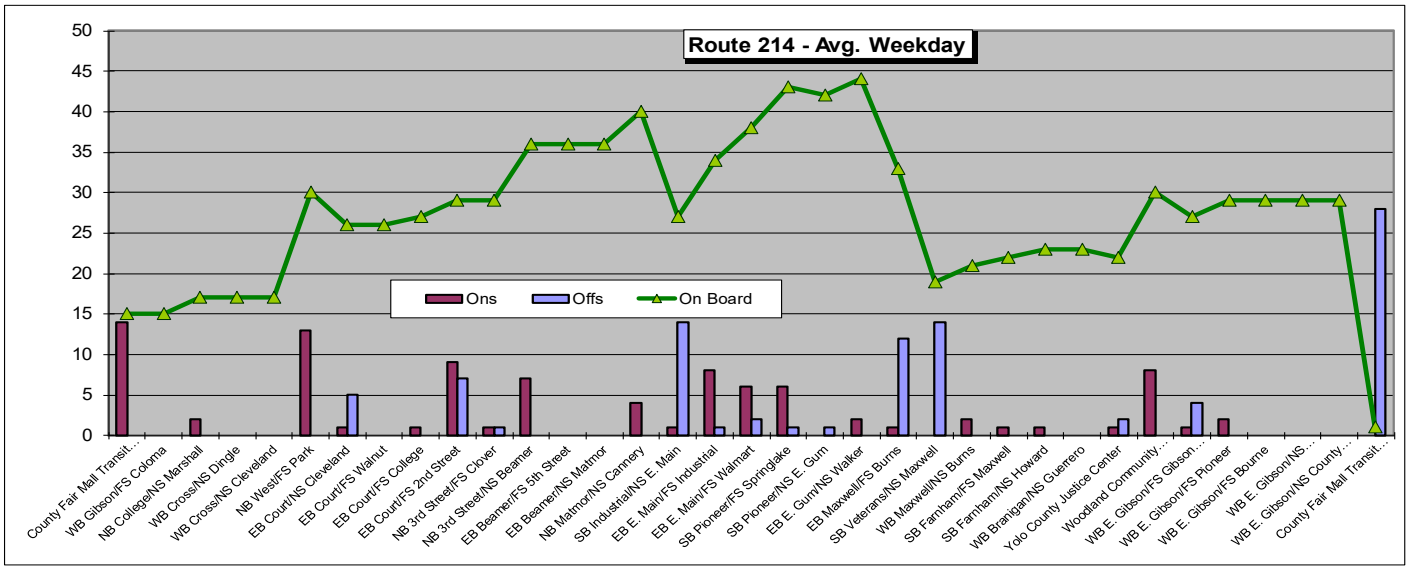
Route 214 is one of the four local routes in Woodland. Routes 212 and 214 loop in opposite directions through the eastern portion of the City. Route 214 is the clockwise loop that operates only during weekdays. The purpose of this route is to provide circulation throughout the eastern portion of Woodland.

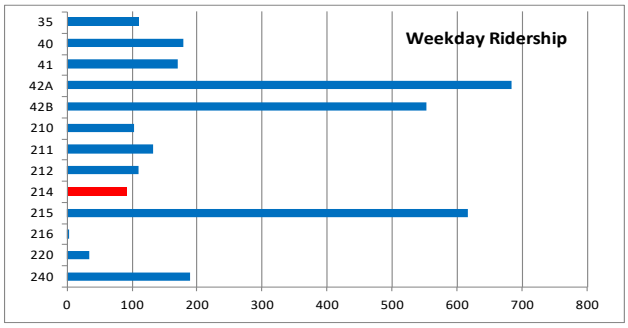
Major destinations: County Fair Mall, Woodland Community College, Woodland Gateway, Wal-Mart, Pioneer High School, Douglass Middle School, Lee Middle School, City Hall, YCTD offices, Community and Senior Center, Yolo County Justice Center

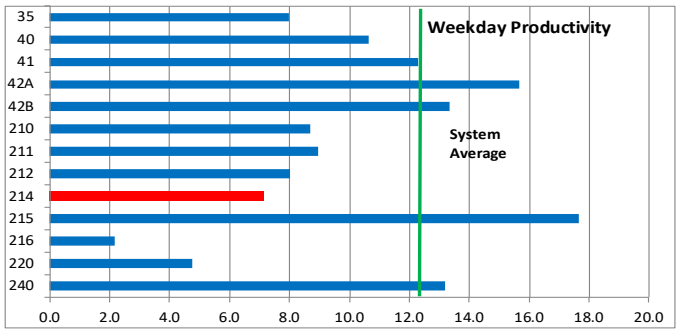
Headway	60 minutes weekdays
Service span	6:00 am to 6:45 pm weekdays
Ridership	92 weekdays (11th of 13 routes)
Major stops	County Fair Mall Transit Center
Productivity	7.2 boardings per revenue hour weekdays (7.1 per revenue hour), 11th/10th of 13 routes)

Peak load	6 on 11:54 am and 1:54 pm trips southbound at Pioneer & Springlake
Maximum daily load	44 eastbound at E. Gum & Walker
Running time analysis	May need more running time in morning and afternoon peak periods

Route 214 positives	Serves transit dependent areas in Woodland
	Only route to serve Yolo County Justice Center directly
Route 214 negatives	Low ridership and productivity
	Circuitous routing limits usefulness

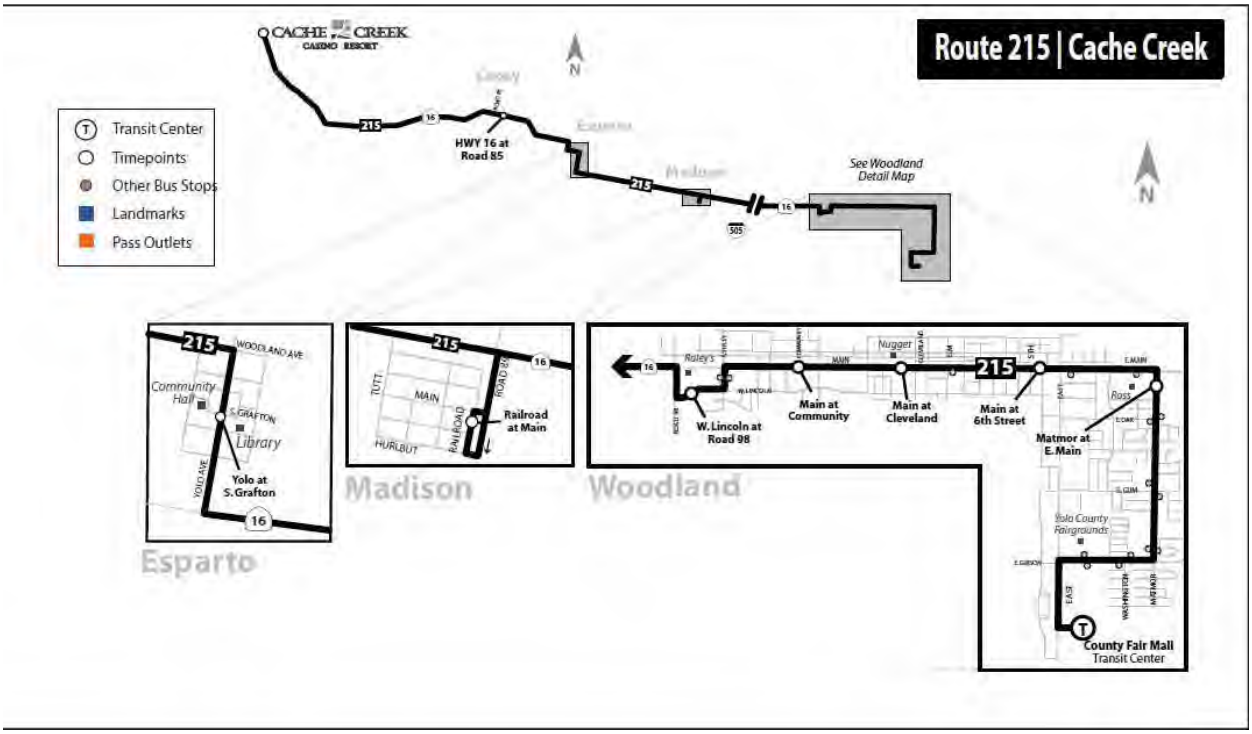

Route 214 - Avg. Weekday
Ons
Offs
On Board
50
45
40
35
30
25
20
15
10
5
0
County Fair Mall Transit...
WB Gibson/FS Coloma
NB College/NS Marshall
WB Cross/NS Dingle
WB Cross/NS Cleveland
NB West/FS Park
EB Court/NS Cleveland
EB Court/FS Walnut
EB Court/FS College
EB Court/FS 2nd Street
NB 3rd Street/FS Clover
NB 3rd Street/NS Beamer
EB Beamer/FS 5th Street
EB Beamer/NS Matmor
NB Matmor/NS Cannery
SB Industrial/NS E. Main
EB E. Main/FS Industrial
EB E. Main/FS Walmart
SB Pioneer/FS Springlake
SB Pioneer/NS E. Gum
EB E. Gum/NS Walker
EB Maxwell/FS Burns
SB Veterans/NS Maxwell
WB Maxwell/NS Burns
SB Farnham/FS Maxwell
SB Farnham/NS Howard
WB Branigan/NS Guerrero
Yolo County Justice Center
Woodland Community...
WB E. Gibson/FS Gibson...
WB E. Gibson/FS Pioneer
WB E. Gibson/FS Bourne
WB E. Gibson/NS...
WB E. Gibson/NS County...
County Fair Mall Transit...


Weekday Ridership
35
40
41
42A
42B
210
211
212
214
215
216
220
240
0
100
200
300
400
500
600
700
800


Weekday Productivity
System Average
35
40
41
42A
42B
210
211
212
214
215
216
220
240
0.0
2.0
4.0
6.0
8.0
10.0
12.0
14.0
16.0
18.0
20.0

Route 215 Cache Creek Casino/Woodland

Route 215 operates between the County Fair Mall Transit Center in Woodland and Cache Creek Casino, also serving the towns of Madison, Esparto, and Capay. This route travels via East-Gibson-Matmor-Main in Woodland and via Hwy 16 west of Woodland. Route 215 operates seven days a week. The purpose of this route is to serve Cache Creek Casino, especially its employees.

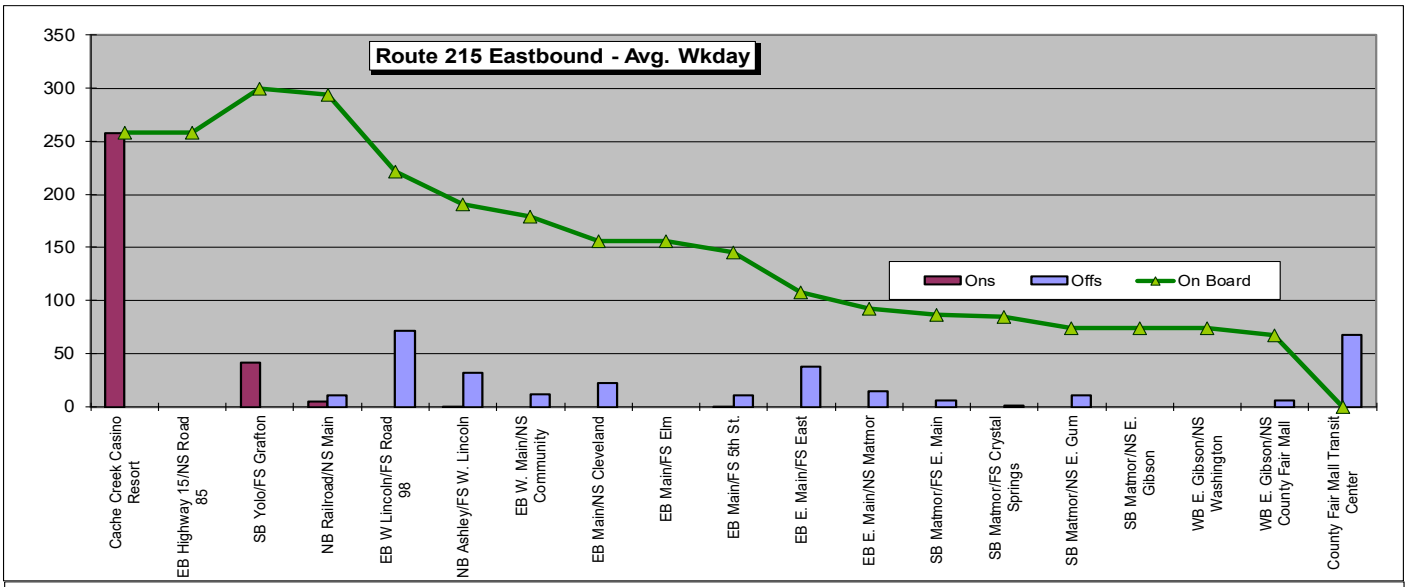


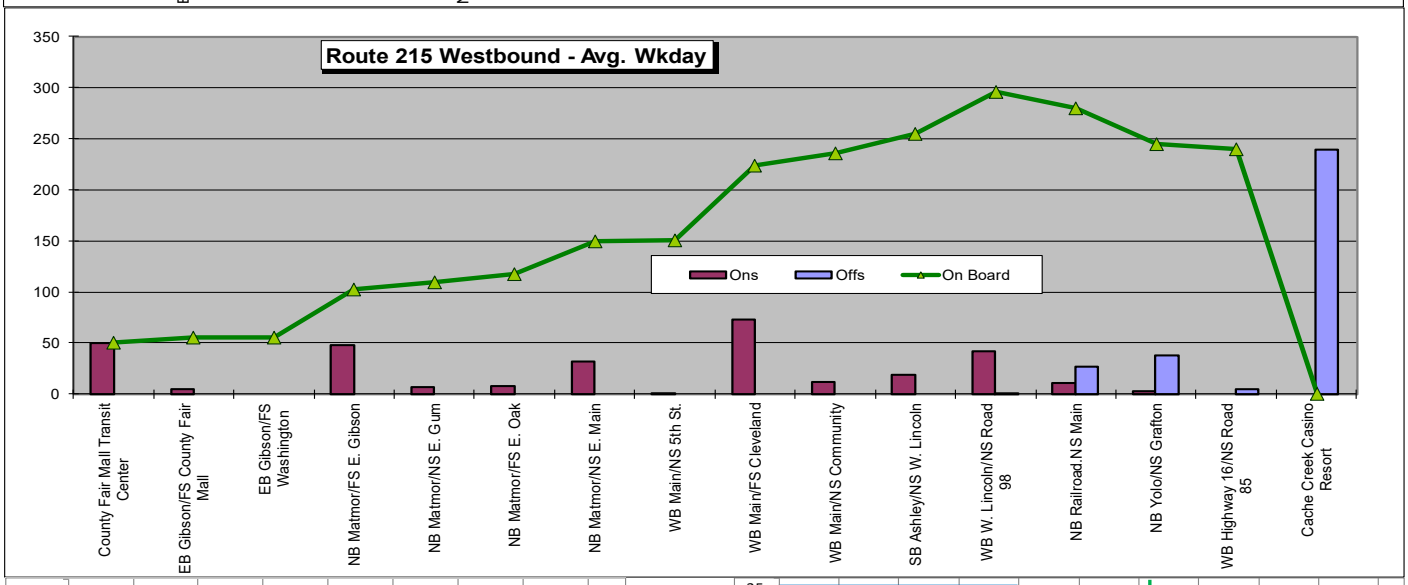
Major destinations: Cache Creek Casino, County Fair Mall

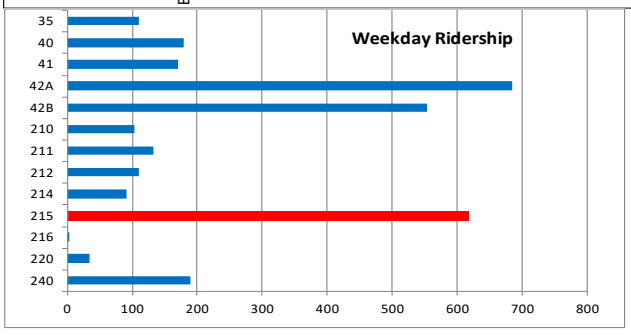
Headway	60 minutes weekdays and weekends; 8-10 minutes at peak commute times
Service span	4:55 am to 10:55 am; 12:55 pm to 7:03 pm; 8:55 pm to 1:55 am seven days a week
Ridership	618 weekdays (2nd of 13 routes) 728 Saturday (1st of 9 routes) 464 Sunday (1st of 8 routes)
Major stops	Cache Creek Casino, Main & Cleveland westbound, Lincoln & County Road 98 in both directions, County Fair Mall Transit Center, Matmor & E. Gibson northbound, Yolo & Grafton in Esparto in both directions, Railroad & Main in Madison westbound
Productivity	17.6 boardings per revenue hour weekdays (16.2 per vehicle hour), 1st of 13 routes 20.8 boardings per revenue hour Saturday (19.0), 1st of 9 routes 13.2 boardings per revenue hour Sunday (12.2), 1st of 8 routes)

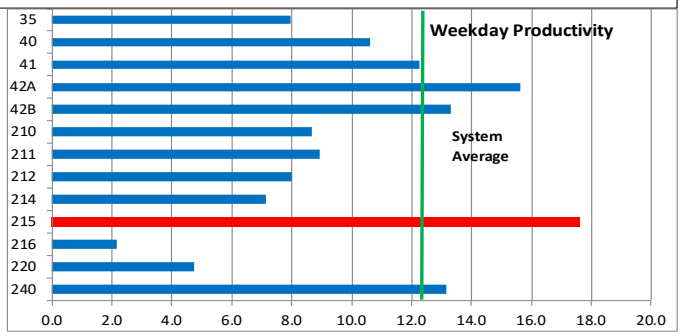
Peak load	39 on 5:45 am trip westbound at Railroad & Main in Madison
Maximum daily load	300 eastbound at Yolo & Gratton, Esparto 296 westbound at W. Lincoln & Road 98
Running time analysis	May need more running time eastbound in morning and afternoon peak periods; roadwork was being done during the ridecheck

Route 215 positives Highest ridership and productivity on all days of the week
Route 215 negatives May need to revisit running time after roadwork is completed.



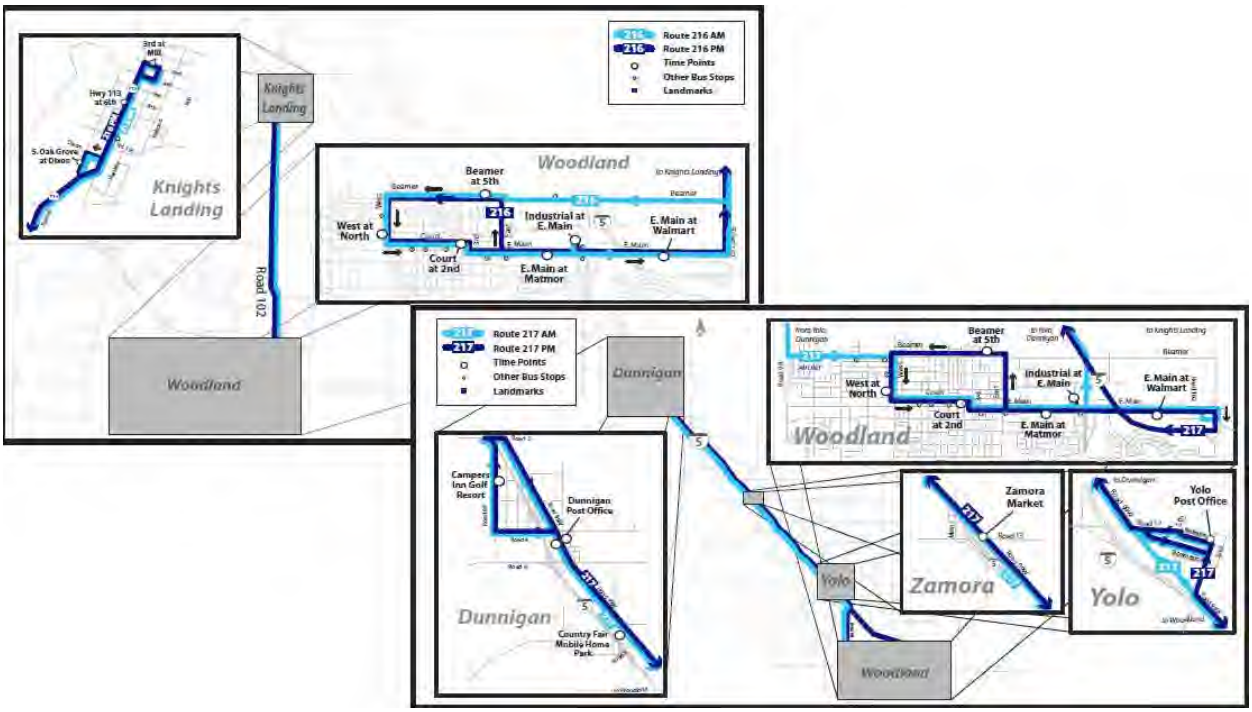






Route 216 Knights Landing/ Woodland
Route 217 Dunnigan/Yolo/Woodland

Both routes operate one round trip in the morning and one round trip in the evening on selected days of the week only. Route 216 provides service between Knights Landing and Woodland on Monday, Wednesday, and Friday only, and on the second Saturday of each month. Route 217 provides service between Dunnigan, Zamora, Yolo and Woodland on Tuesday and Thursday only. The purpose of these routes is to provide some level of transit service to rural locations in Yolo County.



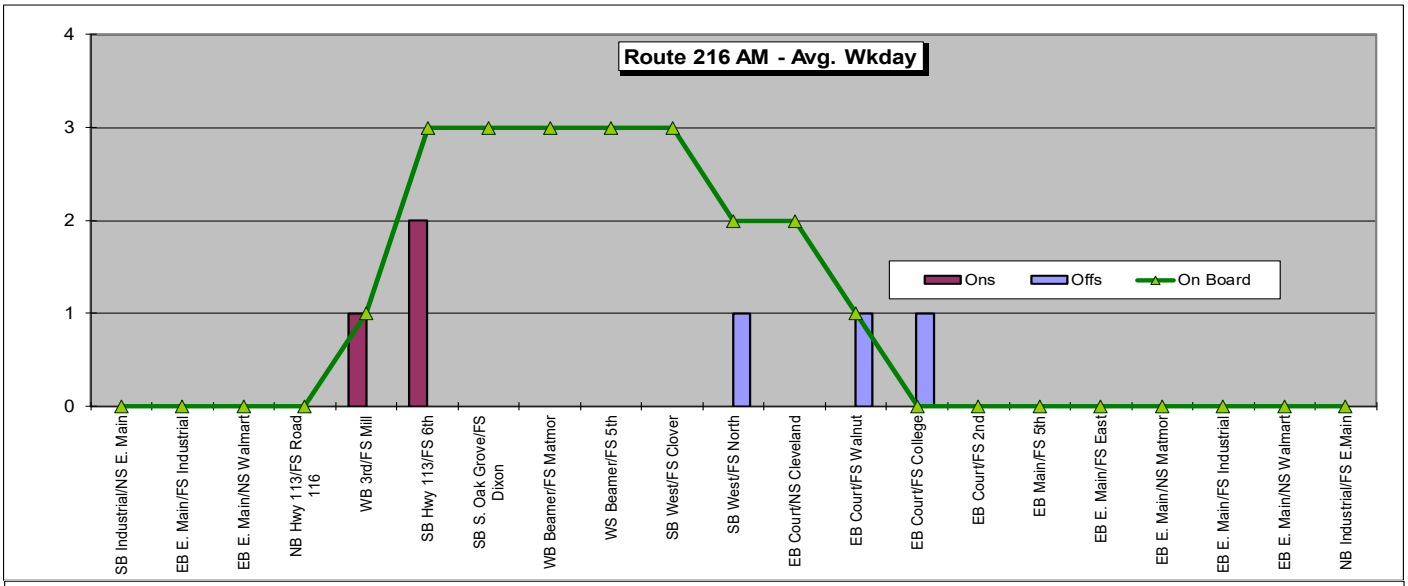
Major destinations: These routes are not focused on major destinations. Instead, they provide at least a minimal level of service in rural communities north of Woodland.

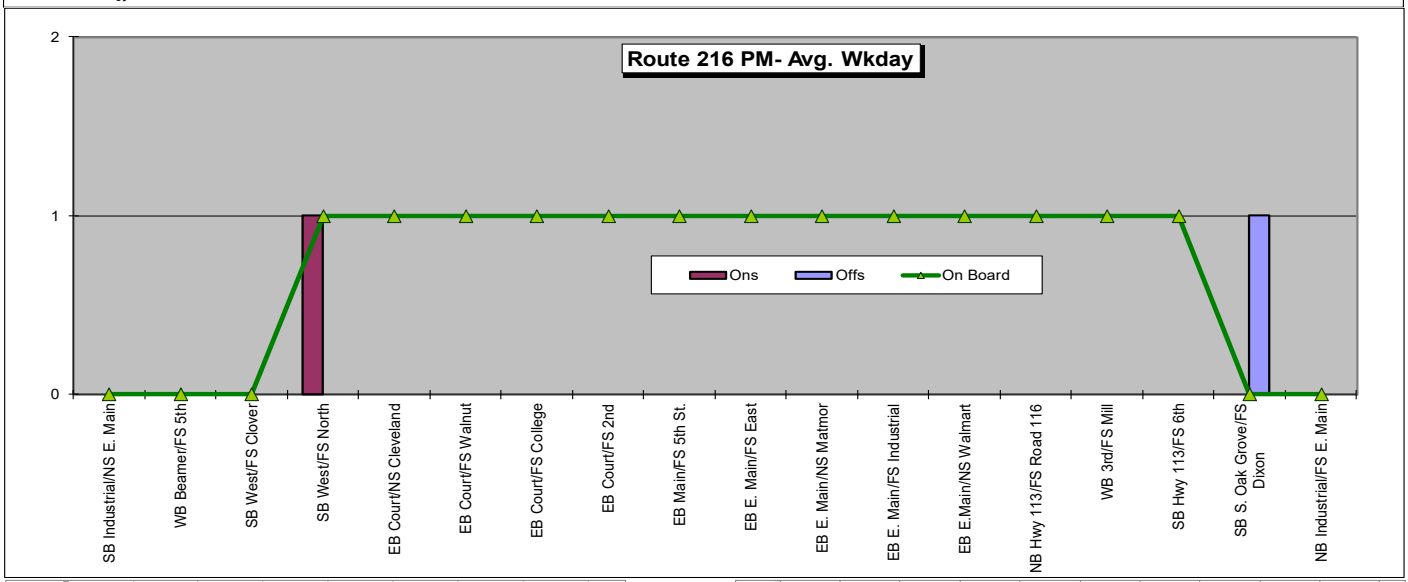
Trips	216: one morning and one afternoon trip on Monday, Wednesday, and Friday plus additional service on the second Saturday of each month 217: one morning and one afternoon trip on Tuesday and Thursday
Service span	216: 9:22 to 10:13 am; 2:27 to 3:27 pm Monday, Wednesday, and Friday 217: 8:50 to 10:19 am; 2:15 to 4:00 pm Tuesday and Thursday
Ridership	7 weekdays, 4 on Route 216, 3 on Route 217 (13th of 13 routes)
Major stops	No stops with 25 boardings or alightings
Productivity	1.4 boardings per revenue hour and per vehicle hour weekdays, 2.2 on Route 216, 0.9 on Route 217 (13th of 13 routes)

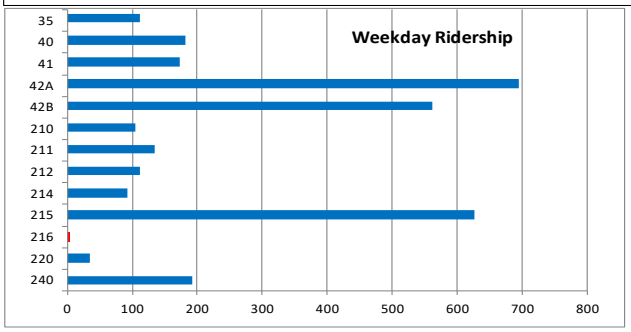
Peak load	216: 3 on 9:22 am trip southbound at Hwy 113 & 6th in Knights Landing; no ridecheck on 217
Maximum daily load	3 southbound at Hwy 113 & 6th in Knights Landing
Running time analysis	216 may need more running time on morning trip, but there was a detour in effect during the ridecheck; no ridecheck on 217.

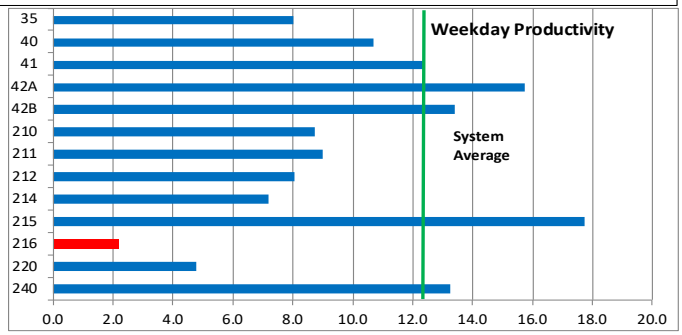
Route 216/217 positives Provides a minimal level of service to rural communities

Route 216/217 negatives Can never be expected to have any significant ridership due to the low density of the areas these routes serve



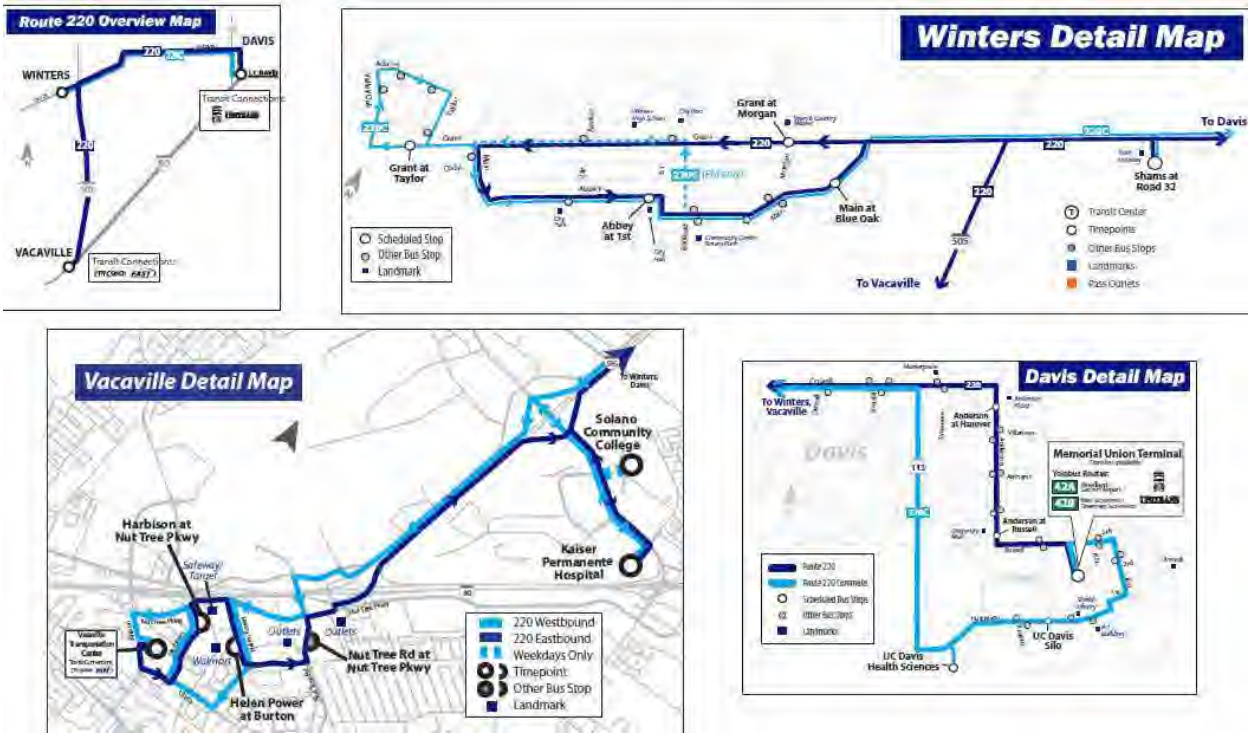






Route 220 Davis/Winters/Vacaville

Route 220 operates three round trips throughout the day connecting Winters, Davis, and Vacaville. Route 220 is shown in dark blue on the map. All Yolobus routes serving Davis provide transfers with Unitrans, the local bus service in Davis. Route 220 also offers transfers to City Coach and FAST (Fairfield and Suisun Transit) buses in Vacaville. The purpose of this route is to provide all-day connections among the cities it serves.



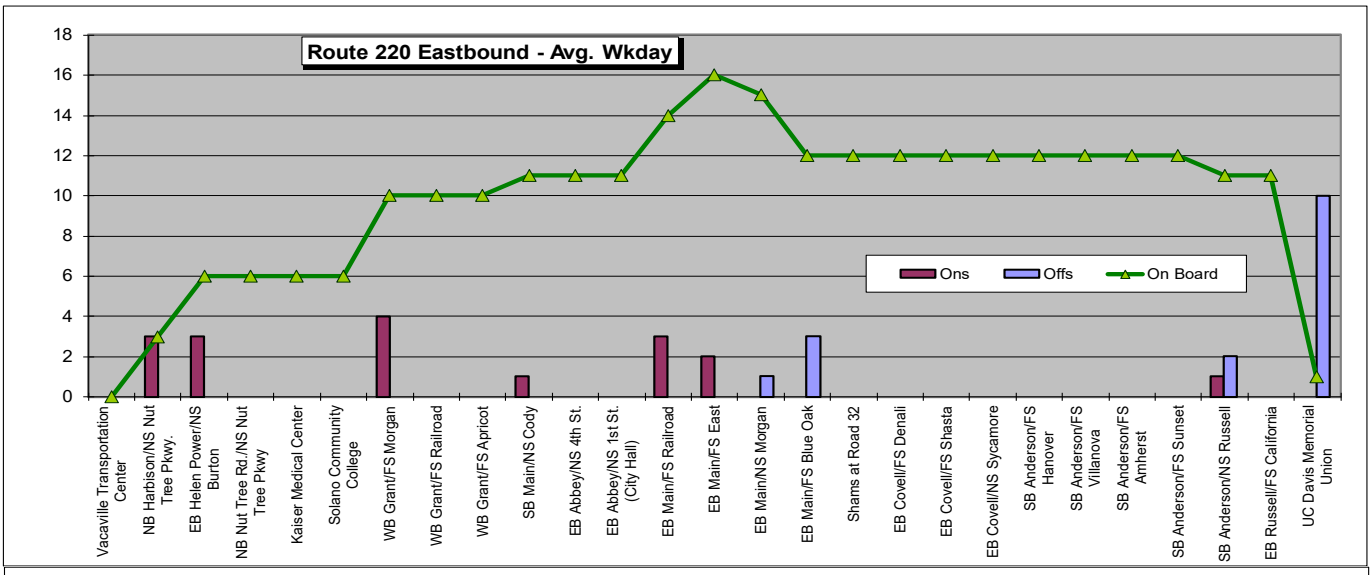
Major destinations: UC Davis, downtown Winters, Yolo Housing at Shams & Road 32, Vacaville Transportation Center, Vacaville Premium Outlets, Solano Community College, and Kaiser Permanente Hospital.

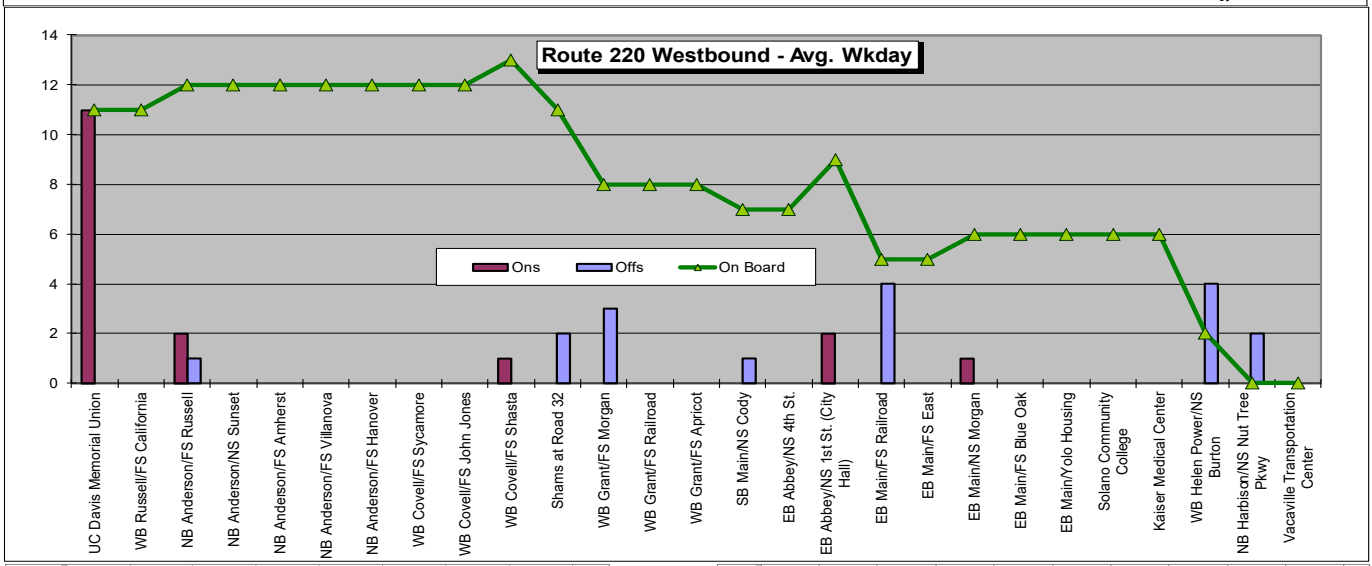
Trips	One morning, one midday, and one afternoon trip in each direction
Service span	7:51 am to 1:02 pm and 2:32 to 5:02 pm weekdays 7:51 am to 1:17 pm and 2:32 to 5:02 pm Saturday
Ridership	34 weekdays (12th of 13 routes) 53 Saturday (7th of 9 routes)
Major stops	No stop with 25 boardings or alightings
Productivity	4.4 boardings per revenue hour weekdays (4.1 per vehicle hour), 12th of 13 routes 6.7 boardings per revenue hour Saturday (5.3), 7th of 9 routes

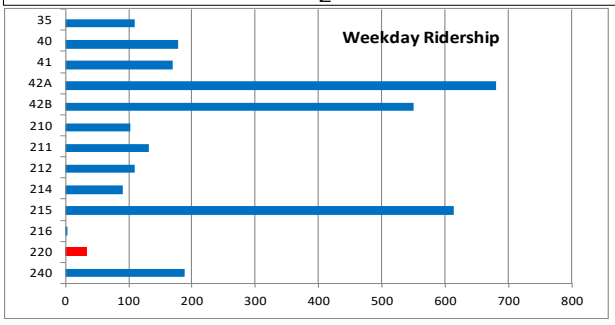
Peak load	7 on 9:07 am trip eastbound at Main & East in Winters (no ridecheck on Saturday)
Maximum daily load	16 eastbound at Main & East in Winters
Running time analysis	216 may need more running time westbound on weekdays; no ridecheck on Saturday.

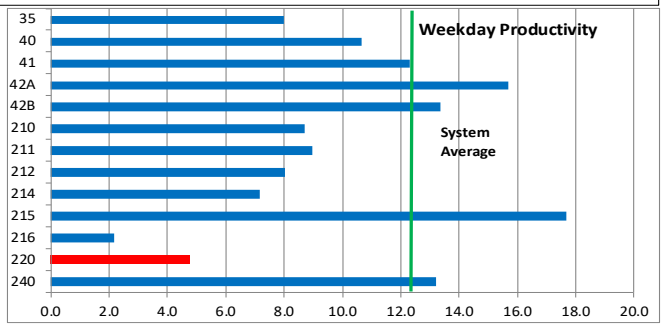
Route 220 positives Only Yolobus connection to Vacaville
Provides service (albeit infrequent) throughout the day in Winters
Ridership is stronger on Saturday, possibly due to outlet mall

Route 220 negatives Low ridership and productivity
Route deviates to serve Solano Community College and Kaiser Permanente Hospital in Vacaville, but no ridership observed at either location



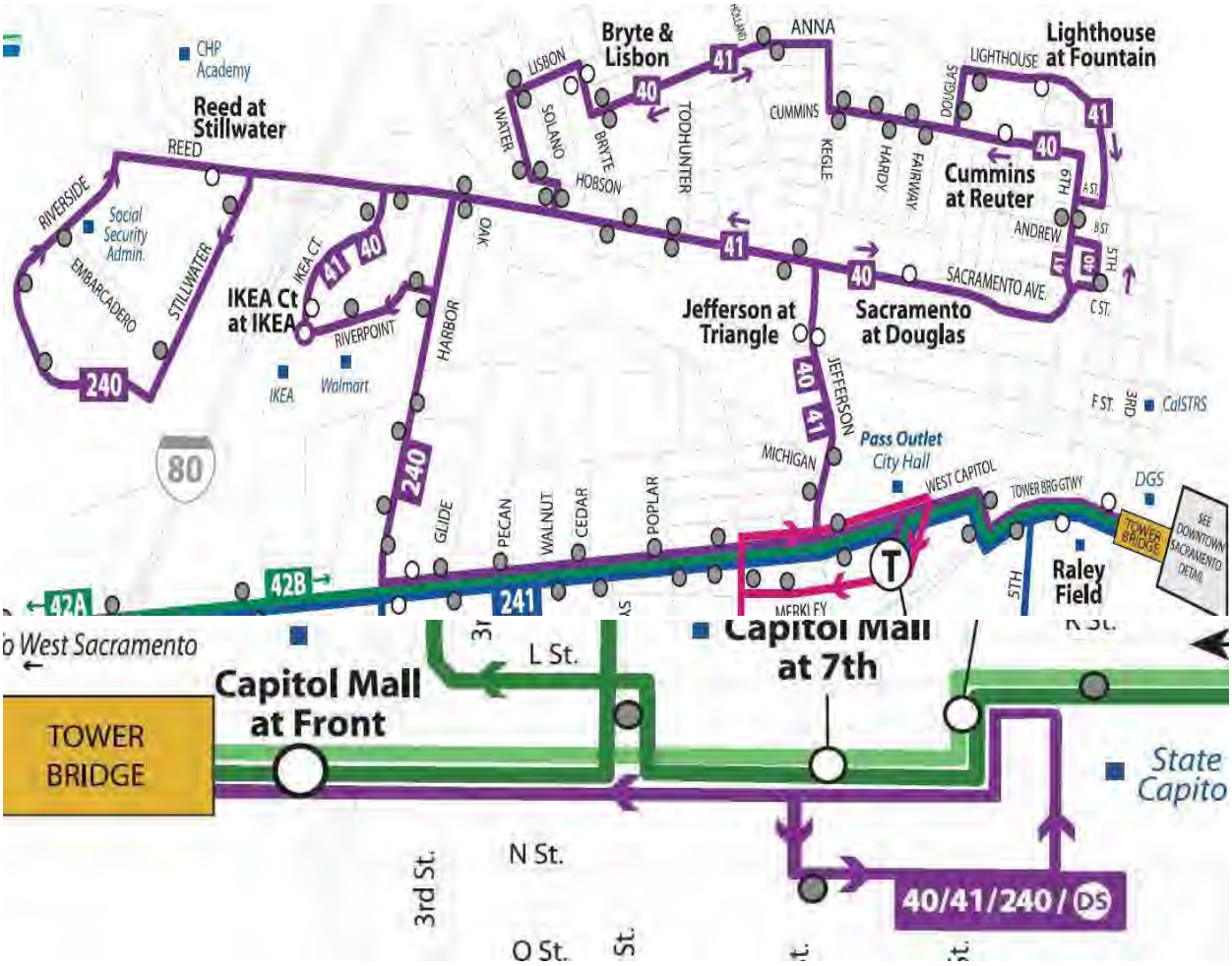






Route 240 West Sacramento/Sacramento Shuttle

Route 240 connects downtown Sacramento with the Reed Avenue/I-80 area in West Sacramento via the West Sacramento Transit Center. Route 240 is the most direct connection between the Transit Center and Riverpoint Marketplace, then travels west to circulate through an industrial area and serve the Social Security Administrative office. Route 240 also supplements 42A/42B service along West Capitol east of Harbor. The purpose of this route is to serve commercial and industrial areas of West Sacramento while providing a connection to downtown Sacramento.



Major destinations: Ikea and Wal-Mart at the Riverpoint Marketplace, downtown West Sacramento, West Sacramento Transit Center, Raley Field, the Social Security Administration, and the Capitol Mall corridor in downtown Sacramento.

Headway	60 minutes weekdays and weekends
Service span	5:30 am to 7:50 pm weekdays
	7:10 am to 7:00 pm Saturday
	8:10 am to 6:00 pm Sunday
Ridership	189 weekdays (4th of 13 routes)
	168 Saturday (4th of 9 routes)
	60 Sunday (4th of 8 routes)
Major stops	West Sacramento Transit Center, N & 7th eastbound, Capitol Mall & 7th westbound

Productivity 13.2 boardings per revenue hour weekdays (11.0 per vehicle hour), 4th of 13 routes
14.2 Saturday (12.3), 2nd of 9 routes
6.1 Sunday (4.6), 4th/5th of 8 routes

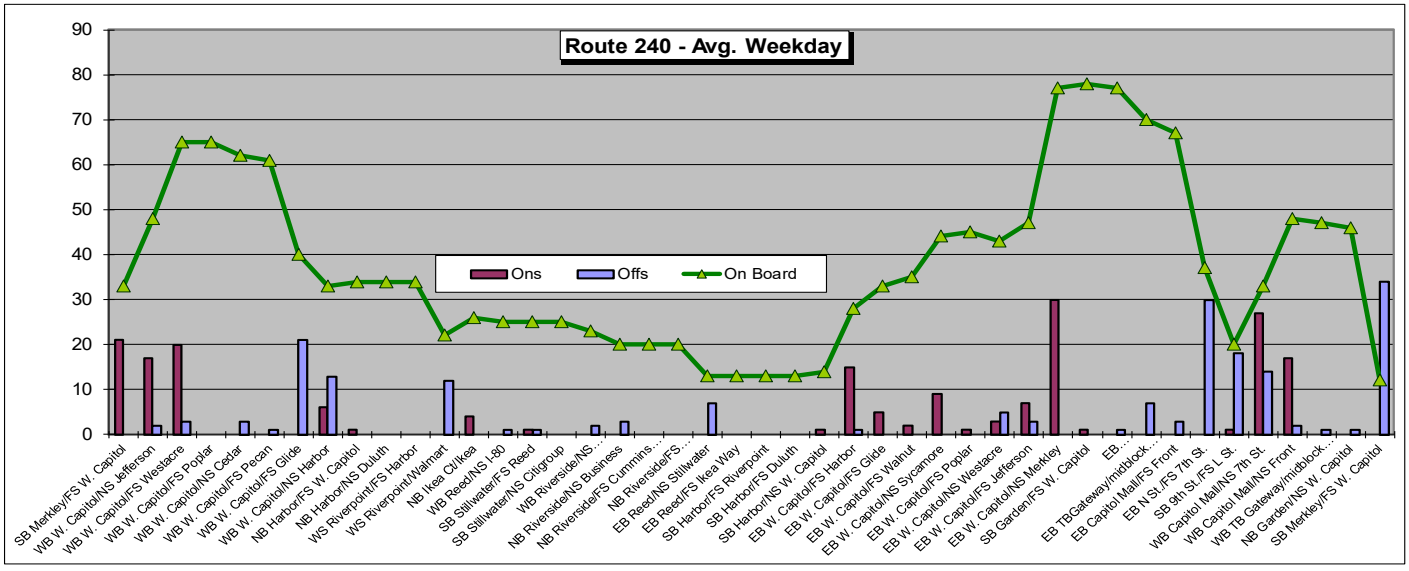
Peak load 19 on 9:10 am Saturday trip eastbound at the West Sacramento Transit Center (weekdays 12 at 3:00 pm westbound at West Capitol & Westacre)

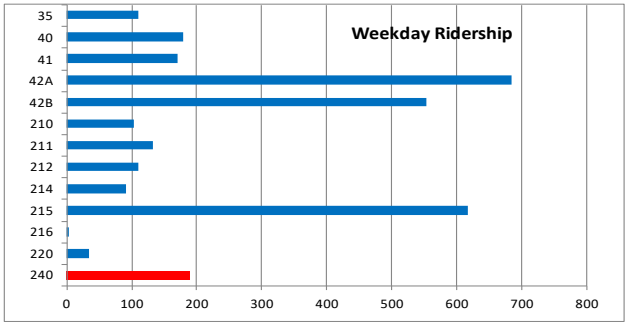
Maximum daily load 102 eastbound on Saturday at the West Sacramento Transit Center (weekdays 78 eastbound at Garden & West Capitol)

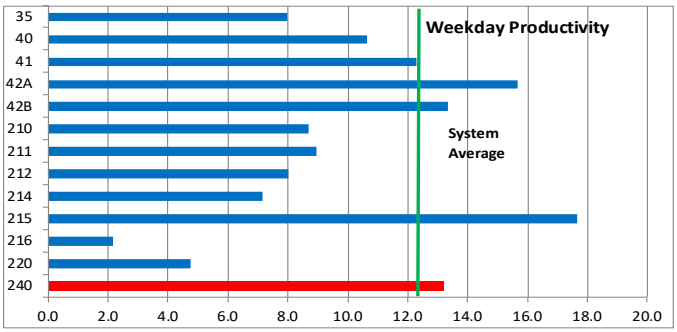
Running time analysis Needs more time on weekdays

Route 240 positives Good ridership and productivity on weekdays and Saturday
Direct connections to downtown Sacramento and major shopping locations

Route 240 negatives Low ridership through the industrial area



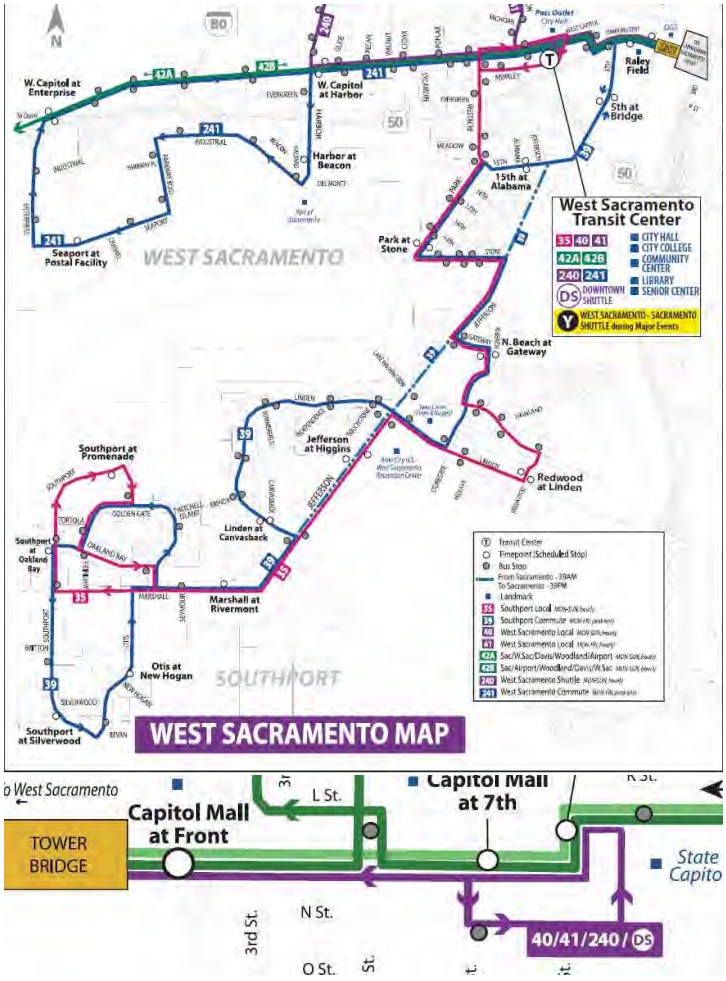




2.3.2 Commute Routes

Route 39 Southport/Sacramento Commute

Route 39 provides four morning and four afternoon trips between Southport and downtown Sacramento on weekdays only. The route's purpose is to connect West Sacramento residents with jobs in Sacramento.



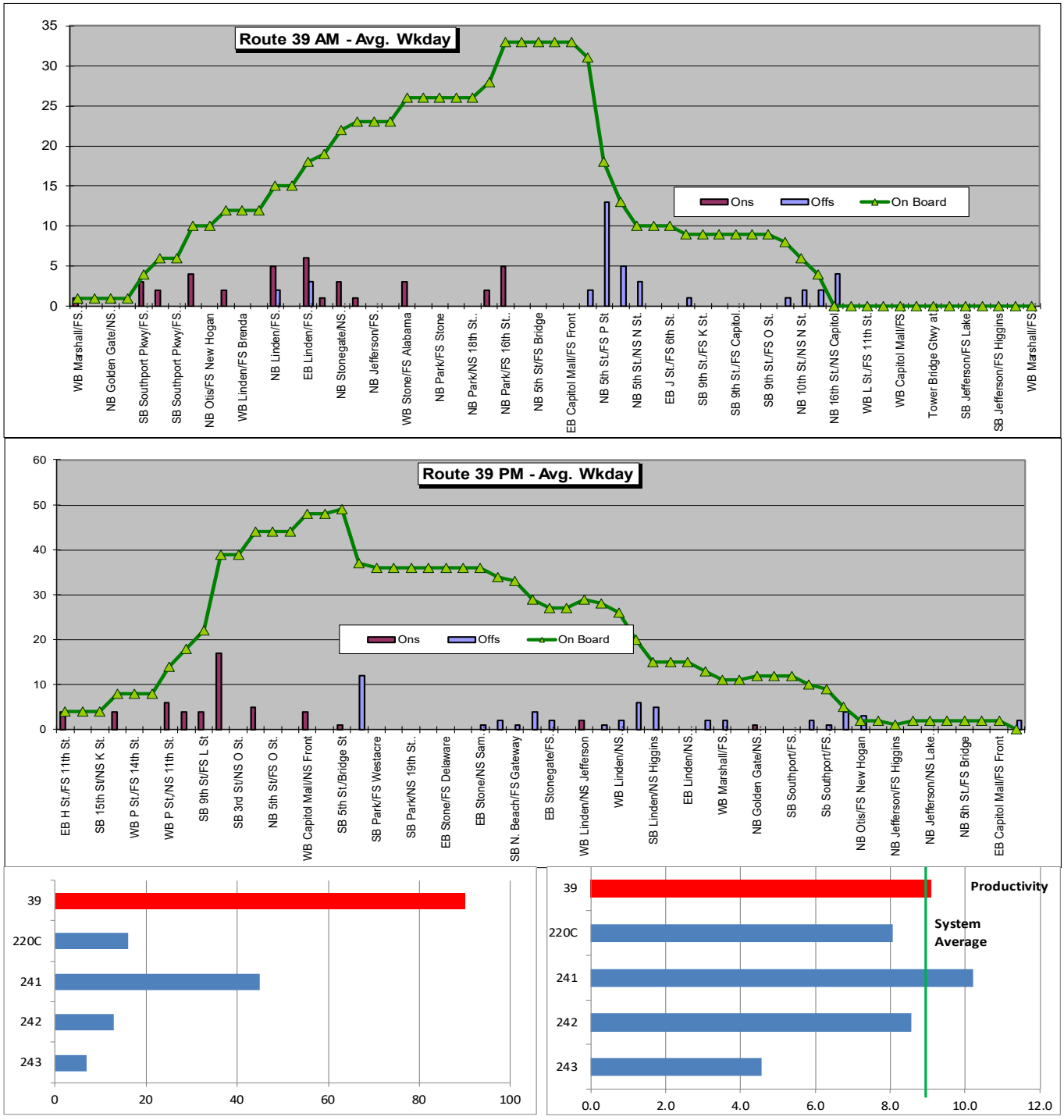
Major destinations: West Sacramento Transit Center, downtown Sacramento, Town Center, River City High School, West Sacramento Recreation Center.

Trips	4 morning, 4 afternoon
Service span	5:35 to 8:30 am; 3:35 to 6:37 pm weekdays
Ridership	90 weekdays (1st of 5 commute routes)
Busiest stop	Westbound at Capitol Mall & 7th in the afternoon
Productivity	9.1 boardings per revenue hour weekdays (6.2 per vehicle hour) 2nd/3rd of 5 commute routes)

Peak load	16 on 5:05 pm trip westbound at Capitol Mall & Front
Maximum daily load	49 southbound at 5th & Bridge in the afternoon
Running time analysis	Running time is generally adequate

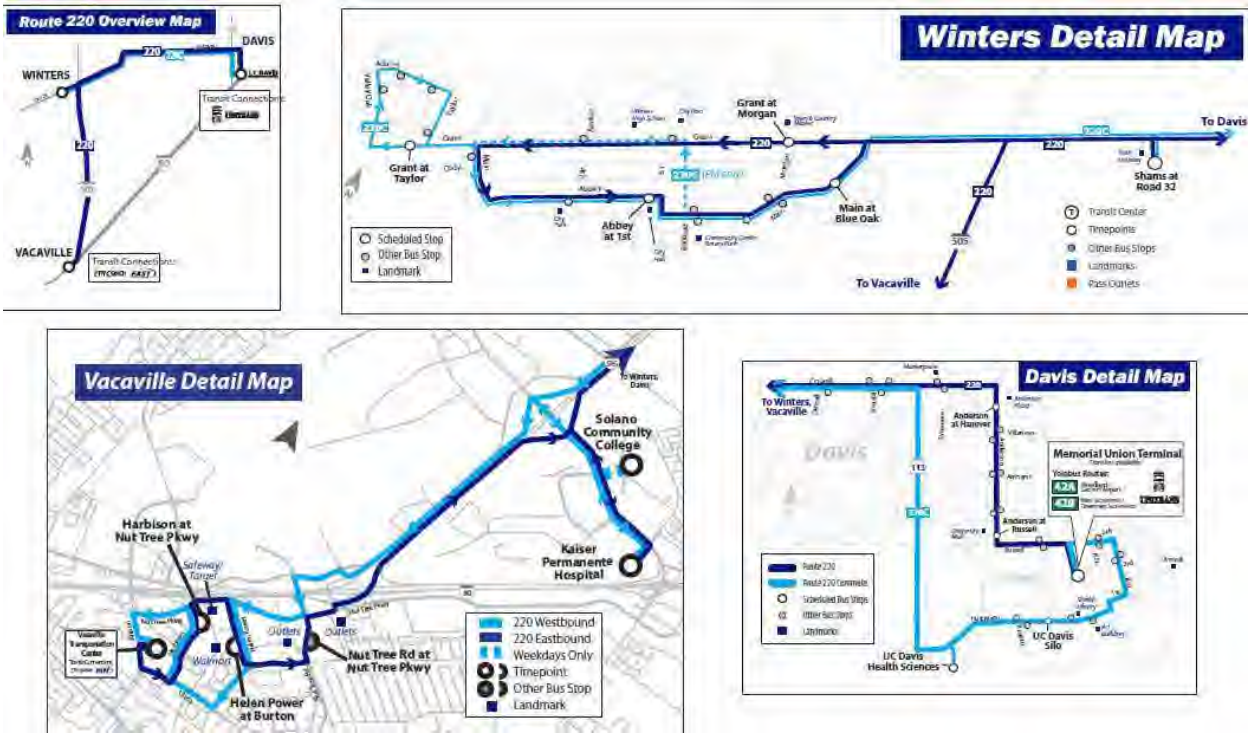
Route 39 positives
Highest ridership of any commute route
Only connection from south area of West Sacramento to downtown Sacramento
Productivity is above average for commute routes

Route 39 negatives
Circuitous routing
May not need to travel so far into downtown



Route 220C Winters/Davis Commute

Route 220C operates one morning and one afternoon trip between Winters and Davis. The route's purpose is to connect Winters residents with jobs or school in Davis. Route 220C is similar to Route 220 but it serves more of Winters and the UC Davis Silo and does not serve Vacaville.

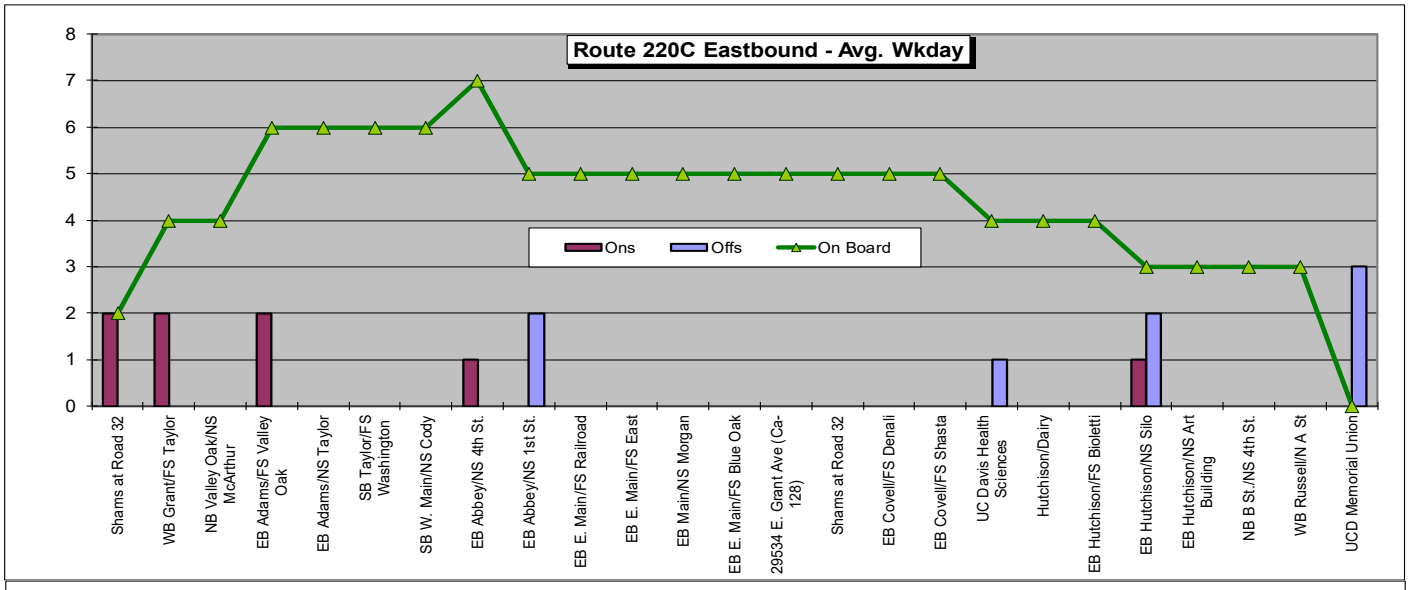


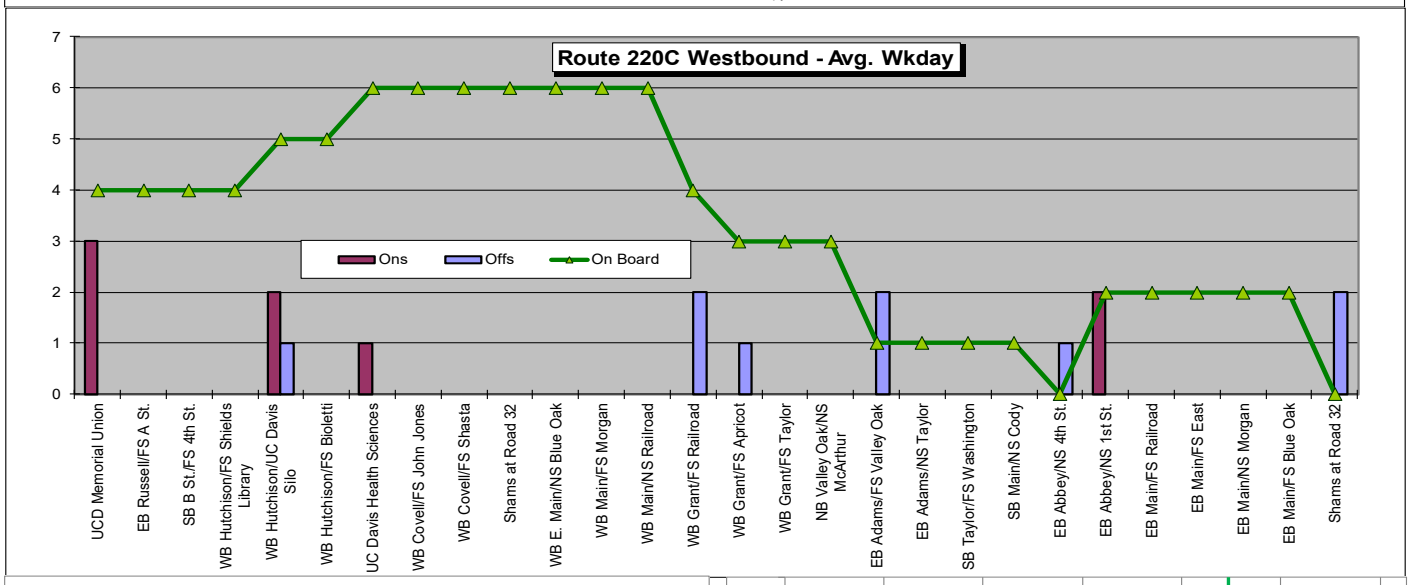
Major destinations: UC Davis, Winters, Yolo Housing at Shams & Road 32.

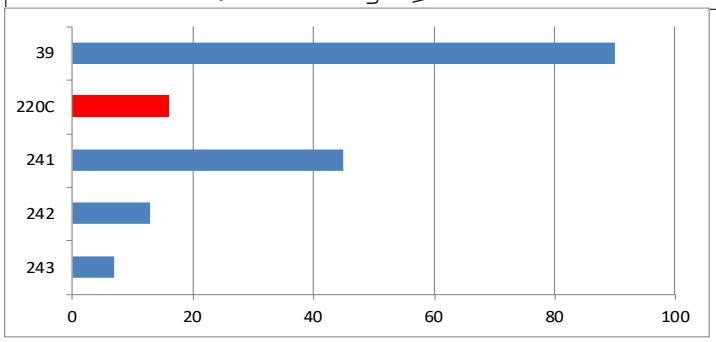
Trips	One morning trip to Davis, one afternoon trip to Winters
Service span	6:54 to 7:51 am; 5:06 to 6:08 pm weekdays 7:51 am to 1:17 pm and 2:32 to 5:02 pm Saturday
Ridership	16 weekdays (3rd of 5 commute routes)
Busiest stop	Westbound at UC Davis Memorial Union in the afternoon
Productivity	8.1 boardings per revenue hour weekdays (5.3 per vehicle hour), 4th of 5 commute routes

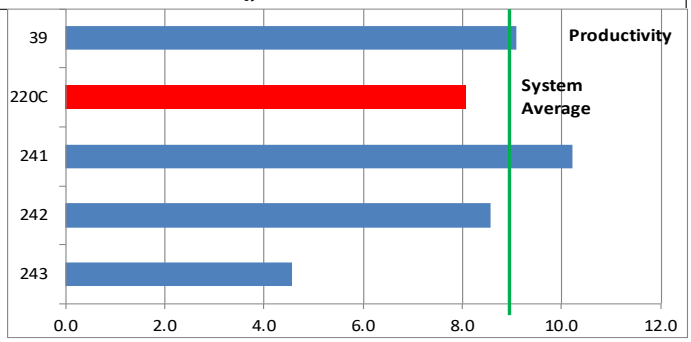
Peak load	7 eastbound at Abbey & 4th in Winters in the morning
Maximum daily load	7 eastbound at Abbey & 4th in Winters in the morning
Running time analysis	Afternoon running time is good; morning trip not checked

Route 220C positives Supports Route 220 service in peak period in peak direction
Route 220 negatives Low ridership and productivity
Only one trip in each time period


Route 220C Eastbound - Avg. Wkday
Ons
Offs
On Board
Shams at Road 32
WB Grant/FS Taylor
NB Valley Oak/NS McArthur
EB Adams/FS Valley Oak
EB Adams/NS Taylor
SB Taylor/FS Washington
SB W. Main/NS Cody
EB Abbey/NS 4th St.
EB Abbey/NS 1st St.
EB E. Main/FS Railroad
EB E. Main/FS East
EB Main/NS Morgan
EB E. Main/FS Blue Oak
29534 E. Grant Ave (Ca-128)
Shams at Road 32
EB Covell/FS Denali
EB Covell/FS Shasta
UC Davis Health Sciences
Hutchison/Dairy
EB Hutchison/FS Bioletti
EB Hutchison/NS Silo
EB Hutchison/NS Art Building
NB B St./NS 4th St.
WB Russell/N A St
UCD Memorial Union


Route 220C Westbound - Avg. Wkday
Ons
Offs
On Board
UCD Memorial Union
EB Russell/FS A St.
SB B St./FS 4th St.
WB Hutchison/FS Shields Library
WB Hutchison/UC Davis Silo
WB Hutchison/FS Bioletti
UC Davis Health Sciences
WB Covell/FS John Jones
WB Covell/FS Shasta
Shams at Road 32
WB E. Main/NS Blue Oak
WB Main/FS Morgan
WB Main/NS Railroad
WB Grant/FS Railroad
WB Grant/FS Apricot
WB Grant/FS Taylor
NB Valley Oak/NS McArthur
EB Adams/FS Valley Oak
EB Adams/NS Taylor
SB Taylor/FS Washington
SB Main/NS Cody
EB Abbey/NS 4th St.
EB Abbey/NS 1st St.
EB Main/FS Railroad
EB Main/FS East
EB Main/NS Morgan
EB Main/FS Blue Oak
Sharms at Road 32


39
220C
241
242
243


Productivity
System Average
39
220C
241
242
243

Route 241 West Sacramento/Sacramento Commute

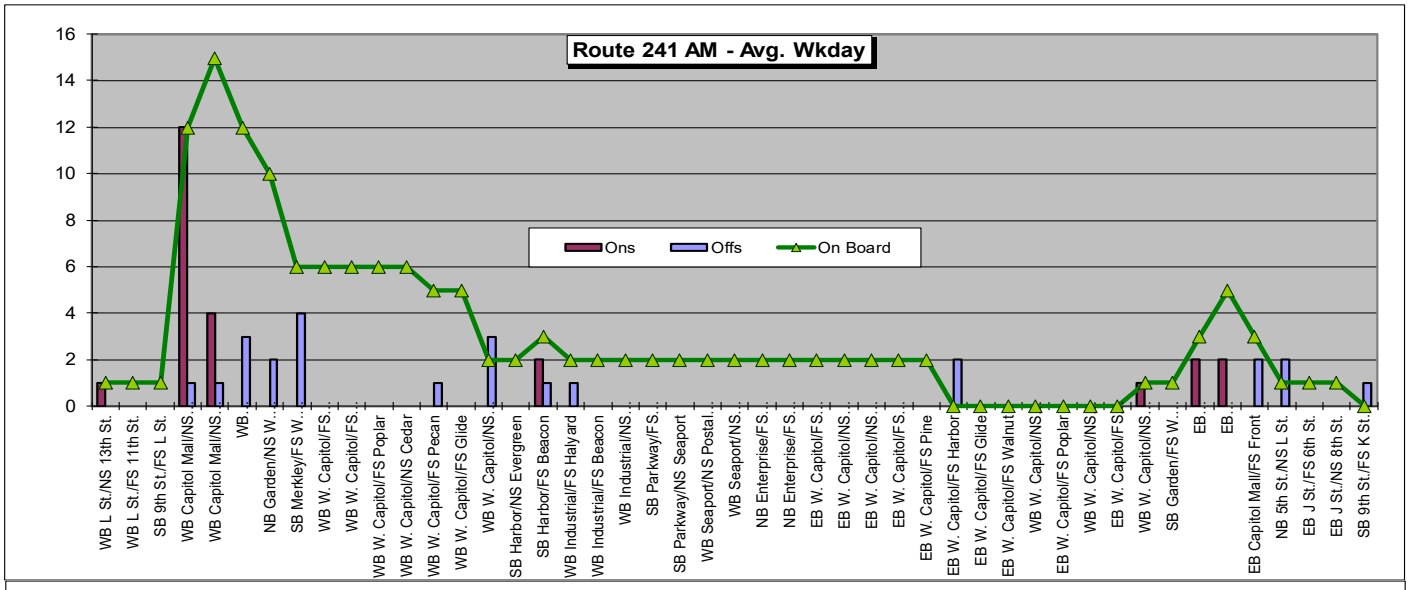
Route 241 operates two morning and two afternoon trips between downtown Sacramento and the Industrial Boulevard/Enterprise Boulevard area of West Sacramento. The route's primary purpose is to connect Sacramento residents with jobs in West Sacramento, although it operates in both directions in the morning and afternoon

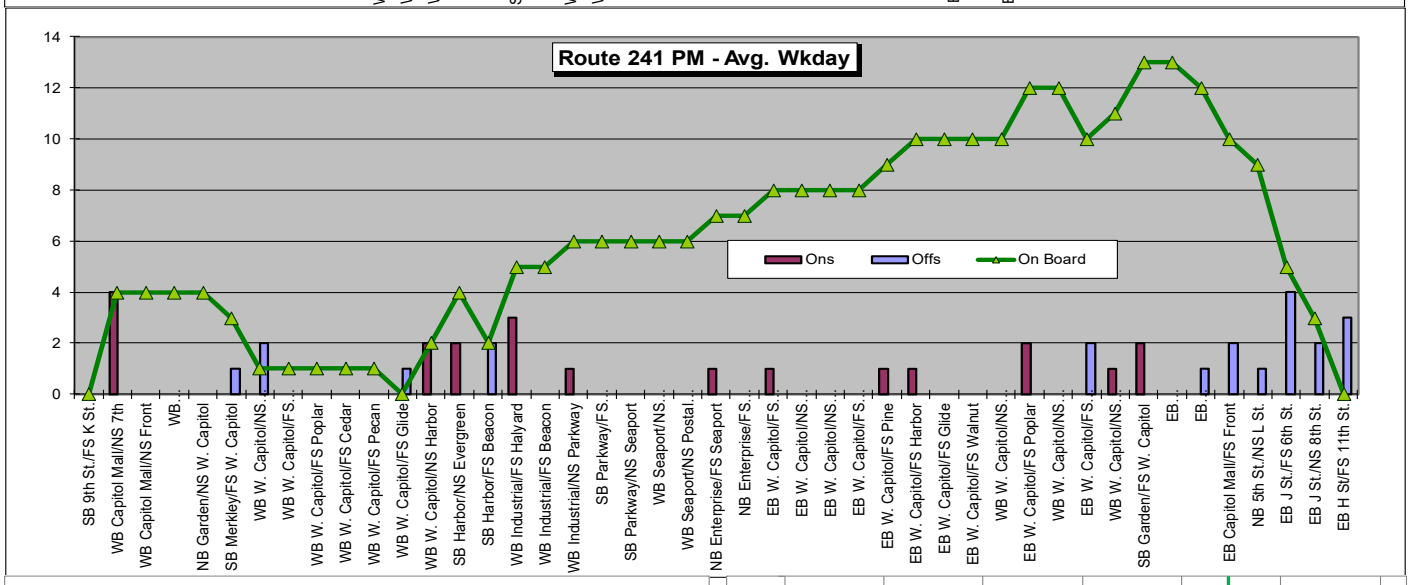
Major destinations: West Sacramento industrial area, downtown Sacramento

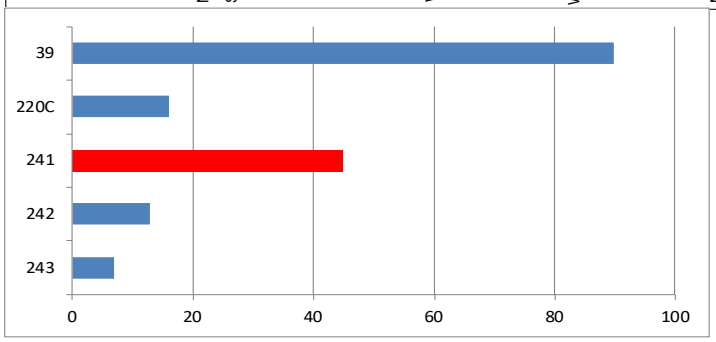
Trips	Two morning trips, two afternoon trips
Service span	6:58 to 8:20 am; 4:07 to 5:33 pm weekdays
Ridership	45 weekdays (2nd of 5 commute routes)
Busiest stop	Westbound at Capitol Mall & 7th in the morning
Productivity	12.5 boardings per revenue hour weekdays (9.0 per vehicle hour), 1st of 5 commute routes

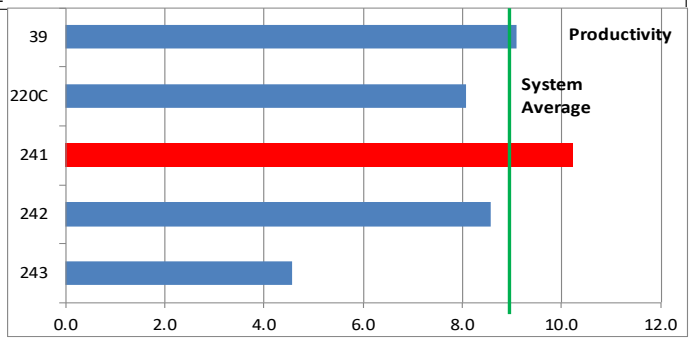
Peak load	11 westbound at Capitol Mall & 7th in the morning
Maximum daily load	15 westbound at Capitol Mall & 7th in the morning
Running time analysis	May need additional running time in the afternoon; morning is good

Route 241 positives	Highest productivity of any commute route
Route 241negatives	First morning bus (6:58 am) has no boardings or alightings west of Harbor


Route 241 AM - Avg. Wkday
Ons
Offs
On Board
WB L St./NS 13th St.
WB L St./FS 11th St.
SB 9th St./FS L St.
WB Capitol Mall/NS...
WB Capitol Mall/NS...
WB...
NB Garden/NS W...
SB Merkley/FS W...
WB W. Capitol/FS...
WB W. Capitol/FS...
WB W. Capitol/FS Poplar
WB W. Capitol/NS Cedar
WB W. Capitol/FS Pecan
WB W. Capitol/FS Glide
WB W. Capitol/NS...
SB Harbor/NS Evergreen
SB Harbor/FS Beacon
WB Industrial/FS Halyard
WB Industrial/FS Beacon
WB Industrial/NS...
SB Parkway/FS...
SB Parkway/NS Seaport
WB Seaport/N S Postal...
WB Seaport/NS...
NB Enterprise/FS...
NB Enterprise/FS...
EB W. Capitol/FS...
EB W. Capitol/NS...
EB W. Capitol/NS...
EB W. Capitol/FS...
EB W. Capitol/FS Pine
EB W. Capitol/FS Harbor
EB W. Capitol/FS Glide
EB W. Capitol/FS Walnut
WB W. Capitol/NS...
EB W. Capitol/FS Poplar
WB W. Capitol/NS...
EB W. Capitol/FS...
WB W. Capitol/NS...
SB Garden/FS W...
EB...
EB...
EB Capitol Mall/FS Front
NB 5th St./NS L St.
EB J St./FS 6th St.
EB J St./NS 8th St.
SB 9th St./FS K St.


Route 241 PM - Avg. Wkday
Ons
Offs
On Board
SB 9th St./FS K St.
WB Capitol Mall/NS 7th
WB Capitol Mall/NS Front
WB...
NB Garden/NS W. Capitol
SB Merkley/FS W. Capitol
WB W. Capitol/NS...
WB W. Capitol/FS...
WB W. Capitol/FS Poplar
WB W. Capitol/FS Cedar
WB W. Capitol/FS Pecan
WB W. Capitol/FS Glide
WB W. Capitol/NS Harbor
SB Harbor/NS Evergreen
SB Harbor/FS Beacon
WB Industrial/FS Halyard
WB Industrial/FS Beacon
WB Industrial/NS Parkway
SB Parkway/FS...
SB Parkway/NS Seaport
WB Seaport/NS...
WB Seaport/NS Postal...
NB Enterprise/FS Seaport
NB Enterprise/FS...
EB W. Capitol/FS...
EB W. Capitol/NS...
EB W. Capitol/NS...
EB W. Capitol/FS...
EB W. Capitol/FS Pine
EB W. Capitol/FS Harbor
EB W. Capitol/FS Glide
EB W. Capitol/FS Walnut
WB W. Capitol/NS...
EB W. Capitol/FS Poplar
WB W. Capitol/NS...
EB W. Capitol/FS...
WB W. Capitol/NS...
SB Garden/FS W. Capitol
EB...
EB...
EB Capitol Mall/FS Front
NB 5th St./NS L St.
EB J St./FS 6th St.
EB J St./NS 8th St.
EB H St/FS 11th St.


39
220C
241
242
243
0
20
40
60
80
100


Productivity
System Average
39
220C
241
242
243
0.0
2.0
4.0
6.0
8.0
10.0
12.0

Route 242 Woodland/Davis Commute

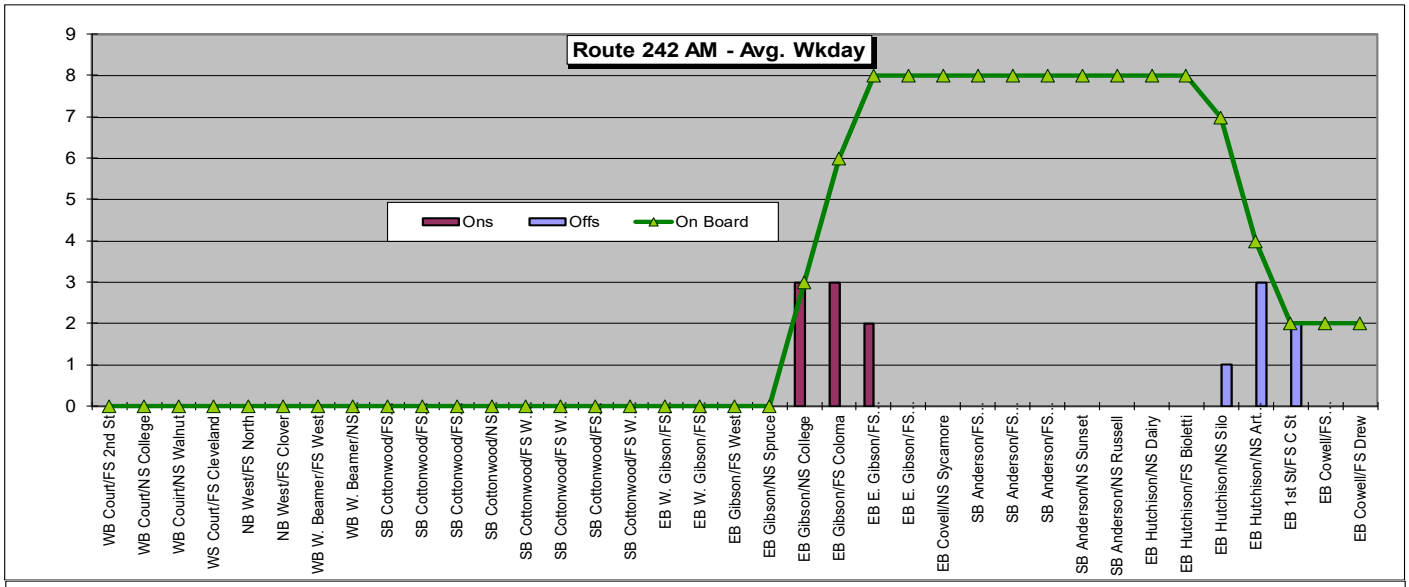
Routes 242 and 243 each operates one morning trip from Woodland to Davis and one afternoon trip from Davis to Woodland. The purpose of both routes is to connect Woodland residents with jobs or school in Davis. Route 242 operates through west Woodland and serves areas in Davis other than the university, although it also serves the UC Davis Silo area. This route is interlined with Route 44 South Davis/Sacramento Express, providing a one-seat ride to and from downtown Sacramento.

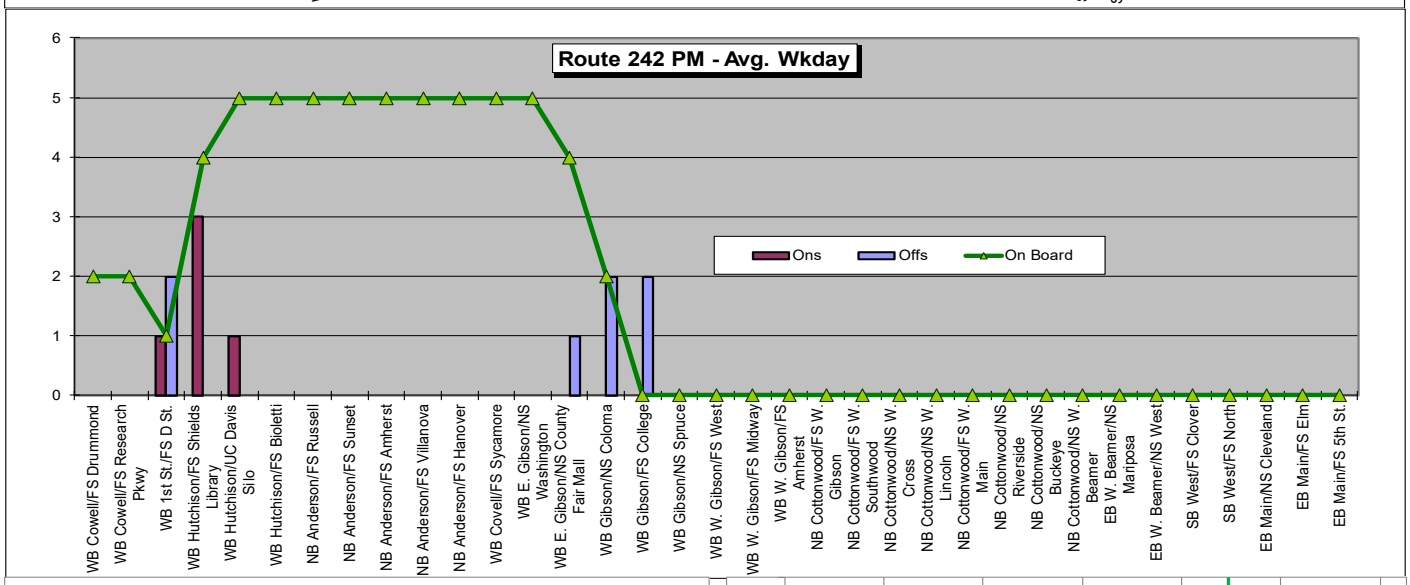
Major destinations: UC Davis Silo, Kaiser

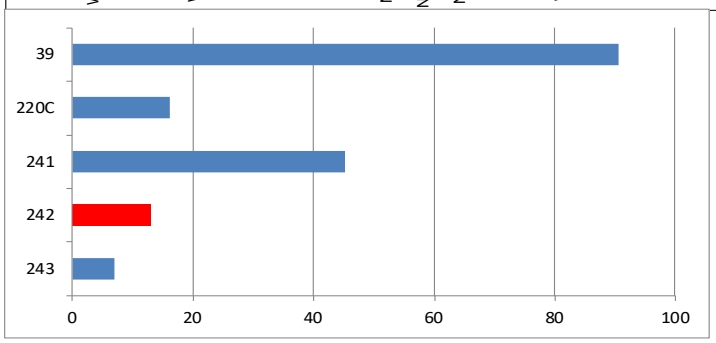
Trips	One morning trip to Davis, one afternoon trip to Woodland
Service span	6:54 to 7:40 am; 5:13 to 5:58 pm weekdays
Ridership	13 weekdays (4th of 5 commute routes)
Busiest stop	Eastbound at Gibson & College and Gibson & Coloma in the morning; westbound at Hutchison & Shields Library in the afternoon
Productivity	8.6 boardings per revenue hour weekdays (7.6 per vehicle hour), 3rd/2nd of 5 commute routes)

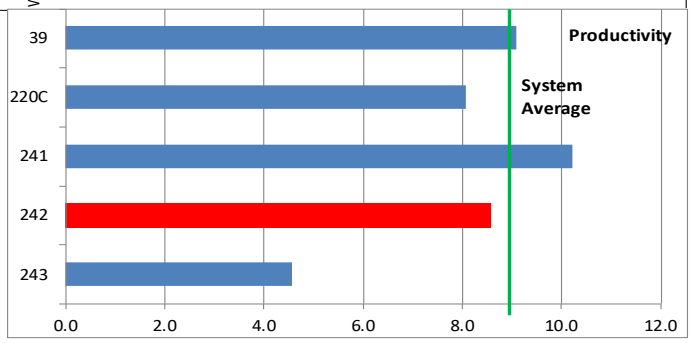
Peak load	8 eastbound at E. Gibson & County Fair Mall through Hutchison & Bioletti in the morning
Maximum daily load	8 eastbound at E. Gibson & County Fair Mall through Hutchison & Bioletti in the morning
Running time analysis	Acceptable in the afternoon; morning trip not checked

Route 242 positives Only direct service between Woodland and Hutchison Drive in Davis
Route 242 negatives Out-of-direction portion of the route in Woodland has no recorded ridership
Only one trip in each direction









Route 243 Woodland/UC Davis Commute

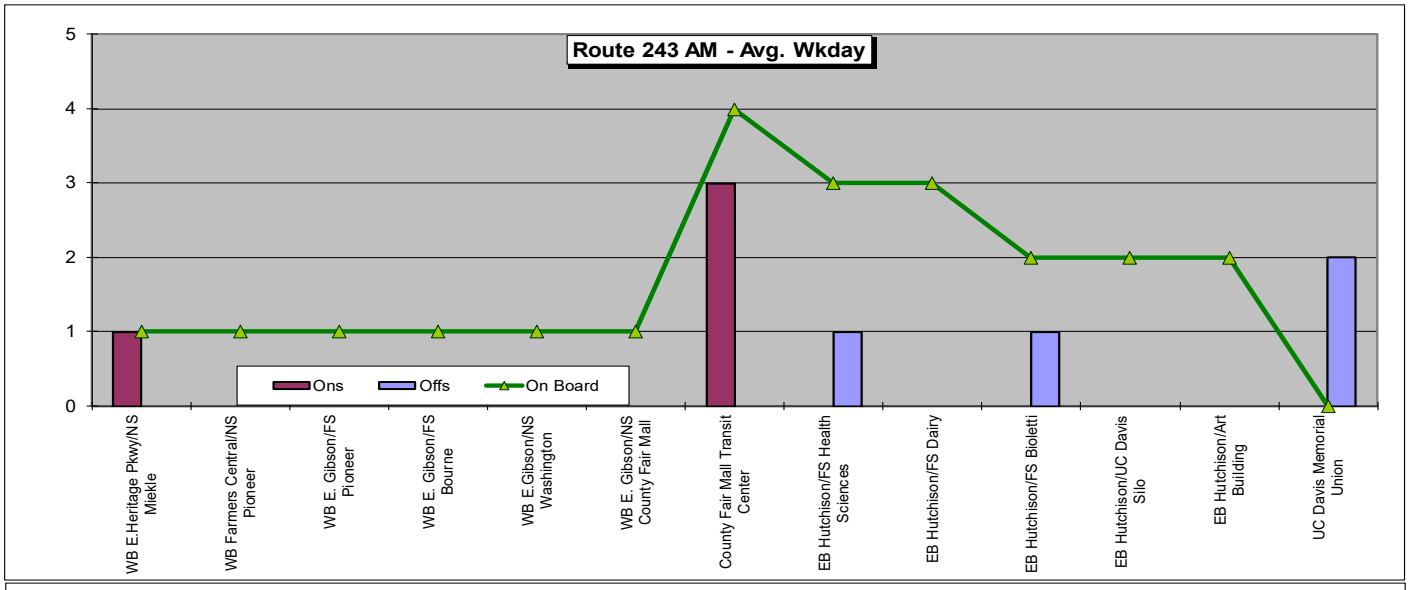
Routes 242 and 243 each operates one morning trip from Woodland to Davis and one afternoon trip from Davis to Woodland. The purpose of both routes is to connect Woodland residents with jobs or school in Davis. Route 243 operates through east Woodland and serves UC Davis Memorial Union on campus.

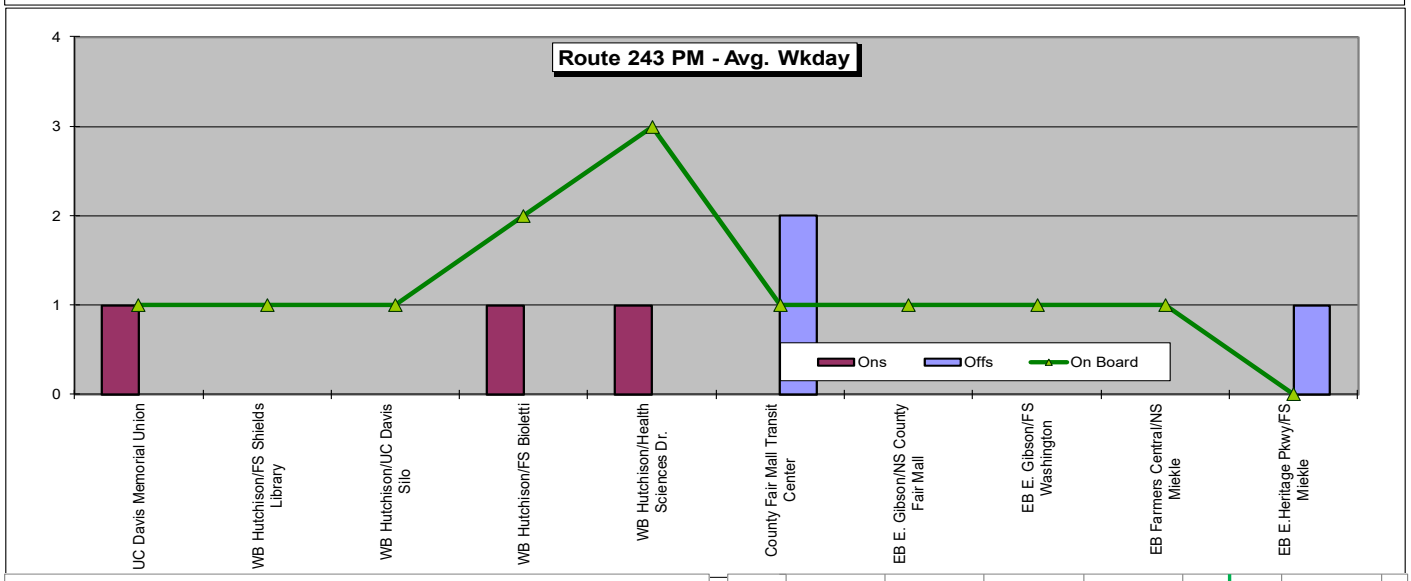
Major destinations: UC Davis

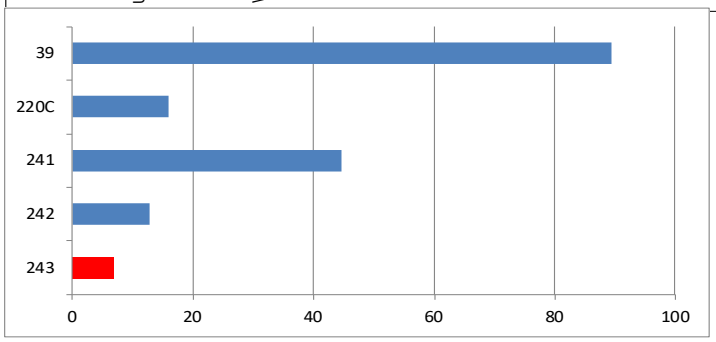
Trips	One morning trip to Davis, one afternoon trip to Woodland
Service span	7:45 to 8:30 am; 5:03 to 5:48 pm weekdays
Ridership	7 weekdays (5th of 5 commute routes)
Busiest stop	County Fair Mall Transit Center in the morning
Productivity	4.7 boardings per revenue hour weekdays (3.2 per vehicle hour), 5th of 5 commute routes)

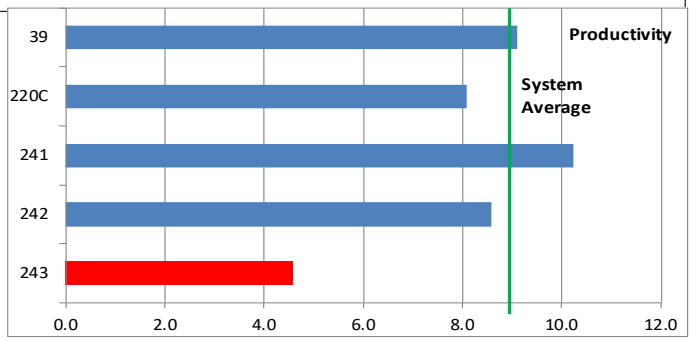
Peak load	4 at the County Fair Mall Transit Center in the morning
Maximum daily load	4 at the County Fair Mall Transit Center in the morning
Running time analysis	Acceptable in the afternoon; morning trip not checked

Route 243 positives	Supplements 42A/42B service between Woodland and Davis in peak periods in the peak direction
Route 243 negatives	Lowest ridership and productivity of any commute route Only one trip in each direction


Route 243 AM - Avg. Wkday
5
4
3
2
1
0
Ons
Offs
On Board
WB E.Heritage Pkwy/NS Miekle
WB Farmers Central/NS Pioneer
WB E. Gibson/FS Pioneer
WB E. Gibson/FS Bourne
WB E.Gibson/NS Washington
WB E. Gibson/NS County Fair Mall
County Fair Mall Transit Center
EB Hutchison/FS Health Sciences
EB Hutchison/FS Dairy
EB Hutchison/FS Bioletti
EB Hutchison/UC Davis Silo
EB Hutchison/Art Building
UC Davis Memorial Union


Route 243 PM - Avg. Wkday
4
3
2
1
0
Ons
Offs
On Board
UC Davis Memorial Union
WB Hutchison/FS Shields Library
WB Hutchison/UC Davis Silo
WB Hutchison/FS Bioletti
WB Hutchison/Health Sciences Dr.
County Fair Mall Transit Center
EB E. Gibson/NS County Fair Mall
EB E. Gibson/FS Washington
EB Farmers Central/NS Miekle
EB E.Heritage Pkwy/FS Miekle

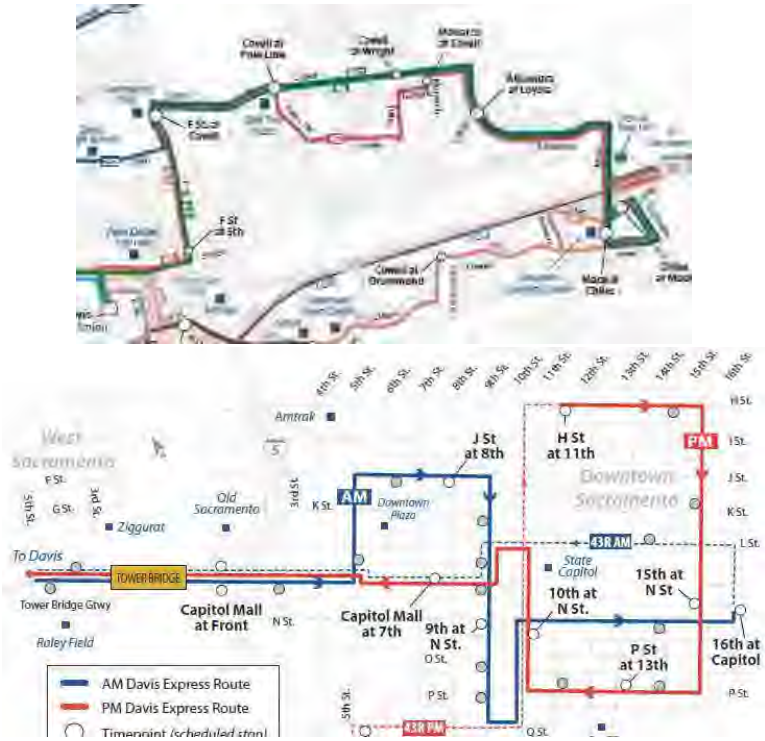

39
220C
241
242
243
0
20
40
60
80
100


Productivity
System Average
39
220C
241
242
243
0.0
2.0
4.0
6.0
8.0
10.0
12.0

2.3.3 Express Routes

Route 43 Davis/Sacramento Express

Route 43 provides five morning trips from Davis to downtown Sacramento and five afternoon trips from downtown Sacramento to Davis on weekdays only. The route's purpose is to connect Davis residents with jobs in Sacramento.

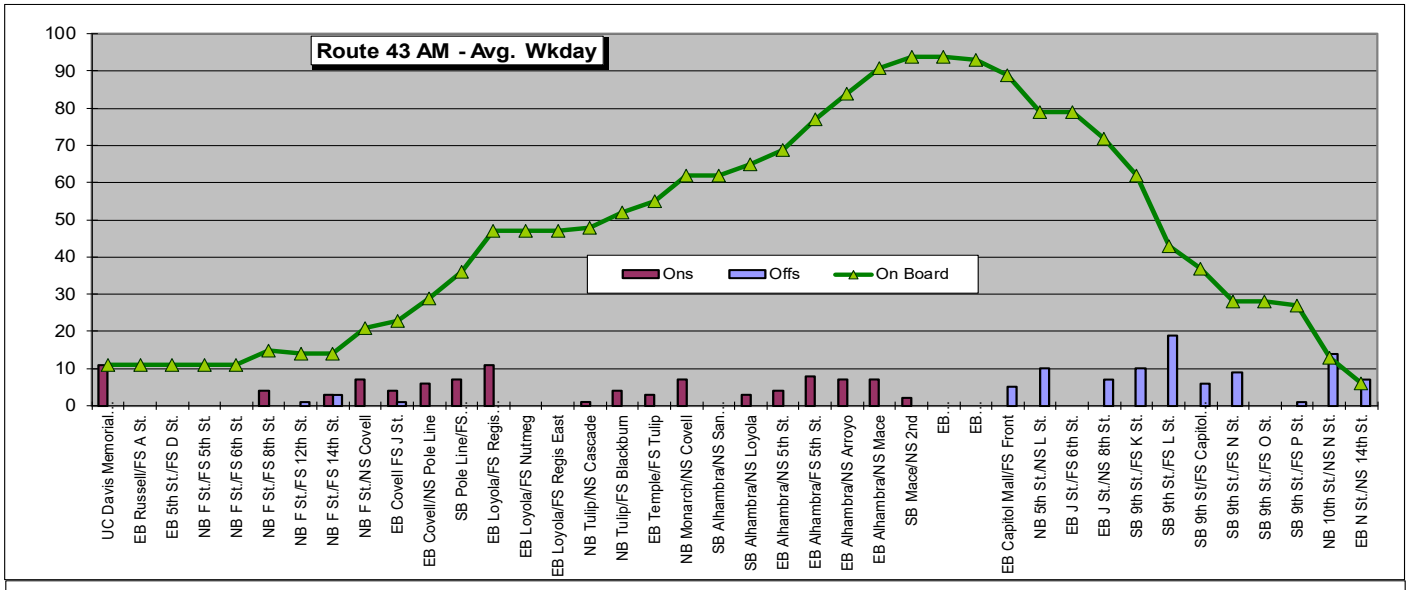


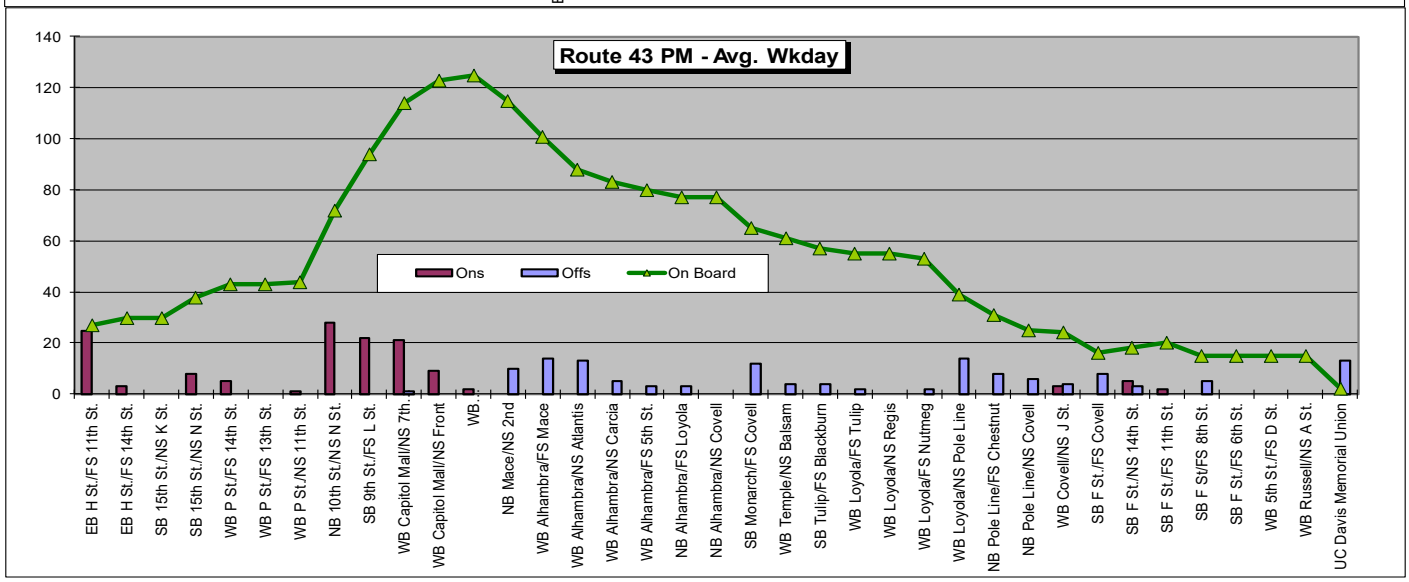
Major destinations: downtown Sacramento.

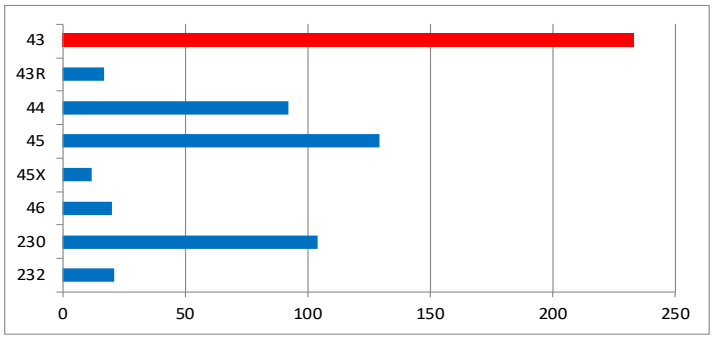
Trips	5 morning, 5 afternoon
Service span	6:08 to 8:32 am; 4:03 to 6:06 pm weekdays
Ridership	233 weekdays (1st of 8 express routes)
Major stops	Northbound at 10th & N in the afternoon; EB at H & 11th in the afternoon
Productivity	23.7 boardings per revenue hour weekdays (12.9 per vehicle hour), 1st of 8 express routes)

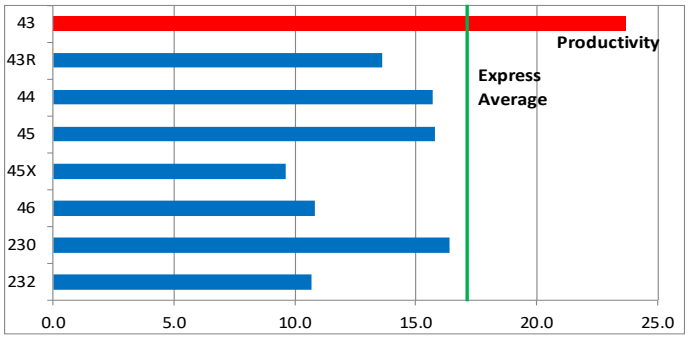
Peak load	39 on westbound 4:33 pm trip at Capitol Mall & Front
Maximum daily load	125 westbound at Tower Bridge Gateway & Raley Field in the afternoon
Running time analysis	More running time in the afternoon through Davis

Route 43 positives	Highest ridership of any express route Highest productivity of any Yolobus route
Route 43 negatives	Running time may not be adequate on all trips


Route 43 AM - Avg. Wkday
Ons
Offs
On Board
UC Davis Memorial.
EB Russell/FS A St.
EB 5th St./FS D St.
NB F St./FS 5th St.
NB F St./FS 6th St.
NB F St./FS 8th St
NB F St./FS 12th St.
NB F St./FS 14th St.
NB F St./NS Covell
EB Covell FS J St.
EB Covell/NS Pole Line
SB Pole Line/FS.
EB Loyola/FS Regis.
EB Loyola/FS Nutmeg
EB Loyola/FS Regis East
NB Tulip/NS Cascade
NB Tulip/FS Blackburn
EB Temple/FS Tulip
NB Monarch/NS Covell
SB Alhambra/NS San.
SB Alhambra/NS Loyola
EB Alhambra/NS 5th St.
EB Alhambra/FS 5th St.
EB Alhambra/NS Arroyo
EB Alhambra/NS Mace
SB Mace/NS 2nd
EB.
EB.
EB Capitol Mall/FS Front
NB 5th St./NS L St.
EB J St./FS 6th St.
EB J St./NS 8th St.
SB 9th St./FS K St.
SB 9th St./FS L St.
SB 9th St/FS Capitol.
SB 9th St./FS N St.
SB 9th St./FS O St.
SB 9th St./FS P St.
NB 10th St./NS N St.
EB N St./NS 14th St.


Route 43 PM - Avg. Wkday
Ons
Offs
On Board
EB H St./FS 11th St.
EB H St./FS 14th St.
SB 15th St./NS K St.
SB 15th St./NS N St.
WB P St/FS 14th St.
WB P St./FS 13th St.
WB P St./NS 11th St.
NB 10th St./NS N St.
SB 9th St./FS L St.
WB Capitol Mall/NS 7th.
WB Capitol Mall/NS Front
WB.
NB Mace/NS 2nd
WB Alhambra/FS Mace
WB Alhambra/NS Atlantis
WB Alhambra/NS Carcia
WB Alhambra/FS 5th St.
NB Alhambra/FS Loyola
NB Alhambra/NS Covell
SB Monarch/FS Covell
WB Temple/NS Balsam
SB Tulip/FS Blackburn
WB Loyola/FS Tulip
WB Loyola/N S Regis
WB Loyola/FS Nutmeg
WB Loyola/NS Pole Line
NB Pole Line/FS Chestnut
NB Pole Line/NS Covell
WB Covell/NS J St.
SB F St./FS Covell
SB F St./NS 14th St.
SB F St./FS 11th St.
SB F St/FS 8th St.
SB F St./FS 6th St.
WB 5th St./FS D St.
WB Russell/NS A St.
UC Davis Memorial Union


43
43R
44
45
45X
46
230
232
0
50
100
150
200
250


43
43R
44
45
45X
46
230
232
Productivity
Express
Average
0.0
5.0
10.0
15.0
20.0
25.0

Route 43R Sacramento/UC Davis Express

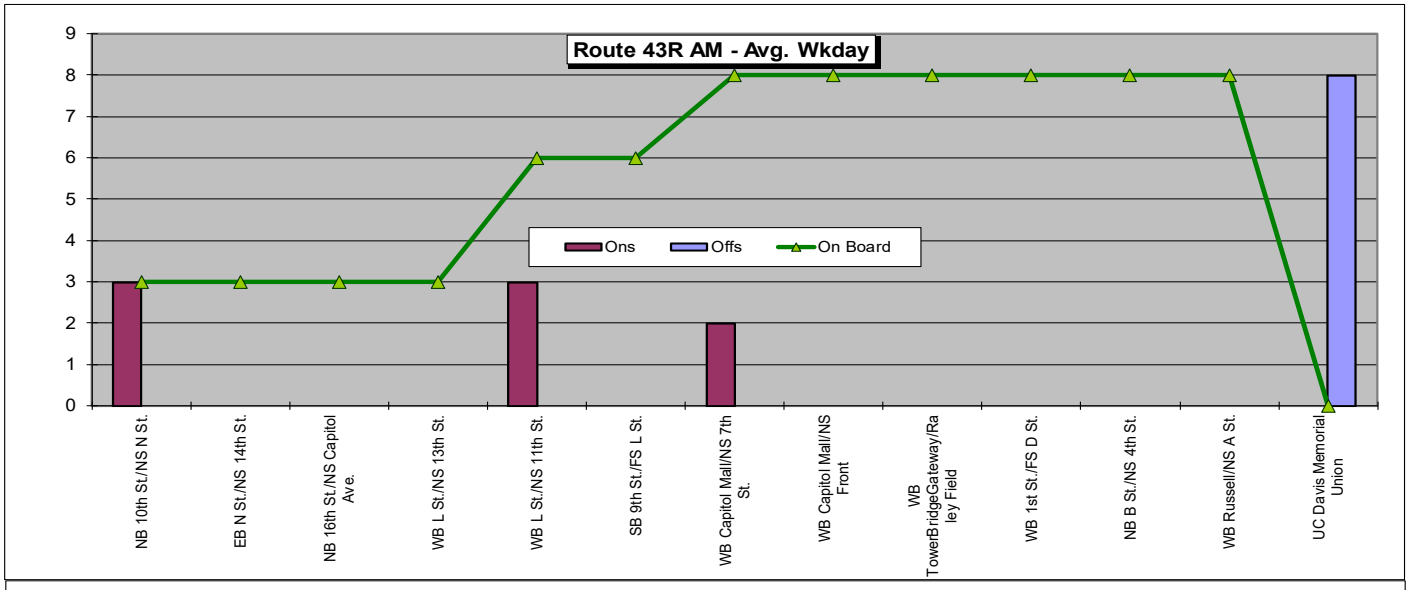
Route 43R provides one reverse-commute trip from downtown Sacramento to UC Davis in the morning and one trip from UC Davis to downtown Sacramento in the afternoon on weekdays only. The route's purpose is to connect Sacramento residents with jobs at UC Davis.

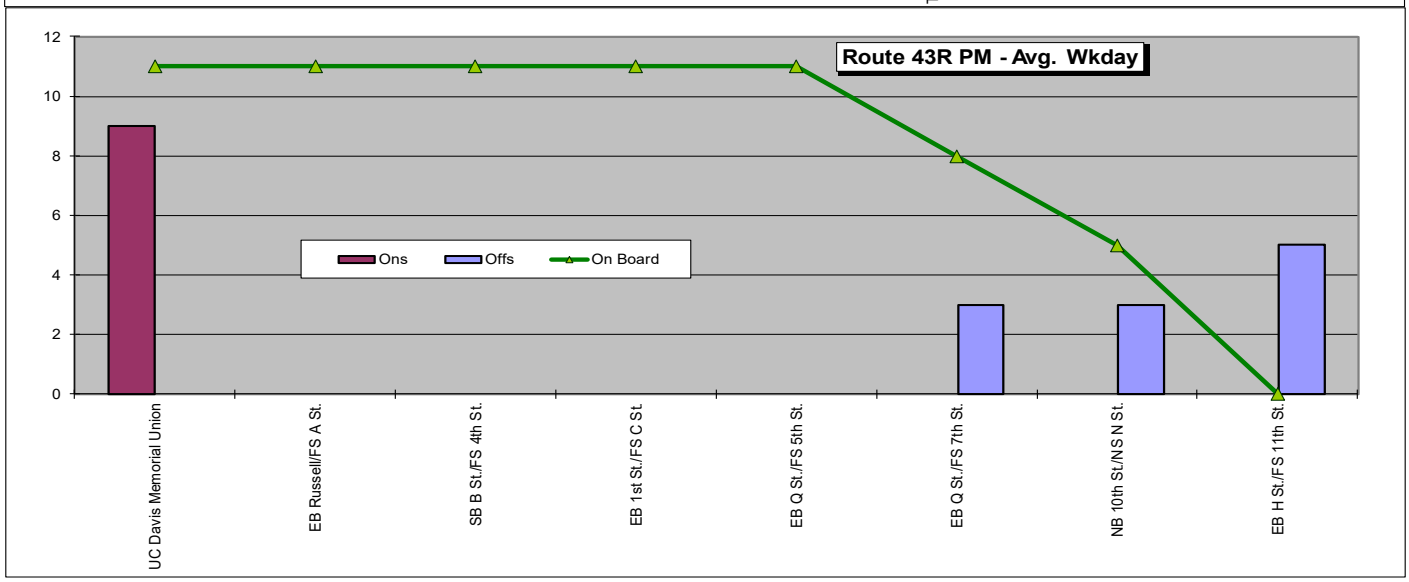
Major destinations: UC Davis

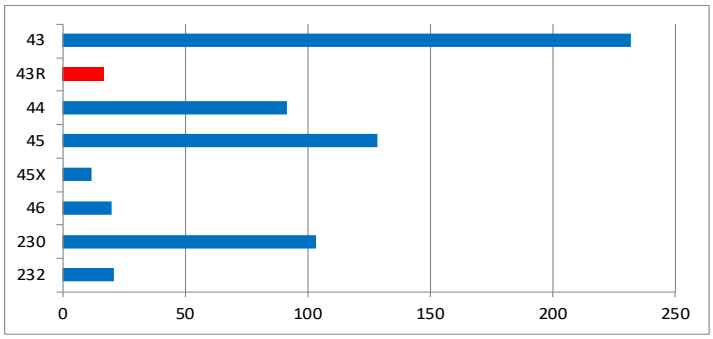
Trips	1 morning trip to UC Davis, 1 afternoon trip to downtown Sacramento
Service span	7:01 to 7:36 am; 5:10 to 5:50 pm weekdays
Ridership	17 weekdays (7th of 8 express routes)
Busiest stop	UC Davis Memorial Union in the afternoon
Productivity	13.4 boardings per revenue hour weekdays (11.1 per vehicle hour), 5th/2nd of 8 express routes)

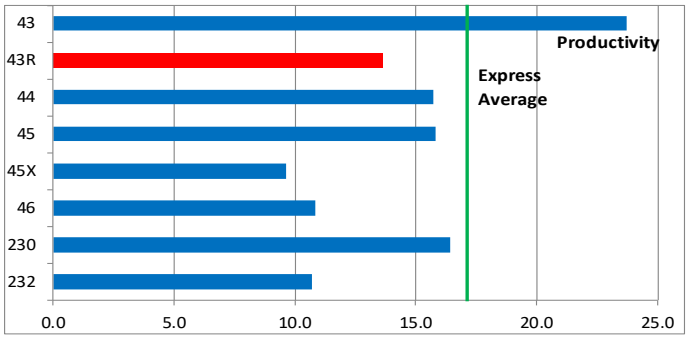
Peak load	11 on 5:10 pm trip from UC Davis to eastbound Q & 7th
Maximum daily load	11 on 5:10 pm trip from UC Davis to eastbound Q & 7th
Running time analysis	Adequate in the afternoon, not checked in the morning

Route 43R positives	Only reverse commute express route from downtown to Davis More productive in riders per vehicle hour because it replaces a long trip from downtown to the garage with an in-service trip to Davis
Route 43R negatives	Below average productivity Only one trip in each direction Not timed for students


Route 43R AM - Avg. Wkday
Ons
Offs
On Board
NB 10th St./NS N St.
EB N St./NS 14th St.
NB 16th St./NS Capitol Ave.
WB L St./NS 13th St.
WB L St./NS 11th St.
SB 9th St./FS L St.
WB Capitol Mall/NS 7th St.
WB Capitol Mall/NS Front
WB TowerBridgeGateway/Raley Field
WB 1st St./FS D St.
NB B St./NS 4th St.
WB Russell/NS A St.
UC Davis Memorial Union

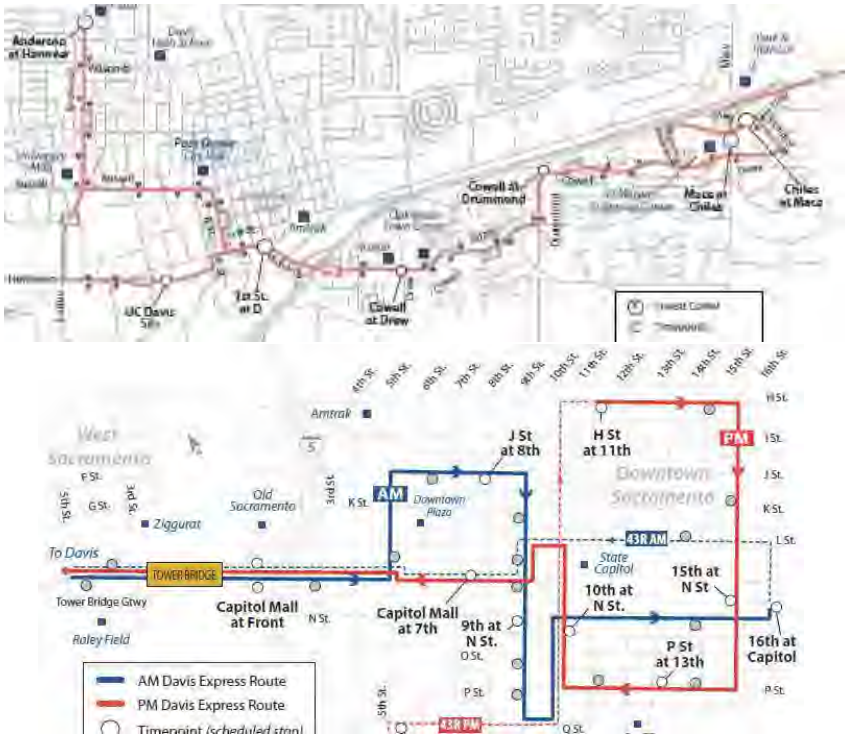

Route 43R PM - Avg. Wkday
Ons
Offs
On Board
UC Davis Memorial Union
EB Russell/FS A St.
SB B St./FS 4th St.
EB 1st St./FS C St
EB Q St./FS 5th St.
EB Q St./FS 7th St.
NB 10th St./NS N St.
EB H St./FS 11th St.


43
43R
44
45
45X
46
230
232


Productivity
Express Average
43
43R
44
45
45X
46
230
232

Route 44 South Davis/Sacramento Express

Route 44 provides three morning trips from central and south Davis to downtown Sacramento and three afternoon trips from downtown Sacramento to central and south Davis on weekdays only. The route's purpose is to connect central and south Davis residents with jobs in Sacramento. Two trips in each direction travel via Russell in Davis, and one travels via Hutchison to serve UC Davis Silo. The trip via Hutchison is interlined with Route 242 Woodland/Davis Commute.

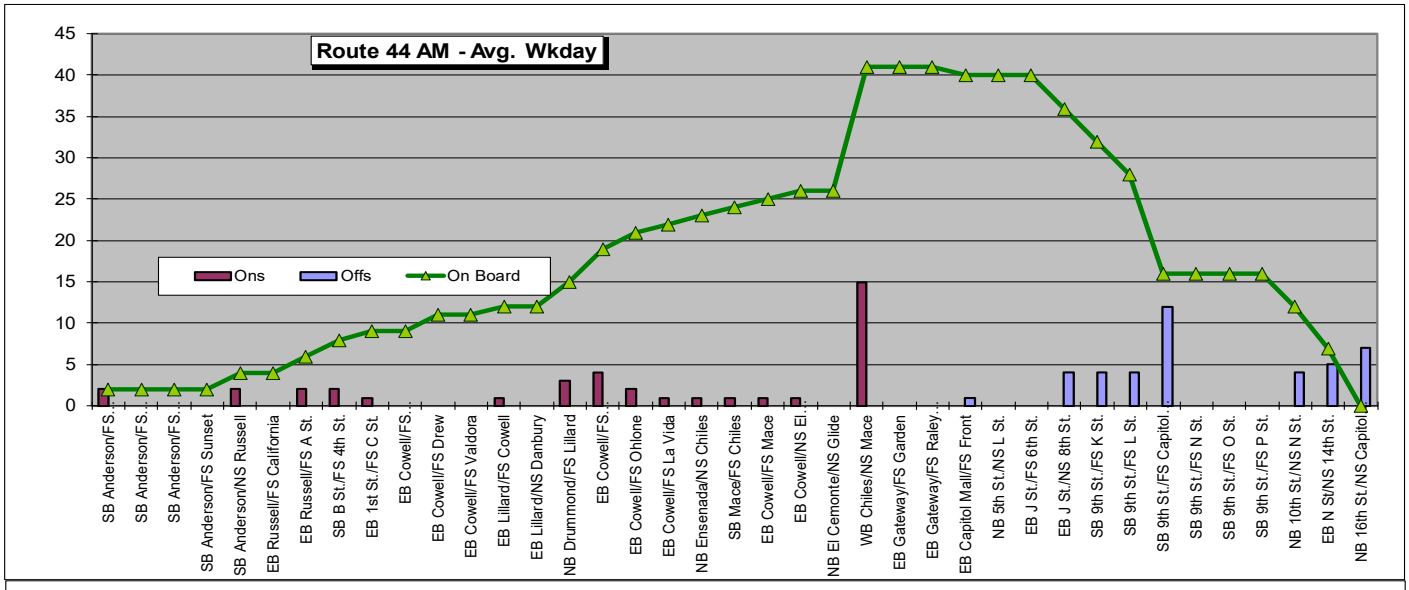


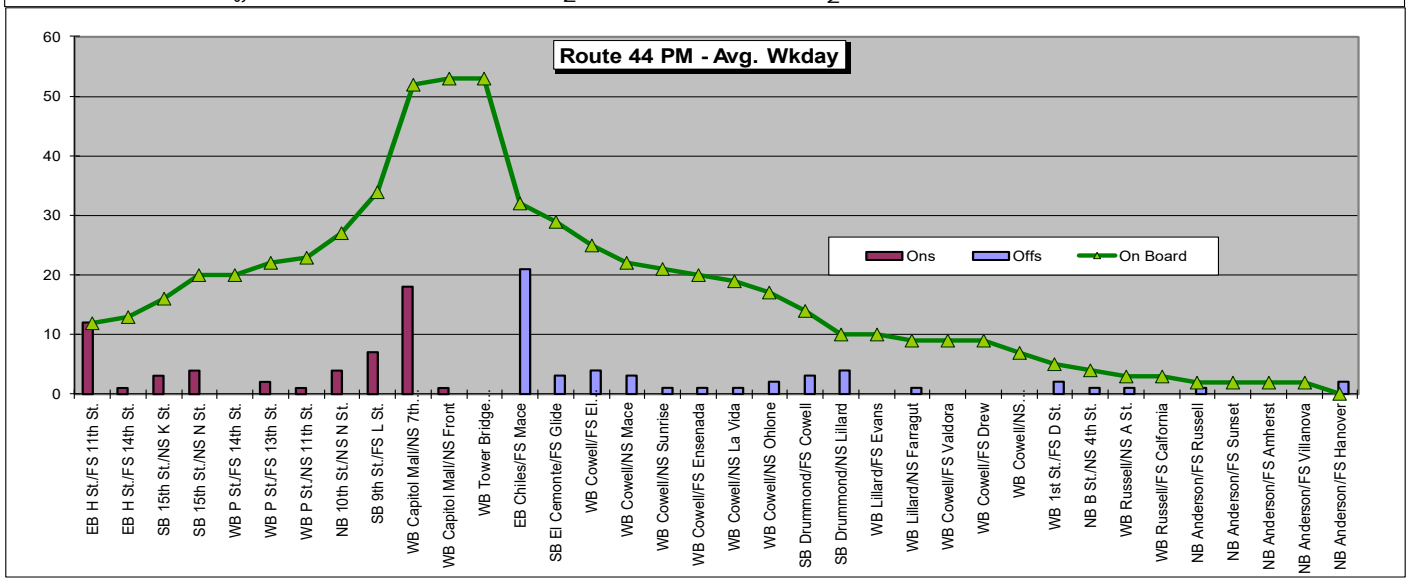
Major destinations: downtown Sacramento

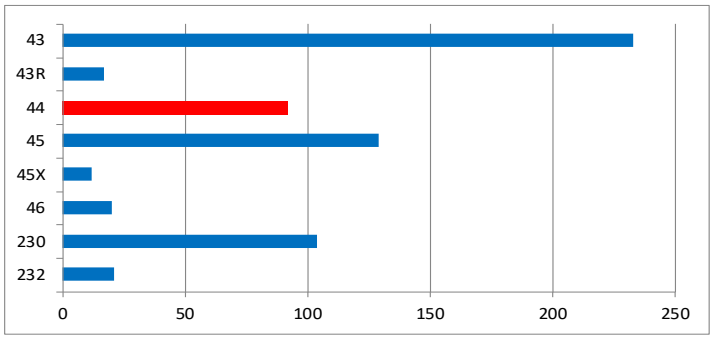
Trips	3 morning, 3 afternoon
Service span	6:04 to 8:25 am; 4:16 to 6:15 pm weekdays
Ridership	92 weekdays (4th of 8 express routes)
Busiest stop	Chiles & Mace in Davis in the afternoon
Productivity	14.9 boardings per revenue hour weekdays (8.4 per vehicle hour), 4th of 8 express routes)

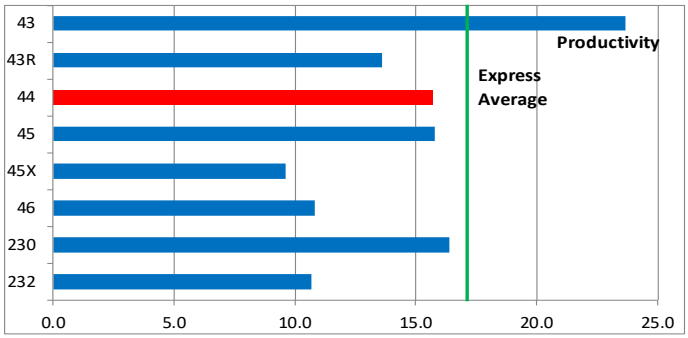
Peak load	22 on westbound 4:33 pm trip at Capitol Mall & Front
Maximum daily load	53 westbound at Capitol Mall & Front
Running time analysis	Adequate in the afternoon, not checked in the morning

Route 44 positives	Only route providing extensive service south of I-80 in Davis Close to average productivity for express routes
Route 44 negatives	Below average ridership


Route 44 AM - Avg. Wkday
Ons
Offs
On Board
45
40
35
30
25
20
15
10
5
0
SB Anderson/FS...
SB Anderson/FS...
SB Anderson/FS...
SB Anderson/FS Sunset
SB Anderson/NS Russell
EB Russell/FS California
EB Russell/FS A St.
SB B St./FS 4th St.
EB 1st St./FS C St.
EB Cowell/FS...
EB Cowell/FS Drew
EB Cowell/FS Valdora
EB Lillard/FS Cowell
EB Lillard/NS Danbury
NB Drummond/FS Lillard
EB Cowell/FS...
EB Cowell/FS Ohlone
EB Cowell/FS La Vida
NB Ensenada/NS Chiles
SB Mace/FS Chiles
EB Cowell/FS Mace
EB Cowell/NS El...
NB El Cemonte/NS Glide
WB Chiles/NS Mace
EB Gateway/FS Garden
EB Gateway/FS Raley...
EB Capitol Mall/FS Front
NB 5th St./NS L St.
EB J St./FS 6th St.
EB J St./NS 8th St.
SB 9th St./FS K St.
SB 9th St./FS L St.
SB 9th St./FS Capitol...
SB 9th St./FS N St.
SB 9th St./FS O St.
SB 9th St./FS P St.
NB 10th St./NS N St.
EB N St/NS 14th St.
NB 16th St./NS Capitol

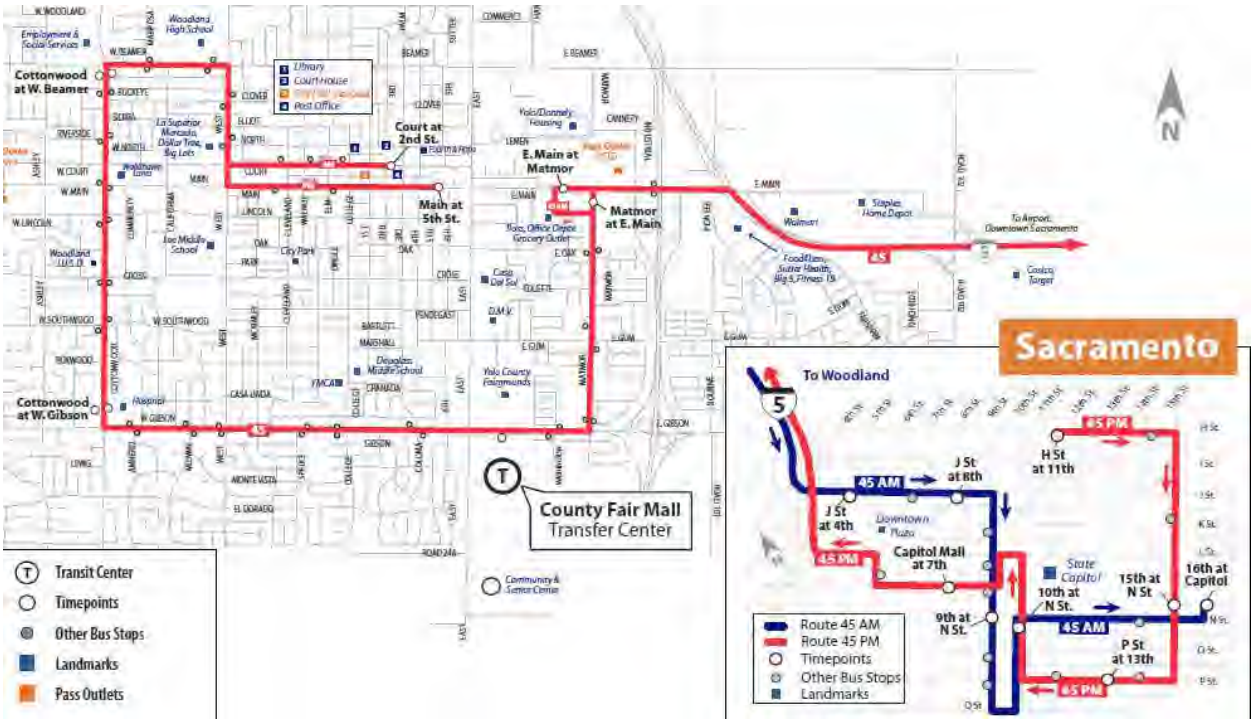

Route 44 PM - Avg. Wkday
Ons
Offs
On Board
60
50
40
30
20
10
0
EB H St./FS 11th St.
EB H St./FS 14th St.
SB 15th St./NS K St.
SB 15th St./NS N St.
WB P St./FS 14th St.
WB P St./FS 13th St.
WB P St./NS 11th St.
NB 10th St./NS N St.
SB 9th St./FS L St.
WB Capitol Mall/NS 7th...
WB Capitol Mall/NS Front
WB Tower Bridge...
EB Chiles/FS Mace
SB El Cemonte/FS Glide
WB Cowell/FS El...
WB Cowell/NS Mace
WB Cowell/NS Sunrise
WB Cowell/FS Ensenada
WB Cowell/NS La Vida
WB Cowell/NS Ohlone
SB Drummond/FS Cowell
SB Drummond/NS Lillard
WB Lillard/FS Evans
WB Lillard/NS Farragut
WB Cowell/FS Valdora
WB Cowell/FS Drew
WB Cowell/NS...
WB 1st St./FS D St.
NB B St./NS 4th St.
WB Russell/NS A St.
WB Russell/FS California
NB Anderson/FS Russell
NB Anderson/FS Sunset
NB Anderson/FS Amherst
NB Anderson/FS Villanova
NB Anderson/FS Hanover


43
43R
44
45
45X
46
230
232
0
50
100
150
200
250


Productivity
Express
Average
43
43R
44
45
45X
46
230
232
0.0
5.0
10.0
15.0
20.0
25.0

Route 45 Woodland/Sacramento Express

Route 45 provides four morning trips from Woodland to downtown Sacramento and four afternoon trips from downtown Sacramento to Woodland on weekdays only. The route's purpose is to connect Woodland residents with jobs in Sacramento.

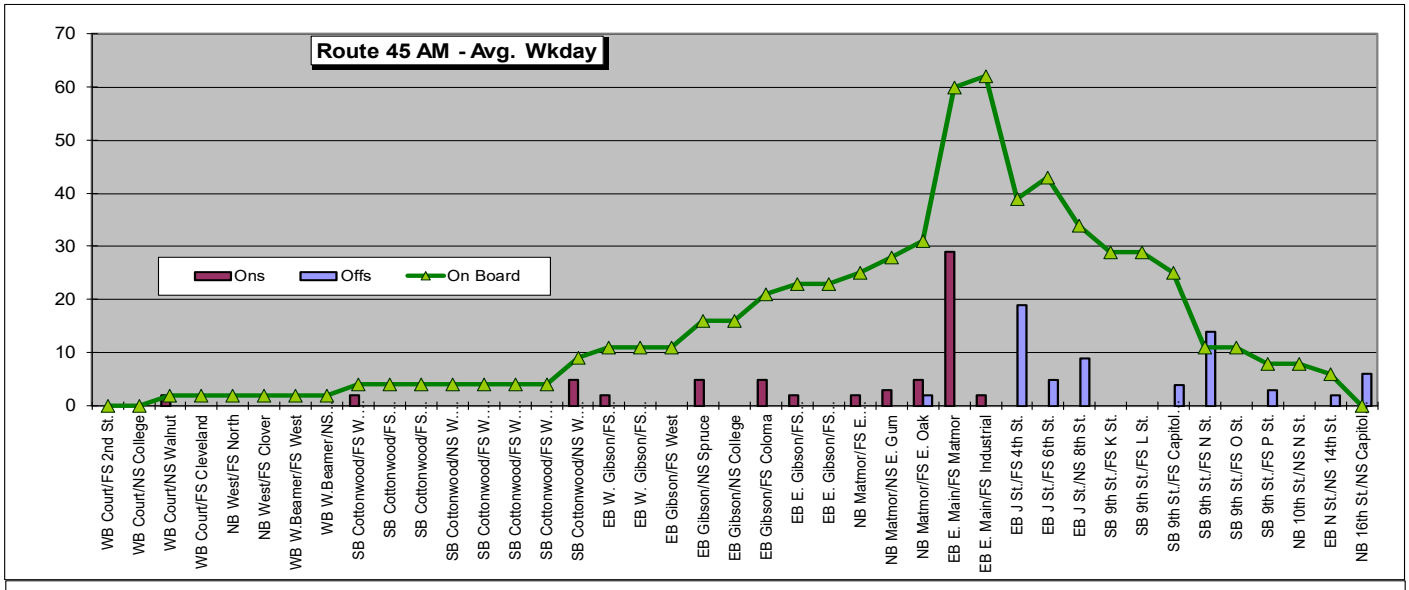


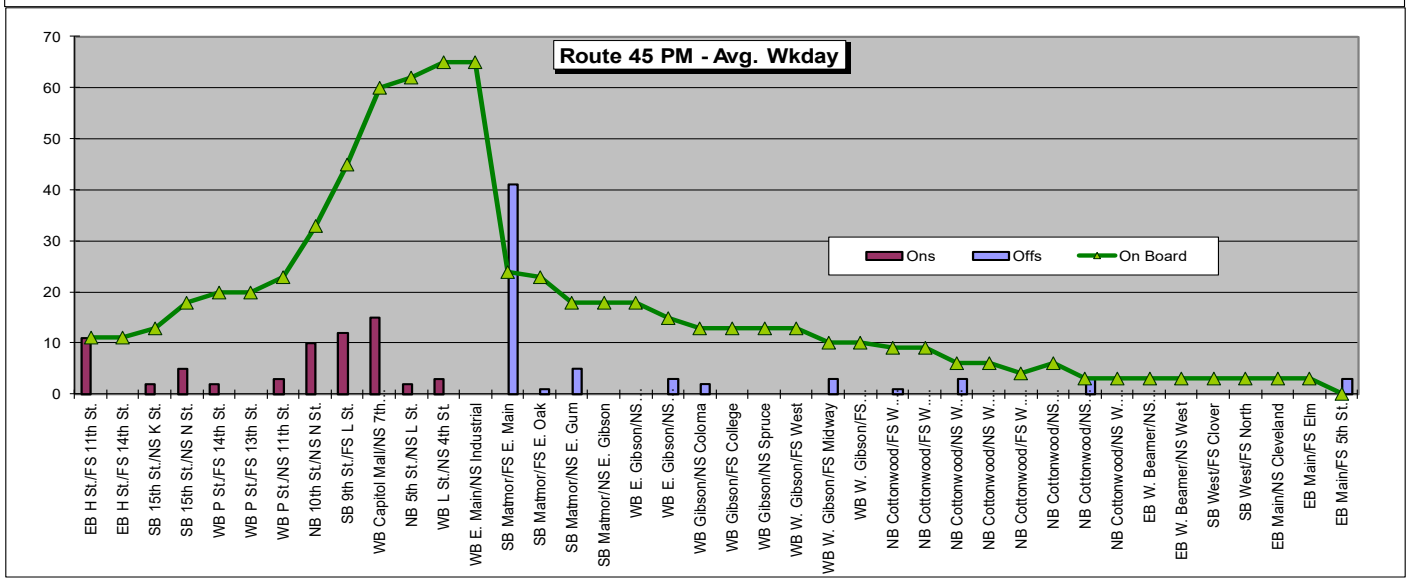
Major destinations: downtown Sacramento

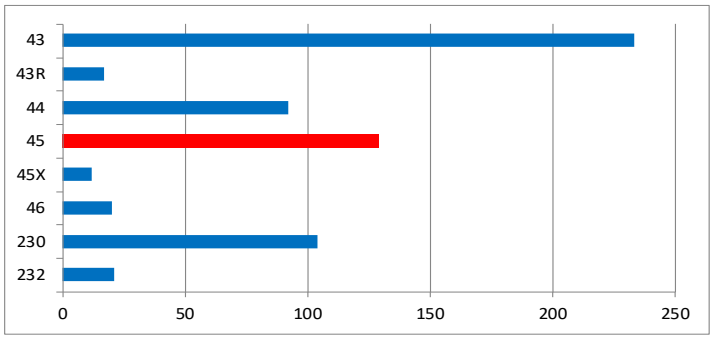
Trips	4 morning, 4 afternoon
Service span	5:55 to 7:53 am; 4:05 to 6:17 pm weekdays
Ridership	129 weekdays (2nd of 8 express routes)
Major stops	Southbound at Matmor & Main in the afternoon; eastbound at Main & Matmor in the morning
Productivity	14.7 boardings per revenue hour weekdays (10.4 per vehicle hour), 4th/3rd of 8 express routes)

Peak load	21 on westbound 4:05 pm trip at L & 4th
Maximum daily load	65 westbound at L & 4th
Running time analysis	Needs more time in the afternoon, adequate in the morning

Route 45 positives	Second highest ridership among express routes
Route 45 negatives	Low ridership on long out-of-direction route segments north of Gibson


Route 45 AM - Avg. Wkday
Ons
Offs
On Board
70
60
50
40
30
20
10
0
WB Court/FS 2nd St.
WB Court/NS College
WB Court/NS Walnut
WB Court/FS Cleveland
NB West/FS North
NB West/FS Clover
WB W.Beamer/FS West
WB W.Beamer/NS.
SB Cottonwood/FS W...
SB Cottonwood/FS...
SB Cottonwood/FS...
SB Cottonwood/NS W...
SB Cottonwood/FS W...
SB Cottonwood/FS W...
SB Cottonwood/FS W...
SB Cottonwood/NS W...
EB W. Gibson/FS...
EB W. Gibson/FS...
EB Gibson/FS West
EB Gibson/NS Spruce
EB Gibson/NS College
EB Gibson/FS Coloma
EB E. Gibson/FS...
EB E. Gibson/FS...
NB Matmor/FS E...
NB Matmor/NS E. Gum
NB Matmor/FS E. Oak
EB E. Main/FS Matmor
EB E. Main/FS Industrial
EB J St./FS 4th St.
EB J St./FS 6th St.
EB J St./NS 8th St.
SB 9th St./FS K St.
SB 9th St./FS L St.
SB 9th St./FS Capitol...
SB 9th St./FS N St.
SB 9th St./FS O St.
SB 9th St./FS P St.
NB 10th St./NS N St.
EB N St./NS 14th St.
NB 16th St./NS Capitol


Route 45 PM - Avg. Wkday
Ons
Offs
On Board
70
60
50
40
30
20
10
0
EB H St./FS 11th St.
EB H St./FS 14th St.
SB 15th St./NS K St.
SB 15th St./NS N St.
WB P St./FS 14th St.
WB P St./FS 13th St.
WB P St./NS 11th St.
NB 10th St./NS N St.
SB 9th St./FS L St.
WB Capitol Mall/NS 7th...
NB 5th St./NS L St.
WB L St./NS 4th St
WB E. Main/NS Industrial
SB Matmor/FS E. Main
SB Matmor/FS E. Oak
SB Matmor/NS E. Gum
SB Matmor/NS E. Gibson
WB E. Gibson/NS...
WB E. Gibson/NS...
WB Gibson/NS Coloma
WB Gibson/FS College
WB Gibson/NS Spruce
WB W. Gibson/FS West
WB W. Gibson/FS Midway
WB W. Gibson/FS...
NB Cottonwood/FS W...
NB Cottonwood/FS W...
NB Cottonwood/NS W...
NB Cottonwood/NS W...
NB Cottonwood/FS W...
NB Cottonwood/NS...
NB Cottonwood/NS...
NB Cottonwood/NS W...
EB W. Beamer/NS...
EB W. Beamer/NS West
SB West/FS Clover
SB West/FS North
EB Main/NS Cleveland
EB Main/FS Elm
EB Main/FS 5th St.


43
43R
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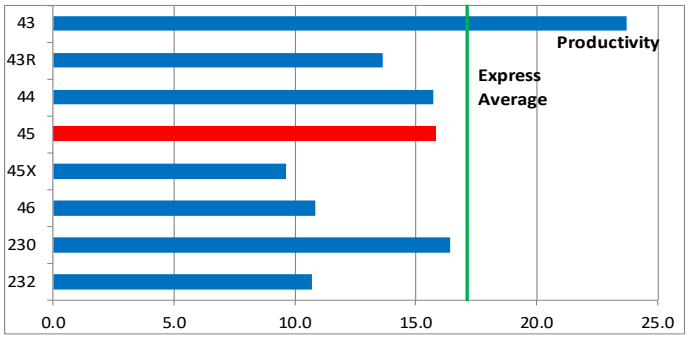
45X
46
230
232
0
50
100
150
200
250


43
43R
44
45
45X
46
230
232
Productivity
Express
Average
0.0
5.0
10.0
15.0
20.0
25.0

Route 45X Woodland/Sacramento Express

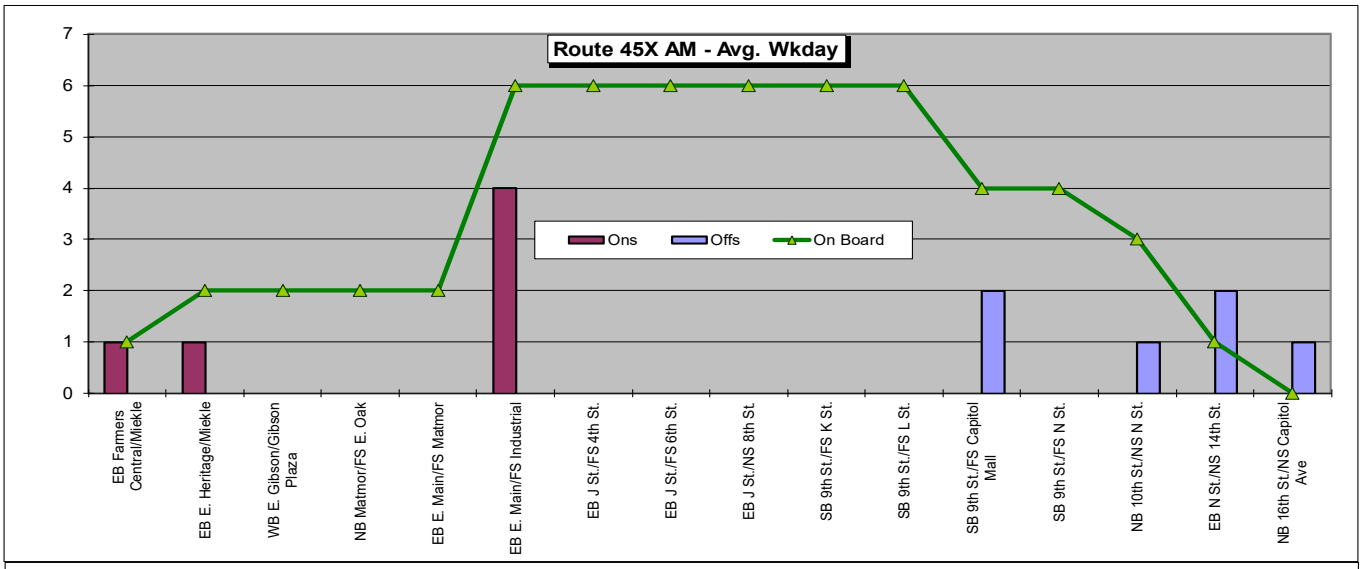
Route 45X provides one morning trip from the Springlake area of Woodland to downtown Sacramento and one afternoon trip from downtown Sacramento to the Springlake area of Woodland on weekdays only. The route's purpose is to connect Woodland residents with jobs in Sacramento.

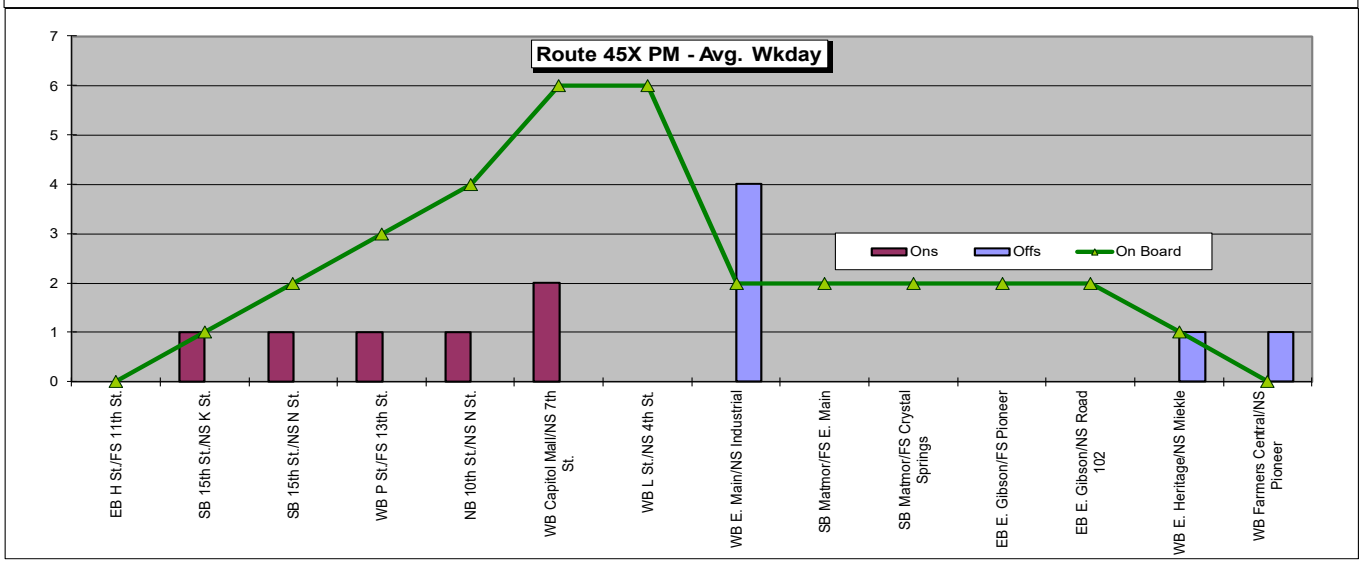
Major destinations: downtown Sacramento

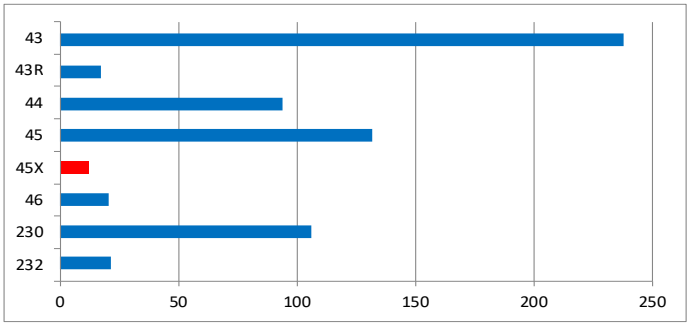
Trips	1 morning trip to downtown Sacramento, 1 afternoon trip to Woodland
Service span	7:00 to 7:53 am; 5:35 to 6:40 pm weekdays
Ridership	12 weekdays (8th of 8 express routes)
Busiest stop	Main & Industrial in the morning and the afternoon
Productivity	6.1 boardings per revenue hour weekdays (5.3 per vehicle hour), 8th of 8 express routes
Peak load	6 on eastbound7:00 am trip at Main & Industrial and on westbound 5:35 trip at Capitol Mall & 7th

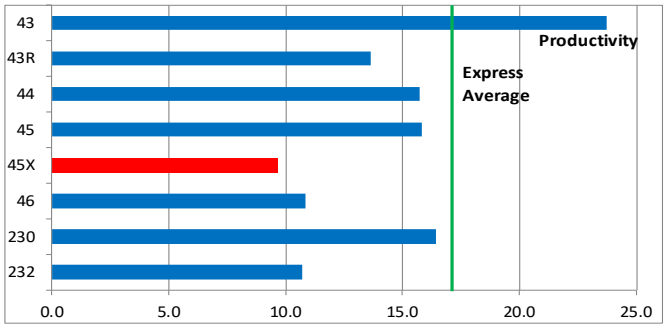
Maximum daily load	6 eastbound at Main & Industrial, westbound at Capitol Mall & 7th
Running time analysis	Adequate in the afternoon, not measured in the morning

Route 45X positives	Late trip (5:35 pm) from downtown Sacramento
Route 45 negatives	Lowest ridership and productivity of any express route
	All boardings could be served by Routes 45 and 46 (with later PM trip)
	Only one trip in each direction









Route 46 Woodland/Sacramento Express

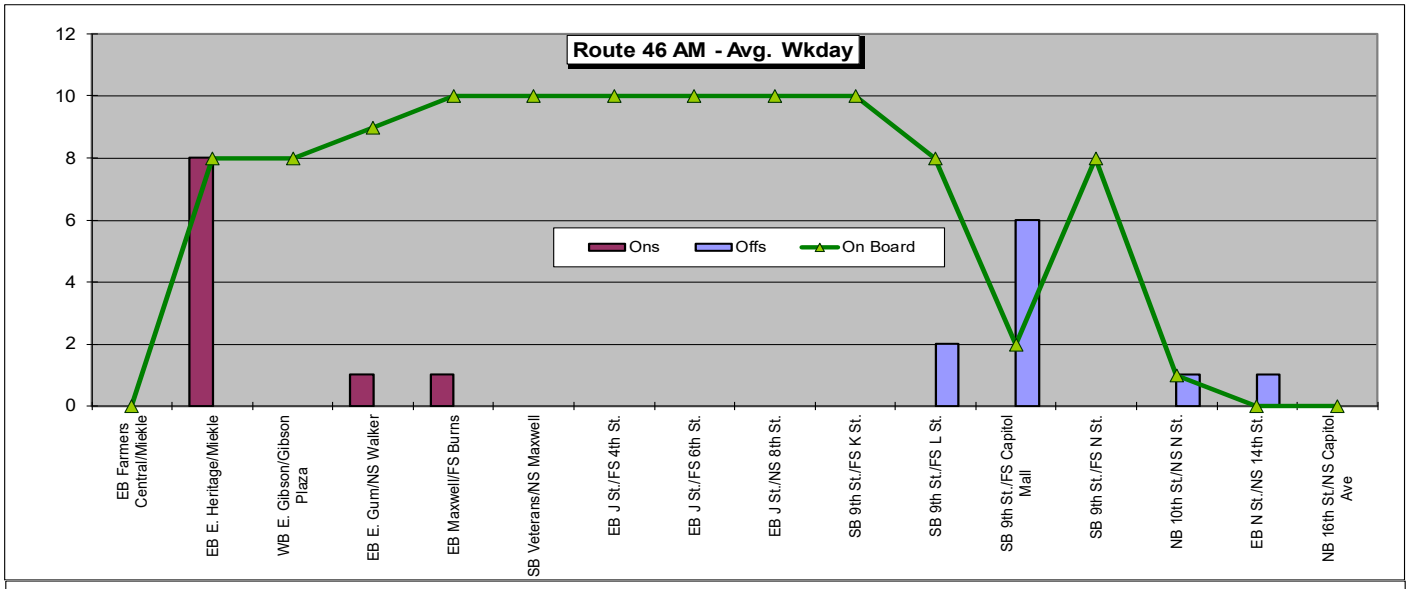
Route 46 provides one morning trip from the Springlake area of Woodland to downtown Sacramento and one afternoon trip from downtown Sacramento to the Springlake area of Woodland on weekdays only. The route's purpose is to connect Woodland residents with jobs in Sacramento.

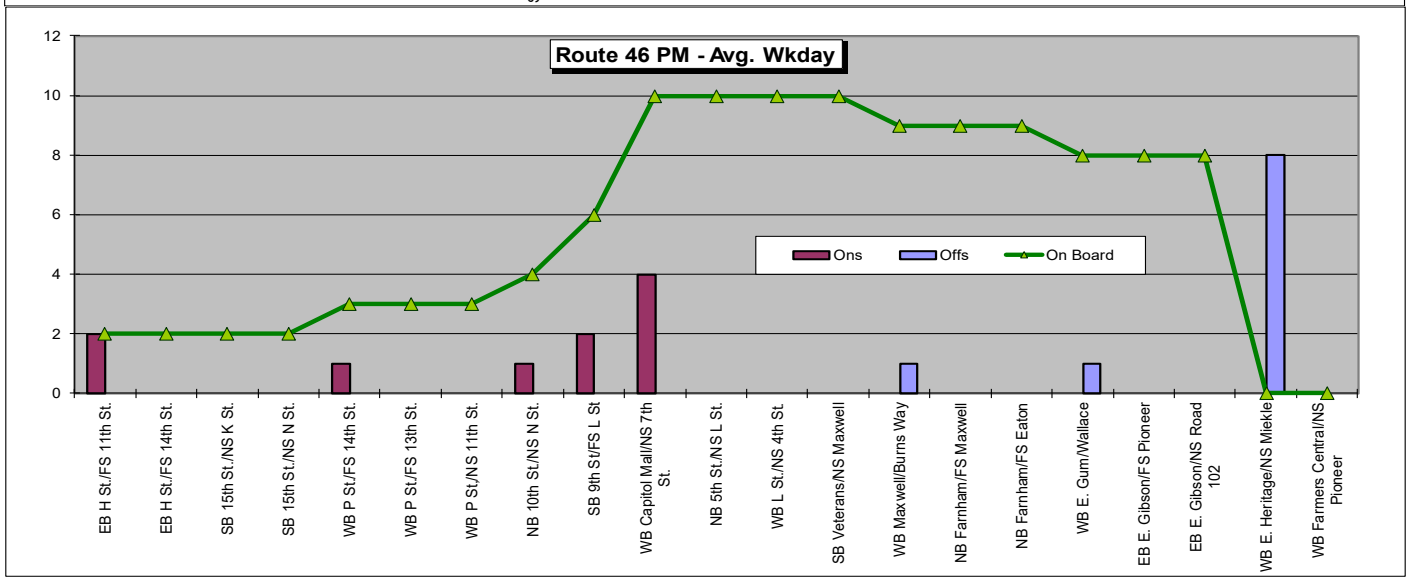
Major destinations: downtown Sacramento

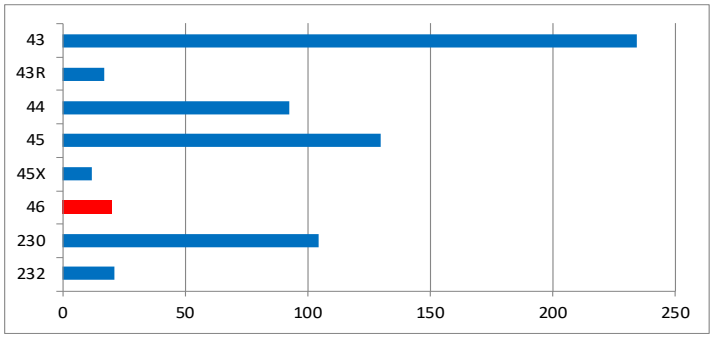
Trips	1 morning trip to downtown Sacramento, 1 afternoon trip to Woodland
Service span	6:45 to 7:37 am; 4:20 to 5:40 pm weekdays
Ridership	20 weekdays (6th of 8 express routes)
Busiest stop	Heritage & Miekle in the morning and the afternoon
Productivity	10.8 boardings per revenue hour weekdays (5.6 per vehicle hour), 6th/7th of 8 express routes)
Peak load	10 on eastbound 6:45 am trip at Maxwell & Burns and on westbound 4:20 trip at Capitol Mall & 7th

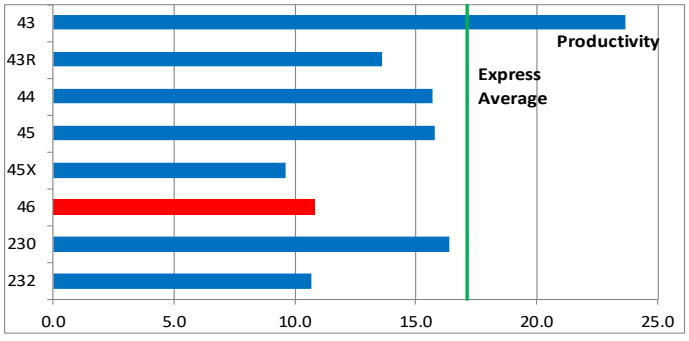
Maximum daily load	10 eastbound at Maxwell & Burns, westbound at Capitol Mall & 7th
Running time analysis	More running time in the afternoon, not measured in the morning

Route 46 positives	This is the more heavily used of the two express routes in Springlake
Route 46 negatives	Low ridership and productivity
	Only one trip in each direction



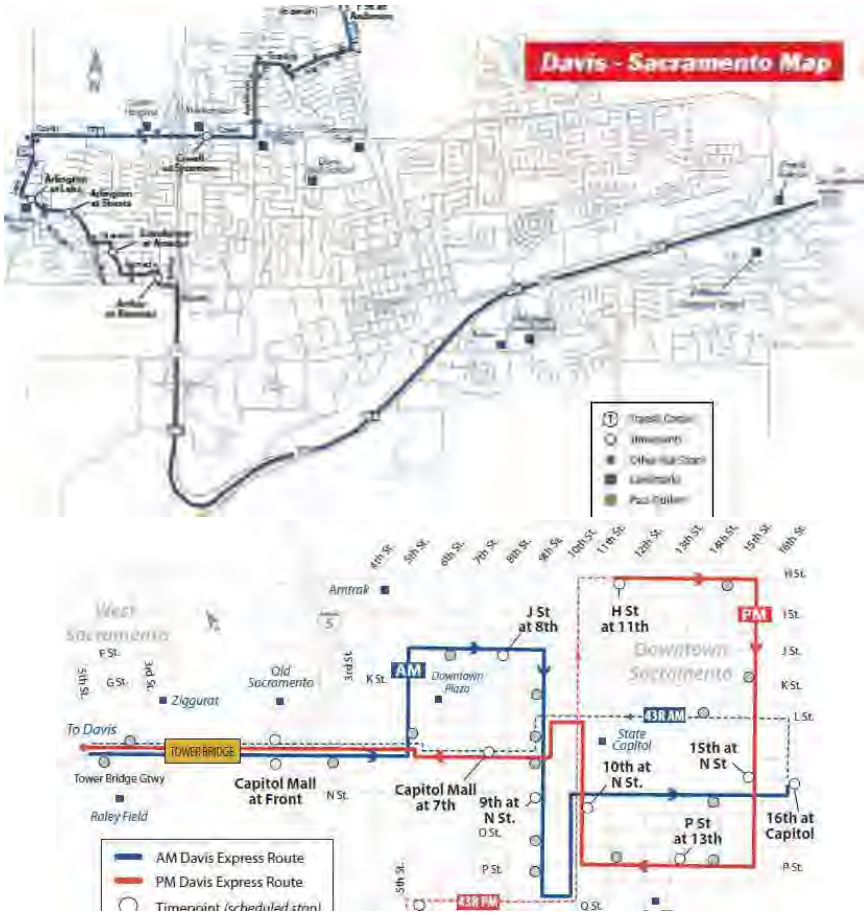






Route 230 West Davis/Sacramento Express

Route 230 provides three morning trips from West Davis to downtown Sacramento and three afternoon trips from downtown Sacramento to West Davis on weekdays only. The route's purpose is to connect West Davis residents with jobs in Sacramento.

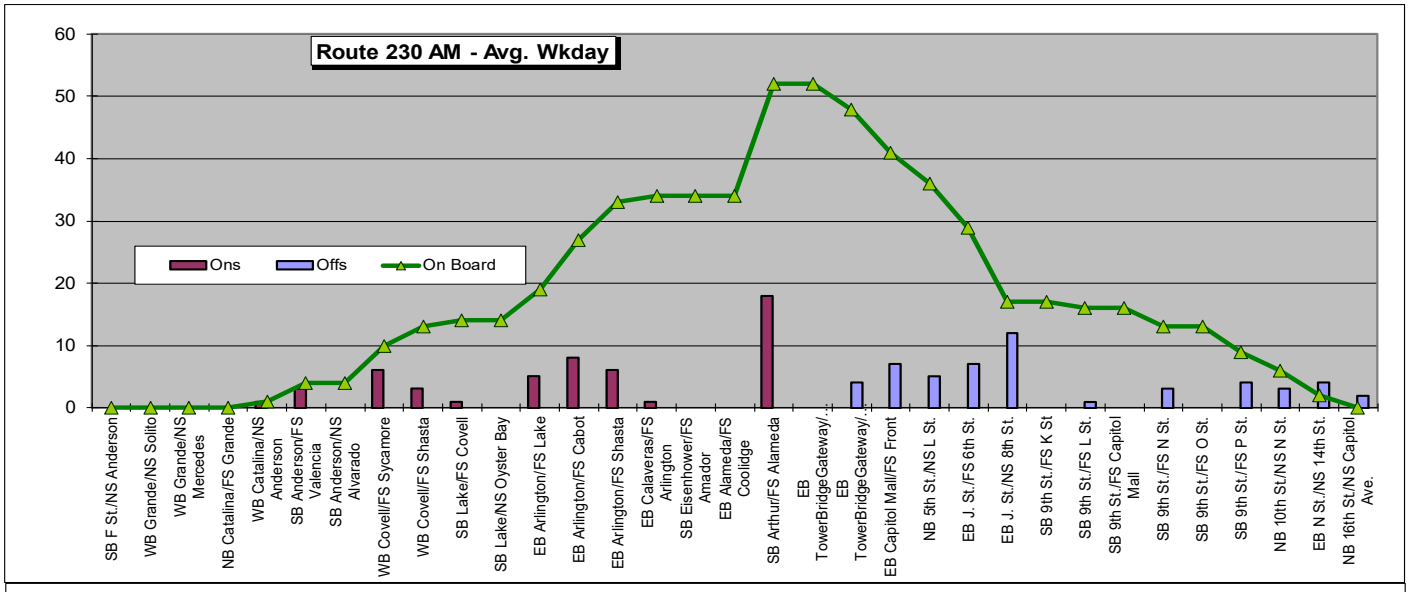


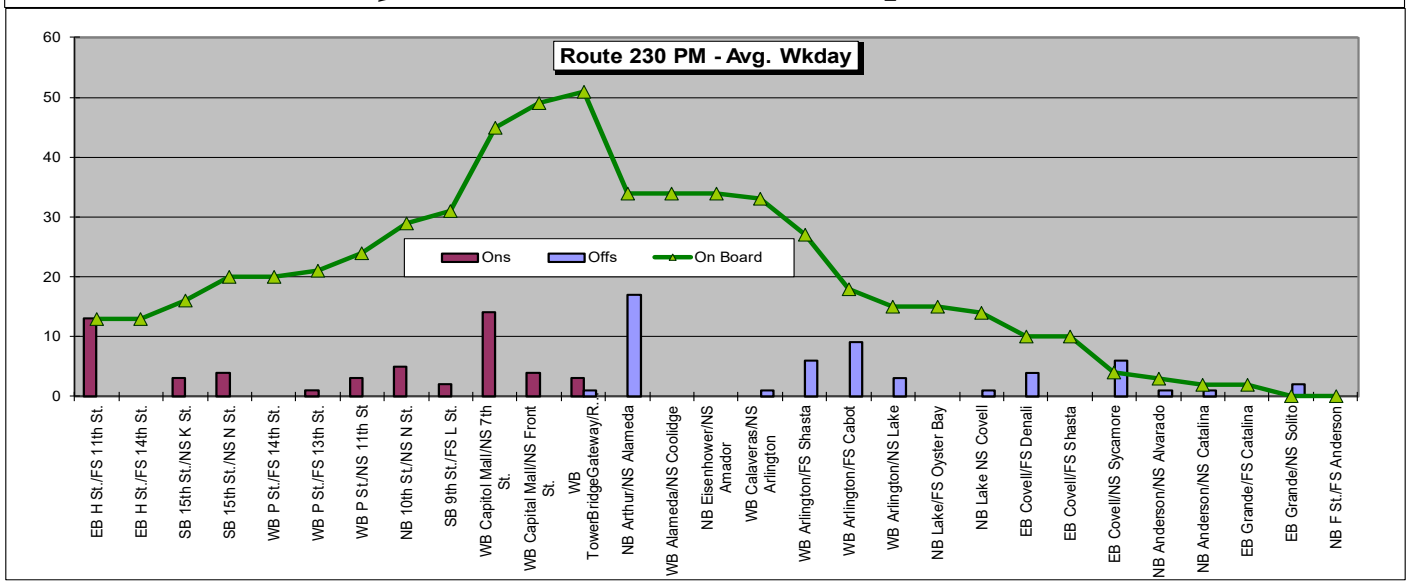
Major destinations: downtown Sacramento

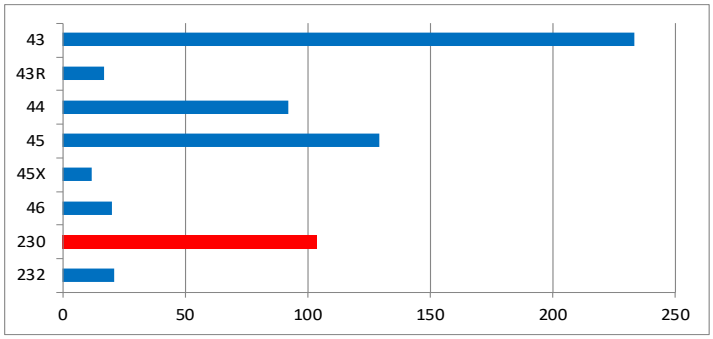
Trips	3 morning trip to downtown Sacramento, 3 afternoon trips to West Davis
Service span	5:59 to 7:57 am; 4:32 to 6:11 pm weekdays
Ridership	104 weekdays (3rd of 8 express routes)
Busiest stop	Southbound Arthur & Alameda in the morning and the afternoon
Productivity	16.4 boardings per revenue hour weekdays (9.4 per vehicle hour), 2nd/4th of 8 express routes)

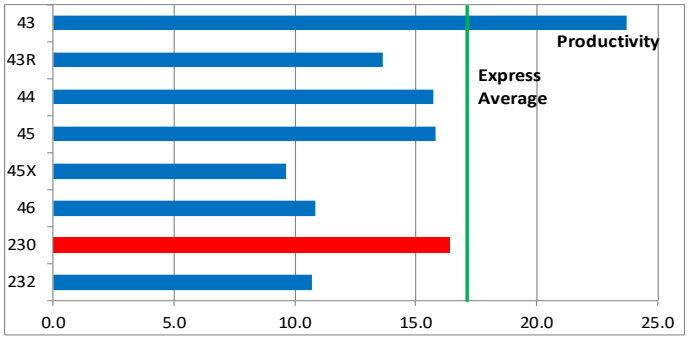
Peak load	31 on westbound 4:32 trip at Capitol Mall & Front
Maximum daily load	52 southbound at Arthur & Alameda
Running time analysis	More running time in the morning through downtown Sacramento, less running time in the afternoon

Route 230 positives	Second in productivity and third in ridership among all express routes
Route 230 negatives	Little ridership north of Covell in Davis.


Route 230 AM - Avg. Wkday
Ons
Offs
On Board
60
50
40
30
20
10
0
SB F St./NS Anderson
WB Grande/NS Solito
WB Grande/NS Mercedes
NB Catalina/FS Grande
WB Catalina/NS Anderson
SB Anderson/FS Valencia
SB Anderson/NS Alvarado
WB Covell/FS Sycamore
WB Covell/FS Shasta
SB Lake/FS Covell
SB Lake/NS Oyster Bay
EB Arlington/FS Lake
EB Arlington/FS Cabot
EB Arlington/FS Shasta
EB Calaveras/FS Arlington
SB Eisenhower/FS Amador
EB Alameda/FS Coolidge
SB Arthur/FS Alameda
EB TowerBridgeGateway/...
EB TowerBridgeGateway/...
EB Capitol Mall/FS Front
NB 5th St./NS L St.
EB J. St./FS 6th St.
EB J. St./NS 8th St.
SB 9th St./FS K St
SB 9th St./FS L St.
SB 9th St./FS Capitol Mall
SB 9th St./FS N St.
SB 9th St./FS O St.
SB 9th St./FS P St.
NB 10th St./NS N St.
EB N St./NS 14th St.
NB 16th St./NS Capitol Ave.


Route 230 PM - Avg. Wkday
Ons
Offs
On Board
60
50
40
30
20
10
0
EB H St./FS 11th St.
EB H St./FS 14th St.
SB 15th St./NS K St.
SB 15th St./NS N St.
WB P St./FS 14th St.
WB P St./FS 13th St.
WB P St./NS 11th St
NB 10th St./NS N St.
SB 9th St./FS L St.
WB Capitol Mall/NS 7th St.
WB Capital Mall/NS Front St.
WB TowerBridgeGateway/R...
NB Arthur/NS Alameda
WB Alameda/NS Coolidge
NB Eisenhower/NS Amador
WB Calaveras/NS Arlington
WB Arlington/FS Shasta
WB Arlington/FS Cabot
WB Arlington/NS Lake
NB Lake/FS Oyster Bay
NB Lake NS Covell
EB Covell/FS Denali
EB Covell/FS Shasta
EB Covell/NS Sycamore
NB Anderson/NS Alvarado
NB Anderson/NS Catalina
EB Grande/FS Catalina
EB Grande/NS Solito
NB F St./FS Anderson


43
43R
44
45
45X
46
230
232
0
50
100
150
200
250


43
43R
44
45
45X
46
230
232
Productivity
Express Average
0.0
5.0
10.0
15.0
20.0
25.0

Route 232 Davis/Sacramento Express

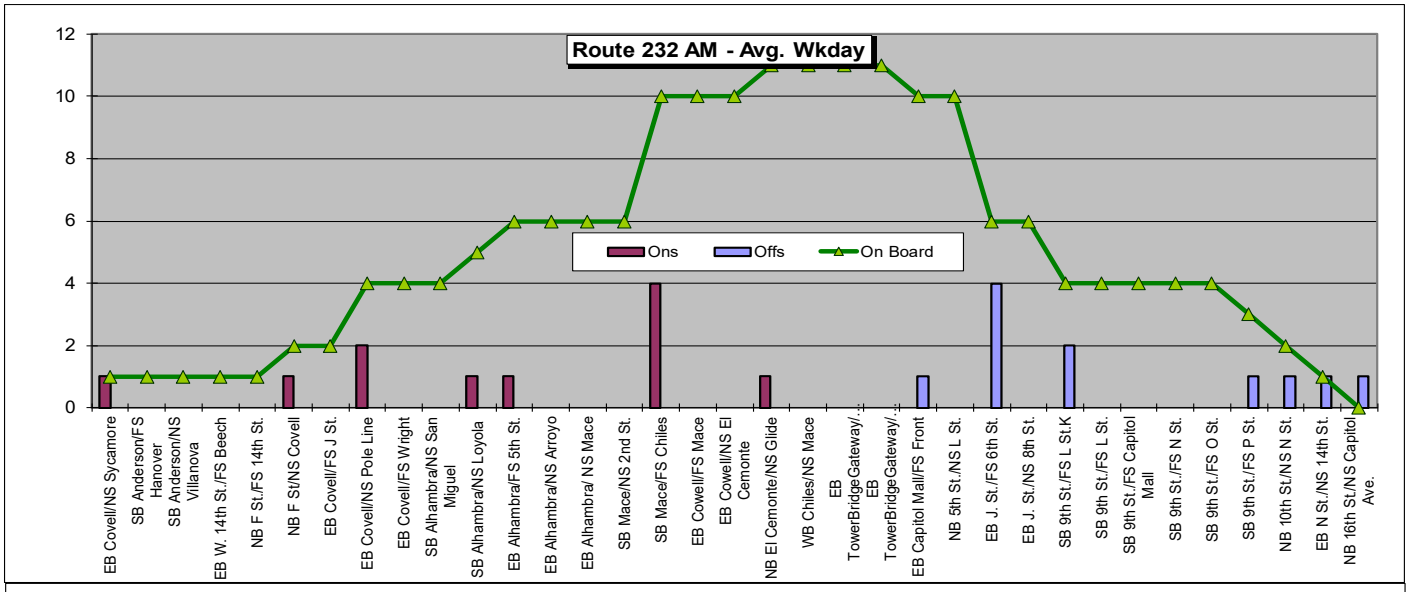
Route 232 provides one morning trip from central and east Davis to downtown Sacramento and one afternoon trip from downtown Sacramento to central and east Davis on weekdays only. The route's purpose is to connect central and east Davis residents with jobs in Sacramento.

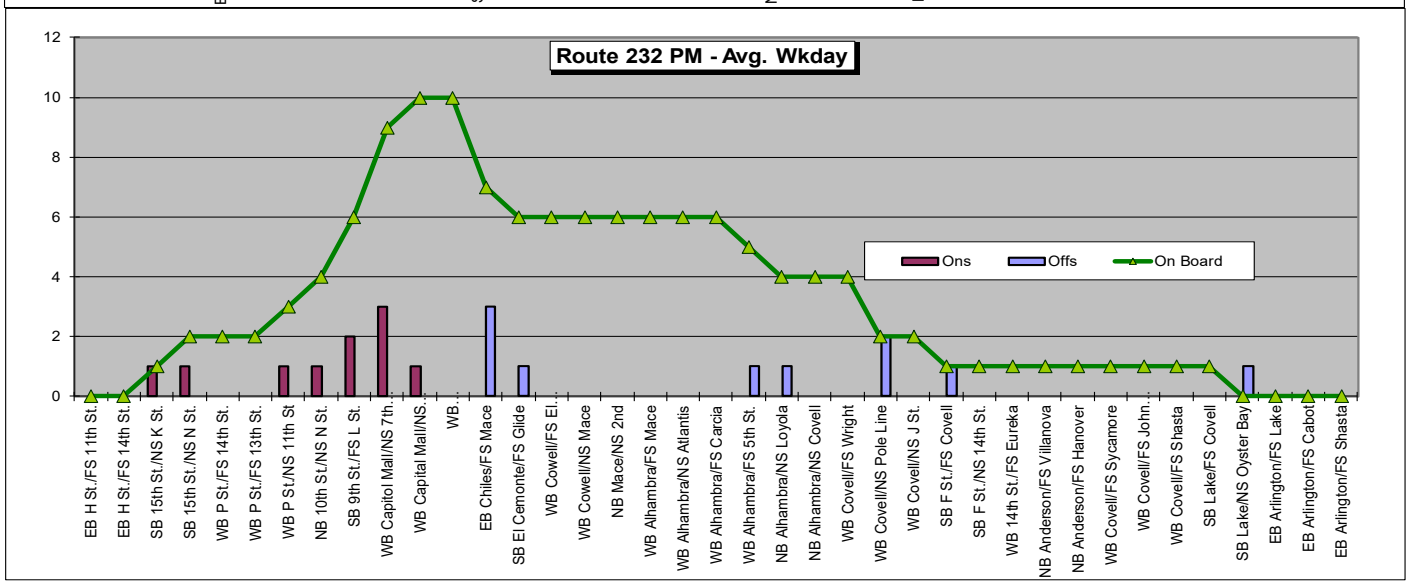
Major destinations: downtown Sacramento

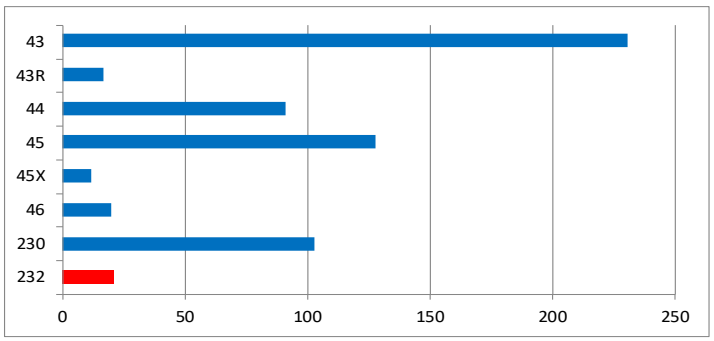
Trips	1 morning trip to downtown Sacramento, 1 afternoon trip to Davis
Service span	6:34 to 7:25 am; 5:33 to 6:52 pm weekdays
Ridership	21 weekdays (5th of 8 express routes)
Busiest stop	Southbound Mace & Chiles and eastbound J & 6th in the morning
Productivity	9.0 boardings per revenue hour weekdays (5.9 per vehicle hour), 7th/6th of 8 express routes)

Peak load	11 on eastbound 6:34 trip at Chiles & Mace
Maximum daily load	11 eastbound at Chiles & Mace
Running time analysis	Adequate in the afternoon, not measured in the morning

Route 232 positives	Late trip (5:33 pm) from downtown
Route 232 negatives	This route overlaps 42A, 42B, and 43 PM extension beyond Covell & Sycamore has only 1 rider Only one trip in each direction


Route 232 AM - Avg. Wkday
Ons
Offs
On Board
EB Covell/NS Sycamore
SB Anderson/FS Hanover
SB Anderson/NS Villanova
EB W. 14th St./FS Beech
NB F St/FS 14th St.
NB F St/NS Covell
EB Covell/FS J St.
EB Covell/NS Pole Line
EB Covell/FS Wright
SB Alhambra/NS San Miguel
SB Alhambra/NS Loyola
EB Alhambra/FS 5th St.
EB Alhambra/NS Arroyo
EB Alhambra/ NS Mace
SB Mace/NS 2nd St.
SB Mace/FS Chiles
EB Cowell/FS Mace
EB Cowell/NS El Cemonte
NB El Cemonte/NS Glide
WB Chiles/NS Mace
EB TowerBridgeGateway/...
EB TowerBridgeGateway/...
EB Capitol Mall/FS Front
NB 5th St./NS L St.
EB J. St./FS 6th St.
EB J. St./NS 8th St.
SB 9th St./FS L St.K
SB 9th St./FS L St.
SB 9th St./FS Capitol Mall
SB 9th St./FS N St.
SB 9th St./FS O St.
SB 9th St./FS P St.
NB 10th St./NS N St.
EB N St./NS 14th St.
NB 16th St./NS Capitol Ave.


Route 232 PM - Avg. Wkday
Ons
Offs
On Board
EB H St./FS 11th St.
EB H St./FS 14th St.
SB 15th St./NS K St.
SB 15th St./NS N St.
WB P St./FS 14th St.
WB P St./FS 13th St.
WB P St./NS 11th St
NB 10th St./NS N St.
SB 9th St./FS L St.
WB Capitol Mall/NS 7th...
WB Capital Mall/NS...
WB...
EB Chiles/FS Mace
SB El Cemonte/FS Glide
WB Cowell/FS El...
WB Cowell/NS Mace
NB Mace/NS 2nd
WB Alhambra/FS Mace
WB Alhambra/NS Atlantis
WB Alhambra/FS Carcia
WB Alhambra/FS 5th St.
NB Alhambra/NS Loyola
NB Alhambra/NS Covell
WB Covell/FS Wright
WB Covell/NS Pole Line
WB Covell/NS J St.
SB F St./FS Covell
SB F St./NS 14th St.
WB 14th St./FS Eureka
NB Anderson/FS Villanova
NB Anderson/FS Hanover
WB Covell/FS Sycamore
WB Covell/FS John...
WB Covell/FS Shasta
SB Lake/FS Covell
SB Lake/NS Oyster Bay
EB Arlington/FS Lake
EB Arlington/FS Cabot
EB Arlington/FS Shasta


43
43R
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232
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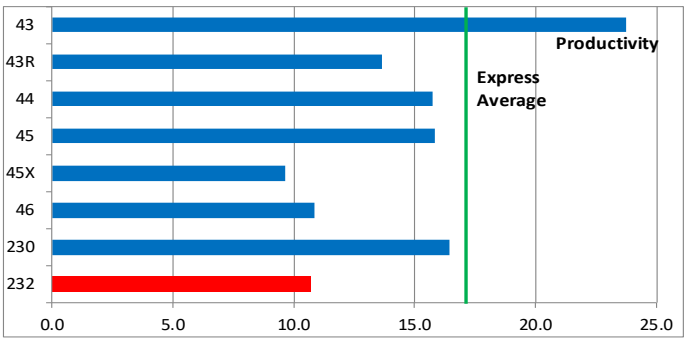
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230
232
Productivity
Express Average
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Yolo County Transportation District
Comprehensive Operational Analysis
Chapter 3: Financial Data Collection and Analysis

3.0 Introduction

This chapter describes and assesses the cost allocation methodology used by YCTD to distribute costs among the five jurisdictions that comprise the district and assesses possibilities for a simpler, easier to understand methodology to allocate costs. Section 3.1 presents the existing allocation methodology. Section 3.2 summarizes allocation methods at six peer agencies that operate outside of major urban areas in California. Section 3.3 provides detailed descriptions of these allocation methods. Section 3.4 applies one of the peer allocation methods to YCTD and compares the results to the existing allocation. Section 3.5 presents a simplified methodology to allocate fixed costs among jurisdictions. Section 3.6 summarizes findings in this chapter.

3.1 Summary of YCTD Allocation Procedure

Total operating expenses for YCTD consist of contractor, overhead and fuel costs. Contractor costs are specified in the contract between YCTD and Transdev. These include variable costs per vehicle mile and per vehicle hour, overhead costs, and a management fee. The fuel cost calculation is charged at a per mile rate and derived from the total budget cost of fuel and lubricants, then divided by the number of actual revenue miles from the previous year.

Fixed-route costs are generally allocated to the jurisdiction where service is provided except for the two shared routes – Route 42 and Route 220. The costs for Route 42 are shared between Davis, West Sacramento, and Woodland. Route 220 costs are split between Winters and Yolo County. The current allocation splits are as follows:

Route 42

- 16% to West Sacramento
- 58% to Davis
- 26% to Woodland

This is a historical allocation that was reaffirmed in 1997 by the local jurisdictions.

Route 220

- 85% to Winters
- 15% to Yolo County

This was a negotiated split agreed upon by the City of Winters and the County, reflecting service to the El Rio Villa low-income housing outside of the Winters city limits.

The revenue sources included in the allocation methodology include farebox, 5307, 5311, Low Carbon Transit Operations Program (LCTOP), Caltrans planning grants, Low Carbon Fuel Standard (LCFS) credits, Casino funding and outside fuel sales.

Annual cost allocation calculations rely on a highly complex, internally developed spreadsheet. The purpose of this task is to ascertain whether there is a simpler method to allocate costs among the jurisdictions that comprise YCTD.

3.2 Allocation Methods at Similar Systems in California

Six counties or transit agencies outside of major urban areas provided information on cost allocation methods. These are summarized below.

Sonoma County – population-based after subtracting out the population-based shares of the two largest cities.

Gold Coast Transit District – receives all the Local Transportation Funds (LTF) that ae not distributed (based on population) to other cities in the county that operate transit (Simi Valley, Thousand Oaks, Camarillo); historical revenue miles (only) distribution method caused problems.

Ventura County Transportation Commission – receives all of State Transit Assistance (STA) funding for its intercity service

Victor Valley Transit Authority – receives a share of LTF based upon population and route-miles (regardless of the level of service or ridership) from a calculation developed and managed annually by its contractor

Kern County Transit – funds are allocated based upon revenue miles, revenue hours and ridership

Morongo Basin Transit Authority – is incorporating a new two-step process that allocates costs by revenue miles and revenue by service hours.

3.3 Detailed Allocation Methods at Peer Agencies

Sonoma County Transportation Authority (SCTA) – Coordinated Claim for Three Fund Sources[1]
Bryan Albee, Transit Systems Manager

Organization type: County transportation authority, regional transportation planning agency

Funding sources involved: Transportation Development Act (TDA), STA, Measure M (local sales tax or 0.25%)

Approach to fund source allocations:

TDA:

- Population-based division, subtracting the Santa Rosa and Petaluma populations from the total county population to arrive at the unincorporated county share and determine the respective shares for Santa Rosa CityBus, Petaluma Transit and Sonoma County Transit.
- Golden Gate Transit share is based upon an historical contribution formula (FY 96/97) of 25% of Sonoma County's fiscal year TDA funds
- To fund the ADA complementary paratransit service:

[1] Sonoma County Transportation Authority Staff Report to its Transit Technical Advisory Committee, Dana Turrey, March 13, 2019.

  - For ADA service provided by Sonoma County Transit (thru Volunteer Wheels), each entity contracting with Sonoma County Transit provides an additional 20% of their fixed-route contributions to support ADA-required paratransit.
  - Petaluma Transit and Santa Rosa CityBus contract with MV Transportation and provide (and fund) paratransit services within their respective service areas.

STA:

- Population-based funds were historically divided among three categories:
  - Regional paratransit
  - Formula funds
  - Lifeline Transportation Program
- New Metropolitan Transportation Commission policy framework, established in FY 18/19, funds projects through an STA County Block Grant; SCTA is coordinating the development of a population-based distribution program to eligible operators, accompanied by several policy conditions aimed at improving transit coordination while stabilizing funding.
- SB-1 Funds are distributed to Sonoma County Transit, Santa Rosa CityBus and Petaluma Transit based upon their shares of the countywide population, and:
  - Off-the-top funding to SMART (Sonoma-Marin Area Rail Transit), based upon combined share of transit ridership and revenue hours, weighting each factor at 50% -- For FY 19/20, 7.5% of the total STA population-based funds.
  - 80% of funding distributed to Petaluma Transit, Santa Rosa CityBus and Sonoma County Transit based on their share of the countywide population.
  - Remaining funds distributed among Petaluma Transit, Santa Rosa CityBus and Sonoma County Transit based on their combined share of local bus transit ridership and hours of operation (revenue hours), weighting each factor at 50% -- For FY 19/20, 12.43% of total STA population-based funds.

Measure M:

- Divided among Sonoma County Transit, Santa Rosa CityBus and Petaluma Transit based upon population.

Transit Providers Involved: Sonoma County Transit, Santa Rosa CityBus, Petaluma Transit, Golden Gate Transit and SMART

Gold Coast Transit District (GCTD), Ventura County
Vanessa Rauschenberger, Planning Manager

Organization type: regional transportation provider of local, community-based services

Funding sources: TDA/ LTF

Approach to allocation:
Now that GCTD is a Special District, all TDA funds are allocated directly to GCTD. Prior to 2013, when GCTD was a Joint Powers Authority, TDA funds were allocated to member cities who were transportation providers based upon percentage of revenue miles. This was not an ideal strategy, as it resulted in operational decisions based upon funding, not on ridership or service effectiveness. As an example, routes were being short-turned at city borders solely because of funding impacts. Additionally, there were internal city battles over funds for transit versus funds for non-transit purposes.

Ventura County Transportation Commission (VCTC)
Peter DeHaan, Director of Programming

Organization type: county transportation commission and provider of inter-city services

Funding sources: STA and SB1 funds

Approach to allocation:
The Commission-approved policy approved states that VCTC Intercity Bus will receive the entire STA population-share apportionment, since these intercity routes do not receive an apportionment of TDA Local Transportation Funds (these go to GCTD and the cities).

VCTC receives State of Good Repair funds from SB1. The Commission decision has been to give the entire Ventura County State of Good Repair population apportionment to Metrolink due to the significant rail transit maintenance backlog which SB 1 left largely unaddressed. Unfortunately, this apportionment of slightly over $1 million per year for Ventura County is only a "drop in the bucket" compared to the Metrolink maintenance backlog.

Victor Valley Transit Authority, San Bernardino County
Kevin Kane, General Manager

Organization type: Joint powers authority with four cities and the County.

Funding sources involved: TDA, STA, Measure I (local sales tax)

Approach to allocation: The LTF contribution from VVTA's participating jurisdictions are derived from a calculation based on the percentage of route miles in each jurisdiction, regardless to the number of trips or number of boardings.

Route miles are analyzed by VVTA's consultant and a calculation is performed each year during the development of the annual budget in the Spring. The cities are not involved in the calculation process; they understand the methodology used by VVTA and are informed of their required share towards transit during the overall budget process.

The San Bernardino County Transportation Authority (SBCTA), the Regional Transit Planning Agency, is notified by VVTA of the LTF split amounts during the budget process. SBCTA determines the amount of STA based on population and Measure I, a return-to-source sales tax.

Kern County Transit, Kern County
Irene Enriquez, Administrative Coordinator.

Organization type: Rural transit operator providing inter-city trips across Kern County.

Funding sources involved*:* LTF and Federal Transit Agency 5311(f) funds

Approach to allocation**:** For LTF funds, the agency pro-rates costs based on route ridership. For routes serving more than one city, costs are allocated based on revenue miles and revenue

hours. Farebox data is used for route ridership and Automatic Vehicle Location data for revenue miles and revenue hours.

Kern County Transit is generally stable in terms of routes and revenue hours. Every year the agency checks to see whether the cost allocation generally (within two or three percent) matches current ridership and service levels. In the past three years, the formula has not been changed.

The agency also receives 5311F funds (for service to intercity carriers such as Amtrak and Greyhound). This is the only reason to separate ridership by route.

Morongo Basin Transit Authority, San Bernardino County
Mark Goodale, General Manager

Organization type*:* Joint powers authority with two cities and the County.

Funding sources involved: Passenger fares, LCTOP, 5311, Measure I, AB 2766, LTF

Approach to allocation**:** Currently, MBTA allocates operating costs to each of its member jurisdictions using a combined revenue hour and population calculation. Revenue hours for local routes are assigned to the jurisdiction in which the route operates. Revenue hours for regional and commuter services that cross jurisdictional boundaries are allocated based on the population of each jurisdiction. The population proportion for each jurisdiction is then applied to the total number of revenue hours for the route. Non-local revenues are applied to the total operating cost. The remaining operating cost, the balance, is then covered by LTF funds of the local jurisdictions.

Including the population factor into the cost allocation methodology has raised questions of equity given that many shared routes are providing service only within a portion of a given jurisdiction. This has resulted in jurisdictions with larger populations being assigned costs that are greater than the level of service provided on the shared routes.

A recent cost allocation study concluded that allocating costs across jurisdictions by revenue miles is a more equitable way of assigning costs. The number of route miles are determined for each shared route by jurisdiction, then multiplied by the number of trips within the jurisdiction to arrive at a revenue mile total. The proportion of revenue miles for the shared route are assigned to the total operating cost of MBTA. This methodology allows for adjustments in the allocation of costs as service levels change over time.

The allocation of revenue is then determined based on the number of revenue hours within each jurisdiction. The allocation percentage is applied to the cost responsibility that was determined for each jurisdiction by revenue miles. Non-local revenues are proportionately applied first, based on the revenue hour percentage and subtracted from the total cost responsibility of each jurisdiction. The remaining cost balance for each jurisdiction is then covered by LTF funds apportioned to the respective jurisdiction. An example of this new cost allocation methodology is presented in Table 3.1.

Table 3.1
Morongo Basin Transit Authority Example of a Possible Cost Allocation Methodology

Total Operating Expenses:	**$ 5,000,000**			
	Jurisdiction 1	**Jurisdiction 2**	**Jurisdiction 3**	**Total**
Percent Revenue Miles	25.0%	50.0%	25.0%	100.0%
Operating Cost Allocation	$1,250,000	$2,500,000	$1,250,000	$5,000,000
Percentage Revenue Hours	28.0%	47.0%	25.0%	100.0%
Non-Local Revenue Allocation	$280,000	$470,000	$250,000	$1,000,000
Net LTF Transit Subsidy	$970,000	$2,030,000	$1,000,000	$4,000,000
FY 2019-2020 LTF Apportionment	$1,150,000	$2,500,000	$1,200,000	$4,100,000
Net LTF After Transit Subsidy	$180,000	$470,000	$200,000	$100,000

3.4 Application of MBTA Example to YCTD

Given the depth and complexity of YCTD's current cost allocation process, it could be beneficial to create an allocation method for the member jurisdiction that is equitable but also saves time and can be easily communicated to YCTD's stakeholders. The Morongo Basin Transit Authority example (described in the previous section) developed a series of simplified allocation models, allocating on a basis of revenue miles, revenue hours or a combination of both.

The following tables present fixed-route cost distributions across the members jurisdictions based on the number of revenue miles or hours generated by the routes operating within those areas during FY 18-19 (Table 3.2). Each cost model is then contrasted by the results of the existing cost allocation process to determine the level of variance between the allocation model scenarios and the status quo. The total operating cost represents YCTD's budgeted fixed-route costs of $14,165,490 for FY 19-20.

Table 3.2
Proportion of Revenue Miles and Hours FY 18-19

	West Sac	**Davis**	**Woodland**	**Winters**	**County**	**Total**
Revenue Hours	28,420	27,667	28,663	2,304	16,563	103,617
% of Revenue Hours	27%	27%	28%	2%	16%	100%
Revenue Miles	454,156	610,629	492,386	63,880	423,694	2,044,745
% of Revenue Miles	22%	30%	24%	3%	21%	100%

Table 3.3 presents a cost allocation scenario based solely on the proportion of revenue miles. In this scenario, reductions in operating cost shares are shown for West Sacramento and Woodland where the percentage of revenue miles is lower than the allocation percentage using the existing

method. Conversely, operating costs for Davis, Winters, and the County show slight increases over the current method.

Table 3.3
Cost Allocation Model Using Revenue Miles

	West Sac	Davis	Woodland	Winters	County	Total
Percent Revenue Miles	**22.21%**	**29.86%**	**24.08%**	**3.12%**	**20.72%**	**100.0%**
Operating Cost Allocation	**$3,152,960**	**$4,239,199**	**$3,418,416**	**$443,467**	**$2,941,447**	**$14,195,490**
Existing Allocation Method						
	West Sac	Davis	Woodland	Winters	County	Total
Percent Allocation	24.87%	27.22%	25.20%	2.59%	20.11%	100.0%
Operating Cost Allocation	$3,530,969	$3,864,435	$3,577,928	$367,656	$2,854,502	$14,195,490
Percent Allocation Difference	**-2.66%**	**2.64%**	**-1.12%**	**0.53%**	**0.61%**	
Operating Cost Allocation Difference	**($378,008)**	**$374,764**	**($159,513)**	**$75,811**	**$86,946**	

Allocating costs by proportion of revenue hours has an opposite effect on cost distribution amongst the jurisdiction, as shown in Table 3.4. Increases over the current method are shown for West Sacramento and Woodland, while decreases in costs are shown for Davis, Winters, and the County.

Table 3.4
Cost Allocation Model Using Revenue Hours

	West Sac	Davis	Woodland	Winters	County	Total
Percent Revenue Hours	**27.428%**	**26.701%**	**27.662%**	**2.223%**	**15.985%**	**100.0%**
Operating Cost Allocation	**$3,893,596**	**$3,790,380**	**$3,926,771**	**$315,594**	**$2,269,149**	**$14,195,490**
Existing Allocation Method						
	West Sac	Davis	Woodland	Winters	County	Total
Percent Allocation	24.87%	27.22%	25.20%	2.59%	20.11%	100.0%
Operating Cost Allocation	$3,530,969	$3,864,435	$3,577,928	$367,656	$2,854,502	$14,195,490
Percent Allocation Difference	**2.55%**	**-0.52%**	**2.46%**	**-0.37%**	**-4.12%**	
Operating Cost Allocation Difference	**$362,627**	**($74,055)**	**$348,842**	**($52,062)**	**($585,353)**	

West Sacramento and Woodland have several local bus routes that stop more often and thus have lower speeds and fewer revenue miles per revenue hour. An allocation based on revenue miles favors these jurisdictions. Routes in Davis, Winters, and Yolo County do provide some local circulation, but these routes have long segments that operate at high speeds with fewer stops. An allocation based on revenue hours favors these jurisdictions.

The weighted average approach presented in Table 3.5 is intended to normalize the differences in revenue mile and hour levels due to the different types of fixed-route service provided within

the jurisdictions. The weighted allocation scenario presents the lowest level of variance (no allocation is ±2 percent different from the current allocation).

Table 3.5
Cost Allocation Model Using Weighted Average of Revenue Miles and Hours

	West Sac	Davis	Woodland	Winters	County	Total
Percent Revenue Miles	22.21%	29.86%	24.08%	3.12%	20.72%	100.0%
Percent Revenue Hours	27.43%	26.70%	27.66%	2.22%	15.99%	100.0%
Weighted Percentage (Hours+Miles/2)	**24.82%**	**28.28%**	**25.87%**	**2.67%**	**18.35%**	**100.00%**
Operating Cost Allocation	**$3,523,278**	**$4,014,790**	**$3,672,593**	**$379,531**	**$2,605,298**	**$14,195,490**
Existing Allocation Method						
	West Sac	Davis	Woodland	Winters	County	Total
Percent Allocation	24.87%	27.22%	25.20%	2.59%	20.11%	100.0%
Operating Cost Allocation	$3,530,969	$3,864,435	$3,577,928	$367,656	$2,854,502	$14,195,490
Percent Allocation Difference	**-0.05%**	**1.06%**	**0.67%**	**0.08%**	**-1.76%**	
Operating Cost Allocation Difference	**($7,691)**	**$150,354**	**$94,665**	**$11,875**	**($249,204)**	

3.5 Proposed Methodology for Allocating Fixed Costs

None of the methodologies reviewed provides an obvious improvement on the current YCTD approach to cost allocation. Some may be too simple for YCTD. Others introduce population as an allocation factor, which fails to consider the number of residents within a reasonable distance of a transit route. Sole use of revenue miles or revenue hours favors jurisdictions with either many express routes or many local routes.

A careful review of budget documents from recent years suggests that allocation of variable costs is the easier part of the calculations. Variable costs are directly related to revenue hours and revenue miles of service and these measures must be reported each year. Variable costs for all but three routes are assigned to a single jurisdiction, and there are agreed-upon allocation methods for the three shared routes.

Appendix C to the *2019-20 Final Budget Narrative*, dated June 28, 2019 clearly shows the distribution of fixed and variable costs among the jurisdictions. Table 3.6 shows fixed cost distributions over the previous three years.

Table 3.6
Cost Allocation Averages for Fixed Costs over the Past Three Years

Jurisdiction	2019-20	2018-19	2017-18	**3-yr average**
West Sac	24.56%	25.18%	26.10%	**25.28%**
Davis	26.41%	26.98%	28.41%	**27.27%**
Woodland	24.21%	24.72%	26.37%	**25.10%**
County	22.23%	20.42%	16.37%	**19.67%**
Winters	2.59%	2.69%	2.75%	**2.68%**
Total	100.00%	100.00%	100.0%	**100.00%**

The proposed cost allocation method uses the three-year average as the basis for distributing fixed costs among the jurisdictions. The percentages are stable over this period. In the future, fixed-cost averages and subsequent allocations could be updated at the conclusion of the "base"

term of YCTD's service contract. The base term of the current contract is seven years, and there are five years remaining in the term. A running-average three-year approach was considered, but this would require the same extensive effort each year.

The benefits of the proposed methodology include:

1. Simplicity
2. Reduction in staff hours at budget season
3. Predictable fixed costs for each jurisdiction
4. Basis in recent budget data

3.6 Summary

The examples presented in this review show a wide variety of approaches taken to allocate costs among jurisdictions. There is no "ideal" approach. A new methodology is proposed for allocation of fixed costs using a three-year average. This methodology simplifies the annual budget process and provides predictability in year-to-year fixed cost allocation.

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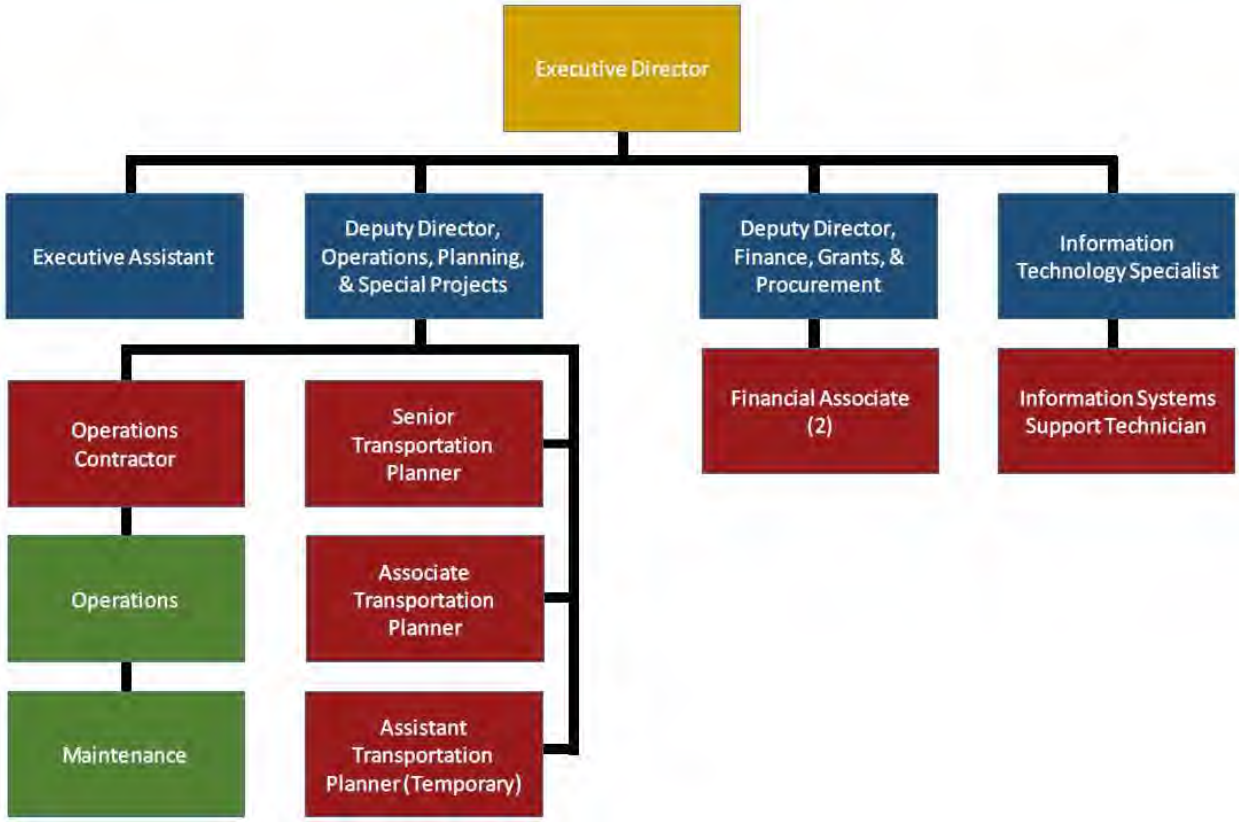
4.0 Introduction

This chapter assesses current administrative policies and practices at YCTD. Is the agency adequately staffed? Are responsibilities clearly delineated? Are there unfilled positions? Are there changes that could enhance operational effectiveness? Section 4.1 describes current staffing at YCTD. Section 4.2 reviews staffing levels at peer agencies. Section 4.3 identifies opportunities to enhance efficiency and to improve the customer experience, based on staff input and experience elsewhere. Section 4.4 summarizes recommendations.

4.1 Current Staffing and Organization

Figure 4.1 shows the organizational chart for YCTD. There is a clear chain of command, with four direct reports to the Executive Director. Three planner positions (Senior, Associate, and Assistant, now a permanent position) are in Operations, Planning, & Special Projects. Two associate positions are in Finance, Grants, & Procurement. One technician position is in Information Technology. The total number of positions is 11; the Associate Transportation Planner is currently vacant. Transdev is the Operations Contractor, responsible for bus operations and maintenance. These positions are not counted among YCTD employees.

Figure 4.1
YCTD Organizational Chart



Source: YCTD Short Range Transit Plan, FY 2014-2021

4.2 Staffing Levels at Peer Agencies

The project team reviewed the number of employees at peer transit agencies in California. National Transit Database (NTD) data published by the Federal Transit Administration was used to identify peer agencies. Peers were defined by:

- Number of peak buses in operation – between 31 and 51 (YCTD has 41 peak buses), including the bus and commuter bus categories as defined by NTD;
- Type of operation – contracted service (with one exception).

NTD collects information on number of full-time employees at transit agencies, but this information is published only for "full reporters," none of which operate contracted service. In lieu of using NTD published data, this report relied on organizational charts for peer agencies. Seven peer agencies met the definition above, and organizational charts were found on-line for five of these agencies. A sixth agency that operates service directly (i.e., does not contract) was added to the peer group because its organizational chart clearly delineated operating and maintenance functions that were not counted in the number of employees. Table 4.1 presents the peer group analysis, noting differences at two of the peer agencies.

Table 4.1
Staffing Levels at Peer Agencies

Agency	# Peak Buses (MB+CB)	# Employees	Notes
Gold Coast Transit District	47	24	Directly Operated; operating personnel excluded
Livermore/Amador Valley Transit Authority	47	17	
Merced The Bus	37	12	
Napa Valley TA	31	15	
Sonoma County	41	6	Admin part of larger department, not included.in # employees
Western Contra Costa County Transit	41	9	
AVERAGE	40.7	13.8	
YCTD	41	11	

The six peer systems average 40.7 peak buses and 13.8 employees. YCTD, as noted earlier has operates 41 peak buses and has 11 full-time positions. YCTD staffing is slightly below its peer agencies.

One of the ways in which YCTD keeps staffing levels lean is through the use of interns, especially in planning and operations. College students gain valuable experience in a real-world environment by assisting YCTD staff in data collection and analysis, graphics, and mapping. The internship program also provides a pipeline of talent for entry-level positions after graduation.

4.3 Opportunities to Enhance Efficiency and Improve the Customer Experience

Discussions with agency staff revealed one potential area of improvement with regard to staffing. YCTD has been very successful in applying for and receiving grants to fund its services and various demonstration projects. One recent example is the MicroTransit pilot project in Knights

Landing. Oversight and management of grants is distributed across staff members. Reporting requirements for grants differ by grant source and can be time-consuming.

The recommendation is to add a Grants and Management Specialist position and consolidate grant management and reporting responsibilities to this position. This would streamline oversight of the various grants and free up time for other employees to focus on their specific assignments and tasks.

A second recommendation is to explore expanded use of interns in the Finance, Grants, and Procurement Department. As noted earlier, internships provide valuable real-world experience for students and help YCTD managers and employees to manage the workload by delegating specific tasks to interns. Planning interns have been helpful and productive in assisting staff in various ways; financial interns could be equally helpful.

The customer experience begins with planning his/her trip. The YCTD website is a useful source of schedule information for each route, but it is somewhat dated in appearance and content. A complete redesign of the website, timed to coincide with implementation of a reimagined transit network, is recommended. YCTD should also explore increased use of real-time transit information, both through a revamped website and through use of mobile applications, to meet the expectations of today's riders.

The customer experience is directly related to the bus ride. As part of the system reimagining, all schedules are being reviewed and changed as needed to ensure appropriate travel times on all trips and on bus travel to the beginning of a route. Specific running time changes are included as part of route recommendations. Two operational recommendations are proposed:

- Change the locations and procedures for operator reliefs. The general practice today is for the operator to bring the bus back to the yard at the end of the shift and to have the relief operator pull another bus out from the yard. Many agencies make car reliefs in the field, shuttling operators to and from relief points via automobile. This is the recommended change in practice, with County Fair Mall as an ideal location to make car reliefs due to its proximity. YCTD would need to purchase two automobiles to allow car reliefs at County Fair Mall. Car reliefs could also happen at the West Sacramento Transit Center. An associated change is to avoid reliefs in downtown Sacramento due to the time it takes to get there and back.

- Develop new operator assignments with local review in conjunction with the proposed service changes. "Runcut" is the technical term for this task. Like most contractors, Transdev has centralized runcutting capabilities in house. Discussions with on-site Transdev managers revealed a willingness to do the runcut locally, but this would be contrary to company policy. However, local transit managers at Transdev have the authority to review the runcut and propose changes; the process is more open to negotiation than it appears at first glance. The recommendation emphasizes the importance of local review, in line with established procedures, in development of new operator assignments.

4.4 Summary of Administrative Recommendations

1. Add a Grants and Management Specialist position and consolidate grant management and reporting responsibilities to this employee.

2. Continue the intern program in the Operations, Planning, and Special Projects Department and explore expanded use of interns in the Finance, Grants, and Procurement Department.

3. Revamp the YCTD website and explore increased use of real-time information via the website and/or mobile applications.

4. Change the locations and procedures for operator reliefs.

5. Develop new operator assignments **with local review** in conjunction with the proposed service changes.

Yolo County Transportation District
Comprehensive Operational Analysis
Chapter 5: Yolobus Special Review

5.0 Purposes of this Review

This review of Yolo County Transit District's Yolobus Special program addresses three general purposes:

1. To document current performance and cost experience of YCTD's Yolobus Special.
2. To assess where the program may be going "beyond the ADA", in relation to compliance with the Americans with Disabilities Act.
3. To suggest what policy and operational levers exist to manage or improve program cost-efficiency and effectiveness going forward.

Data presented are compiled primarily from secondary sources, including interviews with YCTD staff and dispatch staff from its contractor (Transdev). Analysis of actual trip data for the representative month of August 2019 is presented to understand more clearly the spatial and temporal dimensions of Yolobus Special service.

This is a high-level review to consider several key policy questions and does not encompass all aspects of the Yolobus Special program.

5.1 Yolobus Special as an ADA Complementary Paratransit Program

The Yolobus Special is the curb-to-curb demand responsive service provided by the Yolo County Transportation District (YCTD) to ensure compliance with the Americans with Disabilities Act of 1990 in providing a complementary paratransit program for eligible persons who are not always able to use fixed route services due to their disability.

ADA Program Compliance

YCTD has documented its program and key policies in *ADA PARATRANSIT POLICIES RELATED TO INDIVIDUAL RIDERS* (June 13, 2019). Table 5.1 summarizes Yolobus Special compliance with key elements of 49 CFR Part 27, Subpart F, Section 37 required of an ADA complementary paratransit program.

Table 5.1
Key ADA Complementary Program Requirements and Compliance

ADA Service Criteria Required by 49 CFR Part 27, Subpart F, Section 37.131	YOLOBUS SPECIAL ADA Complementary Paratransit Program
Eligibility - Persons certified as unable to use fixed route services for all or some (conditional eligibility) trips	MEETS AND EXCEEDS – - ADA riders who are certified by Yolobus Special are provided with eligible trips. A paper application completed by prospective riders may be followed with an in-person interview to establish "Temporary," "Conditional" or "Full" eligibility. - West Sacramento Dial-a-Ride eligibility is for persons age 62 and older. All eligible riders in West Sacramento were found to be ADA eligible and submitted an ADA application.

ADA Service Criteria Required by 49 CFR Part 27, Subpart F, Section 37.131	YOLOBUS SPECIAL ADA Complementary Paratransit Program
Geographic area of service - Service must be provided within ¾ mile of all YCTD fixed routes	MEETS AND EXCEEDS (Appendix B) - ¾ mile of all fixed route YCTD service except for express/commute trips that operate predominantly in one direction during peak hours. - City of Davis: YCTD has an agreement with Davis Community Transit (which operates ADA trips for Unitrans) that it will operate all *intracity* ADA trips in Davis. - West Sacramento: ¾ mile of YCTD routes - Premium service to medical facilities in greater Sacramento
Hours and days of service - Must operate on the days and during the hours when fixed-route services are operating, including: • Routes 42A/42B – 4:30 am to 11:43 pm, on weekdays • Route 215 – 5 am to 2 am, seven days a week	MEETS (Appendix B) There are varying service hour timeframes across the Yolobus service area, based upon local and intercity routes operating in different areas. Maps for each of these are in Appendix B. Route 215 operates between 5 a.m. and 2 a.m. seven days a week. Dispatch procedures exist to book all eligible trip requests, with zero denials reported over past year.
Fare - No more than double Yolobus base fare: $2.00 for local fixed-route fare $2.25 for intercity fixed route	MEETS – ADA fares: Local $4.00 Intercity $4.50 Premium $6.00 – Certain medical facilities in Sacramento and Vacaville
Capacity constraints - All trips requested by ADA certified riders can be served. No denials are allowed.	MEETS - Defined by YCTD/ Transdev as "*A ride request that is within ¾ of a mile from fixed route bus service, within fixed route operating hours and is not a same day/ ride or request.*" Reports provided by Transdev for the representative sample months of July and August 2019 show zero trip denials.
Response time – Trips must be provided within one hour before and up to one hour after the requested or negotiated trip time	MEETS – Trips are ***scheduled*** to within a 30-minute range of time; within this "pick-up window", vehicles may arrive 15 minutes before or 15 minutes after the scheduled time. On-time performance discussed subsequently in terms of high proportion of trips provided earlier than the pick-up window.
Trip purpose - There may be no restrictions based upon trip purpose.	MEETS – Trip purpose information is not collected by dispatch.
Ride times - Excessive trip travel times are not allowed. Travel times generally shall be no more than twice the trip length on fixed route	MEETS – While the Rider Guidebook indicates this is a shared ride service with travel times similar to local fixed route service but not the same as trips by private auto, the system's low-productivity suggests there are limited shared-rides and short ride times. This increases the likelihood that individuals' ride times are not excessive. This was not independently verified.

Advance reservation capability - Trips must be provided to requests made at least one day and up to fourteen days in advance.	MEETS – Riders call (530) 666-2877 An advance reservation service, reservations may be made from one (1) to seven (7) days in advance, placed by 5 p.m. the day before the requested trip. Same-day capabilities are very limited, on a space-available basis, and reserved for extreme situations.
Reservation making – Reservation capability must be available during normal business hours and the day prior to any service day.	MEETS and EXCEEDS – Advance reservations accepted up until 5 p.m. the day before the ride is requested: 7 a.m. to 5 p.m. Monday through Friday 8 a.m. to 4 p.m. weekends and holidays
Door-to-Door Service – Door-to-door service must be available upon request. Reasonable modification must be made to passenger requests, in accordance with FTA C. 4710.1	MEETS – Curb-to-curb service is normally provided. Rider requests for reasonable modifications to existing policy may be made by formally requesting in writing or via email to custserv@yolobus.org with a YCTD response expected within three (3) business days.
Subscription service – No more than 50% of service capacity can be assigned to subscription, standing order trips during any single hour of the operating day unless there are no trip denials.	MEETS – Analysis of August 2019 data shows 55% subscription, standing order trips and 45% demand trips; these percentages shift during the peak periods, particularly the afternoon pick-ups during 1:30 to 3 p.m. when subscription pick-ups probably use most available capacity. As Yolobus Special is denying zero trips, and subscription service is discretionary per Section 37.133, according to the FTA ADA FAQ, whether to provide subscription service beyond the 50% ceiling is entirely within the agency's discretion.

ADA Compliance Discussion

Yolobus Special is complaint with ADA rules of service criteria and capacity constraints, as assessed by this high-level review presented in Table 5.1. In two areas, the program exceeds ADA requirements, notably:

1. Eligibility – For most of the Yolobus Special service area, riders must be certified as ADA eligible through an eligibility review process of several steps. For riders from West Sacramento, there is only an age requirement – age 62 or older. West Sacramento riders who have been ADA certified and are in the Yolobus Special ADA rider database do receive priority so persons with disabilities are also eligible to take Yolobus Special trips in or from West Sacramento.

2. Service area – Yolobus Special is providing trips to selected medical facility destinations in Sacramento and in Vacaville. This historical arrangement reflects the fact that major medical facilities are clustered in select areas outside of Yolo County and that individuals visit medical specialists or to receive cancer or other special treatments must make these trips. Yolobus Special has accommodated these passenger trip needs.

Regarding service during the same hours of operation, Yolobus Special has complicated operating hours given its weekday commuter routes 42A and 42B, along with more localized routes, and its extended hours of operation on Route 215 seven-days-a-week. That said, Yolobus Special Customer Service staff have service area maps available to determine both temporal and spatial eligibility of requested trips. It is notable that in the August trip sample, there were no trips earlier than 5 a.m. and no trips later than 8:30 p.m. in the manifest. Neither the Riders Guide nor Yolobus Special website information provide detailed time-of-day information regarding trips. Both samples indicate Yolobus Special operates during the same hours and days that buses are running on those routes.

Regarding subscription service, Yolobus Special is providing somewhat more than the 50% service capacity rule at certain hours of the day, most likely between 2 p.m. and 3 p.m. However, given that there are no reported denials and that overall ridership has been dropping, it is not inappropriate that there is a reasonably high level of subscription service. This is particularly the case during the program start and end times of the largest recurring day programs, e.g., True Connections in Davis and the Adult Day Health Care and Yolo Employment Services programs in Woodland. As noted in Table 5.1, ADA subscription policies are entirely within the agency's discretion.

5.2 Yolobus Special – Five-Year Performance Experience

Recent Experience and Historical Trends

The Yolobus Special's FY 2018 expenditures of almost $1.8 million came from a mix of sources. Just over half comes from the jurisdictions' shares of their Transportation Development Act, Local Transportation Fund (LTF). The remaining half comes from a mix of other funds, including a small share (about 2%) of the District's FTA 5307 funds and a comparable small grant of FTA 5310 funds, the program designated for seniors and persons with disabilities.

Some revenue comes to the paratransit program from the YCTD's agreement with the Yocha Dehe Wintun Nation to support trips by passengers who might otherwise use the Route 215 service out to Cache Creek Casino; these are under Special Transit Fares. And passenger fare revenues, at about 4 percent in the FY 2018 budget, are an important piece of the program's funding base.

Financial and operating data reported to the National Transit Database over the past five years is summarized in Table 5.2 to develop an understanding of trends in Yolobus Special costs and operations.

Table 5.2
Yolobus Special Key Operations and Performance Indicators

Demand Response Mode	FY 2014 NTD	FY 2015 NTD	FY 2016 NTD	FY 2017 NTD	FY 2018 NTD	% change over 5 Yrs
Operating Expenses	$1,417,915	$1,582,147	$1,689,973	$1,701,611	1,760,733	24.2%
Fare Revenue	$90,131	$90,593	$91,249	$132,205	115,015	27.6%
One-Way Passenger Trips (NTD)	24,045	28,322	30,079	27,067	24,813	3.2%
Revenue Miles (NTD)	273,498	291,629	324,546	313,156	300,187	9.8%
Revenue Hours (NTD)	14,774	14,373	15,811	15,041	16,094	8.9%
Passenger Miles (NTD)	284,520	332,582	332,501	331,479	323,424	13.7%
Peak Hour Vehicles (NTD)	8	8	9	9	9	12.5%
Operating Expense/ Revenue Mile	$5.18	$5.43	$5.21	$5.43	$5.87	13.1%
Operating Expense/ Revenue Hour	$95.97	$110.08	$106.89	$113.13	$109.40	14.0%
Operating Expense/ Pass. Trip	$58.97	$55.86	$56.18	$62.87	$70.96	20.3%
Average Passenger Miles / Pass. Trip	11.83	11.74	11.05	12.25	13.03	10.2%
Average Passenger Trips/ Revenue Hr.	1.63	1.97	1.90	1.80	1.54	-5.3%
Farebox Recovery Ratio	6.4%	5.7%	5.4%	7.8%	6.5%	2.8%

The following five-year trend observations regarding operations and performance are offered:

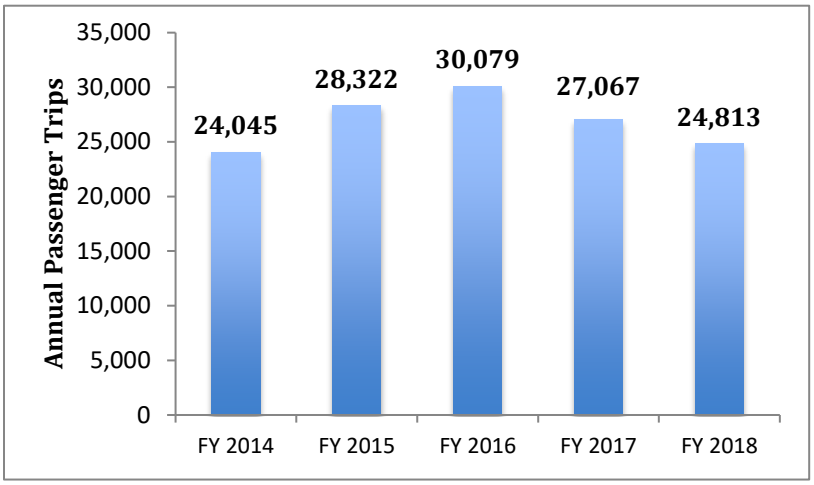
- ***Operating expense*** overall has increased by 24% over the five-year period, also reflected in a 20% increase in cost per trip and a 13% increase in cost per revenue mile.
- ***Cost per revenue hour*** increased at a lower rate of 14% over this same period.
- ***Revenue hours***, measuring the volume of service on the streets, have increased by 9%, comparable to the increase in revenue miles over these five years.
- ***Average cost per passenger trip*** has increased 20% over this period, four percentage points lower than the increase for operating expense.
- ***Passenger trips*** peaked at 30,000 annually in FY 2016 and are now 18% below that, and 3% above where they were in 2014.
- ***Vehicles in service*** increased by one, from eight to nine, in FY 2016 when the highest Yolobus Special ridership of 30,000 annual trips was observed, remaining at that level for the past three years.
- ***Productivity, of passenger trips per revenue hours*** have declined 5% to 1.54 trips per revenue hour over the five years and a 22% decrease from the peak of 1.97 trips per revenue hour in FY 2015.
- ***Average passenger miles per trip*** have increased by 10% from 11.8 miles per trip to 13.0 miles per passenger trip, pointing to longer trips taken by passengers now versus five years ago.

Selected operations and performance numbers are further discussed below.

Ridership is currently just under 25,000 annual passenger trips, about 477 one-way trips per week. This is down from a peak of 30,000 trips in FY 2016, which represented about 100 passenger trips more per week, at 578 trips. Ridership has declined in each of the two years, now 18% below the FY 2016 peak (Figure 5.1).

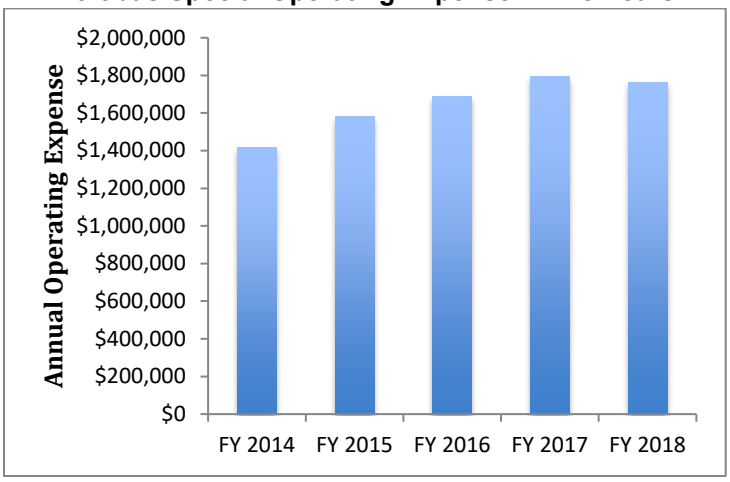
A decline in ridership on ADA complementary paratransit service is not necessarily a negative experience, if there is assurance that people who need this specialized transportation service are in fact receiving it. The decline is certainly not due to missed trips or to turning away eligible applicants. Other services such as the Community Care Car in Woodland may be meeting some of the demand previously met by Yolobus Special service.

Figure 5.1
Yolobus Special Ridership – Five Years



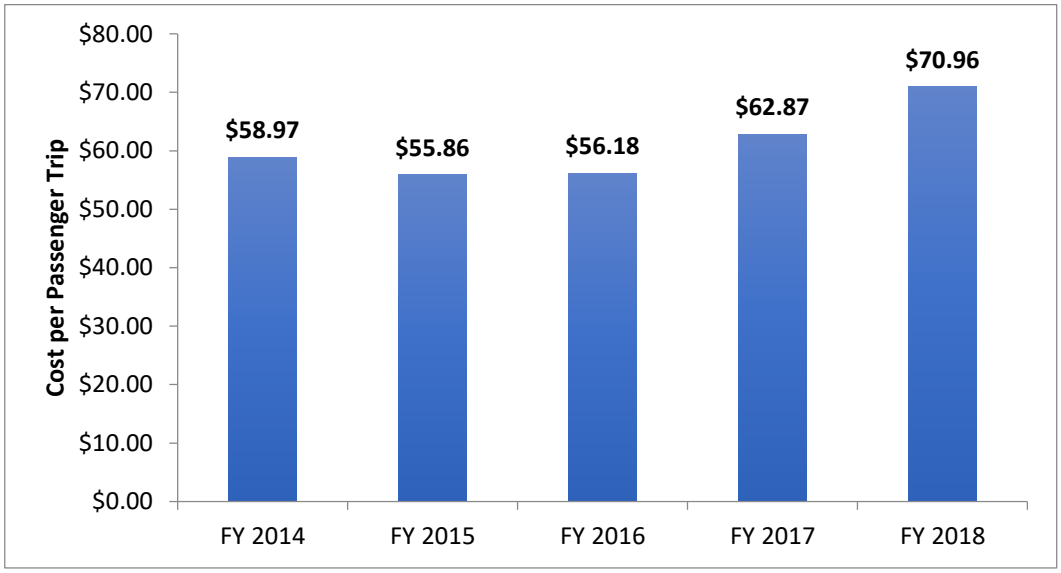
Operating expense had been rising steadily through FY 2017. It decreased by $30,000 during this time period, possible in part because of a decrese in revenue miles of 13,000 and presumably a decline in fuel requirements. This recent year decrease in expense is very positive given the overall increase by 20% in revenue hours over this five-year period (Figure 5.2). Revenue hours is usually the primary driver in increased operating expense.

Figure 5.2
Yolobus Special Operating Expense – Five Years



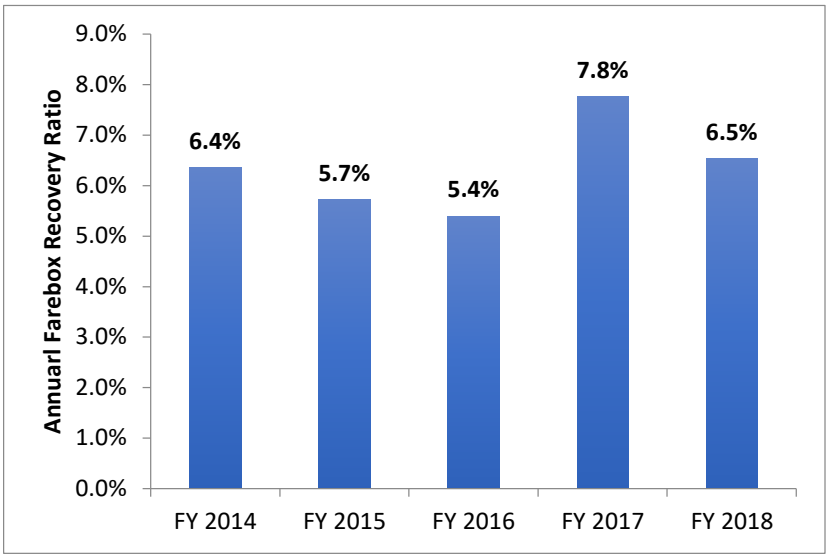
Cost per Passenger has risen steadily, reflecting both the increase in overall operating costs and the decline in passenger trips. The $71 per passenger trip cost is 20% over the FY 2014 cost. The fact that this is lower than the overall 23% increase in operating expense points to effective management practices to contain costs (Figure 5.3).

Figure 5.3
Yolobus Special Cost per Passenger – Five Years



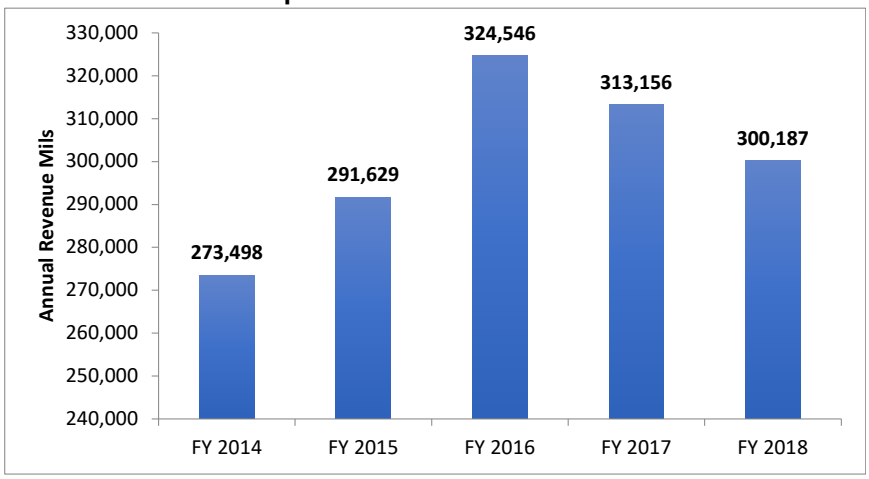
Farebox Recovery Ratio, or revenue secured from passengers by Yolobus Special, is well below the 10% minimum of demand response programs overall but this is due to other transit services provided by Yolobus that exceed the minimums set forth in the California Transportation Development Act. It has varied significantly from year to year, ranging from a low of 5.4% to the 2017 high of 7.8%, now about where it was five years ago at 6.5% (Figure 5.4).

Figure 5.4
Yolobus Special Farebox Recovery Ratio – Five Years



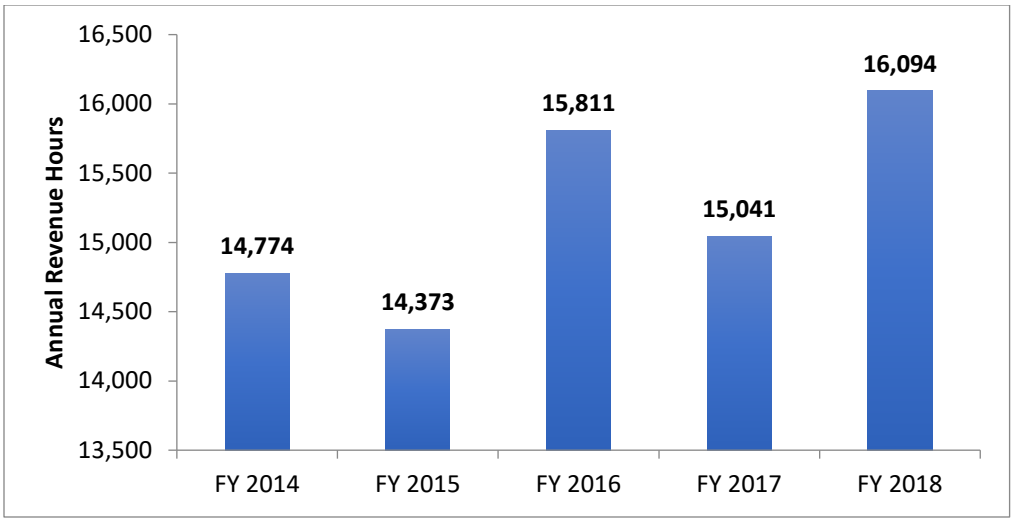
Revenue miles more closely follow ridership patterns. There was a peak during FY 2016 of 324,500 revenue miles when ridership also peaked. There has been a 7.5% decrease since then, to just over 300,000 revenue miles, paralleling the almost 8% decrease in ridership (Figure 5.5).

Figure 5.5
Yolobus Special Revenue Miles – Five Years



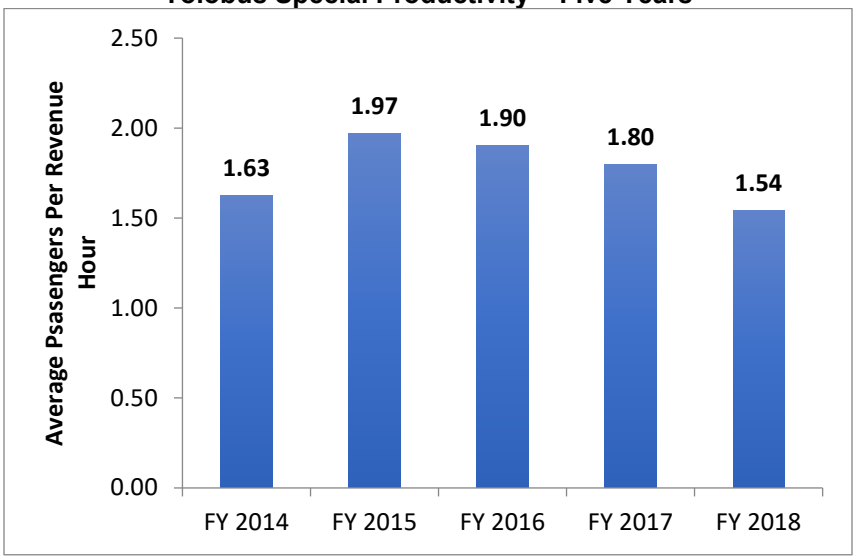
Revenue hours jumped by 1,000 hours during FY 2018, from just over 15,000 hours in FY 2017 to 16,000. Revenue hours have fluctuated over the last five years (Figure 5.6).

Figure 5.6
Yolobus Special Revenue Hours – Five Years



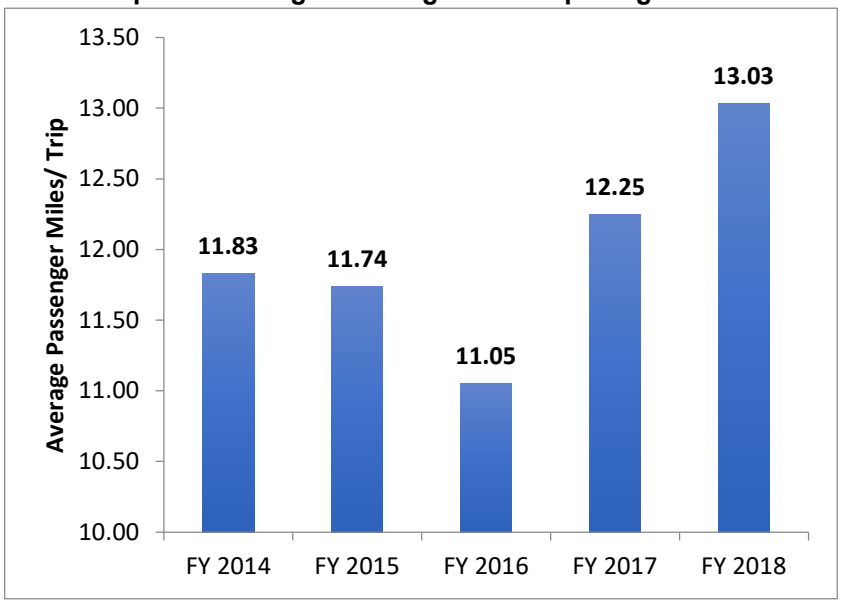
Productivity has declined commensurate with an increase in revenue hours and a decline in ridership, from 1.80 in FY 2017 to 1.54 in FY 2018. This represents a 14% decrease in productivity (Figure 5.7).

Figure 5.7
Yolobus Special Productivity – Five Years



Average passenger trip length trends provide insight into the challenges facing Yolobus Special. The average trip length has increased over the past four years, from 11.74 in FY 2013 to 13.03 in FY 2018. This increase of 11% represents an increase in the length of trips – more riders are requesting and taking longer trips. This will have a deleterious effect on productivity and will push up costs while decreasing overall efficiencies (Figure 5.8).

Figure 5.8
Yolobus Special Average Passenger Mile Trip Length – Five Years



Additional Yolobus Special Performance Indicators

Several other operational indicators of importance to the passenger experience and to operational efficiency are reported here. Unless otherwise stated, information is as reported by the contractor for FY 2018 year.

Rider Characteristics

Based upon August 2019 information, presented in Table 5.3:

- 91% of riders are traveling alone; fewer than one in ten are 10% traveling either with an attendant (8%) or a guest (1%)
- 27% of passenger trips are made by persons in a wheelchair.
- No-show trips accounted for 5.4% of scheduled trips
- Cancelled trips accounted for 7.7% of scheduled trips.
- The average number of trips by day type was 87 on weekdays, 9 on Saturday, and 10 on Sunday.

Table 5.3
Contractor-Provided Rider-Related Characteristics, August 2019

										Excessive Trip Length			
Day	Date	One Way Trips (Client Rides)	Attendants	Guests	Passengers (Ridership)	Wheelchairs	Denials	No Shows	Cancellations	Trips Over 90 Mins.	% Over 90 Mins.	Trips Over 120 Mins.	% Over 120 Mins.
THU	08/01/19	66	1	2	69	13	0	2					
FRI	08/02/19	73	5	0	78	16	0	7					
SAT	08/03/19	8	0	0	8	5	0	1					
SUN	08/04/19	9	4	0	13	5	0	0					
MON	08/05/19	88	4	2	94	31	0	4					
TUE	08/06/19	79	7	3	89	22	0	1					
WED	08/07/19	96	11	0	107	28	0	2					
THU	08/08/19	72	6	0	78	17	0	3					
FRI	08/09/19	72	2	2	76	21	0	2					
SAT	08/10/19	5	0	0	5	2	0	3					
SUN	08/11/19	5	0	0	5	3	0	0					
MON	08/12/19	83	7	4	94	24	0	7					
TUE	08/13/19	77	11	0	88	34	0	5					
WED	08/14/19	97	11	0	108	27	0	8					
THU	08/15/19	101	16	0	117	47	0	4					
FRI	08/16/19	79	7	0	86	26	0	6					
SAT	08/17/19	16	2	0	18	2	0	2					
SUN	08/18/19	8	0	0	8	7	0	0					
MON	08/19/19	72	9	6	87	20	0	9					
TUE	08/20/19	54	5	0	59	18	0	2					
WED	08/21/19	82	5	0	87	17	0	8					
THU	08/22/19	68	4	0	72	15	0	4					
FRI	08/23/19	75	5	0	80	19	0	4					
SAT	08/24/19	9	0	0	9	4	0	0					
SUN	08/25/19	4	2	0	6	3	0	0					
MON	08/26/19	86	9	0	95	26	0	8					
TUE	08/27/19	74	6	0	80	22	0	4					
WED	08/28/19	83	11	0	94	21	0	5					
THU	08/29/19	73	8	2	83	18	0	1					
FRI	08/30/19	87	9	0	96	22	0	4					
SAT	08/31/19	5	0	0	5	5	0	2					
	Total	1,806	167	21	1,994	540	0	108	154	1	0.1%	0	0.0%
		90.6%	8.4%	1.1%	100%	27.1%		5.4%	7.7%				

Ridership	Subtotal	Average
Weekday	1,917	87.14
Sunday	32	8.00
Saturday	45	9.00

Trip Denials

Important to compliance with the Americans with Disabilities Act complementary paratransit regulations is ensuring that all riders who need specialized transportation will receive it, that no trips are denied. Contractor reports from its scheduling software manifest indicate zero denials for each of the twelve months of FY 2018.

Cancel, No-show and Late Cancellation Rates

An important lever on efficiencies in paratransit use relate to its no show/ late cancellation policies. High no-show rates represent lost efficiencies -- where the rider cancels at the door or is a “no-show” when the vehicle arrives or cancels within an hour or two of the scheduled trip and the reserved time cannot be readily assigned to another passenger trip. Contractor-provided data for June 2019 is presented in Table 5.5, making the distinction between Trip Bookings and Trips Provided.

Based upon this single month’s experience, 12% to 13% of all trips are booked but not taken, for a variety of reasons. Where these are cancelled in advance – ideally at least the day before – then the vehicle time may otherwise be able to be used. Late cancels, including no-shows at the

door, represent wasted resources. Some of this is unavoidable, given the frail nature of some ADA certified riders. Their physical condition is such that they may not be able to use a scheduled trip.

Yolobus Special, based upon this single month's experience, reported a 6.3% no-show rate. This is a comparatively high rate that would benefit from being halved, ideally to a 2% to 3% no-show, late cancellation rate. The Transdev report presents detail for the month by individual and does reflect some individuals with recurring cancellation, including late cancellation, patterns. These patterns may be able to be impacted with some attention (Table 5.4).

Table 5.4
Trip Booking, Cancellation, and No-Show Experience for June 2019

June 2019 Trip Booking, Cancellation and No-Show Experience		
June 2019 Trips Booked		2,043
Cancel-Advance	235	
Cancel Advance as % of Trips Booked		11.5%
June 2019 Trips Provided		1,808
Trips Provided as % of Trips Booked		88.5%
Trips Scheduled but Not Provided		114
Scheduled Trips Not Provided as a % of Trips Provide		6.3%
No Show Trips	111	
Cancelled-User Error	3	
Cancelled- Weather	0	
Cancelled - Rescheduled	0	
Cancelled - Client Inactive	0	

Customer Service Opportunities

Yolobus maintains a comprehensive customer comment/ customer complaint capability that includes a telephone recording of phone comments received. Both YCTD staff and Transdev staff can receive and log the comment or complaint, During FY 2018, 53% of comments were received by YCTD staff and 47% by Transdev staff, as presented in Table 5.5.

Of the 377 comments received, a total of 21 were reported from riders on identified Yolobus Special vehicles – 5.6% of all comments received (Table 5.5). Of these seven or one-third were ***commendations***, reflecting both the positive experience of these riders in using Yolobus Special and its importance to its users.

One ***early bus*** and one ***late bus*** experiences were reported, as well as one ***pass-up*** and one ***ADA-related*** complaint. Two riders commented on ***careless driving***. **Unspecified *suggestions*** were offered by three riders. Four riders' comments were categorized as ***other***.

Table 5.5
Yolobus Special Customer Comments Received, FY 18/19

FY 18/19	Trans Dev Rec'vd	YCTD Recvd	Total Rec'vd	# on Special Transit Buses	Comment Category
July	15	28	43	0	
August	17	24	41	4	1-Commendation; 2-Suggestions; 1-Early bus
September	15	16	31	1	1-Late/ no show
October	16	19	35	5	4-Commendations; 1-Suggestion
November	9	11	20	3	1-Commendation; 1-Careless Driving; 1-Pass-up
December	10	9	19	0	
January	7	13	20	0	
February	12	6	18	2	2-Other
March	12	15	27	1	1-Other
April	18	17	35	1	1-Careless driving
May	16	24	40	2	1-Commendation; 1-Fares
June	29	19	48	2	1-ADA, 1-Other
Totals	**176**	**201**	**377**	**21**	
% of Total	47%	53%	100%	5.6%	

Additional Resources Associated with Yolobus Special

Vehicles and Drivers

Yolobus Special paratransit vehicles include 11 cutaway vehicles, of which 9 vehicles in active service plus two spares.[1] These vehicles are equipped with automatic vehicle location equipment to provide GPS positioning to dispatch and to communicate with trip scheduling software. Appendix C presents the fleet's current vehicle inventory of make, manufacture, age, and odometer readings.

Regarding drivers, all Transdev paratransit drivers hold Class B drivers' licenses. There are three driver bids per year at which time any individual can bid whatever service he or she may choose, including the paratransit service.

Dispatching Technology

Technology, specifically computer-assisted trip scheduling software is critical to the efficient management of a demand response program of any size. Yolobus Special uses a Trapeze product, the Novus TripSpark program, version 2. Regular and recent updates are important for two reasons. One, it ensures that software enhancements are regularly introduced and each version's programming bugs are addressed. Secondly, updates will presumably also update the system's underlying map and reflect road network changes – particularly with housing construction and resultant changes within the Yolobus service area. Per the Transdev contract

[1] Transdev also operates another 4 to 5 vehicles in service to the Yolo County Adult Day Health Center under a separate contract. This program serves Davis and Woodland. This is not an ADA service but a CTSA-type response of additional specialized transportation promising to the agency ***delivery time***, as opposed to pick-up times.

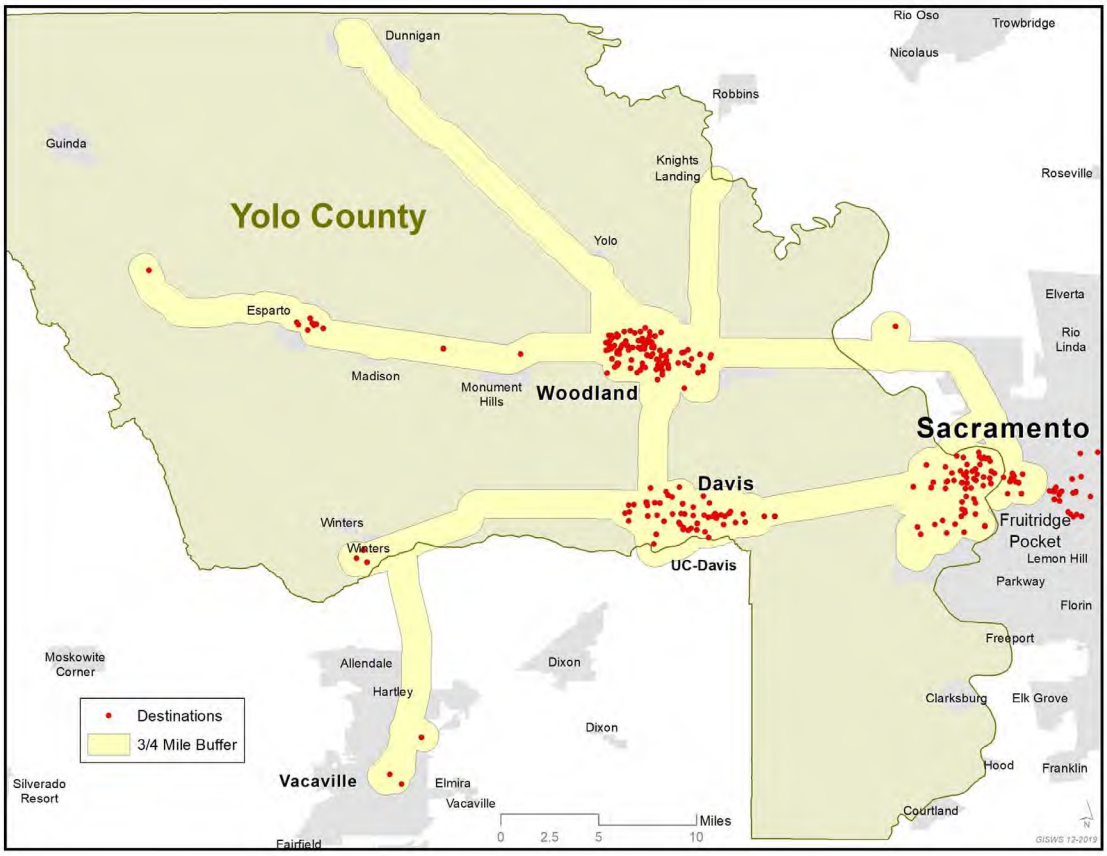
with YCTD, dispatcher training is conducted and personnel indicate they participate in the Trapeze webinar and training activities. Ongoing dispatcher training is key to smooth paratransit operations and continuity in use and understanding of complex scheduling software.

5.3 Spatial Analysis of Yolobus Special Operating Experience

Of interest to this review is the distribution of ADA trips in relation to the total service area, a large service area of more than 100 square miles within the 471 square miles of the greater Sacramento area.

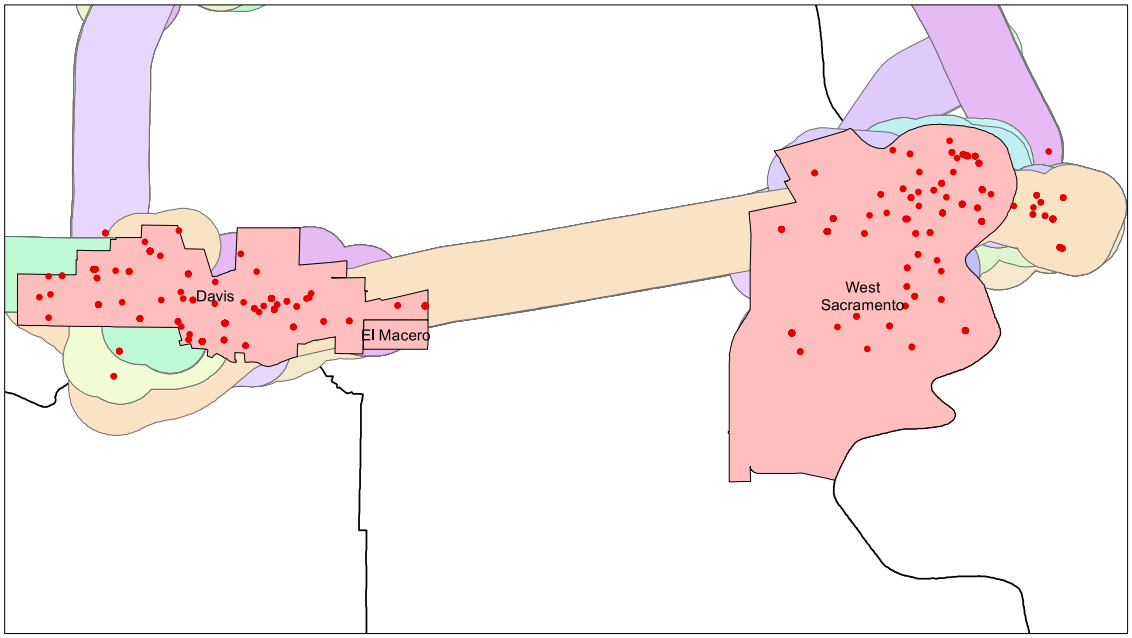
Figure 5.9 depicts trips within the ADA service area for the August 2019 trip experience, a total of 1,806 passenger trips with identifiable destinations. The yellow borders in Figure 5.9 reflect the ¾ mile boundary around the individual Yolobus routes, showing that trips are predominately served within that ¾ mile corridor.

Figure 5.9
Distribution of Yolobus Special Trips across the Service Area, August 2019



For the August 2019 trip experience, just 4% of trip destinations are outside the ¾ mile ADA buffer, representing trips "beyond-the-ADA": 71 trips of 419 total provided to Sacramento area destinations. Figure 5.10 provides detail for both the Davis area and Sacramento-area trip destinations.

Figure 5.10
Trip Destination Detail for Davis and Sacramento, August 2019 Yolobus Special Trips



Of interest to YCTD management, of the 468 trips with destinations in Davis, only a single trip had both a Davis origin and destination. Within Davis, Davis Community Transit provides local demand response trips. Its use is reinforced by its lower fare of $2.50 versus the Yolobus Special local fare of $4.00. Figure 5.11 shows similar detail for August 2019 destinations within Woodland.

Figure 5.11
Trip Destination Detail for Woodland, August 2019 Yolobus Special Trips

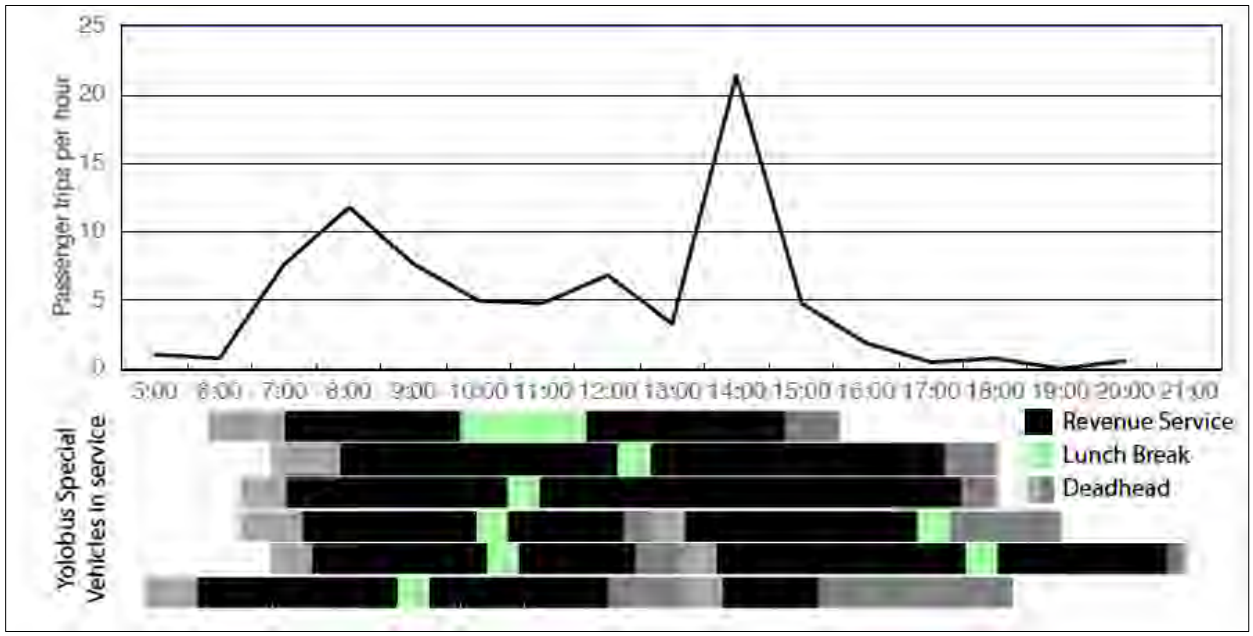
5.4 Temporal Analysis of Yolobus Special Operations

A final area of interest to this analysis is the distribution of trips over time. What are the periods of high and low demand for service and what are the implications of these patterns for driver scheduling? How does on-time performance change over the course of the day as a consequence of these demand patterns?

Trip Demand across the Day

Figure 5.12 presents trip distributions across the day and the accompanying driver in-service schedules from August 2019. The top part of Figure 5.12 depicts the distribution of trips across an average weekday in August, given 21 operating weekdays and showing trip pickups between 5 a.m. and about 8:30 p.m. The morning trip demand peak builds, picking up between five to twelve passengers each hour between 6 a.m. and 8:30 p.m. and then declining for the balance of the morning and mid-day. The afternoon peak is sharper, with more than 20 pick-ups at 2 p.m. on this average August weekday; 23% of the average daily trips are provided during this single hour. Trip demand declines sharply from there with the last pick-up around 8:30 p.m.

Figure 5.12
Average Weekday Pick-ups by Time of Day, August 2019



The lower section of Figure 5.12 presents the weekday schedule for vehicles in service, depicting revenue service in the black bars, non-revenue or deadhead time in grey and lunch break time in green. Demand response revenue service, per Transportation Development Act definitions, is from the first pick-up to the last drop-off and non-revenue service is the deadhead travel time to or from those first pick-ups/ last drop offs or during scheduled (authorized) lunch breaks.

The Yolobus Special fields nine driver shifts across six vehicles on a typical weekday, again based upon this August experience. Two vehicles are operated as a split shift, to ensure early morning

and late evening operations reflective of Yolobus route schedules. Driver lunch breaks are taken between the 10 a.m. to 11 a.m. hours for four drivers, while one is earlier (reflecting a 5 a.m. start time) and another later. This mid-morning period is obviously low-demand. By 1 p.m. three drivers are in operation with three more vehicles coming into service to meet the 2 p.m. high-demand pick-up period. Several programs are releasing their clients between 2 p.m. and 2: 30 p.m. on most weekdays, including True Connections in Davis and in Woodland the Adult Day Health Care program and the Yolo Employment Services (Y.E.S.).

Multiple shifts are ending between 4 p.m. and 5:30 p.m. as demand drops significantly by 5 o'clock. From about 5:30 p.m. a single driver is generally in service to meet trip demands that may come in for evening trips. Because Yolobus Special is an advance reservation system, later (or earlier) trip requests can be anticipated and drivers scheduled as needed, to make pick-ups during these lowest demand periods. This advance reservation feature of the service also enables the Yolobus Special program to schedule sufficient drivers to meet its large service area.

On-Time Performance by Time of Day

On-time performance is very important to the rider, to the operations contractor and to YCTD managers and policy makers. It reflects the quality of the service but also provides insight about capacity and when there are difficulties in meeting demand. Table 5.6 presents contractor-reported on-time performance for the Yolobus Special program, adapted from fixed-route on-time performance standards by measuring trips running late. This reflects on-time performance for all trips at 88% to 93%, for an annual average of 92%. In Table 5.6, it appears that the contractor is defining late as trips that are more than one minute after the scheduled pick-up time, with its "Late Trips (1+MIns.)" designation.

Table 5.6
Contractor-Reported On-Time Performance Report, FY 18-19

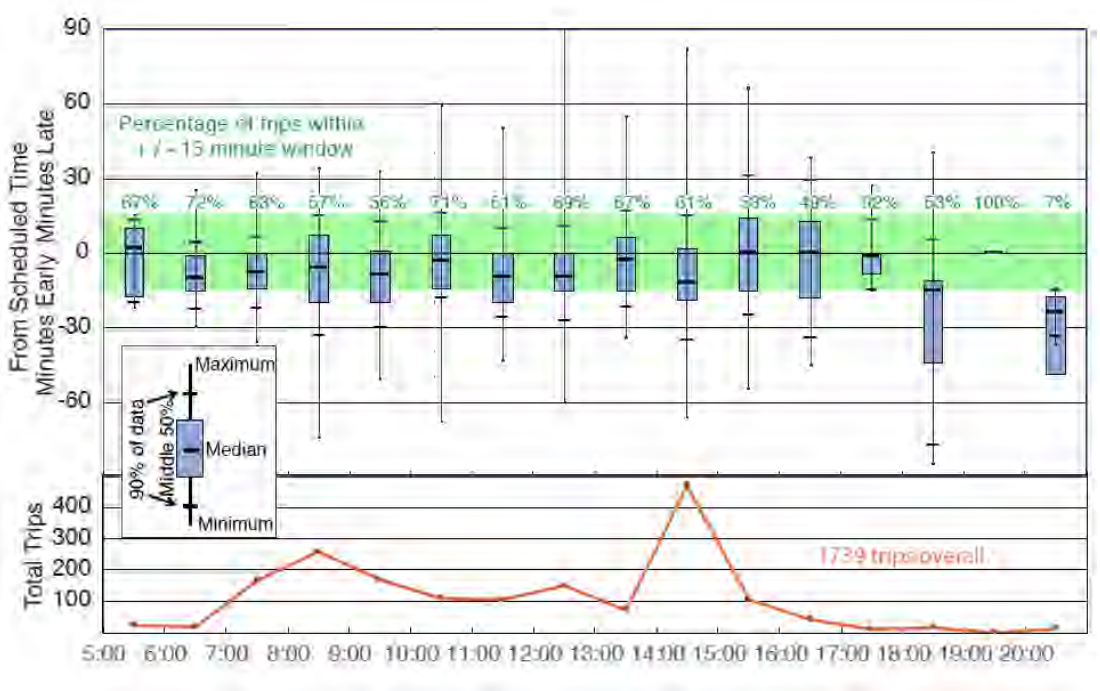
Month	Year	Total Trips	Late Trips (1+ Mins.)	OTP%
JUL	2018	1,837	133	92.76%
AUG	2018	1,960	152	92.24%
SEP	2018	1,600	107	93.31%
OCT	2018	1,885	132	93.00%
NOV	2018	1,767	128	92.76%
DEC	2018	1,657	111	93.30%
JAN	2019	1,917	160	91.65%
FEB	2019	1,593	157	90.14%
MAR	2019	1,873	154	91.78%
APR	2019	1,942	228	88.26%
MAY	2019	1,990	198	90.05%
JUN	2019	1,627	152	90.66%
		21,648	1,812	91.63%

Paratransit on-time performance can be reviewed in another way, considering the trip in relation to the 30-minute pick-up window, promised within ***15 minutes before*** and ***15 minutes after*** the scheduled time. Riders' requested time might sometimes have to be negotiated by dispatchers, given overall system capacity and the availability of vehicles, to arrive at the scheduled time. However, on-time trips are provided within that 30 minutes and trips outside this window are not on-time. These trips may come earlier than 15 minutes before or arrive later than 15 minutes after the scheduled pick-up time. Figure 5-13 examines the same August 2019 trip data set in relation to this definition of on-time performance. Presented by time of day, Figure 5.13 reflects the entire August trip experience of 1,805 trips for which 1,739 trip times could be analyzed.

The green banner in Figure 5.13 represents that 30-minute pick-up window, trips provided either 15 minutes before or 15 minutes after the scheduled time as presented on the driver manifest. The blue box plot designations, for each hour of the day, show the middle 50% of trips in terms of minutes earlier than or later than zero which is the scheduled pick-up time. The black bar above the blue box denotes the 3rd quartile of trips while the 1st quartile distribution is the black bar below the blue box. The "tails" above and below each blue box plot reflect the maximum number and minimum number of trips outside the on-time window, ***minutes earlier*** or ***minutes later*** than the scheduled time as denoted by the zero.

The bottom half of Figure 5.13 shows the overall distribution of trips by time of day, the same daily pattern presented previously in Figure 5.12.

Figure 5.13
Yolobus Special On-Time Performance, August 2019



The resultant on-time performance percentages by hour vary widely, shown by the green numbers above the green on-time performance band. Ranging from start-of-service percentages of 67% to 72% on-time, the August experience include lows of 57% between the 8 o'clock and 9 o'clock,

53% on-time between 3 p.m. and 4 p.m. and 49% between 4 and 5 o'clock p.m. These ranges are much lower than those presented in Table 5.7, compiled by the contractor, because they include trips arriving "early," before the pick-up window commences, as well as trips arriving "late", after the pick-up window ends.

Figure 5.13 shows that Yolobus Special service tends to run early with trips commonly "outside the 30-minute window" because drivers are picking up trips early. Apart from the trips between 5 a.m. and 6 a.m., each of the median trip pick-up times is earlier than the promised time. And where the blue box falls ***outside*** of the green band, then the vehicle is arriving prior to, earlier than the 15 minutes before pick-up window. This is the case for eight of the fifteen-hour time-periods presented. Early trips show as well with the "tails", where there are a fair number of minimum trip pick-ups between 30 minutes before and up to and over 60 minutes before the scheduled pick-up time. There are also "tails" running later than the 15 minutes after the scheduled pick-up time; these are clustered between 11 a.m. and 5 p.m.

This picture of on-time performance – which considers trips pick-up times in relation to the promised pick-up window and trips ***outside*** that window – more closely reflects the experience of the rider, as they wait for the vehicle and watch for its early or late arrival in relation to their understanding of their scheduled pick-up time. The contractor's on-time performance report, presented in Table 5.7, with its 91% yearly summation presents a very different picture from this analysis which considers on-time in relation to trips provided within the window and outside of the window.

Subscription versus Demand Trips

Finally, from this August 2019 data set, subscription versus demand trips were counted. These reflect whether the reservation is a recurring, repeating trip or a one-time trip out and back to a requested destination.

Subscription reservations were noted for 991 trips (55%) while demand notations were identified for 758 trips (45%) of the total 1,805 August trips analyzed. Clearly during several peak periods, for example the 2 o'clock to 3 o'clock hour, the subscription, recurring trips predominate and demand trips are less likely to be accommodated during that hour. That said, dispatch does have authority under the ADA to request that a trip time be moved in one hour in either direction and likely will do so to be able to meet existing, recurring trip reservations. While the ADA guidance suggests that the 50% rule is desirable, namely that no more than 50% of trips be subscription-based, there is some latitude, particularly given there are no reported trip denials. It is important to ensure that Yolobus Special dispatchers are not having to turn away or deny trips during the highest demand periods when subscription trips may dominate.

5.5 Moving Forward: Themes Suggested by this Review

Yolobus Special is exceeding the bounds of ADA requirements in two areas.

Yolobus Special is largely complying with the ADA in all areas and going beyond-the-ADA in limited areas. It is meeting complicated, large service area needs and service time requirements with the assistance of its scheduling software which, given the mapping of the August 2019 trip data, are provided almost exclusively within the ¾ mile buffer areas and times of Yolobus routes. The exceptions to this include:

1. Accepting seniors in West Sacramento as eligible riders on Yolobus Special.
   With possible changes in the provision of micro-transit to West Sacramento residents, this beyond-the-ADA topic may become a moot point.

2. Serving trips into Sacramento medical destinations that are outside of the ¾ mile boundary.
   Less than 4% of trips (71 of 419 Sacramento-bound trips) were beyond-the-ADA while about a quarter of these trips (26%) were to Sacramento destinations. The cost implications of this beyond-the-ADA service to YCTD are about $18,500 annually. This assumes 25,000 passenger trips annually; 26% to Sacramento destinations equaling 6,500 trips of which 4% are beyond-the-ADA or about 260 trips at $71.00 per one-way trip, equaling $18,460.

In a third area of compliance where policy is discretionary for the agency, service capacity is consumed by subscription-recurring trips during the afternoon peak period. This may make it may be difficult for individuals who are not agency affiliated to secure a trip, although no denials have been recorded by the Yolobus Special contractor.

Of note, subscription, standing order trips help to keep productivity high and costs lower on these expensive demand response services. They also provide important connectivity to members of the disability community who have recurring transportation needs, often to programs and agencies within the community. That said, for persons who are not affiliated with agencies or who have single, one-time trip needs, these trips can “jam up the service”, making it impossible to secure a trip during those peak periods. Some attention to active managing of the afternoon subscription trips may be indicated.

Yolobus Special cost increases were contained but per-trip costs are rising while productivity declines.

1. Controlled revenue hour costs and some reductions in revenue hours and in fuel expense helped to decrease overall Yolobus Special program costs between FY 2017 and FY 2018.
   With the new Transdev contract, it is likely that Yolobus Special costs will rise again. Careful management of the vehicle deployment schedule, to match vehicle capacity more tightly with demand, may be indicated to manage program costs going forward. Given findings about a.m. early service pick-ups, it is likely there is more morning service scheduled than warranted by current demand. Reducing

a.m. revenue service hours, while still ensuring an active "extraboard" to cover unanticipated morning demand, can help to manage program costs going forward.

2. Unit costs – per trip costs – have risen by 20% over the past five years, now at $71 per passenger trip. This is partly a consequence of declining ridership. Passenger trip demand, going forward, needs to be better understood, to get a clearer sense as to why ridership has dropped almost 18% from its FY 2016 peak of 30,000 trips annually.

   A better understanding of the reasons behind the decline in Yolobus Special ridership will help to inform its near-term and longer-term future. For example, it may be that changes in agency program enrollments, changes in health care delivery and other institutional factors have had an impact on Yolobus Special's ridership and their trip needs.

3. Managing no-show trips, working to reduce them from the current 6.4% of trips will improve efficiencies and help to extend available service capacity.

   The contractor should have YCTD support in communicating regularly with those customers who have recurring patterns of no-show or cancel-at-the-door. Policies to suspend service may need to be instituted, again with support of YCTD. Reducing no-shows to a rate of 2% to 3% of trips booked, particularly for trips requested during peak periods, will favorably impact productivity.

Average trip lengths are increasing and boardings by riders in wheelchairs are likely to have increased.

1. Passenger miles increased by 23%, even as ridership declined and the average passenger miles per passenger trip increased by 15%, from 11.4 average passenger miles per trip to 13 average passenger miles per trip. This impacts service delivery costs.

   Longer trips are in part a consequence of Yolobus Special's generous policies to transport persons to medical facilities in Sacramento and to serve selected Vacaville locations. Changes in delivery of medical services, particularly for specialist medical appointments, are requiring patients to travel farther. These longer trips have cost implications to Yolobus Special, as it takes longer to provide trips, consuming more revenue service time to provide the same number of trips.

2. Boardings by persons in wheelchairs represented 27% of August 2019 trips, more than one- in-four passenger boardings.

   No historical information for Yolobus Special was reviewed but from other systems, it can be expected that this proportion will grow. Boardings using the lift take longer and longer dwell time at the curb impacts capacity – it takes more vehicle service hours to provide the same trips. Routine tracking of the proportion of wheelchair boardings, and reflecting that dwell time in the trip manifest, will be important.

High proportions of trips provided early negatively impacts efficiencies and the customer experience.

Productivity of 1.4 passengers per hour is partly the consequence of the large service area Yolobus Special must cover, as well as its extensive service hours. However, historically the program achieved close to 2.0 passengers per hour (1.97 and 1.90 trips per hour) for almost two years, in FY 2015 and FY 2016 and improving productivity is warranted.

1. The common experience of running early, in advance of the pick-up window, suggests there is excess capacity at certain times of the day, particularly in the morning. Reducing these early trip "waits" will contribute to improved productivity.
   Trips are dispatched to be picked up on the early side of the window, but not uncommonly, it appears that riders are boarding vehicles before the beginning of their window. Drivers are realizing afternoon late pick-ups and so may be seeking to be well ahead of schedule through the morning, to accommodate late afternoon pick-ups. Revising the vehicle deployment schedule to judiciously reduce morning capacity and to add to afternoon capacity may be indicated.

2. The rider experience is negatively impacted by trips arriving too early and passengers being encouraged to board, suggested by language in the Riders Guide.
   It is stressful to riders to see their vehicle outside waiting for them and they will be more likely to want to board it sooner rather than later, even if it is outside the expected window. Improving the customer experience by providing the service as close to the promised pick-up window (15 minutes before to 15 minutes after the scheduled time) is desirable.

Yolobus Special website information could better advise riders on how to use the service, benefitting both riders and the overall operation.

1. The Yolobus Special Riders Guide is an extensive document that lays out a great deal of important information; however, a simple FAQ listing or an abbreviated list of "here's how to request a ride" will benefit the new rider who is not yet familiar with the program.
2. Providing information on "best times to ride" could help to spread demand more for those individuals who do have some choice as to when they ride.
3. Messages to encourage riders to travel with a Personal Care Attendant or a companion can be useful as dwell time analyses have shown shorter dwell times when a rider is accompanied versus when they are not.

5.6 Potential Actions Suggested by this Review

The following activities are proposed for managers and administrators of Yolobus Special, given the findings of this review.

1. Review the Yolobus Special beyond-the-ADA policies to consider:
   a. Charging a different fare for non-ADA trips (e.g., for those medical destinations that are clearly outside of the Yolobus ¾ mile buffer service area)

   b. Charging a different fare for non-ADA riders (e.g., those persons who are seniors but are not otherwise qualified to use Yolobus Special)
   c. Determining whether to offer service to Sacramento-area medical facilities that do not clearly fall within the ¾ mile buffer of Yolobus routes.

2. Meet with the primary destination programs to:
   a. Review the program stop times, with program managers, to determine whether there can be any modification away from the high-peak 1:30 p.m. to 3 o'clock afternoon hour, even for small groups of individuals – that would make it easier to serve these programs more efficiently.
   b. Consider applying the 50% subscription rule for any further standing order trips – or to work within a wait-list of trip requests – for trips that require pick-up during the peak afternoon demand period.
   c. Identify whether there have been changes in enrollment, or any are anticipated, that could impact Yolobus Special trip demand, particularly in the afternoon.

3. Review specifics of the Customer Opportunities log for the past year for Yolobus Special customer comments and suggestions to:
   a. Identify any patterns that point to why ridership may be declining.
   b. Identify opportunity to improve service efficiencies or improve the customer experience.

4. Review the driver/ vehicle dispatch schedule to:
   a. Explore whether morning driver schedules can be tightened at all, reducing excess capacity on the road and reducing the number of early passenger pick-ups in advance of the pick-up window.
   b. Determine whether judicious "adding" of revenue hour service for a very short shift, four hours or less, in the afternoon could help with afternoon on-time performance and ease driver loads in returning passengers from Sacramento medical appointments.
   c. Consider the mechanisms by which to reconcile minimum driver bid requirements with the needs of a program with currently declining ridership suggesting the need for fewer revenue hours on the street.

5. Review customer information to:
   a. Develop a one-page "Frequently Asked Questions" summary to guide riders or their care providers in appropriately using Yolobus Special.
   b. Consider a "Best Times to Ride" message and other demand management messages, which could include fare information, to help steer trip demand to available capacity.
   c. Prominently include information about policies for Personal Care Attendants and companions, including fare policy, to encourage these rider assistants to travel.

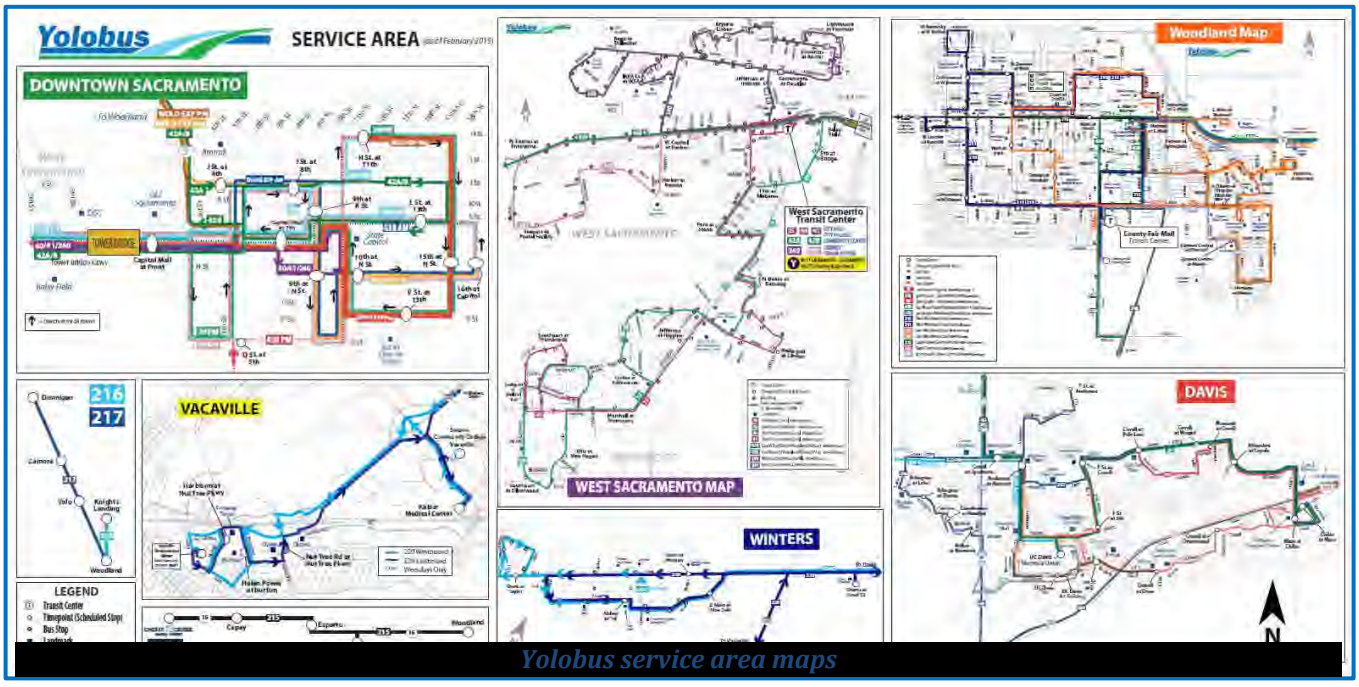
6. Revise regular contractor reporting and establish opportunity for joint YCTD/ contractor review of the Yolobus program parameters, including contractor's lead dispatcher:
   a. Establish a mechanism to regularly track passenger trip-length and wheelchair boardings, among other factors, that impact ride times and dwell times.

b. Review productivity on a weekly basis, to identify opportunities to remove vehicles from service and/ or to modify trip scheduling practices to increase rates of shared-trip making
c. Consider establishing a subscription trip waiting list, particularly with regard to afternoon program dismissal times, developing the accompanying procedures for the management of this wait list.

6.0 Introduction

The Yolo County Transportation District (YCTD) service area encompasses three counties in northern California, including the cities of Davis, West Sacramento, Winters, Woodland, Sacramento, and Vacaville. The service area provides daily fixed-routes and complementary transit services to a wide variety of customers, providing nearly 1.3 million trips annually.

YCTD has embarked on a Comprehensive Operational Analysis to identify strategies which will increase operational efficiencies, enhance local and regional transportation connectivity, increase customer satisfaction as well as increase ridership, and improve key performance indicators. This effort, branded as "YoloGO," will provide a feasible blueprint for successful implementation which will support greater transit use, increased regional travel options, connectivity, and associated benefits for reducing single occupant vehicle use and congestion.



Yolobus service area maps

6.1 Stakeholder Meeting

On Thursday, August 15, YCTD held a meeting with representatives from the jurisdictions in its service area. Project team members who attended the meeting are as follows:

- Alan Budde, Yolo County Transportation District
- Jose Perez, Yolo County Transportation District
- Gladys Cornell, AIM Consulting
- Nicole Zhi Ling Porter, AIM Consulting

Gladys Cornell and Nicole Zhi Ling Porter, AIM Consulting, facilitating the group discussion.

Representatives from the following jurisdictions attended the meeting:

- City of Davis
- City of West Sacramento
- City of Winters
- City of Woodland

The meeting provided an opportunity to introduce the YoloGO effort, present its purpose and objectives, and provide an overview of the technical and public engagement schedule.

Jose Perez, YCTD Deputy Director, began the meeting by welcoming the jurisdictional representatives and providing an overview of the YoloGO effort, its purpose, and its objectives. Alan Budde, YCTD Senior Transportation Planner, shared key findings from a workshop the agency held with their bus operators. Operators expressed the need for: fewer disruptions to on-time performance, especially during peak hours; a more efficient implementation of Routes 42A/B; a clearer role for Yolobus service in Sacramento; enhanced safety at transit stops; and advanced notice and planning when addressing impacts from roadway construction. Gladys Cornell and Nicole Zhi Ling Porter, with AIM Consulting, continued the meeting by facilitating a discussion with the jurisdictional representatives. Discussion topics included existing transit service conditions, system improvements they would like to see, and their desired outcomes of the YoloGO effort.

Key Findings

Meeting participants identified five key barriers to achieving higher ridership: low frequency routes, lack of connectivity to key destinations and other transit services, late bus arrivals, a perceived lack of safety on the buses, and a lack of information about the bus services offered. Representatives suggested potential solutions to help Yolobus overcome these barriers. Some of these included: a higher frequency bus network with connections to transit hubs and transfer centers, amenities to enhance safety and user experience at transit stops and hubs, increased bike storage on buses, dedicated transit lanes to reduce the time buses spend in traffic, and an updated website to provide information about all of the transit services Yolobus has to offer.

Group Discussion

Below is a summary of all the feedback obtained during the group discussion.

Perception of Yolobus' role in the region

- Yolobus is a transit provider for fixed routes and paratransit services.
- A regional connection provider to Woodland, Davis, and Sacramento.
- The primary transit connection to Downtown Sacramento.
- Commuter transportation service provider.
- Service provider for seniors to connect them to services including medical centers.
- Service provider for students, specifically those at UC Davis.
- Fixed routes that make vital regional connections.
- The congestion management agency for Yolo county.

Desired transit services

- More transit service options for seniors and college students, specifically in Winters.
- Frequent routes to "hot spot" destinations in Winters such as schools and medical care facilities.
- Routes that fit the needs of the West Sacramento community. Currently many existing routes result in empty buses, which contributes to a community perception of wasted taxpayer dollars.
- Direct services to the Golden 1 Center, Amtrak, and health services.
- More direct route from Davis and West Sacramento to the Airport.
- 30-minute frequencies throughout the system. 15-minute frequencies in transit-oriented development areas.
- Allow for other mobility options to fill in the gaps that Yolobus cannot meet (e.g. microtransit).
- Utilize the West Sacramento transit center as a transit hub.
- Service hours and frequency should match predicted ridership needs.
- There is a need for high frequency express routes in low-density areas in Winters.
- During peak periods, Yolobus should be able to meet capacity demands by sending extra buses.
- There are parking demand issues near transit centers.

System improvements

- Regionally, YCTD should assess the 42A/B route to see how it can be improved. This route is the primary transit connection to the airport.
- Service in Davis targeted towards commuters, with increased route capacity.
- There is a need for understanding transit demand in Winters.
- Less bus layover time in Sacramento.
- Routes 35 and 39 in West Sacramento operating as express routes, in addition to continued shuttle services from West Sacramento to Downtown Sacramento.

Desired outcomes for the YoloGO effort

- Commuter buses with fine-tuned routes.
- A higher frequency network. See if you can trunk lines to create higher coverage routes.
- Other mobility options.
- More frequent service in and through Winters.
- A focus on user experience, to start a dialogue about the community's perception of Yolobus and safety.
- Better connectivity to key destinations in Sacramento.
- Better connectivity to other transit services, including those that transfer to Fairfield and Vacaville.
- Incorporate microtransit, when possible, to help solve the first and last mile problem.
- Increased public education of Yolobus' services.
- Increased public awareness about the role Yolobus plays in sustainability (e.g. reducing greenhouse gases, improving air quality, and reducing congestion in the region).
- Dedicated priority transit or managed lanes to reduce congestion and ensure transit promptness.
- One universal transit card for services in the region.
- A redesigned Yolobus website that is user-friendly and focused on providing route information.

Funding

- There is a need for a defined regional, long-term fiscal plan. This plan should include reliable forecasting.
- Corresponding levels of service with each jurisdiction's contributions. There could be a baseline contribution and corresponding service, with a 3-5 year rolling average.
- To address future and/or additional transit services, could a parcel tax be considered? Would this replace existing funding sources from the jurisdictions, to free up their contributions to provide supplemental or expanded transit services?

Next Steps

The YoloGO effort includes two phases of public engagement. Phase 1 will take place from September through November 2019, while the project team evaluates existing transit use and obtains input on community values with regard to public transit. Four pop-up workshops and one virtual community workshop will kick off this phase of public engagement.

Phase 2 will take place in February and March 2020 as the project team develops the draft Comprehensive Operations Analysis Plan and service recommendations. A stakeholder meeting and two community workshops will engage the public and provide them with an opportunity to review the draft plan and recommendations, as well as provide their informed input. A third phase was added after the pandemic disrupted transit ridership and service; see Chapter 8 for Phase 3.

6.2 Pop-up Workshops

During October and November 2019, more than 150 people participated in a series of pop-up workshops as part of the Yolo County Transportation District (YCTD) Comprehensive Operational Analysis, also known as YoloGO. The pop-up workshops provided an opportunity for the YoloGO

Project Team to engage with various communities throughout Yolo County and get their input on how Yolobus can improve their services.

Purpose, Format, and Results

The pop-up workshop series engaged Yolo County residents in a conversation about what they like, want to change, or see more of regarding Yolobus. At each of the pop-up workshops, the project team provided an opportunity for community members to learn about the analysis and provide their input through interactive boards. Workshop materials and the notification flyer are included in Appendix D.

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The interactive board questions are listed below:

- Which would you choose: A faster bus ride or easier access to bus stops?
- Which would you choose: Longer hours of service or more frequent service?
- If you were king/queen for a day at Yolobus, which improvements would you make first?
- What do you think is the greatest need for transit in the region: Improved local service or improved commuter/express service?

Community members placed a sticker dot next to their answers or underneath a spectrum of answers on the interactive boards. To encourage participation and have some fun, the project team also brought a prize wheel where community members could spin the wheel and win prizes.

Board #1: Which would you choose: A faster bus ride or easier access to bus stops?

This board presented a spectrum, which asked participants to share if they would rather walk farther but have a short wait for their bus or walk a short distance and wait longer for their bus. The spectrum included five potential responses:

- I'll avoid a walk, even if it means waiting longer
- I mostly prefer shorter walks
- I'm not sure / I don't have a preference
- I mostly prefer shorter waits
- I will do whatever it takes to get to my destination soonest

Board #2: Which would you choose: Longer hours of service or more frequent service?

This board presented a spectrum, which asked participants to share if they would rather have Yolobus extend their hours of service or have more frequent service. The spectrum included five potential responses:

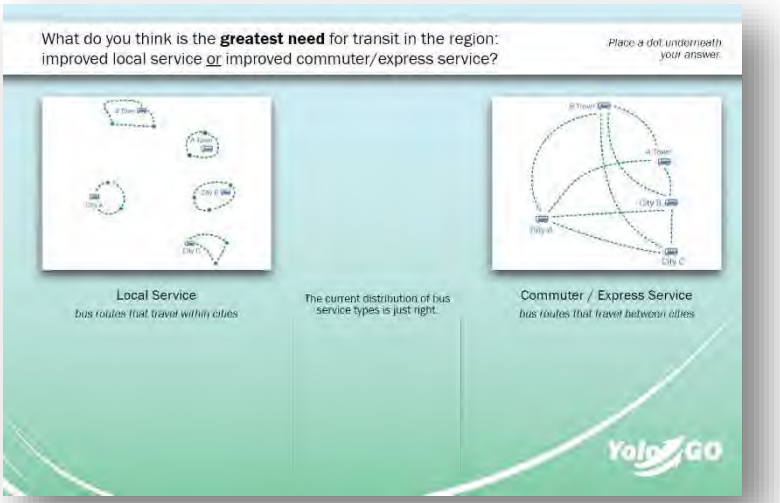
- I need to travel early mornings or late nights
- I would like to travel before or after regular commuting hours, but don't want less frequent buses
- I'm not sure / I don't have a preference
- I would rather not wait as long, but I don't want shorter hours
- I will only take buses that come every 30 minutes

Board #3: If you were king/queen for a day at Yolobus, which improvements would you make first?

This board asked participants to prioritize potential improvement options for Yolobus. Participants were asked to place a dot next to their top three priorities on the board which included six potential responses as well as an "Other" option:

- Higher Frequency of Service
- Covering places that don't currently have service
- Bus stops closer to where I go
- Weekday night service
- More Saturday service
- More Sunday service

Board #4: What do you think is the greatest need for transit in the region: Improved local service or improved commuter/express service?



This board asked participants to share if they would rather have improved local service or improved commuter/express service. This board included three options:

- Local Service (bus routes that travel within cities)
- The current distribution of bus service types is just right.
- Commuter/Express Service (bus routes that travel between cities)

There were five pop-up workshops throughout the months of October and early November. The dates and locations of each workshop:

October 18	UC Davis, Davis
October 22	Sacramento City College, West Sacramento
October 26	Trick-or-Treat on Main Street, Woodland
November 1	County Fair Mall, Woodland
November 2	Davis Farmers Market, Davis

The YoloGo project team received more than 150 responses from community members. Below is a compilation of feedback the project team received.

Compilation of Feedback

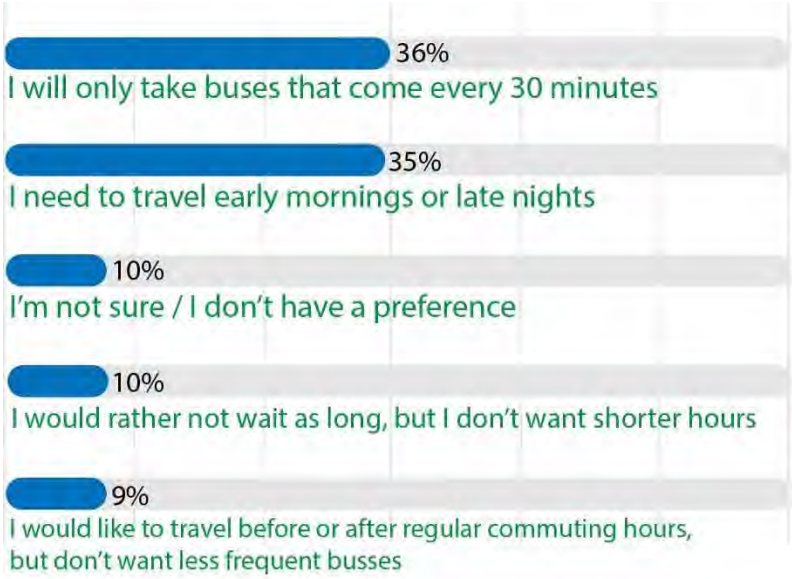
Community members submitted feedback by writing on post-it notes and placing dots on the interactive boards.

1. Which would you choose: A faster bus ride or easier access to bus stops?

When asked whether they would prefer a faster bus ride or easier access to bus stops on a spectrum of answers, the most frequent response participants chose was the option “I mostly prefer shorter waits.”

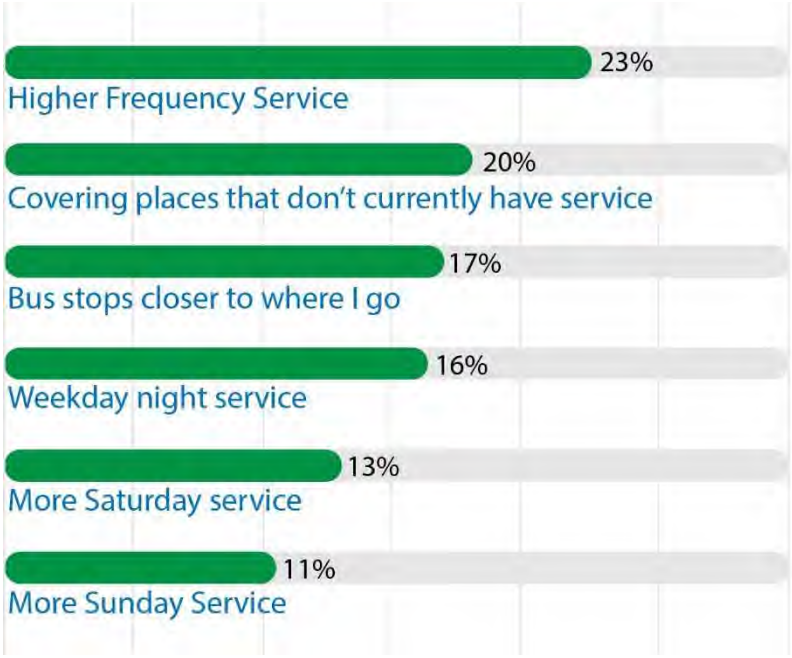
2. Which would you choose: Longer hours of service or more frequent service?

When asked whether they would prefer longer hours of service or more frequent service on a spectrum of answers, the most frequent response participants chose was the option "I will only take buses that come every 30 minutes."



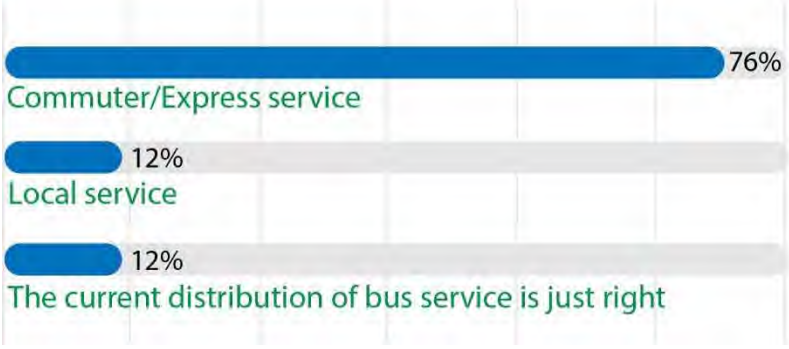
3. If you were king/queen for a day at Yolobus, which improvements would you make first?

When asked which improvements they would make at Yolobus if given the opportunity, the most frequent response participants chose was the option “Higher frequency service.”



4. What do you think is the greatest need for transit in the region: Improved local service or improved commuter/express service?

When asked whether they would prefer improved local service or improved commuter/express service, a majority of the participants chose the option “Commuter/Express service.”



Comments

The following is a compilation of comments gathered at the pop-up workshops separated by location and interactive board number.

1. **UC Davis, Davis**
   - Board #3
     - Bike racks on the buses so when I get here (UC Davis) I can bike to class. (x10)
     - Wi-Fi. (x7)
     - More bike racks & bike assistance. (x4)
   - Board #4
     - I have no other way to get to other cities.
     - I live in Sacramento and commute to UC Davis every day.
     - Additional service to the Bay Area.

2. **Sacramento City College, West Sacramento**
   - Board #1
     - The bus stop should be within certain limits. I have trouble walking and the closest stop is several blocks from me.
   - Board #2
     - Driving is just easier, and I like my car. I don't take the bus because it doesn't come enough.
     - Buses need to come more often and stop closer to where I am. Every 15 minutes would be good.
     - Monday – Friday 42 bus service should run later to make maximum connections in between cities. Higher frequency at times that people need it, like at night and in coordination with the trains. More frequency during the peak commute hours.
     - Every 15-30 minutes would be good.
     - The buses should have more frequency. I used to wait an hour to get to school.
   - Board #3
     - More accurate travel time information.
     - 42A & 42B: Run later at night and more frequently during peak travel hours.
     - More bike racks & bike assistance.
     - A phone app is important because a lot of people have cell phones.
   - Board #4
     - Our students need to move more fluidly between campuses. Look at Toronto's bus system, it is great.

3. **Trick-or-Treat on Main Street, Woodland**
   - Board #3
     - Service to Travis Air Force Base (x2)
     - Make space for strollers. (x2)

4. **County Fair Mall, Woodland**
   - Board #2
     - More frequent service.
     - Later service in East Woodland.
   - Board #3
     - Better wheelchair access.
     - Better on time performance.
     - Secure bike parking at stops.
     - Better lighting and safer bus stops.

5. Davis Farmers Market, Davis

- Board #2
  - Later service on 42 and 220 weekdays and Saturday.
  - Later express buses in AM and PM (Davis departures 7-8 AM, and Sacramento after 5PM).
- Board #3
  - Dedicated bus lanes.
  - Better ADA access on buses.
- Board #4
  - Connection to Davis Amtrak station.
  - More direct express buses (point to point if possible).

Public Notification

The following organizations and agencies shared information about the pop-up workshops:

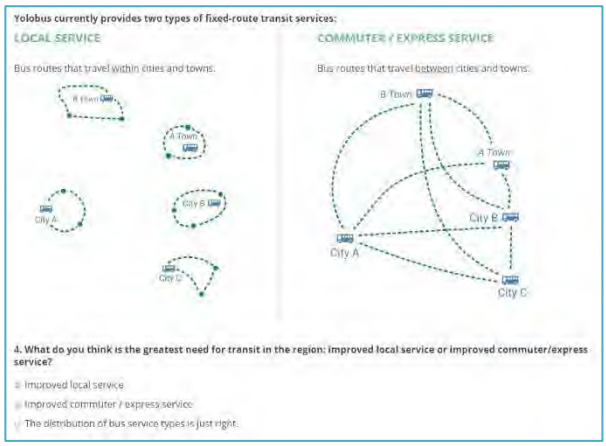
- City of Davis Bicycling, Transportation and Street Safety Commission
- El Rio Villa
- Sacramento City College - West Sacramento Center
- UC Davis Unitrans
- YCTD's Citizens Advisory Committee

6.3 Virtual Workshop

From October 22 to November 12, 2019, the project team held a three-week online virtual community workshop to obtain input from community members regarding their experiences riding the bus through Yolo County as well as input on proposed improvements. This report provides compilation of all the responses received throughout the three-week period.

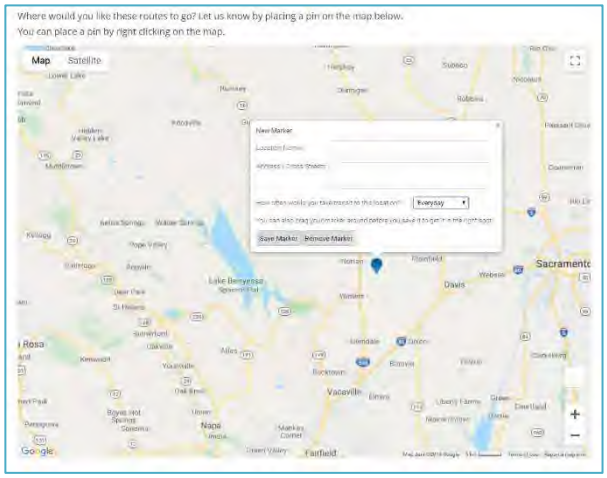
Virtual Community Workshop Results

Yolobus received **432 submissions** from October 22 through November 12. The virtual workshop included ten questions focused on the following topics:



- Key public transit planning tradeoffs, including:
  - Frequent service versus wider bus coverage
  - Faster bus rides versus easier access to bus stops
  - Longer hours of service versus more frequent service with limited hours
  - Improved local service versus improved commuter/express service
- Public transit improvements
- Current transit ridership information
- Potential improvements to existing bus routes

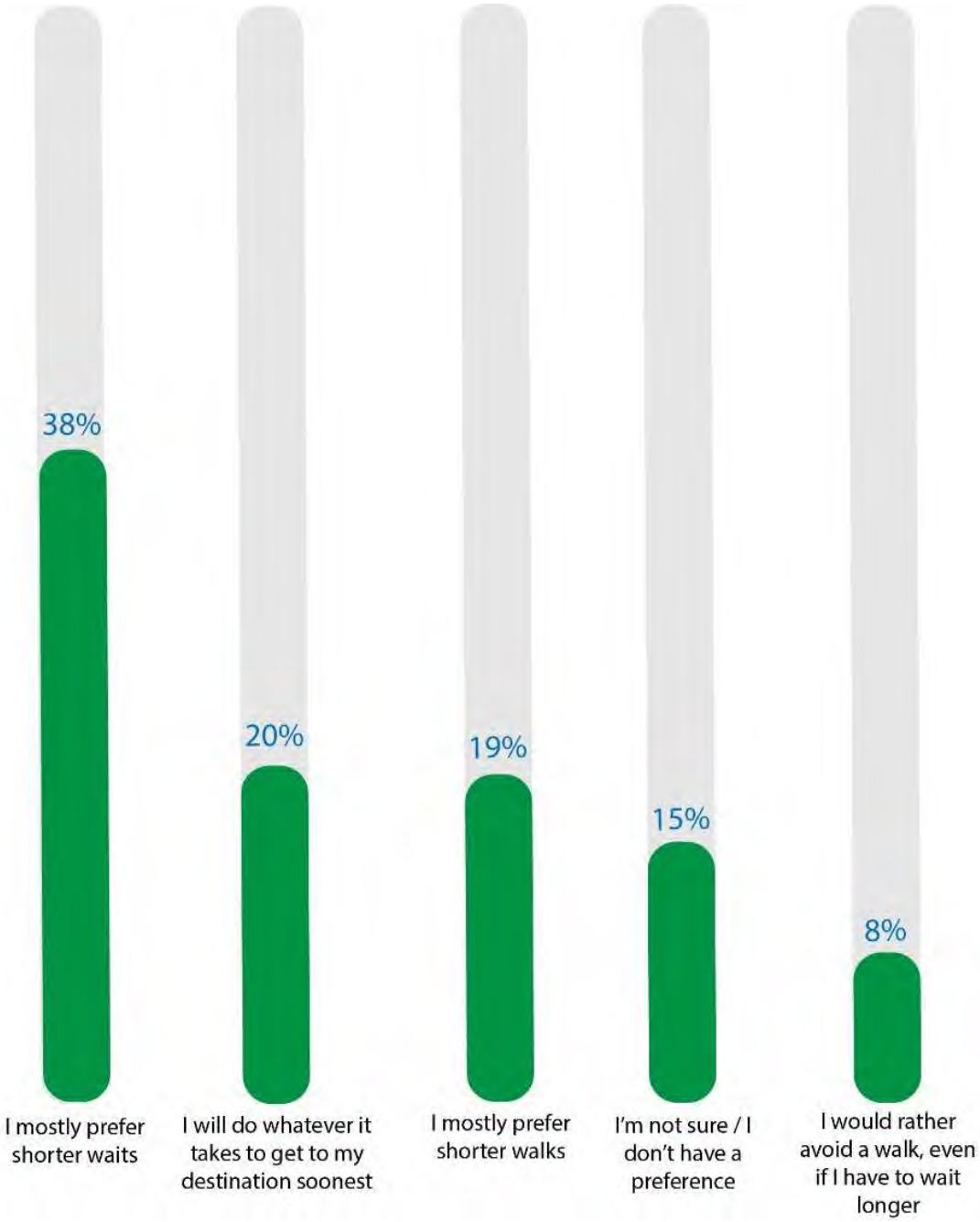
Below is a summary of findings based upon answers received. The graphs and short descriptions of key themes included in this summary represent the variety of divergent opinions as well as the frequency of opinions among the participants which were expressed in questions that included a comment section. The opinions expressed in this summary are not intended to be representative of all virtual workshop participants.



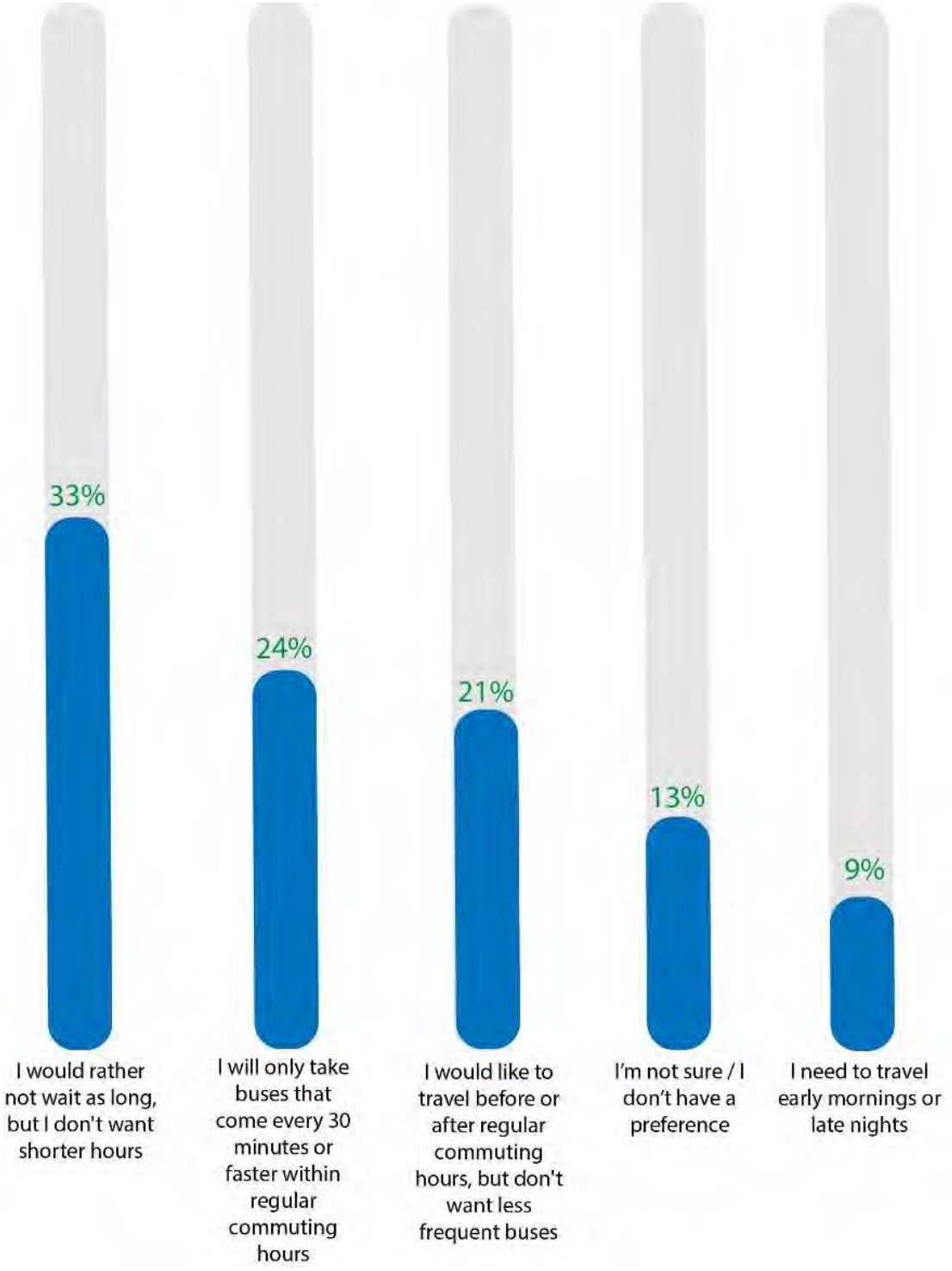
A comprehensive list of comments submitted as part of the virtual workshop is available in Appendix E.

1. If you had a choice between more frequent service and more bus routes serving more destinations, which would you choose?

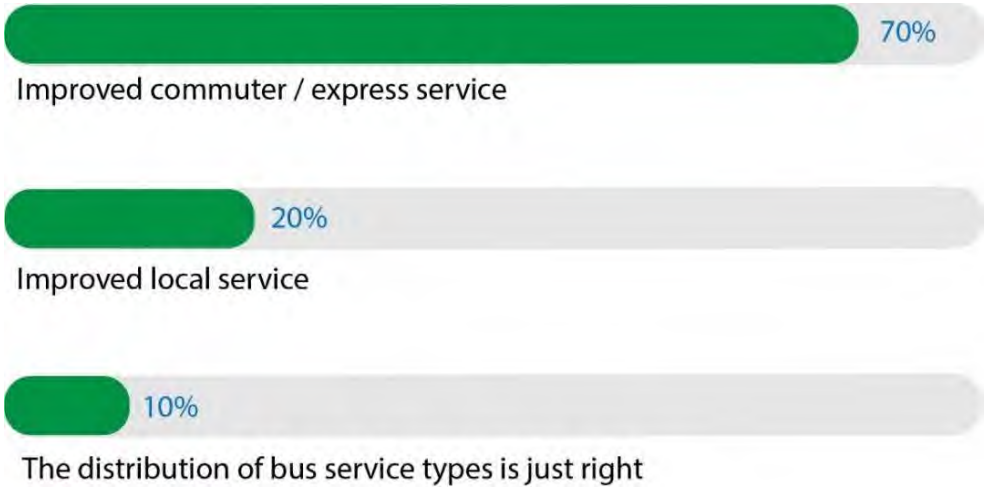
2. If you had a choice between a faster bus ride or easier access to bus stops, which would you choose?



3. If you had a choice between longer hours of service and more frequent service, which would you choose?

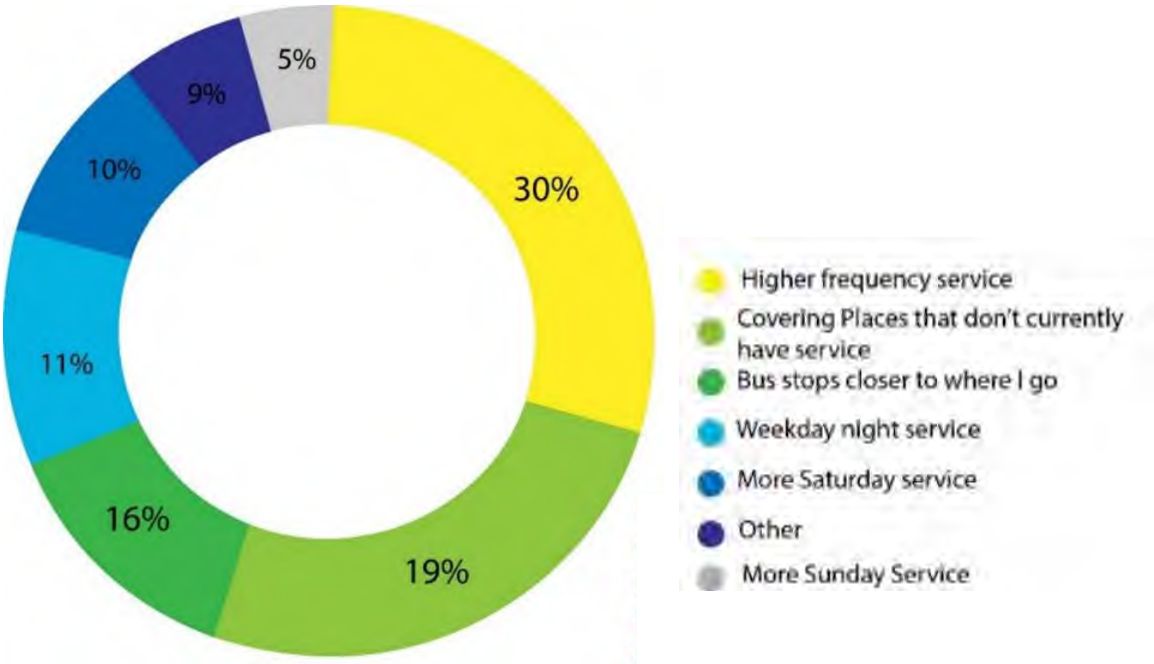


4. What do you think is the greatest need for transit in the region: improved local service or improved commuter/express service?

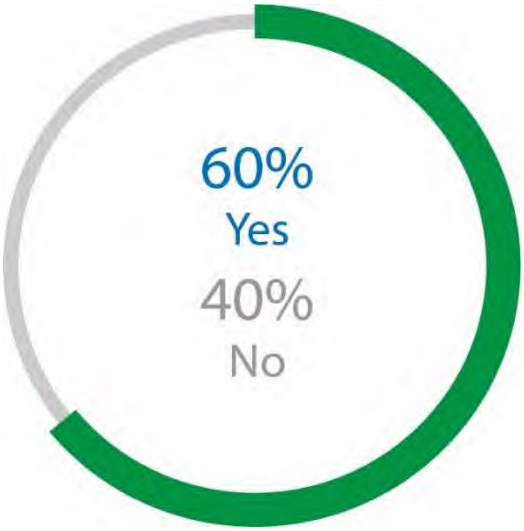


5. If you were king/queen for a day at Yolobus, which improvements would you make first? Choose your top three.

9% of the responses given for Question 5 were "Other." The full list of "other" responses submitted for this question is available in Appendix E.



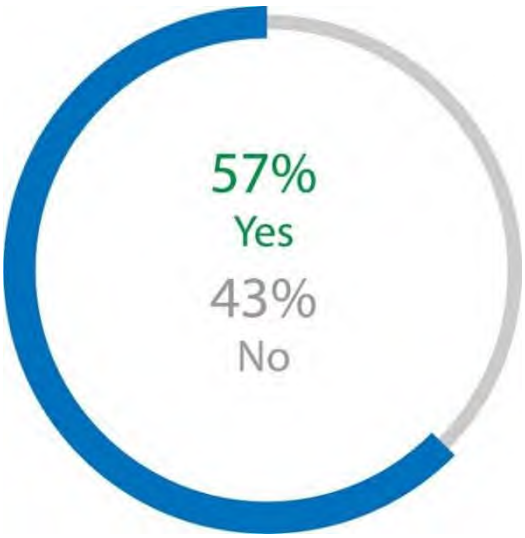
6. ***Do you currently use Yolobus transit services? If yes, please list the services you use.***
   Many of the participants who responded to the second part of this prompt shared that they primarily ride bus routes 42A and 42B. A full list of responses submitted for this question is available in Appendix E.



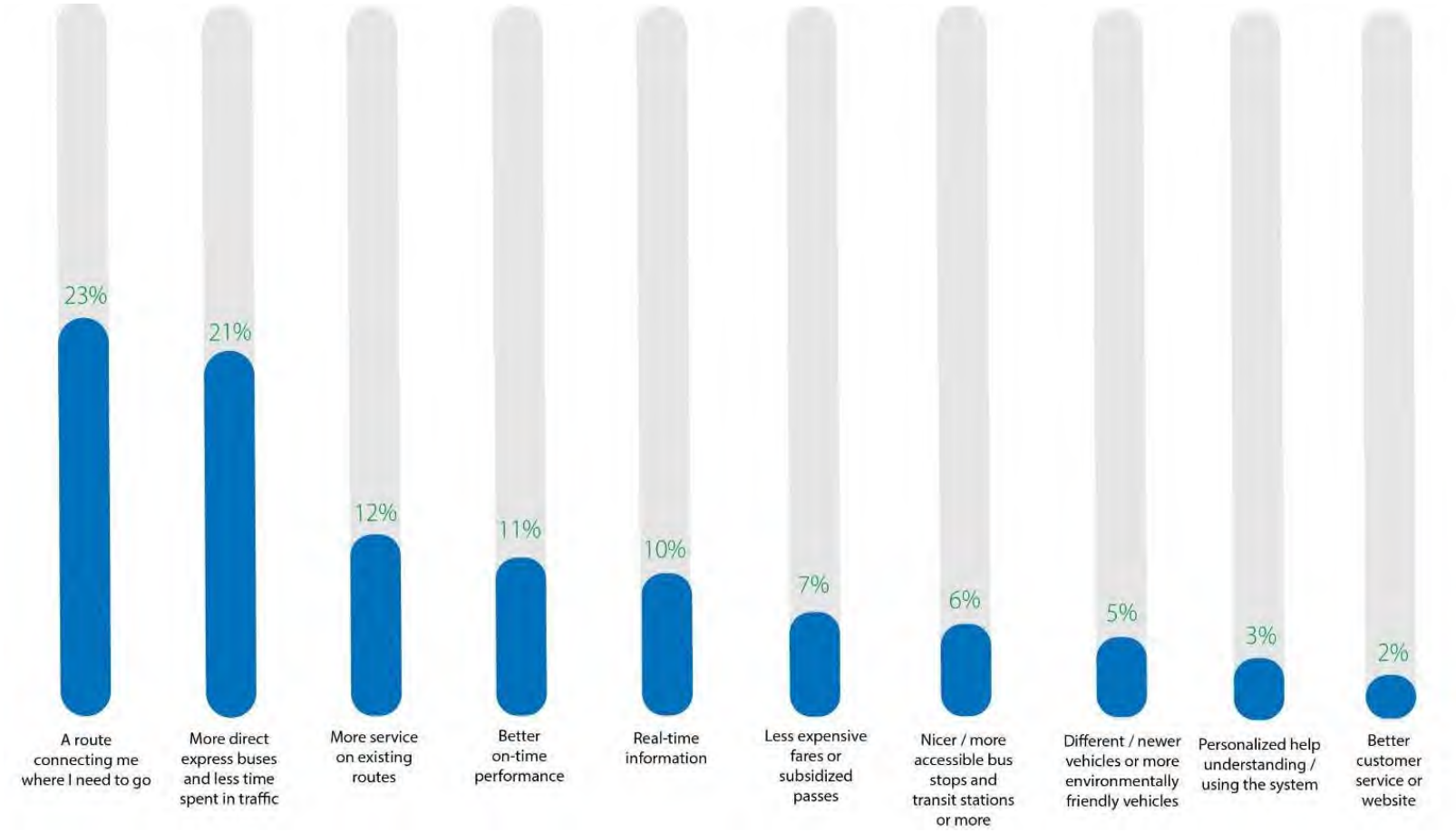
7. ***If you currently ride Yolobus, how would you adjust your bus route's schedule to make it better?***

   Many of the workshop participants mentioned extended hours of service and fewer bus stops with additional last mile connections.

8. ***Before choosing the place you currently live/work in, did you know about or look for nearby transit options?***



9. What would motivate you to take public transit more often? Choose your top three.



10. Please share any additional thoughts or comments you have related to YoloGO.

A multitude of participants mentioned the infrequency of bus routes, unsafe or unsanitary conditions, and a lack of coordination with other transit services such as light rail, Amtrak, and Unitrans.

A full list of responses submitted for this question can be found in Appendix E.

Public Notification

Email notifications were sent to more than 1,400 interested community members and Yolobus transit riders. The project team reached out to key stakeholder groups throughout the Yolobus service area (including West Sacramento, Woodland, Davis, Winters, and Vacaville) to further promote the virtual community workshop with their individual organizations at meetings and through newsletters, social media, and website updates.

The virtual community workshop was shared and promoted by the following business interests, community-based organizations, jurisdictions, neighborhood associations, residential developments, and schools:

- Resident Advisory Board
- Davis Downtown
- Yolo County Supervisor, Don Saylor
- Yolo County Housing
- Yolo-Solo Air Quality Management District
- UC Davis Unitrans
- West Sacramento Chamber of Commerce
- Woodland Chamber of Commerce

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7.0 Introduction

This chapter brings together the findings of the ridecheck, fieldwork by project team members, discussions with Yolobus transit staff, and insights gleaned through the public outreach process to identify and analyze alternatives and make recommendations for transit improvements to Yolobus transit network.

Yolo County has changed significantly over the past decade and continues to change today. How can Yolobus fit within today's Yolo County? The strongest and best-utilized transit networks have a clear purpose for each route or part of the network as well as a blueprint for how all parts of the network work together and interact seamlessly. The analysis of existing routes helps us to understand the strengths and weaknesses of the Yolobus network. We know that Yolobus must adapt to changed circumstances if it is to continue to be a relevant transportation option in Yolo County.

How will Yolobus fit within tomorrow's Yolo County? More specifically, how can Yolobus adapt to be an attractive mode choice that can provide mobility throughout the region and encourage transit use? This study develops recommendations for Yolobus network that will help to fulfill its roles as a major mobility provider for Yolo County residents, employees, students, and visitors.

Participants in the pop-up workshops, when asked to choose among various service elements, valued greater frequency, faster service, extended hours of operation, and a focus on commuter and express service. Participants in the virtual workshop preferred more frequent service on current routes over additional routes, a faster bus ride over easier access to bus stops, more frequent service over longer hours of service, and a focus on commuter and express service. The most common responses to the question "What would motivate you to take public transit more often?" were "a route connecting me where I need to go" (23 percent) and "more direct express buses and less time spent in traffic" (21 percent).

The challenge is to identify recommendations that will provide:

- Frequent, faster, and more reliable service
- Service later in the evening
- Convenient connections within and beyond Yolo County

The project team identified service concepts to guide the future growth of Yolobus. These concepts are not mutually exclusive, and the YCTD Board may choose to give more emphasis to specific concepts that match Yolo County's overall goals for growth. The concepts are:

- **Transit for Yolo County**. This is the historic reason for creating Yolobus. Improving connections among the cities in the County, which are separated by expanses of undeveloped land, is a priority for this study, as is service to and from downtown Sacramento and the Sacramento International Airport. Yolobus routes also connect Winters and Davis with Vacaville, serve the Cache Creek Casino, and serve the rural areas of Knights Landing and Dunnigan.

- **Connections within the County**. Enhancements to the speed and frequency of Routes 42A and 42B, the primary intercity routes within the County, are important to the future success of Yolobus. Commute routes connecting Davis with Woodland and Winters are also a focus area for this service concept. To be effective, connections between local and intercity routes need timed transfers, preferably at transit centers, enhanced frequency on at least the intercity routes to ensure that a transfer does not involve long wait times, and reliable schedules.

- **Connections outside the County**. The most important connection outside the County in terms of demand is with Downtown Sacramento, currently served by 15 Yolobus routes. One route connects Winters and Davis with Vacaville in Solano County. This service concept envisions rationalizing and strengthening these connections.

- **Coordination with Transit Partners**. The introduction of a new route linking the University of California-Davis, the City of Davis, the City of Sacramento, and the UC Davis Medical Center in Sacramento is an example of ongoing coordination among Yolobus, SacRT, and Unitrans in Davis. Throughout the course of this project, team members have consulted with staff at SacRT and Unitrans to discuss changes planned at these agencies as well as potential changes to Yolobus routes.

- **Faster Service**. Two methods to speed routes are identified. The first is to streamline routes where necessary to minimize out-of-direction travel and travel through congested areas such as downtown Sacramento. The second is to establish bus-only or HOV lanes on I-5 and I-80, which are very congested during peak periods, especially in the afternoon. While bus-only or HOV lanes are beyond the control of Yolobus, this study notes that conversion of shoulders on interstate highways to bus-only lanes has been successful elsewhere as a short-term solution to improve the speed of express buses.

- **More Frequent Service**. Many studies and recent reimagining projects elsewhere have shown that increasing frequency is the most effective action to increase ridership. No all-day Yolobus route operates more frequently than one bus per hour. Public comments in the virtual workshop show the difficulties in planning regular trips and using transit at this level of frequency. 30-minute service is not considered “frequent” in transit – usually frequent service means every 15 minutes or better – but early results from the *SacRT Forward* project showed that consistent 30-minute service can reverse a downward trend in ridership.

- **Reliability**. The ridecheck results, discussions with bus operators, and fieldwork all indicate the need to update running times on Yolobus routes. The peak afternoon period is especially problematic due to significant congestion on I-5 and I-80. Public comments also stressed the importance of service reliability in attracting and retaining riders. New schedules with more accurate running times will be prepared for all routes.

- **Later Hours**. One of the most common complaints heard from Yolobus customers is the need for later evening service on Yolobus. The last trip on most express and commute routes leaves before 5:15 pm, with the latest trip on any express/commute route at 5:35 pm. A few local routes in West Sacramento and Woodland operate later than 7 pm. The last trip from downtown on Routes 42A/42B is at 10:35 pm. Route 215-Cache Creek

Casino/Woodland operates later, but its schedule is built around demand from casino workers at shift times. Evening service is generally less productive, but it encourages regular transit use by offering the means to get home if someone works late or attends an evening event. Routes 42A/42B serves this purpose for many express routes, but a scheduled last trip at 6:00 or 6:30 pm may be appropriate for at least the busiest express/commute routes.

- **Innovation**. Yolobus began a "kids ride free" one-year pilot program on September 1, 2019 and has allowed college students at UC Davis, Sacramento State, and Los Rios to ride for free. Yolobus is also conducting a MicroTransit on demand pilot program for Knights Landing residents. Results and impacts of both pilot programs will be analyzed to determine whether they should be made permanent.

This process of thinking through what we want transit to achieve helps to identify options and provides a focus for recommended actions. The following sections present two alternative futures for Yolobus. Section 7.1 presents a ridership-oriented alternative intended to maximize transit ridership with minimal changes in the operating budget. Section 7.2 presents a ridership-oriented alternative that assumes a 10 percent increase in the operating budget. These alternatives can help to clarify policy decisions faced by Yolobus in light of current conditions and input received from stakeholders, riders, and the general public.

7.1 The Ridership-Oriented Alternative within the Current Budget

Two options oriented toward increasing ridership by increasing frequency on the busiest Yolobus route are presented here.

Operate Routes 42A and 42B Every 30 Minutes between 6:00 am and 6:00 pm, with Hourly Evening Service after 6:00 pm until 10:30 pm, Streamline Both Routes in Downtown Sacramento, and Operate Both Routes through Downtown

Routes 42A and 42B are the core routes in the Yolobus system, accounting for 33 percent of weekday ridership and 30 percent of weekday revenue hours. These routes connect Davis, Woodland, Sacramento (downtown and the airport), and West Sacramento and operate hourly. An increase in frequency from every 60 minutes to every 30 minutes is the most effective action to increase ridership.

There is also a need for more running time on these routes, especially in the afternoon. This alternative would trim running time in downtown Sacramento by streamlining the routing and eliminating any layover of buses in downtown. Currently, both routes go all the way to 15th Street to reach the current layover location at L & 13th (Figure 7.1). The proposed routing would use J and L Streets (not Capitol Mall) and turn at 9th Street (Figure 7.2). Recovery time would be scheduled primarily at County Fair Mall in Woodland, with some recovery time at the West Sacramento Transit Center and possibly at UC Davis Memorial Union. The routes currently do not continue as the same route through downtown; a bus arriving as Route 42A leaves as Route 42B for efficiency reasons. 30-minute service would allow routes to continue through downtown, enhancing connections between West Sacramento and the airport.

Other Yolobus routes in downtown Sacramento would also be streamlined, as shown in Figure 7.2.

Figure 7.1
Existing Routing in Downtown Sacramento

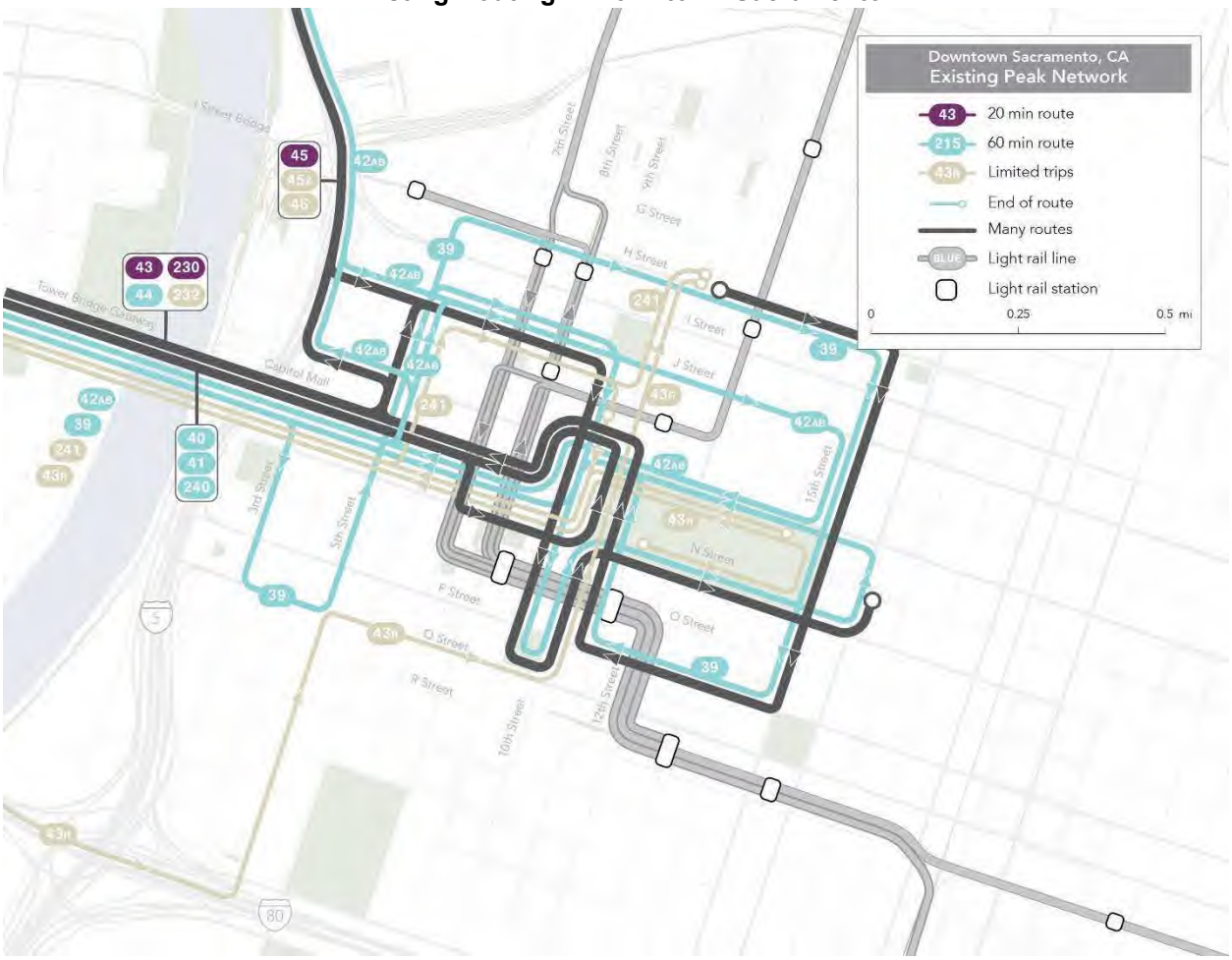
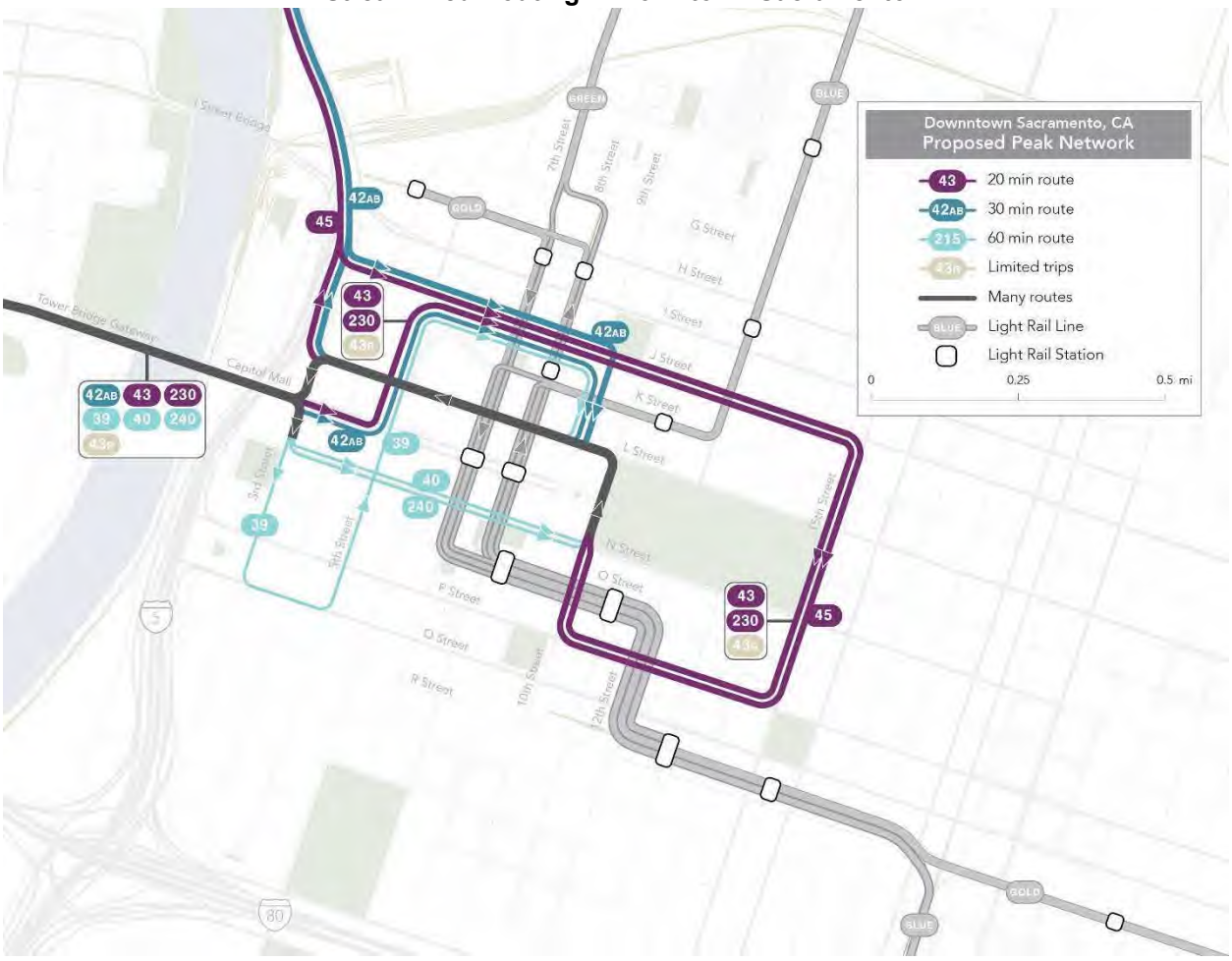


Figure 7.2
Streamlined Routing in Downtown Sacramento



Note: Route 39 is not included in the current budget scenario, but only in the budget increase scenario

Adding 30-minute service to Routes 42A and 42B would increase weekday revenue hours by 52.7, as noted in Table 7.1. In a zero-sum situation (i.e., no budget increase), what service could be discontinued to shift resources to Routes 42A and 42B? Obvious candidates include express and commute routes with only one trip in each direction because these are not truly useful and thus have low ridership and productivity. These routes are shown in bold in Table 7.1. The three most productive express routes (43, 45, and 230) need to be part of any new network; others are included in discontinued service. With fewer express routes, local bus networks in Woodland and West Sacramento become more important. A redesign of the local route system in Woodland is proposed below, so the service hours of these routes are preserved. Routes in West Sacramento are mostly preserved under this option except for two unproductive routes. Unitrans provides local bus service in Davis. No changes are proposed for the very successful Route 215.

Routes 216 and 217 serve rural areas of Yolo County (216 between Woodland and Knights Landing three days a week, 217 between Woodland and Dunnigan two days a week). Productivity on these routes is extremely low: 2.2 boardings per revenue hour for Route 216 and 0.9 for Route 217. Pending the outcome of the Yolobus MicroTransit project in Woodland, both routes are recommended for discontinuation.

Routes 43R and 220C remain in the Yolobus network under this proposal despite having only one trip in each direction. Route 43R is a reverse-commute express route; the bus would make this trip in non-revenue service if the route were discontinued so there would be no reduction in cost. Route 220C is a variation of Route 220 targeted toward commuters from Winters to Davis.

Routes proposed for discontinuation in Table 7.1 are:

- Route 35 Southport Local
- Route 241 West Sacramento/Sacramento Commute
- Route 242 Woodland/Davis Commute
- Route 243 Woodland/UC Davis Commute
- Route 44 South Davis/Sacramento Express
- Route 45X Woodland/Sacramento Express
- Route 46 Woodland/Sacramento Express
- Route 232 Davis/Sacramento Express

Table 7.1
Change in Weekday Revenue Hours with
30-minute Service on Routes 42A/42B

Route	Change in Revenue Hours
42A/42B	+52.70
35	-13.97
39	-9.90
216	-1.85
217	-3.23
220C	0
241	-4.40
242	-1.52
243	-1.53
43R	0
44	-5.87
45X	-1.97
46	-1.85
232	-1.97
TOTAL	+4.67

Note: Routes in bold have only one trip in each direction

The net result is an additional 4.67 revenue hours per weekday, even with discontinuation of nine existing routes. Approximately 300 revenue hours are currently operated on weekdays.

Revenue hour and ridership impacts are shown in Table 7.2. Ridership impacts are measured assuming a service elasticity of +0.6, or a six percent increase in ridership for every 10 percent increase in service. The ridership calculation used 42A/42B ridership between 6 am and 6 pm (597) as the base. Service levels increase by 100 percent during this time period and the expected ridership change between 6 am and 6 pm is 60 percent, or 597. When we subtract

ridership on routes to be discontinued (total change in riders on Table 7.2), the net ridership increase drops to 179. When we consider only riders who have no alternative for their trip (change in riders-no alternative), the net ridership gain is 255 daily riders on weekdays. Thus, the ridership alternative is less effective in a constrained budget alternative.

Table 7.2
Change in Revenue Hours and Riders with
30-minute Service on Routes 42A/42B

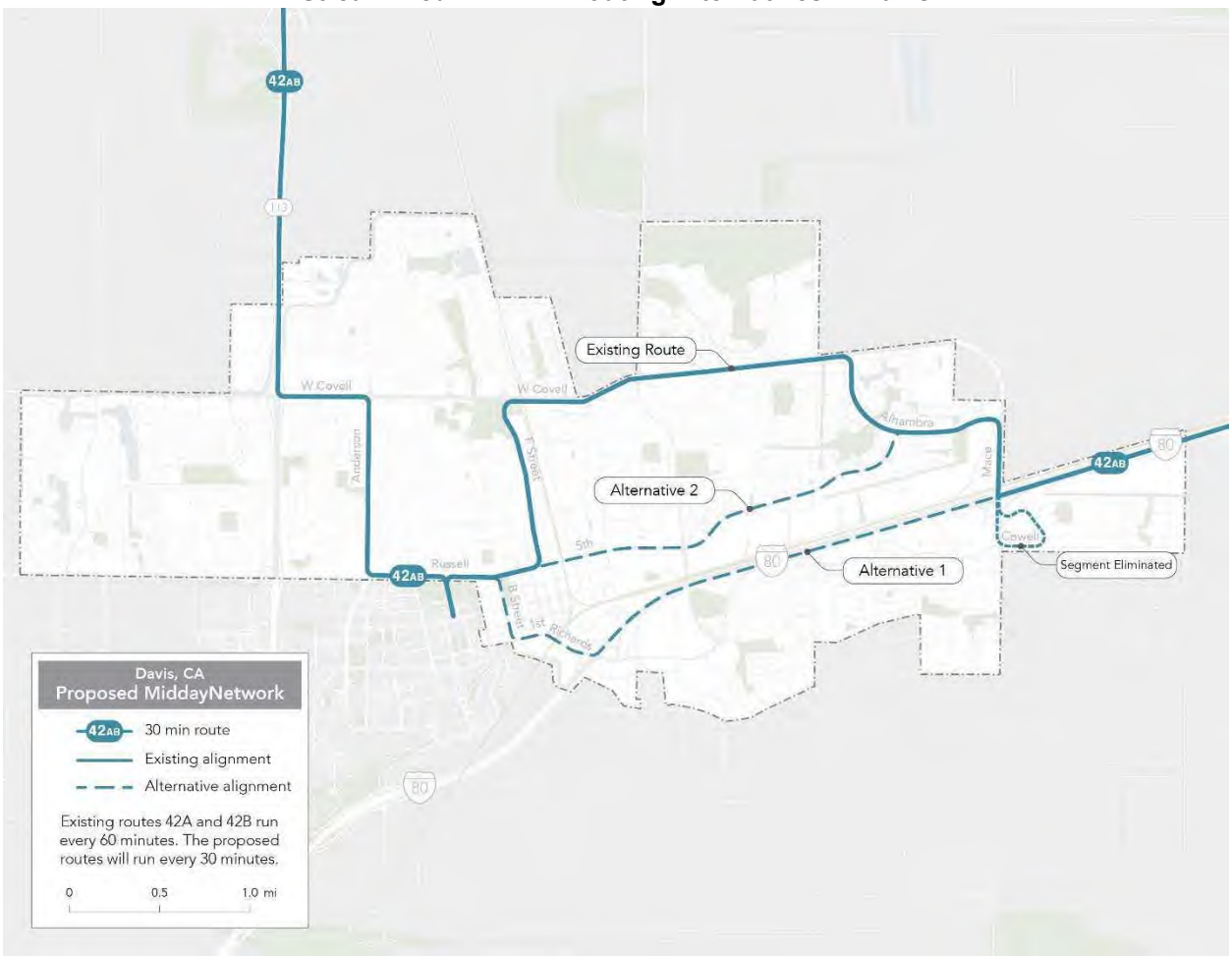
Route	Change in Revenue Hours	Change in Riders	Change in Riders – No Alternatives	Change in Peak Buses
42A/42B	+52.70	+597	+597	+5
35	-13.95	-111	-111	-1
39	-9.90	-90	-90	-2
216	-1.85	-4	-4	NA
217	-3.23	-3	-3	NA
241	-4.40	-45	-4	-2
242	-1.52	-13	-12	-1
243	-1.53	-7	-5	-1
44	-5.87	-92	-87	-3
45X	-1.97	-12	-4	-1
46	-1.85	-20	-20	-1
232	-1.97	-21	-2	-1
TOTAL	**+4.67**	**+179**	**+255**	**-8**

There is an important benefit to adding all-day service: operator retention is likely to increase. There are many reasons for turnover among bus operators, a phenomenon that is happening in transit agencies across the country. One reason at Yolobus is work assignments. Yolobus has many commute and express routes that operate only in peak periods. This results in a large proportion of "split-shift" assignments with a long unpaid split between runs. Over half of the 50 weekday operator assignments have an unpaid split of at least three hours, and 16 percent have an unpaid split of at least five hours. Most bus operators prefer to come in, work eight hours, and go home. The split-shift assignments generally go to the least senior operators. With so many split shifts, it can take years to build up enough seniority to get a "straight-shift" assignment. Increasing all-day service on Routes 42A and 42B would increase the percentage of straight shifts, thus increasing operator retention.

Operate Routes 42A and 42B Every 30 Minutes between 6:00 am and 6:00 pm, and Streamline Both Routes in Davis

This is a variation on the first option, with the only difference to Routes 42A/42B in Davis. The routes serve only portions of West Sacramento (the West Capitol corridor) and Woodland (County Fair Mall, East/Main or Matmor/Gum), but in Davis the routes circulate through most of the city. A less expensive ridership option is to serve the Anderson corridor, UC Davis Memorial Union, and B/1st/Richards only, similar to streamlined service in Woodland and West Sacramento. Unitrans provides local service throughout Davis, providing an alternative for 42A/42B riders who would no longer be served. An alternative routing would travel between UC Davis Memorial Union and Mace & I-80 via Russell-Fifth-Alhambra. Both routings are shown in Figure 7.3.

Figure 7.3
Streamlined 42A/42B Routing Alternatives in Davis



Revenue hour and ridership impacts are shown in Table 7.3. Ridership impacts are measured in the same manner as above. Under this option, ridership on Routes 42A/42B is projected to increase by 597 daily riders less current riders in Davis who will no longer be served (117) for a net increase on Routes 42A/42B of 480. When we subtract ridership on routes to be discontinued (change in riders on Table 7.3), the net ridership increase drops to 69. When we factor in only riders who have no alternative for their trip (change in riders-no alternative), the net ridership gain is 145 daily riders on weekdays. The ridership impact of this option is less, but there are 10 fewer daily revenue hours of service on Routes 42A/42B. Alternative 1 requires only nine buses if the routes continue to turn around in downtown Sacramento, compared to 10 in the first option.

The lower cost of this option allows us to add an improvement in West Sacramento, combining Routes 40 and 41 into a single route operating every 40 minutes, and to restore Route 44 West Davis-Sacramento Express. This option is closer to cost-neutral even with the addition of the Route 40/41 change and Route 44.

Table 7.3
Change in Weekday Revenue Hours and Riders with 30-minute Service and Streamlined Routing under Alternative 1 in Davis on Routes 42A/42B

Route	Change in Revenue Hours	Change in Riders	Change in Riders – No Alternatives	Change in Peak Buses
42A42B	+42.48	+480	+480	+4
35	-13.95	-111	-111	-1
39	-9.90	-90	-90	-2
216	-1.85	-4	-4	NA
217	-3.23	-3	-3	NA
241	-4.40	-45	-4	-2
242	-1.52	-13	-12	-1
243	-1.53	-7	-5	-1
44	-5.87	-92	-87	-3
45X	-1.97	-4	-4	-1
46	-1.85	-20	-20	-1
232	-1.97	-21	-2	-1
Total	**-5.55**	**+62**	**+138**	**-9**
Add 40/41	+2.50	+17	+17	0
Restore 44	+5.87	+92	+87	+3
New Total	**+2.82**	**+171**	**+242**	**-6**

Another change in West Sacramento is proposed under both options since it has no cost impact. Route 240 provides service from downtown Sacramento and the West Sacramento Transit Center along West Capitol and Harbor to Ikea, then continues to an industrial area south of Reed. The proposed change will add running time throughout the day and operate only two trips to the industrial park, which has very low ridership. This change will allow hourly service to continue despite added running time. Figure 7.4 shows existing service in West Sacramento. Figure 7.5 shows proposed changes, including the discontinuation of Routes 35 and 241, changes to Routes 40 and 41 and Route 240, and a potential change to Route 39 under the increased operating cost alternative discussed in the next section.

Figure 7.4
Existing Service in West Sacramento

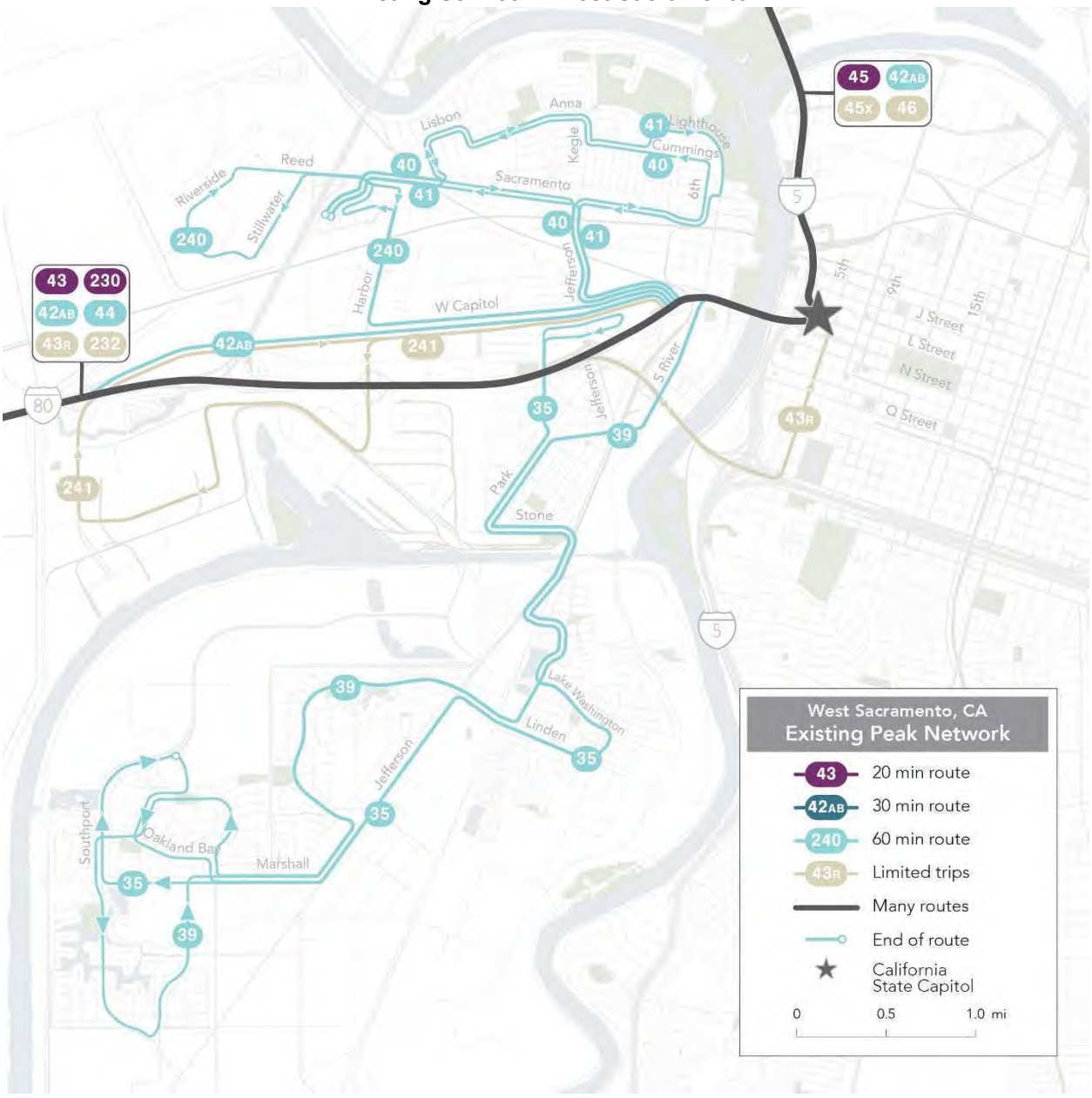
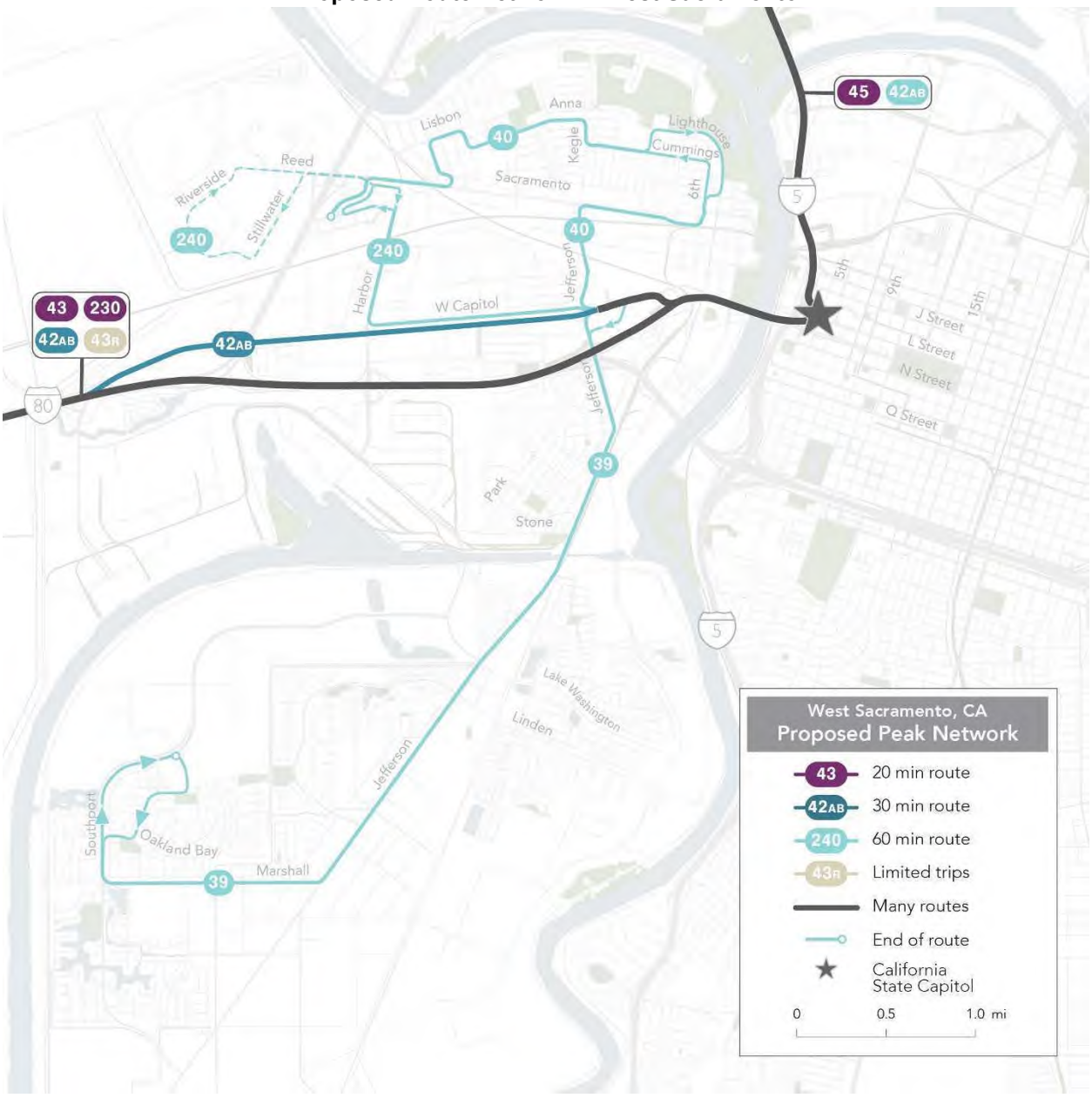


Figure 7.5
Proposed Route Network in West Sacramento

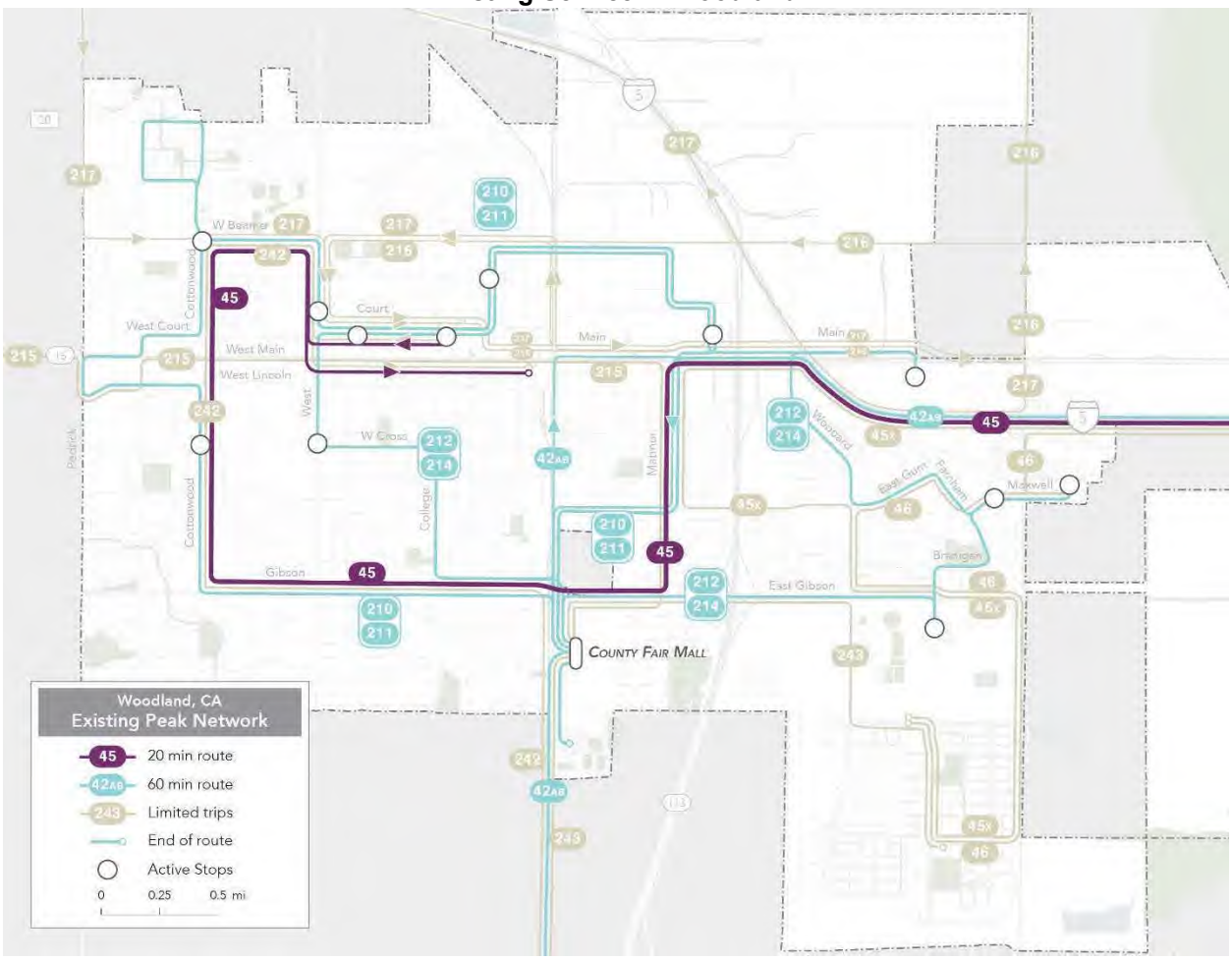


Woodland Restructuring

Both alternatives assume a restructuring of local service in Woodland. Ridership and productivity are low on the Woodland local routes (210, 211, 212, and 214), partly due to low frequency of service (hourly) and partly because the existing network is circuitous and confusing. Each route is a one-way single-direction route, so if a rider wants to return home it requires taking a different-numbered route.

In analyzing the Woodland local service, we first used data from the ridecheck to identify all stops with at least 10 daily boardings. These are shown by dots in Figure 7.6.

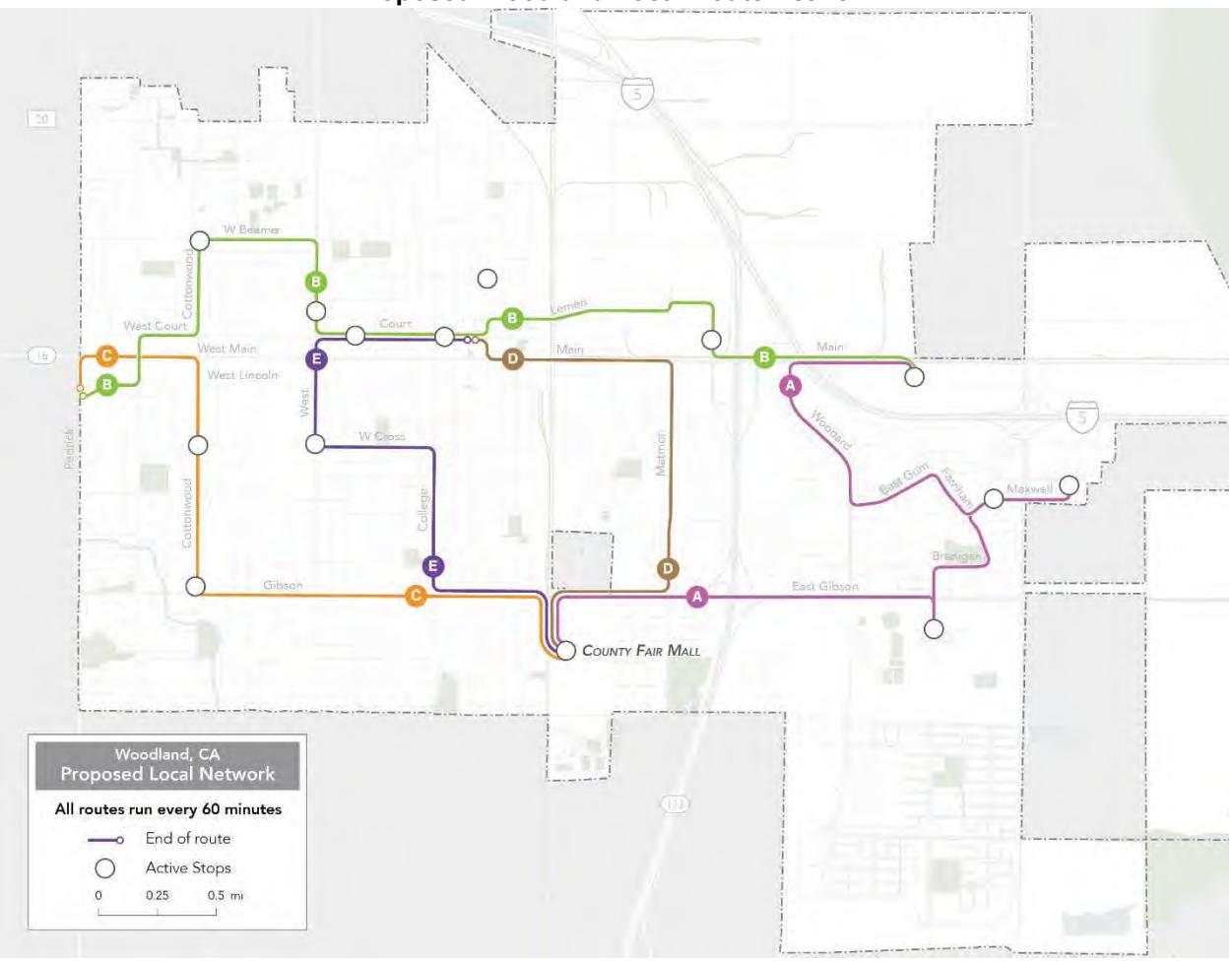
Figure 7.6
Stops on Woodland Local Routes with at Least 10 Daily Boardings and Existing Service in Woodland



Next, we designed a five-route network with more direct connections. The routes, shown in Figure 7.7 include:

- Route A, from County Fair Mall to Woodland Community College, Woodland Gateway (Costco/Target), and Walmart on E. Main Street via the current Route 212.
- Route B, from Walmart west on E. Main, north on Industrial, west on Cannery, south on Matmor, west on Lemen, south on East, west on Court, north on West, west on W. Beamer, south on Cottonwood, west on W. Court, south on Ashley, and west on W. Lincoln to West Lincoln & Road 98. Route B provides an east-west connection across Woodland that does not currently exist.
- Route C, from West Lincoln & Road 98 north on Road 98, east on W. Main, south on Cottonwood, east on W. Gibson, and south on East to County Fair Mall.
- Route D via Matmor, from County Fair Mall north on East, east on Gibson, north on Matmor, west on Main, north on East, west on Court to Court & 2nd.
- Route E via College/West, from County Fair Mall north on East, west on Gibson, north on College, west on Cross, north on West, and east on Court to Court & 2nd.

Figure 7.7
Proposed Woodland Local Route Network



These five routes provide more direct connections throughout Woodland. Routes A, B, and C can be interlined in both directions, with a 90-minute cycle time in each direction. Routes D and E can also be interlined in both directions with a cycle time of 30 minutes. If Routes 42A/42B operate every 30 minutes, Routes A and E would meet the buses at the top of the hour and Routes C and D would meet the buses at the bottom of the hour. This operational pattern would address comments from the public outreach expressing the difficulty in reaching the Courthouse from Davis or West Sacramento. There would be a bus from the County Fair Mall Transit Center to the Courthouse every half hour.

To ensure that this option is cost-neutral, Routes D and E would leave County Fair Mall to the Courthouse every half hour with the first trip at 7 am and the last trip at 5:30 pm (leaving the Courthouse at 5:42 pm). The first trip on Routes A-B-C would leave County Fair Mall at 6 am and the last trip at 8 pm, matching the longest service span on the current Woodland local routes. After 5:30 pm, the Courthouse can still be reached from County Fair Mall via a longer trip.

Winters Restructuring

Route 220 provides three trips per day on weekdays and Saturday connecting Winters, Davis, and Vacaville in Solano County, also serving Kaiser Medical Center and Solano Community

College. Route 220C operates one weekday morning trip from Winters to Davis and one weekday evening trip in the opposite direction; these trips are interlined with Route 220 so riders do not have to transfer between buses to continue their trips. Fairfield and Suisun Transit (FAST) has instituted the Blue Line – B route, a premium-fare service that also connects Vacaville and Davis, albeit at the UC Davis Silo stop, not at the Memorial Union. Ridership has decreased on Route 220 since this new route began operation.

The only change proposed for Route 220 is to discontinue the first round-trip on Saturday and add a later round-trip. This would provide trip times more suitable for shopping trips to the outlet malls on Saturday.

Express Bus Restructuring in Downtown Sacramento

The current routing for express buses in downtown Sacramento is different by route and by time of day. Both alternatives propose a standardized routing for express buses from Davis and Woodland in downtown: east on J Street, south on 15th Street, west on P Street, north on 10th Street, and west on L Street (see Figure 7.2 earlier in this section). Express bus riders will be able to get on the afternoon bus at the same stop where they got off in the morning (this is not always possible today). Routing for West Sacramento local and commuter routes in downtown Sacramento is consistent and compact today and will not be changed.

Summary of the Ridership-Oriented Alternative under Constrained Funding

These two options have assumed a constant operating budget, resulting in significant cuts in existing service to offset 30-minute service on Routes 42A/42B. The next section presents ridership-oriented recommendations under the scenario that the budget envelope is 10 percent higher than the current budget.

7.2 The Ridership-Oriented Alternative with a 10 Percent Increase in Operating Costs

This alternative relaxes the first ridership-oriented alternative by allowing for a 10 percent increase in operating costs, or 30 extra weekday revenue hours. This allows us to add approximately 20 hours of service if Routes 42A/42B continue to operate through Davis and 28 hours if the routes are streamlined.

The Route 40/41 change is already included in the streamlined alternative and can be added to the status-quo alternative. Other options are to:

- Restore as much service as possible that has been cut, especially in areas without good alternatives
- Add one late trip to express routes 43 and 45 and to other express routes restored to service as affordable
- Combine Routes 35 and 39 into a single commuter route connecting Southport and Downtown Sacramento more directly and including two midday trips
- Combine Routes 45X and 46 into a single express route connecting the Spring Lake area of Woodland directly with downtown Sacramento, with no detour into Woodland Gateway. A more direct routing was suggested in the public input.
- Adjust runtimes on multiple routes to enhance service reliability.

- Add 2.5 hours of service to Routes D and E in the proposed Woodland redesign, which would provide the same span of service for all Woodland local routes
- Add weekday and weekend service to Route 220 Winters-Davis-Vacaville. This would provide an additional trip for students at Solano Community College and add weekend service to the outlet malls in Vacaville. The route currently has three or four hours between trips.
- Restore Route 241, a reverse-commute route connecting Sacramento with West Sacramento. If West Sacramento is serious about attracting new State offices into the city, it needs transit service for State workers.

Table 7.4 presents recommendations for added service under a 10 percent budget increase and no change to routing in Davis. Added or restored service includes the combination of Routes 40 and 41 in West Sacramento, later trips on Express Routes 43 and 45, a recombined Route 35/39 in West Sacramento, restoration of Route 44 South Davis-Sacramento Express, and runtime adjustments on various routes.

Table 7.4
Recommendations for 30-minute Service on
Routes 42A/42B with a 10 Percent Operating Budget Increase

Route	Change in Revenue Hours	Change in Riders	Change in Riders – No Alternatives	Change in Peak Buses
Previous Total	4.67	179	255	-8
40/41	2.50	17	17	0
Later 43	1.13	27	27	1
Later 45	1.40	22	22	1
35/39	10.51	134	134	2
44	5.87	92	87	3
runtime	3.15			0
New Total	29.22	470	541	-1

The combined Route 35/39 would restore service to Southport, traveling via Jefferson Boulevard to the West Sacramento Transit Center and downtown Sacramento (shown earlier in Figure 7.3). This would be a hybrid local/commute route to meet the need expressed in the public outreach efforts for faster, more direct service between Southport and downtown Sacramento in the surveys and pop-up meetings. The realigned route would provide a direct one-seat connection between Southport and downtown Sacramento. The hybrid route would also provide two midday trips between downtown Sacramento and West Sacramento south of the Transit Center.

Table 7.5 present recommendations for added service under the streamlined-in-Davis option. The combination of Routes 40 and 41 and restoration of Route 44 were included in the previous total for the streamlined alternative. Added or restored service includes later trips on Express Routes 43, 44, 45, and 230, a recombined Route 35/39 in West Sacramento, a combined Express Route 45X/46 connecting the Spring Lake area of Woodland with downtown Sacramento, restoration of Route 241 West Sacramento-Sacramento commute, added service on Routes D

and E in Woodland to match the span of service of other local routes, and runtime adjustments on various routes.

Table 7.5
Recommendations for 30-minute Service and Streamlined Routing in Davis on Routes 42A/42B with a 10 Percent Operating Budget increase

Route	Change in Revenue Hours	Change in Riders	Change in Riders – No Alternatives	Change in Peak Buses
Previous Total	+2.82	171	242	-6
Later 43	1.13	27	27	+1
Later 44	1.20	19	19	+1
Later 45	1.40	22	22	+1
Later 230	1.00	10	10	+1
35/39	10.51	134	134	+2
45X/46	3.82	32	24	+2
241	4.40	45	4	+2
Woodland	2.50	12	12	0
runtime	3.47			0
New Total	32.24	472	494	+4

7.3 A Note on MicroTransit

The City of West Sacramento is operating MicroTransit service throughout the City. Its FY 2019-20 budget for MicroTransit increased the number of vehicles by 57 percent (from 7 to 11) and increased hours of service to 6 am to 11 pm weekdays and 9 am to 11 pm Saturday. These increases resulted in a shortfall of $900,000 in TDA funds allocated to YCTD and MicroTransit[1].

An effective general public dial-a-ride service can attract five riders per revenue hour of service. If fixed-route service were to be reduced in West Sacramento to make up the shortfall, the likely result would be a budget shortfall for the following fiscal year

There is a clear argument for discontinuing both Route 35 (carrying 8 riders per revenue hour, 10th among 14 regular routes) and Route 241 (carrying 4.6 riders per revenue hour, last among five commute routes. Route 39 is a different story. Despite its circuitous routing, it provides a direct connection to downtown Sacramento for 90 riders during peak hours. As noted earlier, several participants in the surveys and pop-up meetings noted the need for faster, more direct service between Southport and downtown Sacramento. Currently it takes 47 minutes for a trip from Southport to J & 8th Street in downtown. A streamlined route would reduce the travel time to approximately 30 minutes. To lessen the impact of the discontinuation of Route 35, two midday trips would be added to Route 39, creating a local/commute route that allows workers who may have to leave work early to get home.

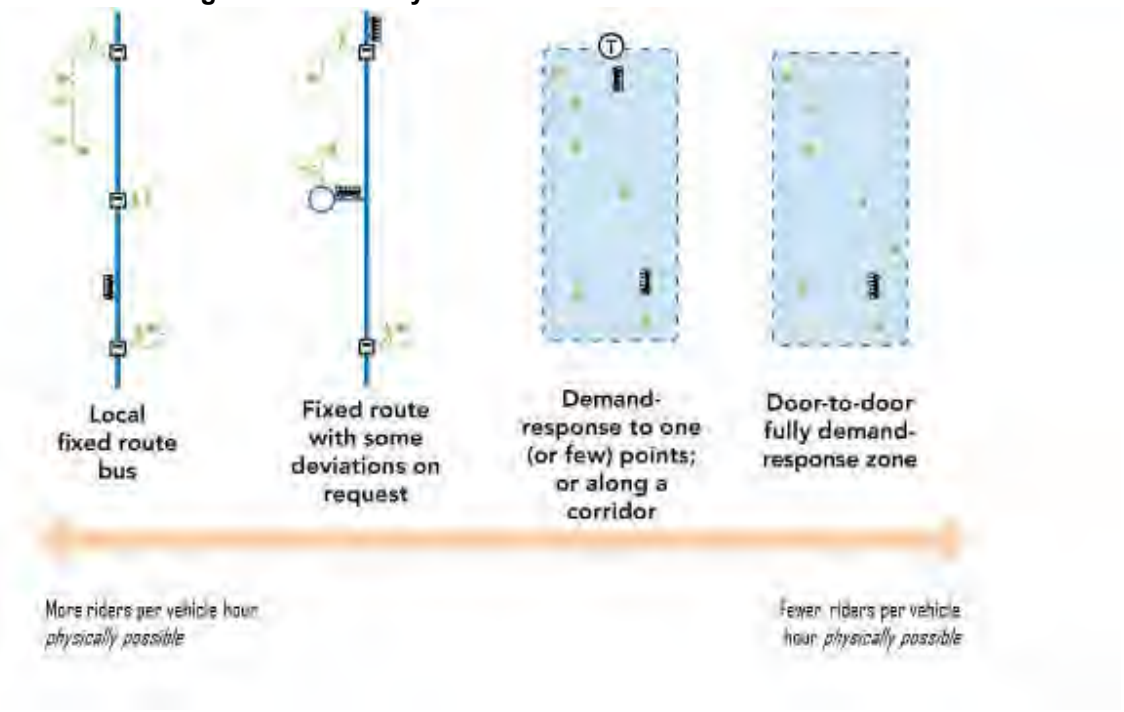
A final factor to consider is that YCTD is required to provide ADA service only to origins and destinations within ¾ mile of a fixed route. If all fixed-route service south of West Capitol Avenue

[1] City of West Sacramento Agenda Report, Item #7, May 1, 2019

is eliminated, ADA service would also be eliminated in most of the current Route 35/39 service area in West Sacramento.

MicroTransit offers innovative opportunities to serve areas where land use, density, development patterns, or demographic characteristics are not conducive to transit use. MicroTransit also offers the convenience of door-to-door service and an appealing simple-to-use app to schedule trips. Its primary disadvantage as an urban mobility service is that its productivity (in terms of passengers per revenue hour of service) is limited by its very nature as a many-to-many service, as shown in Figure 7.8. Five riders per revenue hour is considered a high level of productivity for a many-to-many service, while a poorly performing fixed route like Route 35 carries eight riders per revenue hour.

Figure 7.8
Range of Productivity for Fixed Route and Microtransit



Source: Jarrett Walker & Associates

7.4 Summary of Impacts

Table 7.6 summarizes revenue hour and ridership impacts of the various packages of recommendations.

Table 7.6
Summary of Impacts

Alternative	Change in Revenue Hours	Change in Riders	Change in Riders – No Alternatives	Change in Peak Buses
30-minute 42A/42B; no budget increase	+4.67	+179	+255	-8
30-minute 42A/42B streamlined in Davis; no budget increase	+2.82	+171	+242	-6
30-minute 42A/42B; 10% budget increase	+29.22	+470	+541	-1
30-minute 42A/42B streamlined in Davis; 10% budget increase	+32.24	+472	+494	+4

Yolo County Transportation District
Comprehensive Operational Analysis
Chapter 8: Reassess and Reprioritize COA Recommendations

8.0 Introduction

The original schedule for the COA process called for its completion in the spring of 2020. The second phase of public outreach was nearing completion in March 2020 when COVID-19 forced cancellation of the remaining meetings. Service levels and fiscal conditions have changed in the ensuing months.

This report revisits and reconsiders the original recommendations in light of their continued relevance in this new environment. This chapter report includes the following sections:

- **8.1 Original COA Service Recommendations.** The first section summarizes the original recommendations that were presented to the YCTD Board in March 2020.
- **8.2 Yolobus Service Changes in response to COVID 19.** Section 8.2 summarizes the service adjustments that were made in Spring 2020 in response to COVID-19 stay-at-home orders and related travel behavior changes.
- **8.3 Reassess and Reprioritize COA Recommendations and Establish Priorities for a Service Recovery Plan.** Section 8.3 presents the proposed priorities for restoration of post-COVID service.
- **8.4 Revised COA Recommendations and Proposed Service Recovery Plan.** Section 8.4 contains revised COA recommendations, including impacts on ridership and revenue hours of service, as well as a proposed service recovery plan.
- **8.5 Performance/Demand Triggers.** Section 8.5 recommends performance or demand triggers that can be used to help determine when it may be appropriate to restore service on Express routes or further enhance service frequencies on Routes 42A and 42B.
- **8.6 Proposed Service and Implementation Guidelines.** Section 8.6 provides additional recommendations for performance or demand triggers that can be used on an ongoing basis systemwide to evaluate route-level performance, and to adjust service levels as appropriate.
- **8.7 Public Outreach.** Section 8.7 describes additional public outreach efforts undertaken in this phase of the study and reports on findings.
- **8.8 Summary.** The final section summarizes proposed changes and impacts.

8.1 Original COA Service Recommendations

The original COA presented to the Board in March 2020 included recommendations for two scenarios: no additional funding for Yolobus service and a 10 percent increase in operating costs. The recommendations proposed under the no additional funding scenario include:

- Increase frequency of service on Routes 42A/42B to 30 minutes between 6 am and 6 pm on weekdays and streamline in downtown Sacramento and Davis (before and after maps showing changes can be found at the end of this report).

- Discontinue service on low-ridership routes to reduce the fiscal impact of 30-minute service. Routes to be discontinued under this option:
  - 35 Southport Local
  - 216 Knights Landing/Woodland (currently replaced by microtransit service)
  - 217 Dunnigan/Yolo/Woodland
  - 39 Southport/Sacramento Commute
  - 241 West Sacramento/Sacramento Commute
  - 242 Woodland/Davis Commute
  - 243 Woodland/UC Davis Commute
  - 44 South Davis/Sacramento Express
  - 45X Woodland/Sacramento Express
  - 46 Woodland/Sacramento Express
  - 232 Davis/Sacramento Express

- Shorten Route 240 West Sacramento/Sacramento shuttle. Route 240 provides service from downtown Sacramento and the West Sacramento Transit Center along West Capitol and Harbor to Ikea, then continues to an industrial area south of Reed. The proposed change adds running time throughout the day to address on-time performance issues and operates only two peak-period trips to the industrial park, which has very low ridership. This change will allow hourly service to continue despite added running time.

- Restructure local service in Woodland. Local routes are restructured to provide a crosstown connection and direct service between the Transit Center at County Fair Mall and the courthouse/downtown Woodland at no change in cost.

The discontinued services resulted in 48.03 fewer weekday revenue hours, nearly enough to balance the additional 52.7 revenue hours for 30-minute frequency on Routes 42A/42B.

Figures 8.1 through 8.16 on the following pages show existing service (pre-COVID service levels) and originally proposed recommendations by city and time of day (peak/off-peak).

8.2 Yolobus Service Changes in response to COVID-19

As travel on all modes dropped sharply during the spring, Yolobus adjusted its service levels on almost every route, as shown below:

Discontinued routes
210 West Woodland Local
214 East Woodland Local
216 Knights Landing/Woodland
217 Dunnigan/Yolo/Woodland
220 Davis/Winters/Vacaville
(replaced by microtransit)
39 Southport/Sacramento Commute
220C Winters/Davis
242 Woodland/Davis Commute
243 Woodland/UC Davis Commute
43R Sacramento/UC Davis Express
44 South Davis/Sacramento Express
45X Woodland/Sacramento Express
46 Woodland/Sacramento Express
232 Davis/Sacramento Express

Reduced-service routes
35 Southport Local
40 West Sacramento Local
41 West Sacramento Local
42A Intercity Loop
42B Intercity Loop
211 West Woodland Local
212 East Woodland Local
240 West Sacramento/Sacramento Shuttle
241 West Sacramento/Sacramento Commute
43 Davis/Sacramento Express
45 Woodland/Sacramento Express
230 West Davis/Sacramento Express

Local routes generally operated for fewer hours during the day. Many commute and express routes were discontinued, although the busiest express routes (Routes 43, 45, and 230) remained in service with fewer trips. These changes in response to COVID-19 reduced weekday revenue hours by 105.38, or more than twice the reduction envisioned to implement 30-minute service on Routes 42A/42B.

Figures 8.1 through 8.16 show the existing pre-COVID peak-period transit network and the original proposals in March 2020 by individual sections of the Yolobus service area.

Figure 8.1 Existing Regional Peak Transit Network (Pre-COVID Service Levels)

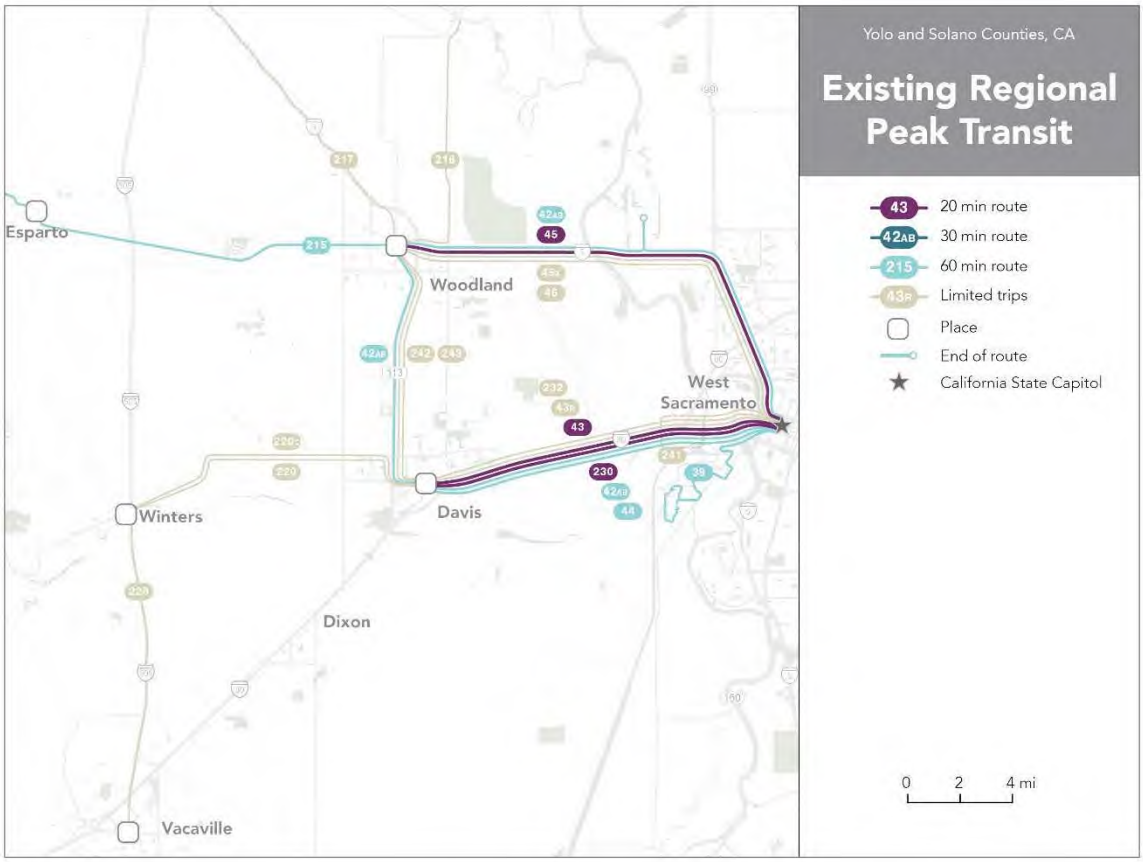


Figure 8.2 Original Proposal for Regional Peak Transit Network (March 2020)

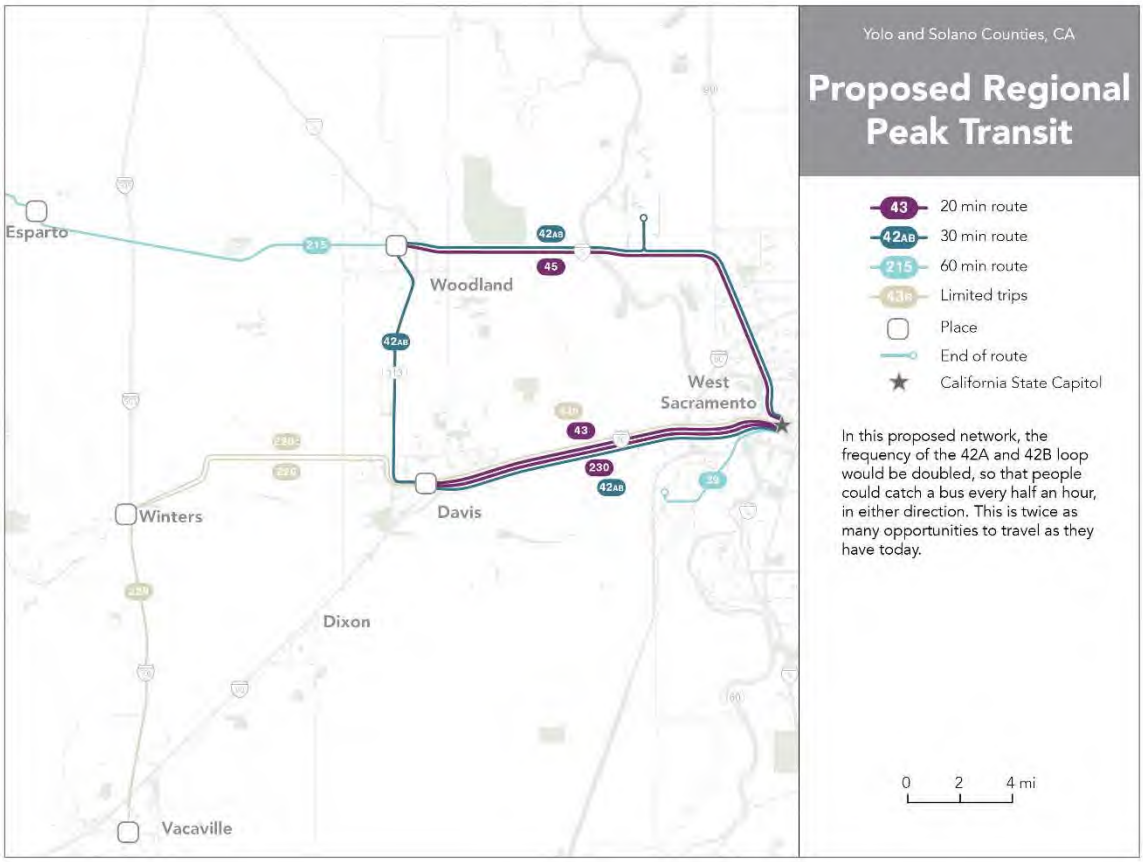


Figure 8.3 Existing Peak Transit Network in Davis (Pre-COVID Service Levels)

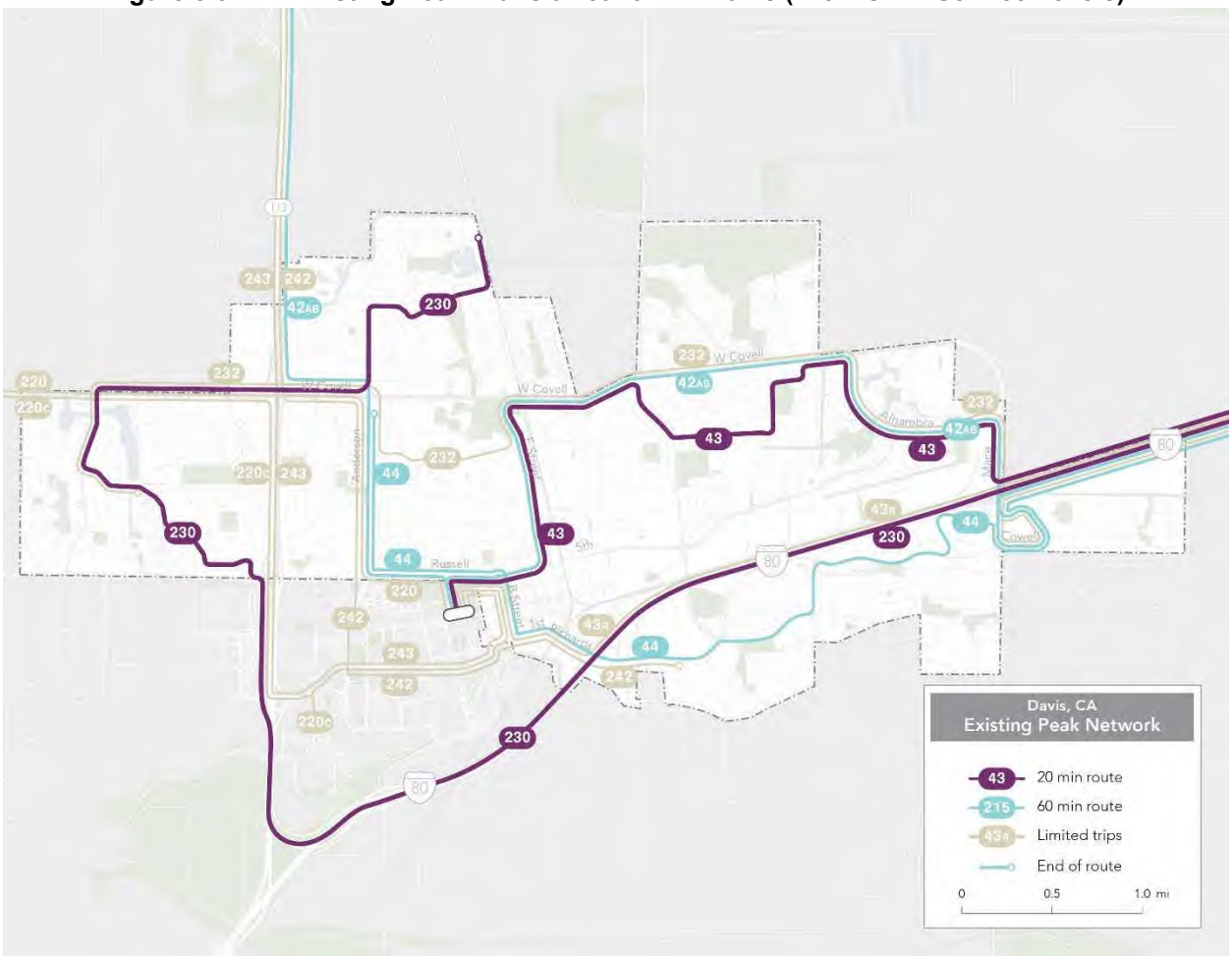


Figure 8.4 Original Proposal for Peak Transit Network in Davis (March 2020)

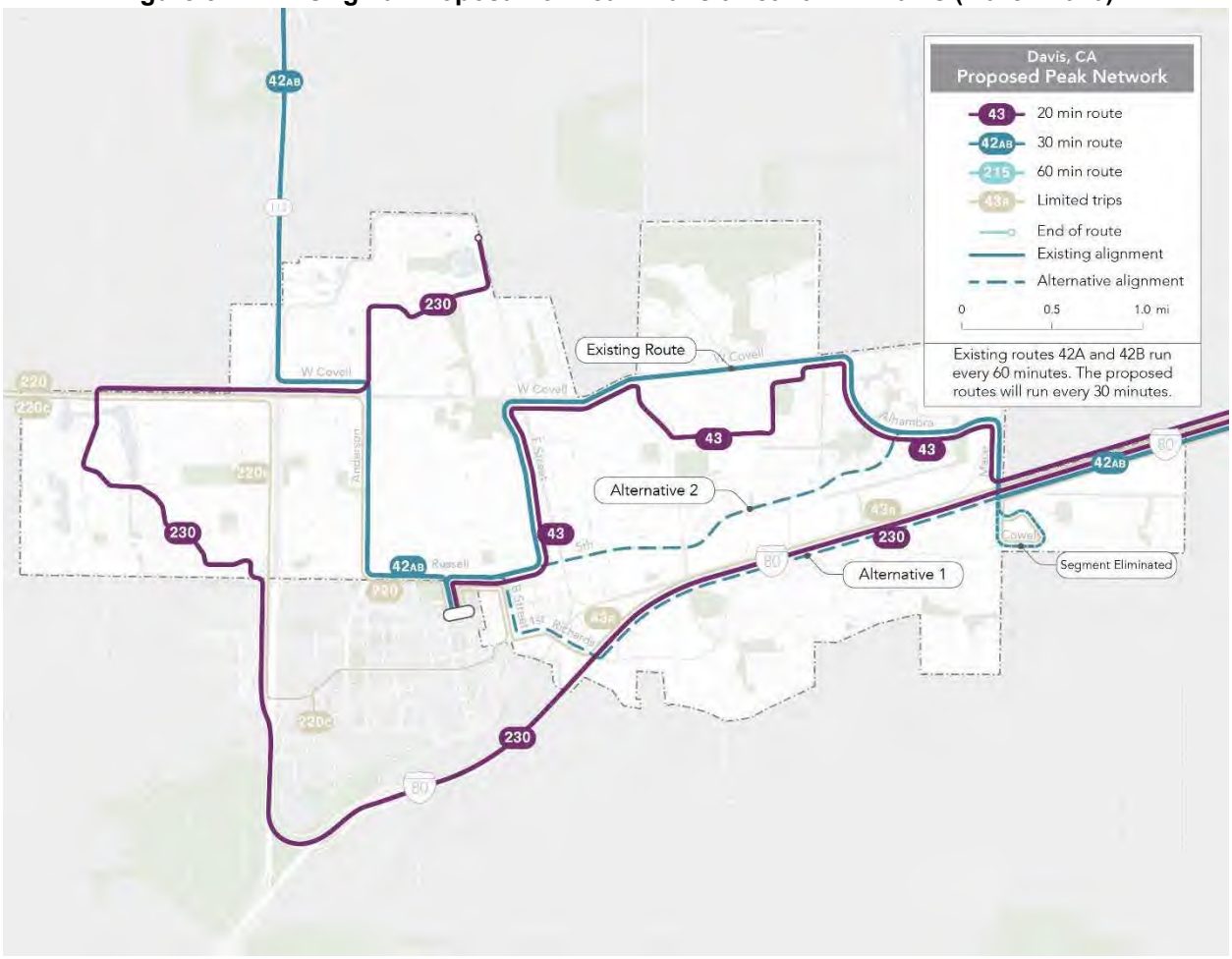


Figure 8.5 Existing Peak Transit Network in West Sacramento (Pre-COVID Service Levels)

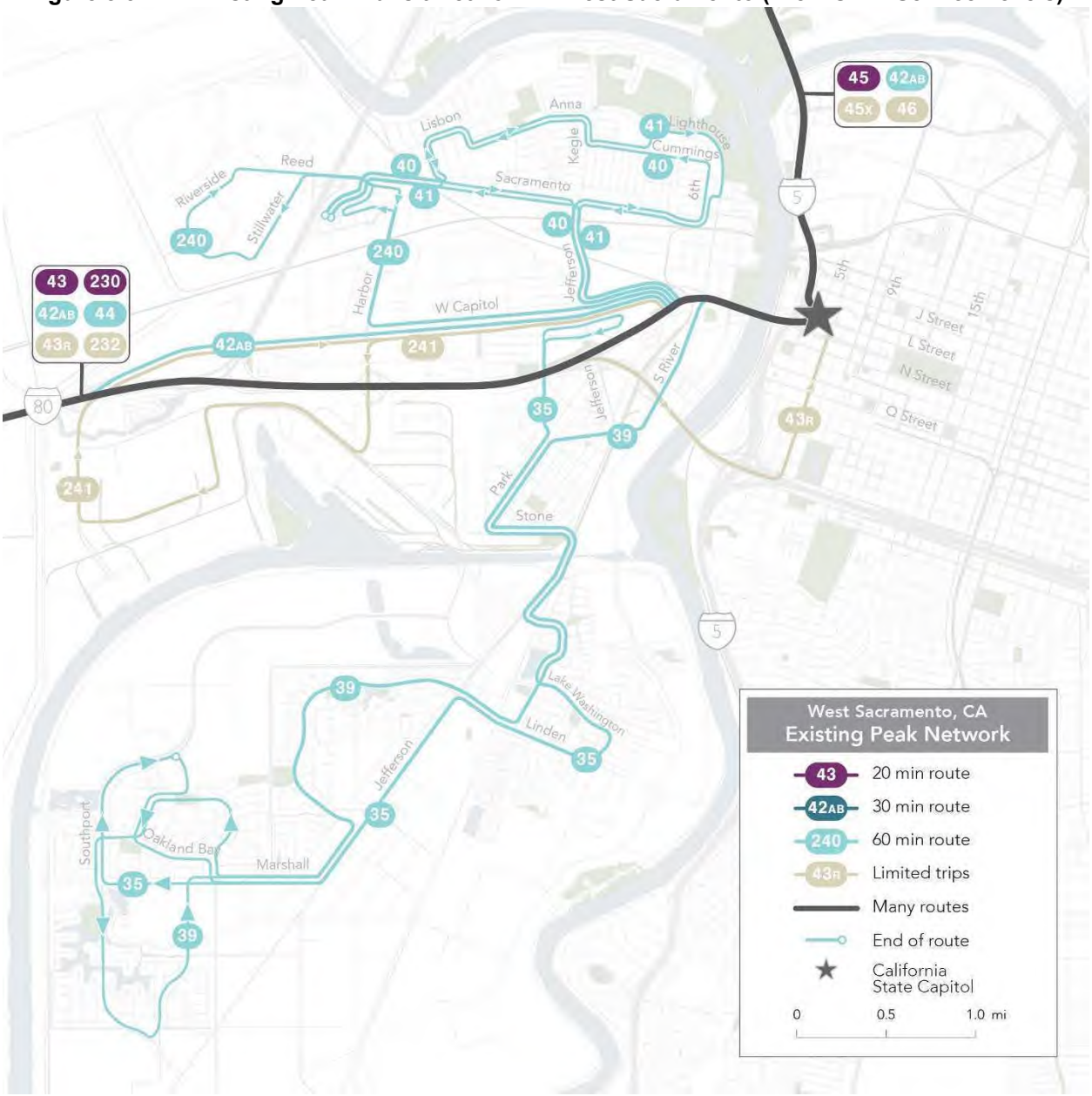


Figure 8.6 Original Proposal for Peak Transit Network in West Sacramento (March 2020)

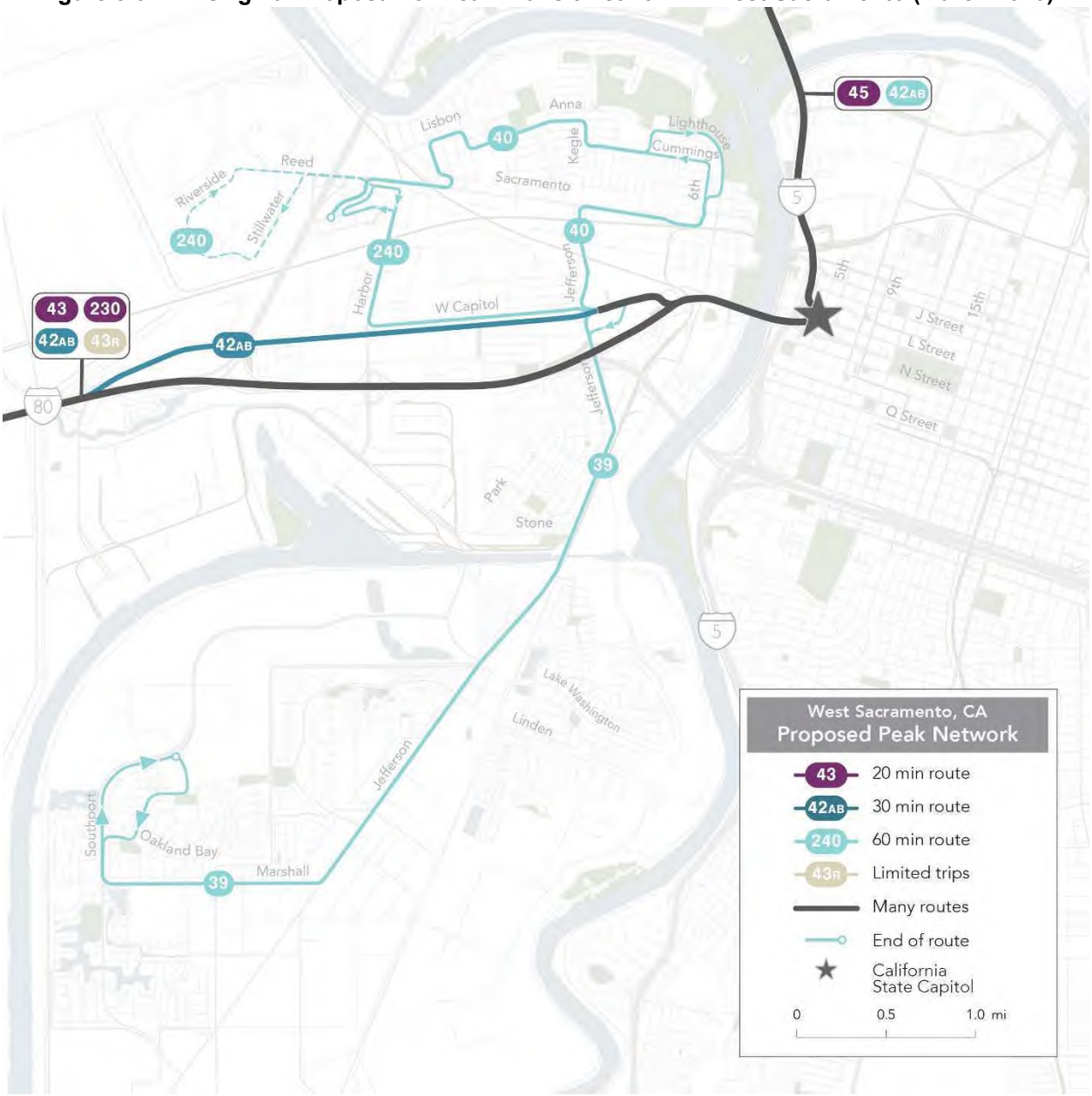


Figure 8.7 Existing Peak Transit Network in Woodland (Pre-COVID Service Levels)

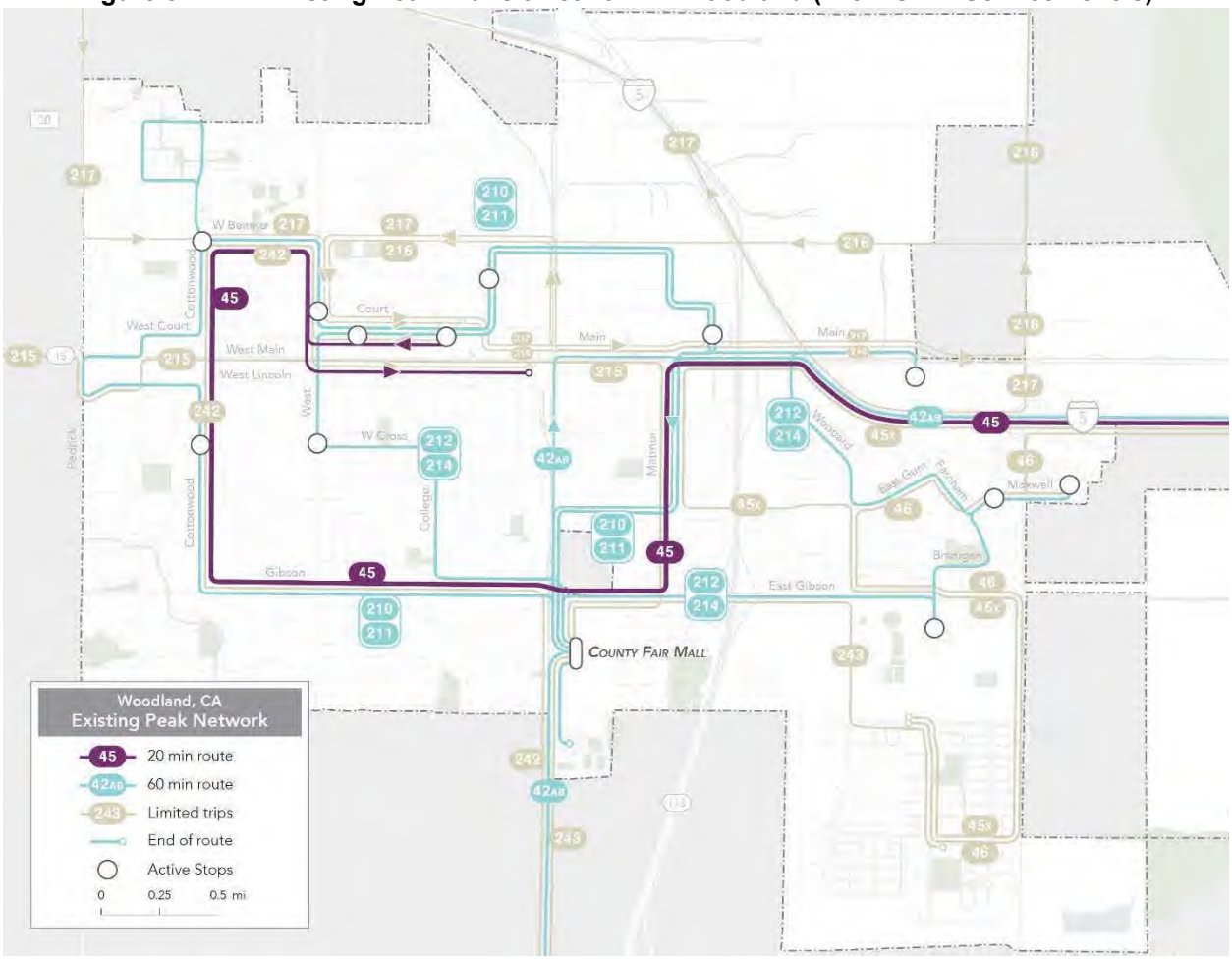


Figure 8.8 Original Proposal for Peak Transit Network in Woodland (March 2020)

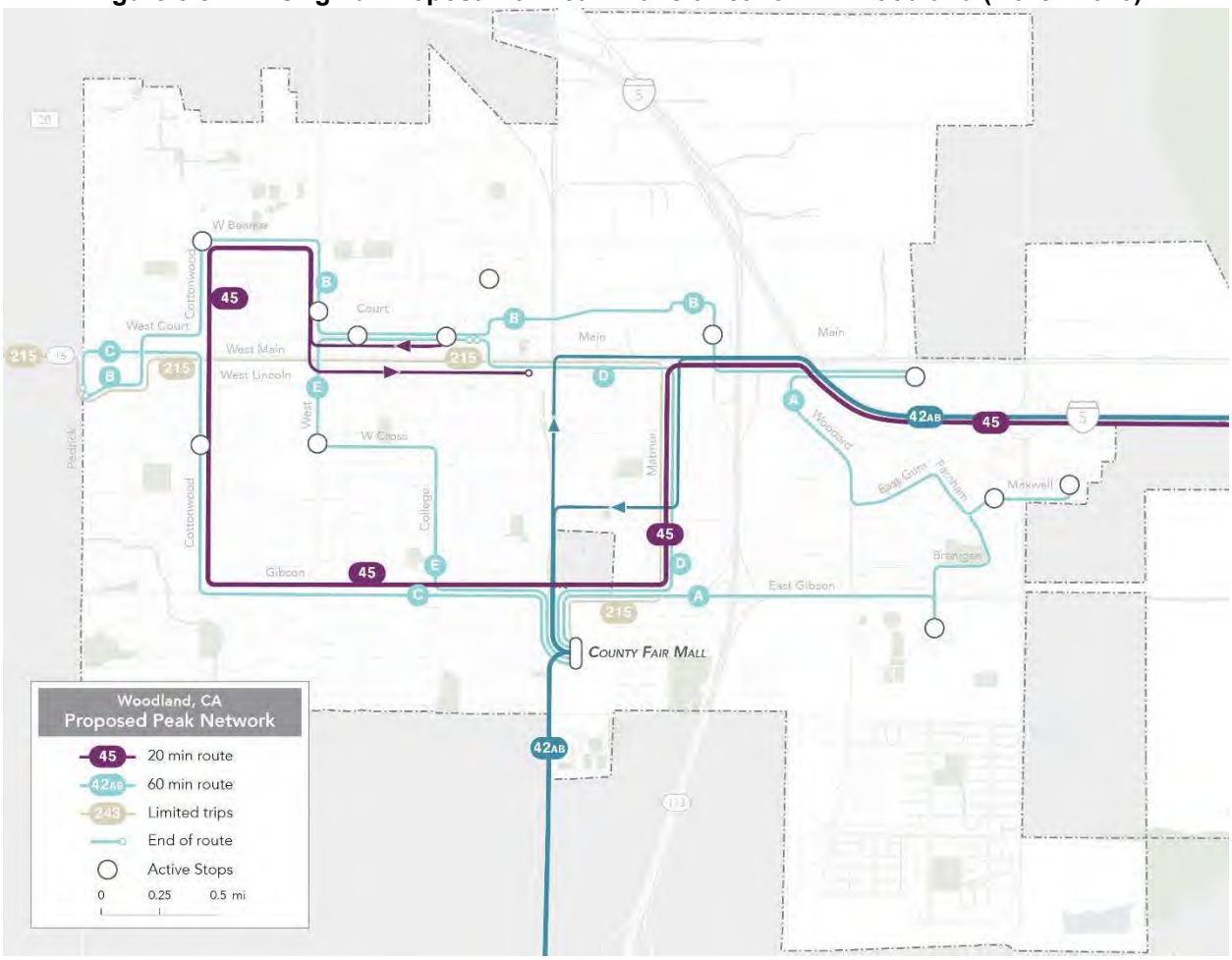


Figure 8.9 Existing Peak Transit Network in Downtown Sacramento (Pre-COVID Service Levels)

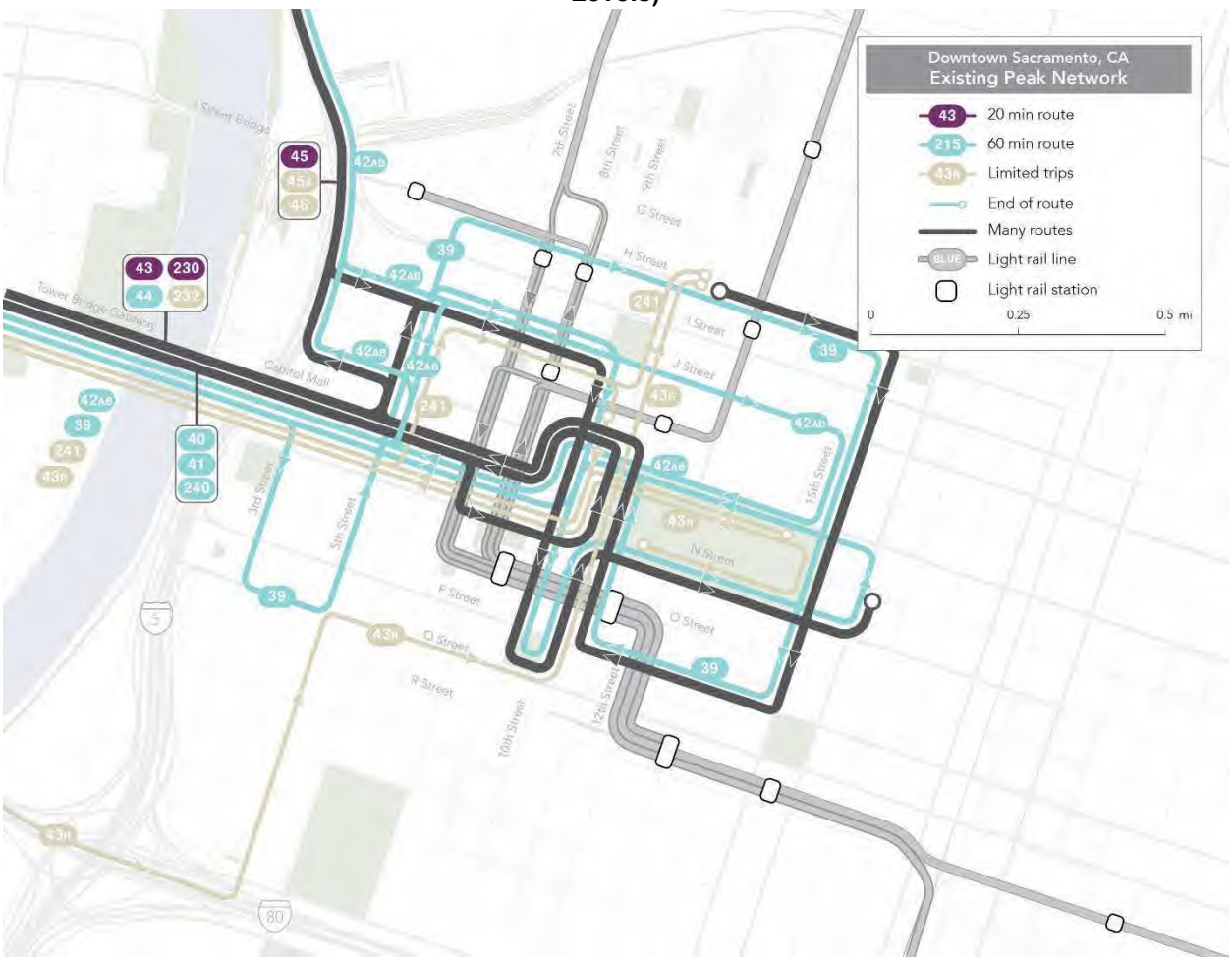


Figure 8.10 Original Proposal for Peak Transit Network in Downtown Sacramento (March 2020)

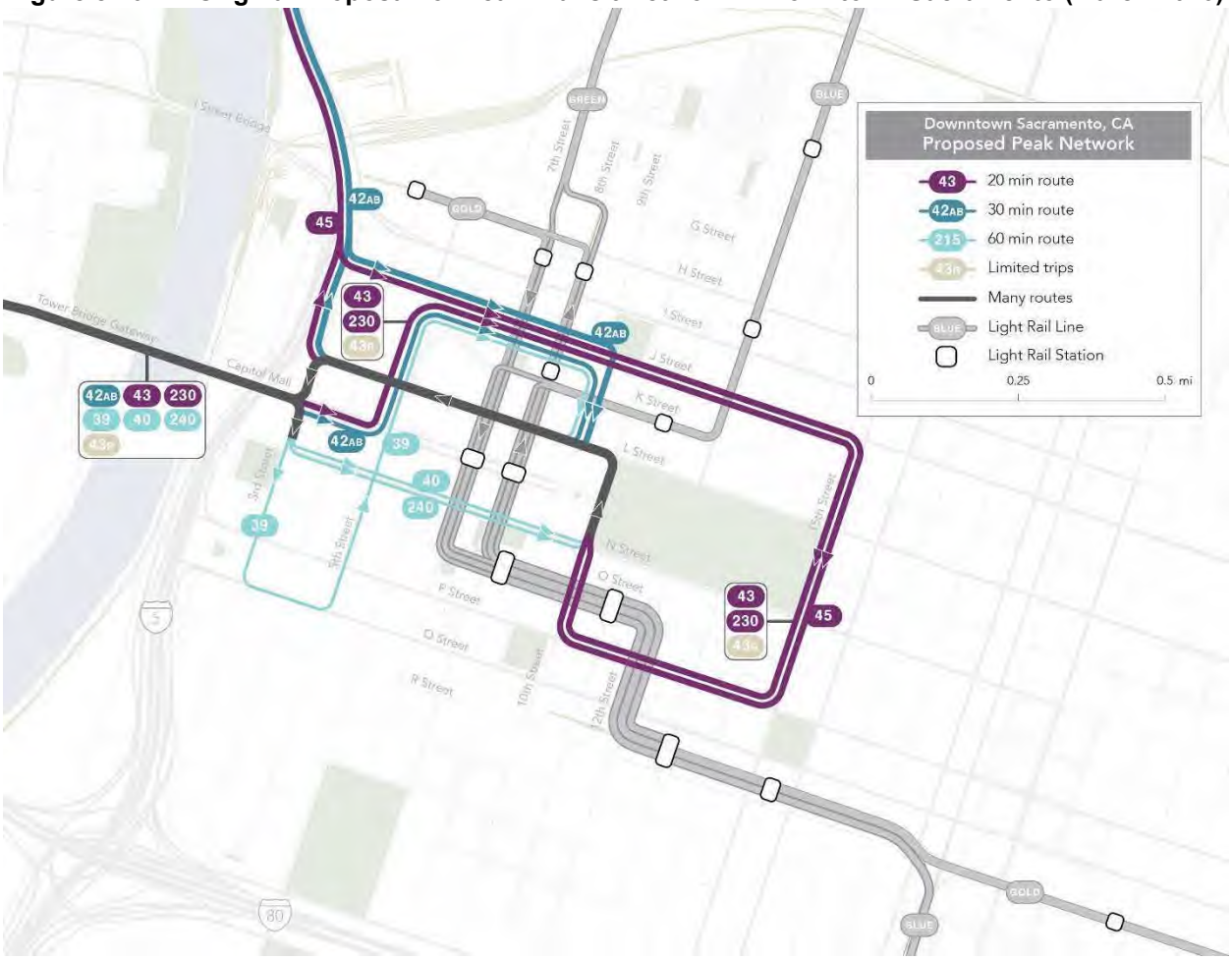


Figure 8.11 Existing Midday Transit Network in Davis (Pre-COVID Service Levels)

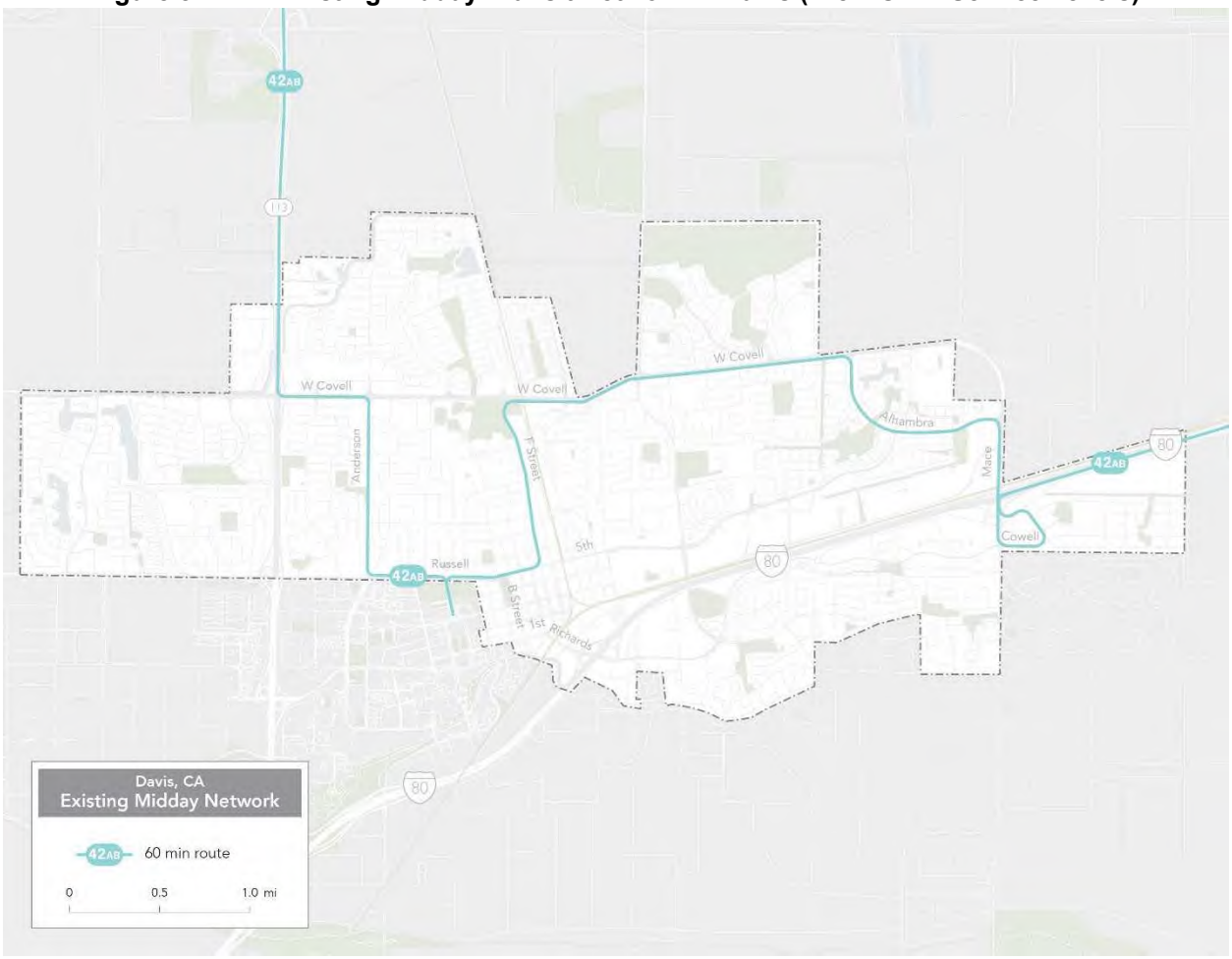


Figure 8.12 Original Proposal for Midday Transit Network in Davis (March 2020)

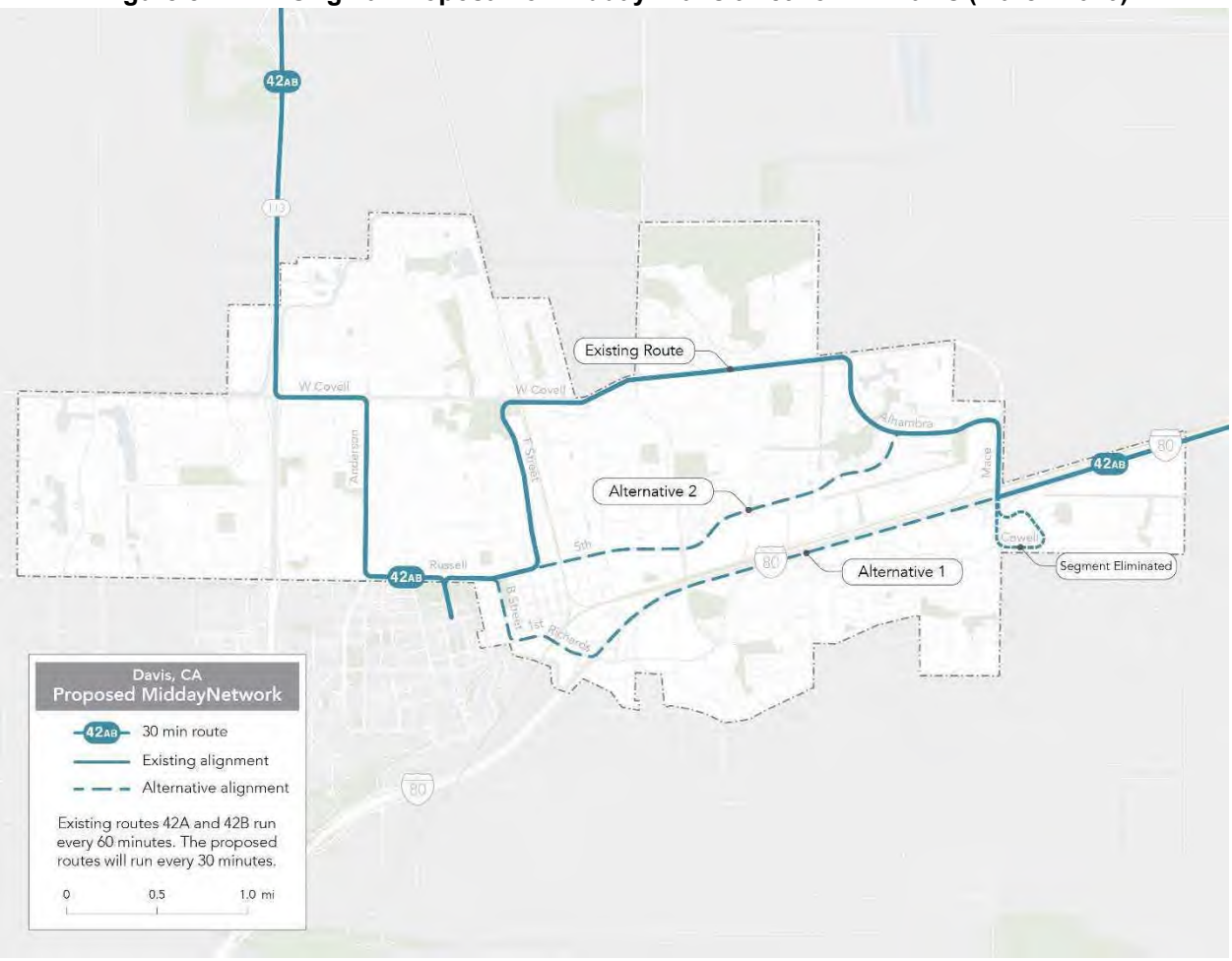


Figure 8.13 Existing Midday Transit Network in West Sacramento (Pre-COVID Service Levels)

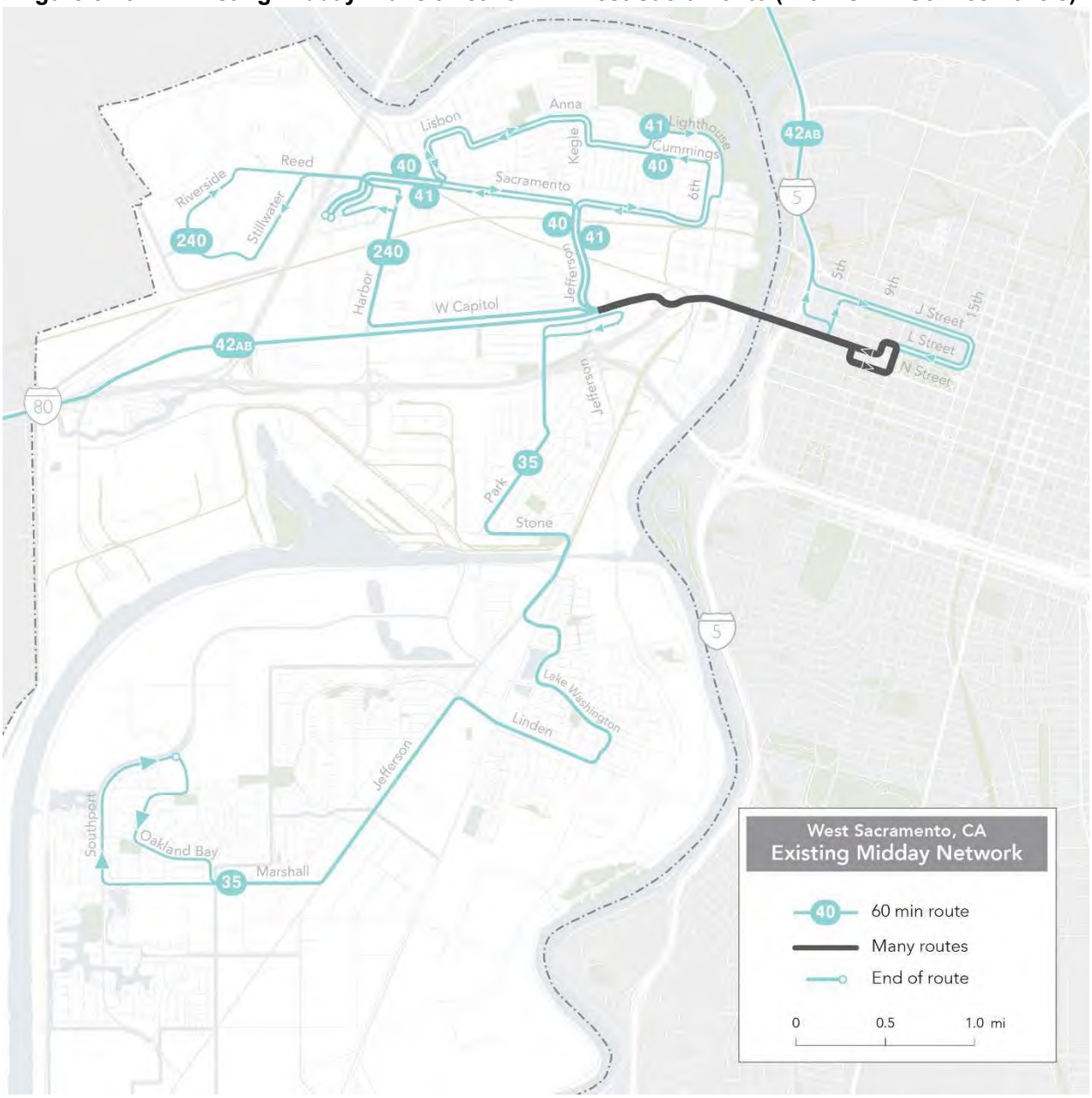


Figure 8.14 Original Proposal for Midday Transit Network in West Sacramento (March 2020)

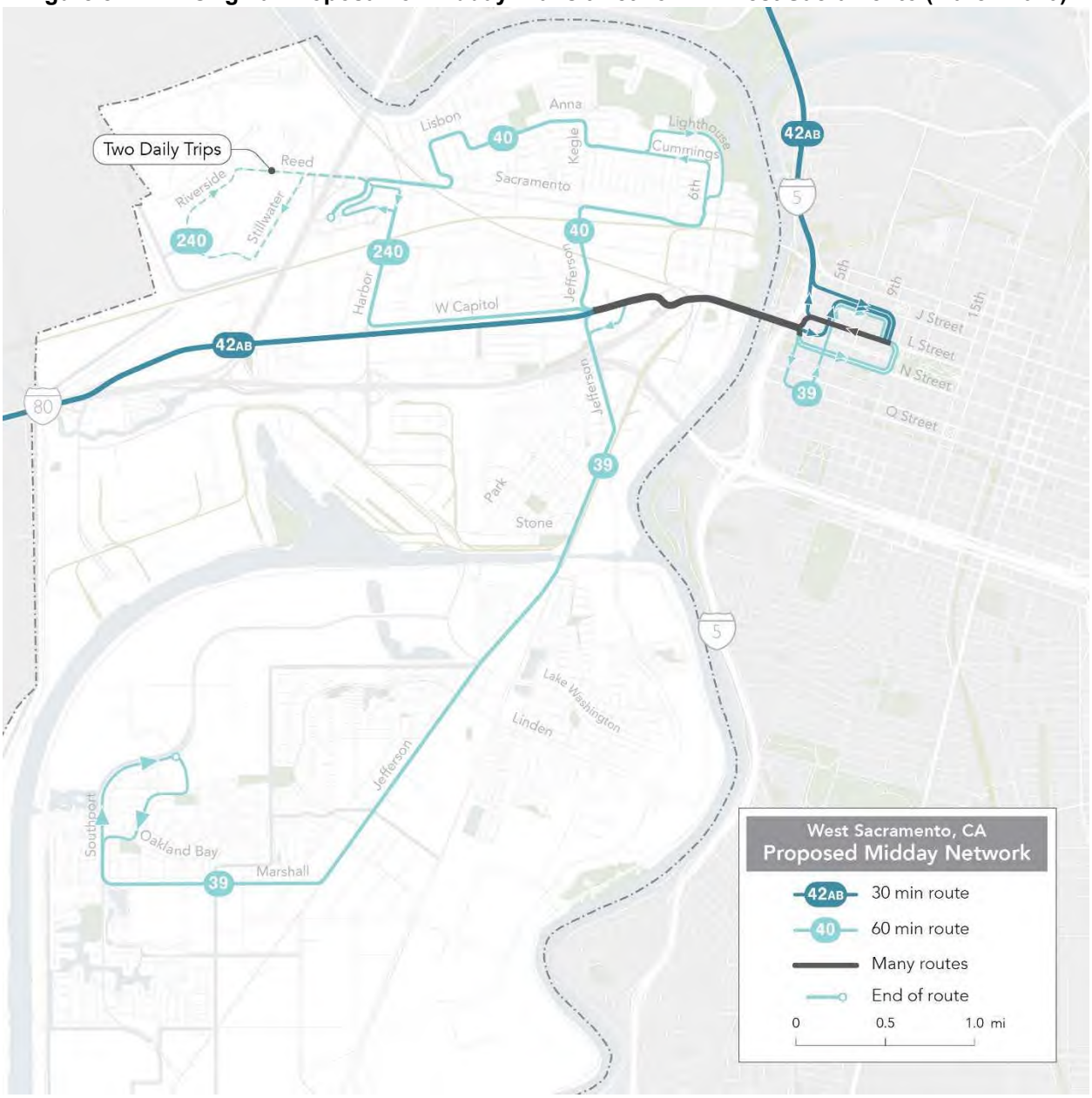


Figure 8.15 Existing Midday Transit Network in Woodland (Pre-COVID Service Levels)

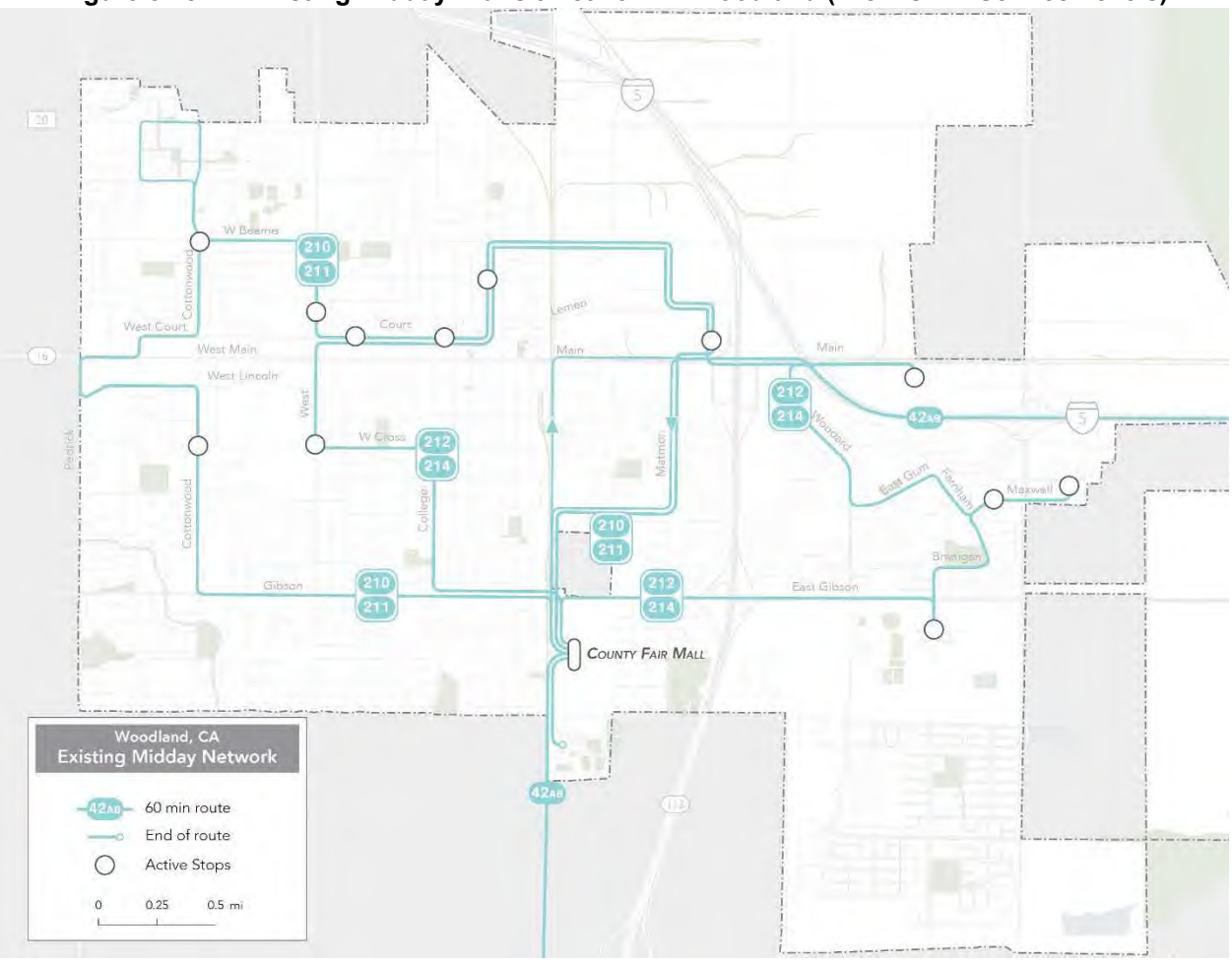
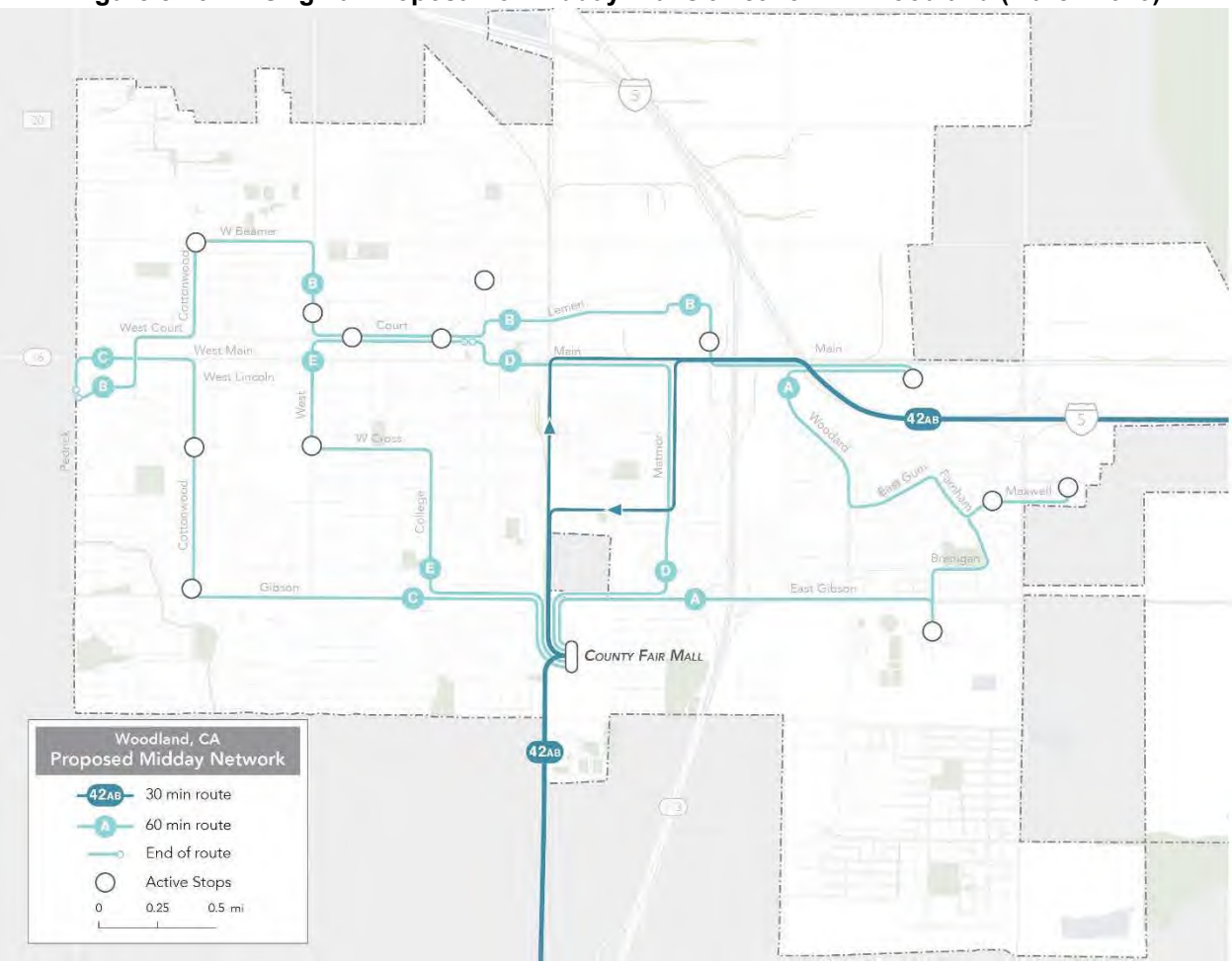


Figure 8.16 Original Proposal for Midday Transit Network in Woodland (March 2020)



8.3 Reassess and Reprioritize COA Recommendations and Establish Priorities for a Service Recovery Plan

These are two sides of the same coin. Reassessing COA recommendations cannot take place in a vacuum. This must include a short-term component that addresses where and how to bring back service in a post-COVID world.

The Service Recovery Plan is being developed at a time of many unknowns:

- Will state office workers come back to their offices or will they continue to work from home?
- When will college students return?
- Will UC Davis staff come back to their offices or will they continue to work from home?
- When will middle school and high school students return to their schools full-time?

At the same time, this crisis has revealed two critical facts:

- The importance of essential workers
- Their reliance on transit for the journey to work.

This is the clear market to focus on in the near-term. While casino workers are not classified as essential workers, they are reasonably similar in terms of income and use of transit to get to work. Ridership on Route 215 since the casino re-opened indicates the extent to which these workers rely on transit.

The proposed priorities for restoring service and re-evaluating COA recommendations are:

1. Essential worker commute trips. These can best be served by increased frequency of service on important routes such as the 42A and 42B.
2. Community circulation needs, recognizing that low-income residents, seniors, and persons with disabilities rely on transit to get to shopping and medical appointments. Restoration of pre-COVID service spans on local routes is important here.
3. Commute/express routes oriented toward office workers and university staff. This is the lowest priority because there are so many unknowns about if and how this market will return.

One way to assess which routes are most important for essential workers is to examine the routes that experienced the least loss of ridership. Table 8.1 shows the post-COVID ridership change by route, sorted by the percentage decrease in ridership between October 2019 and October 2020. Routes that did not operate in 2020 are not included, nor is the new Route 138 Causeway Connection.

Route 215 Cache Creek Casino-Woodland shows the smallest decrease in ridership, followed by Route 240 West Sacramento-Sacramento Shuttle, Route 40 West Sacramento Local, and Routes 42A/42B Intercity Loop (shown together as Route 42). The two busiest routes (215 and 42) accounted for 54 percent of all Yolobus ridership in October 2019 and 69 percent of all Yolobus ridership in October 2020.

Table 8.1
Percentage Change in Ridership Post-COVID by Route

Route	Ridership Oct 2019	Ridership Oct 2020	% change
215	19,764	10,957	-45%
240	5,262	2,227	-58%
40	4,668	1,517	-68%
42	37,778	12,230	-68%
212/214	5,874	1,674	-72%
210/211	6,169	1,676	-73%
35	2,832	764	-73%
41	4,531	1,035	-77%
241	1,067	184	-83%
45	3,143	430	-86%
230	2,412	229	-91%
43	5,754	371	-94%

8.3.1 Why Frequency?

Some have asked why there is so much emphasis on improved frequency in the COA. There are two answers to this question.

The first answer is that improved frequency is the most effective way to increase ridership. Transportation analysts use elasticities to measure the impacts of various changes on ridership. A study by the Transit Cooperative Research Program brought together evidence of ridership response to various transit improvements.[1] The standard fare elasticity is -0.33, interpreted as for every 10 percent reduction in fares, ridership will increase by 3.3 percent. The standard service elasticity is +0.6, interpreted as for every 10 percent increase in service levels, ridership will increase by 6 percent. Quantitative methods indicate that service improvements have a greater impact on ridership than do fare changes.

The second answer is that riders and residents consistently expressed a preference for more frequent service in the public outreach when asked to choose among alternatives.

- In the pop-up workshops conducted during October and November 2019, "higher frequency service" was the top response (at 23 percent of all respondents) to a question asking what service improvements you would make first if you were king or queen for a day at Yolobus.

- In the virtual workshop, 62 percent of respondents preferred more frequent service to more routes serving more destinations, while 57 percent preferred more frequent service to

[1] TCRP Report 95, *Traveler Response to Transportation System Changes, Chapter 9: Transit Scheduling and Frequency*. Washington, DC: Transportation Research Board, 2004. The report indicates an average service elasticity of +0.5 but notes a wide range of elasticities. For frequency improvements when service is infrequent (headways greater than 50 minutes), an elasticity of +0.58 is reported (Table 9.2, p. 9-8).

longer hours of service. In response to the king or queen for a day question, 30 percent chose "higher frequency service," the most frequent response among all alternatives.

- Responses to the Phase 2 public outreach that was conducted in February/March 2020 were overwhelmingly favorable to the proposal to increase frequency on Routes 42A/42B to every 30 minutes.

- In the customer survey conducted by Yolobus during July and August 2020, 42 percent of respondents riding Routes 42A/42B during COVID-19 reported that that more frequent service would encourage them to increase their use of Yolobus service. Also, 38 of the 62 survey respondents who made open ended comments/suggestions were Route 42 riders and nine of these riders (24 percent) expressed a preference for increased service frequency and/or concern about crowding on the bus during the pandemic.

Upon reflection, this preference for increased frequency makes perfect sense. Offering one bus every 60 minutes severely limits the market for bus ridership to those whose other mobility choices are seriously limited and those who prefer public transportation for environmental or other reasons. A bus every 30 minutes is a huge improvement for current riders (this is the main reason that service elasticities are higher for infrequent service). Results from the *SacRT Forward* implementation, which established a network of 30-minute routes throughout the district, showed that the declining trend in ridership was halted and even reversed by these changes.

Routes 42A/42B carry one-third of all riders who use Yolobus. Focusing service improvements on the most important and frequently used routes in the transit network will maximize the ridership impacts resulting from these changes.

8.3.2 COVID-19 and Peak-Period Travel Times

The original recommendations included schedule adjustments for several routes, most notably for running times on routes on I-5 or I-80 during peak periods. The current schedules used the same running times throughout the day, resulting in an inability to maintain on-time performance.

One of the effects of COVID-19 has been a reduction in work trips, which has affected congestion levels on I-5 and I-80. On Wednesday November 6, 2019, the project team recorded travel times between timepoints on Routes 42A and 42B once per hour as a check on running time data obtained from the ridecheck. We used Google maps real-time travel time between timepoints. Of course, this does not provide an accurate measure of bus running times because the bus stops along the way. On interstate segments where the bus does not stop, travel times are very close to bus running times. The project team repeated this process on Wednesday September 30, 2020.

Figures 8.17 through 8.20 present results for segments between downtown and the airport via I-5 and between West Sacramento Transit Center and Davis via I-80. Travel times during afternoon peak hours have decreased significantly, to the point where there is no "peak" travel time hour observable in the 2020 data. The high travel time between the West Sacramento Transit Center and Davis in the 13:00 hour is probably due to an accident or other one-time delay.

Figure 8.17 Travel Times by Hour, Downtown Sacramento to SMF

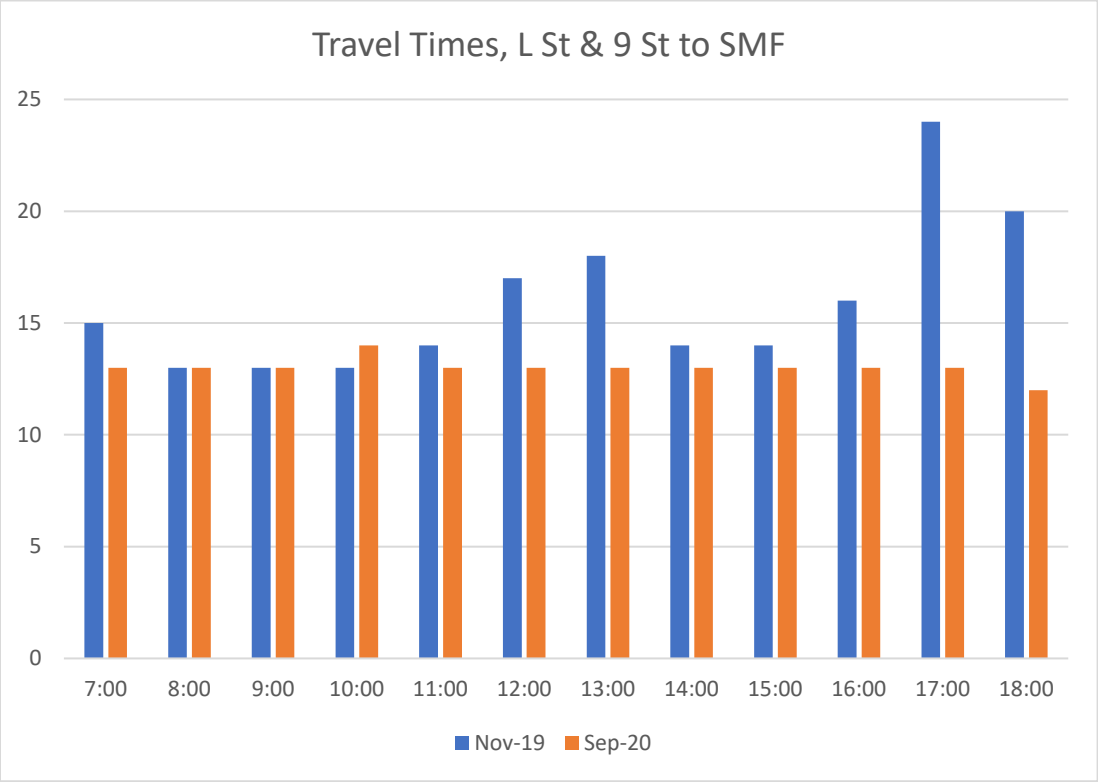


Figure 8.18 Travel Times by Hour, SMF to Downtown Sacramento

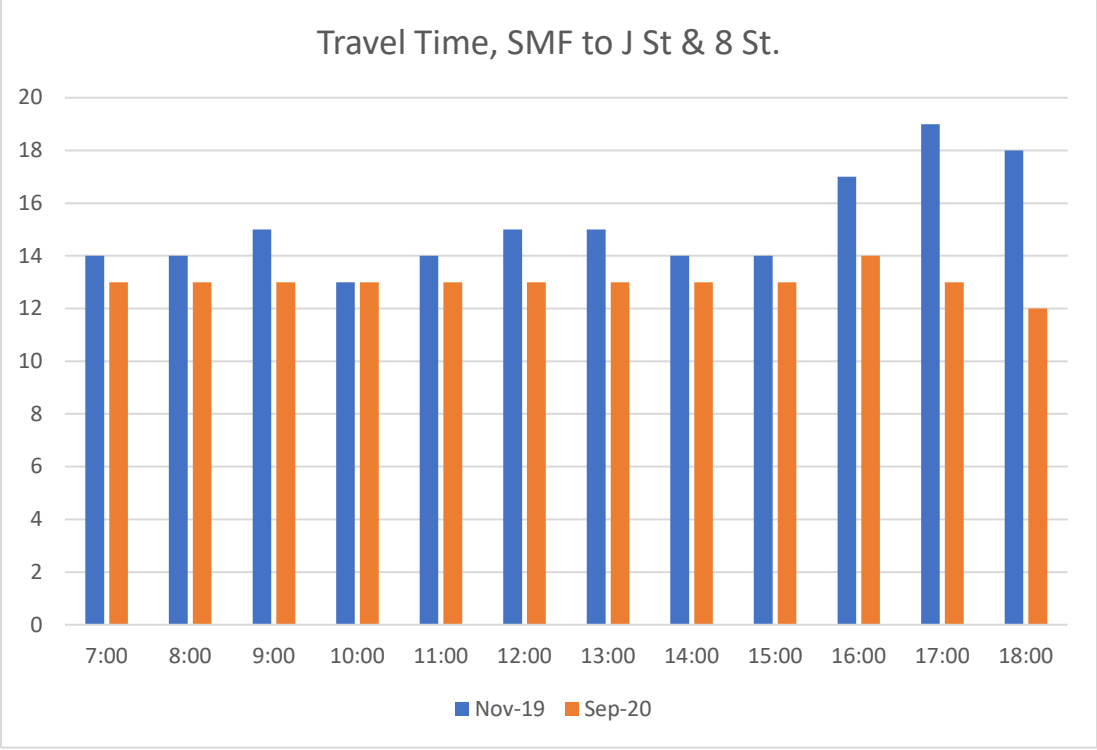


Figure 8.19 Travel Times by Hour, West Sacramento Transit Center to Davis

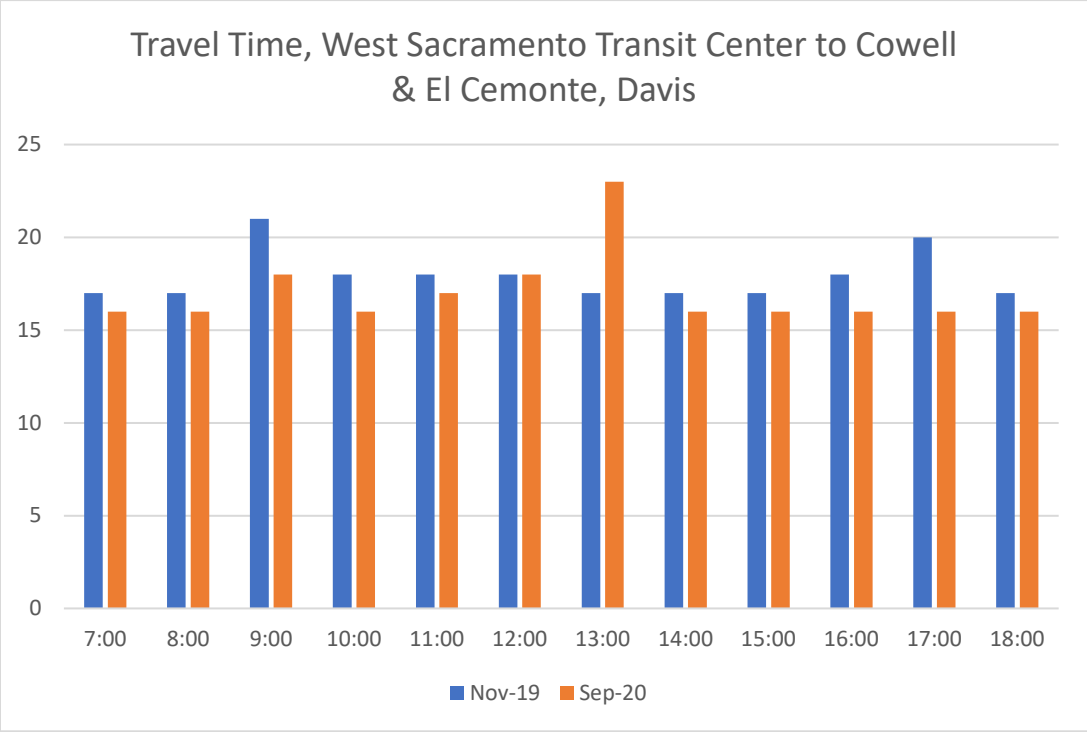
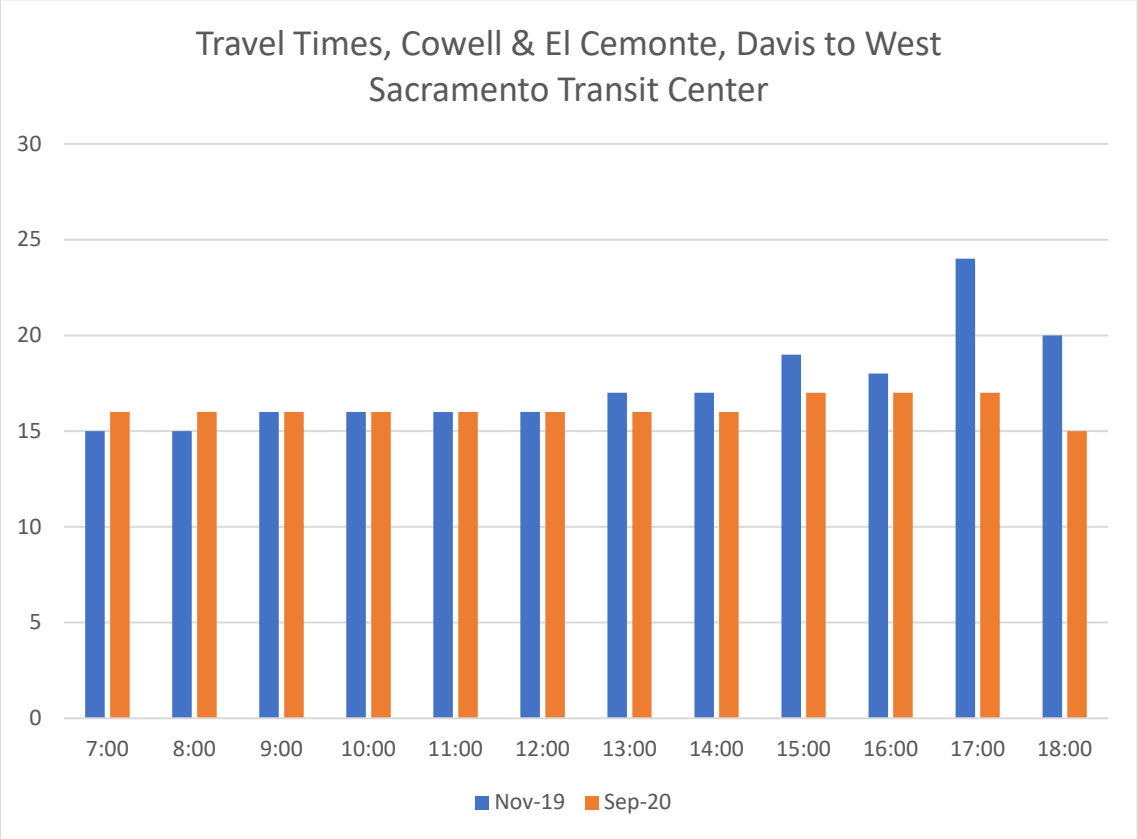


Figure 8.20 Travel Times by Hour, Davis to West Sacramento Transit Center



8.4 Revised COA Recommendations and Proposed Service Recovery Plan

Yolobus is no exception to trends in the transit industry of sharply reduced ridership and reduced service levels as a result of the pandemic. Based on the priorities for service restoration listed in Section Three, a multi-phase set of recommendations are proposed.

PHASE 1 DISCONTINUE OR PERMANENTLY REDUCE SELECT SERVICES

- Formally discontinue or permanently reduce select services, as detailed in Tables 8.2 and 8.4, to free up resources for reallocation to other service enhancements. Many of the routes proposed for elimination have already been temporarily discontinued due to COVID-19, but a process needs to take place to make these service cuts permanent, including a public hearing process.

42A/42B

- Add 30-minute service in peak hours
- Streamline routing in Davis and downtown Sacramento and route all trips through downtown Sacramento (this provides a one-seat ride between West Sacramento and the airport)
- Minimize layover at County Fair Mall during the midday (not all buses will leave on the hour)
- Restore most of the span of service (early morning trips from Sacramento to the airport can be provided by SacRT Route 142 when this route is resumed)

RESTORE SPAN OF SERVICE ON LOCAL ROUTES & RESTRUCTURE SERVICE ON ROUTES 35 AND 39 IN WEST SACRAMENTO

- Restore certain trips on West Sacramento local routes
- Combine Routes 35 and 39 into a merged (commuter + local) and streamlined route connecting Southport with downtown Sacramento, with two midday trips along with peak-period service, and enhance pedestrian facilities along Jefferson Boulevard
- Reinstate Route 43R reverse commute between Sacramento and UCD
- Add one afternoon route 43 trip from Sacramento to Davis

These Phase 1 changes are proposed for July 2021.

PHASE 2 MICROTRANSIT/ROUTE REVISIONS IN WOODLAND, WINTERS & WEST SACRAMENTO

- As discussed with the City of Woodland, introduce microtransit service and restructure the four local Woodland routes into two routes
- Restore the peak-period connection between Winters and Davis (Route 220C) and continue with replacement of Route 220 with microtransit
- Modify route 240 in West Sacramento, so that only peak hour trips serve Riverside area

These Phase 2 changes are proposed for September 2021.

PHASE 3 EXPRESS/COMMUTE ROUTES

- Wait on restoring service to key express routes (43, 45, 230) until there is evidence of State workers and University staff returning to work in their offices instead of remotely (the proposed metric for adding back trips is when productivity on these routes equals or exceeds pre-COVID productivity)

These Phase 3 changes are proposed for consideration no sooner than January 2022. Restoration of service on key express routes will be based on productivity levels on these routes, as noted above.

PHASE 4 42A/42B

- Add 30-minute service between 6 am and 6 pm on weekdays when ridership increases by 60 percent on peak-period trips.

Table 8.2 (after Section 5) summarizes the original proposals in the COA, changes due to COVID-19, the new post-COVID proposals, and the weekday impacts of the proposal on ridership and revenue hours. Ridership and revenue hour changes are calculated based on pre-COVID totals. Microtransit ridership in Woodland and Winters is estimated on an average of 2.5 passengers per revenue hour. Figures 8.21 through 8.28 depict the revised changes.

8.5 Performance/Demand Triggers

Planning transit in a post-COVID world involves greater uncertainty than usual. It is reasonable to assume that essential workers and low-income residents will continue to use transit. As noted earlier, riders commuting to work in offices in downtown Sacramento or on the UC Davis campus may no longer need to work at their offices five days a week. The following performance or demand triggers are recommended for restoring or increasing service.

- Key express routes (43, 45, and 230): these routes are still operating, but with reduced number of daily trips. The proposed trigger for restoring all trips is when productivity (boardings per revenue hour) increases to pre-COVID levels. For example, weekday ridership on Route 45 has declined from 137 to 20, and productivity is down from 16.0 to 3.7 rides per trip. An increase in ridership to 85 would result in productivity returning to 16.0 rides per trip and would indicate that demand has increased to the point where restoring trips may be appropriate.

- Routes 42A and 42B: the original recommendations proposed 30-minute service during the day on weekdays on these routes, which carry one-third of all daily riders on Yolobus. The revised recommendation is for 30-minute service during peak periods only (approximately 7 to 9 am and 3 to 5 pm), in recognition of lower ridership today and as “proof of concept” regarding the impact of increased frequency on ridership. Peak-period ridership is expected to increase by 60 percent, which translates to a post-COVID overall increase of 18 percent on these routes. An increase in weekday ridership of 18 percent would indicate that the expected benefits of increased ridership have been

realized, at which point it may be appropriate to further expand service and/or frequency on these two routes (e.g., 6 am to 6 pm on weekdays). Expansion of service would be planned and implemented where greatest demand is observed. Expansion could take the form of even greater frequency during peak, expanded 3-minute frequency throughout the service day, or additional "shoulder hour" expansions.

- Section 6 includes additional recommendations for performance or demand triggers that can be used on an ongoing basis systemwide to evaluate route-level performance, and to adjust service levels as appropriate.

Table 8.2 Original and Revised Proposals

	Route	Original Proposals Assuming No Increase in Cost	Daily Ridership change	Daily Rev Hr change	Changes due to COVID	New Proposals	New Ridership change	New Rev Hr change
Local / Regular	42A/42B	30-minute service 6a-6p weekdays; Streamline in downtown Sacramento and Davis	597	52.70	Shorter weekday span - 5 trips deleted	30-minute service peak hours only weekdays; Streamline in downtown Sacramento and Davis; Operate through Sacramento on all trips; Restore early/late trips; minimize layover	374	15.72
	35	Discontinue	-111	-13.95	Shorter weekday span - 3 trips deleted	Combine with 39	-66	-13.08
	40	No change	-32	-5.00	Shorter weekday/ Sat. span - 5 wkd/1 Sat trips deleted	Restore early/late trips		
	41	No change	-21	-2.00	Shorter weekday span - 2 trips deleted	Restore early/late trips		
	210	Restructure Woodland routes			No service	Discontinue	-103	-11.83
						Replace with microtransit	40	16.00
	211	Restructure Woodland routes			4 weekday trips and 1 Saturday trip deleted	Restructure with Route 212; restore early/late trips	0	0.05
	212	Restructure Woodland routes			3 weekday trips and 1 Saturday trip deleted	Restructure with Route 211; restore early/late trips	0	0.05
	214	Restructure Woodland routes			No service	Discontinue	-92	-12.85
						Replace with microtransit	40	16.00
	216	Discontinue	-4	-1.85	Replaced by microtransit	Discontinue	-4	-1.85
	217	Discontinue	-3	-3.23	No service	Discontinue	-3	-3.23
	220	Move earliest Saturday trip to later			No service	Discontinue	-34	-7.18
						Replace with microtransit	20	8.00
	240	Shorten route and add time to sched	-47	-4.50	Shorter weekday span - 5 trips deleted	Shorten route and add time to sched; restore early/ late trips		
Commute	39	Discontinue	-90	-9.90	No service	Combine with 35 (see above)		
	220C	No change			No service	No change		
	241	Discontinue	-4	-4.40	2 weekday trips deleted	Discontinue	-4	-4.40
	242	Discontinue	-12	-1.52	No service	Discontinue	-12	-1.52
	243	Discontinue	-5	-1.53	No service	Discontinue	-5	-1.53
Express	43	No change			3 am, 2 pm trips deleted	Continue reduced service	-70	-4.92
	43R	No change			No service	Restore	0	0.00
	44	Discontinue	-87	-5.87	No service	Discontinue	-87	-5.87
	45	No change			1 am, 2 pm trips deleted	Continue reduced service	-29	-3.06
	45X	Discontinue	-4	-1.97	No service	Discontinue	-4	-1.97
	46	Discontinue	-20	-1.85	No service	Discontinue	-20	-1.85
	230	No change			1 am, 1 pm trip deleted	Continue reduced service	-21	-2.12
	232	Discontinue	-2	-2.33	No service	Discontinue	-2	-2.33
		TOTAL BUS	**158**	**-4.52**			**-179**	**-61.10**

NOTE: Ridership and revenue hour changes are from pre-COVID levels

Figure 8.21 Revised Recommendation for Peak Transit Network

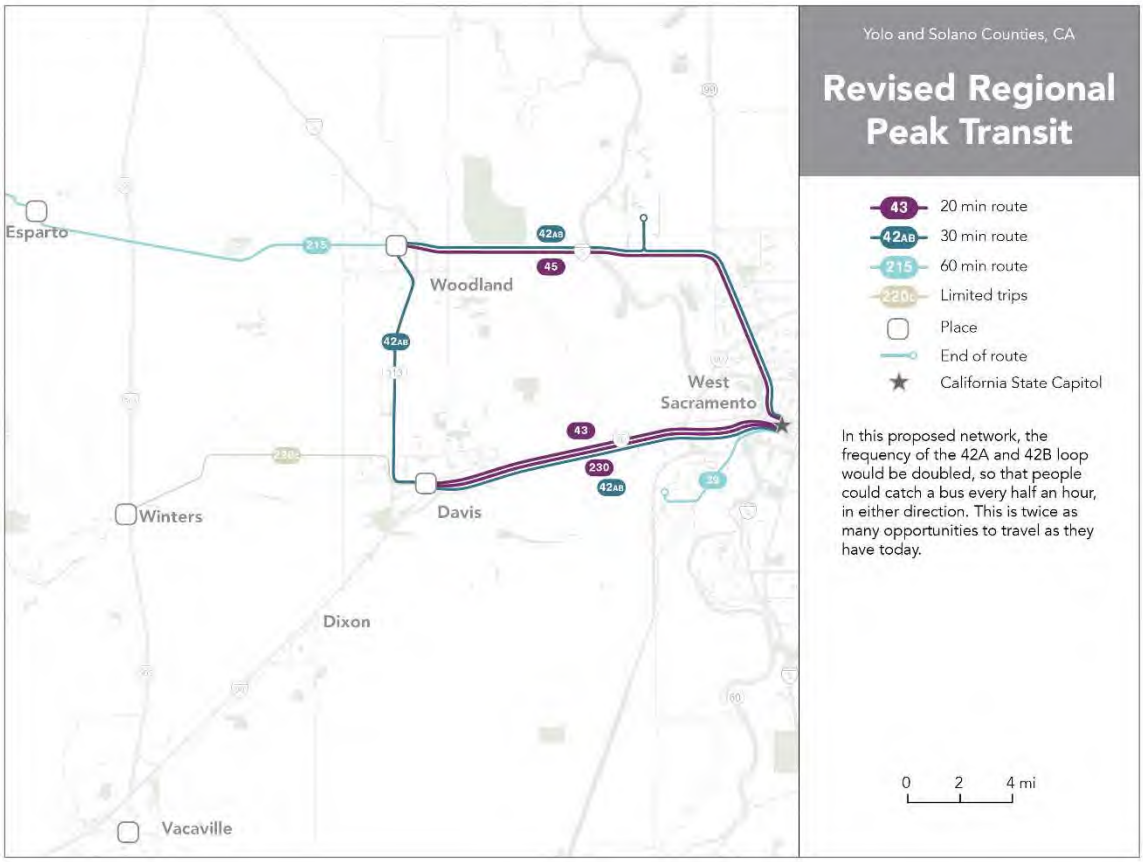


Figure 8.22 Revised Recommendation for Peak Transit Network in Davis

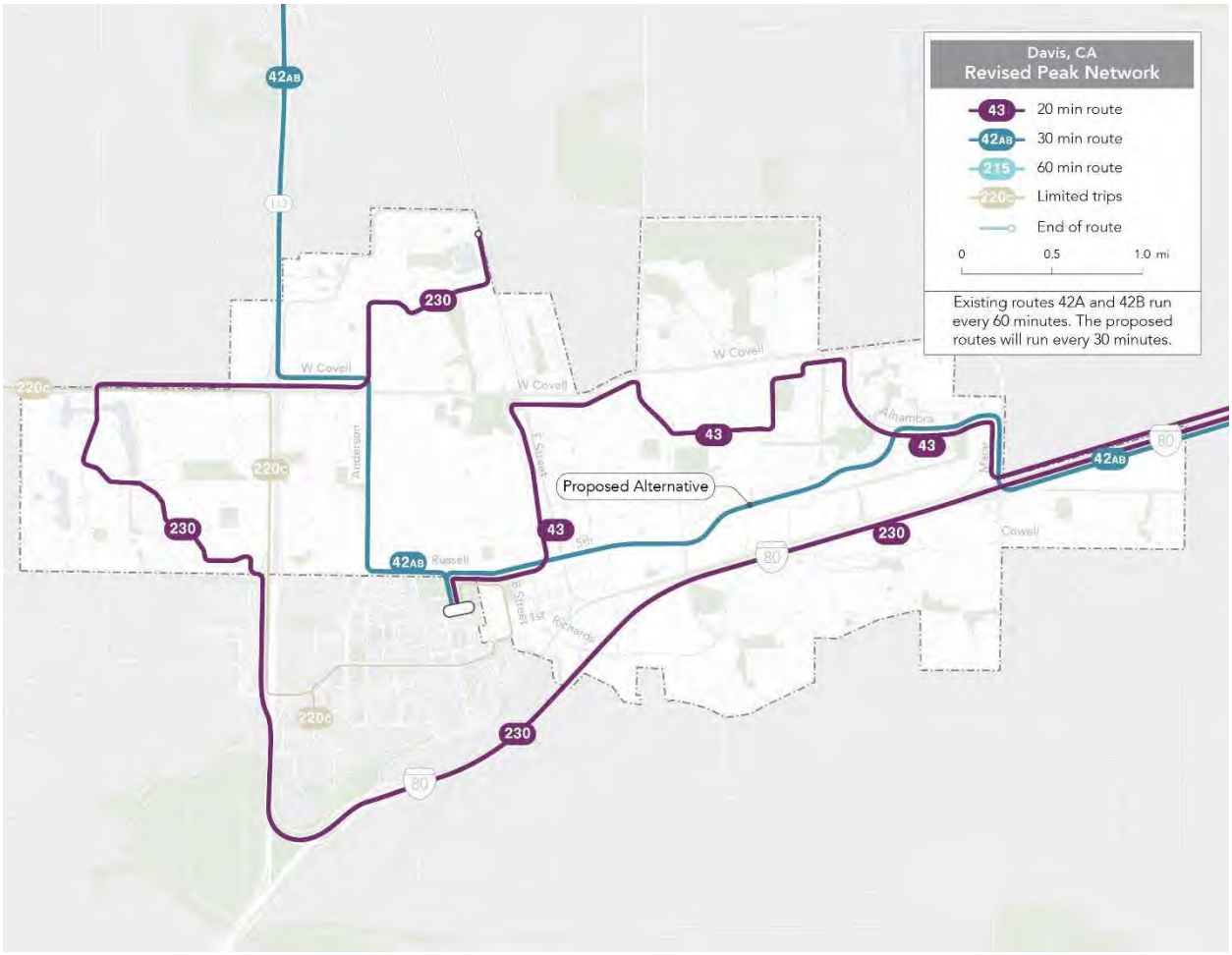


Figure 8.23 Revised Recommendation for Peak Transit Network in West Sacramento

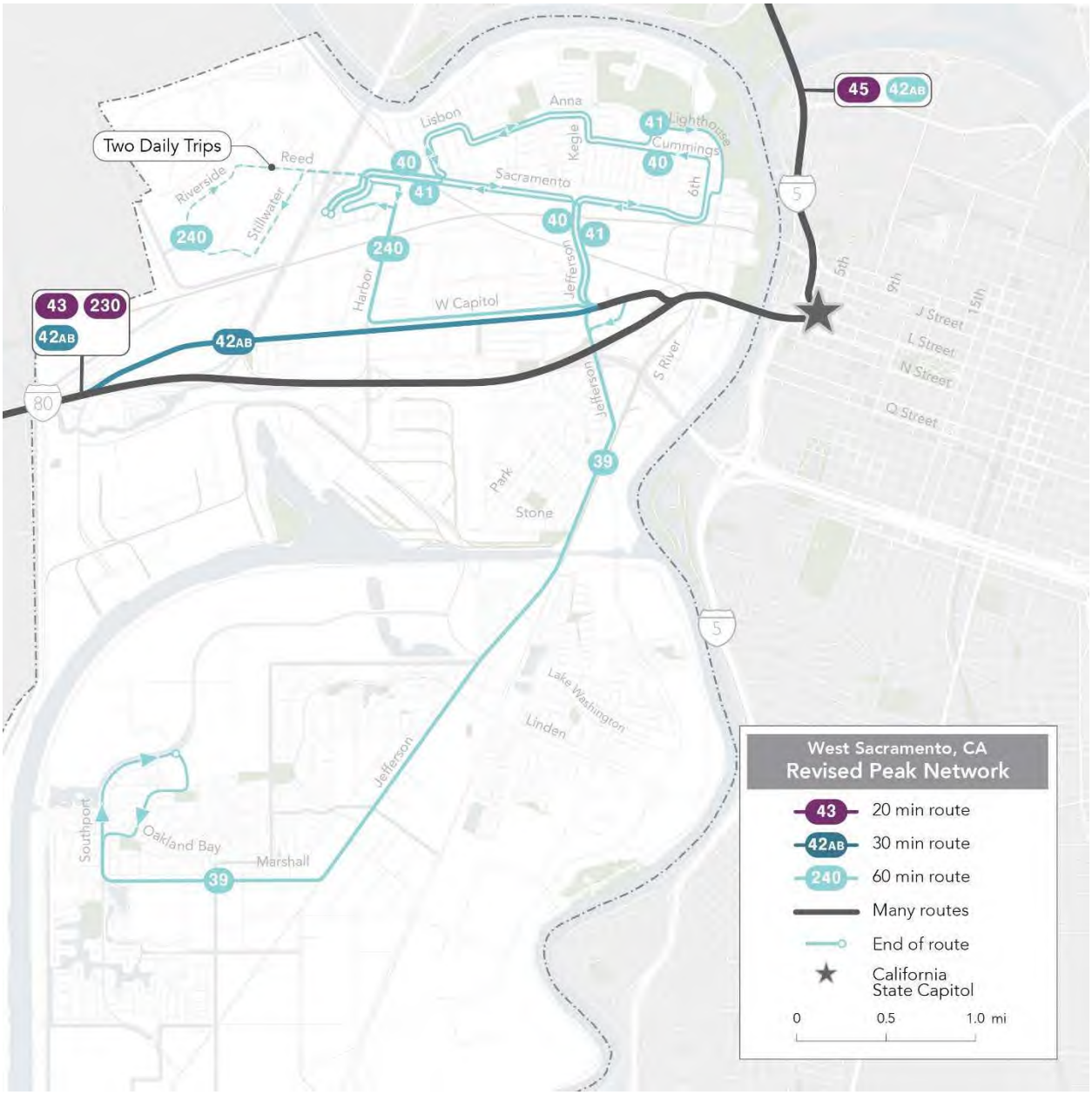


Figure 8.24 Revised Recommendation for Peak Transit Network in Woodland

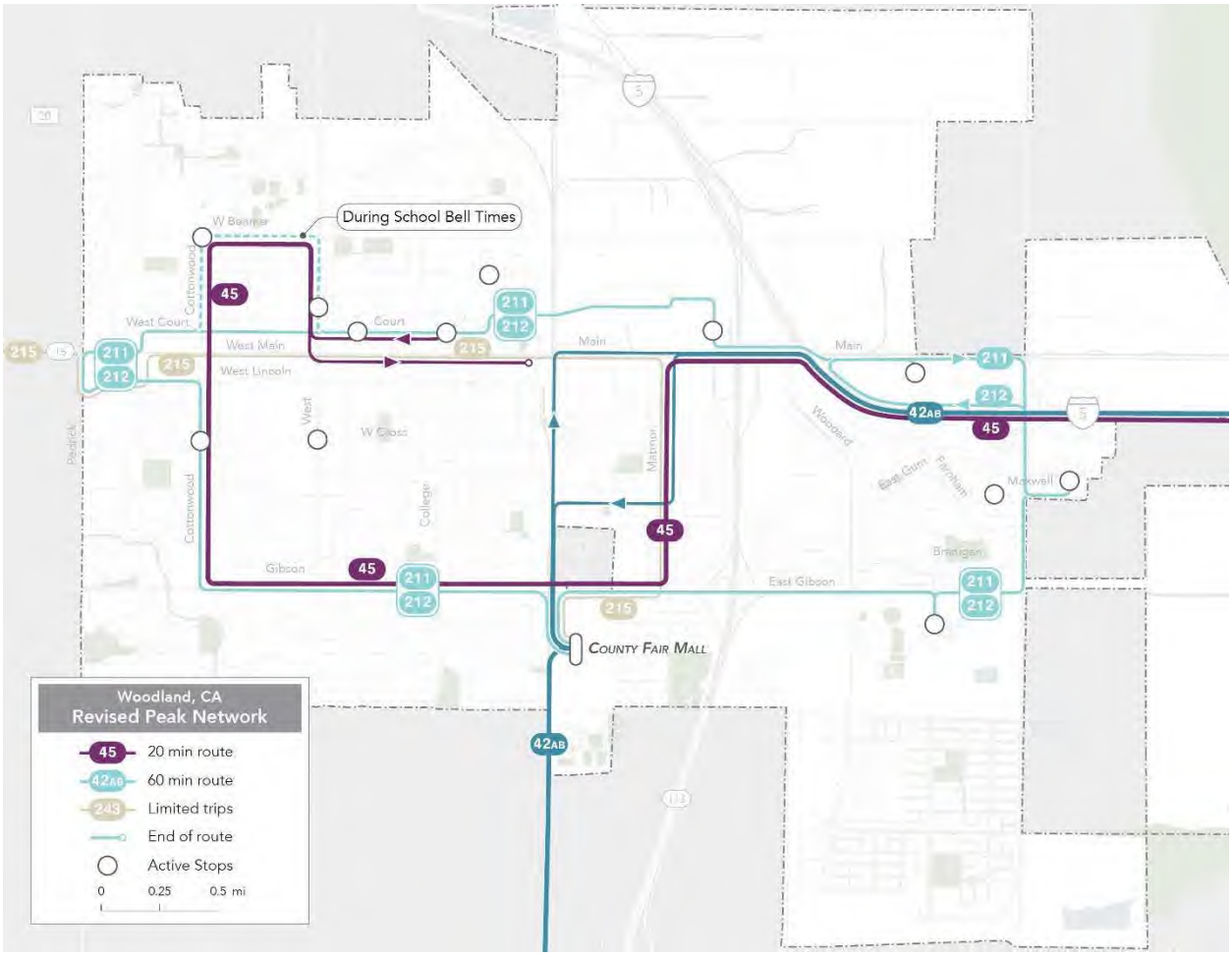


Figure 8.25 Revised Recommendation for Peak Transit Network in Downtown Sacramento

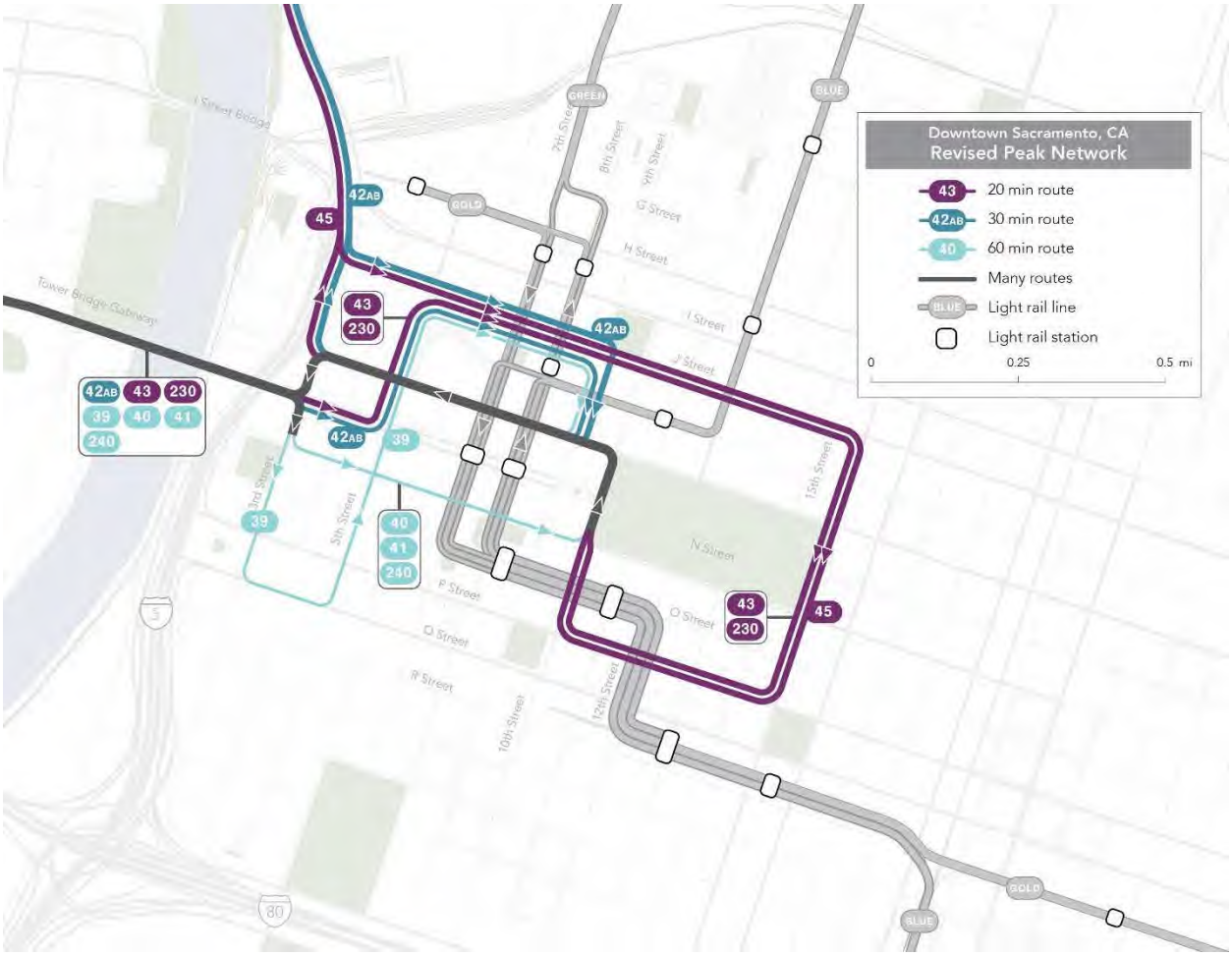


Figure 8.26 Revised Recommendation for Midday Transit Network in Davis

Figure 8.27 Revised Recommendation for Midday Transit Network in West Sacramento

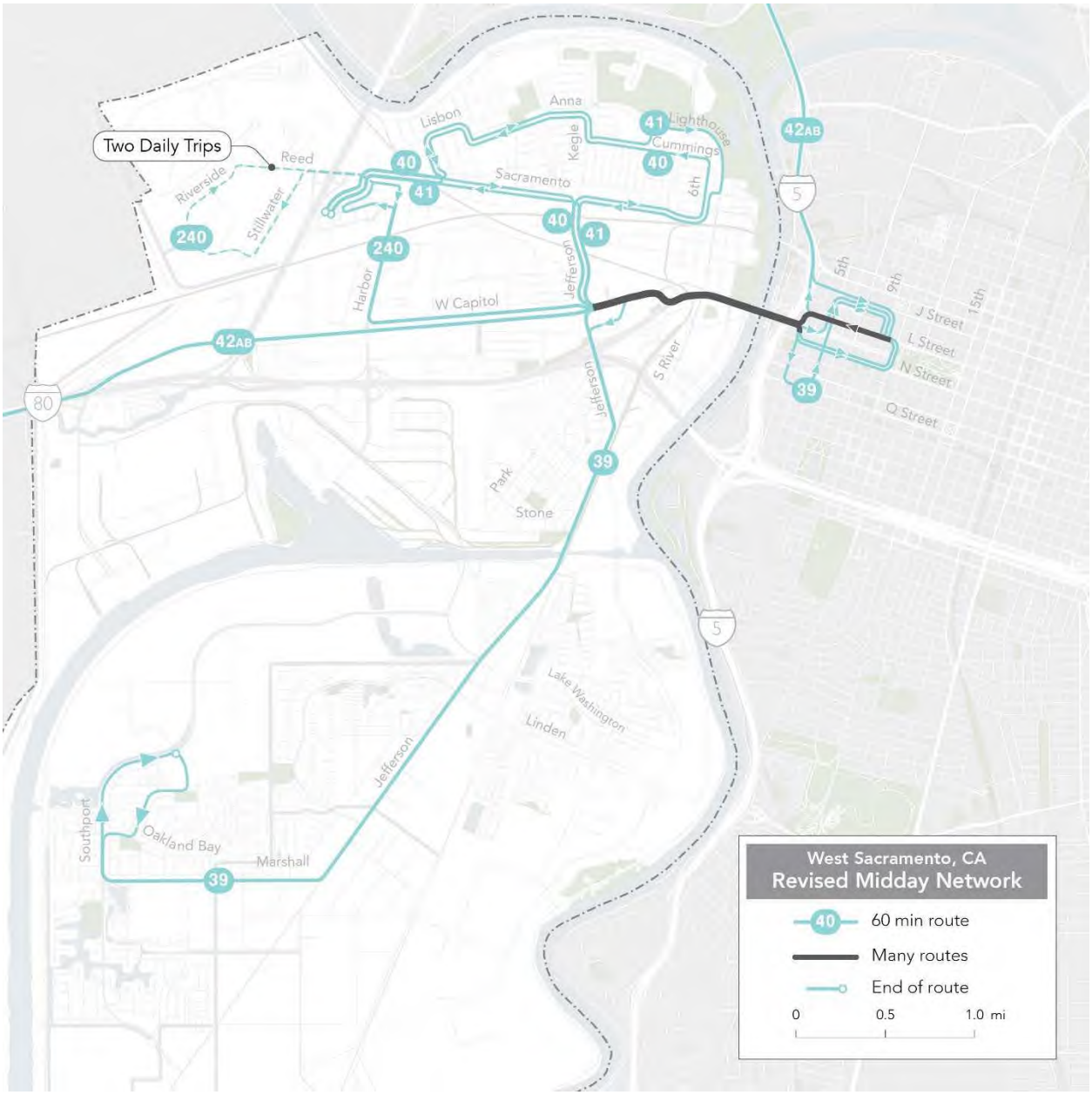
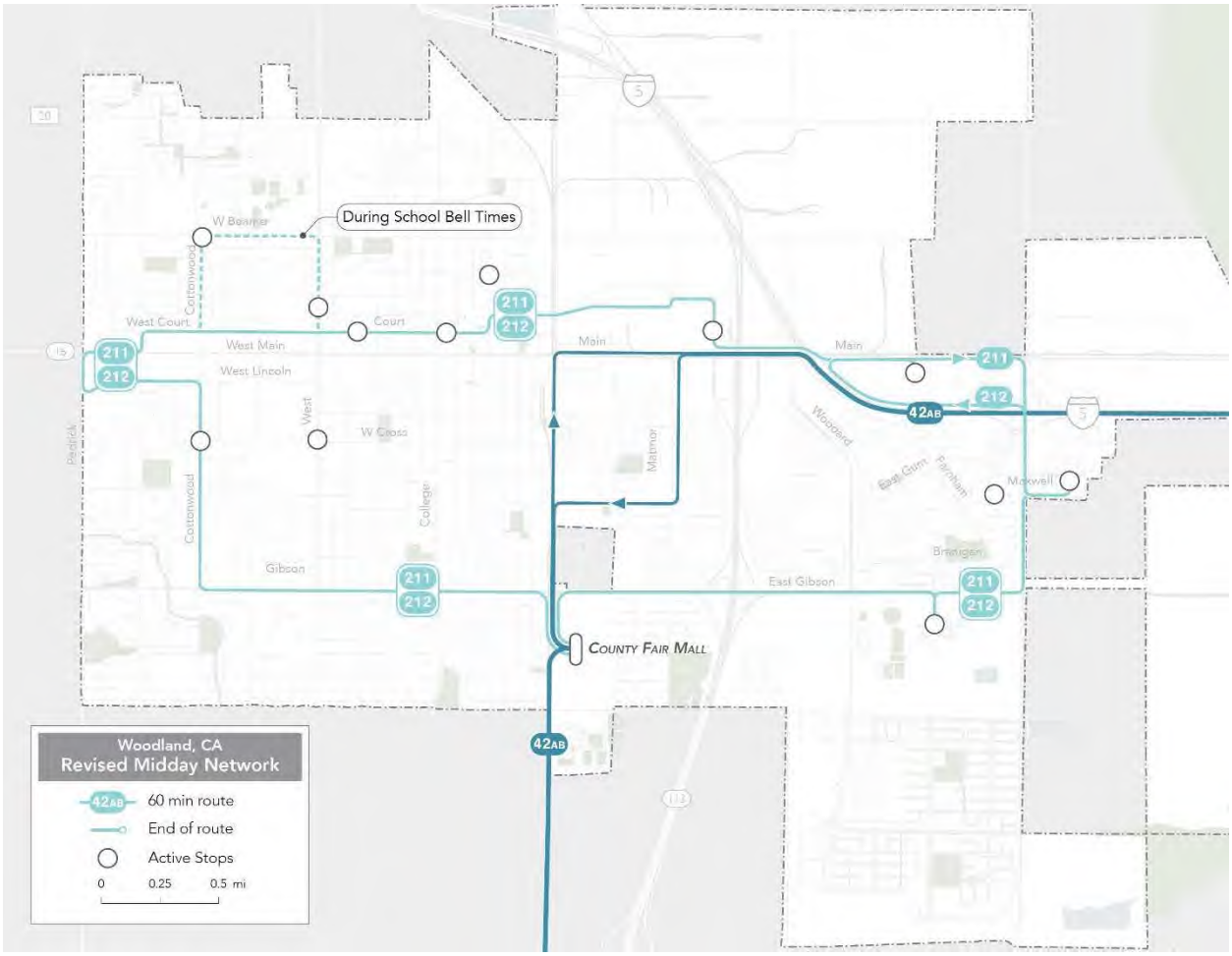


Figure 8.28 Revised Recommendation for Midday Transit Network in Woodland



8.6 Proposed Service and Implementation Guidelines

The process of identifying triggers for service restoration or enhancements leads to a consideration of how to evaluate route-level performance and implement changes or new service. Three guiding principles are proposed:

- Quantitative comparisons are useful in understanding performance. Productivity (measured as boardings per revenue hour or vehicle hour) is the metric most often used by transit agencies to evaluate performance.

- Routes are designed for various purposes and with varied expectations. Comparisons among similar routes acknowledges these different purposes and expectations.

- New or enhanced service needs time to find its market. A time frame of 18 months is appropriate as a pilot or demonstration period, with clear performance expectations set in advance. Interim standards can also be set, e.g., within 12 months a pilot program should achieve at least half of expected ridership or productivity.

Some agencies use absolute measures (e.g., 10 boardings per revenue hour) as a standard for evaluation. Other agencies have found relative measures to be more useful. In either case, the standard is used as an indicator that a given route is performing below expectations and should be reviewed. The following procedure is recommended for YTCD:

A. Define route groupings. The website groups routes into regular, commute, and express bus service.
B. Establish a relative standard that productivity of an individual route should be no more than 25 percent below the average productivity for all routes in the group.

An example of how this would be applied using regular routes is shown in Table 8.3. Regular weekday routes are sorted by weekday productivity in 2019, from the most productive (Route 215) to the least (Route 217). The average productivity for regular routes on weekdays is 12.2, and 75 percent of average is 9.13. Routes with productivity below 9.13 (below the bold horizontal line in the table) are flagged for further analysis.

Table 8.3
Example of Application of Service Guidelines

Regular Route	**2019 Weekday Productivity** (Boardings per Revenue Hour)
215	17.6
42A	15.7
42B	13.3
240	13.2
41	12.3
40	10.6
211	9.0
210	8.7
212	8.0
35	8.0
214	7.2
220	4.4
216	2.2
217	0.9
Average	**12.2**
75%	**9.13**

Recommendations from this analysis address every regular route with weekday productivity below 75 percent of average. The Woodland local routes (210 and 211 East Woodland and 212 and 214 West Woodland) were replaced by a new local route structure in the original recommendations; the revised recommendations replace two routes with microtransit service and restructure the remaining two routes. Route 35 Southport Local has been combined with Route 39 Southport/Sacramento Commute into a streamlined single route that will connect to downtown

Sacramento on every trip and will include some midday service. Route 216 Knights Landing/ Woodland, Route 217 Dunnigan/Yolo/Woodland, and Route 220 Davis/Winters/Vacaville will be discontinued, replaced in Winters and Knights Landing by microtransit service.

This approach can be extended to evaluate commute and express routes as well as Saturday and Sunday regular routes. Note that the approach is not prescriptive; it does not require specific action to be taken if a route is below 75% of the average productivity in the group. Subsequent staff analysis may suggest various alternatives, but YCTD and its Board retain the authority to decide which (if any) of the alternatives will be implemented.

Effective evaluation and monitoring of microtransit projects and services require a modified approach, as no historic service performance trends exist (i.e., service not impacted by COVID-19). A combination of recent performance (e.g., rides/hour, cost/ride, etc.) combined with other important qualitative measures should be employed. YCTD will develop the performance metrics through discussions with advisory committees, its Board of Directors, and public insight.

8.7 Virtual Community Workshop 2021

8.7.1 Introduction

In January and February 2021, the Yolo County Transportation District (YCTD) hosted a virtual community workshop in English and Spanish for YoloGO. **More than 200 community members participated**, providing feedback on draft recommendations to the Yolobus transit network.

YoloGO will re-evaluate Yolobus' level of service, consider new transit technologies, and identify potential changes in routes and schedules to better serve the region. YoloGO will allow Yolobus to potentially improve rider experience through more frequent service, extended service hours or additional service destinations.

An overview of the virtual community workshop.

8.7.2 Methodology

From January 14 to February 26, 2021, the project team held a virtual community workshop to present and obtain input on a new set of recommendations to the Yolobus network, intended to better serve Yolo County based upon changes in employment, commute patterns, and public health regulations following the COVID-19 pandemic.

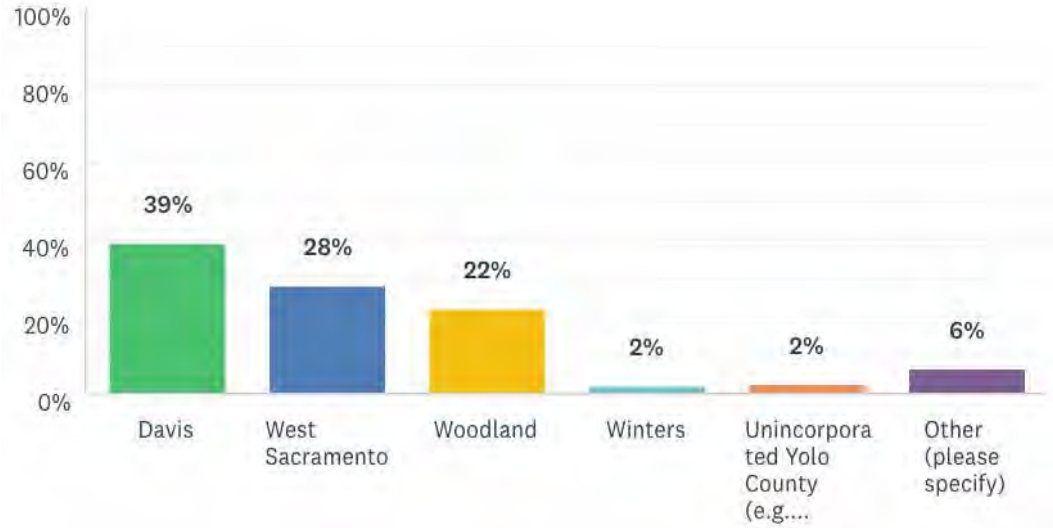
The interactive workshop included an **introductory video** which provided an overview of the YoloGO effort, community feedback obtained so far, and the current goals for the network which include: serving essential workers in their commute, serving low-income neighborhoods who rely on the bus, and providing commuter and express service. In addition to the video, an infographic also presented the new set of recommendations by service area and type:

- Increased route frequency for Routes 42A and 42B (intercity Loop connecting Downtown Sacramento, West Sacramento, Woodland, Davis, and the Sacramento International Airport)
- Restructure local routes (Woodland and West Sacramento)
- New on-demand transit service (Woodland and Winters)
- Discontinue and reduce commuter express routes (Davis and Woodland)

8.7.3 Feedback Results

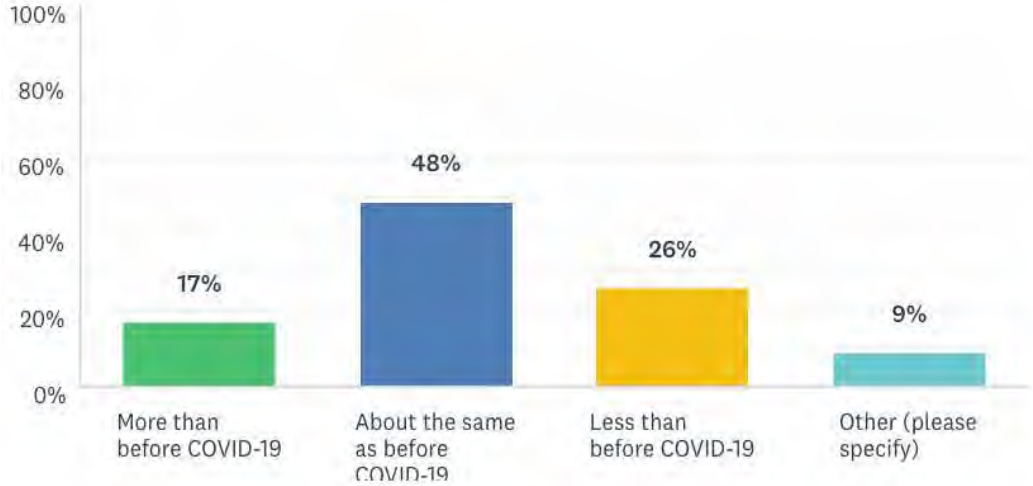
This chapter provides a compilation of all the responses received throughout the five-week workshop period. Below is a summary of community responses to the workshop, represented by graphs. A full list of all comments is available in Appendix F.

Where do you live?



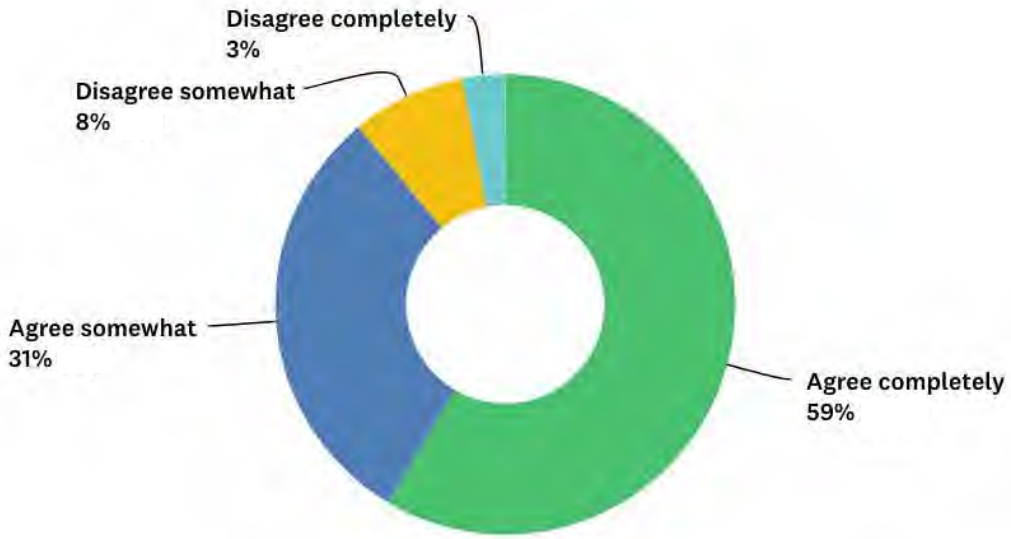
Nearly forty percent (38%) of workshop participants shared that they live in Davis, while 28% percent live in West Sacramento, and 22% said they live in Woodland. The remaining 9% of respondents live in Yolo County's unincorporated areas, Winters, or outside of Yolo County.

We understand that your travel patterns may have changed since March 2020. How do you see yourself taking Yolobus post-COVID-19?



When asked how they would use Yolobus services after the COVID-19 pandemic was over, almost half of respondents (48%) said they would take transit about the same as before the pandemic, while a quarter (25%) said they would take it less than before the pandemic, and 16% said they would use it more than before the pandemic. Others stated that their ridership would depend on future changes to the network.

The current priorities for the region's bus service are to: serve essential workers in their commute, serve low-income neighborhoods that rely on the bus for shopping and medical trips, and provide commuter and express service to Downtown Sacramento and Davis. Do you agree with our priorities?

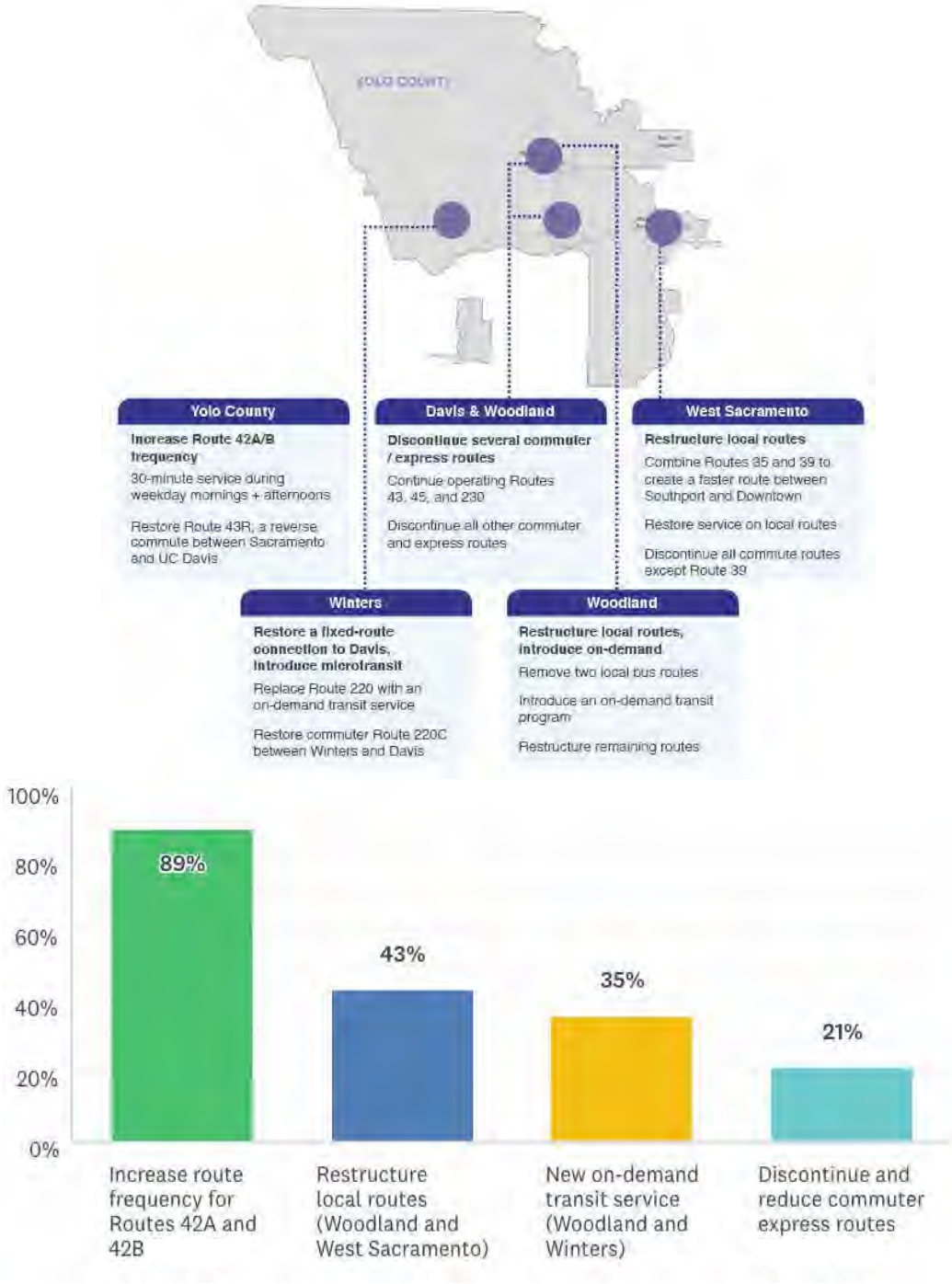


Ninety percent (90%) of workshop participants either completely agreed or somewhat agreed that Yolobus' updated service priorities are appropriate. Meanwhile, 8% somewhat disagreed and 3% completely disagreed with the updated priorities.

Please tell us what you would change about these current priorities, and why.
Several respondents shared a desire for Yolobus to keep commuter routes in Davis including Route 43R and 44, while others suggested reevaluating the network after the pandemic ends to see which routes could be replaced. One respondent shared that they are an essential worker, and the lack of nighttime service on Fridays, Saturdays, and Sundays pose a challenge for their commute.

Other suggestions include: bilingual and friendly bus drivers and staff; an increase in all route frequency to at least 45-minutes instead of 60-minutes; more routes serving the elderly community; and conflicting comments of increased frequency and fewer stops versus bus stops that are closer together to help improve community access to transit.

Which of the proposed changes to the Yolobus network do you agree with?

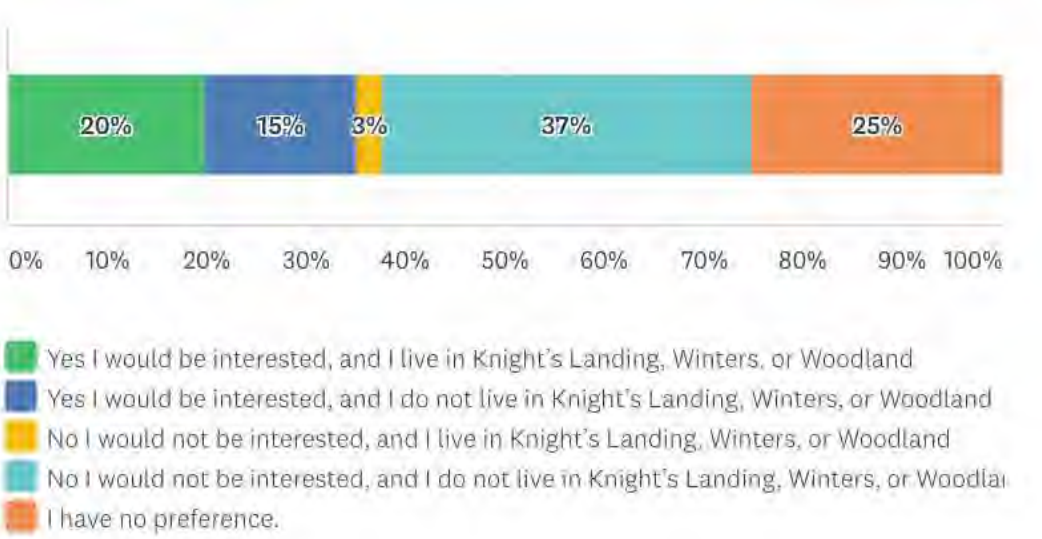


When asked about the four proposed changes to the Yolobus network, 89% of workshop participants agreed with an increase in route frequency for routes 42A and 42B, an intercity loop connecting downtown Sacramento, West Sacramento, Davis, Woodland, and the Sacramento International Airport. The next most popular proposed change was a restructure of local routes in Woodland and West Sacramento with 43%, and then a new on-demand transit service in Woodland and Winters with 35%. The least popular proposed change was a discontinuation / reduction of commuter and express routes.

If you could make changes to these recommendations, what would they be and why? For instance, are there specific times or places Yolobus needs to prioritize service?

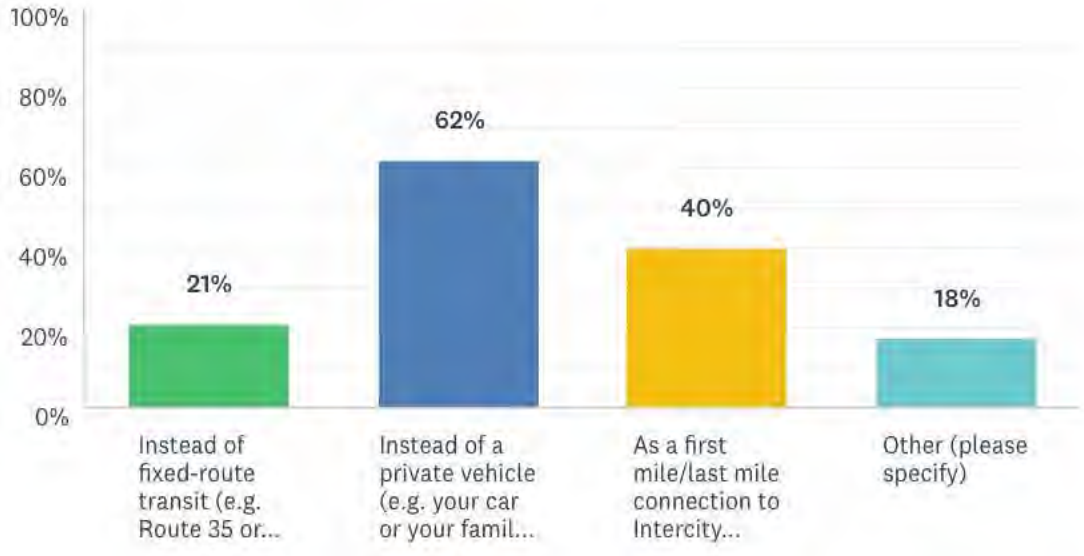
Several respondents agreed that the discontinuation and reduction of commuter routes in Davis make sense for this current time but asked that Yolobus reevaluate routes and ridership after the pandemic is over to see if these routes could be reinstated. Some participants highlighted the need for public transportation to and from medical sites, especially for the elderly population, as well as the inclusion of Winters in the intercity bus loop.

Would you be interested in using an on-demand transit service if it were available in Woodland, Winters, and Knight's Landing?



Of the 23% of respondents who answered this question and currently live in Knight's Landing, Winters, and Woodland, approximately 87% responded that they would be interested while 13% said they would not be interested.

How would you use on-demand transit if it were available to you?



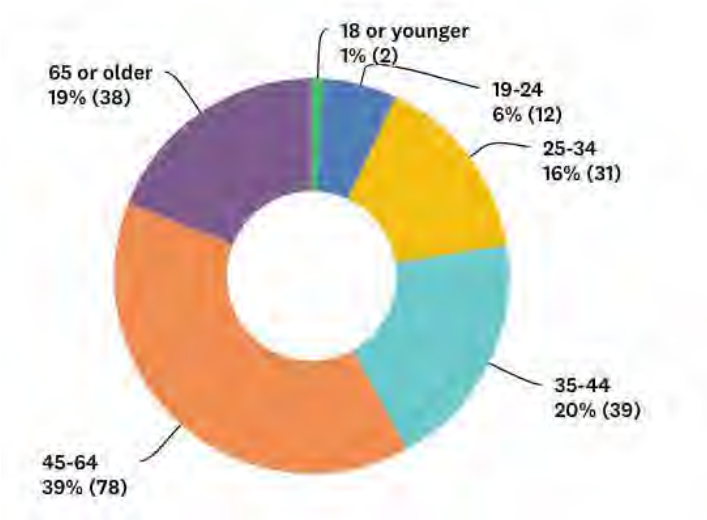
On-demand transportation, rather than a private vehicle such a car or a family van, is preferred by 61% of respondents. 40% said it would be used as a first-mile last-mile link to intercity services like Route 42A/B, and 21% said it would be used in place of fixed-route transit lines like Route 35B and Route 220C.

Responses to the final question, “Please share any additional thoughts or comments you have related to the YoloGO recommendations,” are available in Appendix F.

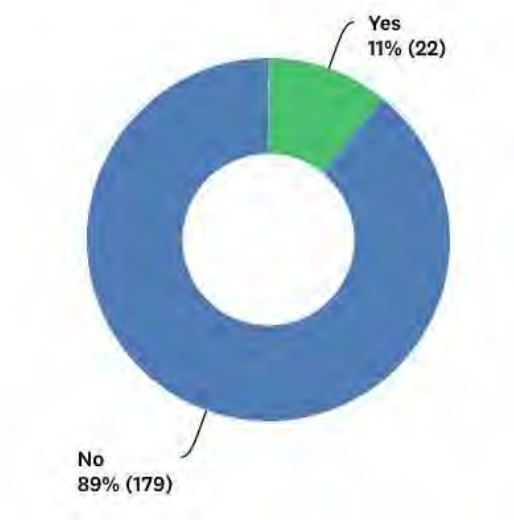
8.7.4 Participant Demographics

At the end of the virtual workshop, participants were given the option to provide additional information about themselves. These questions are optional, and not every participant answered every question.

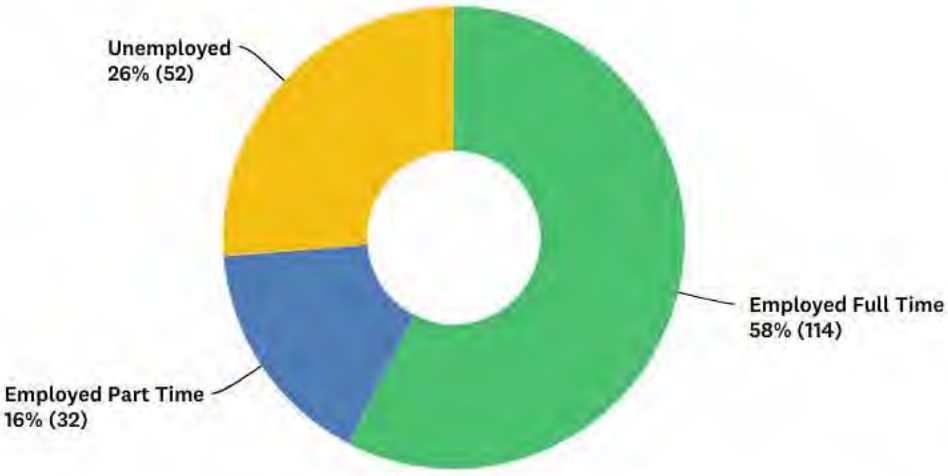
What is your age?



Are you a student?



How would you describe your current employment status?



8.7.5 Building Awareness

The overall virtual workshop effort included a public information campaign to build awareness about the project and the proposed changes to the Yolobus network. The project team implemented a variety of strategies to reach the community at large and inform them about the virtual workshop. The project team reached more than 8,800 community members in the Yolo County area through the strategies described below.

Community Partnerships

Fifty stakeholders received personal calls and emails asking them to share information about the virtual workshop and project with their organization through their existing communication links, including e-newsletters and social media. The following organizations shared information:

- Unitrans
- Yolo County Library System
- Davis Downtown Business Association
- Woodland Police Department
- Yolo County Sheriff's Department
- City of Davis
- West Sacramento Police Department
- Woodland Chamber of Commerce
- Winters Chamber of Commerce
- West Sacramento Chamber of Commerce
- Outa Sight Group

Social Media Targeted Advertisements

The following social media analytics include reach, post engagement, and link clicks. Reach refers to the total number of people who have viewed the social media advertisement. Post engagement includes all actions that people take involving ads while they are running. Post engagements can include actions such as reacting to, commenting on, or sharing the ad, viewing a photo or video, or clicking on a link.

Post #1: (2/10 – 2/26)

- Reach: 1,000
- Engagement: 43

Post #2: (2/10 – 2/26)

- Reach: 1,000
- Engagement: 93

Post #3: (2/10 – 2/26)

- Reach: 940
- Engagement: 11

8.8 Summary

The revised service plan has been developed based on a proposed service recovery strategy emphasizing travel by essential workers and low-income individuals, seniors, and persons with disabilities. Lower priority is given to commute and express trips because it is not known how many state office workers in downtown Sacramento or employees at UC Davis will return to their offices on a 5-day-a week basis.

YCTD has maintained trips on three of its most productive express routes (Routes 43, 45, and 230), and a metric is proposed that would restore all trips on these routes when the overall productivity levels reach pre-COVID levels. The revised plan assumes that microtransit service will replace certain fixed routes in Woodland and Winters. The revised plan also assumes that current peak-hour travel times on I-5 and I-80 will continue for the foreseeable future, removing the need to add time in the schedules for routes utilizing these roads.

Table 8.4 summarizes the revised service plan and its projected impacts to ridership, revenue hours, and vehicle hours (or “gate to gate” hours, a measure used in calculating payments to YCTD’s contractor).

The recommendations in the original report related to finance, administration, and Yolobus Special service are unchanged with one exception. The recommendation to change the location and procedure for operator reliefs has been postponed to a future date.

Table 8.4 Revised Service Plan

	Route	Revised Weekday Proposals	New Ridership change	New Rev Hr change	New Veh Hr change
Local / Regular	42A/42B	30-minute service peak hours only weekdays; Streamline in downtown Sacramento and Davis; Operate through Sacramento on all trips; Restore early/late trips; minimize layover	374	15.72	16.16
	35	Combine with 39	-66	-13.08	-16.19
	40	Restore early/late trips			0.00
	41	Restore early/late trips			0.00
	210	Discontinue	-103	-11.83	-12.03
		Replace with microtransit	40	16.00	16.00
	211	Restructure with Route 212; restore early/late trips	0	0.05	0.05
	212	Restructure with Route 211; restore early/late trips	0	0.05	0.05
	214	Discontinue	-92	-12.75	-12.95
		Replace with microtransit	40	16.00	16.00
	216	Discontinue (operates 3 days per week)	-4	-1.85	-1.85
	217	Discontinue (operates 2 days per week)	-3	-3.23	-3.23
	220	Discontinue	-34	-7.75	-8.25
		Replace with microtransit	20	8.00	8.00
	240	Shorten route and add time to sched; restore early/ late trips			0.00
Commute	39	Combine with 35 (see above)			0.00
	220C	Restore			0.00
	241	Discontinue	-4	-4.40	-6.14
	242	Discontinue	-12	-1.52	-1.70
	243	Discontinue	-5	-1.53	-2.21
Express	43	Continue reduced service	-70	-4.92	-9.25
	43R	Restore	0	0.00	0.00
	44	Discontinue	-87	-5.87	-10.35
	45	Continue reduced service	-29	-3.06	-4.30
	45X	Discontinue	-4	-1.97	-2.27
	46	Discontinue	-20	-1.85	-3.55
	230	Continue reduced service	-21	-2.12	-3.68
	232	Discontinue	-2	1.97	3.00
		Total Weekday Bus	**-179**	**-57.27**	**-76.01**
		Total Weekday Microtransit	**100**	**40.00**	**40.00**
	Route	**Revised Saturday Proposals**	**New Ridership change**	**New Rev Hr change**	**New Veh Hr change**
Local	35	Discontinue	-24	-10.95	-12.45
	210/214	Replace with microtransit	20	8.00	8.00
	220	Discontinue	-53	-7.93	-10.07
		Replace with microtransit	20	8.00	8.00
		Total Saturday Bus	**-77**	**-18.88**	**-22.52**
		Total Saturday Microtransit	**40**	**16.00**	**16.00**
	Route	**Revised Sunday Proposals**	**New Ridership change**	**New Rev Hr change**	**New Veh Hr change**
Local	35	Discontinue	-13	-8.95	-10.32
	210/214	Replace with microtransit	20	8.00	8.00
		Total Sunday Bus	**-13**	**-8.95**	**-10.32**
		Total Sunday Microtransit	**20**	**8.00**	**8.00**

NOTE: Ridership and revenue hour changes are from pre-COVID levels

Table 8.5 presents the variable cost impacts of YoloGO recommendations by jurisdiction. These estimates may vary depending on:

- *For modified fixed route services:*
  - New span of service (end at 6pm or 7pm?)
  - Frequency of service (how many midday trips? How many peak trips?)
  - Final routing decisions and schedules (length of time it takes for a bus to drive the final route will impact some costs such as fuel)
  - Specific operator assignments developed by Transdev for service implementation

- For microtransit services:
  - How many hours of service should Yolobus offer? This cost estimate is based on the following assumptions about the annual vehicle hours of service:
    - Knights Landing Microtransit: 1,224 hours (4 hours per day; 6 days per week). Note that the amount budgeted in FY21 was for approximately 7.5 hours a day, so this proposal would reduce the service levels by approximately half.
    - Woodland Microtransit: 9,016 hours (32 hours per day on weekdays; 8 hours per day on Saturday and Sunday)
    - Winters Microtransit: 2,448 hours (8 hours per day; 6 days per week)
  - If demand is higher than anticipated, should Yolobus offer more service to keep wait times below a certain level? That question can be addressed if/when it happens, but stakeholders should be aware that this has happened to other peer agencies that offer on-demand services.

Table 8.6 presents the estimated financial impacts of the YoloGo recommendations by jurisdiction and route. Note that fixed costs remain constant.

Table 8.5 Estimated Variable Cost Impacts of YoloGO Recommendations

	Route	YoloGO Recommendation	Est. Change in Annual Variable Cost[1]	Estimated Variable Cost Impacts by Jurisdiction				
				Davis	West Sac	Winters	Woodland	Yolo County
	Weekdays							
Local / Regular	42A/42B	30-minute service **peak hours only weekdays**; Streamline in dow ntow n Sacramento and Davis; Operate through Sacramento on all trips; Restore early/late trips; minimize layover	$ 320,756	$ 186,038	$ 51,321	$ -	$ 83,396	$ -
Local / Regular	35	Replace w ith new 35/39 merged	$ (265,543)	$ -	$ (265,543)	$ -	$ -	$ -
Local / Regular	New 35/39 Hybrid	Merge Route 35 & 39	$ 198,964	$ -	$ 198,964	$ -	$ -	$ -
Local / Regular	40	Restore early/late trips	$ -	$ -	$ -	$ -	$ -	$ -
Local / Regular	41	Restore early/late trips	$ -	$ -	$ -	$ -	$ -	$ -
Local / Regular	210	Discontinue (replace w ith microtransit)	$ (194,260)	$ -	$ -	$ -	$ (194,260)	$ -
Local / Regular	211	Restructure w ith Route 212; restore early/late trips	$ 806	$ -	$ -	$ -	$ 806	$ -
Local / Regular	212	Restructure w ith Route 211; restore early/late trips	$ 811	$ -	$ -	$ -	$ 811	$ -
Local / Regular	214	Discontinue (replace w ith microtransit)	$ (207,147)	$ -	$ -	$ -	$ (207,147)	$ -
Local / Regular	216	Discontinue (Replace w ith Microtransit)[2]	$ -	$ -	$ -	$ -	$ -	$ -
Local / Regular	217	Discontinue	$ (31,547)	$ -	$ -	$ -	$ -	$ (31,547)
Local / Regular	220	Discontinue	$ (159,942)	$ -	$ -	$ (135,951)	$ -	$ (23,991)
Local / Regular	240	Shorten route and add time to sched; restore early/	$ -	$ -	$ -	$ -	$ -	$ -
Commute	39	Replace w ith new 35/39 merged	$ (221,183)	$ -	$ (221,183)	$ -	$ -	$ -
Commute	220C	No change	$ -	$ -	$ -	$ -	$ -	$ -
Commute	241	Discontinue	$ (60,232)	$ -	$ (60,232)	$ -	$ -	$ -
Commute	242	Discontinue	$ (23,244)	$ -	$ -	$ -	$ (23,244)	$ -
Commute	243	Discontinue	$ (28,147)	$ -	$ -	$ -	$ (28,147)	$ -
Express	43	Continue reduced service	$ (77,235)	$ (77,235)	$ -	$ -	$ -	$ -
Express	43R	No Change	$ -	$ -	$ -	$ -	$ -	$ -
Express	44	Discontinue	$ (146,247)	$ (146,247)	$ -	$ -	$ -	$ -
Express	45	Continue reduced service	$ (45,607)	$ -	$ -	$ -	$ (45,607)	$ -
Express	45X	Discontinue	$ (41,334)	$ -	$ -	$ -	$ (41,334)	$ -
Express	46	Discontinue	$ (39,143)	$ -	$ -	$ -	$ (39,143)	$ -
Express	230	Continue reduced service	$ (43,365)	$ (43,365)	$ -	$ -	$ -	$ -
Express	232	Discontinue	$ (54,062)	$ (54,062)	$ -	$ -	$ -	$ -
Microtransit	YOUR Ride	Replace 210 w ith Woodland Microtransit	$ 223,520	$ -	$ -	$ -	$ 223,520	$ -
Microtransit	YOUR Ride	Replace 214 w ith Woodland Microtransit	$ 223,520	$ -	$ -	$ -	$ 223,520	$ -
Microtransit	YOUR Ride	Continue to replace 216 w ith Knights Landing Microtransit pilot, but at a reduced level	$ (51,269)	$ -	$ -	$ -	$ -	$ (51,269)
Microtransit	YOUR Ride	Replace 220 w ith Winters Microtransit	$ 111,760	$ -	$ -	$ 94,996	$ -	$ 16,764
		Total Weekday Bus	**$ (1,116,900)**	**$ (134,870)**	**$ (296,672)**	**$ (135,951)**	**$ (493,869)**	**$ (55,538)**
		Total Weekday Microtransit	**$ 507,531**	**$ -**	**$ -**	**$ 94,996**	**$ 447,040**	**$ (34,505)**
		Total Weekday	**$ (609,369)**	**$ (134,870)**	**$ (296,672)**	**$ (40,955)**	**$ (46,829)**	**$ (90,043)**

	Route	YoloGO Recommendation	Est. Change in Annual Variable Cost[1]	Estimated Variable Cost Impacts by Jurisdiction				
				Davis	West Sac	Winters	Woodland	Yolo County
Saturdays								
Local	35	Discontinue	$ (44,958)	$ -	$ (44,958)	$ -	$ -	$ -
Local	220	Discontinue	$ (35,334)	$ -	$ -	$ (30,034)	$ -	$ (5,300)
Micro	YOUR Ride	Add Woodland Microtransit	$ 22,880	$ -	$ -	$ -	$ 22,880	$ -
Micro	YOUR Ride	Replace 220 with Winters Microtransit	$ 22,880	$ -	$ -	$ 22,880	$ -	$ -
		Total Saturday Bus	**$ (80,292)**	**$ -**	**$ (44,958)**	**$ (30,034)**	**$ -**	**$ (5,300)**
		Total Saturday Microtransit	**$ 45,760**	**$ -**	**$ -**	**$ 22,880**	**$ 22,880**	**$ -**
		Total Saturday	**$ (34,532)**	**$ -**	**$ (44,958)**	**$ (7,154)**	**$ 22,880**	**$ (5,300)**
Sundays								
Local	35	Discontinue	$ (42,473)	$ -	$ (42,473)	$ -	$ -	$ -
Micro	YOUR Ride	Continue to replace 216 with Knights Landing Microtransit pilot, but at a reduced level	$ (10,496)	$ -	$ -	$ -	$ -	$ (10,496)
Micro	YOUR Ride	Add Woodland Microtransit	$ 25,960	$ -	$ -	$ -	$ 25,960	$ -
		Total Sunday Bus	**$ (42,473)**	**$ -**	**$ (42,473)**	**$ -**	**$ -**	**$ -**
		Total Sunday Microtransit	**$ 15,464**	**$ -**	**$ -**	**$ -**	**$ 25,960**	**$ (10,496)**
		Total Sunday	**$ (27,009)**	**$ -**	**$ (42,473)**	**$ -**	**$ 25,960**	**$ (10,496)**
Grand Total								
		Total Bus	**$ (1,239,664)**	**$ (134,870)**	**$ (384,103)**	**$ (165,985)**	**$ (493,869)**	**$ (60,838)**
		Total Microtransit	**$ 568,755**	**$ -**	**$ -**	**$ 117,876**	**$ 495,880**	**$ (45,001)**
		Grand Total	**$ (670,909)**	**$ (134,870)**	**$ (384,103)**	**$ (48,109)**	**$ 2,011**	**$ (105,839)**

Notes:

1. This table reflects what the financial impact of the YoloGO recommendations would have been had they been implemented at start of FY21 Budget. This is not an FY22 Budget document.

2. Route 216 was not included in FY21 budget because the route was temporarily suspended due to COVID and replaced with microtransit. The COA recommendation is to permanently discontinue the Route 216; however, there is therefore no financial impact when comparing the COA recommendations to the FY21 budget since the route wasn't budgeted for in FY21.

Table 8.6 Estimated Financial Impacts of YoloGO Recommendations

	Before (FY21 Budget)	Estimated Financial Impact of YoloGO Recommendations[1]	After
Davis			
Variable Costs			
43	$ 265,353	$ (77,235)	$ 188,118
44	$ 146,247	$ (146,247)	$ -
230	$ 169,729	$ (43,365)	$ 126,364
232	$ 54,062	$ (54,062)	$ -
42	$ 1,557,515	$ 186,038	$ 1,743,553
Subtotal Variable Costs	**$ 2,192,905**	**$ (134,870)**	**$ 2,058,035**
Subtotal Fixed Costs	**$ 1,854,978**	**$ -**	**$ 1,854,978**
Davis Total	**$ 4,047,884**	**$ (134,870)**	**$ 3,913,014**
West Sacramento			
Variable Costs			
35	$ 352,973	$ (352,973)	$ -
39	$ 221,183	$ (221,183)	$ -
New 35/39 Hybrid	$ -	$ 198,964	$ 198,964
40	$ 344,000	$ -	$ 344,000
41	$ 231,294	$ -	$ 231,294
240	$ 325,532	$ -	$ 325,532
241	$ 60,232	$ (60,232)	$ -
42	$ 429,659	$ 51,321	$ 480,980
Subtotal Variable Costs	**$ 1,964,873**	**$ (384,103)**	**$ 1,580,771**
Subtotal Fixed Costs	**$ 1,684,302**	**$ -**	**$ 1,684,302**
West Sacramento Total	**$ 3,649,175**	**$ (384,103)**	**$ 3,265,073**
Winters			
Variable Costs			
220c (85%)	$ 38,212	$ -	$ 38,212
220 midday (85%)	$ 135,951	$ (135,951)	$ -
220 Sat (85%)	$ 30,034	$ (30,034)	$ -
Winters Micro	$ -	$ 117,876	$ 117,876
Subtotal Variable Costs	**$ 204,197**	**$ (48,109)**	**$ 156,088**
Subtotal Fixed Costs	**$ 181,361**	**$ -**	**$ 181,361**
Winters Total	**$ 385,558**	**$ (48,109)**	**$ 337,449**

	Before (FY21 Budget)	Estimated Financial Impact of YoloGO Recommendations[1]	After
Woodland			
Variable Costs			
210	$ 194,260	$ (194,260)	$ -
211	$ 318,707	$ 806	$ 319,513
212	$ 304,258	$ 811	$ 305,068
214	$ 207,147	$ (207,147)	$ -
242	$ 23,244	$ (23,244)	$ -
243	$ 28,147	$ (28,147)	$ -
45/45X	$ 225,489	$ (86,941)	$ 138,548
46	$ 39,143	$ (39,143)	$ -
Microtransit	$ -	$ 495,880	$ 495,880
42	$ 698,196	$ 83,396	$ 781,593
Subtotal Variable Costs	**$ 2,038,591**	**$ 2,011**	**$ 2,040,602**
Subtotal Fixed Costs	**$ 1,698,202**	**$ -**	**$ 1,698,202**
Woodland Total	**$ 3,736,792**	**$ 2,011**	**$ 3,738,803**
Yolo County			
Variable Costs			
220c (15%)	$ 6,743	$ -	$ 6,743
220 midday (15%)	$ 23,991	$ (23,991)	$ -
220 Sat (15%)	$ 5,300	$ (5,300)	$ -
KL Micro	$ 129,109	$ (61,765)	$ 67,344
Winters Micro	$ -	$ 16,764	$ 16,764
Route 217	$ 31,547	$ (31,547)	$ -
Subtotal Variable Costs	**$ 196,690**	**$ (105,839)**	**$ 90,851**
Subtotal Fixed Costs	**$ 61,017**	**$ -**	**$ 61,017**
Yolo County Total	**$ 257,708**	**$ (105,839)**	**$ 151,869**
Districtwide Totals[2]			
Variable Costs	$ 6,597,257	$ (670,909)	$ 5,926,347
Fixed Costs	$ 5,479,860	$ -	$ 5,479,860
Total Costs[2]	**$ 12,077,117**	**$ (670,909)**	**$ 11,406,207**

Notes:

1. This table reflects what the financial impact of the YoloGO recommendations would have been had they been implemented at start of FY21 Budget. This is not an FY22 Budget document.

2. The dollar amounts in the table exclude the fixed and variable costs for Cache Creek Route 215 and UCD Route 138. They also exclude ADA paratransit services.

APPENDIX A Ridership Detail

PROVIDED UNDER SEPARATE COVER

Appendix B – Yolobus Special Service Area Maps
[Extracted from YCTD ADA Plan, June 2016)

Yolo County Overall Service Area

Downtown Sacramento Service Area

Route 220 Service Area

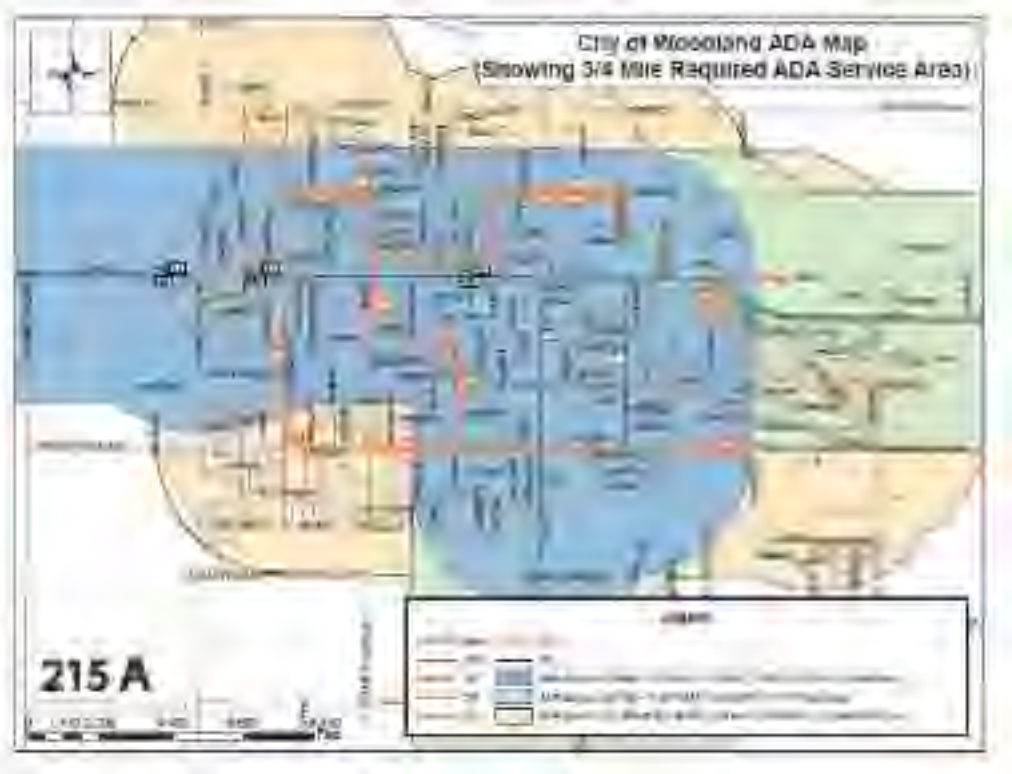
Winters Service Area

Vacaville Service Area

West Sacramento Service Area


City of West Sacramento ADA Map
(Showing 3/4 Mile Required ADA Service Area)

Woodland Service Area



Appendix C – Yolobus Special Fleet Information

As of August 2019

Yolobus Fleet - Mileage by Vehicle Summary: FY 2019-2020

Veh. No.	Jul-19	Aug-19	Sep-19	Oct-19	Nov-19	Dec-19	Jan-20	Feb-20	Mar-20	Apr-20	May-20	Jun-20	FY19-20
1615	0	0											0
1617	1,210	1,460											2670
1621	2,224	1,521											3745
1622	2,574	2,321											4895
1623	2,923	3,156											6079
1624	2,300	2,838											5138
1625	3,339	3,344											6683
1626	3,480	3,127											6607
1627	3,154	3,730											6884
1628	2,969	3,572											6541
1629	2,650	1,991											4641
Fixed:	208,164	207,796											415,960
Para:	26,823	27,060											53,883
Fleet:	234,987	234,856											469,843

Yolobus Fleet - Ending Odometer by Vehicle Summary: FY 2019-2020

	Veh. No.	Jul-19	Aug-19	Sep-19	Oct-19	Nov-19	Dec-19	Jan-20	Feb-20	Mar-20	Apr-20	May-20	Jun-20	Life Miles
58	1615	316,272	316,272											313,237
59	1617	254,635	256,095											228,988
60	1621	131,455	132,976											95,085
61	1622	135,242	137,563											98,737
62	1623	140,921	144,077											110,940
63	1624	139,593	142,431											100,296
64	1625	141,600	144,944											104,127
65	1626	140,992	144,119											102,712
66	1627	149,670	153,400											107,642
67	1628	131,793	135,365											98,888
68	1629	121,136	123,127											86,846
	Fixed:	502,834	506,480											
	Para:	163,937	166,397											
	Fleet:	448,013	451,466											

APPENDIX D
POP-UP WORKSHOP FLYER AND WORKSHOP MATERIALS

STOP BY A POP-UP WORKSHOP

YoloGO

WHAT WOULD MAKE YOU TAKE TRANSIT MORE? TELL US & IMPROVE YOUR RIDE!

HELP PLAN FOR THE FUTURE OF TRANSIT! Yolobus is evaluating its bus services, considering new transit technologies, and identifying potential changes in routes and schedules to better serve the region.

FRIDAY OCT 18

UC DAVIS
THE MEMORIAL UNION QUAD
11 AM–2 PM
Across from 250 W. Quad
Davis

TUESDAY OCT 22

SACRAMENTO CITY COLLEGE
WEST SACRAMENTO CENTER
11 AM–2 PM
1115 W. Capitol Ave, West Sacramento

SATURDAY OCT 26

TRICK-OR-TREAT ON MAIN STREET
MAIN STREET
3 PM–5 PM
Downtown Woodland

Contact Vanessa Buckley at (916) 442-1168
or vbuckley@aimconsultingco.com.

Visit **www.yolobusgo.com** for more information about YoloGo and find out how you can be involved.

Which would you choose: A faster bus ride or easier access to bus stops?

Place a dot underneath your preference.

Faster bus ride

Fewer bus stops, with a longer walk to stops

I will do whatever it takes to get to my destination soonest

I mostly prefer shorter waits

I'm not sure / I don't have a preference

I mostly prefer shorter walks

I would rather avoid a walk, even if I have to wait longer

Easier access to bus stops

More bus stops with a slower ride

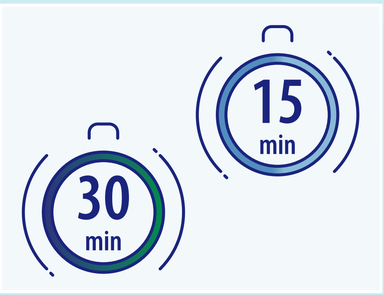
YoloGO

Which would you choose: Longer hours of service <u>or</u> more frequent service?

Place a dot underneath your preference.

Longer hours of service

Early mornings, late nights



More frequent service

15-minute and 30-minute routes

What do you think is the **greatest need** for transit in the region: improved local service or improved commuter/express service?

Place a dot underneath your answer.

LOCAL SERVICE
INFOGRAPHIC

Local Service

bus routes that travel within cities

The current distribution of bus service types is just right.

COMMUTER SERVICE
INFOGRAPHIC

Commuter / Express Service

bus routes that travel between cities

Yolo GO

If you were king/queen for a day at Yolobus, **which improvements would you make first?**

Place a dot by your top three.

Higher frequency service

Covering places that don't currently have service

Bus stops closer to where I go

Weekday night service

More Saturday Service

More Sunday Service

Other

Let us know what other improvements you would like to see by writing on a post-it note!

Yolo GO

APPENDIX E Virtual Community Workshop Comments

If you were king/queen for a day at Yolobus, which improvements would you make first?
Choose your top three.
The below responses reflect submissions in the "Other" category.

- 42A & B: To midnight, 7 days a week.
- Accessible stops, sheltering area, and routes for disabilities.
- Expand RT to West Sac & Davis.
- More direct service: the bus takes 2x as long as biking.
- Three out of five cities within Yolo County now have Jump bikes and scouters thus making first mile last mile within those cities easier. Yolobus should be working to improve mobility like this in other cities and working to integrate it into their transportation network.
- Would have it going to Sacramento from Southport throughout the whole day, not just commuter service.
- More direct routes between where I live and work.
- Service to the airport and multiple stops in Sacramento.
- Easier connection between routes.
- New express busses, more reliable stops (the bus is on time), better/more reliable GPS tracking for riders.
- A stop at the Amtrak Station in Davis.
- Longer commute hours/express hours (e.g. running express/commute buses from, say, 6-9am rather than 7-8am).
- Ability to carry bikes.
- Faster service to airport, coordinate schedule with Light Rail.
- Mail info periodically identifying routes and times.
- Trips that don't take so long. West Sacramento to downtown should not take an hour.
- On-demand service
- Golden 1 Arena events. Took it once, but heard it was discontinued.
- Have an evening express route that stops in West Sacramento.
- Better and longer training for new drivers.
- Scrub clean the buses, train the drivers in customer interaction, then add more services for commuters, nights, and weekends.
- Improve use of West Sacramento Transit Center, route more buses through Transit Center with a regular shuttle into downtown.
- Bus routes that don't zig-zag like 35 & 39.
- Extend commute hours in the middle of the day.
- Commuter buses that were express style that got people from different areas in West Sacramento to downtown quicker than they could if they drove and parked.
- Space bus stops 1/2 mile distance, fewer stops and less coverage.
- Coordinate with JUMP/Bikeshare/Scootershare to have more devices near bus stops for the final mile/half-mile of travel.
- Safety, fewer homeless people, sanitary riding conditions.
- Buses that show up on schedule/time.

- Address the homeless that have taken over the bus shelters on West Capital Ave.
- I'm not the right person to ask. I'd use commuter service occasionally to the city of San Francisco, and to various airports in the region. But most of the time I'll use my car to save hours of travel time and waiting time.
- The Davis/Sacramento Express routes should offer slightly later options into the evening -- the last bus on my route leaves from Sacramento at 5:15. Having an option on the same route at 5:30 or 5:45 would allow me to take the bus more often instead of driving to work.
- More direct commuter buses. Less frequent stops in West Sacramento (i.e. straight up Jefferson with commuter parking nearby.
- Improved reliability of bus schedule. Better customer service.
- Buses that get to Downtown Sacramento faster - this is the only thing I want.
- Specific to the 42A/42B, later service hours for late-night arrivals and red-eye departures.
- More late-night service on all days.
- There is no bus service to the East Bay if you're not a UCD student. The train is $50 round trip when discounted. It's outside of Yolo, but a once or twice a day service to at least BART would make a big difference for me.
- Better connections between routes. Schedule set up so short/no wait at connection locations.
- If a bus is empty, or just a rider of two, then the route should be eliminated. Stop wasting money. We don’t need buses anymore. This is not 1950.
- Direct line from Sacramento City College West Sacramento Center to the main campus in Sacramento (out of county).
- Cleaner buses. On time buses.
- When we lived on Anderson Road, we always took the bus to and from the airport. Now we live near the post office and there's no nearby bus stop that goes to airport.
- More express buses.
- Bus from Davis to Woodland needs a better way to get to the courthouse.
- Service to hospitals and health care services to and from Davis, Woodland and Sacramento.
- Faster rides, more bicycle capacity.
- Cleaner buses.
- Better drivers that take customer service very seriously and that do not abuse their customers. My kids have been intentionally left at the bus station several times by the same male driver to wait for the next bus even upon arriving and seeing them. He never stops unless there were other persons of noncolor. He is a long-time driver. Drivers should be evaluated and trained on diversity.
- Cleaner buses.
- Better on-time service.
- Consistency of on-time departures, particularly during high commute times, such as Thursday and Friday nights.
- Phone app bus location finder.
- Haven't looked recently but for me to get to 10th street I had to walk to a bus to take me to a train and 45 mins later I would get the 13 blocks I needed to go.
- More frequent afternoon express buses, and ones that start before 4.

- "Shopper's special" in Davis and other cities -- Saturday and Wednesday afternoon evening service to bring people to farmer's market, Target, downtown, etc. Also, extend rapid bus service from Yolo to Sacramento so parents can take the bus after dropping kids off at school.
- More direct routing for commuters.
- Make easier to buy a ticket. When I looked online, I couldn't figure out how to do that.
- Express routes extended earlier and later on weekdays.
- I would like the bus to be on time when picking up in Sacramento.
- Express buses to/from Sacramento have been running late or not show up at a higher rate than in years past. I will pay more for better service.
- Fewer bus stops on express and commuter service.
- Making sure the buses leave from stops on time.
- I would add bus routes that go on East St. and Main St. and go on Cottonwood and West St. and Pioneer and 102 and Matmor Rd. and 3rd St. and College St and Cross and Beamer. I would add 8 local routes and make Woodland Transit center have a bus route that goes on Main St. This makes more bus routes for Woodland where people benefit with all service on weekends and frequency changing from 1 hour to 15 mins.

Do you currently use Yolobus transit services? If yes, please list the services you use.

- 42 to/from airport, bus to/from West Sacramento to Downtown Sacramento
- 240 usually.
- Yolobus 240, 35, and 40.
- Winters route.
- Yolobus.
- 41, 42, 240.
- Routes 42A/B, 43, 44, 230.
- The Davis bus 42A and 42B to the airport via Woodland!
- Davis express service. Route 42 intercity bus service in particular to SMF. I also have used the local services in Woodland and West Sacramento.
- Have used 35 a few times to get to the post office on Merkley Ave.
- 42.
- Mainly Route 39. Route 35 and connecting routes on occasion.
- Yolobus 42A/B to the Airport / Davis from Sacramento.
- Express bus to Sacramento
- Express bus 43 in the morning and afternoon
- 43 (daily), 42A/42B (1/week), 230/232 (rarely).
- 42B.
- Rides from Davis to Sacramento International Airport.
- Express Davis to Sacramento 43.
- Davis to Woodland and Davis to Sacramento.
- 42, 210/211, 214, 215, 243.
- 45 express.
- 220C.
- 230 Yolobus express.
- 241 AM/PM 7th and Capitol to Seaport Postal Facility (Destination: McKesson)
- Express from Davis to Sacramento, local from Davis to Woodland
- Express service 43 between Davis and West Sacramento.
- 45, 45X, 46, 43, 44, 230.
- Davis, local Woodland, Sacramento.
- Route 39.
- Bus 40, 41, and 35.
- To airport and from airport.
- To Sacramento and to Davis.
- Paratransit and regular bus service.
- Route 39 express.
- 42A, 42B.
- Woodland to Sacramento commute roundtrip. Woodland to UC Davis roundtrip.
- 40, 41, 43A, 43B, 240.
- Yolobus routes to/from Woodland and Davis.
- Mostly commute Woodland/Davis roundtrip.
- 242/243 commute.

- I occasionally ride buses into downtown Sacramento from the West Sacramento Transit Center (42 A/B, 240, 40/41). The 35 and 39 buses take far too long to get to downtown or the Transit Center from the Southport Area.
- Daily to and from work.
- 40, 41, 240, 241, 42A, 42B.
- 39.
- Route 42A and 42B and the downtown Shuttle.
- Route 39 commute.
- Intercity Loop.
- 240, 42, 40, 41.
- This is a qualified "yes." I have ridden the bus to work but found it inconvenient and it took too long. My route sent me on a scenic tour of our town, and it took a long time to get to my destination. Now that JUMP Bikes services my area, I ride a bikeshare/scooter and get to my destination in less than half the time the bus takes.
- Southport commuter to Downtown Sacramento.
- 46AM, 45X, 46PM.
- Local City of West Sacramento.
- Express to Sacramento.
- Yolobus 43 - Express between East Davis and Sacramento.
- Davis-Sacramento commute.
- 45AM & 45PM.
- 42, express buses especially 43.
- 42A and 42B, between Davis and Sacramento.
- 42-line, Winters commute bus.
- I use the 42A & 42B.
- 39, 43A.
- West Sacramento to and from Sacramento International Airport. West Sacramento to Davis and back. West Sacramento to Downtown Sacramento.
- 39 AM and PM service.
- 42A. 42B, 210, 211, 212, 214.
- 35, 39, 40, 41, 240, 42A/B.
- 42A/B.
- 42A 42B
- 42A.
- 42B.
- 43.
- 44.
- 230.
- 232.
- Occasional Express Commuter Bus, Airport Shuttle.
- SMF Airport to/from Downtown. Formerly used Downtown to/from Davis.
- Yolobus to and from the airport.
- 42,43.
- Yolobus.
- 40, 41, 240, 35, and sometimes the 42's.

- 42B and 42A.
- 42A, 42B.
- 42A and 42B.
- 42A.
- 42B.
- 42A and 42B from Davis to Sacramento and back.
- Bus to Sacramento.
- 42.
- 45 Express.
- 42 A&B.
- 42.
- Between Davis and Sacramento downtown.
- Via.
- Yolobus 42A/B.
- Bus 39.
- Primarily to and from airport; many friends would take Yolobus from Woodland to Da Vinci Jr. High School.
- I use the express bus occasionally but would prefer to ride the bus every day. I currently drive because the Yolo bus doesn't have an express bus back to Davis until later in the day (after I'm off work). It also takes double the amount of time, or longer, to get to downtown Sacramento than it does to drive and park. I would like greater afternoon options for express buses, and shorter routes (fewer stops). A bus that goes frequently between Downtown Sacramento and the Davis ‘park and ride lot' would be a game changer.
- 43 & 42.
- 43 primarily, and occasionally the 42A/B.
- I ride the 42B/A buses to/from work several times a week (although I'm currently on maternity leave) from Woodland to UC Davis West Village.
- I used to take the express bus from Davis into Sacramento/Sacramento to Davis daily for a year until I switched jobs. Now I use for airport service, or occasional travel into Sacramento.
- 42A and 42B.
- Davis/Sacramento bus airport bus.
- 42A and 42B.
- 42A, 42B.
- 42, 43.
- Yolobus 43 and 42 to/from residence and workplace. Yolobus 42 to/from SMF. Very occasionally Yolobus 42 from residence to Downtown Davis (Amtrak).
- 210, 211, 42A, 42B, 243.
- 42A/B.
- I occasionally catch a bus to and from Davis and Woodland.
- From downtown Sacramento to Sacramento Airport.
- Yolobus Davis to SMF.
- 42A/B, 43, 220.
- 42A / 42B.

- 7:09 am 230 Express from Arthur/Alameda stop to Sacramento and the 4:48 pm 230 Express from the Capitol at 7th stop from Sacramento to Davis
- I use the 43 AM and 43 PM bus 5 days a week.
- Mainly the 45 which is always late! Sometimes the 42 A or B.
- I ride the 241 and the 41 bus.
- 230 express AM and PM.
- Bus service from my apartment complex in Woodland to UC Davis.
- 43 Commuter.
- Commuter bus (Route 39).
- Yolobus 42A/B.
- Local routes and intercity.
- Routes 40,41,42A/42B, 240.

Please share any additional thoughts or comments you have related to YoloGO.

- Please say thank you to everyone driving/taking care of the buses. You are all very nice and very kind.
- Shut down & have RT expand service area to include Davis & West Sacramento.
- I love the senior fares for 62 and up! Awesome. Love the airport buses! So handy.
- Yolobus needs to make major improvements to their whole transportation system that is more than just bus service. It includes being innovative in providing better mobility service to the cities and citizens within Yolo County. It means they need to get out of the transit box they are in and think about what political and capital investment need to be made to improve transportation for Yolo County.
- My biggest wish is that I can get to Sacramento from where I live, which is Southport. There are not many destinations in West Sacramento where I go to, but when I do there is no direct service taking me there and the transfer wait is like 13 minutes - I'm talking about Riverpoint shopping center and Goodwill. Also, The Barn and all the new condos near it. I don't think any bus goes near there, while this area is supposed to get much more retail/housing in the future from what I've read. Also, what often causes me not to take the bus is not having the exact change! I will use a Jump bike instead just because I can pay on my phone.
- I've never found Yolobus easy to use and it takes too much time from pickup to destination.
- A compliment to the bus drivers. They are always professional and helpful and do a great job, which makes the commute much more enjoyable.
- Yolobus has a ton of potential! Transit is the future!
- A service that I could use along with my bike or jump bike or with uber.
- Living in Davis, I am able to go everywhere I need by bike. However, I see many people commuting by car from Woodland to UCD campus; long lines of cars in the morning exiting the freeway and looking for parking. If there were more frequent service between Woodland and UC Davis, I expect more people would take the bus. This would also be more fair for students who have to choose between higher rent in Davis and the ability to commute by bike, or lower rent in Woodland and being forced to commute by car (1 bus every hour just doesn't work when you have a busy student schedule).
- I would prefer public transportation over driving, but there is not a direct route for me to get from home to work and back, yet. Tons of people are commuting now from Woodland to Davis, not just students and it would be great if there was more coverage.
- We need better service desperately and I really do want to use public transit. Other places in the world are so different with really useful public transit, super frequent and goes everywhere.
- The 43AM/PM express bus is so crowded, often full with standing room only or even skipping stops because the bus is full. More express 43 routes and newer buses please.
- As an older member of the community, I expect to use public transportation more in the coming years. My major concerns are the ease of connections (e.g. with Amtrak, Light Rail), how to plan a trip, and personal safety.
- Public transportation in the USA overall is expensive. I live in China from time to time. I was there last time for four months and took the subway every day in Beijing. It was fast, clean and affordable. I went at least 20 miles a day and my total cost for four months was only $37 for the entire time. I use BART and the Trains from Sacramento from time

to time along with the bus lines. One tip to the Bay Area will exceed this amount. It is not your problem at Yolo Transportation but if you want people to use public transportation it needs to be much less expensive.

- Overall, a great service to our community. I hope it is able to expand.
- Focus on express and commuter buses especially for Davis folks. Lots of us go to Downtown Sacramento.
- Please go as green as possible. Electric, mouse treadmill, etc. Truly, global warming is a thing.
- I ride Yolobus only occasionally (e.g., once in a while to the airport or into Sacramento). I live in Davis and have access to Unitrans for any public transportation needs I have here in town. I appreciate the availability of Yolobus.
- Currently in-town service in Davis is provided by Unitrans; but all their routes lead only to campus. If you want to go somewhere else in Davis for instance, from Stonegate/far west Davis to downtown to go out for lunch or dinner, or to the bank, or to a class, or shopping downtown you have to go to campus and change buses. Ugh! Not going to do that, thank you. It would be great if Unitrans or Yolobus would provide transportation directly to downtown without having to detour to campus to change buses. Also, it would be easier to use Yolobus on those infrequent occasions when we fly somewhere from Sacramento Int'l Airport but there is no bus stop nearby for the route to the airport, so then you have to leave your car in some public lot, since the bus pickup location (last time I checked) was more than a mile away. Too far to walk with suitcase as we get older.
- We need more partnerships with microtransit. We also need more Jump Bikes everywhere, including at key bus stops in Woodland and Davis.
- I took public transit from Folsom to West Sacramento. It cost me 2 hours and $5.00. In my car it takes me 30 minutes and about $5.00. Why would I choose public transit? Not acceptable.
- My husband and I both commute from Southport West Sacramento to Davis, a 13-mile commute, 5 days a week. At this time if we wanted to take the bus it would take approx. 1 hour and 45 minutes. I just mapped it here is the shortest choice 4:03 PM - 5:55 PM (1 h 52 min), we can drive in 25 mins or I can bike in 1 hr. 10 mins. There has to be a way to get across the causeway in less than 2 hours.
- Sometimes, either the 40 or 41 is completely out of service during the 5-6 commute rush hour. I've stood at my downtown Capitol Mall stop and watched 3-4 mostly empty Davis express buses going by while having to wait up to an hour before the next 40/41 bus comes by. So, maybe not the route schedule, but the consistency of buses being in service.
- Need a direct route from Davis to Woodland Community College.
- I have been skipping the Yolo buses as they do not match up with the Light Rail. I can walk faster to the light rail from my house in West Sacramento than take the bus to due to wait times for the next bus. If I take the bus, then I have a greater wait time at the Light Rail.
- Buses are never on time. Always either early or late. There is no live information to help mitigate these inconsistencies.
- Include Sacramento Valley Station on Intercity Express routes, increase frequency at peak commute times for routes 241 AM/PM, 42B headed to Sacramento, add route that

loops Sacramento Valley Station, Sutter Health Field, Jefferson Blvd to Southport/River City High, then north on Lake Washington Blvd to Industrial Blvd, Industrial Blvd to Enterprise, Enterprise to West Capitol, then return to Sac Valley Station. Propose/develop with City of West Sacramento/SACOG a Southport Transit Center.

- Having more frequent direct routes to the Sac airport would be a plus.
- Buses should be environmentally friendly, if not already. Routes should accommodate those who not only choose not to drive, but those who cannot drive, such as the disabled, elderly, and minors (students). Fares should be free for WUSD students and those attending the college campus. Bus routes should take people to these locations, if not already. I think more people would ride the bus if they did not have to walk long distances to get to a nearby bus stop or to a stop that took them on the route they need to be on. The reasons I stopped riding Yolobus are the stop was too far away to walk to and there were not enough times for pick-up downtown in case there was an emergency and I needed to get to my children in West Sacramento.
- Buses need to run till at least 9pm.
- For a short while, I once rode my bike from home (in Spring Lake) to the Woodland bus stop (E Main @ Matmor). But, within the first month, my bike was vandalized at that site. I also can't count on fitting the bike onto the bus both ways, so I don't try. Maybe have EITHER the 46 or 45X go to E Main @ Matmor, and the other can go straight from Spring Lake to Sacramento? (Also, skip Costco as a park-and-ride site; it takes too long to get in-and-out of that area.)
- I'd love to see more ways to get to downtown from where I live. Small vans, things like trolley cars that you just step up onto, fun things to ride to work.
- I lived in two different areas of West Sacramento my whole life. First in the Bryte area and now at Bridgeway Island. I would like to use the Yolobus system however a normal 15 minute car ride would take me 1 hour plus on the Yolobus system routes.
- Yolo bus is doing a fantastic job. Thank you.
- Better service to downtown areas.
- I really would like West Sacramento to have a bus route that took people to downtown Sacramento. That would help a lot of commuters who work and enjoy restaurants downtown.
- I would like to see more frequent schedule options. There is a bus stop (route 39) right by my house, but the bus only arrives every hour and then it takes one hour to get to my office in downtown Sacramento. I would have to take the 6:11 a.m. bus to arrive downtown at 7:11 a.m. and walk to my office. My start time is 7:30 a.m. and my end time is 5:00 p.m. I would have to catch the 5:16 p.m. bus downtown to arrive home at 5:51 p.m. Currently it takes me 20 -25 minutes to drive to work in the morning and about 30 minutes to drive home. I would definitely consider the bus if it didn't take so long to get to work (6:45 a.m. pickup with 7:15 a.m. arrival would be ideal.) As it is now, taking the bus would add approximately 1 hour to my commute every day.
- Have not ridden the bus in years. You all do a great job given limited resources. Ridership seems to be way down in viewing the empty buses traveling around. With Via, Jump, and other new travel opportunities, it seems a very difficult path to increase ridership. Hard financial decisions have to be made to either limit, reduce or more effectively route transit services. I do not have the answers, but that is your mission and problems to solve.

- I would share a positive list why people should ride the bus to motivate riders to join. Leave the driving to Yolo while you can relax, read, organize thoughts (and purse/briefcase), plans, work, iPad, cell phone emails/text. Less stress on your neck and no hassle with traffic and safe from auto accidents. Get a monthly pass and don't pay for gas, parking, wear and mileage on car. Don't have to drive in Rain/Storm. Just gear up and jump on bus. Socialize or not. Take a nap. Enjoy the views. Nice to not drive in the gridlock at end day. I worked downtown and had an express route pretty much. I also jumped a downtown bus for downtown Dr appts when needed. If you go home off schedule or urgent, you can ask a coworker or friend for a ride usually if rare happening. I saved a lot of monies and headaches, while my car stayed new (safe) and shiny in the garage:) Also, I did not have the bus option in Southern CA and commuted from Irvine Orange County to Long Beach L.A. County. It was exhausting. So, I really appreciated coming back to live and work West Sacramento to Downtown Sacramento.
- The reason I do not ride Yolobus is because it takes too long to get anywhere.
- So glad we have bus service in town. Thank you. Perhaps we need to advertise bus service between downtown and Target/ Costco shopping area.
- I was happy to see that there is a bus stop one half block away from me, but when I stopped driving and needed to use the bus, I found that the bus route had been cancelled. I have had no choice but to use uber.
- More bus stops in Woodland. Could not access your map so would like to see a bus that went to and from Davis Amtrak and bus that went to and from Kaiser Davis.
- The bus stop at West Capitol and Jefferson near Walgreens is always filthy. It is my understanding that the responsibility of cleaning this location rests on the City of West Sacramento. I will follow-up with them regarding this issue.
- A survey should be done on where people work and their work schedule. My guess is downtown. If there was a direct bus from where I live to downtown, I would take it instead of paying 240 a month and dealing with traffic.
- The commuter bus needs to get to UC Davis before the workday starts and leave after the workday ends.
- Love to see more express/commute busses into downtown Sacramento from West Sacramento. With State buildings cramming more staff onto each floor and transit subsidies about to increase, it's an opportunity for Yolobus (and a huge need for us State workers), especially since Sacramento isn't adding any new parking.
- Yolobus should provide integration between other transit options. I would ride Yolobus if there were more buses, less wait time, better and real-time schedule information that took me to light rail, AMTRAK, Golden 1 Center, Sacramento International Airport.
- We've only used the bus a few times, a few years ago, to go to events at Golden 1 Arena - it was convenient but was disappointed that we had to be dropped off several blocks from the Arena.
- Friendlier and more helpful drivers would be a plus. Accurate real-time information would help prevent long frustrating wait time at the bus stop. Solution for dark winter stops where drivers can't see people waiting at the stop. More bike racks or ability to bring larger electric scooters on the bus.
- I live in Spring Lake and would like an express bus to Sacramento that leaves a little later in the morning. My work hours are 9-5:30. Also, I often host UC Davis exchange students and often times the commuter bus to UC Davis does not get my students to

their classes on time in the morning, so then I have to drive them to school and then have to drive myself to my job in Sacramento.

- The drivers are great, at least most of the regulars on the routes I've been using show great customer service. I would be happy to ride a bike to the mall but I can't leave it there if the bus rack is full, so instead, I need local routes to expand their hours, earlier in morning Mon-Fri, and through at least 10:00pm 7 days a week (take it home after a movie). Locals would be great if every 30 minutes, not 60. Thanks for asking my opinion.
- Bring back regular train transportation to/from Woodland to Sacramento (every 30 minutes) and to/from Woodland to Oakland (every hour), like it used to be. No traffic and no delays. Set daily schedules for commuters to get to/from work & recreation in Sacramento and the Bay Area. This would eliminate a majority of the constant traffic nightmare of the current road transportation.
- I am close to a bus stop but would take it if it runs more frequently and to places in the City of Sacramento such as downtown or midtown where there are shops I would like to visit and the Sacramento City Library.
- Use smaller busses and transition to electric/hydrogen fuels.
- I have always had very good experiences with Yolobus Drivers, good job with your customer service there. I think the West Sacramento Transit Center needs to be better used as a hub to get folks from West Sacramento to Sacramento. Buses from the south should be able to get people to the Transit Center and then use shuttle to go down J St down to 15th and then back on L St on a frequent basis makes a lot of sense. Most of the buses leaving the Transit Center are clustered, are following each other and if spaced out would be easier to commute.
- I'd like to see a regular non-stop bus from West Sac to UC Davis M-F between 7 am and 7 pm.
- It would be great to have an express bus from Southport into old WS and into North Area.
- One-time performance is important. Sometimes I notice a bus will be early, and I end up missing it, but the next bus will be running behind, so I'm having to wait 30+ minutes for the bus.
- I live and work in West Sacramento (only 2.5 miles commute). However, it takes TWO buses to get to my office, with a long wait time in between. Ridiculous! It takes 35 mins or more (including walks) on the bus and only 10 mins to drive.
- Right now, it seems that Yolobus is trying to weave around neighborhoods to pick people up and passenger wait time is far too long. People need express routes and can use Uber/Lyft, walk or bike to express transit stops. People don't want to ride a bus that takes an hour to get where they need to go. Nobody has time to waste riding around a big empty bus and stopping at bus stops with nobody there. Faster, fewer stops, more frequent service (20-minute headways) on major road networks connecting with other transit and urban centers.
- I live near Village Parkway and Stonegate. I go downtown a lot. There is a bus at Northbeach and Gateway that goes downtown, but it's quite a walk. Maybe when more homes are built here on Village parkway – we'll get a few bus stops here. I look forward to riding the bus more often.
- I work in Natomas and I have worked Downtown. Yolobus needs to service these areas more so that the residents have options. Both of these places border Yolo County and

many residents are employed there. I know you can ride over to Sacramento and buy a RT pass but when you are so close it makes more sense for Yolo Bus to take on this area to increase riders. Many of these are state jobs and reimburse employees 75% up to $65.00 a month. It would be a nice option for me and my staff that live in West Sacramento but work in these areas outside if West Sacramento. Thank you!

- I used to take the 35 bus in West Sacramento. The route was temporarily changed due to roadwork on Village Parkway. Once the roadwork was completed the bus route never returned. It is now too inconvenient for me to get to the bus route.
- Yolobus needs to think about how to integrate better with bikeshare/scooters. Don't compete with them. Figure out how to make them work well together.
- Bus stops in high traffic areas are unsafe and unsanitary.
- It really comes down to frequency and quality of buses that will encourage me to take the bus more often. Ideally I would like to take the bus from home to work but currently it takes 2 times longer and is almost just as expensive to take the bus as my fuel saving car. Live bus tracking is also a great tool that encouraged me to take the bus in Davis and Santa Barbara.
- When I did take the bus, the issues I had were that they didn't come early enough, and the wait times were way to long. I could get to the stop early and the bus would come 10-15 mins late and then I would be late to work.
- Yolobus provides a valuable service but it needs to change with the times. This survey is a hopeful sign that you are trying to do that. In my view, services like Via in West Sacramento, as well as Uber, Lyft, and shared bikes/scooters have obviated some of Yolobus' traditional role of moving people around within communities. A bigger and more important issue is moving people between cities. For example, low-income West Sacramento residents need an easier way to get to Woodland for services; commuters who can't afford to live in Davis need an easier way to get from (say) West Sac to Davis; West Sacramento residents need better connections to Downtown; and we all need to get to the airport more conveniently and without having to circulate through the entire region on the way. Also, I used to ride Yolobus every day when I lived in Davis. I can recall how gross and scary the Route 42 bus was. This was partly due to the clientele, which I understand is out of your control, but also the rolling stock was decrepit, and the drivers were surly. I have been more comfortable on BART, the DC Metro, and even the New York subway. The Express buses to Davis were helpful, but even those had so many stops that it took forever.
- Generally speaking, I would like to see Yolobus re-orient itself to focus on connecting cities and focus intra-city routes on areas that will generate sufficient ridership to be meaningful. For years I have seen empty buses circulating around West Sacramento and wondered how much that must be costing. There has to be a better way, and I applaud you for taking the time to ask the public for their opinions as part of your effort to find it.
- We need to get people out of their cars for traffic, parking, and greenhouse gas emission reductions. To do this public transit should be fully subsidized. Also, making it clear to first time riders through yolo bus advertisements that while you're riding the bus you can relax, read, listen to music/podcasts/audio books, and watch the world go by while your driver gets you where you need to go safely and on time, may encourage new ridership.
- The more routes, the more people the more the frequency, the more the ridership, the more the ridership, the more revenue.

- Less stops on the Express routes.
- The 39 bus zigzags through neighborhoods in West Sacramento. Took 30-45 minutes to get to work. I can drive it in about half the time.
- Better bike racks would also encourage me to ride. I switched from commuting between Davis and Sac on Yolobus to Amtrak because the train is more reliable and provides better bike racks. I do not want to put my bike in a luggage container beneath a bus.
- It takes too long to get from 1300 I street in Sacramento to Anderson and Hanover in Davis. I can't get from work to temple in the evening on an express bus.
- I would like express service from Davis to the Sacramento Airport.
- I live in the Southport area of West Sacramento. There are so many commuters driving on Jefferson Boulevard to get to downtown Sacramento. It is such an obvious candidate for high-frequency commuter service. I would love not to have to drive to work every day.
- Just need faster service.
- I live in Winters and am a parent to a 12-year-old and a 15-year-old. Teens in Winters often complain of not having access to jobs and fun things to do in our small town. Many would like more frequent and easily accessible transportation to places like Davis and Woodland where there are movie theaters, shopping centers, parks, etc. Yolobus is a trustworthy mode of transportation, but the timing and availability of the routes that come through Winters are not ideal.
- I think Yolo should really work better on-time performance. The 39 is routinely late.
- Taking the bus from West Sacramento into Sacramento is laborious. It takes too long. I would ride if I could get somewhere in less than an hour.
- I'm very happy that you are working on this! I think it is incredibly important to have a more effective public transit system so that more people will use it.
- I choose to take transit to not have to deal with the logistics of car travel (driving, gas, parking) mainly to destinations that this would be a real hassle. I prefer express routes especially given how spread out Yolo County is and the service that Yolobus provides.
- Similar to many Davis residents, I work in Sacramento. To take the bus to my work, I have a 2 to 2.5-hour commute, depending on how the transfers go. It's just not practical. I realize that this is really because the Sacramento bus service from downtown to my work area is infrequent and slow - not Yolobus' problem. That said, faster service to the Arden Arcade area (preferably somewhere near Morse or Fulton and Arden or Alta Arden, would allow me to commute by bus.
- If Yolobus and Unitrans could work something out to cover some of the Unitrans gaps it would help a lot. Usually it all works great between the two (except if I want to get to the Bay Area), but on Unitrans breaks it's not enough.
- No more buses. Spend money on Via or more common-sense options.
- There are not enough commuter/express services from the West Sacramento neighborhoods to downtown Sacramento locations. Please add more routes along Lake Washington Blvd. so people can walk from their residence in West Sacramento to the bus stop for a commuter bus to the downtown Sacramento locations like near Sheraton hotel or near memorial auditorium.
- Bus service does not run frequently enough for us to be able to utilize it.
- A hybrid of the two proposed options is really a better idea than trying to go with one or the other. Most will understand that a low frequency routing is best for both city to city as well as commuter. However, in towns and cities with additional routes higher frequency

is needed to help better serve the public. So, a 30-minute doctor's visit doesn't take two hours to get to because you have to wait nearly an hour for a connecting bus. Or skip certain purchases at the grocers because even with an ice chest or keep cool bag you run the risk of food spoiling because the buses only run once an hour.

- Not sure if it's a viable option but using short buses that still have ADA accommodations during off peak hours and having 2 or more per line during certain times of day might make a difference.
- Used to live in the outer suburbs of Boston, could hop a bus, catch a couple of transfers and be at the wharves in roughly 30 to 40 minutes during peak traffic.
- I don't ride Yolo bus. I tried years ago to use to get to work but even though my stop is only 2.5 miles from my office I would have to get on bus one hr. before my start time and spend another hour on return. My 20 min round trip commute turned in to 2 hr. commute.
- Website and real-time information are still really important. The webpage is really, really, really bad.
- I wish there was better transportation between Davis and Woodland without having to go through the MU at UC Davis. Direct bus from Davis to Woodland Community College and Costco just makes sense -- but right now transit center in Woodland at dead mall is involved and buses have to be changed. Not ideal in terms of time, comfort (weather), and safety.
- Personally, I think Yolobus is great, but could get me to Sacramento faster, and go further in Sacramento. I often don't take the bus because the walk to my destination is too far. It seems that if one isn't going to the capitol or near there, he/she/they is out of luck.
- I wasn't able to put a pin on the map, but I'd like a route that goes from Davis to Spring Lake and Costco, and back. I wish there was more space on the bus for bikes. Sometimes I don't take the bus because I need to be able to bring my bike to get from the bus stop to my destination, but I can't be sure there will be space for my bike.
- Routes between Davis and Woodland are timed for commuters; that is from Woodland to Davis in the morning and from Davis to Woodland in the evening. This makes doing business in Woodland for Davis residents difficult. For example, serving on a jury at the Woodland Court house for a Davis resident means getting to the Court house at the crack of dawn, before the building opens, in order to be on time. Afternoon jury appointments aren't much easier. Also, even where there are bus "shelters", they offer little shelter from rain and wind. The seats are intentionally uncomfortable if you have an hour wait, and many "shelters" face streets with earsplitting traffic and splashed rainwater. Also, Yolo Bus doesn't make particularly good connection with Sacramento Transit buses & trains.
- Please run buses more often. Free WiFi on buses. Dedicated bus lane for faster service will incentivize more ridership. Subsidized fares along with the above suggestions will make people seriously consider getting out of their cars and onto Yolobus.
- I really think Yolobus has potential, the community needs to invest more in public transportation for all!
- I have ridden Yolo Bus for 10 years I use to be satisfied with the service I can no longer say that the buses tend to run late and they are very dirty. Your service is very inconsistent regarding being on time and I have seen many former riders now driving to work. I am considering driving myself. I am tired of being late in the morning and after a

long day at work waiting 30 to 45 minutes for a bus to come. I have adjusted my work schedule, but I am still late and have a long wait at night. I would provide my name and email, but I have complained about the above many time and have never had the courtesy of a return email or phone call even though I was told I would receive one.

- Extend the 220 from the Memorial Union to the Davis Amtrak Station so that Winters have a connection to Amtrak at Davis. Provide Sunday Service on the 220. Extend the 215 from the County Fair Mall in Woodland to the Amtrak Station in Davis so that people can use Amtrak and Yolobus to visit Cache Creek Casino. Make it an Amtrak Thruway route in the same way that Santa Cruz Metro's Highway 17 Express bus is.
- Some older buses are very uncomfortable.
- I live in Davis and would love to take the bus to Sacramento for shopping and for Sutter Hospital. Friends and family need transportation to UCD Hospital, Woodland Health in Davis, and Woodland Hospital for appointments as well as visiting patients. I would also like to take the bus from Davis to the Nut Tree Stores and other shopping in Vacaville. It would be great to have a bus connection from Davis to a Bart station for an affordable way to travel to San Francisco.
- Coordination with the ZipPass app used by SacRT would be nice so that I can continue to avoid using cash.
- Please work on customized outreach, for instance, reaching out to schools/parents at schools to find a way to better serve inter-city needs. Schedule is vitally important for students.
- Service needs to be expanded significantly but not with big buses that will be mostly empty. More neighborhood shuttles and on-demand service. Think outside the box. Traditional bus service has failed and is not sustainable. No one will stand at a bus stop in 100-degree weather and wait an hour for a bus when they can get an Uber in ten minutes or less.
- I need to go from Natomas (any bus stop would be ok) and then to Research Park Drive in Davis. I currently have zero alternatives for this commute.
- Thank you!
- Train bus drivers and occasionally investigate their performance on bus stops in less affluent neighborhoods relative to actually stopping to pick up passengers. Create a different fair for students versus workers. Make routes dependable -- which goes to the driver performance as well. Better on-time performance as well
- I rode Yolobus for 7+ years. Service was so unreliable that my employer commented on it and so I looked for other options. Then Yolobus fares went up for Express buses and ultimately my commute costs didn't increase much after buying an economy car and parking. Plus, I saved an hour a day in commute time.
- The Yolo bus website needs an update, but more than that, we need more frequent express buses between Sacramento and Davis.
- I live in Davis and recently retired from UCD. I have some issues with walking distances, so I often drive. I use the Unitrans to go to campus occasionally. But I would be open to using Yolobus to get to places besides UCD- which is the focus of Unitrans. Like Target, Costco, or Woodland Healthcare or Downtown Davis to avoid parking just to meet friends for food or a movie. That's really not an option now. I grew up in the Boston area and used public transportation as a teen and adult for recreation, shopping, exploring,

cultural events, etc. Here that is just not possible since the buses don't go where I need them to go.

- I would use the bus more frequently between Davis and the airport if the route weren't so indirect. I would also use the bus between Davis and Downtown Commons before and after events if the buses came more frequently. But again, the most important factor for me, as a regular commuter, is better on-time performance.
- This survey is great! I love the framing of coverage v. frequency. Great job Yolobus. But please consider a micro transit shuttle.
- I am not sure you should accept any of my comments: I have a car and rarely use the bus. And to be honest, as long as I have a car, I likely won't use public transit. Having said that, there were many years when I did not have a car. I feel very fortunate to live in Yolo County where there is great service! I have taken the bus to Winters, Dixon, Vacaville, Cache Creek. It really is amazing to me how much service we get! When I have ridden the bus (and, as I said, for several years, it was a daily experience) I understood I'd have to wait, that I would have to walk to destinations, that I'd have to make transfers. None were difficult for me to accommodate. (Oh, I do like the real time idea. Would be cool if at the bus stops this was something a rider could see! A ticker notice. Totally unreasonable, I am sure. I am not too tech savvy, but I do think this is something one can get on their phone.
- I live in West Sac Southport and work at Highway 50 and Watt. When I tried taking Yolobus line 39 then light rail to work, I had to assume a one-way commute time of 1.5 hours to account for waiting for the bus, taking Line 39 from the south side of Southport, walking and waiting for light rail, then walking to work from the light rail station. If there was a way to speed up the route and drop off closer to light rail in downtown Sac, I would consider taking public transportation again.
- Would be willing to take Yolobus to Sacramento daily for work, but bus travel time, plus walking to/from my destination, is substantially longer than driving myself. Perhaps partner with a bikeshare/scooter company to make it easier to reach a bus stop.
- Connecting Yolobus with UC Davis intercity transit bus stops (Mondavi) would be helpful for those going to UCDMC or UC Berkeley.
- I need weekly transportation between Davis and Rumsey. Not the Casino, but Rumsey. Once or twice a week.
- In Davis the preference for public transport seems to be for those who need commuter transport to Sacramento and the student population. That still leaves a large segment of the population in Yolo outside the bus system, so we continue to drive. One only needs to look at I-80 to see the gridlock. I don’t know enough about where Yolobus goes but I would be more than willing to take it if it was a practical alternative to driving everywhere here. For example, travel to and from the airport would be great, to and from Sacramento, to and from the Davis train station-these are at least some basic routes that most people would use if it is reliable, frequent and efficient, e.g. charge more for service to the airport that has limited stops along the way.
- A frequent express bus to and from the park and ride lot in Davis to downtown Sacramento. I would prefer the bus, but I drive because the “express” bus takes so long, and leaves Sacramento so late in the afternoon.
- I could put the pins in the map. Don't have a right click on my computer as the instruction advise to use. Airport and downtown Sacramento are my main destinations in using Yolobus.

- There are often people with mental issues or alcohol/substance abuse on your buses. Several times these people insult other riders or say things which make it feel unsafe. Drivers do nothing. Need to address this if you want to grow ridership.
- It would be great to get rid of the "monthly" pass and just charge the lowest price for every boarding. As it is right now, if I go to work fewer than 19 days in a month, I've overpaid for my pass! That's easy to do since there's only 21 workdays in a month plus holidays, sick time, vacation, and the times when I miss the bus, or my work schedule requires me to stay late.
- Surprised there were no questions related to older adults or persons with disabilities that may need and use your services.
- I was trying to find out about taking the bus from Davis to the Sacramento airport. I could not figure out how to buy a ticket. This needs to be made clearer and people need to be able to do it online, or on the bus easily.
- Service routes/times are so disconnected here, I don't know anyone who rides the bus and when I do see a bus, it is usually empty. Via is a great way to get around and I know lots of people who love this service. I would rather my tax dollars go toward subsidizing Via, than waste it on empty buses. Might be time to focus on routes to and from the transit center in West Sacramento, to other cities in the region.
- I used to use Yolobus system daily between 2001 and 2003. I didn't have a car back then. Having a car made travel by bus inconvenient. I'd like to be able to take a Yolobus from Davis to the airport without it having to be a 1-2-hour ride. I'd take it to go to Sacramento as an express bus on weekends (to Old Sacramento) and I'd rather not have to go through West Sacramento to get there. I primarily bike in Davis.
- Need to better sync with other transit schedules, Amtrak, Unitrans, hourly connection to SMF and downtown Sacramento.
- I hope Jarrett Walker can come in and help with much of the work. He did wonders on Houston's and Sacramento's bus systems.
- I like the buses, but they're too few and far between and don't go the places I need - namely to my home outside of Davis and back for work.
- I don't think it's possible to do what is necessary given the current budget. There would need to be a significant influx of funding to provide a level of service that is attractive enough to get riders to pick Yolobus as a choice. Right now, many people don't even consider it as an option with the possible exception of going to the airport, but even the airport service is only useful to those with a lot of time available. There are people who are willing to try Yolobus, but those that do get discouraged quickly, given the quality of the service.
- Wish the 230-route had better consistency, especially for the PM commute. The past few weeks, often one 230 bus is either late or is traveling in tandem with another 230 bus. Also, perhaps GPS would help new drivers from getting lost, taking the wrong exits or missing riders. On 10/21, the 230, 7:09 am bus did not pick up passengers at the Arlington/Alameda stop. Instead we saw the bus drive onto the freeway. It wasn't helpful that the next 230 bus, scheduled for 7:19 am was late by almost 15 minutes.
- I appreciate the bus system, I wish there was more frequent and faster service to and from Davis, that had less stops in Sacramento. It would be cool if passengers could be picked up/dropped off in a central downtown hub area rather than being so scattered across Sacramento and stopping every quarter mile. This adds on a lot of time. Also, a

designated bus lane would make a big difference! Oh, so many hopes and dreams. Thanks for all your efforts, Yolobus!

- My drivers have told me that they could have better on time performance if you would switch the bus at 4:35 start time with the bus that starts at 4:45. Reason being the second bus comes from the yard and the first bus comes from a West Sacramento route. I know many riders who have gone back to driving because they are so late almost every day. Also, the 45 in the morning that picks up at the hospital at 7:05 is late most of the time as well. Hence many riders no longer take the bus. I would leave my name and email, but I never receive a response back when I have emailed in the past. Also, if I call and make a complaint, I am told someone will contact me, but it never happens. I have used your service for 11 years and it has steadily gone downhill. I may after all these years make a change. Being late every day is really getting very frustrating!
- The buses are often dirty. It would make more sense to me if the seats on the buses were plastic rather than fabric, so that they were easier to clean.
- It would help if Yolobus tracked its own performance. When we report that the first PM bus never showed up, it is like Yolobus had no idea and was not tracking.

APPENDIX F Virtual Community Workshop Comments 2021

Where do you live?

Responses in the "Other" category:

- Elk Grove
- Esparto
- Folsom
- Marysville
- Nicolaus
- North Highlands
- Rancho Cordova
- Roseville/work in Davis
- Sacramento (5 responses)

How do you see yourself taking Yolobus post-COVID-19?

Responses in the "Other" category:

- I am working remotely and not using Yolobus
- I'd like to take it more but that depends on Yolobus
- It depends on how long remote work remains possible - if we need to be physically on-site, I'll be using the same as before - if remote work is possible, I'll be using transit on the days I get to and from work.
- It depends. If I could get out to rural areas (like Esparto) more easily, I might use it more. But, otherwise about the same
- Did not use yolo bus for transportation
- Depends on bus frequency & passenger density
- I didn't realize Yolobus went to the airport, so I may start using it for that purpose
- More if our personal cars break down.
- I do not take Yolo Bus
- Do not use
- I have not, in the past, used Yolobus
- About the same, but commute is longer due to 39 cancellation.
- Have not used for years
- Never unless the bus line extends west of Winters on 128
- Past routes did not meet need for my travel so did not use. If changes were made that met needs, I might consider using.
- Don't use the service myself, but community member use.
- Depends on whether route changes are made

Please tell us what you would change about Yolobus' updated priorities, and why.

- I would consider replacements, merging, or maybe lessening frequency for any routes being completely discontinued, so that there are options for those that need it.
- It's the second time that the bus doesn't even stop at the bust stop, so it's impossible for me to plan anything because I have to guess which driver is going to stop at the point or not.

- I'm an essential worker at target, and the lack of service in Davis after 10pm on Friday Saturday and Sunday night is frustrating as I get off work at 10pm often
- Do NOT eliminate commuter service to South Davis (Route 44)
- I think this is a smart plan--puts priority where it needs to be.
- I would change the proposed changes for west Sacramento.
- Increase frequency between Davis and downtown Sacramento during peak hours
- Retain 43R between Downtown and UC Davis
- More On demand service options from Knights Landing to other cities.
- Move the County Fair Mall hub to a more accessible location. It is a very long distance to access by foot, and extremely dangerous to access via bicycle.
- nothing
- We need more connections in Springlake with quicker routes to the airport and Amtrak please.
- I would prioritize low-income neighborhoods that rely on bus. Many of these will also be essential workers. Other essential workers (i.e., doctors/nurses) will be able to afford to drive.
- Do not move 42A/B to 5th Street, keep the route on Covell Blvd.
- I think if you did direct buses from Davis to the Sac airport with more frequent service you could really increase business. I'd be willing to pay $8 - $10 each way for that service.
- I may not ride as much because of teleworking
- More stops in Southport neighborhoods
- Should be a higher priority for Seniors who use the bus. The UCD bus system is a good example no fares for those over 65.
- I could not see a bus stop service the homeless shelter at 102/Beamer
- I'm perfectly ok with routes and schedules except try 7am schedule with 211 and 212 I've been riding Yolobus since 1983
- I think routes need to be rerouted. More stops in the Broderick / Bryte neighborhood of West Sacramento.
- I wouldn't change anything that works great for as
- Increase microtransit for medical appointments, especially reoccurring ones like dialysis.
- include to provide service to the Sac Int'l Airport
- When COVID is over evaluate if return more commuter bus service Davis-Downtown Sac
- There could be some increase in commitment (both ethical and/or financial) made towards greater electrification (more efforts like UCD Causeway Commuter service).
- I don't have enough information about the Woodland / West Sacramento changes but based on ridership statistics would hope these changes allow effort to be put into increasing what remaining service there is - and allowing for on-demand service to get to more fixed long-distance routes. I also would like to see the 43reverse option continue – at least in the morning (and ideally in the PM also even if it departs slightly later from Davis - like 5:20.
- Consider separate north/central Davis express route to sac or considering planning for official park and ride space to easily connect to those routes
- Keep commuter routes; discontinuation has had a negative impact. Have drivers enforce mask policy. Have been on multiple routes where place bets have taken mask of during duration of travel and no driver has said anything

- The one thing I would change, above anything else, if it came down to one thing, would be 30-minute frequency on Routes 42A/42B from the start of the service day to the end of the service day, based upon the schedule that was in effect in January and February of 2020.
- Getting to downtown Sac now requires a bus change. More efficient service is likely to increase ridership, not less efficient. Maybe when the new I street bridge is built we revisit?
- There doesn't appear to be service to Southport under the new proposal.
- Prioritizing essential workers is good in the short-term but should not be the #1 priority after that. Commuters should have as high of a priority as low-income riders.
- I wish we could have some routes to the rural parts of Woodland: the county roads, especially Yolobus Special.
- Extended options from the airport to downtown Sacramento after 9:00pm
- I live in Davis and work in West Sac. I would love it to be able to take the bus to work if was timely enough.
- Replace 42 A/B with BRT, full battery-electrification of all transit services
- 60-minute route is ridiculous (I live off Bevan), it would be nice to have a 45-minute option, or another bus come out, also when I took it before covid, the gentlemen would stop at the gas station every night to take a piss which would add another 5-10 minutes when I just wanted to go home
- While I'm glad for increased frequency of routes 42A and B, I would urge that their routes be fixed so that they make fewer stops in each city. It takes way too long to get from West Sac to downtown Davis and vice versa because the buses wind around suburban locations.
- Add the 41 or 42 back into the routes
- I am not sure how essential workers are defined so I can't fully agree
- I would make it mandatory for people to wear mask at all times and have a box of gloves so when they walk in, they get some put them on during the entire time on bus then when get off take them off also limit the amount of people in in the bus and
- I agree with combining routes 35 and 39 because it would increase ridership and allow west Sacramento residents another reliable way to get home. I would introduce an all-day express route either from woodland to west sac or Davis to west sac. This would decrease the number of transfers and increase reliability of service. I think you should consider keeping a route or introducing a route that connects riders from yolo county to solano county like Dixon or Vacaville. It could start in west sac.
- You have too infrequent routes to downtown
- Weekend hours, including Esparto, CA 95627
- delivering students to high school should be a high priority
- add: Reduce reliance on single-occupancy vehicles
- Change the time of the 1st Yolo Express bus by 30 minutes later.
- Need more information on the on-demand Woodland program. Would buses follow old routes, meet us at our door? How long call ahead time?
- Yolobus' mission to serve low-income people and essential workers is an important and honorable one. However, by broadening this mission to emphasize the general need for reliable, convenient transit access to Yolo County communities, neighborhoods, and

businesses, YCTD can better connect people of vulnerable demographics – as well as all other residents of and visitors to the county – to the places we need to go.

- The 215 needs to keep schedules the same
- South Davis needs some Yolobus service
- I would like the bus to resume back to 506 am service during the weekdays so I can work at 8 am in the Arden area. After COVID-19 I work at 9 am and am losing 20 hours a month which hurts.
- More service to CalSTRS and DGS buildings
- I would change the drivers. Staff is very disrespectful. “They serve the low income” look at the statistics, most low income who use the busses are Hispanics, Asians, and Indians. Hire respectful and bilingual staff. Second, the best locations for bus stops are at hospitals, universities, K-12 schools, and major shopping plazas, do not change those, rather find better routes to arrive fast. I would also change the hours to departure from each hour to every 30 minutes. As a student and employee, is very inconvenient to wait 60 or sometimes more for the next bus from UCD to Woodland. Again, hire friendly staff. Testimony: when I was in high school, I did not have my school ID, the bus driver did not allow me to use the bus. Second, one time I had my coffee cup with a lid I was not allowed to ride enter the bus with my drink. Also, I saw when a bus driver yelled at a costumer when she was eating her snack (a banana) please note, that as students and workers, the only time we are able to eat is while we commute. Please allow us to eat snacks.
- I would use the bus to commute to my job in Davis if it didn't take so much time. Understanding that frequent stops are necessary, it still seems like it shouldn't take two hours to get to Davis, which is the amount of time I estimated the last time I checked.
- These seem like a good set of priorities. Although you should be thinking about how to reduce overall vehicle miles traveled and emissions in the area.
- Will really miss the 243, which feels much safer to ride and has more convenient stops for UCD employees. I am often carrying a lot of materials with me as well. This will add an extra 20 minutes on foot to the mall.
- I care most about getting to and from Airport and Sacramento.
- First, Yolobus is failing due to lack of continuity and communication in the community. 15 years ago, the same driver was on the same route polite with chit chat. Nowadays, you'll be lucky to see the same driver on the same route and even luckier still if the driver utters a word to you. Secondly, there is a huge lack of concern for safety, and even more so, lack of concern for the health of your ridership. Have you seen a Yolobus lately? It looks like maybe once a week the drivers do a rush job of sweeping or moving dirt around from one place to another. It's more than obvious that the seats and windows aren't disinfected often at all, and you can clearly see from the swipe marks on the floor, the mopping they do is hardly an improvement. It should take all of twenty minutes to clean the inside of a bus properly, and I'd be willing to come down there and show you that. There should be 1-2 employees for just this task, and if there is already, it's time to find persons that are more motivated to keep the busses clean. Yolobus as a company is only as clean as their actual busses, and that thought is, frankly, pretty terrifying. It leads one to wonder what other types of cleanliness are being neglected, metaphorically speaking. If employees don't care enough, or have better things to do, that would suggest the same of management. What is the director even doing, if not tending to the needs of Yolobus and its ridership?

- You should provide service to the Amazon fulfillment facility in West Sac. Very large employer with good jobs for people who need them and don't have a car. It's not much farther than the airport.
- Are you running to the new shelter in Woodland?
- Need regular scheduled service to new homeless shelter in Woodland
- Keep all buses off Golden Gate in Bridgeway Island
- A route to the new homeless shelter on Kentucky and Beamer
- Cutting routes and service areas in West Sacramento will only disenfranchise the rider base further. I would have doubled up the 40, 41, 35, in addition to adding routes to increase service. It should not take nearly 2 hours to travel 5 miles or less in a small city, and by cutting lines you are making travel time longer. That and service only once per hour has always hurt your reliability.
- I think bus service needs to serve ALL neighborhoods with sufficient speed and frequency to make bus a viable alternative to driving. I would love to take the bus from my west central Davis home to my work in Sacramento, but even pre-COVID-19, the service was unreliable and slow. There was not enough express service to my neighborhood. If it is reduced further, bus will be an even less feasible option for me.
- Bus service should increase routes frequency because hourly routes really can affect a rider making their connections
- Bus service from many points in Davis to and from the UC Davis Medical Center in Sacramento
- I would not change anything until better ways to save time for the community an
- Buses should come more often
- nothing
- Decrease number of stops, increase frequency of commuter buses and expand number of express buses in morning and evening, chiefly later in commuting hours (after 8am and after 6pm).
- I consistently use 42 to go to the airport; re-alignment to 5th Street will make me walk a long way with luggage vs. the current stop at J & Covell.
- Express routes between Davis and Sac are crowded. If you eliminate routes more times should be added to compensate.
- I would increase not decrease transportation options. Especially for Davis and Woodland.
- Keep the linden loop in route 39
- Would like to see thought given to seniors and those that simply want to reduce volume of traffic on the congested thoroughfares!
- Nothing
- Support seniors more
- Better airport service from Davis
- You are excluding those that may rely on bus just because they may not live-in low-income area.
- Keep up the good customer service!!
- I wish there was money to increase the fleet and run buses on all routes more often.
- I am excited about increased frequency of the 43! I think that will both be more convenient and keep us all safer (since buses won't be as crowded). I also wish there were more Davis routes that skipped El Macero (and perhaps other routes just for folks in El Macero). Even when I get on an express, I feel like it doesn't save me any time because you just

skip west sac, which we have to drive through anyway. El Macero is the thing that takes forever.

- Better connections for West Sacramento residents to RT 42. Currently in order for me to travel to woodland I have to go into downtown sac then wait during the layover then change routes and then travel back to woodland. We should change the layover location of the 42's that way it's easier for riders to travel.
- I used to commute to West Sacramento to work from Rancho Cordova using Route 241, now instead of increasing connectivity for thousands of workers in West Sacramento, you're ensuring we must drive, marooning workers south of Hwy 50, Industrial, west of Harbor Blvd, along Enterprise, Seaport, Parkway, Channel.
- I think the 42A/B should still stretch a few more streets over in downtown, back to 15th of possible. Otherwise, it will be a long walk for some people to get to the stop from their workplace
- Routes 240 and 241 were not mentioned. Why do you have two buses who SHOULD end up in the same spot every morning running at the same time? Also, why did the time for the 240 switch to a later time? I understand that buses are supposed to be at certain stops at certain times but I can never count on that so there are times where I'm waiting at the bus stop 10 minutes longer than the month before because the driver changed.
- Don't really see any changes that impact my community (Madison). However, an on-demand service would be good for seniors/disabled.
- Connecting to Sacramento public transit should be considered as a priority, apart from commute service since SacRT serves an enormous number of destinations (medical, housing, shopping, recreation, etc.). The obstacle of reaching Sacramento from Woodland, Davis, Winters, etc.
- There are people who are not low-income, but don't have cars. Those people (myself included) need the bus for medical and shopping trips.
- I Really think that even in Woodland an effort should be made to move people out of their cars and into public transportation.
- I would retain route 44 and 42 A/B service to south Davis
- Too narrow a set, though I like how noble they are
- For the 39 commuter route, should keep current stops along Southport Parkway, otherwise too far to walk to proposed stops.
- Add more bus routes and more frequently to woodland and west Sacramento because people who are taking the bus, don't want an overcrowded bus as well it happens people who are low income get places, if money is a problem ask for more funding from congress, we should not be removing transit from low-income customers, the 211 and 212 can stay but with every 30 mins and bring 2 new routes with 30 min frequency
- The buses are not getting into the areas where the seniors are so they can ride
- Access to the bus routes is an issue. If the stop is too far away, then people will not ride the bus.

If you could make changes to these recommendations, what would they be and why?

- Be punctual
- Keep commuter service to South Davis (Route 44)

- I like the idea of reducing commute routes. Is the proposed alternate alignment for 42A and 42B to shorten the time the route takes in Davis? Or not to duplicate the service of 43? If so, it is probably a good idea.
- Allow for 42AB buses to stop at 15th & L streets in Sacramento for flexibility/ and different options
- Extended hours in woodland
- 6-8AM: increase frequency between downtown and Davis
- 4-6PM: increase frequency between Davis and downtown
- Retain 43R between Downtown and UC Davis
- Faster commute downtown from West Sacramento
- A commuter from Sac/West Sac to Woodland would be very helpful during commute hours, as the 42 buses are very long.
- After the pandemic, increase service levels for Davis commute.
- In terms of discontinuing some commuter express routes to Davis, while I agree this makes sense during the pandemic, I hope there will be a reassessment in the future. Previously, the commuter express routes (thinking primarily of the 43 and 44) were often quite busy, and I don't know if the 43 alone will always be sufficient. Plus, South Davis is currently not served by a commuter route, as the 44 is gone. I live in South Davis and currently have to drive to reach a stop served by the 43.
- Southport neighborhoods
- Winters seems to be left out of transit planning with the exception of introducing on demand service which is essentially cutting services for Winters. Winters should be included in the Intercity Loop proposed.
- 102/Beamer Homeless shelter
- Many seniors in Davis have to go to Sacramento for medical appointments at UCD Hospital or Sutter Health. Also, to Sutter Davis, UC Davis Clinics (W. Covell) and Dignity in Davis and Woodland. Public transportation should be available to these medical sites. It is treacherous for seniors to drive to Sacramento!
- I think routes need to be rerouted. More stops in Broderick / Bryte neighborhood.
- I think you are on the right track with increasing frequency of 42A & 42B service. This line provides a key link to transportation networks outside the Yolobus system (e.g., Unitrans in Davis, SMF airport, and Sacramento light rail). This arrangement enables a wide choice of travel options for individuals who choose to forgo or do not have access to personal transportation. Personally, pre-pandemic, I enjoyed being able to fly from SMF without leaving a car at the airport; however, I did often find that my flights were too early or late in the day to use Yolobus services.
- I would like to be able to take a bus between Woodland and the Amtrak station in Davis
- Greater online and infrastructural support and transparency for on-demand and general bus movement capacity (e.g., better real-time tracking, more at-stop online/electronic notifications like prototyped outside main Yolobus headquarters in Woodland, etc.).
- While this focus is on continuing the 43-express service, I wondered about the 43 reverse (Sacramento to Davis in am and then reverse in the PM - I wonder if that's going to continue - if it stops but the 42 runs more frequently that may be worth it - especially if it can be caught in Sacramento close to the time that the 43R normally leaves. Having buses arrive at UCD before 8 a.m. is a priority I would say (and to leave during peak commute times - 4:30 to 6 would be another priority.

- Increase frequency of Express route 43 during peak commute hours and PLEASE space them at regular intervals. I am a regular passenger of Route 43 and there were so many days that 2 buses on this route spaced 15-20 minutes would be arriving at my stop in Downtown Sacramento at the same time. As a result, one bus would be crowded and the one right behind it would be empty. So please schedule the buses at regular intervals and make sure that the drivers follow the timetable.
- I would like to be able to get a bus from Woodland to the AMTRAK station in Davis. Is that possible?
- One thing that stands out to me is the need to restore late evening and discontinued trips that were previously eliminated on existing routes when COVID-19 went into effect back in March of 2020.
- Hard to say, but if the bus takes 2x as long as riding a bus, it's never going to attract more riders. Going 3 miles to work takes an hour, whereas bicycling is only 25 minutes.
- I wouldn't completely discontinue commuter express routes, but I would definitely reduce them.
- Maybe more hours (expanded) service for KL On demand service
- It seems Yolobus should strongly consider reevaluating the changes at every stage of reopening. I imagine UCD and many government agencies will prioritize telecommuting, and ridership may remain lower, but from what I can tell, the changes in local routes cut service completely to half the city in West Sacramento. Is on demand transit availability in West Sacramento as well to get riders to the intercity route?
- For the airport service, make the connection from the 39 to the airport routes in W. Sac. at the transit center so that the wait time in between is minimal. Make the new 39 run on evenings and weekends so that flyers could use it outside of business hours to reach the airport. I live west of Park Blvd. in West Sac. Moving route 39 out to Jefferson means I would need to cross Jefferson somewhere safely to catch the northbound 39. There are very few places to cross Jefferson, so this would only be convenient if there is a new crosswalk on Jefferson at about the latitude of 19th St., i.e., at 19th St. and Jefferson.
- Increase of inter county connectivity. Cache Creek to downtown Sacramento. Airport to downtown Sacramento early and late with increased awareness of option at airport or on demand ride.
- Focus on on-demand transit. Electrify all vehicles. Convert main lines to BRT and use on-demand transit for last-mile trips.
- I am very disappointed to see that important stops on the Southport route are being eliminated. I live in the southern neighborhood of Southport, a neighborhood that is growing as more housing is built here. These southern stops, especially Otis at Bevan, are crucial for those of us that live in this area of Southport to commute to work in downtown Sacramento. I attempted to use this route to commute a couple of years ago, because I live only steps away from one of these stops but found that the commute took way too long. Express service between areas of Southport and downtown Sacramento is badly needed, but not at the expense of these southern stops. In fact, I would say these are the neighborhoods that need this express service the most, since they live furthest from downtown. I have been working at home for a few months but am now being expected to return to the office several days a week. I would love to use an express route from Otis and Bevan to downtown (with no local stops in the northern part of West Sacramento), but apparently this service will no longer be available right when I need it most. If stops in

Southport must be eliminated to improve commute times, I would prefer that you space out the stops further but still cover the southern portion of Southport. If this proposed plan goes through, we are basically being left with no public transit options at all, and I will likely never ride Yolobus again.

- reconstruct routes 240
- 42A and B routes need to focus on getting from city to city and make far fewer stops within city.
- A deficiency that needs to be addressed is the lack of direct service between Woodland and the Davis Amtrak station (connect to Capitol Corridor). Nearest stop on routes 42A/B is about 1/2 mile from Amtrak station.
- Extend hours on commute from Davis to Sacramento (make last bus later)
- Yolobus should prioritize service in west Sacramento. West sac is the first city you'll hit in yolo county if you're driving from the Bay Area. I think a commuter route from west sac to Dixon would be cool
- Morning and afternoon service in west Sacramento focused on getting students from home to school and from school to home. High school.
- The 1st Yolo express bus 230 has very few riders. It is very early in the morning. Maybe to change the pick-up time by 30 minutes.
- Try to maintain extended hours for airport service. Our primary use of Yolo Transit is East Davis to SMF.
- Schedule buses so that they are coordinated at specific locations for transferring, such that wait time between buses is minimal.
- Service changes on Line 42 and peak-hour express lines: I primarily use Yolobus for travel between Davis and Sacramento, so I am excited about the proposed frequency increases on and optimization of Line 42. Though the 42's re-routing will result in longer first- and last-mile trips between my home and the redesigned line's nearest stop, I am supportive of the changes due to the faster, more reliable trips it will allow for, especially if the 5th street option – with less traffic congestion and better bike/pedestrian infrastructure than I-80 – is chosen. Given budget limitations, re-allocating resources currently used for peak-hour express lines seems a logical way to make this happen. Coordinating stops, schedules, and fares with the existing Capitol Corridor rail and Causeway Connection bus lines, as further discussed in Question 10, could result in even better Davis-West Sacramento-Sacramento access for the public. Microtransit: I am concerned about the proposal to replace some fixed Yolobus lines with dial-a-ride microtransit. In exurban places like Yolo County microtransit typically requires expensive taxpayer subsidies to operate, leading to major budget shortfalls as recently happened in West Sacramento. Furthermore, microtransit services are often unreliable and circuitous, rendering them only a last-resort option for the public. I suggest a more prudent alternative: improving access to Woodland, Winters, and Knights Landing by coordinating with neighboring counties' transit providers to increase fixed-route bus service on the longer, higher-demand intercity corridors those communities lie on. The Davis-Winters-Vacaville corridor has the strongest groundwork for such improvements, as integrating Line 220 and FAST's existing Blue Line can facilitate the beneficial schedule revisions and frequency increases proposed in YoloGO's 2020 Operational Analysis. Coordination with Yuba-Sutter Transit and the Colusa County Transit Agency could similarly improve service on Line 216 (SR 113 corridor) and 217 (I-5 corridor), respectively. Local network restructuring: Thanks in part to coordination between municipal and university leaders in Davis, Unitrans effectively

meets local access needs and has become one of the U.S.'s most heavily-used transit systems per capita. Similar multi-sector coordination can bolster transit's utility in Woodland and West Sacramento. The proposed network redesigns are a strong start, but continued engagement with community leaders can ensure service changes align with local initiatives – such as the planned relocation of Woodland's transit center and residential development projects along West Sacramento's West Capitol Avenue – and meet people's needs as Davis's bus lines do. Further, coordination with Unitrans will be vital to ensuring that agency's services effectively complement the streamlined Line 42.

- Keep the 215 at start time 5:55a from the mall
- Again, I think Yolobus needs to serve South Davis (I don't even live there) and thought the former 231 route was an excellent (but long route) combining many deserving service areas--maybe consider a combination route again like the 231 (but earlier than the 231 was and maybe just once in between runs of the 230) given that it looks like the 44 isn't coming back.
- Keep late night commuter
- None. It looks good for 42 A and B.
- I would not remove the earliest (4:03pm) 43PM route. It is often filled to capacity -- I may have a seat once a week. Post-covid, assuming ridership rebounds, I would also consider creating a route 10-15 min. earlier (rather than later) to alleviate congestion. The 4:13 43PM had minimal impact but was nice if 4:03 was running early (or on time, which functionally was early) and I missed it. Many riders do not take a full 1-hour lunch break and would prefer an earlier bus. Riders at the end of the line wouldn't have to kill as much time waiting for a bus. I would note that the 42 is an okay substitute in an emergency, but I would drive if it was my best option. It is more likely to be late (due to its route) and it takes more time to get to my destination. Also, there are more often issues with riders on this route.
- Frequent service during morning and afternoon commute times to the CalSTRS and DGS buildings.
- Keep one to and from Davis peak Route 43 routes.
- You either increase the service departure and arrival to each bus stop from 60 minutes to 30 minutes in order to discontinue the express routes or find better routes to arrive fast, with friendly staff.
- N/A
- These seem like a good start!
- The morning and evening Woodland-Davis-West Sac routes are so handy. Also, when the international students are in town, they overrun some of the routes and sit in disabled spots.
- Donnelly circle
- I'd like to see express service to and from Airport and Sacramento from Davis.
- I would suggest you look at the times that have the most riders. I would suggest the drivers actually communicate with their riders. You don't know if you don't ask. Maybe even a bonus for drivers that bring in customer concerns or requests.
- As above, service the shelter
- Route out to New shelter at East Beamer and Rd.102
- Need regular scheduled service to new homeless shelter in Woodland

- If Yolobus is truly committed to keeping local rider base, then in addition to (finally) adjusting with the times by introducing on demand option with smaller ADA compliant vehicles; then there would be a commitment to increasing service for communities not taking it away and restricting it further. There's a big difference between being fiscally conservative, and tight fisted to the point of killing off a service. Which is what I've been watching happen for about 30 years.
- Keep and expand express or other commuter services between Davis and Sacramento, please! This service in crucial to making transit a viable alternative for commuters, reducing the congestion on the yolo causeway, and reducing VMT.
- 42A and 42B should increase from hourly routes that way if you miss a connection you don't have to wait a whole hour for the next bus especially if that bus is running late.
- Create service for Davis residents to go to Walmart and Home Depot in Woodland, and to Ikea in West Sacramento.
- Ways to make sure neighbors get to where they need to go
- Buses need to run every 15 minutes so people with different schedules can make use of the bus
- You removed the only routes between south West Sac and downtown Sac. So, what are all the people in south West Sac supposed to do? This makes Yolobus worthless to me.
- For now, it's fine to reduce commuter routes, but over the next several months, as vaccines are distributed, I'm going to want to go from Davis to downtown Sacramento as much as before. There was a very strong commuter bus culture, and I expect it to continue after covid.
- none
- Earlier and later commuter service (42 A/B) to SMF, especially weekends and holidays.
- In Davis, I consistently use bus 42 to go to & from the airport; re-alignment to 5th Street will make me walk a long way with luggage vs. the current stop at J & Covell.
- Yolobus needs to prioritize commute hours and options
- Consider some sort of connection to the 42A/B between the Airport and Amazon distribution center. Perhaps on demand service or discounts for Uber/Lyft as first/last mile.
- More options for Davis and woodland. Public transportation here is terrible.
- Keep linden loop in route 39. There are no good park and ride locations to access this route. My car was vandalized/theft when I parked once in the state streets. You will make people drive to downtown.
- I’m a little concerned about the 39 cancellation, as I was a frequent user of this route. Will the new route have early stops as I need to get downtown early? Will it be on the standard 35 schedule where there’s an hour between...as sometimes that’s not convenient with the only bus out of Southport.
- Not sure
- Express bus/ airport service needs to be convenient to where people live. Max 7 min walk.
- A direct service between Winters and Esparto
- Several years ago, I used the bus to commute from West Sacramento to Davis. Having more frequent routes would have been useful. At peak times, bus was crowded. I don't know current usership.
- To and from Southport by the Lowe’s and Target area
- What about Knights Landing?

- I think the biggest need for me is to increase service on the 43. Would also love if different areas in Davis had different express routes (downtown separate from El Macero) but I get if that can't be as much of a priority right now.
- I think a route along CR102 connecting Woodland's Springlake neighborhoods ("Wavis") to Davis would be amazing. I know a lot of people that live in that neighborhood that commute to Davis and the 42A/B route takes too long and doesn't go enough places
- If we plan on eliminating some early express and commuter routes, then we need to add early morning and late-night trips to the 42's. This will especially help with Airport travelers and commuters who still need to be at work in the early and late hrs.
- Increase Route 241to 3-AM Trips and 4 PM Trips. Add shuttle running from West Capital at Park and Ride, down Enterprise to Channel, then return on Seaport to Enterprise to West Capital. AM/PM commute.
- Stretch the 42 A/B over to 15th street in downtown Sac
- Not sure
- Service to and from the airport needs to be frequent, reliable and available for longer hours.
- I think the times prioritized should be before 9 am, 12-1pm and after 5 pm
- Provide on demand service in unincorporated areas of Esparto and Madison.
- I would plan to use 42A/B more based on the increased frequency of service, but the new routing (using 5th St. through nearly the entire East/West passing through Davis) goes through areas that are more industrial until reaching Alhambra. Compared to the current route (via Covell) this proposed route excludes Davis community park (including the library and school), the major shopping in the area (Oak Tree Center), and most housing/neighborhoods in East Davis. Cutting out the some of the most important stops on a route in the largest city in the county, seems like the wrong way to economize, and perhaps would reduce ridership. Regarding on demand transit, I've heard concerns about the SacRT version. It seems like Yolobus could be best served investing in core services (express routes to transit hubs and connecting to essential destinations in Yolo County) - where it either has a competitive advantage (vs Uber/Lyft taxi model) or provides a service to the community that would otherwise go unfulfilled. I appreciate the effort to innovate and hope the shuttle model is successful, but it seems less useful to me. Regardless of these concerns, thank you for evaluating it closely and best of luck making whatever decision seems to balance all of the factors.
- The 42 will no longer be serving the shopping center on East Covell in Davis. A lot of people shop there, and it is a high-density neighborhood.
- I just went back and looked at your route map. I think an effort must be made to put service closer to where people live. For me to take a bus requires a walk of about 1/4 mile +, making it a somewhat unattractive alternative
- I think you have the priorities needed. I would suggest small adjustments of maybe taking the buses route around the Capitol Park (to 15th) to be able to reach more people. It was not clear if the 35 bus in west sac would still operate. It would get a little difficult to get to a bus in Southport.
- retain express route 44 and 42 A/B stops in south Davis - eliminating these options mean that I would not be able to take the bus
- Maintain the 243 and look into maintaining but restructuring the 210 and 214 routes. However, I am glad you are keeping the 216/217 routes as they are.

- Coordinating the 42A/B timetable with Amtrak Capitol Corridor arrivals during peak times such that passengers can bike with personal bikes or a reintroduced bikeshare to/from the Memorial Union stop.
- For commute route 39, keep current stop at Southport Parkway and Britton/Coyote. Keep stop at 11th and H street in Downtown Sacramento.
- In woodland add 2 routes with 30 minutes frequency and keep 211 and 212 with 30 min frequency and Yolobus taxi van similar to West Sacramento also for the on-demand bus that can be for southeast woodland behind pioneer high school, if money is a problem you can ask congress for more funding for public transportation because no transportation district should be cutting transit because public transit benefits low-income households, we should be investing and spending more on transit
- Find where the Seniors are and help them out
- Southport neighborhoods east of Jefferson Blvd need more access to transit. The 35 was never returned to Village Pkwy after construction was finished leaving many without access to transit. The revised bus stops/route was too far away.

How would you use on-demand transit if it were available to you?
Responses in the "Other" category:

- Only when fixed routes aren't available.
- For specific, occasional needs when my personal vehicle is unavailable as an option.
- Don't know
- Airport and Amtrak
- I think Winters would be better served by regular bus service that was more frequent and provided access to the airport, Woodland, Davis and West Sacramento.
- I would use the service in the same manner that it is setup between Sacramento Regional Transit District in partnership with VIA. Users of "SmaRTride" as it is referred to in Sacramento County go to an app and reserve a ride on the spot. Connect Cards are accepted as a form of payment, and as an added bonus, monthly pass holders ride the same as if they rode a light rail train or a regular bus route. There is no additional cost passed on to the rider to use the "SmaRTride" service.
- To fill in gaps in service weekends and evenings to reach the airport from my home.
- I'm currently stranded in Winters and it would give me my life back.
- To commercial centers
- I hope more work-from-home jobs become more available, so I don't have to take public transportation
- I'd like transit access to regional parks
- I live in the Senior Mobile Home Park in Esparto and would use this as a first / last mile connection
- I occasionally visit Woodland, Winters, and Knights Landing and would more regularly use Yolobus to access these communities if additional frequency and span are added to the existing fixed bus routes that serve them. However, I would only use demand-response service for these trips as an absolute last resort, due to numerous bad past experiences with shared private-sector microtransit options like Uber Pool and Lyft Line. Instead, if the proposed service changes take effect, I would likely make daytime trips during fair weather by bicycle but – unless I can travel at the select times Route 220C operates – forgo or postpone trips at night or during adverse weather if at all possible.

- I have no car so this would help me bring me to the 42A and 42B bus stop in Woodland so I can go to work in Sacramento.
- To the airport
- I would use to go to work, school, and to do essential shopping.
- West Sacramento has on-demand transit (Via), and I plan to use it when needed.
- I drive for an on-demand service. Every time you reduce service my rider count goes up.
- I would use if there was no way to get to my bus stop
- If the fixed route service available was not compatible with my needs.
- To commute to community centers, local businesses and parks!
- Replace usual normal shopping trips by auto into winters
- I would not use. I have a car available, and it makes no sense for me as I am already paying for the cost of vehicle.
- Seniors/disabled could use on-demand transit for grocery shopping and medical appointments. Hopefully with shorter wait times between drop off and pickup.
- I'm not sure if I would use it.
- Include handicap service!
- I would use it in place of walking in bad weather or if I needed to get to a mainline during non-peak hours. For example, I would use this to go home to take care of a sick child during the middle of the workday.
- You need something similar to uber like a Yolobus taxi-van, like West Sacramento has right now.

Please share any additional thoughts or comments you have related to the YoloGO recommendations.

- I don't use the existing transit system because my work site is not on any of the routes, therefore the proposed changes have no impact on me. However, the changes to work brought about by the pandemic are huge, and I'm glad the YCTD is evaluating changes to the system based on changes to ridership.
- Make app
- Residents of Davis south of I-80 may need help getting to the stops for the 42B. Would like to see the return of bike share services, and some coordination with Unitrans and Davis Community Transit during inclement weather and when bike shares are not a good option.
- The video did not define on-demand transit. I don't know how that works and I am hesitant to answer questions about it. Many of us are office workers in Sacramento and have no idea yet when/if/how our employers are going to require us to start commuting back to the office. I think you have selected very smart options to keep Yolobus afloat. I did not see any discussion about how Yolobus will reconsider the routes eliminated when ridership increases in the future.
- These proposed changes to routs 42A/B would buy me an extra hour of time every day! I was considering finding another job closer to home, but this might change my mind.
- Thank you for developing very thoughtful recommendations.
- My specific need (commute to Downtown) is not addressed.
- Two thoughts: cleaner buses and air filters would be appreciated improved safety of bus stop near W. Capitol and Gateway apartments - cars do not stop for pedestrians at crosswalk.

- Thank you for soliciting rider feedback. I appreciate Yolobus. I know this year has been a financial hardship for Yolobus with ridership down.
- thanks for doing this work and survey
- I think this is a nice start but there is a need for more funding and planning to make the transit system more valuable for rural residents and small communities like Winters.
- Please provide routes to medical facilities in Davis, Woodland and Sacramento, especially for seniors!
- I wish 214&210 would come back because 212 has to go all around town just to go to the goodwill. Some bus drivers are rude, and they don't even lower the bus to get on it if you are disabled.
- I think routes need to be rerouted. More stops in Broderick / Bryte neighborhood.
- I am highly appreciative for their service.
- I am pleased that you are continually evaluating and making adjustments to the system and services based on data and metrics. While I appreciate that there will be some disappointment in the changes, your efforts are sure to build an overall better system and increase ridership.
- I highly support the proposed increase to every 30 mins for 42a and 42b. I would urge considering and expanding that to weekends as well if ridership can support that.
- Please increase infrastructural and financial efforts to support greater electrification.
- Thank you for the opportunity to comment - I think the changes to 42 line are particularly promising since that route parallels what I normally use (43R being the route I most typically use in the morning - if I find I'm using 42 for the evening commute -having more frequent service will be positive.
- Get your drive's to actually enforce safety policies.
- Consider providing service that connects people to nature spots and parks. Transition to an all-electric fleet by 2030 or sooner.
- I would like to be able to get a bus from Woodland to the AMTRAK station in Davis. Is that possible?
- I like the streamlined proposals for Downtown Sacramento and Davis. Specific to Davis is the streamline opportunity to travel via I-80 to Mace, to Alhambra, to 5th Street/Russell Boulevard to U.C. Davis before traveling the existing route alignment from U.C. Davis to County Fair Mall in Woodland.
- The trolley is a boondoggle.
- On demand transit should be an option during peak commute hours in every city, particularly if local routes are no longer available. In West Sacramento, we have Via. Is the plan for Yolobus to partner with Via where you could “transfer” to the intercity route?
- It looks like you have done a lot of good thinking on this. Please don't forget that commuters and airport riders are in a rush and have little ability to wait for connections or to spend extra time getting to stops. Travel time by bus is much more precious than it would be for someone who is not working. (Don't make too many choices just to serve the unemployed.) This is, I would think, a matter of Yolobus' own interest too, as these market segments could potentially grow more.
- I love the on-demand option.
- More frequent smaller buses than big buses with longer wait times.
- Your team has made some excellent recommendations!

- More concrete details about on-demand transit is needed. What is the actual wait time, based on how it works in actual practice? What are the hours of service? How far will it take me, or what destinations does it serve? How do these features compare to Uber/Lyft? More in-depth information like this needs to be provided to for users completing this survey.
- I really hope you are getting adequate input from people who live in Esparto, Knight's Landing and from low-income and/or limited literacy audiences
- Families and individuals need to be connected to nearby nature during COVID as a way to combat isolation and depression. Please look at on-demand options for local park access i.e.to Cache Creek Nature Preserve in Woodland, Capay Valley trailheads, Putah Creek Nature Reserve Grasslands Regional park. This is an important need that seems to be overlooked in your planning. UC Davis is opening Stebbins Cold Canyon Feb. 14 – please connect with them and make public transit available so that everyone has access to these places that are critical to well-being. Also - I'd like to know what the status is of electrification of your buses and shuttles - and new purchases needs to comply with the County's goal to be carbon neutral by 2030. Please prepare a plan to by 100% electric by 2030 with clear annual metrics. We will need your participation in the Yolo Climate Emergency Mobilization being spearheaded by Yolo County. Perhaps you can spearhead a transit working group? This effort is starting up in March. Thank you.
- Update the paper copy of Yolobus Special Paratransit info. Conversations with helpful drivers this morning quite helpful. Did NOT know of Facebook profile. Want to acknowledge to them my gratitude for their kind assistance and safe ride to and from. I live in Esparto, CA 95627.
- I am grateful that the express bus 230 ran during COVID, even though 1-4 people were on the bus. Thank you.
- Yolobus can build on the YoloGO network improvements to become a model for three key aspects of post-COVID transit: bike-friendliness; fare, schedule, and brand coordination with neighboring jurisdictions; and rider-representative governance. Bike-friendliness: Yolo County's flat terrain, fair weather, and bicycle-friendly infrastructure make biking a viable option for both local and regional transportation. The popularity of this option has increased significantly during COVID-19, so – given transit and biking's interdependence – Yolobus not only can help sustain this beneficial boom, but also tap into it to recover ridership. By teaming up with local active transportation leaders, regional bikeshare providers like JUMP, and global bike manufacturers, Yolobus can make it safer for people to bike to and from transit stops, more convenient for riders to store bikes at stops, and easier to bring bikes on buses. Regional coordination: Yolobus-branded transit lines not only connect to many other area transit systems, but also parallel different local and intercity services – such as Unitrans, FAST, Causeway Connection, and Capitol Corridor – within Yolo County. Unified fares for local and intercity travel, cross-agency branding that emphasizes a service's function, and inter-jurisdictional coordination of line routing and schedules can help make this plethora of options more understandable and appealing to the public. Further, given its location between Sacramento and the Bay Area, Yolobus can improve integration with Solano County and Vacaville's transit systems – and possibly spearhead future creation of a unified fare collection system for California transit – by accepting Clipper fare media in addition to the Connect Card. Rider-representative governance: Public transportation's vital role in sustaining access during COVID-19 shows that temporary declines in ridership do not reflect transit's importance to the people who

use it or the places it serves. Thus, Yolobus should leverage public outreach efforts like this survey, along with longer-term rider engagement initiatives like the Citizens Advisory Committee, to ensure that people who ride the bus continue to be heard and that their perspectives inform the policy decisions that affect transit facilities and services.

- I live in Davis and work in West Sacramento. There are 42a/b stops very close to both my home and my work, but I never use it because the service is so infrequent it would get me to work either very early or very late. I would love to commute by bus at least some of the time!
- Please be affordable, have friendly staff, have bilingual staff (Spanish, Punjabi, Chinese, English). And be flexible and convenient.
- Thank you for asking for our opinions!
- I have a clarifying question. Why would the shuttle need to serve as a first-last mile connection if it will take you all the way? Unless are there going to be big per mile costs, rather than trip costs?
- I highly recommend you hire a community liaison, someone that is motivated to get out into the community and find out what we need. Go to the colleges, go to the senior centers, go to the food distributions, go to social services. Breathe some life into the old dinosaur that is Yolobus. Have some music lightly playing if no conversation can be had with the drivers. Make people want to take the bus. As I see it now, those that ride the bus have no other option. Yolobus is missing out on an entire population of people that walk, ride their bike, and even drive. I know I would like to save wear and tear on my own vehicle, but Yolobus is not the better alternative at this point. With a little work, it could be.
- So many buses are empty, with few to no passengers
- Please take a serious and hard look at east coast metropolis, as well as SacRT for ways to actually improve service. Yolobus has been a harsh disappointment for decades, after growing up with east coast transit in upstate NY and Boston suburbs.
- Bus routes should never be deleted but when they do the public should see the raw numbers on passengers using the routes. That way we can see why the route is proposed for elimination.
- If you haven't yet added stops in Davis for the Davis to UC Davis Medical Center in Sacramento, please do. Now I would have to take a Unitrans to the Silo (or MU) and that adds considerable time.
- I think the way things are planned are going to be great
- Too many stops on the Express Routes, cut out at least a third
- How do you intend to service communities and commuters that live in West Sac and want to get to downtown Sac?
- I am very happy with the existing routes for Yolobus commuter and express buses. They are close enough to my residence, workplace, and other destinations. Nonetheless, if additional buses could be accommodated through reducing the number of stops, I would be fully supportive of that change.
- Should there also be a question in the survey as to where people work or where are frequent destinations?
- Increase frequency
- One of the main draws for living in West Sacramento was the closeness to downtown and the availability of public transit. Our house is right next to a current stop. We would not

have bought here if route 39 was the way you are proposing. Please think about the property values, tax base, and the flexibility needed for commuters.

- I don't drive, so Yolobus is my main source of getting in and out of Southport.
- Benches/stools at most stops
- Airport service needs to be more accessible from where people live. I would never drive (or take cab/Uber) if there was 30 min (min) service and a 5 min walk. Currently I have a 2/3 min walk. I take it when the weather is good, and the times are within 30 mins of my flights
- As a prior rider, the things that needed improvement was the number of buses available during commute (often packed). Time to arrive to destination was long (considering length of trip) because route (42) went through neighborhoods. I also used bike to get to final destination (30+ min walk). However, the ability to bring bike with was always questionable because of limited # that could be taken.
- Please keep the Jefferson Blvd route 39. I would love to take the bus from East Davis to Southport.
- Change layover location in Sacramento to another location say Davis MU/Silo, West Sac Transit center or Woodland Transit center but no layovers in downtown. Way to confusing and stressful especially if you live in West Sacramento and traveling to woodland.
- Please, please don't eliminate 241. I've worked with City of West Sacramento to clean up our bus stop at Seaport Boulevard at Postal Center. The City has erected No Parking sign and enforced parking to make it safer to board and disembark from bus, as well as cleaned up illegal dumping.
- I think these are good ideas. My hope is that I will be able to work from home at least a few days a week still, but be able to utilize the bus to get to work like I used to in order to cut down on my costs
- I love the new route through Davis for the 42Aand B buses and the proposed frequency.
- Please show some ideas for how you plan on improving the cleanliness of your busses. It might just be the 240 and the 241 that are disgusting but sometimes I don't like even sitting on the seats. They smell, they're wet or there's a stain and you don't even want to risk it. Then you have the poles that you are supposed to hold to balance yourself and those are just as sketchy. There's blood or something that looks questionable. Let's talk about the riders. I've been on the bus when someone's literal butthole was on the seat. No mask, lucky he/she had pants on didn't do much to protect the seat. That is all I think about when I ride public transit. But I talk to coworkers and they don't have that problem. Why do other districts like Natomas or El Dorado not have nasty busses?
- If we ever get beyond COVID, would the 210 and 214 start being available in addition to the 211 and 212 in Woodland
- From an equity standpoint, providing daily bus service for those who need it rather than express bus service for the privileged is important. I work at home and use Route 230 to get to Sacramento a couple days a week. I have not ridden transit since the pandemic started. Post-pandemic, I'll use transit, but if my clients spend less time in the office, my use may reduce somewhat (not terribly). The cutting of two route 230 runs plus route 232 mean there are some days route 230 may not work for me and I'll need to drive instead, but these will probably be few. If the effect of these reduced routes is more afternoons with standing room only on the return to Davis (these were not uncommon on 230 in the past), I may use the bus less.

- Thank you for putting this together. Our transit system needs an upgrade, and I am really glad to see a better integrated use of the transit center in West Sac.
- I live in south Davis and pre-covid, I commuted daily via Yolobus, walking to the bus stop. Your proposal to eliminate both the 44 and all the south Davis stops, means that I would no longer be able to commute by bus.
- How are you going to maintain the interior of the buses this year, while we're still in the pandemic? And will you be spacing passengers out 6-feet?
- I would look to invest in light rail between woodland and Davis that goes from Kentucky Avenue to amtrack Station in Davis as well as light rail from downtown Sacramento to Davis to Winters, start in downtown Sacramento make stops in West Sacramento and make stops in Davis ca and make stops in Vacaville ca and end in winter ca, this would be a big investment to yolo county as well as downtown Sacramento and Vacaville ,but like said transportation should be not cut and should be getting more funding for more routes and frequency and late and weekend service, rider grow should not determine cutting routes ,because even if some routes have low ridership those routes should not be cut but that’s what I believe, I am glad more people are starting to also believe what I believe, I just hope Yolobus transportation district can see there's lots potential for more riders as well as great investments for Yolo County’s future.