AGENDA
(530) 661-0816

Yolo County Transportation District

If requested, this agenda can be made available in appropriate alternative formats to persons with a disability, as required by Section 202 of the Americans with Disabilities Act of 1990 and the Federal Rules and Regulations adopted in implementation thereof. Persons seeking an alternative format should contact Kathy Souza, Executive Assistant, for further information. In addition, a person with a disability who requires a modification or accommodation, including auxiliary aids or services, in order to participate in a public meeting should telephone or otherwise contact Kathy Souza as soon as possible and preferably at least 24 hours prior to the meeting. Kathy Souza may be reached at telephone number (530) 402-2819 or at the following address: 350 Industrial Way, Woodland, CA 95776.

It is the policy of the Board of Directors of the Yolo County Transportation District to encourage participation in the meetings of the Board of Directors. At each open meeting, members of the public shall be provided with an opportunity to directly address the Board on items of interest to the public that are within the subject matter jurisdiction of the Board of Directors. Please fill out a speaker card and give it to the Board Clerk if you wish to address the Board. Speaker cards are provided on a table by the entrance to the meeting room. Depending on the length of the agenda and number of speakers who filled out and submitted cards, the Board Chair reserves the right to limit a public speaker’s time to no more than three (3) minutes, or less, per agenda item.

MEETING DATE: October 8, 2018
MEETING TIME: 7:00 P.M. Board Meeting Begins
MEETING PLACE: YCTD Board Room
350 Industrial Way
Woodland, CA 95776

<table>
<thead>
<tr>
<th>Estimated Time</th>
<th>Info/Discussion</th>
<th>Deliberation/Action</th>
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<tbody>
<tr>
<td>7:00 PM</td>
<td></td>
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<tr>
<td>1.</td>
<td>Determination of Quorum/Pledge of Allegiance (Voting members: Woodland, Davis, West Sacramento, Winters, Yolo County) (Nonvoting members: Caltrans, UCD)</td>
<td>X</td>
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<tr>
<td>7:00</td>
<td>Consider Approval of Agenda for October 8, 2018 meeting</td>
<td>X</td>
</tr>
<tr>
<td>7:00</td>
<td>Comments from public regarding matters NOT on the Agenda, but within the purview of YCTD</td>
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CONSENT CALENDAR

| 7:00 | 4a. | Approve YCTD Board Minutes for Meeting of September 10, 2018 (Kathy Souza) (pp 1-3) | X |
| 7:00 | 4b. | Approve Salary Adjustment and MOU Modification for YCTD’s Executive Director (Ron Martinez, YCTD Legal Counsel) (p 5) | X |
| 7:00 | 4c. | Approve Schedule of YCTD Meeting Dates for 2019 (Kathy Souza) (p 11) | X |

REGULAR CALENDAR

<p>| 7:00 | 5. | Board Member Reports, Announcements, Other Nominations, Presentations (Oral Reports) | X |
| 7:00 | 6. | Oral Update from Transdev (Carmen Alba, Transdev GM) | X |</p>
<table>
<thead>
<tr>
<th>Time</th>
<th>Item Description</th>
<th>Signatures</th>
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<tbody>
<tr>
<td>7:00</td>
<td>7. 7:00 p.m. Public Hearing on Proposed Elimination of Route 231 and Proposed Addition of one Route 43 trip, Effective December 3, 2018. (Terry Bassett &amp; Jose Perez) (pp 13-17)</td>
<td>X</td>
</tr>
<tr>
<td>7:15</td>
<td>8. Consider Proposed Actions to Increase YCTD Ridership (Terry Bassett and Jose Perez) (pp 19-25)</td>
<td>X</td>
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<tr>
<td>7:40</td>
<td>9. Consider Director’s Report (Terry Bassett, Jose Perez, Janice Bryan) (pp 27-30)</td>
<td>X</td>
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<tr>
<td></td>
<td>a. Oral Report</td>
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<td>b. Status of Comprehensive Operational Analysis RFP</td>
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<td>c. Update on Knights Landing Projects</td>
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<td>d. Update on YCTD Fueling Infrastructure</td>
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<td>e. SACOG Unmet Needs Hearing Date</td>
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<td></td>
<td>f. Attachments</td>
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<tr>
<td></td>
<td>i. Ridership Report for August</td>
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<tr>
<td>7:45</td>
<td>10. Adjournment</td>
<td>X</td>
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</table>

**UNLESS CHANGED BY THE YCTD BOARD, THE NEXT MEETING OF THE YOLO COUNTY TRANSPORTATION DISTRICT BOARD OF DIRECTORS WILL BE NOVEMBER 12, 2018 AT 7:00 P.M IN THE YCTD BOARD ROOM, 350 INDUSTRIAL WAY, WOODLAND, CA 95776.**

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 October 5, 2018 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.

Kathy Souza, YCTD Clerk to the Board
YOLO COUNTY TRANSPORTATION DISTRICT
BOARD OF DIRECTORS MEETING
September 10, 2018
Yolo County Transportation District Board Room
350 Industrial Way, Woodland, CA  95776

Agenda Item 1 – Call to Order/Roll Call/Pledge of Allegiance
Chair Frerichs called the meeting to order at 7:00 pm.  He asked Director Stallard to lead the assembly in the pledge of allegiance.  The following representatives were in attendance:

  - Davis – Lucas Frerichs (Primary)
  - Winters – Harold Anderson (Primary)
  - Woodland – Tom Stallard (Alternate)
  - Yolo County – Don Saylor (Primary)
  - Caltrans District 3 – Todd Rogers (Primary)

Not present was a representative from the City of West Sacramento

Staff present were Terry Bassett, YCTD Executive Director; Jose Perez, YCTD Deputy Director Operations, Planning & Special Projects; Janice Bryan, Deputy Director Finance, Grants and Procurement; Chad Mikula, YCTD IT Specialist; Ron Martinez, YCTD Legal Counsel; Kathy Souza, YCTD Executive Assistant.

Also present were Carmen Alba, Transdev, and Sharon Hicks, resident of West Sacramento...

Agenda Item 2– Consider Approval of Agenda for September 10, 2018 meeting

Minute Order 2018-23
Director Saylor made the motion, seconded by Director Frerichs, to approve the agenda for the September 10, 2018 meeting.  Roll call resulted in:

  AYES:        Anderson, Frerichs, Saylor, Stallard
  NOES:        None
  ABSENT:      Representative for City of West Sacramento
  ABSTAIN:     None

The motion passed.

Agenda Item 3 - Comments from public regarding matters NOT on the Agenda, but within the purview of YCTD
No comments.

Agenda Item 4–Consent Calendar

Minute Order 2018-24
Director Saylor made the motion, seconded by Director Frerichs, to approve the following items on the Consent Calendar:

  4b. Adopt Resolution 2018-06 Approving State of Good Repair Claim for 2017/18
  4c. Declare Surplus Miscellaneous Assets and Authorize Disposal
<table>
<thead>
<tr>
<th>ASSET</th>
<th>Comments</th>
</tr>
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<tbody>
<tr>
<td>HP Q6712A Plotter (Large-format Printer) (1 unit)</td>
<td>Failed power supply, obsolete software</td>
</tr>
<tr>
<td>ValueLam 4500 Laminator (1 unit)</td>
<td>Scored/damaged heat rollers, failing hardware (motor)</td>
</tr>
<tr>
<td>Unbranded Vinyl Cutter (1 unit)</td>
<td>Obsolete software, failing hardware (cutter)</td>
</tr>
<tr>
<td>Assorted Desktop PCs</td>
<td>Obsolete (older than seven years)</td>
</tr>
<tr>
<td>Assorted Computer and Network Equipment</td>
<td>Obsolete (older than seven years)</td>
</tr>
<tr>
<td>Ranger 1.1 Units (69 units)</td>
<td>Obsolete</td>
</tr>
<tr>
<td>BBX 3.2 (69 units)</td>
<td>Obsolete</td>
</tr>
<tr>
<td>Mackenzie Annunciators (64 units)</td>
<td>Obsolete</td>
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</tbody>
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Roll call resulted in:

AYES: Anderson, Frerichs, Saylor, Stallard
NOES: None
ABSENT: Representative for City of West Sacramento
ABSTAIN: None

The motion passed.

**Agenda Item 5 - Board Member Reports, Announcements, Appointment Nominations, Presentations**

Director Dulcich reported within the next few weeks a meeting between Davis and Woodland representatives would occur regarding the exploration of increased transit service between Woodland and Davis.

**Agenda Item 6 – Oral Update from Transdev**

Carmen Alba, General Manager Transdev Yolo:

- Transdev would conduct monthly safety meetings later in the week. Topics would include the new Transdev Safe Driving Reference Guide
- As part of the new contract transition plan, Transdev was recruiting and conducting interviews for the new contract positions including a QA Manager and second Parts Clerk.
- Transdev employees worked in shifts to assist at the Yolobus Booth/Exhibit at the Yolo County Fair Thursday through Sunday. The service was provided as part of the community service hours requirement.

**Agenda Item 7 – Consider Proposed Actions to Increase YCTD Ridership**

Mr. Bassett presented the staff report.

Mr. Perez provided information on a quantitative analysis of fare elasticity that would be performed in the near future.

Mr. Bassett provided the Regional Transit staff report on their approved fare structure changes and stated there were issues that would have to be resolved as to how these would work with the fare transfer agreement in place.

Director Saylor stated that quantifiable goals should be set for the implemented strategies.

Director Stallard thanked staff for the report. He stated that, since Yolobus fares were lower than RT, he was not inclined to approve lowering rates but agreed that Yolobus would probably have to match the 25¢ transfer fee.

Director Anderson asked how the District foresaw microtransit working in Winters. Mr. Bassett replied that the current concept was to have the flexibility to use either full sized buses or cutaways depending on ridership demand and that passengers would either use a smart phone app or call to request rides.

Director Frerichs stated that it was important to connect with existing customers as well as reaching out to new potential customers.

**Agenda Item 8 – Consider Adopting Resolution 2018-17 Opposing Proposition 6 (aka “Voter Approval for Future Gas and Vehicle Taxes and 2017 Tax Repeal Initiative”)**

**Minute Order 2018-25**

Director Stallard made the motion, seconded by Director Saylor, approving Resolution 2018-16 Opposing Proposition 6 (aka “Voter Approval for Future Gas and Vehicle Taxes and 2017 Tax Repeal Initiative).
Roll call resulted in:

**AYES:** Anderson, Frerichs, Saylor, Stallard  
**NOES:** None  
**ABSENT:** Representative for City of West Sacramento  
**ABSTAIN:** None

The motion passed.

**Agenda Item 9 – Review Salary Survey Results and Consider Adopting Resolution R 2018-15 Updating Salary Ranges of Four YCTD Positions Affecting Five Employees**

Mr. Bassett presented the staff report and provided a corrected copy of the survey results.  
Director Frerichs explained the subcommittee’s recommendation was to move forward with the recommended action.

**Minute Order 2018-26**

Director Frerichs made the motion, seconded by Director Saylor to adopt Resolution Number R 2018-15 Updating Salary Ranges of Four YCTD Positions Affecting Five Employees. Roll call resulted in:

**AYES:** Anderson, Frerichs, Saylor, Stallard  
**NOES:** None  
**ABSENT:** Representative for City of West Sacramento  
**ABSTAIN:** None

The motion passed.

Director Frerichs stated Director Ledesma had requested him to state Director Ledesma’s opinion that these increases would not become an automatic feature and reminded everyone to remain mindful of the overall economic climate.

**Agenda Item 10 - Consider Director’s Report**

g. Oral Report –  
h. Update on YCTD Participation in Meeting in Knights Landing and at the Davis Migrant Center to Discuss Transit – Mr. Perez gave a brief report on his participation in the meetings in both Knights Landing and the Davis Migrant Center. For the Davis Migrant Center, he already planned to attend their mandatory resident meetings at the beginning and end of the season in 2019 to work more on what transit opportunities would work for the residents.  
i. Update on Battery Electric Buses & UC Davis Medical Center Shuttle – Mr. Bassett stated that he was hopeful that the Electrify America agreement would be ready for consideration at the October meeting.  
j. Update on Jump Bike  
k. Update on West Sacramento VIA On-Demand Transit  
l. Attachments  
   i. Ridership Report for July, 2018  
   ii. 4th Quarter 17/18 Financial and Performance Reports  
   iii. West Sacramento Staff Report on VIA

**Agenda Item 11 – Closed Session**

At 8:05 pm, Chair Frerichs requested the room be cleared and adjourned into Closed Session.

**Agenda Item 12 – Public Report of Actions Taken in Closed Session**

At 8:30 pm, Chair Frerichs reconvened into Regular Session.  
He reported no actions were taken in Closed Session

**Agenda Item 13 - Adjournment**

There being no further business Chair Frerichs adjourned the meeting at 8:32 pm.

Respectfully submitted:

[Signature]

Kathy Soto, Clerk to the Board
RECOMMENDATION:

It is recommended that the YCTD Board:

1) Approve a 3% salary adjustment for the Executive Director, retroactive to January 1, 2018; and

2) Authorize a MOU modification reflecting the salary adjustment, as well as establishing that the annual evaluation for the Executive Director cover the period of October 1 to September 30 henceforth.

REASON FOR RECOMMENDATION:

This item has been placed on the agenda at the direction of the Board.

BACKGROUND:

The Board completed and issued the Executive Director an annual evaluation that covered the 2017 calendar year. With the evaluation issuance being delayed until September 10, 2018, it is recommended that future annual evaluation periods cover October 1 through September 30.

BUDGET IMPACT:

The adjustment will cost the District $4,347 per year in salaries, plus $581 per year in benefits, for a total annual cost increase of $4,928. This amount can be covered from some $45,000 in savings due to delays in filling the Senior Transportation Planner position.
**RECOMMENDATION:**

It is recommended that the Yolo County Transportation District Board of Directors authorize its Executive Director to negotiate and execute terms and conditions, as well as Scope of Work, for a Three-Party Agreement with Electrify America and Sacramento Regional Transit District for Battery Powered Zero Emission Electric Buses (ZEBs), subject to review and minor adjustments recommended by YCTD’s legal counsel.

**REASON FOR RECOMMENDATION:**

The recommendation allows YCTD, working with Sacramento Regional Transit District (RT), to move forward with plans to obtain grant funding for the procurement of zero-emission electric buses, accessories, and charging infrastructure; as well as seek additional funding to jointly operate buses and provide expanded public bus service between the UC Davis Medical Center and the UC Davis main campus, using Zero Emission Buses (ZEBs) with other potential limited stops in Davis, West Sacramento, downtown Sacramento, and Aggie Square.

**BACKGROUND:**

This spring, YCTD coordinated and submitted a joint application with RT to Electrify America (EA) for capital funding for zero-emission buses and infrastructure. Subsequently, EA has announced that it has decided to fund this project.

Over the last few months, YCTD’s Executive Director, Deputy Director of Operations, Planning and Special Projects, and legal counsel have worked with EA (a subsidiary of Volkswagen) and RT to develop an agreement that would finalize the terms and conditions, as well as the Scope of Work, for the procurement of 12 battery powered zero-emission buses and electrical charging infrastructure.

Under its Consent Calendar on September 24, 2018, the RT board of Directors adopted the attached resolution delegating authority to the General Manger/CEO to approve the cooperative agreement for the acquisition of ZEV buses and provision of ZEV bus service between UC Davis Medical Center and UC Davis main campus with YCTD and Electrify America. YCTD staff are seeking similar authorization, though we believe that a minute order would suffice.

**STATUS OF SEARCH FOR OPERATING FUNDS**

The provision of service depends upon the receipt of funds needed to operate it. Therefore, YCTD and RT jointly submitted requests for $5,291,000 to SACOG under two different funding categories; namely, Regional/Local funding and SACOG Green Region funding. The request was to cover approximately half of the total anticipated five-year operating cost of the service net of fares. The total project cost estimate is $12,216,000. The project would enhance the connection between UCD, the cities of Davis, West Sacramento, and Sacramento to/from the UC Davis Medical Center in Sacramento. The proposed service would ultimately increase frequency from hourly service to as often as 15-20 minute frequency during peak periods.

A key component is that YCTD and RT each operate half the service, both at the initial stage (as early as July, 2019 with
CNG buses) and after the electric buses are delivered and ready. The proposed service with electric buses was instrumental in supporting the District’s award of Electrify America funding for zero-emission electric buses and requisite charging infrastructure.

Staff believes that SACOG may have the discretion to provide funding through either or both programs (Regional/Local and Green Region), as long as the projects are eligible for the respective funding source(s).

At some point, YCTD and RT will need to negotiate and execute an agreement which would address how the service will be jointly operated and funded.

BUDGET IMPACT:

This ZEV project is not in the 2018/19 adopted budget. Buses are not expected to be received until the subsequent fiscal year, or later. Likewise, with the exception of preliminary infrastructure electrification related expenses for engineering and design, most electrification expenses are not likely to be incurred until after June 30, 2019. If for some unknown reason any component of this project is accelerated to the point of being incurred during the current fiscal year, a budget amendment would be necessary.
KEY AREAS COVERED IN DRAFT AGREEMENT AND SCOPE OF WORK
(October 8, 2018)

1) Agreement expires at midnight, December 31, 2026.
2) Parties to the Agreement: YCTD, RT and Electrify America.
4) Electrify America will pay for 12 battery electric zero emission buses, including accessories, any required special tooling, manufacturer’s training, extended warranty and a spare parts inventory.
5) Title to those 12 buses and accessories will be split evenly between YCTD and RT.
6) RT will undertake a procurement process for acquiring the buses and accessories, working with YCTD and Electrify America.
7) Electrify America will also pay related costs to design, engineer, procure and undergo construction and installation of four (4) 150 KW fast chargers at YCTD’s bus yard, plus another four (4) at RT’s bus yard, plus one each at the UC Davis main campus and the UC Davis Medical Center.
8) RT and YCTD shall maintain the charging infrastructure, which may include contracting with a qualified maintenance provider, maintenance and repair costs, insurance costs and energy costs.
9) The service route will be between the UC Davis main campus and the UC Davis Medical Center.
10) Other stops may include one within the Davis City limits, one in downtown Sacramento, one in West Sacramento and one at the future Aggie Square. (Note that these stops may not necessarily be served by every trip--that information is still being developed.)
11) In general, the service will run Monday through Friday, between 5:30 a.m. and 8:30 p.m.
12) It is the intention that through separate agreement, YCTD and RT will coordinate efforts and each operate one-half of the service.
13) The service providers (YCTD and RT) will focus on disadvantaged communities and low-income communities.
14) Tax credits, rebates, other credits and incentives received and associated with or generated by charging infrastructure will be remitted to Electrify America.
15) RT and YCTD reserve the right to put alternative fuel buses, like CNG, in service as necessary to operate the service, due to downtime of electric buses.
16) The parties will work together, in consultation with UC Davis and the City of Sacramento to develop and implement new branding and marketing of these buses and related service.
17) The Service Providers (YCTD and RT) are to maintain and operate service for the duration of this agreement, unless a different life is agreed upon by all parties, or until the service is no longer feasible and all parties mutually agree upon buses being reallocated to an equally impactful service.
18) The Service Providers will own the charging infrastructure. If the Service Providers no longer operate the Service at a particular site location, The Service Providers shall transfer ownership of that charging infrastructure to Electrify America, in which case Electrify America will take over charger maintenance at those properties until December 31, 2026.
19) If the agreement is terminated within the 90 days clause the Service Providers, or other mutually agreed upon organizations, may remove said infrastructure, except transformers, switchgear, concrete pads, and underground cabling, for charging operations at other locations.
20) Electrify America must be informed of and agree to any Service change 60 days prior to the implementation of the change. Approval of additions/subtractions shall not be unreasonably withheld, conditioned or delayed.
RESOLUTION NO. 18-09-0100

Adopted by the Board of Directors of the Sacramento Regional Transit District on this date:

September 24, 2018

DELEGATING AUTHORITY TO THE GENERAL MANAGER/CEO TO APPROVE THE COOPERATIVE AGREEMENT FOR THE ACQUISITION OF ZEV BUSES AND PROVISION OF ZEV BUS SERVICE BETWEEN U.C. DAVIS MEDICAL CENTER AND U.C. DAVIS WITH YOLO COUNTY TRANSPORTATION DISTRICT AND ELECTRIFY AMERICA

BE IT HEREBY RESOLVED BY THE BOARD OF DIRECTORS OF THE SACRAMENTO REGIONAL TRANSIT DISTRICT AS FOLLOWS:

THAT, the Board hereby delegates authority to the General Manager/CEO to approve and execute an agreement by and between the Sacramento Regional Transit District (therein “SacRT”), the Yolo County Transportation District (therein “YCTD”) and Electrify America, LLC, whereby Electrify America agrees to fund the acquisition of 12 electric buses (6 for SacRT and 6 for YCTD) and to install charging infrastructure for SacRT and YCTD and, in consideration for such funding and installation, SacRT and YCTD commit to providing service between the U.C. Davis campus and U.C. Davis Medical Center beginning with the delivery of these vehicles until December 31, 2026, unless an alternative service is approved by Electrify America.

PATRICK KENNEDY, Chair

ATTEST:

HENRY LI, Secretary

By: Cindy Brooks, Assistant Secretary
RECOMMENDATION:

It is recommended that the YCTD Board approve the following meeting dates for its meetings in the 2019 calendar year.

REASON FOR RECOMMENDATION:

2019 YCTD Meeting Dates — Unless there are changes or cancellations, the meeting dates for 2019 will be:

- January 14
- April 8
- July 8
- October 14
- February 11
- May 13
- August 12
- November 11 No meeting (Veterans Day)
- March 11
- June 10
- September 9
- December 9

Unless otherwise determined by the YCTD Board, Chair, Vice-Chair, or Executive Director, all YCTD board meetings will be at the Yolo County Transportation District, 350 Industrial Way, Woodland, CA 95776.

BUDGET IMPACT:

None
RECOMMENDATION:

It is recommended that the YCTD board:

1. Review the following staff report regarding the proposed Yolobus Elimination of Route 231 and Proposed Addition of one Route 43 trip, and
2. Conduct a public hearing regarding the proposed changes; and
3. After taking into consideration the staff report and public hearing comments, adopt the proposed changes, as described below, or as modified by the Board, and subject to changes made necessary by changes in traffic conditions, effective on or after Monday, December 3, 2018.

REASON FOR RECOMMENDATION:

The proposed modifications are to eliminate the current Route 231 PM Service due to low ridership and effectiveness, and to utilize reclaimed resources towards adding service capacity to the Route 43 during the afternoon peak commute period. The annual ridership onboard the Route 231 in FY 2017/18 was 1,539, averaging to approximately six riders a day. Route 43 ridership was 62,105 during the same period, averaging to approximately 244 riders per day.

Current Route 43 service offers five morning commute trips (Davis to Sacramento), and only four afternoon/evening trips (Sacramento to Davis). YCTD staff is recommending the additional Route 43 trip be inserted between existing trips at 4:13 p.m. to alleviate the capacity constraints observed on the first afternoon Route 43 trip scheduled for a 4:03 p.m. departure. This also reduces the time for customers to wait for a second departure (currently 4:33 p.m.) from 20 minutes to ten. The proposed modifications would alleviate capacity constraints, improve on-time performance (through reduced boarding/alighting times) and increase customer comfort and satisfaction. In addition, the insertion of the additional Route 43 trip is likely to attract additional ridership though the improved services.

Recent customer outreach conducted by YCTD staff confirms a general acceptance, and support of, the proposed modifications.

BACKGROUND:

In recent months, YCTD staff has received various customer concerns and requests for improvements to the Route 43. Requests typically ranged from improving capacity on Route 43 trips (due to frequent standing room only on some trips) as well as the need to improve on-time performance. Beyond factors outside YCTD’s direct control (e.g., increased traffic, detours, and closures, etc.) staff has determined that the increase in capacity on afternoon service for the Route 43 will result in a decrease in loading/unloading times which will improve on-time performance and overall trip durations. In addition, the resulting improvement to performance and customer comfort will likely lead to additional increases in ridership. These probable increases will help to offset the loss of rides from the proposed elimination of the Route 231. There are no proposed changes to the Route 43 alignment for the additional trip.

Notice of the proposed changes and upcoming public hearing was advertised in the Davis Enterprise and the Woodland Daily Democrat. In addition, staff designed and distributed bilingual notices of the proposed changes as “seat drops” onboard the buses assigned to operate Route 231 and route 43. On September 25-27, YCTD staff rode the Route 231 buses and discussed the proposed service changes with the customers. In addition, a brief survey was conducted onboard (the
survey was also made available online for those unable/unwilling to complete during their trip) asking participants about their typical travel patterns and options. In addition, staff was present at bus stops in Davis during Route 43 morning commute times on October 2-4, 2018 and advised customers of the proposed changes and offered them an opportunity to comment and take the brief survey.

To date, a total of 12 comments were received by email and are provided verbatim in the attached summary. Contact information has been removed, however each commenter was sent a thank you and acknowledgement of receipt of their comment. Of the 12 comments:

- 5 persons support the proposed change as proposed
- 3 persons are opposed to elimination of the route 231
- 1 person wants a later route 43 bus than proposed
- 1 person wants an earlier route 43 bus than proposed
- 1 person wants an earlier route 230 (West Davis) bus
- 1 person wants YCTD largest buses assigned to their route 43 trip

Additional comments received during the Route 231 onboard discussions are summarized below:

- Anonymous: loves the 231 would hate to lose it
- Anonymous: I take the 231 a lot, so it would stick if it went away, but I know the 43 gets crowded. Also the 231 is the only bus that goes to South Davis.

Concerns for the proposed changes come primarily from the variance in the proposed operating times. The Route 231 currently operates later in the evening than any other Express Route and some of the existing Route 231 customers stated they would be unable to take transit if they had to work late or missed an earlier bus. YCTD staff evaluated these concerns and recommends a complementary awareness campaign (should the Board elect to proceed with the recommended changes) highlighting the option of traveling on the Route 42A to Davis in the evening. From the Davis Memorial Union, connections to Unitrans Routes M, Q, P, and We would allow customers to travel weekdays to south Davis destinations served by the Route 231. Impact to average customer travel times in these scenarios were not evaluated in detail, though it would result in an increase in travel time of at least 20 minutes, depending on their destination. This may be compounded by the later departure of the Route 42A from Sacramento.

Currently, the route 43 has a gross cost of $6.83 per one-way ride; whereas, the route 231 has a gross cost of $32.41 per one-way ride—which makes it $25.58 more per ride on route 231 than route 43.

**BUDGET IMPACT:**

With the implementation of the current operations contract and the cost factors therein used to determine operations costs, it is anticipated the addition of the Route 43 trip in the afternoon and elimination of the Route 231 trip would result in a net subsidy savings of approximately $7,063 per year, or $4,120 for the remainder of the current fiscal year. If approved, the service changes would be included in the next fiscal year’s (FY 2019/20) budget calculations.
1. Dear Mr. or Ms. Perez,

Thank you for serving as the point of contact for comments in the notice I just received from Yolobus.

I would like to voice my agreement that it is a good idea to add another #43 Yolobus, and make the suggestion that Yolobus add the #43 at a later time. Currently I can leave my office at 5:00 to be comfortable I will catch the last 43 at 10th and N or Capital Mall at 7th. Since I often work later than that, I have been driving to work almost all days for the last year or two. In recent weeks, I have started to bus in by #43 and Amtrak home by Capitol Corridor, which allows me to work till 6:15 or 6:20. It would be more convenient to take a later #43 Yolobus than Amtrak, if it could be provided based on broader interest in it than my own.

Thank you for considering,
Marianne Kirkland

2. Thank you for the notice below and the opportunity to comment on the proposed change.
I support this change.
Mark Robinson

3. Dear sir;
I support the idea for having addition of a new afternoon Davis-bound Route 43 trip.
I take yolo bus- route 43 to work in Sacto downtown every day.
You know that Route 43 (existing 4:03 pm bus) afternoon from Downtown Sacto to Davis getting crowded every day.
Thanks;
Dinh Nguyen

4. I am opposed to this proposal, since the route 231 afternoon bus is the last bus back to West Davis in the evenings, and the last possible bus back to Davis that takes under an hour to get back to Davis. Removing the 231 both reduces the options for West Davis riders from 5 afternoon times to 4 afternoon times, and provides one less
option for anyone who has to work until 5:30pm or so, and wishes to return to anywhere in Davis in under an hour.

Additionally, adding another route 43 bus in instead of the 231 gives East Davis 5 afternoon options all within 1 hour, and does not help provide service for anyone who works later than about 5pm. This seems to be an overall reduction in service. I would consider it a fairer trade if the 43 bus were added in closer to the 231’s usual times...more in the 6pm hour than the 4pm hour.

Sincerely,
Jennifer Gray

P.S. Please reply to this email so I know you received it and will log my opposition to this proposal for the Oct. 8 meeting at 7pm.

5. Anonymous: I love the 231 would hate to lose it.

6. Anonymous: I take the 231 a lot, so it would suck if it went away, but I know the 43 gets crowded. Also the 231 is the only bus that goes to South Davis.

7. A.) I heard about one proposal to add another route 43 afternoon bus from Sac to Davis. Instead of doing this, I have another proposal or additional proposal.

I normally take the 230 AM and 230 PM Express buses. Please consider adding an earlier 230 PM return bus (or adjusting current first return bus) to coincide more consistently with people's work hours. If someone takes the first 230 AM bus departing at 5:59am (F at Anderson) from Davis to Sac and starts work at say 7am, work a normal 8-hour day (plus lunch) then an earlier 230 PM return time say at 3:45 (H at 11th) makes much more sense. Right now the earliest return bus is 4:32pm (H at 11th). This will also better balance the number of passengers per bus (the current first return bus can get very full while the second bus is relatively empty). Thank you for your consideration.

B.) I heard about the proposal to eliminate route 231 and add an additional bus for route 43. Instead of adding another 43 bus, please consider adding an earlier afternoon route 230 that leaves at 4pm at Hat 11th. This makes so much more sense because there is an early morning 230 bus that leaves at F at Anderson at 5:59am. There currently is no bus to accommodate anyone with an 8.5 hr schedule that takes the first 230 bus in the morning. Thank you for your consideration.

Samuel Jee, PE, PMP

8. Hello,
Thank you for allowing me to provide my input on the proposed elimination of the afternoon route 231 bus trip and addition of another route 43 bus.

I have no problem with eliminating the route 231 trip. However, I would suggest that the new route 43 trip start earlier, perhaps 3:45 pm or 3:30 pm.

Best regards
Austin Perez

9. I am in favor of eliminating this 231 afternoon route and replacing it with the additional Route 43 afternoon Yolobus trip. I am a regular 43 bus rider and, in my experience, the additional 43 afternoon trip would be of greater benefit to Yolobus riders.

Thank you,
M. Jocson
10. I wanted to comment in support of adding another PM route 43 trip. I often take the bus that leaves H/11th at 4:35 and it is frequently standing room only. The addition of another route will certainly help alleviate that overcrowding since so many people leave downtown about that time.

Thanks,
Adrienne Richey

11. I am a daily rider on the 43 of 4 years. I do not ride the 231. I can’t speak to the elimination of Route 231 as I feel it is unfair to comment on a route I don’t live on. But I can say that I take the 4:03pm bus almost every day (I pick it up at 15th and N) and by the time it leaves Sacramento it is standing room only. Of the times I’ve taken the 4:33pm it seems almost as crowded. My comment/request is to add a Route 43 4:13pm stop. I believe this will result in less crowding and less passengers having to stand. Thanks.

Sincerely,
Mike Danzik

12. Dear Sir or Madam:

Your proposal is to eliminate route 231 afternoon bus and add 4:13PM route 43 bus that starts at H/11th Street Sacramento. I'm a rider of the route 43 PM bus from H/11th Street. As an example, this afternoon there was at least 4 or 5 of us waiting at H/11th Street at 4:30PM. A large bus 5702 route 230 came along and only one person got on with her bicycle, then a large bus 5702 route 44 came along and "zero" person got on at H/11th Street. Fortunately, today 43 riders also got a large bus 5702, which was completely filled up by the time it left Sacramento. I see large 5702 bus routes 44, 45, and 230 come by at L/8th Street. That's where I go when I miss my bus at H/11th. Each time at L/8th Street, "zero" to 3 people get on the routes 44, 45, and 230. Usually at least 5 to 8 people get on L/8th Street for route 43.

Therefore, my point is CAN YOU RESERVE THE LARGE 5702 BUS FOR THE 43 RIDERS FOR THE AFTERNOON ROUTES. This will be just as effect or more effective than adding another small bus. PLEASE DO NOT LET THE ROUTES 44, 45 AND 230 BUS DRIVER CHOOSE THE BUS THAT THEY ARE DRIVING!

What happens is when the smaller buses are late they just come back-to-back or few minutes apart. Rider just clammer on the first bus that comes along with the next bus near empty. This phenomenon is especially true for the smaller bus that starts at 4:30PM at H/11th Street. Therefore, even if you add another 4:13PM bus, it may just about be the same if it did not come on time. Also, 4:13PM may be a bit early if it came on time to catch bus.

Thanks for considering my comment.

Bryan Eya
RECOMMENDATION:

It is recommended that the Yolo County Transportation District Board of Directors review and approve the attached list of recommended measures designed to improve FY 2018/19 ridership by a goal of five percent as compared to FY 2017/18.

REASON FOR RECOMMENDATION:

During its regular meeting on September 2018, the YCTD Board of Directors directed staff to refine and develop a set of recommendations for improving ridership throughout the remainder of FY 2018/19. Under this direction, staff further refined and developed strategies aimed achieving a realistic goal of increasing ridership by five percent (as compared to ridership in FY 2017/18). With this goal in mind, staff is recommending the Board consider and direct staff to implement the following strategies as an interim pilot project for the period of December 1, 2018 to June 30, 2019:

- Lower Regular Yolobus fares for Woodland and West Sacramento from $2.25 to $2.00
- Lower Senior, Disabled, Youth Local cash fare from $1.10 to $1.00
- Lower Senior, Disabled, Youth Express cash fare from $1.60 to $1.50
- Free local fares for Winters/El Rio Villa
- Lower Yolobus transfer fee from 50 cents to 25 cents (transfer not valid on RT)
- Lower Youth Monthly pass from $46.75 to $20
- Lower Senior/Disabled Monthly pass from $46.75 to $42
- Lower intercity fares on the Y shuttle to $1.50 regular, 75 cents seniors, disabled, youth and $7 round trip pass for groups of up to 5
- Have all existing passes valid on intercity Y shuttle
- Targeted advertisement campaign, focused on school districts, large employers, and potential Y Shuttle customers.

Said fare structure established for the 7-month pilot period shall revert to the previous fare structure, unless the YCTD board otherwise decides to extend or modify it.

Additional activities already in-progress:

- Adjust service & schedules to better reflect running times
- Implement Mobile Ticketing
- Implement Travel Training program
- Hire interns with strong social media skills
- Update website
- Promote Wi-Fi access on Yolobus
- Implement Double Map Real Time Information
The fare reductions will be monitored by staff monthly and reported to the Board quarterly (after each 3-month period). The first report to the Board will be in March or April, 2019. Staff will utilize the same methodologies to determine specific ridership by fare category, and assess the impact of the fare reductions on an ongoing basis. Staff will prepare a summary assessment of the fare reductions for discussion between May and June, and will present a recommendation regarding continuation, modification or elimination of the pilot fare reduction program.

The targeted marketing campaigns will feature tracking mechanisms (varying by campaign) which will include “calls to action” which can be quantified, survey participation, unique promotional codes/coupons, and other means of quantifying success. A report on the success of each strategy will be presented to the Board during its June 2019 meeting.

It is anticipated the recommended fare reductions will conservatively result in an increase of $28,216 in fare revenue, and an increase in 18,928 rides across the seven-month pilot period. Annualized, ridership would increase by 32,448 and fare revenues increase by $48,370.

Performance of activities already in progress will be monitored and quantified as applicable. Adjustments to system schedules and operating plans will be compared to prior performance. Mobile Ticketing will be tracked Travel Training will log all participants and report on number of successful trainees, additional rides made by them, and other related metrics. Website metrics will be reviewed (i.e., visits per day/month) as will use of Wi-Fi onboard buses (based on data usage). Use of Double Map software will be tracked by downloads installs, and other metrics as available.

BACKGROUND:

YCTD has been directed by the Board to address ridership declines with targeted, quantifiable strategies for improvement. Staff analyzed historic ridership by Route, type of service, day of week, and fare type. Further, staff developed tailored fare elasticity factors based on actual ridership data between years with fare increases and those without. Using these fare elasticities, ridership gains based on fare reductions were calculated. A summary of the ridership estimates and applicable fare revenues anticipated is presented in Exhibit B.

The Sacramento Regional Transit District approved several temporary fare changes, effective October 1st in August 2018. Staff met with Sacramento Regional Transit (RT) staff on October 1st to discuss their recently implemented fare structure modifications. During the discussion, it was mutually agreed by YCTD and RT to not accept each other’s transfers. This was done in order to simplify the process for customers, operators, and administration. With respect to RT’s lowering of student monthly passes, YCTD will need to establish a coordinated methodology for determining how inter-agency student passes are recorded and paid for. One potential strategy would be to limit all student passes (YCTD and RT both) to Connect Card only, another would be to survey existing customers to identify what percentage of customers use their student pass on both agencies. Our respective agencies agreed to review and update the existing Transfer Agreement in the near future to address these and related topics.

BUDGET IMPACT:

See Exhibit B for anticipated fare revenue impacts due to recommended fare reductions. Additional ridership improvement strategy costs are included in the current FY 2018/19 budget, and will be implemented with existing resources.
## EXHIBIT A
Proposed Yolobus Fare Changes
Effective December 1, 2018-June 30, 2019

### EXISTING FARES

<table>
<thead>
<tr>
<th>CASH</th>
<th>PROPOSED PILOT PROGRAM</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>EXISTING FARES</strong></td>
<td><strong>PROPOSED PILOT PROGRAM</strong></td>
</tr>
<tr>
<td><strong>CASH</strong></td>
<td><strong>CASH</strong></td>
</tr>
<tr>
<td>Within Woodland or West Sacramento</td>
<td>$2.25</td>
</tr>
<tr>
<td>*Within Winters and El Rio Villa</td>
<td>$2.25</td>
</tr>
<tr>
<td>Transfer Fee</td>
<td>$0.50</td>
</tr>
<tr>
<td>Transfer Fee to Yolobus Express Buses</td>
<td>$1.00</td>
</tr>
<tr>
<td>Daily Pass</td>
<td>$7.00</td>
</tr>
<tr>
<td>Inter-City Routes (42A, 32B, 215, 16, 17, 220)</td>
<td>$2.25</td>
</tr>
<tr>
<td>Transfer Fee</td>
<td>$0.50</td>
</tr>
<tr>
<td>Transfer Fee to Yolobus Express Buses</td>
<td>$1.00</td>
</tr>
<tr>
<td>Express routes 43-46, 230, 232</td>
<td>$3.25</td>
</tr>
<tr>
<td>Transfer Fee</td>
<td>Free</td>
</tr>
<tr>
<td>Y Shuttle Fare for West Sacramento</td>
<td>Free</td>
</tr>
<tr>
<td>Y Shuttle Cash Fare for Woodland and Davis</td>
<td>$3.25</td>
</tr>
<tr>
<td>Y Shuttle Group Round Trip Pass (up to 4 people)</td>
<td>$14.00</td>
</tr>
</tbody>
</table>

**Monthly Pass**

<table>
<thead>
<tr>
<th>Local Routes (35-41, 240, 241, 210-214, 16, 17)</th>
<th>Regular</th>
<th>Seniors, Disabled</th>
</tr>
</thead>
<tbody>
<tr>
<td>Within Woodland, Davis or West Sacramento</td>
<td>$93.50</td>
<td>$46.75</td>
</tr>
<tr>
<td>Inter-City Routes (42A, 32B, 215, 16, 17, 220)</td>
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<td>$46.75</td>
</tr>
<tr>
<td>Express routes 43-46, 230, 231, 232</td>
<td>$121.00</td>
<td>$46.75</td>
</tr>
</tbody>
</table>

**Group Pass**

| Los Rios Pass | 93 cents per ride from RT to YCTD | Invalid on Y |
| Sac State Pass | 93 cents per ride from RT to YCTD | Invalid on Y |
| UCD Pass | Pre-paid by ASUCD | Invalid on Y |
| South Natomas TMA Pass | 93 cents per ride from RT to YCTD | Invalid on Y |

---

**PROPOSED PILOT PROGRAM**

(December 1, 2018-June 30, 2019)

<table>
<thead>
<tr>
<th><strong>CASH</strong></th>
<th><strong>PROPOSED PILOT PROGRAM</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td>Within Woodland or West Sacramento</td>
<td>$2.00</td>
</tr>
<tr>
<td>*Within Winters and El Rio Villa</td>
<td>$2.00</td>
</tr>
<tr>
<td>Transfer Fee</td>
<td>$0.25</td>
</tr>
<tr>
<td>Transfer Fee to Yolobus Express Buses</td>
<td>$1.00</td>
</tr>
<tr>
<td>Daily Pass</td>
<td>$7.00</td>
</tr>
<tr>
<td>Inter-City Routes (42A, 32B, 215, 16, 17, 220)</td>
<td>$2.25</td>
</tr>
<tr>
<td>Transfer Fee</td>
<td>$0.25</td>
</tr>
<tr>
<td>Transfer Fee to Yolobus Express Buses</td>
<td>$1.00</td>
</tr>
<tr>
<td>Express routes 43-46, 230, 232</td>
<td>$3.25</td>
</tr>
<tr>
<td>Transfer Fee</td>
<td>Free</td>
</tr>
<tr>
<td>Y Shuttle Fare for West Sacramento</td>
<td>Free</td>
</tr>
<tr>
<td>Y Shuttle Cash Fare for Woodland and Davis</td>
<td>$1.50</td>
</tr>
<tr>
<td>Y Shuttle Group Round Trip Pass (up to 4 people)</td>
<td>$7.00</td>
</tr>
</tbody>
</table>

**Monthly Pass**

| **Local Routes (35-41, 240, 241, 210-214, 16, 17)** | **Monthly Pass** |
|--------|---------|-------------------|
| Within Woodland, Davis or West Sacramento | $84.00 | $42.00 | $20.00 |
| Inter-City Routes (42A, 32B, 215, 16, 17, 220) | $93.50 | $42.00 | $20.00 |
| Express routes 43-46, 230, 231, 232 | $121.00 | $42.00 | $20.00 |

**Group Pass**

| Los Rios Pass | 93 cents per ride from RT to YCTD | Valid on Y |
| Sac State Pass | 93 cents per ride from RT to YCTD | Valid on Y |
| UCD Pass | Pre-paid by ASUCD | Valid on Y |
| South Natomas TMA Pass | 93 cents per ride from RT to YCTD | Valid on Y |
## PROPOSED CHANGES IN FARES DURING PILOT PERIOD

### CASH

<table>
<thead>
<tr>
<th>Local Routes (35-41, 240, 241, 210-214, 216, 217,220)</th>
<th>Regular</th>
<th>Seniors, Disabled</th>
<th>Youth Age 6-18</th>
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</thead>
<tbody>
<tr>
<td>Within Woodland or West Sacramento</td>
<td>-11.1%</td>
<td>-9.1%</td>
<td>-9.1%</td>
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<td>Within Winters and El Rio Villa</td>
<td>-100.0%</td>
<td>-100.0%</td>
<td>-100.0%</td>
</tr>
<tr>
<td>Transfer Fee</td>
<td>-50.0%</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Transfer Fee to Yolobus Express Buses</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Daily Pass</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
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<td>-9.1%</td>
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<td>Transfer Fee</td>
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<tr>
<td>Transfer Fee to Yolobus Express Buses</td>
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<td></td>
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<tr>
<td>Express routes 43-46, 230, 232</td>
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<tr>
<td>Transfer Fee</td>
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<td></td>
<td></td>
</tr>
<tr>
<td>Y Shuttle Fare for West Sacramento</td>
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<td></td>
<td></td>
</tr>
<tr>
<td>Y Shuttle Cash Fare for Woodland and Davis</td>
<td>-53.8%</td>
<td>-53.1%</td>
<td>-53.1%</td>
</tr>
<tr>
<td>Y Shuttle Group Round Trip Pass (up to 5 people)</td>
<td>-50.0%</td>
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<td></td>
</tr>
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</table>

### Monthly Pass

<table>
<thead>
<tr>
<th>Local Routes (35-41, 240, 241, 210-214, 16, 17)</th>
<th>Regular</th>
<th>Seniors, Disabled</th>
<th>Youth Age 6-18</th>
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<tr>
<td>Within Woodland, Davis or West Sacramento</td>
<td>-10.2%</td>
<td>-10.2%</td>
<td>-57.2%</td>
</tr>
<tr>
<td>Inter-City Routes ( 42A, 32B, 215, 16, 17, 220)</td>
<td>-10.2%</td>
<td>-10.2%</td>
<td>-57.2%</td>
</tr>
<tr>
<td>Express routes 43-46, 230, 231, 232</td>
<td>-10.2%</td>
<td>-10.2%</td>
<td>-57.2%</td>
</tr>
</tbody>
</table>

### Group Pass

- Los Rios Pass
- Sac State Pass
- UCD Pass
- South Natomas TMA Pass
### Exhibit B

<table>
<thead>
<tr>
<th>Proposed Change</th>
<th>Anticipated Ridership Change (7 Month)</th>
<th>Anticipated Fare Revenue* Change (7 Month)</th>
<th>Base Ridership Total</th>
<th>Base Fare Revenue* Total</th>
<th>Total FY 2018/19 Ridership</th>
<th>Total FY 2018/19 Fare Revenue*</th>
</tr>
</thead>
<tbody>
<tr>
<td>Reduce Local Fare</td>
<td>11,254</td>
<td>$19,470</td>
<td>389,736</td>
<td>$674,243</td>
<td>400,990</td>
<td>$ 693,713</td>
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<tr>
<td>Reduce Local Monthly Pass</td>
<td>5,339</td>
<td>$9,236</td>
<td>202,184</td>
<td>$349,778</td>
<td>207,523</td>
<td>$ 359,015</td>
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<tr>
<td>Reduce Discount Express Cash Fare</td>
<td>60</td>
<td>$104</td>
<td>5,072</td>
<td>$8,775</td>
<td>5,132</td>
<td>$ 8,879</td>
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<tr>
<td>Reduce Discount InterCity Cash Fare</td>
<td>1,703</td>
<td>$2,946</td>
<td>57,011</td>
<td>$98,629</td>
<td>58,714</td>
<td>$101,575</td>
</tr>
<tr>
<td>Reduce Transfer Fees</td>
<td>-</td>
<td>($1,631)</td>
<td>11,181</td>
<td>$5,591</td>
<td>11,181</td>
<td>$ 3,960</td>
</tr>
<tr>
<td>Reduce Youth Monthly Pass**</td>
<td>349</td>
<td>$737</td>
<td>2,346</td>
<td>$4,956</td>
<td>2,695</td>
<td>$ 2,660</td>
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<tr>
<td>Reduce Y Shuttle Fares</td>
<td>223</td>
<td>$385</td>
<td>1,259</td>
<td>$2,178</td>
<td>1,482</td>
<td>$ 2,563</td>
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<tr>
<td>Totals</td>
<td>18,928</td>
<td>$31,248</td>
<td>668,789</td>
<td>$1,144,149</td>
<td>687,717</td>
<td>$1,172,365</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Ridership</th>
<th>Fare Revenue</th>
</tr>
</thead>
<tbody>
<tr>
<td>Net Change over 7 months</td>
<td>18,928</td>
</tr>
<tr>
<td></td>
<td>$ 28,216</td>
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<tr>
<td></td>
<td>2.8%</td>
</tr>
<tr>
<td>Net Change over 12 months</td>
<td>32,448</td>
</tr>
<tr>
<td></td>
<td>$ 48,370</td>
</tr>
</tbody>
</table>

*Assumes Average Fare/Passenger of $1.73

**Student Monthly Revenues Based on Fare/Student Ride of $2.11 and Monthly Pass Costs
## Exhibit B-3
Effective 7/1/2018

### Regional Transit Fare Changes

<table>
<thead>
<tr>
<th>Fare Category</th>
<th>Current Fare</th>
<th>Proposed Fare Effective 10/01/2018</th>
</tr>
</thead>
<tbody>
<tr>
<td>Single Ride</td>
<td>$2.75</td>
<td>$2.50</td>
</tr>
<tr>
<td>Single Ride - Electronic Fare Media (valid for unlimited rides for 90 minutes)</td>
<td>$2.75</td>
<td>$2.50</td>
</tr>
<tr>
<td>Discount Single Ride *</td>
<td>$1.35</td>
<td>$1.25</td>
</tr>
<tr>
<td>Discount Single Ride - Electronic Fare Media (valid for unlimited rides for 90 minutes)</td>
<td>$1.35</td>
<td>$1.25</td>
</tr>
<tr>
<td>Transfer Ticket (valid for one transfer on either the bus or light rail)</td>
<td>N/A</td>
<td>$0.25</td>
</tr>
<tr>
<td>Daily Pass</td>
<td>$7.00</td>
<td>$7.00</td>
</tr>
<tr>
<td>Discount Daily Pass *</td>
<td>$3.50</td>
<td>$3.50</td>
</tr>
<tr>
<td>Monthly Pass</td>
<td>$110.00</td>
<td>$100.00</td>
</tr>
<tr>
<td>Semi-Monthly Pass</td>
<td>$60.00</td>
<td>$50.00</td>
</tr>
<tr>
<td>Student Semi-Monthly Sticker**</td>
<td>$10.00</td>
<td>$10.00</td>
</tr>
<tr>
<td>Student Monthly Pass** (on electronic fare media only)</td>
<td>$20.00</td>
<td>$20.00</td>
</tr>
<tr>
<td>Senior/Disabled Monthly Sticker</td>
<td>$55.00</td>
<td>$50.00</td>
</tr>
<tr>
<td>Senior/Disabled Semi-Monthly Sticker</td>
<td>$30.00</td>
<td>$25.00</td>
</tr>
<tr>
<td>Super Senior Monthly Sticker</td>
<td>$42.00</td>
<td>$40.00</td>
</tr>
</tbody>
</table>

Single ride tickets and daily passes may be sold in booklets often.

* Discount single rides and daily pass fares are available to qualifying students age 5-18, seniors age 62 and over, and eligible disabled persons.

** Price applies to all Students including those who qualify for Free/Reduced Meal Programs
RT Instructions to drivers regarding transfers:

SACRT WELCOME ABOARD

Transfer RT ONLY
ISSUED: 12:57 p.m.
Tue 18 Sep 18
BUS: 2812
ROUTE: 9
EXPIRE: 02:27 a.m.

Our printed transfers are not valid with other agencies.

You can see this transfer was issued at 12:57 p.m on 9/18/18.

The bus and route numbers print directly under the time/date.

The printed expiration is 90 minutes from the issued time.
RECOMMENDATION:

The following are Board updates regarding various YCTD matters. Specific recommended actions from staff are highlighted with an asterisk. Your Board also reserves the right to take action on all items below, with the exception of oral report items.

BACKGROUND:

a) Oral Report

b) Status of Comprehensive Operational Analysis RFP

Staff have completed initial research and preparation for development and distribution of the Request for Proposals for the Comprehensive Operational Analysis (COA). Caltrans has provided a Notice To Proceed for the YCTD COA, and staff are coordinating a project kickoff meeting with Caltrans to review/confirm timelines and tasks. The RFP is anticipated to be released on or around October 12th, with proposals due November 21st and selection by the YCTD Board on December 10th. Project completion is expected by April 30, 2019.

c) Update on Knights Landing Projects

On September 12, 2018, staff met members of the Community Space design team and conducted a field observation of Knights Landing community. Patricia Valenzuela of the County Supervisor Chamberlain’s office also participated in the field visit. Potential sites for the community space were observed, discussed, and plans for next steps were initiated. YCTD staff are helping to coordinate a public forum (ideally integrated to an existing event) wherein the design team can interact and discuss priorities and options with the Knights Landing community.

In addition to the Community Space project, staff continue to prepare for possible award of operating funding for a rural microtransit pilot project initially focusing on the Knights Landing community and connections to/from the City of Woodland. If awarded, the project results would be used to assess the feasibility of expanding rural microtransit to other YCTD service areas. SACOG is anticipated to present their recommendations to its Board on October 18, 2018.

d) Update on YCTD Fueling Infrastructure

Trillium is expected to submit to the City of Woodland, an application for permits for the third CNG skid within the next two weeks. Barring weather caused delays, the project is expected to take 4-6 months to complete.

YCTD staff have been communicating with PG&E regarding what sort of capacity exists at or near YCTD for simultaneously charging four Zero Emission Buses (ZEBs) at a time. We are also seeking information regarding capacity for possible future additions of Zero Emission Buses over the next 8 years. A payment of $2,500 has been requested by PG&E to perform its preliminary engineering analysis. We intend to ask Electrify America to pay that bill.
e) **SACOG Unmet Needs Hearing Date**

In October and November, SACOG and the regional transit operators will hold a number of Unmet Transit Needs Hearings in the region. The purpose of the hearings is to solicit comments and suggestions that will help plan and improve transit services in Sacramento, Yolo, Yuba, and Sutter counties. The Yolo County local unmet transit needs hearing is as follows:

- **Wednesday, November 7, 2018 at 6:00 PM**
- **Yolo County Transportation District – Board Room**
- **350 Industrial Way, Woodland, CA**

f) **Attachments**

- i. Ridership Report for August 2018
### Yolobus Special Paratransit (ADA) Ridership Trends

#### Riders

<table>
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<th></th>
<th>Jul</th>
<th>Aug</th>
<th>Sept</th>
<th>Oct</th>
<th>Nov</th>
<th>Dec</th>
<th>Jan</th>
<th>Feb</th>
<th>Mar</th>
<th>Apr</th>
<th>May</th>
<th>Jun</th>
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<td>1,845</td>
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</tr>
</tbody>
</table>

#### YTD

+13.1% +0.7% -7.2%

#### Percent Change

-8.4% -3.6% +0.8% -2.6% +9.7% +0.4%