

Chapter 3. Evaluation of YOLOBUS Fixed Route Services

This chapter presents an overview of existing YOLOBUS fixed route services, with an emphasis on system performance. It also evaluates how the system has changed over the past four years, and includes stop-by-stop ridership information (on local routes in Woodland and West Sacramento and the intercity Route 42).

Overview of Existing YOLOBUS Fixed Route Services

YOLOBUS consists of 19 fixed routes and provides local, intercity, express/commute and rural service throughout Yolo County. Outside of Yolo County, YOLOBUS provides service to downtown Sacramento, the Sacramento International Airport and Vacaville. Local service is provided in Woodland and West Sacramento, and is supported by the intercity Route 42 in Davis, Woodland and West Sacramento. Route 220 provides local service in Winters with intercity connections to Vacaville and Davis. YOLOBUS offers a variety of express/commuter routes between Davis & Sacramento and Woodland & Sacramento and limited express service between Woodland and Davis, West Sacramento and Sacramento and reverse commute service between Sacramento and Davis.

Because of the large service area, YOLOBUS does not operate out of one central “transit center,” but rather has several smaller transfer locations where some routes have timed connections. Many connections are made via Route 42 at the County Fair Mall in Woodland, along West Capitol Avenue in West Sacramento, at the Memorial Union in Davis and at several locations throughout Downtown Sacramento. Connections to other transit agencies can also be made in Davis (to Unitrans, Fairfield–Suisun Transit and Amtrak), in downtown Sacramento (to RT and several other providers) and in Vacaville (to Vacaville City Coach and Fairfield–Suisun Transit).

Figure 3-1 presents a summary of each route. It lists service type (Intercity, Local, Commute/Express or Rural), the cities and locations served, the approximate percentage share of service hours and passengers for each route.

Figure 3-1 Summary of YOLOBUS Fixed Routes

Route	Type	Major Areas Served	Percent of YOLOBUS Service Hours (1)	Percent of Fixed Route Passengers (1)
42	Intercity	Woodland, Davis, West Sacramento, Downtown Sacramento, Sacramento International Airport	47%	43%
40	Local	West Sacramento, Downtown Sacramento	6%	6%
41	Local	West Sacramento, Downtown Sacramento	8%	7%
43	Commute	Davis, Downtown Sacramento Downtown Sacramento, Davis (Reverse)	3%	4%
44	Commute	Davis, Downtown Sacramento	2%	3%
45	Commute	Woodland, Downtown Sacramento	3%	4%
210	Local	Woodland	7%	8%
211	Local	Woodland	6%	6%
215	Rural/ Local	Woodland, Madison, Esparto, Capay, Cache Creek Casino	7%	11%
216	Rural	Woodland, Knights Landing	0%	0%
217	Rural	Woodland, Dunnigan, Yolo	0%	0%
220	Rural/ Local	Davis, Winters, Vacaville	4%	1%
230	Commute	Davis, Downtown Sacramento	2%	3%
231	Commute	Davis, Downtown Sacramento	1%	0%
232	Commute	Davis, Downtown Sacramento	1%	1%
240	Commute	Downtown Sacramento, West Sacramento	1%	1%
242	Commute	Woodland, Davis	1%	1%
39	Commute	West Sacramento (Southport area), Downtown Sacramento	1%	1%
River Cats Shuttle	Special/ Seasonal	West Sacramento (Southport area to Raley Field)		
Total			100%	100%

(1) Based on FY2004 Actual Performance data.

Intercity Route 42

Route 42 is YOLOBUS' main route and accounts for nearly half (47%) of the agency's annual service hours. Likewise, about 43% of the agency's annual

passenger boardings were on Route 42. Consisting of a bi-directional loop, Route 42 has two variations based on the direction of travel: Route 42A travels clockwise and Route 42B travels counter clockwise. The route connects the three major cities in Yolo County (Woodland, Davis and West Sacramento) with Downtown Sacramento and the Sacramento International Airport. While Route 42 provides an important link between cities, it also provides local service in Woodland, Davis and West Sacramento.

Service on Route 42 is available from approximately 5:00 AM until midnight, Monday through Friday and from 6:30 AM until 10:00 PM on weekends.

Service in Woodland

YOLOBUS is the only fixed route transit service in Woodland, with local, intercity and commute/express routes. Three rural routes (215, 216 and 217) also begin and end in Woodland. The following YOLOBUS routes are exclusively focused on Woodland.

Routes 210 and 211 provide local service in Woodland only. The two loop routes operate in opposite directions (210 counter clockwise and 211 clockwise) on hourly headways. Combined, the two routes account for approximately 13% of YOLOBUS' annual service hours and 14% of annual passenger boardings.

Service on Route 210 is available from 6:55 AM until 6:48 PM Monday through Saturday and from 8:55 AM until 5:48 PM on Sunday. Route 211 only operates Monday through Friday from 6:55 AM until 8:48 PM.

Route 45 provides commute service from Woodland to Downtown Sacramento, on weekdays only. Four trips are offered in the morning (leaving Woodland) approximately every 20 minutes from 5:55 AM until 6:55 AM and four return trips (from Sacramento) are offered from 4:05 PM until 5:35 PM. Route 45 accounts for approximately 3% of YOLOBUS' annual service hours and 4% of the annual passenger boardings.

Route 242 is a commute route that travels on weekdays from Woodland to the UC Davis campus. One trip is provided in the morning (leaving Woodland at

6:54 AM) and one trip is provided in the evening (leaving Davis at 5:10 PM). Route 242 accounts for only 1% of YOLOBUS' annual service hours and 1% of the annual passenger boardings.

Service in Davis

Because Unitrans provides the majority of local service in Davis, YOLOBUS service in Davis is primarily focused on the commute/express market to downtown Sacramento and Woodland. However, on Sundays when Unitrans is not operating, YOLOBUS' Route 42 provides the only fixed route service in Davis. The following is a brief description of the YOLOBUS commute/express services in Davis.

Route 43 is a commute route that travels from the UC Davis campus and northeast Davis to downtown Sacramento Monday through Friday only. Three trips are provided in the morning (from 6:12 AM – 7:27 AM) and three trips return in the evening (from 4:03 PM – 5:03 PM). Route 43 Reverse provides return service from downtown Sacramento directly to the UC Davis campus. Route 43 Reverse, which provides one trip in the morning and one trip in the evening, is essentially the return trip of the 6:08 AM and 4:03 PM trips. Route 43 and Route 43 Reverse account for approximately 3% of YOLOBUS' annual service hours and 4% of the annual passenger boardings.

Route 44 provides commute service between South Davis to downtown Sacramento. Three trips are provided in the morning (from 6:04 AM – 7:23 AM) and three trips return in the evening (from 4:16 PM – 5:06 PM). Route 44 accounts for approximately 2% of YOLOBUS' annual service hours and 3% of the annual passenger boardings.

Routes 230, 231 and 232 all provide commute service from west/north Davis to downtown Sacramento. Route 230 has three morning trips to Sacramento (from 6:00 AM – 7:00 AM) and Route 232 has one morning trip to downtown Sacramento at 6:24 AM. Returning to Davis from Sacramento in the evening, Route 230 provides two trips (4:32 PM and 5:02 PM), Route 231 provides one trip at 6:06 PM and Route 232 provides one trip at 5:33 PM. Routes 230, 231

and 232 account for approximately 4% of YOLOBUS' annual service hours and 4% of the annual passenger boardings.

Service in West Sacramento

With the exception Sacramento RT's Route 140 (Capital Shuttle), which is a limited service just across the Capitol Avenue Bridge, YOLOBUS is the only fixed route transit service in West Sacramento. Local, intercity and commute services are provided, as well as supplemental local service on Route 42 along West Capitol Avenue. The following YOLOBUS routes are provided exclusively in West Sacramento.

Routes 40 and 41 are operated in West Sacramento (north of the Barge Canal only) with a connection to downtown Sacramento. They operate in opposite directions (Route 40 operates counter clockwise and Route 41 operates clockwise) on 70-minute headways although their routes structures are not identical. Route 40 provides service to Triangle Court and does not serve Park and Stone whereas Route 41 extends further south to Park and Stone. Combined, the two routes account for approximately 14% of YOLOBUS' annual service hours and 13% of annual passenger boardings.

Service on Route 41 is available from 6:22 AM until 10:15 PM Monday through Friday, from 7:15 AM until 7:55 PM on Saturday and from 8:25 AM until 6:45 PM on Sunday. Route 40 only operates Monday through Friday from 5:52 AM until 8:30 PM.

Route 39 provides peak-hour commute service between the Southport area of West Sacramento and downtown Sacramento Monday through Friday only. Two trips are provided in the morning (at 6:15 AM and 7:17 AM) and two return trips are provided in the evening (4:05 PM and 5:08 PM). Route 39 accounts for approximately 1% of YOLOBUS' annual service hours and 1% of annual passenger boardings.

Route 240 provides reverse-commute service between downtown Sacramento and the industrial areas of West Sacramento, Monday through Friday only. There are two trips in the morning (7:05 AM and 7:25 AM) and two trips return to downtown Sacramento in the evening (4:32 PM and 5:02 PM). Route 240

accounts for approximately 1% of YOLOBUS' annual service hours and 1% of annual passenger boardings.

Rural/County Routes

YOLOBUS provides service between the major urban centers (Woodland and Davis) and the smaller outlying communities in Yolo County. A brief description of these routes follows.

Route 220 (Davis/Winters/Vacaville) links the Memorial Union on the UC Davis campus with Winters and Vacaville. In Winters, Route 220 provides local circulation and deviates from the fixed route alignment for a curb-to-curb service on demand. Four round trips are provided on weekdays and three round trips are provided on Saturday. Route 220 accounts for approximately 4% of YOLOBUS' annual service hours and 1% of the annual passenger boardings.

Route 215 connects Woodland to Cache Creek Casino with Madison, Esparto and Capay seven days a week from approximately 5:45 AM until midnight. It offers eight round trips daily, although does not operate on regular headways. Route 215 accounts for approximately 7% of YOLOBUS' annual service hours and 11% of the annual passenger boardings.

Routes 216 and 217 provide life-line fixed route services from Woodland to several small rural communities in northern Yolo County. Route 216 offers one round trip from Woodland to Knights Landing on Tuesdays and Fridays only. Route 217 operates one round trip from Woodland to Yolo and Dunnigan on Mondays and Thursdays only. The two routes combined account for less than 1% of YOLOBUS' annual service hours and less than 1% of the annual passenger boardings.

Special Services

YOLOBUS operates the River Cats Shuttle, a special route that connects the Southport area of West Sacramento with Raley Field. On all game days, two trips are provided before the start of the game and one trip returns 15 minutes after the end of the game. Fares on the River Cats Shuttle are the same as regular YOLOBUS fixed route fares.

Rather than simply deadheading at the beginning or end of certain routes, YOLOBUS has recently initiated “Quick Trips.” Quick Trips are essentially extensions of regular routes that provide additional service to and from the beginning or end of a regular service route. Select trips are provided between Sacramento and Woodland in the morning (6:44 AM through 10:00 AM), between Woodland and Sacramento in early evening (between 3:30 PM and 6:00 PM), and between Sacramento and Woodland at night (8:35 PM to 10:53). In addition, weekend service is enhanced in the morning between Woodland and Sacramento and at night between Sacramento and Woodland. Quick Trips are also available between Woodland and Davis in the early morning hours and in the evening between 5:30 PM and 6:30 PM as well as several late night trips.

Figures 3-2 and 3-3 below summarize YOLOBUS fixed routes, including service hours and approximate service frequencies. Figure 3-4 is a map of the YOLOBUS service area. Figure 3-5 through 3-7 show service frequencies and routing structure in Woodland, Davis, and West Sacramento.

Figure 3-2 YOLOBUS Service Hours and Days of Operation, May 2005

Route	Service Hours		
	Weekday	Saturday	Sunday
39	6:00 AM - 8:00 AM, 4:00 - 6:00PM		
40	6:00 AM - 8:30 PM		
41	6:30 AM - 10:30 PM	7:15 AM – 7:45 PM	8:25 AM – 6:45 PM
RC	Varies depending on start time of River Cats game.		
42	5:00 AM- midnight	6:30 AM -10:00 PM	6:30 AM -10:00 PM
43	6:00 AM-8:30 AM; 4:00 PM-7:00 PM		
43 Reverse	7:00 AM - 7:45 AM; 5:00 PM - 6:00 PM		
44	6:00 AM-8:30 AM; 4:00 PM-7:00 PM		
45	6:00 AM-8:00 AM; 4:00 PM-7:00PM		
210	7:00 AM-9:00 PM	7:00 AM-7:00PM	9:00 AM-6:00 PM
211	7:00 AM-9:00 PM		
215	6:00 AM -midnight	6:00 AM -midnight	6:00 AM -midnight
216	9:15 AM; 1:15 PM (Tuesday & Friday only)		
217	9:15 AM; 1:15 PM (Monday & Thursday only)		
220	7:00 AM-5:00PM	9:00 AM--4:30 PM	
230	6:00 AM-8:00 AM; 4:30 PM-7:00 PM		
231	6:00 PM-7:20 PM		
232	6:30 AM-7:30 AM; 5:30 PM-7:00 PM		
240	7:00 AM-8:00 AM; 4:30 PM-5:30 PM		
242	7:00 AM-8:00 AM; 5:00 PM-6:00PM		

Figure 3-3 YOLOBUS Approximate Service Frequencies, May 2005

Route	Approximate Service Frequencies		
	Weekday	Saturday	Sunday
39	Two round trips daily		
40	70		
41	70	70	70
River Cats	Two trips before game and one trip after game		
42	60	60	60
43	Three round trips daily		
43 Reverse	One round trip daily		
44	Three round trips daily		
45	Four round trips daily		
210	60	60	60
211	60		
215	Eight round trips daily		
216	One round trip (Tuesday & Friday only)		
217	One round trip (Wednesday only, by appt)		
220	Four round trips daily	Three round trips	
230	Three morning trips, two evening trips daily		
231	One evening trip daily		
232	One round trip daily		
240	Two round trips daily		
242	One round trip daily		

Figure 3-4 YOLOBUS Fixed Route System Map (Overview)

INSERT FROM PUBS (DAVID)

Figure 3-5 YOLOBUS Fixed Route System Map (Woodland)

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Figure 3-6 YOLOBUS Fixed Route System Map (Davis)

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Figure 3-7 YOLOBUS Fixed Route System Map (West Sacramento)

INSERT FROM PUBS (DAVID)

Fare Structure

Figure 3-8 presents the current fare structure. Fares vary depending on whether service is local or express. Local fares apply on Routes 39, 40, 41, 42, 210, 211, 215, 216, 217, 220, 240. Express fares apply on Routes 43, 44, 45, 230, 231, 232. All routes offer discounted senior (62+)/disabled and student (age 5-18) fares. In addition to cash fares, YOLOBUS offers a day pass and monthly pass. UC Davis undergraduate students can ride YOLOBUS free of charge when they present their valid quarterly registration card. Transfers from RT are accepted on local YOLOBUS routes with no additional charge.

Figure 3-8 YOLOBUS Fixed Route Fare Structure

Effective September 1, 2005

Fare Media	Passenger Category	Local Fares	Express Fares
Cash	Regular	\$1.50	\$2.00
	Students (ages 5-18)	\$0.75	\$1.00
	Seniors (62+)/Disabled	\$0.60	\$1.00
Day Pass	Regular	\$4.50	\$4.50
	Students (ages 5-18)	\$2.25	\$2.25
	Seniors (62+)/Disabled	\$2.25	\$2.25
RT Monthly Pass	Regular	\$80.00	\$100.00
	Students (ages 5-18)	\$24.00	\$44.00
	Seniors (62+)/Disabled	\$40.00	\$40.00
YOLOBUS Only Monthly Pass	Regular	\$60.00	\$80.00
No Fare	UCD Undergraduate Students (with valid registration card)	Free	
Transfers to RT	Regular	\$.50	\$.50
	Students (ages 5-18)	\$.25	\$.25
	Seniors (62+)/Disabled	\$.25	\$.25
Transfers from RT <i>(The rate paid on YOLOBUS excludes what RT charges for issuing a transfer)</i>	Regular	Free	\$0.50
	Students (ages 5-18)	Free	Free
	Seniors (62+)/Disabled	Free	Free

Systemwide Costs and Revenues

Figure 3-9 presents systemwide budgeted expenses and revenues for FYs 2004 and 2005. It includes both operating and capital costs for YOLOBUS and YOLOBUS Special. Budgeted costs and revenues are projected to decline 21% primarily because of a significant drop in capital expenses. Budgeted capital costs for FY 2004 are nearly \$8.8 million and \$5.6 million in FY 2005.

YCTD is funded by a variety of revenues sources. Federal funds account for 45% of total system revenues. Collectively, Districts member contributions cover approximately 30% of system wide costs. Fares, interests and other miscellaneous sources cover the remaining expenses.

**Figure 3-9 Systemwide Expenses and Revenues –
 FY 2004 and FY 2005**

	03/04 Budget	04/05 Proposed	04/05 Percent of Total	03/04 to 04/05 % Change
Expenses				
Purchased Transportation	\$3,879,501	\$3,891,419	32%	0%
Contingencies	\$127,160	\$126,630	1%	0%
Insurance	\$611,075	\$621,252	5%	2%
Fuel	\$724,053	\$736,578	6%	2%
Salaries and Benefits	\$525,375	\$608,780	5%	16%
Capital	\$8,797,497	\$5,572,081	46%	-37%
Services & Supplies	\$808,885	\$661,579	5%	-18%
Total Expenses	\$15,473,546	\$12,218,319	100%	-21%
Revenues				
FTA	\$6,122,176	\$5,491,459	45%	-10%
STA	\$332,459	\$24,855	0%	-93%
W. Sacramento	\$975,495	\$1,052,985	9%	8%
Davis	\$966,172	\$1,057,531	9%	9%
Woodland	\$822,903	\$895,436	7%	9%
Winters	\$102,932	\$110,276	1%	7%
VRF	\$592,481	\$561,019	5%	-5%
County	\$127,827	\$147,185	1%	15%
Inter-Fund Reimbursement	\$214,955	\$0	0%	
Other Agencies	\$3,363,914	\$656,565	5%	-80%
Fares	\$1,293,510	\$1,324,245	11%	2%
Interest	\$95,000	\$95,000	1%	0%
Working Capital	\$463,721	\$801,763	7%	73%
Total	\$15,473,545	\$12,218,319	100.0%	-21%

Source: Yolo County Transportation District 2003/04 Final Budgets and 2004/05 Preliminary Budgets

Fleet Review

Figure 3-10 presents a summary of the YCTD's fleet as of May 2005. The current fleet consists of 44 vehicles: 37 for the fixed route service and seven for YOLOBUS Special. Of the fixed route fleet, all are standard coaches ranging from 35 to 40 feet with a seated capacity between 33 and 56. All fixed route coaches are ADA accessible and most have capacity for two wheelchairs. Nearly half of the fixed route fleet (45%) was manufactured after 2000 and all fixed route vehicles are newer than 1992. It should be noted that nearly two-thirds of the engines in the older vehicles (built in the 1990's) have been rebuilt. The YOLOBUS Special fleet consists of five cutaways and two vans. The five

cutaways operate on diesel fuel and the vans operate on gasoline. The cutaways, with a seated capacity between 16 and 18, have a capacity to hold four wheelchairs. The two vans, with a seated capacity of four, can accommodate two wheelchairs.

Figure 3-10 YCTD Fleet as of May 2005

Type of Bus	Manufacturer	# of Vehicles	Model Year	Fuel Type	Wheelchair spaces	Seated Capacity	Standing Capacity
Standard Coach	Orion Bus Industries*	4	1993	CNG	2	43	15
Standard Coach	Orion Bus Industries	3	1996	CNG	2	33	15
Standard Coach	Orion Bus Industries	6	1996	CNG	2	43	15
Standard Coach	Orion Bus Industries	7	1999	CNG	2	43	15
Standard Coach	Motor Coach Industries, Inc.	1	2000	CNG	1	56	10
Standard Coach	North American Bus Industries	3	2001	CNG	2	40	15
Standard Coach	Orion Bus Industries	13	2003	CNG	2	37	15
Cutaway	Eldorado	4	1999	Diesel	4	18	n/a
Cutaway	Chrysler	1	2004	Diesel	4	16	n/a
Van	Eldorado	2	2004	Gas	2	4	n/a
Total		44			23		

* When manufactured, these buses were known as Bus Industries of America

Source: Yolo County Transportation District

Performance Trends

Nearly all of YOLOBUS' fixed route performance indicators show a gradual downward trend with the exception of average fare per passenger. With a fare increase in December 2003, the average fare per passenger rose from \$0.87 in FY 2003 to \$0.95 in 2004. As expected, ridership declined but is expected to rebound, inching the farebox recovery up to 25%.

YOLOBUS currently has several performance standards that relate to fixed route operating performance. These performance indicators are shown in Figure 3-11 below. An analysis of each indicator follows.

Figure 3-11 Selected Performance Measures and Standards*

Performance Measure	Standard
Annual ridership growth	<ul style="list-style-type: none"> • At least equal to population growth
System passengers per revenue vehicle hour	<ul style="list-style-type: none"> • Local service: 20 passengers/hour • Inter-city service: 15 passengers/hour • Rural service: 8 passengers/hour • Paratransit service: 3 passengers/hour
% cost recovery through farebox receipts	<ul style="list-style-type: none"> • Fixed-route system average: 20%
Annual operating cost increase per revenue vehicle hour	<ul style="list-style-type: none"> • Should not exceed Consumer Price Index (CPI) for the region.

- The Performance Measures and Standards listed here do not include the complete list of Goals, Objectives, Performance Measures and Standards that were developed as part of the 1997 Short Range Transit Plan.

YOLOBUS performance trends for the last four fiscal years (FY 2001 through FY 2004) are presented in Figure 3-12 on the following page.

Figure 3-12 Operating Statistics and Key Performance Measures (FY 2001 – FY 2004)

	FY 01 (1)	FY 02 (1)	% change FY01 to FY02	FY 03 (1) (5)	% change FY02 to FY03	FY 04 (3) (6)	% change FY03 to FY04	% Change FY01 to FY 04
Operating Data								
Passenger Boardings	1,276,192	1,319,692	3%	1,322,376	0%	1,201,197	-9%	-6%
Revenue Miles	1,257,054	1,291,242	3%	1,307,439	1%	1,304,117	0%	4%
Revenue Hours	58,037	58,878	1%	61,188	4%	64,981	6%	12%
Operating Costs (2)	\$3,964,177	\$4,101,661	3%	\$4,499,991	10%	\$4,986,268	11%	26%
Passenger Revenue	\$962,615	\$1,188,651	23%	\$1,154,263	-3%	\$1,145,129	-1%	19%
Performance Indicators								
Passengers/Revenue Hour	22.0	22.4	2%	21.6	-4%	18.5	-14%	-16%
Operating Cost/Passenger	\$3.11	\$3.11	0%	\$3.40	9%	\$4.15	22%	34%
Passengers/Revenue Mile	1.0	1.0	1%	1.0	-1%	0.9	-9%	-9%
Average Fare per Passenger	\$0.75	\$0.90	19%	\$0.87	-3%	\$0.95	9%	26%
Subsidy/Passenger	\$2.35	\$2.21	-6%	\$2.53	15%	\$3.20	26%	36%
Operating Cost/Revenue Hour	\$68.30	\$69.66	2%	\$73.54	6%	\$76.73	4%	12%
Operating Cost/Revenue Mile	\$3.15	\$3.18	1%	\$3.44	8%	\$3.82	11%	21%
Farebox Recovery	24.3%	29.0%	19%	25.7%	-11%	23.0%	-10%	-5%
Consumer Price Index (4)			1.50%		2.00%		2.70%	6.30%

(1) Source: FY01-FY03 YCTD Performance Audit. Passenger Revenues exclude "special fares."

(2) Operating Costs data excludes depreciation.

(3) Source: Operating data from YCTD Passenger Service Reports; Operating costs and Passenger revenue from YCTD Audited Financial Statement and Compliance Report - June 30, 2004. Passenger revenue excludes "special fares."

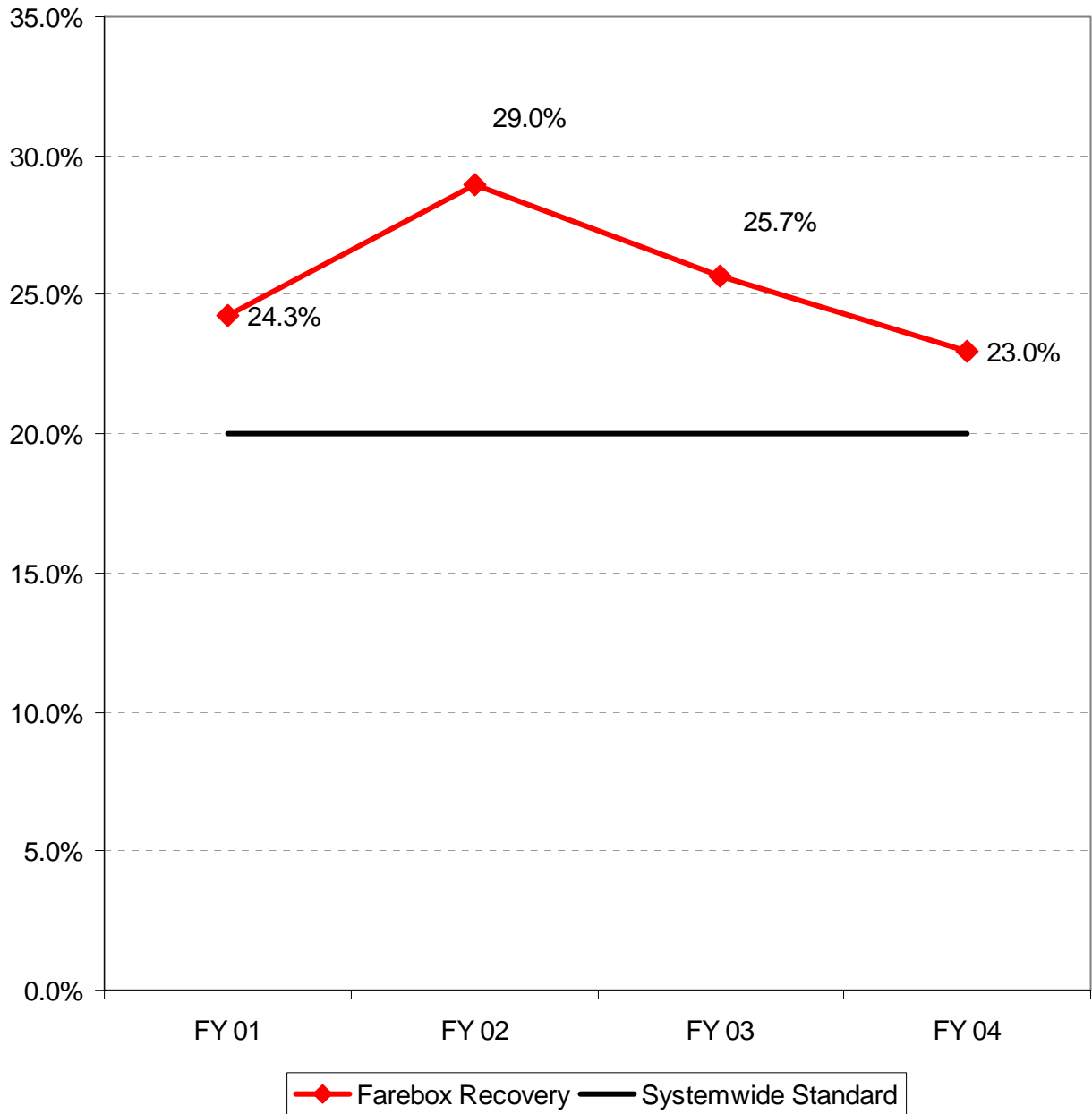
(4) CPI based on Us Dept of Labor figures (www.bls.gov) for Western size class B/C cities.

(5) First full year after re-bidding and change in contractors.

(6) Bus added to keep route 42 on hour headways, causing jump in revenue hours and operating costs. Cache Creek service also increased.

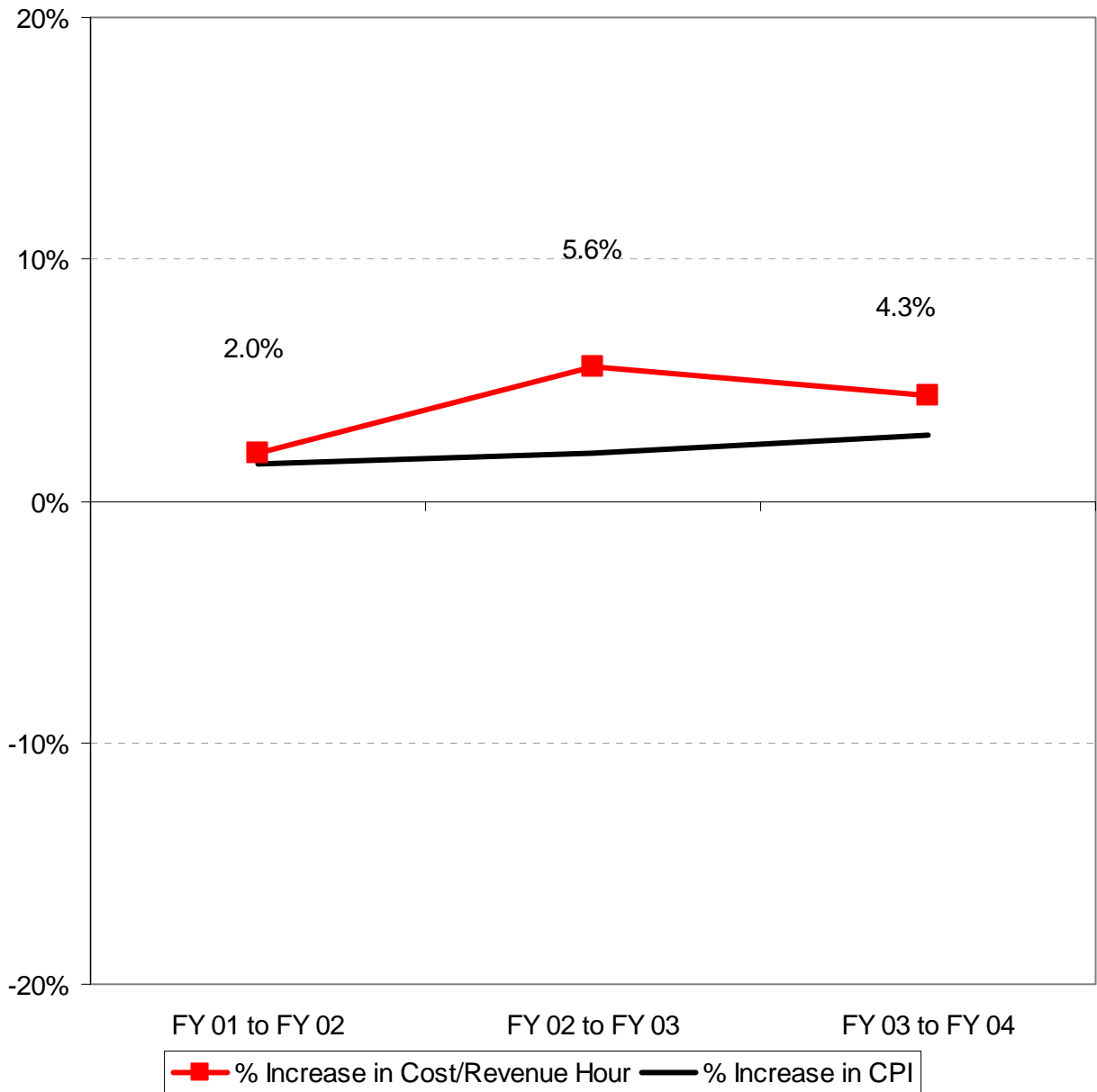
Figure 3-13 shows the farebox recovery ratio has fluctuated over the last four years. It reached a high of 29% in FY 2002 and dropped to 23% by FY 2004. Even though the farebox recovery ratio has declined it exceeded the farebox recovery ratio standard of 20%.

Figure 3-13 Farebox Recovery Ratio, FY 2001 – FY 2004



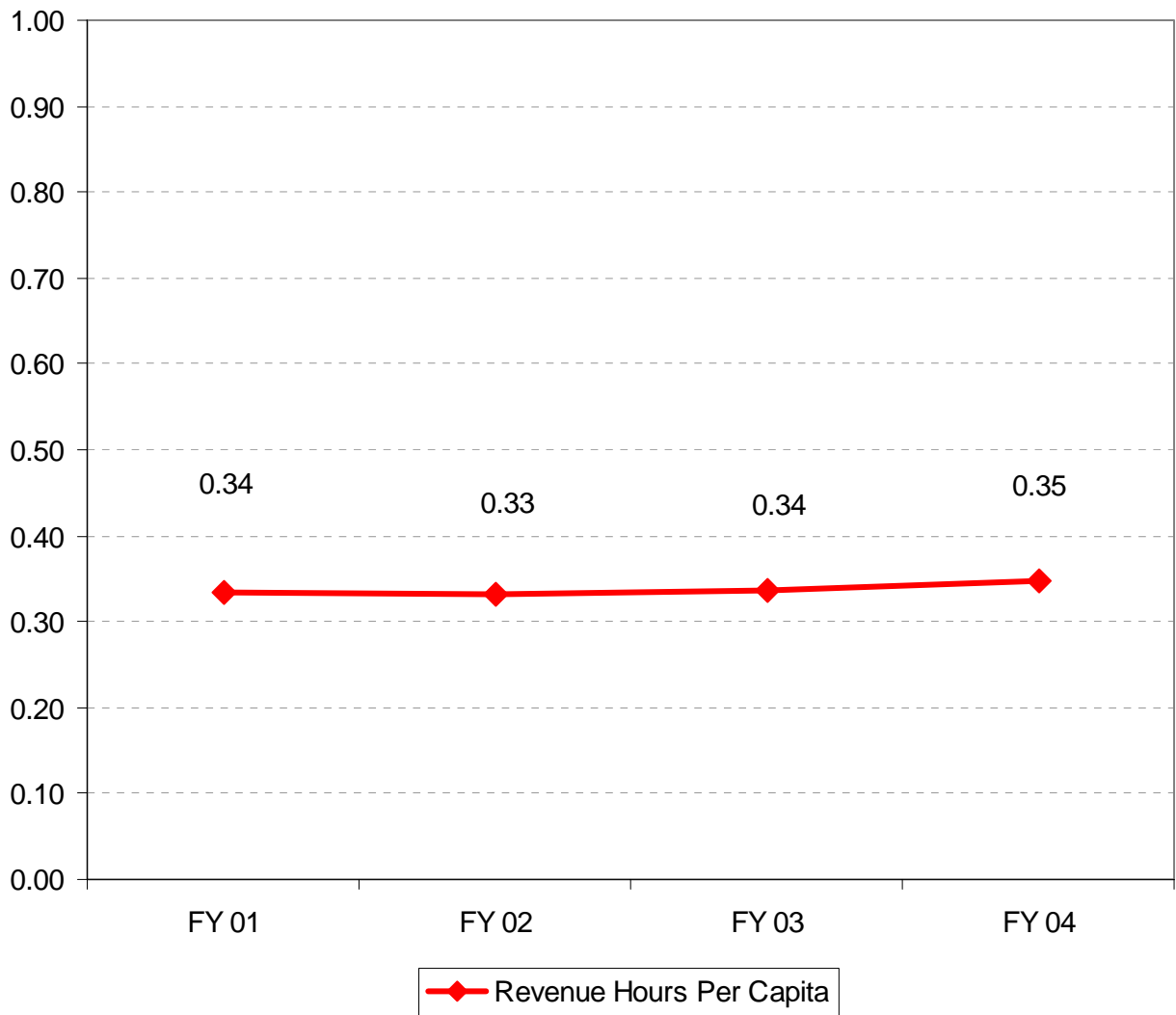
A second performance standard of YOLOBUS is that operating cost increases per revenue vehicle hour should not exceed the CPI for the region. Hourly costs increased 12% between FY 2001 and FY 2004, whereas the CPI increased 6.3% during the same three years (Figure 3-14).

Figure 3-14 Percentage Increase in Cost/Revenue Hour Compared to CPI, FY 2001-FY 2004



Although not a formal performance measure, examining the number of revenue hours per capita is a good indicator of whether service levels have been keeping pace with population growth. As shown in Figure 3-15, revenue hours per capita have remained stable over the past four years. To keep up with projected countywide population growth (227,130 by 2015 according to SACOG projections), the number of revenue hours will need to increase 22% or YCTD should operate 79,400 annual service hours.

Figure 3-15 Revenue Hours Per Capita, FY 2001-FY 2004



Ridership Trends

YOLOBUS ridership fluctuated in the last four years. Between FY 2000 and FY 2002, ridership increased steadily from approximately 1,170,000 annual passengers to just over 1,300,000. In the last two fiscal years (FY 2002–2004), ridership dropped to just above the FY 2000 level. This was an industry-wide problem that occurred across the nation. The economic recession following the events of September 11, 2001 is believed to have contributed to the ridership change. In contrast, population in Yolo County continued to increase on average 1.7% each year (see Figure 3–16). Preliminary data suggests that ridership will increase between 2–3% in 2005.

Figure 3-16 YOLOBUS Annual Ridership and Yolo County Population Growth, 2000-2004

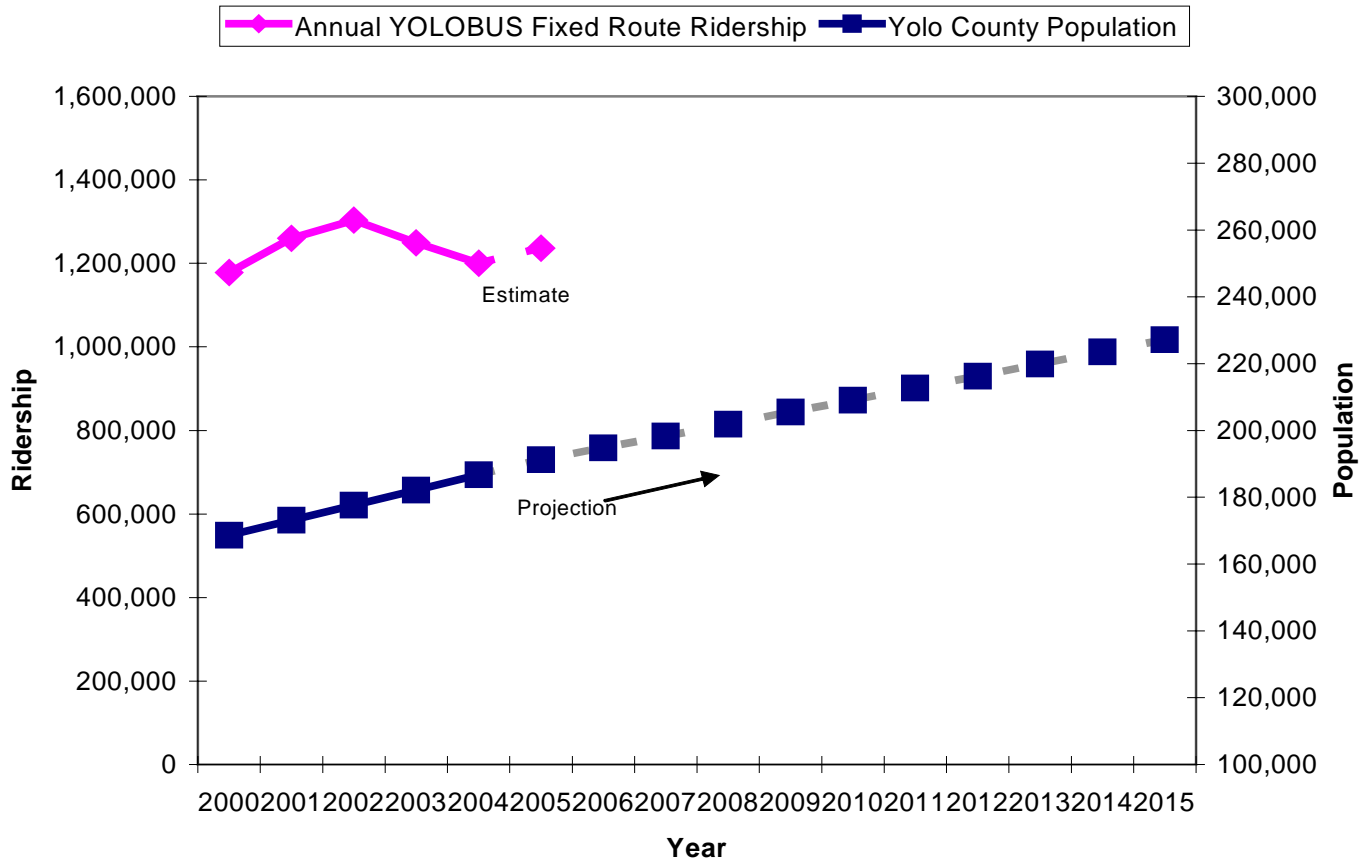
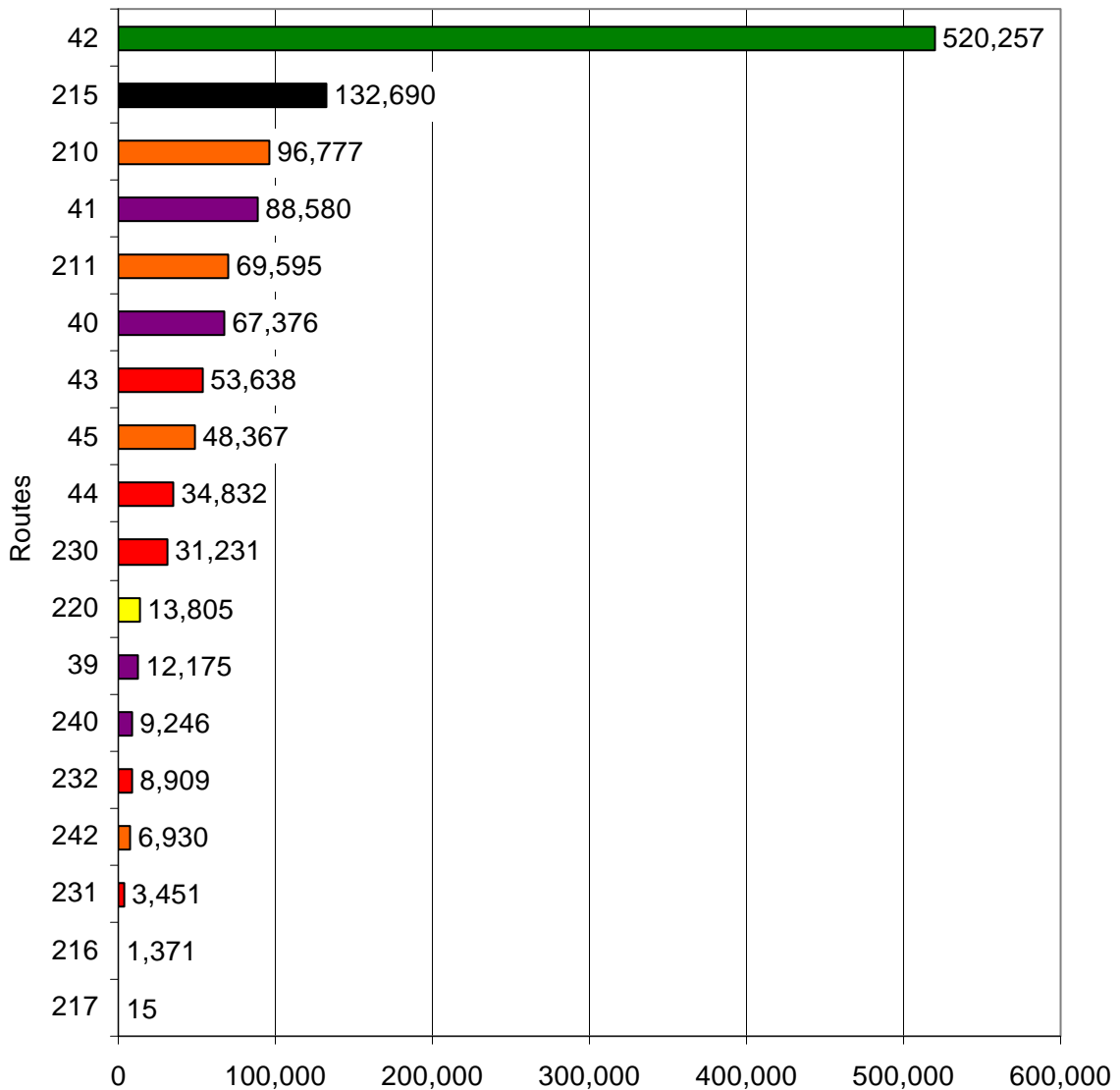


Figure 3-17 shows annual ridership by route. By far, the route with the highest ridership is Route 42 with over 500,000 annual boardings. The local circulator routes in Woodland and West Sacramento (210/211 and 40/41) carry the second and third highest ridership with approximately 166,000 and 155,000 annual boardings, respectively. Route 215 with approximately 132,000 annual boardings, also has strong ridership. As expected, the rural routes have the lowest ridership (Routes 216 and 217), as well as the express routes that provide limited weekday service.

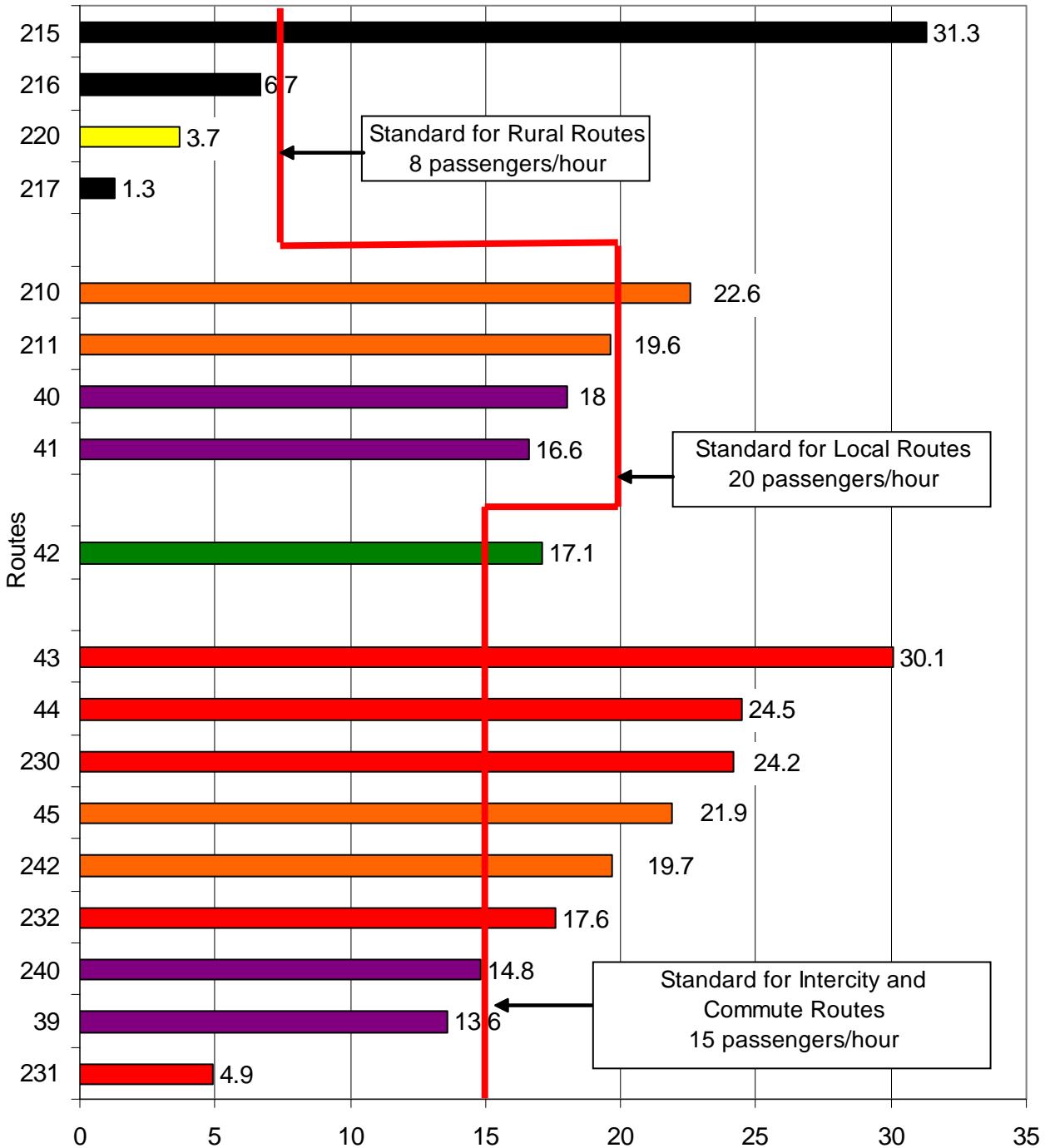
Figure 3-17 YOLOBUS Total Annual Ridership by Route, FY 2004



Source: Yolo County Transportation District

An effective measure of evaluating performance is the number of passenger boardings per service hour (productivity). As shown in Figure 3-18, the route with the highest productivity is Route 215 (Cache Creek Shuttle) with an average of 31.3 passengers per service hour. Three commute routes (Route 43, 44 and 230) also have relatively high productivities carrying between 25-30 hourly passengers. The local routes in Woodland (210 and 211) serve 20 passengers per hour while the local routes in West Sacramento (Routes 40 and 41) were somewhat less productive with 16-18 hourly passengers. Route 42 had just over 17 passengers per hour, which is relatively high considering both the length of the service day and the weekend service. It is not that surprising that routes with low productivities were the 216, 217 and 220 that all serve the rural areas, and Route 231 which only provides one trip during the evening peak hours. It should be noted that Route 42 and all but two of the express routes are meeting the productivity standard of 15 passengers per hour. With the exception of Route 41, the local services are meeting the 20 passengers per hour standard. Several of the rural services (Route 220, 216 and 217) are falling short of the standard of eight passengers per hour.

Figure 3-18 YOLOBUS Productivity by Route and Performance Standards, FY 2004



Source: Yolo County Transportation District

On-Time Performance

YOLOBUS fixed route service has a standard of 90% on-time performance, with “late” being defined as more than five minutes behind schedule. Although a comprehensive survey of on-time performance was not done for this SRTP update, on-time performance checks are routinely conducted by YCTD staff at several points throughout the system. Several months of data (from January 2004 through April 2005) were evaluated at two of these points – J Street and 8th in downtown Sacramento and County Fair Mall in Woodland. While not meant to be a statistically valid evaluation of system-wide on-time performance, the purpose was to get a sense of where specific routes were experiencing on-time performance problems.

As shown in Figure 3-19, the average on-time performance for all observed trips at the two locations (for the sample period) is about 86%. The routes with the greatest on-time performance problem were Route 42A (69% on-time) and Route 42B (60% on-time). Similarly, Route 211 had an on-time performance of 66.7%. All other routes, however, exhibited very good on-time performance, especially the express routes (43, 44, 45, 230 and 232).

Figure 3-19 Sample On-Time Performance by Route

Route	Number of Observed Time Checks	Number of Observed Trips Late (more than 5 minutes)	% of Observed Trips Considered On-Time
39	12	1	91.7%
40	18	2	88.9%
41	12	0	100.0%
42A	29	9	69.0%
42B	35	14	60.0%
43	18	0	100.0%
44	17	0	100.0%
45	24	1	95.8%
210	13	1	92.3%
211	12	4	66.7%*
215	8	0	100.0%
230	18	0	100.0%
232	6	0	100.0%
TOTAL	222	32	85.6%

NOTE: Sample based on data from January-April 2005

*Route 211 affects and is affected by routes 42A and 42B, as the buses must hold up to meet for transfers. Also, route 211 has had running time problems in the afternoons due to heavy boarding activity at Woodland High School and Pioneer High School.

Connecting Transit Systems/Other Transportation Providers

Unitrans

Unitrans is the public transit provider for the City of Davis and UC Davis. The service is a unit of the Associated Students of UC Davis (ASUCD) and has been a primarily student-operated bus system since 1968. The undergraduate student fee remains the primary source of revenue for Unitrans, and the vast majority of employees are still part-time UCD undergraduate students.

Unitrans operates fixed route service throughout Davis on 14 separate lettered lines (A, B, C, etc.). The majority of service is focused on connecting student neighborhoods with the UCD campus, but service is also provided throughout

the city. There are three main “terminals” on the UCD campus: Memorial Union Terminal (MU), Shields Library Terminal and Silo Terminal.

Unitrans provides three varying schedule types depending on the University’s academic calendar. The university operates on three separate quarters (Winter, Spring and Fall) as well as two sessions during the Summer. The following is a summary of the schedule types provided on Unitrans:

- **Regular Service** is provided while UCD classes are in session. No night service is provided on Fridays during the Regular schedule.
- **Finals Service** is provided during finals week for each quarter (some time in December, March and June). Unlike the Regular service schedule, night service is provided on Fridays during the Finals service schedule.
- **Break/Summer Service** is provided during the summer, spring break, holidays and other times when UCD is not in regular session.

Unitrans also provides limited Saturday service on four routes (G, P/Q and W). The only transit service provided on Sunday is a general public demand response shuttle that connects the Amtrak depot with the passenger’s home.

Davis Community Transit

Davis Community Transit (DCT) combines general public demand response service with an ADA complementary and senior paratransit service. DCT began operations in 1975. City of Davis staff, under the direction of City’s Parks and Community Services Department, operates service in-house. While DCT is a general public service, priority is given to ADA eligible registrants and the elderly. The service accommodates approximately 50 to 60 one-way passenger trips per weekday, 25 one-way passenger trips on Saturdays, and 25 to 30 one-way passenger trips on Sundays.

Fairfield-Suisun Transit System

In addition to local routes in the Fairfield and Suisun City area, Fairfield–Suisun Transit operates intercity Route 30 that connects Fairfield with Vacaville, Dixon, Davis and downtown Sacramento. Five round trips are provided daily with service from approximately 7:00 AM and 6:00 PM. Two eastbound trips and

three westbound trips on Route 30 stop in Davis, with stops at the Health Sciences Center and Memorial Union on the UCD campus. Connections between Fairfield–Suisun Transit and YOLOBUS can be made at the Memorial Union in Davis and in Vacaville along Nut Tree Parkway.

One-way fares from Davis to Sacramento and Dixon are \$1.75; \$2.25 from Davis to Vacaville and \$2.75 from Davis to Fairfield.

Amtrak

Amtrak provides both regional and national rail service from the Davis Amtrak Station. The staffed station is open from 4:15 AM until 11:33 PM. The three Amtrak routes that serve the Davis station include:

- **Capitol Corridor.** The 170-mile Capitol Corridor route connects Colfax with San Jose through a combination of rail and bus service. On weekdays, the Capitol Corridor offers 13 westbound and 12 eastbound trips, all of which serve the Davis Station. On weekends and holidays, nine round trips are offered on the Capitol Corridor. Although Amtrak also provides some cities in the region with connecting bus service to a station, they do not provide connecting bus routes that serve other cities in Yolo County (such as Woodland or Winters).
- **California Zephyr.** This national route connects San Francisco with Denver and Chicago. One westbound and one eastbound trip is provided daily with service in both directions at the Davis Station.
- **Coast Starlight.** This route connects Los Angeles and Seattle. One northbound and one southbound trip is provided daily with service in both directions at the Davis Station.

Vacaville City Coach

Vacaville City Coach (VCC) provides a mix of local and express services throughout the Vacaville city limits. There are nine routes in the system, operating from approximately 6:30 AM until 6:30 PM, Monday through Friday, and from approximately 9:00 AM until 5:00 PM on Saturday. No service is provided on Sunday. YOLOBUS's Route 220 connects with all but two of VCC's

routes during weekdays at the Ulatis Cultural Center transfer site. On Saturday, Route 220 also serves the Davis Street Park and Ride lot and the Factory Stores on Nut Tree Road. There is no transfer reciprocity between Vacaville City Coach and YOLOBUS. Adult fares on VCC are \$1.25, Youth fares (ages 6–18) are \$1.00 and the Senior/Disabled fare is \$0.60.

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