



Yolo County Transportation District Board of Directors

DIRECTORS: Don Saylor (Chair, Yolo County), Tom Stallard (Vice-Chair, Woodland), Lucas Frerichs (Davis), Chris Ledesma (West Sacramento), Jesse Loren (Winters), Matt Dulcich (UCD, ex-officio), Greg Wong (Caltrans, ex-officio)

ZOOM WEBINAR WEB ADDRESS: <https://zoom.us/j/94926173219>
ZOOM WEBINAR PHONE NUMBER: (669) 900-6833
ZOOM WEBINAR ID: 949 2617 3219

All participants will be entered into the webinar as attendees.

MEETING DATE: Monday, July 11, 2022
MEETING TIME: 7:00 PM

Pursuant to the Government Code section 54953(e)(1), members of the Yolo County Transportation District Board of Directors and staff will participate in this Meeting via teleconference. This Executive Order authorizes local legislative bodies to hold public meetings via teleconference and to make public meetings accessible telephonically or otherwise electronically to all members of the public.

Further instructions on how to participate and submit your public comments can be found in the instructions note at the end of this agenda.

To submit a comment in writing, please email public-comment@yctd.org. In the body of the email, include the item number and/or title of the item (if applicable) with your comments. All comments received by 4:00 PM on Monday, July 11, 2022 will be provided to the YCTD Board of Directors in advance. During the meeting, comments can be made by using the Zoom 'raise hand' feature. Comments submitted via email during the meeting shall be made part of the record of the meeting, but will not be read aloud or otherwise distributed during the meeting.

<u>Estimated Time</u>			<u>Informational</u>	<u>Action Item</u>
		<i><u>The Chairman reserves the right to limit speakers to a reasonable length of time on any agenda item, depending upon the number of people wishing to speak and the time available.</u></i>		
7:00 PM	1.	Determination of Quorum (Voting members: Woodland, Davis, West Sacramento, Winters, Yolo County) (Nonvoting members: Caltrans, UCD)		X
7:05 PM	2.	Comments from public regarding matters <u>on the consent calendar</u> , or <u>items NOT on the agenda</u> but within the purview of YCTD. Please note, the Board is prohibited from discussing items not on the agenda.	X	

CONSENT CALENDAR

7:10	3a.	Approve Agenda for July 11, 2022 meeting		X
	3b.	Approve YCTD Board Minutes for Regular Meeting of June 6, 2022 (<i>Koh</i>) (pp 6-8)		X
	3c.	Resolution 2022-09 Authorizing Renewal of Remote Meetings of the YCTD Board of Directors Pursuant to Assembly Bill 361 Renewal (<i>Bernstein</i>) (pp 9-11)		X

REGULAR CALENDAR

7:15	4.	Administrative Reports (<i>Bernstein</i>) (pp 12-20) Discussion regarding subjects not specifically listed is limited to clarifying questions. <ul style="list-style-type: none"> • Board Members' Reports • Ad Hoc Committee on 80 Managed Lanes Report • Transdev's Report 	X	
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		<ul style="list-style-type: none"> • Executive Director’s Oral Report • Receive CAC and TAC meeting minutes • Long Range Calendar 		
7:35	5.	Woodland Microtransit Approve Contract with RideCo for Technology Platform and Receive an Update on Vehicle Options (<i>Mazur</i>) (pp 21-25)		X
7:45	6.	Yolo 80 Managed Lanes Project Receive Update and Authorize Staff to Solicit Technical Advisory Services (<i>Bernstein/Abbanat</i>) (pp 26-55)	X	
8:00	7.	Closed Session Public Employment, Employee Appointment or Evaluation Pursuant to Government Code Section 54957 Position title: Executive Director	X	
8:30	8.	Adjournment		X

UNLESS CHANGED BY THE YCTD BOARD, THE NEXT MEETING OF THE YOLO COUNTY TRANSPORTATION DISTRICT BOARD OF DIRECTORS WILL BE SEPTEMBER 12, 2022 AT 7:00 PM IN THE YCTD BOARD ROOM, 350 INDUSTRIAL WAY, WOODLAND, CA 95776 OR BY ZOOM IF RECOMMENDED FOR THE SAFETY OF THOSE INVOLVED.

The Board reserves the right to take action on all agendized items, including items under the Executive Director's Report, at any time during the meeting, except for timed public hearings. Items considered routine or non-controversial are placed on the Consent Calendar. Any Consent Calendar item can be separately addressed and discussed at the request of any member of the YCTD Board.

I declare under penalty of perjury that the foregoing agenda was posted on or before Friday, July 8, 2022 at the Yolo County Transportation District Office (350 Industrial Way, Woodland, California). Additionally, copies were FAXED or transmitted electronically to the Woodland, Davis, West Sacramento, and Winters City Halls, as well as to the Clerk of the Board for the County of Yolo.



Mimi Koh, Clerk to the Board

Public Participation Instructions

Based on guidance from the California Department of Public Health and the California Governor's Office, in order to minimize the spread of the COVID-19 virus, please do the following:

1. You are encouraged to participate in the July 11, 2022 Board of Directors meeting remotely via the Zoom platform using the following meeting details:
 - a. Via PC: <https://zoom.us/j/94926173219>
Webinar ID: 949 2617 3219
All participants will be entered into the webinar as attendees.
 - b. Via Phone: Phone Number: (669) 900-6833
Webinar ID: 949 2617 3219
All participants will be entered into the webinar as attendees.
2. If you are joining the webinar via Zoom and wish to make a comment on an item, click the "raise hand" button. If you are joining the webinar by phone only, press *9 to raise your hand. Please wait for the host to announce the comment period has opened and indicate that you wish to make a comment at that time. The Clerk of the Board will notify the Chair, who will call you by name or phone number when it is your turn to comment. Speakers will be limited to 2:00 minutes.
3. If you choose not to observe the YCTD Board of Directors meeting but wish to make a comment on a specific agenda item, please submit your comment via email by 4:00 p.m. on Monday, July 11, 2022 to Clerk of the Board, at public-comment@yctd.org or by phone at 530-402-2819 noting in the subject line: For Public Comment. Your comment will be placed into the record at the Board meeting.

Yolo County Transportation District Board: *Vision, Values and Priorities*

Vision Statement

The **vision statement** tells us what we intend to become or achieve in the next 3 to 5 years.

Yolo County residents enjoy innovative and efficient mobility options connecting them to places they want to go.

Values

A **core value** describes our individual and organizational behaviors and helps us to live out our vision.

- Collaboration
- Efficiency
- Transparency
- Innovation
- Service
- Safety
- Economic Sustainability
- Environmental Stewardship
- Equity/Social Justice

District-Wide Priorities

Priorities align our vision and values with our implementation strategies.

- Effective and sustainable business model.
- Efficient, seamless, and easy to use transit system.
- Strong regional mobility partnerships enhance District services.
- Decision making that is data driven decision making and transparent.
- Environmentally sustainable operations.
- Leverage state of the art technology.

Revised 1/13/20

BOARD COMMUNICATION: YOLO COUNTY TRANSPORTATION DISTRICT
350 Industrial Way, Woodland, CA 95776---- (530) 661-0816

Topic: Approve YCTD Board Minutes for Regular Meeting of June 6, 2022	Agenda Item#:	3b	
		Action	
Agenda Type:	Attachments:	Yes	<input type="radio"/> No
	Prepared By: M. Koh		Meeting Date: July 11, 2022

RECOMMENDATION:

Staff recommends for the Yolo County Transportation District (YCTD) Board of Directors approve the Minutes for the Regular Meeting of June 6, 2022

JUNE 6, 2022 BOARD MEETING MINUTES:

**YOLO COUNTY TRANSPORTATION DISTRICT
 BOARD OF DIRECTORS MEETING
 June 6, 2022
 Yolo County Transportation District (via videoconference)
 350 Industrial Way, Woodland, CA 95776**

Chair Saylor called the meeting to order at 7:00 pm and requested roll call to confirm quorum was in attendance through Zoom remote participation. The following individuals were in attendance:

Board Member	Jurisdiction	In Attendance	Absent
Don Saylor (Chair)	Yolo County	X	
Lucas Frerichs (Primary)	Davis	X	
Chris Ledesma (Primary)	West Sacramento		X
Jesse Loren (Primary)	City of Winters	X	
Tom Stallard (Primary)	City of Woodland	X	
Matt Dulcich (Ex-Officio)	UC Davis	X	
Alex Padilla (Ex-Officio)	Caltrans	X	

YCTD staff in attendance were Executive Director Autumn Bernstein, Clerk to the Board Mimi Koh, Senior Planner Brian Abbanat, Director of Information Systems Chad Mikula, Interim Chief Financial Officer Leo Levenson,

Additional attendee(s) included: Hope P. Welton, Senior Deputy for Yolo County Counsel, Trandev’s General Manager Michael Klein

Chair Saylor asked for public comments for items not on the agenda; Mr. Hirsch provided public comments.

Agenda Items 3a, 3b, 3c, 3d — Consent Calendar*

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

- 3a. Approve Agenda for June 6, 2022 meeting
- 3b. Approve YCTD Board Minutes for Regular Meeting of May 9, 2022
- 3c. Approve Contract with Law Offices of Kirk Trost and Terminate Contract with Sloan Sakai LLC
- 3d. Approve Updated Position Description for YCTD Deputy Director of Transit Operations and Planning

Roll Call for Agenda Items 3a, 3b, 3c, 3d — Consent Calendar

AYES	NOES	ABSENT	ABSTAIN	STATUS OF MOTION
Saylor		Ledesma		Motion passed
Frerichs				
Stallard				
Loren				

Agenda Item 4 — Administrative Reports

Item 4 is a non-action item and for informational purposes only.

The following items were presented during the Administrative Reports section:

- Board Member Reports
 - There were no Board member reports
- Ad Hoc Committee on 80 Managed Lanes Report
 - Ms. Bernstein noted that there were not many updates since the last report and waiting for Caltrans regarding the letter that was sent prior to the last Board meeting
- Transdev Report
 - Mr. Klein reported on driver updates
- Executive Director Report
 - Ms. Bernstein included the following updates:
 - Driver updates
 - Route 42 expansion
 - Increase bikes on busses
 - CAC & TAC recap

Agenda Item 5 — YCTD FY 2022-23 Budget Public Hearing and Action

Mr. Levenson and Ms. Bernstein provided an overview of the staff report.

Chair Saylor commented on the last page of the budget report regarding funding sources (budgeting, reserves, CARES Act funding, etc.) and stated that he appreciated the transparency.

Director Stallard appreciated the presentation and asked if all funding resources available to the agency are represented in the budget report. Mr. Levenson responded.

Chair Saylor asked for public comments on agenda item #5; there were no public comments.

Mr. Levenson asked that the Board approve the budget.

Director Stallard made the motion to adopt this as YCTD’s final budget with the understanding that there may be some technical corrections that are authorized to be made; Director Frerichs seconded the motion.

Roll Call for Agenda Item 5 – YCTD FY 2022-23 Budget Public Hearing and Action

AYES	NOES	ABSENT	ABSTAIN	STATUS OF MOTION
Saylor		Ledesma		Motion passed
Frerichs				
Stallard				
Loren				

Agenda Item 6 — Update on 3, 6 and 12 Month Goals
Item 6 is a non-action item and for informational purposes only.

Ms. Bernstein provided an overview of the staff report.

Director Stallard appreciated the clarity of the presentation.

Director Loren echoed Director Stallard’s comment and appreciated the clarity and commended Executive Director Bernstein’s leadership.

Chair Saylor asked for public comments on agenda item #6; Mr. Hirsch provided public comments.

Agenda Item 7 — Resolution 2022-08: Yolo Active Transportation Corridors (YATC) Request for Qualifications

Mr. Abbanat provided an overview of the staff report.

Director Stallard asked about the routes between Woodland and Davis. Mr. Abbanat responded. He also asked about YCTD’s alignment with SACOG’s release trail plan. Mr. Abbanat responded.

Director Frerichs commented that he appreciated the presentation and asked to view the PowerPoint slides.

Director Loren commented on the 505 project in Winters.

Chair Saylor asked for public comments on agenda item #7; Mr. Hirsch provided public comments.

Roll Call for Agenda Item 7 - Resolution 2022-08: Yolo Active Transportation Corridors (YATC) Request for Qualifications

AYES	NOES	ABSENT	ABSTAIN	STATUS OF MOTION
Saylor		Ledesma		Motion passed
Frerichs				
Stallard				
Loren				

Agenda Item 8 — Adjournment

There being no further regular business, Chair Saylor adjourned the regular meeting at 8:00 pm and reminded the Board of the next scheduled meeting to be held on July 11, 2022, at 7pm.

Respectfully submitted:



Mimi Koh, Clerk to the Board

BOARD COMMUNICATION: YOLO COUNTY TRANSPORTATION DISTRICT

350 Industrial Way, Woodland, CA 95776---- (530) 661-0816

Topic: Resolution 2022-09 Authorizing Renewal of Remote Meetings of the YCTD Board of Directors Pursuant to Assembly Bill 361 Renewal	Agenda Item#: Agenda Type:	3c Informational/Action
		Attachments: Yes <input checked="" type="radio"/> No
Prepared By: M. Koh		Meeting Date: July 11, 2022

RECOMMENDATION:

YCTD recommends that proposed Resolution 2022-09 Authorizing Renewal of Remote Meetings of the YCTD Board of Directors Pursuant to Assembly Bill 361 Renewal be approved.

REASON FOR RECOMMENDATION:

Renew authorization for remote (teleconference/videoconference) meetings pursuant to Assembly Bill 361 on the basis that (a) the COVID-19 pandemic state of emergency is ongoing, and (b) meeting in person would present imminent risks to the health or safety of attendees. The proposed resolution will allow the current Yolo County Transportation District Board meeting to be held virtually.

BACKGROUND:

AB361 Findings

The recommended action is required by Assembly Bill 361 to continue meeting remotely during a declared state of emergency. The Board has been meeting remotely pursuant to AB 361 since September 28, 2021. Most supervisors returned to meeting in-person on May 23, 2022 with various measures to minimize in-person attendance by County staff and provide options for continued public participation by ZOOM. Renewing the AB 361 findings is nonetheless appropriate and, if adopted, the findings will allow Board members to continue to participate remotely if needed or desired.

AB 361 amended the Brown Act to add simplified procedures that make it easier to hold remote meetings during a state of emergency proclaimed by the Governor (a local emergency is insufficient). See Gov. Code § 54953(e). To meet remotely during a proclaimed emergency, the legislative body must find either of the following circumstances is present: (a) state or local officials continue to impose or recommend measures to promote social distancing; or (b) as a result of the declared emergency, the legislative body finds by majority vote that meeting in person would present imminent risks to the health or safety of attendees.

Through March 2022, the Board relied on social distancing recommendations of the County Health Officer in adopting AB 361 findings. Like many other county health officers, however, Dr. Sisson is no longer recommending social distancing and the Board must therefore consider the "imminent risks" finding to continue meeting remotely. A resolution adopted by the Board on April 12, 2022 included facts and conclusions

sufficient to support such a finding, such as:

- Like many other facilities throughout the County, the Board Chambers were not designed to ensure that attendees can remain six feet apart to reduce the possibility of infection with the virus that causes COVID-19;
- Prior to the COVID-19 pandemic, Board meetings would often attract significant attendance and community members and staff would be in close proximity (seated or standing immediately next to one another) for up to eight hours; and
- Holding in-person meetings would encourage community members to come to County facilities to participate in local government, and some of them are likely to be at high risk for serious illness from COVID-19 and/or live with someone who is at high risk.

All of these facts remain applicable presently, and the local case rate has increased significantly since adoption of the resolution on April 12. Altogether, staff believe the Board can appropriately make the findings necessary to allow continued implementation of AB 361.

Finally, continuing to authorize remote meetings pursuant to AB 361 does not require the Board to meet remotely--it merely allows one or Board members to do so as necessary or convenient. Staff anticipate that going forward, most or all Board members and essential staff will attend meetings in-person, and other staff and members of the public will likely choose to participate remotely for the sake of convenience. Staff will also take reasonable precautions in the Board Chambers including:

- Physical distancing - in a hybrid format staff would set up the Board Chambers to have physical distancing where at least every other seat for the public is out of service to ensure distance between attendees.
- Air Filtration – Staff have added HEPA filtration to the Board Chambers to ensure filtration of air to remove viral particles

As a reminder, the County has a vaccination policy and over 90% of County staff is vaccinated.

Collaborations (including Board advisory groups and external partner agencies) County Administrator, County Health Officer.

BUDGET IMPACT:

None.

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PASSED AND ADOPTED by the Board of Directors of the Yolo County Transportation District, County of Yolo, State of California, this 11th day of July, 2022, by the following vote:

AYES:

NOES:

ABSTAIN:

ABSENT:

Don Saylor, Chair

Board of Directors

ATTEST:

Mimi Koh, Clerk

Board of Directors

Approved as to Form:

Hope P. Welton, District Counsel

BOARD COMMUNICATION: YOLO COUNTY TRANSPORTATION DISTRICT
350 Industrial Way, Woodland, CA 95776---- (530) 661-0816

Topic: Administrative Reports	Agenda Item#: Agenda Type:	4 Informational	
		Attachments:	<input checked="" type="radio"/> Yes <input type="radio"/> No
Prepared By: M. Koh		Meeting Date: July 11, 2022	

BACKGROUND:

This section of the agenda is reserved for administrative reports.

This month the Board will receive the following:

- Ad Hoc Committee on 80 Managed Lanes Report
- Transdev’s Report
- Executive Director’s Report
 - CAC Meeting Minutes
 - TAC Meeting Minutes
 - Long Range Calendar

Previously, the YCTD Executive Director provided a monthly written report to the Board as part of the Board packet and augmented that with an oral report during the meeting. Beginning with the March 2022 board meeting, the YCTD Executive Director will provide an oral report only. Additionally, the Executive Director will provide a biweekly email update to the Board of Directors, the Citizens Advisory Committee, Technical Advisory Committee, and interested stakeholders.

**Citizens Advisory Committee (CAC)
Yolo County Transportation District**

Meeting Minutes of the May 31, 2022 CAC Meeting

1. Call to order/Roll Call

Committee Member	Jurisdiction	In Attendance	Absent
Lisa Baker (Chair)	Winters	X	
Olin Woods (Member)	County	X	
Steve Streeter (Member)	Davis	X	
Patrick Guild (Member)	West Sacramento	X	
Mollie D'Agostino (Member)	Woodland		X
Andrew Furillo (At-Large)		X	
Vacant (At-Large)			X - Vacant

YCTD staff in attendance were Autumn Bernstein, Executive Director; Mimi Koh, Executive Assistant and Clerk to the Board, Interim Chief Financial Officer Leo Levenson, and Assistant Planner Daisy Romero.

2. Consider Approval of Agenda for May 31, 2022

Chair Baker asked for approval of the agenda. Mr. Furillo made the motion, seconded by Mr. Streeter to approve the agenda for May 31, 2022. *The motion passed unanimously.*

3. Comments from the Public.

Chair Baker asked for public comments for matters not on the agenda; Mr. Hirsch made public comments during the meeting.

4. Approval of the March 8, 2022, Minutes

Chair Baker asked for approval of the March 8, 2022, meeting minutes.

Mr. Streeter made the motion to approve the March 8, 2022 meeting minutes seconded by Mr. Furrillo. *The motion passed unanimously.*

5. Discuss Remote and Hybrid Meeting Format

Ms. Bernstein provided an overview of the staff report.

Mr. Streeter provided comments with preference to continuing with hybrid formatted meetings.

Mr. Furillo, Mr. Guild, and Mr. Woods echoed Mr. Streeters comments and provided additional comments in support of hybrid formatted meetings.

Chair Baker commented that her preference is to continue with remote meetings for the month of July and is supportive of hybrid formatted meetings.

Chair Baker asked for public comments on agenda #5; Mr. Hirsch made public comments during the meeting.

The committee unanimously agreed on a hybrid formatted meeting for the July meeting and remaining meetings for the 2022 calendar year. *The motion passed unanimously.*

6. Discuss CAC Meeting Dates for Remainder of 2022

Ms. Koh provided an overview of the staff report.

Chair Baker asked for public comments for agenda #6; there were no public comments.

Mr. Furillo made the motion to approve the proposed meeting dates of July 5, September 6, and November 1, seconded by Mr. Guild. *The motion passed unanimously.*

7. Administrative Reports

Item 7 is a non-action item and for informational purposes only. This section is an opportunity for the Executive Director and committee members to provide oral reports.

Ms. Bernstein provided an Executive Director's report to include topics such as:

- Reminder of the twice-a-month emails of the Executive Director's Report
- Staff Changes
- Tracking of CAC upcoming agenda items
- Various ED meetings
- Letter to Caltrans

Mr. Furillo, Mr. Streeter, Mr. Guild and Chair Baker provided committee reports.

8. Review and discuss YCTD's Draft Preliminary 22-23 Budget

Item 8 is a non-action item and for informational purposes only.

Mr. Levenson provided an overview of the staff report.

Chair Baker asked for public comments for agenda #8; Mr. Hirsch provided public comments.

Mr. Woods commented that he appreciated the details of the report.

Mr. Furillo echoed Mr. Woods' comments and thanked Mr. Levenson for the informative report. He provided additional comments and asked questions surrounding driver shortage issues, resources, and alternative plans. Ms. Bernstein and Mr. Levenson provided responses.

Mr. Guild also commented appreciation of the budget and asked questions surrounding bus conversion off current fuel charges. Mr. Levenson provided a response.

Chair Baker echoed the committee's appreciation of the budget as it relates to cost center and program infrastructure and asked a question regarding capital maintenance plan. Mr. Levenson provided a response.

Chair Baker asked for a motion to recommend that the YCTD Board adopt the proposed budget. Mr. Woods made the motion, seconded by Mr. Furillo. All were in favor. *The motion passed unanimously.*

9. Discuss Upcoming Route 42 Service Changes

Item 9 is a non-action item and for informational purposes only. This item is intended to gather the committee's input.

Ms. Romero and Ms. Bernstein provided an overview of the staff report.

Chair Baker asked for public comments for agenda #9; Mr. Hirsch provided public comments.

Mr. Woods provided comments regarding his experience as a rider and asked how much time overall is being saved and how much ridership is anticipated to lose in the proposed routing. Ms. Bernstein and Ms. Romero provided responses.

Mr. Furillo thanked Ms. Romero for the presentation and provided comments and suggestions regarding transit, South Davis routes, and driver breaks. Ms. Bernstein thanked Mr. Furillo for his comments and suggestions and provided comments.

Mr. Streeter provided a couple of points regarding the routes in South Davis. Mr. Woods and Mr. Furillo added to Mr. Streeters comments.

Chair Baker provided comments regarding quality service metrics.

10. Continue Discussion of Opportunities for CAC Engagement with YCTD Board

Ms. Bernstein provided an overview of the staff report.

Chair Baker asked for public comments regarding agenda item #10; Mr. Hirsch provided public comments.

Mr. Woods, Mr. Guild, Chair Baker, Mr. Furillo provided comments regarding the relationship between CAC and staff and CAC and YCTD Board of Directors.

The committee agreed to bring this topic back to the next committee meeting for further discussion.

11. Adjournment

There being no further business, Chair Baker adjourned the meeting at 7:53.

Respectfully submitted,



Mimi Koh
Executive Assistant and Clerk to the Board

**Technical Advisory Committee (TAC)
Yolo County Transportation District**

Meeting Minutes of the June 6, 2022 TAC Meeting

- 1) **Call to Order** – Ms. Bernstein welcomed the participants at 1:30 pm and provided information on participation via Zoom.

Committee Member	Jurisdiction	In Attendance	Absent
Ryan Chapman	Davis	X	
Stephanie Chhan	West Sacramento	X	
Kirk Skierski	Winters		X
Brent Meyer	Woodland	X	
Paul Hensleigh	Yolo-Solano Air Quality Management District	X	
Nicholas Burton	Yolo County	X	
Chris Houlemard	Caltrans		X
Jeff Flynn	Unitrans	X	

Other members present were Bob Clarke, City of Davis.

YCTD staff in attendance were Autumn Bernstein, Executive Director; Daisy Romero, Assistant Planner; Mimi Koh, Executive Assistant and Clerk to the Board; Brian Abbanat, Senior Planner; Leo Levenson, Interim Chief Financial Officer.

2) **Approve TAC Minutes for Regular Meeting of April 4, 2022**

Ms. Bernstein asked for approval of the April 4, 2022 meeting minutes.

Mr. Clarke commented on an error in the meeting minutes which noted that a representative from the City of Davis was absent. Mr. Clarke was in attendance at the April 4, 2022 meeting. Ms. Koh will revise the minutes of the April 4, 2022 meeting to reflect Mr. Clarke’s attendance.

Mr. Clarke made the motion to approve the minutes with those edits, seconded by Mr. Burton. All were in favor. The motion passed unanimously.

3) **Comments from members of the public regarding matters NOT on the Agenda, but within the purview of YCTD (Comments will be limited to two (2) minutes per person—please identify yourself and in which community you live before providing your comments)**

Ms. Bernstein asked for public comments; there were no public comments.

4) **Updates and Reports**

Ms. Bernstein provided an overview of the staff report to include:

- No Executive Director report in packet as bi-weekly Executive Directors Report will be sent to Board members, CAC, TAC, and members of the public
- Staff Changes

Ms. Bernstein asked TAC members for any updates they would like to share.

Mr. Flynn thanked YCTD and Transdev for their partnership on the A & L lines as the academic year comes to

an end for UC Davis.

Mr. Clarke introduced Mr. Chapman and asked Mr. Chapman to introduce himself to the committee. Mr. Chapman will represent the City of Davis on the TAC moving forward.

Ms. Chhan provided comments on West Sacramento's contract extension and procurement process for their microtransit service via operations. Mr. Meyer asked Ms. Chhan if there was a staff report she could share. Ms. Chhan responded.

5) Discuss Remote and Hybrid Meeting Format

Ms. Bernstein provided an overview of the staff report.

Mr. Meyer and Mr. Burton were in favor of keeping the meetings remote. With no further comments, the committee decided to keep the TAC meetings fully remote for the 2022 calendar year.

6) Discuss TAC Meeting Dates for Remainder of 2022

Ms. Koh provided an overview of the staff report.

The committee agreed on the following meeting dates for the remainder of 2022: Tuesday, September 6 and Monday, December 5, both at 1:30pm.

7) Upcoming Route 42 Service Changes

Ms. Romero and Ms. Bernstein provided an overview of the staff report.

Ms. Bernstein asked the committee if they had any questions or comments regarding agenda item #7; the Technical Advisory Committee did not have any questions or comments.

8) YCTD Draft Final Budget for FY 22-23

Mr. Levenson provided an overview of the staff report.

Mr. Leveson asked if the committee had any questions or comments on agenda item #8.

Ms. Chhan provided comments regarding the Woodland intracity route budget allocation; Mr. Levenson responded. She also asked questions regarding the general reserve budget and CARES Act funding; Mr. Leveson and Ms. Bernstein responded.

Mr. Meyer asked about the CARES Act funding; Mr. Levenson responded.

Mr. Clarke commented on the budget regarding Davis, Unitrans and its allocation; Ms. Bernstein responded.

9) Yolo Active Transportation Corridors (YATC) Update

Mr. Abbanat provided an overview of the staff report.

Mr. Abbanat asked for recommendations and support for releasing the RFQ.

Mr. Clarke provided comments and questions regarding corridors; Mr. Abbanat provided a response.

Mr. Burton provided comments and questions regarding on road participation/secondary on road systems specifically within under privilege communities; Mr. Abbanat provided a response. In addition to Mr. Burton's comment, Mr. Meyer added comments regarding issues surrounding homelessness and transit.

10) Next Regular Meeting – Tuesday, September 6, 2022, 1:30 p.m.

11) Adjourn –

The meeting was adjourned by consensus at 2:36 pm.

Respectfully submitted,

A handwritten signature in black ink, appearing to read 'Mimi Koh', with a stylized flourish at the end.

Mimi Koh
Executive Assistant and Clerk to the Board

YCTD Board of Directors Long-Range Calendar

August – No YCTD Board Meeting

September 2022

Monday	Tuesday	Wednesday	Thursday	Friday
			1	2
5 LABOR DAY – OFFICE CLOSED	6	7	8 POST AGENDA & PACKET	9
12 BOARD MEETING	13	14	15	16
19	20	21	22	23
26	27	28	29	30

September Agenda Items

- Preliminary financial status report on close of FY 21-22
- Update on Woodland Microtransit
- Closed Session: Annual Performance Review for Executive Director

October 2022

Monday	Tuesday	Wednesday	Thursday	Friday
			1	2
3	4	5 POST AGENDA & PACKET	6	7
10 BOARD MEETING	11	12	13	14
17	18	19	20	21
24	25	26	27	28
31				

October Agenda Items

- Review and Update Vision, Values and Goals for YCTD
- Update on Yolo Active Transportation Corridors Project

November 2022

Monday	Tuesday	Wednesday	Thursday	Friday
	1	2	3	4
7	8	9 POST AGENDA & PACKET	10	11
14 BOARD MEETING	15	16	17	18
21	22	23	24 THANKS. – OFFICE CLOSED	25 THANKS. – OFFICE CLOSED
28	29	30		

November Agenda Items

- FY 22-23 1st Quarter Financial Status Report
- 12-month status report on 3/6/12 month goals and preliminary discussion of goals for next 12 months
- Update on Woodland Microtransit

December 2022

Monday	Tuesday	Wednesday	Thursday	Friday
			1	2
5	6	7 POST AGENDA & PACKET	8	9
12 BOARD MEETING	13	14	15	16
19	20	21	22	23
26 CHRISTMAS – OFFICE CLOSED	27	28	29	30

December Agenda Items

- Select Chair, Vice-Chair for the 2023 Calendar Year
- Continue discussion of goals for next 12 months
- YCTD Meeting Dates for 2023
- Schedule of YCTD Holiday Dates for 2023

Consent Calendar	Regular Calendar
Agenda Approval	Executive Director’s Oral Report
Approve Minutes from Previous Board Meeting	Administrative Reports <ul style="list-style-type: none"> • Board Members’ Reports • Ad Hoc Committee on 80 Managed Lanes Report • Transdev’s Report • Executive Director’s Report
Renew Authorization for Remote Meetings (until public health orders change)	

Agenda Items for 2023

- January 2023: Report on FY 21-22 Year-end Close and Financial Statements/Audit results (with auditors)
- February 2023: 1. FY 22-23 2nd Quarter financial Status Report
- May 2023: FY 22-23 3rd Quarter Financial Status Report and Preliminary FY 23-24 Budget

BOARD COMMUNICATION: YOLO COUNTY TRANSPORTATION DISTRICT

350 Industrial Way, Woodland, CA 95776---- (530) 661-0816

Topic: Woodland Microtransit: Approve contract for technology platform and receive update on vehicle options	Agenda Item#: Agenda Type:	5 Informational/Action	
		Attachments:	<input checked="" type="radio"/> Yes
Prepared By: K. Mazur		Meeting Date: July 11, 2022	

RECOMMENDATION:

Staff recommends that the Yolo County Transportation District (YCTD) Board of Directors:

- (1) Approve Resolution 2022-10 authorizing the Executive Director to negotiate and execute a contract with RideCo US, Inc. for a Microtransit Technology Platform, conditioned upon YCTD receiving no protests
- (2) Receive an update and provide feedback to staff on microtransit vehicle options

BACKGROUND:

YCTD currently operates microtransit service in Knights Landing (with connections to Woodland) and Winters (with connections to Davis and Vacaville). In early 2023, YCTD plans to replace select fixed route services in the City of Woodland with intracity microtransit service and to enhance the microtransit technology it uses in all microtransit service areas. To prepare for these microtransit service expansions and enhancements, staff has conducted a procurement for a new microtransit technology platform and has researched the types of vehicles available for the service.

Microtransit Technology Platform Procurement

On February 15, 2022, YCTD issued a Request for Proposal (RFP) for a Microtransit Technology Platform. The RFP was posted on YCTD’s website and on two transit industry websites, and an email advertising the opportunity was sent to 53 firms and individuals. On February 24, 2022, YCTD hosted a virtual pre-proposal conference that was attended by 11 firms.

On the closing date for responses, YCTD received nine qualified proposals from Cityway USA, Inc., Ecolane USA, Inc., HBSS Connect Corp., RideCo US, Inc., Spare Labs, The Routing Company, TransLoc, Inc., Trapeze Software Group, Inc. d.b.a. TripSpark, and Via Mobility, LLC. The proposals were evaluated by a panel comprised of YCTD staff, City of Woodland staff and the YCTD Citizens Advisory Committee (CAC). The panel evaluated proposals against the evaluation criteria in Table 1.

After a thorough review of the proposals, the Evaluation Committee determined that the two highest-scoring proposals—those submitted by RideCo US, Inc. and Via Mobility LLC—were within the competitive range and that it would be in the best interest of YCTD to (1) request written responses to clarifying questions about each of their proposals and (2) hold oral interviews and software demonstrations with those two proposers.

Table 1. Evaluation Criteria

Criteria	Weight
Technical Proposal	
A. Technical approach and functionality For each of YCTD's seven (7) microtransit goals, the proposal clearly explains the firm's technical approach and how the technology platform can help YCTD achieve its goals.	60 points
B. References/past performance The proposal demonstrates that the firm has a track record of successfully managing real time bookings and on-demand routing. The proposal demonstrates that the firms' technology can be used to implement microtransit service that is productive (as measured by passengers per hour) and cost effective (as measured by costs per hour).	15 points
C. Service and Deployment Plan The proposal demonstrates that the firm has the ability to help clients plan for and configure microtransit services and has successfully done so in the past. The proposal also demonstrates that the firm has the capability and experience to support training, marketing and deployment of the microtransit technology platform.	10 points
Price Proposal	
Price Proposal	15 points
Total	100 points

Table 2 shows the original score for each of the nine written proposals, as well as the final scores for the two proposers in the competitive range. The final scores reflect changes to the scores that were made by the Evaluation Committee after receiving new information in the proposers' written responses to the clarifying questions and during the interviews and software demonstrations.

Table 2. Proposal Scores

Proposer	Original Score (for Written Proposal)	Revised Score (after interviews and clarifying questions)
Cityway	69	--
Ecolane	39	--
HBSS Connect Corp	57	--
RideCo	90	94
Spare Labs	79	--
The Routing Company	64	--
TransLoc	54	--
TripSpark	34	--
Via	91	88
Maximum Score	100	100

While both of the finalists were very strong and had good scores, the Evaluation Committee ultimately selected RideCo US, Inc.'s proposal as the most advantageous to YCTD because of the following strengths:

- The unique “Time Snapping” tool enables RideCo’s algorithm to account for local fixed-route schedules in its routing. This will allow for more seamless connections between microtransit and Yolobus fixed routes, and will also maximize shared rides and trip pooling.
- RideCo offers a “Frequency Variations” feature, which would help ensure that long-distance trips between YCTD’s rural communities and neighboring cities (e.g., Knights Landing to Woodland, Winters to Davis) are carrying as many people as possible while maintaining high quality service.
- “Assured pickup and drop-off windows,” which are made possible by RideCo’s Automatic Trip Negotiation Feature, will offer riders certainty and reliability. This would address a common frustration among rideshare and microtransit customers who dislike receiving messages indicating that a service is “full” or “at capacity” and that they need to try to book their trip again at a later time.
- RideCo’s Capacity Configuration Optimizer offers a more effective way to assign passengers to vehicles compared to other technologies that simply add riders to a queue. RideCo’s real world productivity metrics (passengers per revenue vehicle hour) suggest that this technology is effective.

The recommended total contract not to exceed amount is \$896,320 for a five-year period, including two contract years and three option years. Knowing that many microtransit technology providers charge for the use of their technology platform on a per vehicle basis, in the RFP, YCTD requested that proposers provide pricing for a minimum of four and a maximum of 20 microtransit vehicles. Proposers were also allowed to propose alternative pricing mechanisms in addition to or in lieu of “per vehicle” fees (e.g., per revenue hour fees, per passenger fees). RideCo’s pricing includes a flat, one-time deployment fee, as well as “per vehicle” and “per vehicle hour” fees. To calculate the not-to-exceed amount, staff assumed 20 vehicles operating eight revenue hours per day, 365 days per year, for a period of five years. YCTD will only pay for the actual service provided, and we estimate that the actual service will be significantly lower, at least for the first

Microtransit Vehicle Update

YCTD’s FY23 Capital Budget includes \$560,000 to purchase new microtransit vehicles for the Woodland microtransit service expansion. YCTD staff has learned that, as a result of the COVID-19 pandemic and unprecedented global supply chain issues, the vehicle type that staff had originally planned to purchase for the microtransit service expansion, which was the basis for the cost estimate in the budget, is likely not going to be available in 2022 or 2023. This information was provided by one of the bus dealers that provides vehicles for purchase off of the CalACT/MBTA Purchasing Cooperative, which is the purchasing mechanism that YCTD typically uses to purchase its transit vehicles. Other vehicles may be available through the CalACT/MBTA Purchasing Cooperative sooner, however even these may not be available before our desired launch date of January 2023.

Wheelchair Accessible Vehicle Considerations

The CalACT/MBTA Purchasing Cooperative only includes wheelchair accessible vehicles (WAVs). With all of this uncertainty in the vehicle market, and the worldwide shortages of vehicles in general, staff is concerned that having a fleet entirely composed of wheelchair accessible vehicles (WAVs) would make it impossible to launch microtransit in Woodland on a reasonable timeline.

We believe that this may therefore be an opportune time to experiment with a “mixed fleet” consisting of both wheelchair accessible vehicles (WAVs) and non-wheelchair accessible vehicles (non-WAVs). It is not uncommon for public transit agencies to operate a mixed demand-response fleet, even in ADA paratransit applications. The West Sacramento On-Demand fleet includes a mixture of WAVs and non-WAVs.

In terms of Americans with Disabilities Act (ADA) compliance, the primary consideration is that customers who need a WAV must be provided with the same quality of service as those customers who do not need a WAV. This can be measured in terms of response time and trip denials for WAV versus non-WAV customers.

Currently, all of YCTD's demand-responsive vehicles are WAVs. This includes the vehicles used for ADA Paratransit ("Yolobus Special") and Microtransit in Knights Landing and Winters. However, just 25% of YCTD's ADA Paratransit ("Yolobus Special") trips are made by customers who require a wheelchair lift. We do not currently track the same metric for microtransit, but we anticipate the share of wheelchair trips to be the same or smaller.

By repurposing the existing WAV fleet to serve only those trips which require a wheelchair lift, and purchasing new, non-WAVs to service all other microtransit trips (in Knights Landing and Winters as well as Woodland), we believe that we can continue to provide very high quality service to customers who require a wheelchair lift while limiting the number of WAV purchases at this time.

By purchasing non-WAVs, we feel confident that we can move forward with the purchase of new vehicles in time to meet our desired start date of January 2023.

Electric Vehicle Considerations

Another consideration whether to purchase electric, gasoline or hybrid vehicles. Electric vehicles will help YCTD comply with state mandates around zero emission fleets. However, they are more expensive, and it would require the purchase of a larger fleet to account for downtime during charging. YCTD would also need to install additional charging infrastructure.

Interestingly, fully electric WAVs appear to be more readily available than gasoline WAVs. If we purchase non-WAVs, we expect to have a variety of options for either electric, hybrid or gasoline.

Staff Preliminary Recommendation

Staff's preliminary recommendation is to explore options use the \$560,000 in the FY23 Capital Budget for microtransit vehicles to purchase 4 to 8 non-WAV vans and minivans, and potentially 1-2 WAV minivans.

Because much of YCTD's microtransit vehicle funding is from the Federal Transit Administration (FTA), this option is contingent upon FTA's confirmation that they will allow YCTD to use federal funds to purchase non-WAV vehicles. During July, YCTD will also engage in conversations with Caltrans' Low Carbon and Transit Operations Program (LCTOP) staff to see if they would allow YCTD to use any of our LCTOP funds to purchase non-WAV electric vehicles. If they agree to that proposal, we may need to come back to the Board to increase the capital budget to reflect the higher cost of electric vehicles.

RESOLUTION NO. 2022-10

CONDITIONALLY AUTHORIZING THE EXECUTIVE DIRECTOR TO NEGOTIATE AND EXECUTE A CONTRACT WITH RIDE CO US, INC. FOR A MICROTRANSIT TECHNOLOGY PLATFORM

NOW, THEREFORE, BE IT RESOLVED by the Board of Directors for the Yolo County Transportation District that:

The Executive Director is hereby authorized to negotiate and execute a contract with RideCo US, Inc. for a Microtransit Technology Platform at a cost not to exceed \$896,320.

PASSED AND ADOPTED by the Board of Directors of the Yolo County Transportation District, County of Yolo, State of California, this 11th day of July, 2022, by the following vote:

- AYES:
- NOES:
- ABSTAIN:
- ABSENT:

Don Saylor, Chair
Board of Directors

ATTEST:

Mimi Koh, Clerk
Board of Directors

Approved as to Form:

Hope P. Welton, District Counsel

BOARD COMMUNICATION: YOLO COUNTY TRANSPORTATION DISTRICT

350 Industrial Way, Woodland, CA 95776---- (530) 661-0816

Topic: Yolo 80 Managed Lanes Project: Receive Update and Authorize Staff to Solicit Technical Advisory Services	Agenda Item#:	6 Info/Discussion
	Agenda Type:	
Prepared By: A. Bernstein / B. Abbanat		Meeting Date: July 11, 2022

RECOMMENDATION:

Receive an update on the project Notice of Preparation and correspondence with Caltrans.

Authorize staff to procure professional consulting services related to highway tolling for the 80 Yolo Corridor Improvement project either via SACOG on-call consulting agreements or via Request for Proposals, for up to \$115,000.

BACKGROUND:

In summer 2021, YCTD, in partnership with Caltrans, was awarded an \$86 million federal INFRA grant to construct approximately 17 center-line miles of managed lanes in both directions on Interstate 80 (I-80) and United States 50 (US-50) in Yolo County and portions of Sacramento County to alleviate bottlenecks and address an increasing capacity constraint. Project components includes installation of Intelligent Transportation Systems (ITS) elements, such as fiber optics, detection, changeable message signs, to enhance mobility conditions and incident management strategies between jurisdictions; and improved bicycle and pedestrian access and safety to the eastern and western termini of the Yolo Causeway Class I facility that includes reduced curve radius, and analyze additional crosswalk, sidewalk, lighting, and safety elements.

YCTD is the sponsor of the \$86 million INFRA grant and Caltrans District 3 is the lead agency for design, environmental review and construction. In March 2022, YCTD also submitted a \$16.5 million grant application to the California Transit and Intercity Rail Capital Program (TIRCP) for transit-supportive elements of the project.

Update on CEQA Notice of Preparation

In August 2021, Caltrans took the first major step in the environmental review process when it released a Notice of Preparation (NOP) that defines the project description as well as purpose and need.

In December 2021, the Board adopted eight project goals based on both best practices in highway capacity management and Yolo County values including preventing induced vehicle miles traveled (VMT), increasing transit ridership, advancing transportation equity by preventing disproportionate burdens on under-resourced communities, and improving active transportation connectivity, while also addressing the critical traffic congestion that occurs throughout the week. (See Attachment 1).

A key focus area of our conversations has been the CEQA process. In particular, YCTD staff are working to ensure that the project description under CEQA reflects the Board-adopted goals for the project. The Ad Hoc Committee believes that the current project description, as reflected in the Notice of Preparation (NOP) issued by Caltrans in August 2022, is overly broad and does not identify a preferred project alternative. Experience

throughout the state, supported by empirical analysis on the effects of highway expansions on vehicle miles traveled (VMT), concludes that tolled lanes paired with investments in transit are best positioned to achieve the Board's project goals . This should be reflected in the baseline project description. (See Attachment 2)

YCTD has expressed concerns that the project as described in the NOP is inconsistent with YCTD's goals, as well as the State of California's goals, particularly around climate and equity. YCTD and Caltrans have been meeting regularly since October 2021 to work toward alignment. These concerns were shared in a letter to Caltrans dated May 4, 2022. (See Attachment 3)

On June 23, 2022, Caltrans responded in a letter addressed to YCTD Board Chair Don Saylor. In their response, Caltrans committed to modifying the NOP to “reflect comments from YCTD regarding the use of tolling language in the project description and elsewhere in the document as appropriate.” The letter also noted Caltrans’ support for a “network of priced managed lanes.” The letter from Caltrans is included as Attachment 4.

The YCTD Ad Hoc Committee and staff met with District 3 leadership, as well as SACOG representatives, on Friday, June 24. During that meeting, YCTD and District 3 agreed on a series of next steps to coordinate on the revisions to the NOP language prior to its public release.

Need for Specialized Technical Assistance

Earlier this year, the YCTD Ad Hoc Committee directed staff to identify a pathway and steps to make tolling a viable option for this corridor. Staff began this process by outreaching and meeting with experts, including agencies with direct experience in tolling (such as MTC and LA Metro), as well as consulting firms who specialize in toll lane development.

A key first step in establishing a toll lane is to prepare a Traffic and Revenue Report (T+R Report), whose purpose is to estimate travel demand on the freeway, forecast how an additional lane may change that demand, and estimate toll revenue that would potentially be generated.

In parallel with a T+R Report, agencies also develop a Concept of Operations that details the toll facility itself: number of lanes, entry and exit points, hours of operation etc. Taken together, the Concept of Operations and T+R Report comprise a high-level feasibility study that can help agencies determine whether a tolling facility is worth pursuing.

In spring 2022, YCTD staff learned that Caltrans had completed, but not yet publicly released, just such a study. Prepared by Fehr & Peers, the *Interstate 80/U.S. Highway 50 Managed Lanes Traffic and Revenue Report* (I-80 Managed Lanes T+R Report), an internal draft was completed in November 2021. This study provides a planning-level forecast of the weekday demand and revenue associated for three tolled alternatives proposed as part of the I-80/US Managed Lanes Project.

Staff conclude the I-80 Managed Lanes T+R Report provides valuable insight into the feasibility of tolling for the corridor. However, to better understand the report’s findings, specialized transportation expertise is necessary. Traffic and revenue forecasts for highway expansions is a highly specialized field, one in which YCTD staff lacks expertise.

Similarly, specialized expertise is necessary to advise YCTD Board and staff on toll lane operations, governance and management in order to provide meaningful partnership with Caltrans and oversight of the \$86 million INFRA grant and any other funds, such as TIRCP, that YCTD may receive as part of this project.

Scope of Work for Proposed Consulting Services

YCTD staff have identified the broad outlines of the scope of work from field experts:

- 1. Peer review of the Interstate 80/U.S. Highway 50 Managed Lanes Traffic and Review Report (November 2021) prepared by Fehr and Peers.** A peer review from field experts is needed to provide independent analyses of Caltrans-generated reports and studies related to the project to ensure that YCTD, as the INFRA grant recipient and Yolo County Congestion Management Authority, makes well-informed decisions regarding the project scope.
 - Evaluation of study methodology, consistency with industry standards
 - Evaluation of assumptions and model inputs
 - Interpretation of findings
 - Recommendations for additional study
 - Recommended next steps
- 2. Ongoing Professional Technical Advisory Services for I-80 Managed Lanes Project.** Additional studies and reports are anticipated for which technical expertise will be needed during this process. Staff seek ongoing technical expertise to review and advise the YCTD and Board on Caltrans-generated decision-making documents and reports related to the project, including transportation-focused sections of the anticipated draft environmental document (NEPA/CEQA), tolling feasibility studies and subsequent (Level 2 or 3) traffic and revenue reports, as directed. Consultants will also be asked to provide support for any other aspects of the project.

Consultant Selection

Staff will either select a consultant from SACOG's on-call consulting bench or, if more timely, release a Request For Proposals.

Cost

Staff estimates for project cost follow:

<u>Scope of Work</u>	<u>Cost</u>
Scope of Work Item #1:	\$75,000
Scope of Work Item #2:	\$40,000
Total Cost:	\$115,000

<u>Funding</u>	<u>Amount</u>
FY 2022/23 Budget (MM-02)	\$150,000
SACOG Regional Funding	\$15,000
Less Obligated Legal Funding	-\$25,000
<u>Less Scope of Work Items #1 - #2</u>	<u>-\$115,000</u>
Remaining Funds (MM-02):	\$25,000

Staff estimates the cost for Scope of Work Item #1, above at approximately \$75,000. Costs for Item #2 will be incurred on a time and material basis are estimated not to exceed \$40,000. Combined costs for Items #1 and #2 will not exceed \$115,000 without prior Board authorization.

\$150,000 was included in the Board-approved FY 2022/23 budget under MM-2 80 Managed Lanes Advisory, Legal & Technical Services. \$25,000 for legal services was approved by the YCTD Board on 6/6/2022. The Sacramento Area Council of Governments (SACOG) has also committed \$15,000 in regional for this effort funding.

Recommendation

The attached resolution authorizes the Executive Director to procure professional consulting services and execute agreements and/or task orders up to \$115,000 for Scope of Work Items #1, and #2 above. Costs exceeding this amount will return to the Board of Directors for authorization.

Attachments

1. 80 Managed Lanes Project Goals
2. UC Davis Institute of Transportation Studies: Highway Expansion & Induced Travel
3. YCTD Letter to Caltrans: May 4, 2022
4. Caltrans Letter: June 23, 2022

80 Managed Lanes Project YCTD Goals

Adopted Dec 14, 2021

Support achievement of state and regional climate goals by limiting VMT increases and maximizing VMT reduction strategies

Increase transit ridership and mode share.

Increase safety and ease of bicycle travel on the existing Causeway bicycle path, including connecting routes in West Sacramento and Davis.

Advance transportation equity by minimizing project burdens and maximizing project benefits for low-income communities.

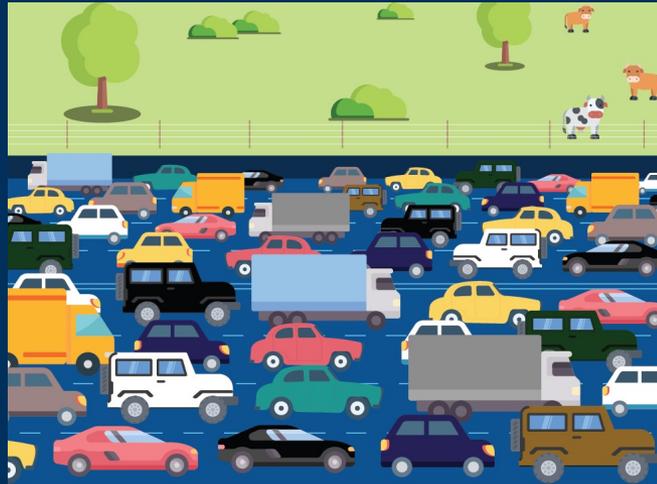
Improve peak hour travel time on I-80 while reducing the use of local streets and roads for regional trips.

Increased coordination with Solano County, Caltrans D4 and MTC on interregional trips

Improve traffic flow by utilizing Intelligent Transportation Systems (ITS) technologies such as ramp metering.

Establish a highway management system that can be replicated and integrated regionwide.

HIGHWAY EXPANSION & INDUCED TRAVEL



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Jamey Volker, PhD
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January 10, 2022

RUN OF SHOW

- Induced Travel Primer
- Evidence from the Research
- Examples from California
- How to Apply Induced Travel Research

INDUCED TRAVEL PRIMER

Search: Davis, California to Downtown, Sacramento, CA

Depart at: 5:30 PM, Fri, Jan 14

Route Options:

- via I-80 E: typically 30 min - 1 hr, Arrive around 6:30 PM, 15.6 miles
- via I-80 E and I-5 S: typically 35 min - 1 hr 5 min, Arrive around 6:35 PM, 18.5 miles

Map Callouts: 35 min - 1 hr 5 min, 18.5 miles

Explore Downtown: Restaurants, Hotels, Gas stations, Parking Lots, More

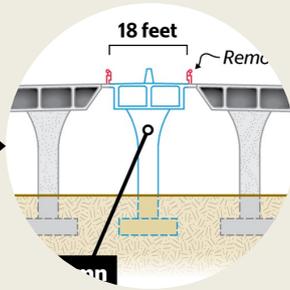
Map Labels: Davis, Sacramento, West Sacramento, Downtown, Sacramento Zoo, Safeway, Costco Wholesale, Hilton Sacramento Arden West, Four Points by Sheraton Sacramento...

Page-Footer: Map data ©2022 Google, United States, Terms, Privacy, Send feedback, 1 mi

HISTORICAL APPROACH TO CONGESTION



**Congestion &
Air Quality
Problems**



**New Roadway
Capacity**

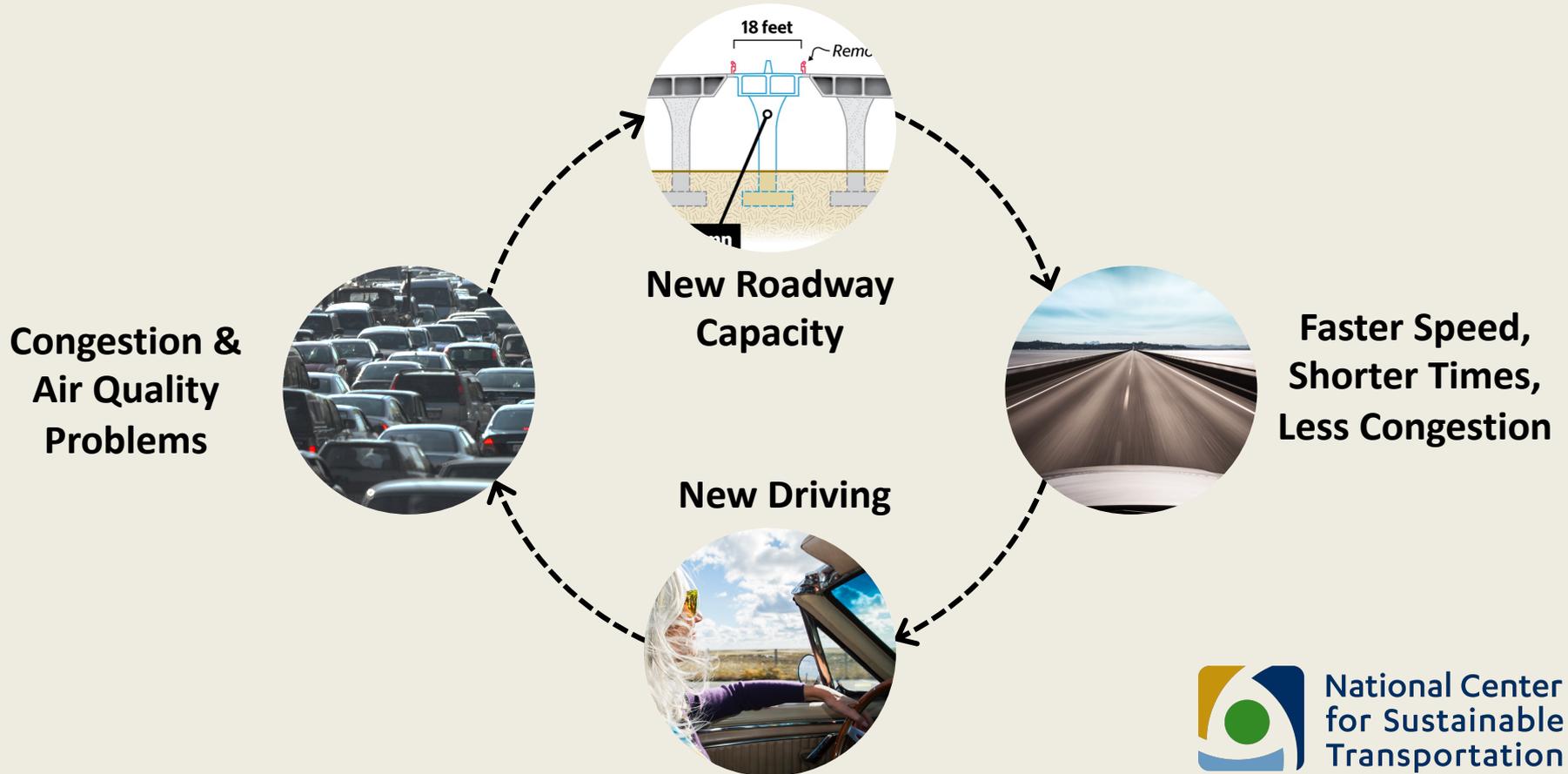


**Faster Speed,
Shorter Times,
Less Congestion**

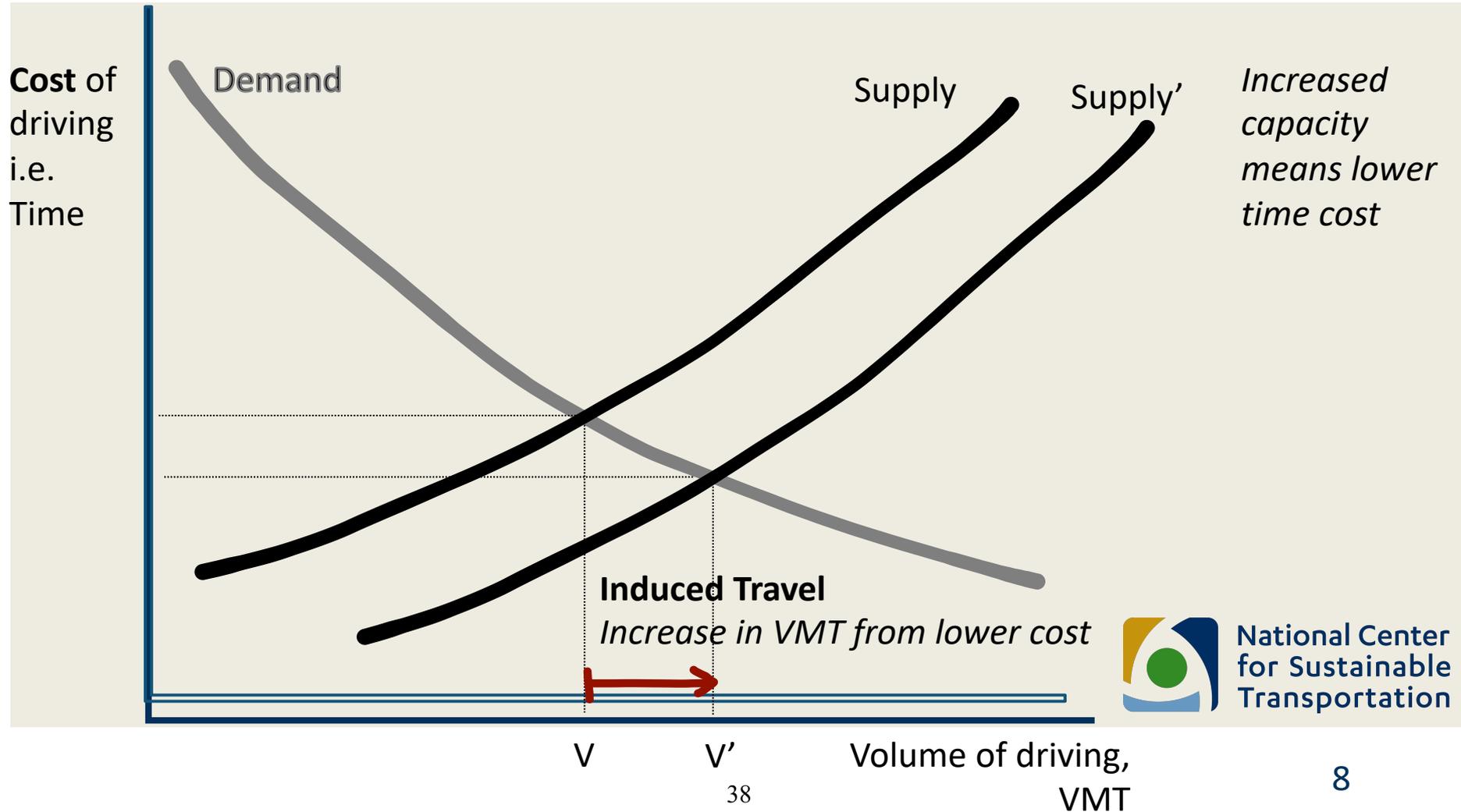


New Driving

HISTORICAL APPROACH TO CONGESTION



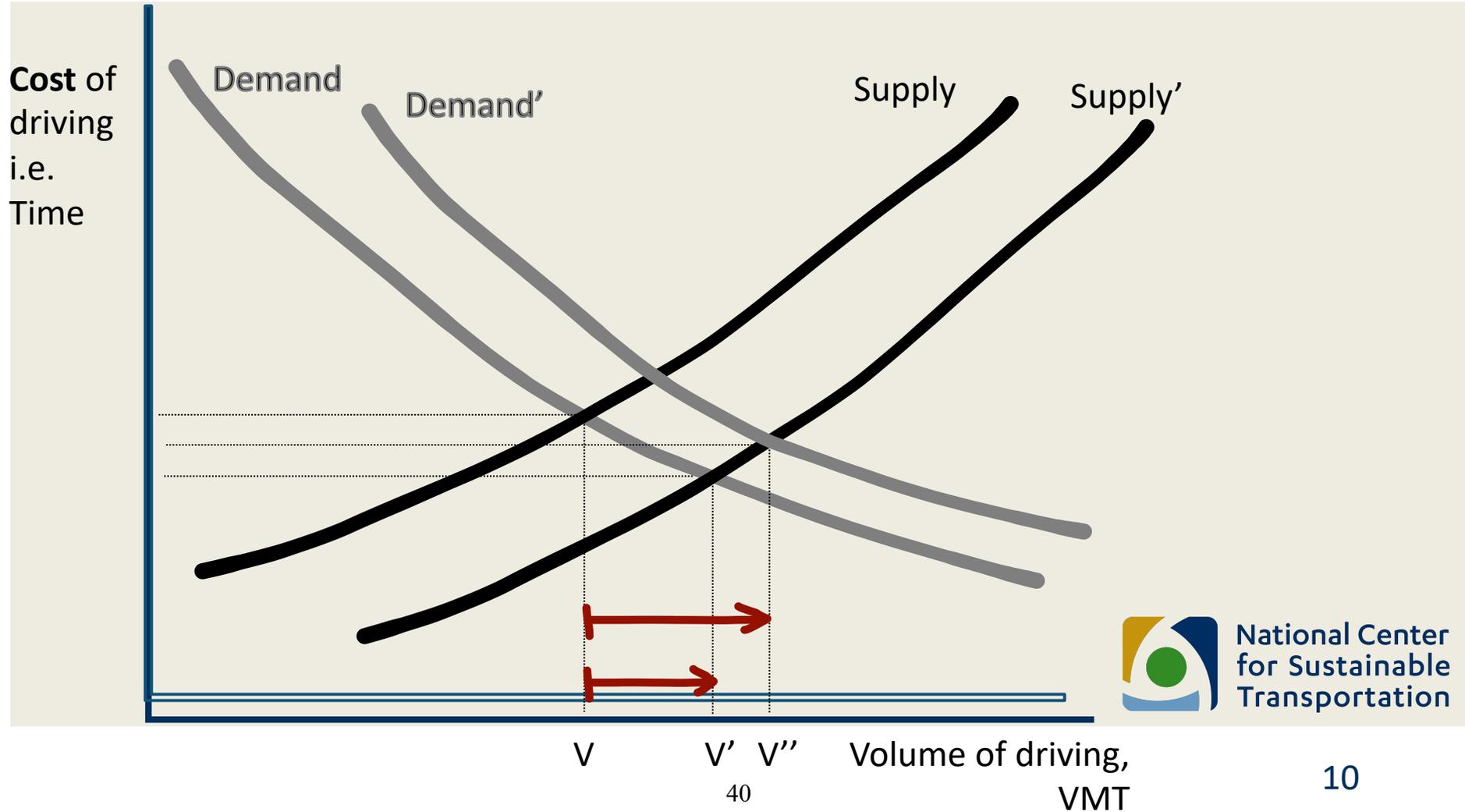
INDUCED TRAVEL EFFECT: SHORT RUN



INDUCED TRAVEL EFFECT

- Both short- and longer-term behavioral changes
 - Longer trips
 - More frequent trips
 - Mode shifts
 - Route shifts
 - Household and business relocation throughout the metro area (sprawl, etc.)
 - Induces migration to the area, which increases demand

INDUCED TRAVEL EFFECT: LONG RUN



MEASURING INDUCED TRAVEL: EVIDENCE FROM RESEARCH

Authors	Elasticity	Roadway Types	Methodology (Estimator)	Study Location	Study Years
Duranton & Turner (2011)	1.03 (10 year)	Interstates	2-stage least squares regression with instrumental variables	United States (metropolitan statistical areas)	1983–2003
	0.67–0.89 (10 year)	Other highways, arterials, and collectors	Pooled ordinary least squares		
Melo et al. (2012)	0.98 (~10 year)	Arterials	Generalized method of moments	United States (urbanized areas)	1982–2010
Graham et al. (2014)	0.77 (~10 year)	Freeways and arterials	Propensity score	United States (urbanized areas)	1985–2010
Hymel (2019)	0.89–1.06 (5 year)	Freeways and other limited-access roads	2-stage least squares regression with instrumental variables	United States (urban areas)	1981–2015

MEASURING INDUCED TRAVEL: EVIDENCE FROM RESEARCH

- “A capacity expansion of 10% is likely to increase vehicle-miles-travelled by 3% to 6% in the short-run and 6% to 10% in the long-run”
- Relationship is about 1-to-1
- Congestion and its effects?
 - Generally, net effect in the long-run is no decrease in congestion
 - Driving increases along with capacity

<https://ncst.ucdavis.edu/research-product/increasing-highway-capacity-unlikely-relieve-traffic-congestion>

October 2015

 National Center for Sustainable Transportation

Increasing Highway Capacity Unlikely to Relieve Traffic Congestion

Susan Handy
Department of Environmental Science and Policy
University of California, Davis

Contact Information:
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POLICY BRIEF

Issue

Reducing traffic congestion is often proposed as a solution for improving fuel efficiency and reducing greenhouse gas (GHG) emissions. Traffic congestion has traditionally been addressed by adding additional roadway capacity via constructing entirely new roadways, adding additional lanes to existing roadways, or upgrading existing highways to controlled-access freeways. Numerous studies have examined the effectiveness of this approach and consistently show that adding capacity to roadways fails to alleviate congestion for long because it actually increases vehicle miles traveled (VMT).

An increase in VMT attributable to increases in roadway capacity where congestion is present is called “induced travel”. The basic economic principles of supply and demand explain this phenomenon: adding capacity decreases travel time, in effect lowering the “price” of driving; and when prices go down, the quantity of driving goes up.¹ Induced travel counteracts the effectiveness of capacity expansion as a strategy for alleviating traffic congestion and offsets in part or in whole reductions in GHG emissions that would result from reduced congestion.

Key Research Findings

The quality of the evidence linking highway capacity expansion to increased VMT is high. All studies reviewed used time-series data and sophisticated econometric techniques to estimate the effect of increased capacity on congestion and VMT. All studies also controlled for other factors that might also affect VMT, including population growth, increases in income, other demographic factors, and changes in transit service.²

Increased roadway capacity induces additional VMT in the short-run and even more VMT in the long-run. A capacity expansion of 10% is likely to increase VMT by 3% to 6% in the short-run and 6% to 10% in the long-run. Increased capacity can lead to increased VMT in the short-run in several ways: if people shift from other modes to driving, if drivers make longer trips (by choosing longer routes and/or more distant destinations), or if drivers make more frequent trips.³⁻⁵ Longer-term effects may also occur if households and businesses move to more distant locations or if development patterns become more dispersed in response to the capacity increase. One study concludes that the full impact of capacity expansion on VMT materializes within five years⁶ and another concludes that the full effect takes as long as 10 years.⁷

Capacity expansion leads to a net increase in VMT, not simply a shifting of VMT from one road to another. Some argue that increased capacity does not generate new VMT but rather that drivers simply shift from slower and more congested roads to the new or newly expanded roadway. Evidence does not support this argument. One study found “no conclusive evidence that increases in state highway lane-miles have affected traffic on other roads”⁸ while a more recent study concluded that “increasing lane kilometers for one type of road diverts little traffic from other types of roads”.⁹

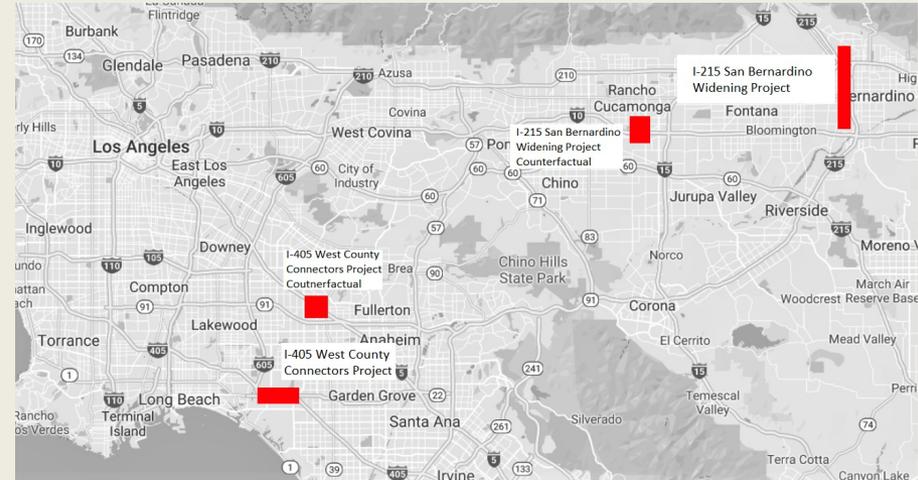
Increases in GHG emissions attributable to capacity expansion are substantial. One study predicted that the growth in VMT attributable to increased lane miles would produce an additional 43 million metric tons of CO₂ emissions in 2012 nationwide.¹⁰

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EXAMPLES FROM CALIFORNIA

Anderson, et al. (2021):



EXAMPLES FROM CALIFORNIA

Authors	Implied Elasticity	Facility	County	Type of Expansion	Year of Expansion
Anderson et al. (2021)	0.152 (1-2 year)	SR-24	Alameda & Contra Costa	Two new general purpose lanes (off-peak direction)	2013
	0.334 (1-2 year)	I-215	San Bernardino	One new general purpose lane and one new HOV lane	2010
	0.700 (1-2 year)	I-580	Alameda	One new HOT lane	2016
	0.843 (1-2 year)	I-405	Orange	One new HOV lane and new connectors	2014

EXAMPLES FROM CALIFORNIA

Authors	Implied Elasticity	Facility	County	Type of Expansion	Year of Expansion
Anderson et al. (2021)	0.152 (1-2 year)	SR-24	Alameda & Contra Costa	Two new general purpose lanes (off-peak direction)	2013
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	0.700 (1-2 year)	I-580	Alameda	One new HOT lane	2016
	0.843 (1-2 year)	I-405	Orange	One new HOV lane and new connectors	2014

EXAMPLES FROM CALIFORNIA

- “Overall, we find that the implied elasticities are similar across different types of lane expansions, and in all cases within the range of estimates from previous studies” (Anderson, et al., 2021, p. 65)

APPLYING THE INDUCED TRAVEL RESEARCH

- NCST's Induced Travel Calculator

<https://travelcalculator.ncst.ucdavis.edu>

Overview

This calculator allows users to estimate the VMT induced annually as a result of adding general-purpose lane miles, high-occupancy vehicle (HOV) lane miles, or high-occupancy toll (HOT) lane miles to publicly owned roadways, like those managed by the California Department of Transportation (Caltrans), in one of California's urbanized counties (counties within a metropolitan statistical area (MSA)). The calculator applies only to facilities with Federal Highway Administration (FHWA) functional classifications of 1, 2 or 3. That corresponds to interstate highways (class 1), other freeways and expressways (class 2), and other principal arterials (class 3).

How to Use

To obtain an induced VMT estimate for a roadway capacity expansion project, enter the project length (in lane miles added), the geography (MSA for additions to interstates; county for additions to other Caltrans-managed class 2 or 3 facilities), and the base year (2016, 2017, 2018, or 2019). The base year indicates which year of VMT and lane mile data will be used to estimate the induced VMT.

[More about this calculator](#)

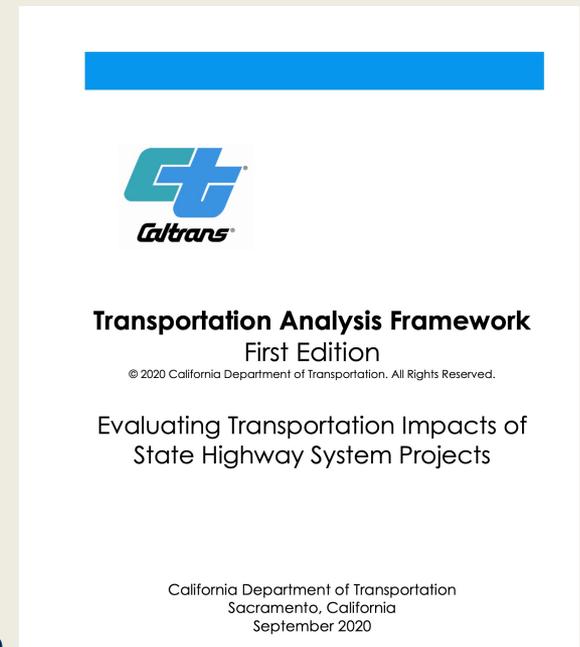
Calculator

1. Select Year

48

APPLYING THE INDUCED TRAVEL RESEARCH

- NCST's Induced Travel Calculator now recommended by Caltrans
- Offshoots
 - SHIFT Calculator (nationwide)
 - RMI's Calculator for Colorado
 - Adaptation for Portland Oregon



THANK YOU!

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May 4, 2022

Amarjeet Benipal
Director, Caltrans District 3
Delivered via email

Re: Follow Up to April 26, 2022 Coordination Meeting on Yolo 80 Managed Lanes Project

Dear Mr. Benipal:

This letter follows up on the April 26, 2022, coordination meeting for the Yolo 80 Managed Lanes Project. We appreciated the opportunity to meet with you and discuss our concerns. At the meeting, we reiterated our request to Caltrans to revise the Notice of Preparation (NOP) for this project to better reflect the goals and priorities of the Yolo County Transportation District (YCTD) and our Yolo County communities.

We remain focused on the following next steps for the project:

1. The NOP should be revised and reissued to include -
 - a. An updated Project Description that explicitly references a tolled facility as the preferred alternative, with toll revenues used to support increased bus frequency and span of service on this segment of 80 and a transportation equity program to minimize negative impacts and maximize benefits to disadvantaged communities on the corridor – specifically in West Sacramento;
 - b. The Project Description will be written broadly enough to consider, and provide environmental clearance for, a multi-laned facility if our joint project analysis leads us to that conclusion as the best project alternative;
 - c. An updated Purpose and Need section that identifies climate change, VMT reduction, and transportation equity as key considerations, consistent with state law and policy;
 - d. Infrastructure and ITS/ICM elements specifically designed to speed up and prioritize buses, including those identified in our recent funding request to the Transit and Intercity Rail (TIRCP) program.
2. A timely and collaborative process should precede the reissue of the NOP:
 - a. Caltrans will provide YCTD the revised NOP for review no later than May 24, but ideally by May 16; and
 - b. Caltrans and YCTD will agree on the final NOP prior to its public release.

Caltrans SB 743 guidance documents direct transportation capital projects to reduce VMT to the greatest extent feasible. YCTD understands Caltrans District 3 has hesitated to describe the project as a tolled facility apparently on the grounds that it does not want to predetermine the final project. YCTD disagrees. The project description is the defining element or starting point for every CEQA environmental document. It provides the foundation for determining whether there is the potential for

either a direct physical change in the environment or a reasonably foreseeable indirect physical change in the environment. (See 14 CCR Sections 15378 and 15124.)

Moreover, YCTD strongly believes that public transparency demands that the project description accurately reflect the preferred project. As the Governor's Office of Planning and Research has noted, CEQA requires public agencies to "look before they leap" and consider the environmental consequences of their discretionary actions; and the analysis of environmental impacts and alternatives may result in changes to a project's design, scope, and mitigation, or even a decision not to proceed with a project. That does not mean, however, that CEQA should substitute as a decision-making tool for determining appropriate and necessary public projects.

Substantial evidence currently exists for a better-defined project description that assumes tolling. First, Caltrans' 2019 California High-Occupancy Vehicle Facilities Degradation Report and Action Plan (HOV Action Plan) concludes that HOV lanes in congested areas throughout the state feature high failure rates, including in District 3. The HOV Action Plan itself identifies pricing, and specifically tolling, as one of the solutions to address the degradation of carpool lanes.

The National Center for Sustainable Transportation (NCST) Induced Travel Calculator along with most of the peer-reviewed literature and real-world case studies (see for example Anderson 2021), illustrate that carpool lanes are just as VMT-inducing as general purpose lanes when they are not paired with substantial investments in transit. Tolling provides an ongoing source of revenue that can be used to fund increased transit frequency and span of service, along with bike lanes, mobility hubs and other multimodal infrastructure, thereby reducing the amount of VMT associated with capacity-expanding freeway projects.

Along these same lines, the 2021 Caltrans I-80 CMCP Corridor Modeling and Analysis Update concludes that HOT3+ reduces VMT growth more than HOV or HOT2+ for this segment.

Caltrans' November 2021 Interstate 80/U.S. Highway 50 Managed Lanes Traffic and Revenue Report (I-80 Managed Lanes T+R Report) for this project concludes that an HOV-only lane would open under failed conditions during the PM Peak (Pg. 14). *Only* tolled alternatives enable the additional lane to approach the HOV Action Plan's managed lanes performance objectives. In fact, the I-80 Managed Lanes T+R Report suggests that not only is a tolled lane needed, but that a *second* tolled lane (i.e., conversion of a general purpose lane to a tolled lane) may be necessary to achieve the project objectives due to extremely high demand.

Both statewide and regional planning documents assume user pricing such as tolled facilities and/or congestion pricing. At the state level, the California State Transportation Agency's 2021 Climate Action Plan for Transportation Infrastructure states with no ambiguity that 1) VMT reduction is required to achieve greenhouse gas emissions reductions, 2) roadway pricing will be required to achieve VMT reductions, and 3) challenges and barriers therein will require strong coordination between state, regional, and local agencies (Strategy S6). At the regional level, the 2020 SACOG MTP/SCS relies on highway pricing and reinvestment of tolling revenue in transit to meet GHG targets (Policies 9-16).

While detailed traffic and VMT analyses are not yet publicly available for the Yolo 80 Managed Lanes Project, the preponderance of evidence from both the academic literature and Caltrans' own analyses of the corridor suggest that neither a general purpose nor HOV lane will achieve the goals of CAPTI, the 2020 SACOG MTP/SCS, let alone YCTD's and Caltrans' goals.

YCTD has also learned that NOPs for several Caltrans highway capital projects in other districts were released within the past year with tolling facility project descriptions. In this regard, the I-80 Managed Lanes Project NOP would not set a new or unusual precedent. In fact, including a tolling facility in the

project description is more closely aligned with current Caltrans practices for analogous projects post-SB 743, including:

- I-405 Sepulveda Pass Express Lanes (<https://ceqanet.opr.ca.gov/2021080037>); and
- San Mateo 101 Managed Lanes Project North of I-380 (<https://ceqanet.opr.ca.gov/2021070395>).

Public and local agency expectations for this project are high. Caltrans has already decommitted from constructing a dedicated Causeway bicycle facility and community pressure is building to reduce congestion and VMT and to provide viable alternatives to driving. The YCTD Board of Directors is aligned in support of a project that minimizes harmful climate emissions and advances transportation equity for low-income communities disproportionately burdened by prior transportation projects. The project description should, therefore, reflect the alternative that best supports the goals of SB 375, SB 743, CAPTI, Caltrans' HOV Action Plan, and the SACOG MTP/SCS.

YCTD appreciates the unique partnership with Caltrans this project presents, as well as the opportunity for meaningful congestion management and equitable mobility improvements on the I-80 corridor. As a potentially forward-thinking "statement project" for the Sacramento Region, the YCTD Board is committed to advancing a project in a timely manner, while ensuring the project aligns with the goals adopted by the YCTD Board, proceeds with transparency, and engages our local community partners.

We look forward to working with you to make this possible, and we look forward to our continued conversations. As always, please reach out to us anytime at abernstein@yctd.org.

Sincerely,

Autumn Bernstein
Executive Director
Yolo County Transportation District

Don Saylor
Chair of the Board
Yolo County Transportation District

Cc:

Secretary Toks Omishakin, CalSTA
Darwin Moosavi, CalSTA
Steven Keck, Caltrans
Jeanie Ward-Waller, Caltrans
Tony Dang, Caltrans
Eric Sundquist, Caltrans
Joe Rouse, Caltrans
Chad Rinde, Yolo County
Mike Webb, City of Davis
Ken Hiatt, City of Woodland
Aaron Laurel, City of West Sacramento
Kathleen Tropa, City of Winters
Matt Dulcich, UC Davis
James Corless, SACOG

California Department of Transportation

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June 23, 2022

Don Saylor
Chair of the Board
Yolo County Transportation District
350 Industrial Way
Woodland, CA 95776

Attn: Autumn Bernstein, Executive Director Yolo County Transportation District

RE: Response to Yolo County Transportation District Letter dated May 4, 2022
regarding April 2022 Ad Hoc Meeting

Dear Supervisor Saylor:

Thank you for your letter containing Yolo County Transportation District's (YCTD) perspective regarding the April 26, 2022 coordination meeting for the Yolo 80 Managed Lanes Project. While Caltrans is the California Environmental Quality Act (CEQA) lead agency on the project, we will continue to coordinate and partner with YCTD as we revise the language in the Notice of Preparation (NOP) in consideration of the comments received. As discussed, the NOP will be modified to reflect comments from YCTD regarding the use of tolling language in the project description and elsewhere in the document as appropriate. The Department concurs that both parties, as partners, should make a good faith effort to agree on the contents of the NOP prior to its re-release to the public. However, as the CEQA lead agency, the Department is not permitted to delegate any of its lead agency responsibilities to YCTD.

Caltrans supports the development and implementation of a network of priced managed lanes consistent with the Climate Action Plan for Transportation Infrastructure and the 2050 California Transportation Plan. As such, the Department recognizes the Yolo 80 Managed Lanes Project provides a key opportunity to bring these solutions to the region, which allows Caltrans and its partners to move more people and goods, improve travel reliability, and provide equitable travel choices along key transportation corridors.

The letter states that the Department decommitted from constructing a dedicated causeway bicycle facility. A clarifying point is that the Executive Steering Committee, consisting of YCTD Commissioners representing Yolo County, the City of

West Sacramento, City of Davis, UC Davis, and Sacramento Area Council of Governments agreed and recommended at the July 22, 2021 meeting, that due to the environmentally sensitive areas within the project limits, a standalone causeway bicycle facility would not be included as part of the scope of the project. It was also agreed that improvements would instead be made to the existing bike and pedestrian facility at the east and west ends of the causeway. In addition, the Department will be updating the barrier and fence on the existing bike and pedestrian facility by increasing the height to improve safety.

As the project is partially funded, the Department will work with YCTD and Sacramento Area Council of Governments to fully fund the project including any project mitigation costs. The roles and responsibilities regarding toll operations and revenue collection will be subject to a separate agreement based on the funding arrangements.

Thank you for the letter. I look forward to having further discussions on the project.

Sincerely,



AMARJEET S. BENIPAL
Director

- c: Toks Omishakin, CalSTA
- Tony Tavares, Caltrans
- Steven Keck, Caltrans
- Darwin Moosavi, CalSTA
- Jeanie Ward-Waller, Caltrans
- Tony Dang, Caltrans
- Joe Rouse, Caltrans
- Suzy Melim, Caltrans