



City of Woodland

300 First Street
Woodland, CA 95695

Meeting Agenda

City Council

Tuesday, May 3, 2016

6:00 PM

Council Chambers

CITY COUNCIL CLOSED SESSION 5:45 P.M.

A. CALL TO ORDER

B. CLOSED SESSION

**B.1 CONFERENCE WITH LEGAL COUNCIL -
ANTICIPATED LITIGATION. Initiation of litigation
pursuant to Government Code section 54956.9(d)(4)
1 case**

**JOINT REGULAR CITY COUNCIL/WOODLAND FINANCE AUTHORITY
MAY 3, 2016
6:00 P.M.**

A. CALL TO ORDER

B. ROLL CALL

C. PLEDGE OF ALLEGIANCE

D. COMMUNICATIONS-PUBLIC COMMENT

This is an opportunity for the public to speak to the Council on any item other than those listed for public hearing on this agenda. Speakers are requested to use the microphone in front of the Council and to begin by stating their name, whether they reside in Woodland and the name of the organization they represent if any. The Mayor may impose a time limit on any speaker depending on the number of people wanting to speak and time available for the rest of the agenda. In the event comments are related to an item scheduled on the agenda, speakers may be required to wait to make their comments until that item is considered.

E. COMMUNICATIONS-COUNCIL/STAFF STATEMENTS AND REQUESTS

This is an opportunity for the Council Members and Staff to make comments and announcements, to express concerns, or to request Council's consideration of any items a Council Member would like to have discussed at a future Council meeting.

[16-486](#)

SUBJECT: Long Range Calendar

Recommendation for Action: Staff recommends that the City Council receive the Long Range Calendar for informational purposes only.

Attachments: [Council Long Range Calendar](#)

F. COMMITTEE REPORTS

[16-479](#) SUBJECT: Commission on Aging Meeting Minutes for March 17, 2016

Recommendation for Action: Staff recommends that the City Council receive the March 17, 2016 Commission on Aging Minutes that were approved on April 21, 2016.

Attachments: [31716 Minutes](#)

[16-487](#) SUBJECT: Parks & Recreation Commission Meeting Minutes for March 28, 2016

Recommendation for Action: Staff recommends that the City Council receive the March 28, 2016 Parks & Recreation Commission Minutes that were approved on April 25, 2016.

Attachments: [32816 Minutes](#)

G. MINUTES

[16-467](#) SUBJECT: Council Meeting Minutes

Recommendation for Action: Staff recommends that the City Council adopt the minutes of the Joint Regular City Council/Woodland Finance Authority meetings of April 5, 2016 and April 19, 2016.

Attachments: [04-05-16 DRAFT MINUTES FOR APPROVAL](#)
[04-19-16 DRAFT MINUTES FOR APPROVAL](#)

H. PRESENTATIONS

1. [16-466](#) SUBJECT: Proclamation of Recognition of and Appreciation for National Police Week 2016

Recommendation for Action: Staff recommends that the City Council approve and proclaim May 15-21, 2016 as National Police Week, and Sunday, May 15, 2016, as Peace Officers' Memorial Day in Woodland.

Attachments: [Proclamation - National Police Week 2016](#)

2. [16-484](#) SUBJECT: Older Americans Month Proclamation

Recommendation for Action: Staff recommends that the City Council adopt a Proclamation declaring May 2016 as Older Americans Month.

Attachments: [Older Americans Month 2016 \(update\)](#)

I. CONSENT CALENDAR

3. [16-448](#) SUBJECT: 2015 Water Quality Report

Recommendation for Action: Staff recommends that the City Council receive and review the 2015 Water Quality Report.

Attachments: [2015 Water Quality Report](#)

4. [16-482](#) SUBJECT: Annual Maintenance for Advanced Metering Infrastructure (AMI) Report

Recommendation for Action: Staff recommends that the City Council:

1. Receive the Annual Maintenance for Advanced Metering Infrastructure (AMI) Report; and
2. Approve Resolution No. _____, Approving an Agreement with ESRI for Software Licensing.

Attachments: [AMI AGREEMENT](#)

[SENSUS Resolution](#)

5. [16-436](#) SUBJECT: Adopt Resolutions Accepting the Public Improvements for Subdivision Final Maps 5019, 5029, 5030 and Approving Amendments to Reimbursement Agreements for Subdivisions 5019, 5029, and 5030 with Lennar Homes of California.

Recommendation for Action: Staff recommends that the City Council:

1. Adopt Resolution No. _____, a Resolution of the City Council of the City of Woodland Accepting the Public Improvements For Subdivision Final Maps 5019, 5029, 5030 by Lennar Homes of California; and
2. Adopt Resolution No. _____, a Resolution of the City Council of the City of Woodland Approving Amendments to Reimbursement Agreements for Subdivisions 5019, 5029, and 5030 with Lennar Homes of California.

Attachments: [A - Resolution Accepting Subdivision Improvements](#)

[B - Resolution Approving Amendments to the Reimbursement Agreements](#)

[C - SLIF Reimbursement Amendment for 5019](#)

[D - SLIF Reimbursement Amendment for 5029](#)

[E - SLIF Reimbursement Amendment for 5030](#)

[F - Supplemental Reimbursement Agreement Amendment for 5029](#)

[G - Location Map](#)

J. REPORTS OF THE CITY MANAGER

6. [16-489](#) SUBJECT: Receive Presentation and Provide Comments on the

Woodland Transit Study

Recommendation for Action: Staff recommends that the City Council:

- 1) Receive and accept presentation of the Woodland Transit Study and,
- 2) Provide comments and direction to staff on study recommendations.

Attachments: [A - Woodland Transit Study](#)

7. [16-493](#) SUBJECT: Report from Council's Economic Development Sub-Committee

Recommendation: Staff recommends that the Council receive a presentation from the Council's Economic Development Sub-committee to include progress made on the FY2014-2016 workplan and anticipated priorities for FY2016-2018.

8. [16-496](#) SUBJECT: State Legislative Update

Recommendation for Action: Staff recommends that the City Council:

- (1) Receive a report on pending State legislation; and
- (2) Adopt City position on selected bills; and
- (3) Authorize the City Manager, under prescribed circumstances, to respond to requests for City positions on pending legislation.

Attachments: [1 - Summary Legislative Action Alerts](#)

[2 - Summary of 2016 Bills of Interest \(with positions\)](#)

9. [16-494](#) SUBJECT: Ballot Measure to Replace Measure E 1/2 Cent Sales Tax - Continued Discussion

Recommendation: Staff recommends that the City Council provide direction to staff for drafting initial ballot measure language.

Attachments: [Measure E Renewal Council Direction 050316](#)

10. [16-492](#) SUBJECT: City Council's Options for Filling Vacancy in Office

Recommendation for Action: Staff recommends that the City Council:

- 1) Receive an informational report regarding procedural issues and options stemming from the anticipated vacancy on the City Council; and
- 2) Provide direction to staff on next steps.

K. ADJOURN

I declare under penalty of perjury that the foregoing Agenda for the Joint Regular City Council/Woodland Finance Authority Regular Meeting of the City of Woodland scheduled for May 3, 2016 was posted on April 30, 2016 in the outside display case at City Hall, 300 First Street, Woodland, CA, and was available to the public during normal business hours.

Ana B. Gonzalez, City Clerk

Upon request, agendas and documents in the agenda packet will be made available in appropriate alternative formats to persons with a disability, as required by law. Any such request must be made in writing to the Office of the City Clerk of the City of Woodland. Requests will be valid for the calendar year in which the request is received, and must be renewed prior to January 1st. Persons needing disability-related modifications or accommodations in order to participate in public meetings, including persons requiring auxiliary aids or services, may request such modifications or accommodations by calling the Office of the City Clerk (530-661-5806) at least 48 hours prior to the meeting.

Legislation Text

File #: 16-486, Version: 1

TO: THE HONORABLE MAYOR AND CITY COUNCIL

DATE: May 3, 2016

SUBJECT: Long Range Calendar

Recommendation for Action: Staff recommends that the City Council receive the Long Range Calendar for informational purposes only.

Staff Contact

Ana Gonzalez, City Clerk - (530) 661-5806, ana.gonzalez@cityofwoodland.org

Background

This calendar is being provided for planning purposes only and is intended to keep the Council apprised of upcoming agenda items and better plan for upcoming Council items.

Prepared by: Ana Gonzalez, City Clerk



Paul Navazio, City Manager

Attachment

COUNCIL LONG RANGE CALENDAR
Items subject to removal and/or rescheduling

MAY 17TH

REGULAR MEETING

Presentations

Commission on Aging Annual Report

Consent Calendar

Ygrene PACE program changes

Fourth Amendment – Ground Lease with Love Ride, Inc. – Velocity Island Park

ASR Wells #29 and #30 Well Equipping and Building, CIP 15-02

Appointment to Library Board (vacancy)

SRF Loan Documents – Recycled Water Project

Intent to Levy – Gibson Ranch, Streng Pond, North Park and Westwood L&L Assessment Districts

Rescind and re-establish app fees for the MHFPC

Approve \$8,000 in additional CDBG funds for 166 College St supportive housing rehab

Approve a new management agent for Leisureville Community Association

Public Hearing

Prudler Subdivision (tentative)

Digital Freeway Sign(s)

Regular Calendar

State Legislative Update – Priority Bills

FY 2016/17 Budget Recommendations

Downtown Sub-Committee Report

Westucky Water System Project - MOU w/ Yolo County

JUNE 7TH

REGULAR MEETING

Minutes

City Council Minutes of May 3rd and May 17th

Presentations

Computer Club – 25 Year Anniversary

Consent Calendar

Set Public Hearing Date for Waste Management Liens

RegularCalendar

FY2016/17 Budget Adoption

Measure E Ballot Measure – Introduction of Ordinance

Consent Calendar

CDBG Block Grant

Measure E Ballot Measure – 2nd Reading of Ordinance

Regular Calendar

FY2016/17 Budget Adoption

Resolution Consolidating Election with November General Election

FUTURE AGENDA ITEMS – DATE TO BE DETERMINED:

JPA Housing Agreement

Update/Revision of Development Impact Fees

Zoning Ordinance Update – Medical Clinics (Referral)

Beamer/CR 102 Property – ENA

Approve Urban Flood Risk Referral (UFRR) Agreement with DWR

FUTURE STUDY SESSIONS (TBD):

Lower Cache Creek Flood Control Feasibility Study

General Plan Update -

Affordable Housing

Economic Development

Public Safety

Legislation Text

File #: 16-479, Version: 1

TO: THE HONORABLE MAYOR AND CITY COUNCIL**DATE: May 3, 2016****SUBJECT: Commission on Aging Meeting Minutes for March 17, 2016**

Recommendation for Action: Staff recommends that the City Council receive the March 17, 2016 Commission on Aging Minutes that were approved on April 21, 2016.

Staff Contact

Dallas Tringali, Community Services Program Manager, 661-2005, Dallas.tringali@cityofwoodland.org

Conclusion

Staff recommends that the City Council receive the March 17, 2016 Commission on Aging Minutes that were approved on April 21, 2016.

Prepared by: Dallas Tringali, Community Services Program Manager

Reviewed by: Christine Engel, Community Services Director



Paul Navazio, City Manager

Attachments: March 17, 2016 Commission on Aging Meeting Minutes



Commission on Aging
Woodland Community & Senior Center, 2001 East Street, Woodland, CA 95776

Regular Meeting Minutes
March 17, 2016

Call to Order

Meeting convened at 3:02 p.m. at the Community & Senior Center, 2001 East Street, Woodland, California;
Chair Campbell presiding.

Roll Call

Commissioners Present: Campbell, Wheeler, Brown, Parker
Absent Overholt
Staff: Tringali, Haynie

Pledge of Allegiance

Consent Item

February 18, 2016 Minutes

Commissioner Brown made the motion to accept the February 11, 2015 as written; Commissioner Wheeler seconded the motion. 4/0

Communications-Commission/Staff Statements and Requests

Commissioners Brown was present at the Rotary meeting that Tringali did a presentation about recreation programs offered by the Community Services Department.

Regular Calendar

Work Plan

Engel explain that the COA Work Plan is based on the calendar year. Early in the year, a commissioner goes to the council to present work plan. Commission has not formulated 2016 plan. Put on the agenda for next month.

Commissioner Brown suggested that Commission look at Healthy Yolo plan and incorporates their strategic initiative into the Work Plan. Engel responded that we have to be consistent with City goals. Brown responded that COA use County's areas of emphasis to keep us on the same page. Engel suggested the Work Plan be added to the next agenda, commissioners should bring items of interest; every item should have a Commissioner identified as a key lead.

Speaker Series

Tringali reported Important Document seminar is on April 28, 2016 and will be a biannual offering on the 4th Thursday of April and October
Commissioner Brown stated that the POLST form was updated.

Handicap parking at front of WC&SC

Commissioner Campbell stated that there was nothing new to report.

YCOA (Yolo Commission on Aging) Update-Brown

Commissioner Brown attended a meeting with open forum for public comment on AAA4 plan.



Commission on Aging

Woodland Community & Senior Center, 2001 East Street, Woodland, CA 95776

Woodland Telephone Reassurance Program

Tornincasa updated the Commission that they will start the program in April. Program will connect volunteer with homebound/isolated seniors in the community. Connections made with Eskaton (guidance for program), Kevin Clark (Yolo County Elder Protection), and Cindi Unger (providing training for volunteers); currently have 8 volunteers and 1 participant applicant so far. Future connections: with Yolo 211, YHAA, ENP, APS, senior apartment, assisted living facilities, and YC Sheriff.

Senior Resource Fair May 26, 2016

Tringali reported that over half of the applications have been turned in, working on speakers, setting up tables on May 18, 2016.

Adult Day Health Services-Update

Commissioner Brown informed the Commission that Dignity Health extended their relationship with Adult Day Health Services for another year. This will give Adult Day Health the opportunity to determine the next step. Engel stated that the term of the interim agreement could be two years. Ad Hoc committee went to Sutter Health in Sacramento County, a private facility in West Sacramento, and will go to Napa to look at similar programs. After Napa, committee will reconvene to discuss extending program for a year or two.

Report of the Staff

Senior Center Report

Tringali reported on the SCI Hand and Foot tournament, Blood Pressure clinic, Cache Creek nature preserve program, AARP Tax Aid, and the Recreation Guide.

Facility Update, Senior Issues

Tringali stated that the parking lot should be open by Tuesday, March 22, 2016.

Business Items for Next Meeting

Minutes

2016 Work Plan

Annual Report to Council

Speaker Series

Handicap parking

Woodland Telephone Reassurance Program

Senior Resources Fair May 26, 2016

Senior Center Report

Facilities update

Next Meeting Date April 14, 2016

Adjourn

Commissioner Wheeler made the motion to adjourn the meeting at 4:05 p.m., Commissioner Brown seconded the motion, and motion carried 4/0.

Respectfully submitted,

Cathy Haynie, Administrative Supervisor
Community Services Department

Legislation Text

File #: 16-487, Version: 1

TO: THE HONORABLE MAYOR AND CITY COUNCIL

DATE: May 3, 2016

SUBJECT: Parks & Recreation Commission Meeting Minutes for March 28, 2016

Recommendation for Action: Staff recommends that the City Council receive the March 28, 2016 Parks & Recreation Commission Minutes that were approved on April 25, 2016.

Staff Contact

Kris Bain, Community Services Program Manager, 661-2002, krista.bain@cityofwoodland.org

Conclusion

Staff recommends that the City Council receive the March 28, 2016 Parks & Recreation Commission Minutes that were approved on April 25, 2016.

Prepared by: Kris Bain, Community Services Program Manager



Paul Navazio, City Manager

Attachment: March 28, 2016 P&R Commission meeting minutes

Parks & Recreation Commission Minutes

Monday, March 28, 2016

City Hall – 300 First Street – 2nd Floor Council Chambers

Call to Order

The Parks & Recreation Commission meeting was called to order by Chair Jesse Salinas at 6:32 p.m. on Monday, March 28, 2016 at the City Council Chambers.

Pledge of Allegiance

Roll Call

Commission Members Present:

- Chair Jesse Salinas
- Commissioner White-Snyder
- Vice Chair Jon-Paul Valcarenghi
- Commissioner Fernandez
- Commissioner Stephanie Miller
- Commissioner Leigh Ann Hartman

Commission Member Absent: Commissioner Joe Romero

Staff Present:

- CS Director Engel
- CS Manager Kris Bain
- CS Administrative Supervisor Haynie
- PW Park Supervisor Westley Schroeder

Public Comment

Ron Brasel met with Engel and Schroeder to discuss a Community Garden at Slaven Park. Discussed a water source and where the garden would be located. Schroeder stated that the garden would be placed next to the well house. Engel responded that additional requirements need to be addressed, before the project could be considered to move forward. Example: neighborhood meetings, presentations to Parks & Recreation Commission and recommendations from P&RC to City Council. Next step is for Brasel to provide Engel with a proposed project scope and cost estimate.

Presentation (none)

Communication-Commission/Staff Statements and Requests

Schroeder informed the Commission that the shade structures for the Dog Park will be installed on April 9 and 16, 2016. New signs for Pioneer Park explain the Off-Leash ordinance and penalties have been ordered and would be installed in a few weeks. Commissioner Miller visited Dave Douglass Park and found the same issue

with dog's off-leash. Commissioner Fernandez would like Maria Contreras Tebbutt added to the agenda to discuss the May is Bike Month.

New Business (none)

Committee Reports

Commissioner Salinas introduced new Commissioner Leigh Ann Hartman. Commissioner Hartman gave the Commission a brief history on herself. Commissioner Valcarenghi reported that 100 trees were planted in the second phase of the Legacy Grove for Arbor Day. Additional trees were also planted on Sport Park Drive that will give shade to cyclists there by meeting one of the Urban Forest Committee goals.

Work Plan

Commissioner Salinas explained to Commissioner Hartman that the Commission creates and finalizes their annual Work Plan in June. The Commission presents their Work Plan to City Council in July/August. Commissioner Salinas asked that the other Commissioners come to the next meeting with ideas or updates for the 16/17 Work Plan and Committee Assignments. Commissioner White-Snyder and Engel will meet to discuss the quarterly budget report.

Consent Calendar

February 22, 2016 Minutes

Action:

Fernandez/White-Snyder Seconded to approve the minutes with changes that Maria Contreras Tebbutt would like to present information on May is Bike Month and not the July 4th Bike Parade.

Motion carried by the following roll call vote:

Ayes: Valcarenghi, White-Snyder, Fernandez, Salinas, Miller

Noes: none

Staff Reports

Community Services Report

Bain asked the Commission if there were any questions on the Recreation Report. Commissioner Valcarenghi asked for an update on the Springlake Park project. Engel reported that a community meeting was held on March 8th and the community picked their playground choice of the two designs. Project should start this summer and open in the new-year. Bain reviewed upcoming events, May 4th Commit2Fit kick off and a Ribbon cutting at Woodside Park. Events held at Heritage Plaza, March 31st second annual Caesar Chavez at 5:30 p.m. and on April 2nd What on Earth? 11:30 a.m.-5:30 p.m. ReXpo was a great success even with the heavy rains. Revenue was \$20,168.00 compared to \$14,654.00 in 2015, staff estimates approximately 500 attended ReXpo and the Senior Art Show. Commissioner Salinas appreciated the information on the Woodland Police Activities League in the monthly update. Commissioners discussed options for future scholarships. Commissioner Miller would like to see reports on scholarship participant's experiences or event where Commissioner can meet recipients.

Action: Received

Parks Report

Schroeder asked if the Commission had any questions on the Parks report. Commissioner Salinas liked the new graph, stating that it is great to see more planting of trees than removals. Schroeder responded that during the last big storm only two trees failed.

Action: Received

Items for next meeting: Committee Reports

Commission Roster

Work Plan

Adopt Minutes March 28, 2016

Community Services Report

Parks/Street/Tree Report

Next Meeting April 25, 2016

Adjourn 7:28 p.m.

Action: Miller/White-Snyder Seconded to adjourn the meeting.

Motion carried by the following roll call vote:

Ayes: Valcarenghi, White-Snyder, Fernandez, Salinas, Miller, Hartman

Noes: none

Legislation Text

File #: 16-467, Version: 1

TO: THE HONORABLE MAYOR AND CITY COUNCIL

DATE: May 3, 2016

SUBJECT: Council Meeting Minutes

Recommendation for Action: Staff recommends that the City Council adopt the minutes of the Joint Regular City Council/Woodland Finance Authority meetings of April 5, 2016 and April 19, 2016.

Staff Contact

Ana Gonzalez, City Clerk - 530-661-5806, ana.gonzalez@cityofwoodland.org

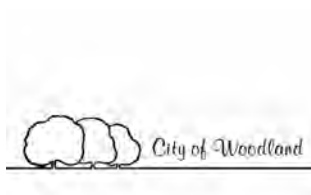


Paul Navazio, City Manager

Attachments

City of Woodland

*300 First Street
Woodland, CA 95695*



Meeting Minutes - Draft

Tuesday, April 5, 2016

6:00 PM

Council Chambers

City Council

**JOINT REGULAR CITY COUNCIL/WOODLAND FINANCE AUTHORITY
APRIL 5, 2016
6:00 P.M.**

A. CALL TO ORDER

B. ROLL CALL

Present: 4 - Council Member Jim Hilliard, Council Member Sean Denny, Council Member Angel Barajas and Mayor Pro Tem William Marble

Absent: 1 - Mayor Tom Stallard

C. PLEDGE OF ALLEGIANCE

Pledge of Allegiance led by Karen Shepard, Library Board Member.

D. COMMUNICATIONS-PUBLIC COMMENT

Angie Roddan spoke regarding the Scottish Games.

E. COMMUNICATIONS-COUNCIL/STAFF STATEMENTS AND REQUESTS

Verbal updates provided by Council Members/Staff.

[16-427](#)

SUBJECT: Long Range Calendar

Recommendation for Action: Staff recommends that the City Council receive the Long Range Calendar for informational purposes only.

F. COMMITTEE REPORTS

[16-419](#)

SUBJECT: Commission on Aging Meeting Minutes for February 18, 2016

Recommendation for Action: Staff recommends that the City Council receive the February 18, 2016 Commission on Aging Minutes that were approved on March 17, 2016.

Received Commission on Aging Meeting Minutes of February 18, 2016.

G. MINUTES

1. [16-426](#)

SUBJECT: Council Meeting Minutes

Recommendation for Action: Staff recommends that the City Council adopt the minutes of the Joint Regular City Council/Woodland Finance Authority/Successor Agency meeting of March 1, 2016 and the Joint

Regular City Council/Woodland Finance Authority March 15, 2016.

Approved and received the Joint Regular City Council/Woodland Finance Authority/Successor Agency meeting minutes of March 1, 2016 and the Joint Regular City Council/Woodland Finance Authority meeting minutes of March 15, 2016.

H. PRESENTATIONS

2. [16-433](#) SUBJECT: Proclamation Declaring April 10-16, 2016 National Library Week

Recommendation for Action: Staff recommends that the City Council proclaim April 10-16, 2016 National Library Week

On a motion by Council Member Denny, seconded by Council Member Barajas and carried unanimously, Council Members adopted a Proclamation declaring April 10-16, 2016 as National Library Week.

Ayes: 4 - Council Member Hilliard, Council Member Denny, Council Member Barajas and Mayor Pro Tem Marble

I. CONSENT CALENDAR

3. [16-400](#) SUBJECT: Lower Cache Creek Flood Feasibility Study, CIP 09-15; Approve Contract Amendment for Consulting Services

Recommendation for Action: Staff recommends that the City Council approve Resolution No. _____, approving Amendment #2 with Larsen Wurzel & Associates for Engineering Consulting Services and authorize the City Manager to execute Amendment #2 to the consultant services agreement with Larsen Wurzel & Associates, Inc. (LWA) for the Lower Cache Creek Feasibility Study, CIP 09-15, for an additional amount up to \$50,000.

Adopted Resolution No. 6609, A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF WOODLAND APPROVING AMENDMENT #2 WITH LARSEN WURZEL & ASSOCIATES FOR ENGINEERING CONSULTING SERVICES.

4. [16-417](#) SUBJECT: Approve Subsequent Construction Contingency for Water Transmission Main West, CIP #12-05

Recommendation for Action: Staff recommends that the City Council adopt Resolution No. _____, to authorize subsequent construction contingency for the Water Transmission Main West Project, CIP #12-05, in the amount not to exceed \$40,000.00.

Adopted Resolution No. 6610, A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF WOODLAND AUTHORIZING SUBSEQUENT CONSTRUCTION CONTINGENCY WITH TEICHERT CONSTRUCTION IN THE AMOUNT NOT TO EXCEED \$255,000.00 FOR CIP #12-05, WATER TRANSMISSION MAIN WEST, SURFACE WATER LOCAL PROJECT.

5. [16-425](#) SUBJECT: Approve Contract Amendment with Psomas for Kentucky Avenue Widening and Complete Streets Project, CIP #04-07

Recommendation for Action: Staff recommends that the City Council approve Resolution No. _____, amending the consultant services agreement with Psomas in the additional amount of \$275,000, for a total agreement amount not to exceed \$1,604,313.94, for the Kentucky Avenue Widening and Complete Street Improvement Project, CIP 04-07; and authorize the City Manager to execute the amendment.

Adopted Resolution No. 6611, A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF WOODLAND APPROVING AN AMENDMENT WITH PSOMAS FOR DESIGN SERVICES FOR THE KENTUCKY AVENUE WIDENING AND COMPLETE STREETS IMPROVEMENT PROJECT, CIP 04-07.

6. [16-418](#) SUBJECT: Increase the Fiscal Year 2015/2016 Vehicle Replacement Budget by \$207,028 and authorize the Purchase of a Hybrid High-Reach Truck for Urban Forestry

Recommendation for Action: Staff recommends that the City Council approve Resolution No. _____, approving an increase to the Fiscal Year 2015/2016 Vehicle Replacement Budget and the Purchase of a Hybrid High-Reach Truck for Urban Forestry.

Adopted Resolution No. 6612, A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF WOODLAND APPROVING AN INCREASE TO THE FISCAL YEAR 2015/2016 VEHICLE REPLACEMENT BUDGET AND THE PURCHASE OF A HYBRID HIGH-REACH TRUCK FOR URBAN FORESTRY.

7. [16-243](#) SUBJECT: Sale of Surplus Fire Apparatus

Recommendation for Action: Staff recommends that the City Council adopt Resolution No. _____, approving the Sale of Surplus Fire Apparatus #665 through Fenton Fire Equipment in an amount no less than \$65,000.

Adopted Resolution No. 6613, A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF WOODLAND APPROVING THE SALE OF SURPLUS FIRE APPARATUS #665 THROUGH FENTON FIRE EQUIPMENT.

8. [16-431](#) SUBJECT: Park Spring Lake Infrastructure Fee - Extend Urgency Resolution

Recommendation for Action: Staff recommends that the City Council adopt Resolution No. _____, to extend the interim Spring Lake Infrastructure Fee increase for an additional thirty days.

Adopted Resolution No. 6614, AN URGENCY RESOLUTION OF THE CITY COUNCIL OF THE CITY OF WOODLAND EXTENDING FOR AN ADDITIONAL THIRTY DAYS RESOLUTION 6588 INCREASING SPRING LAKE

INFRASTRUCTURE FEES.

On a motion by Council Member Denny, seconded by Council Member Barajas and carried unanimously, Council Members approved Consent Calendar Items No. 3 through 8.

Ayes: 4 - Council Member Hilliard, Council Member Denny, Council Member Barajas and Mayor Pro Tem Marble

J. REPORTS OF THE CITY MANAGER

9. [16-420](#) SUBJECT: Yolo Rail Realignment Economic Benefits Study

Recommendation for Action: Staff recommends that the City Council:

1. Accept Yolo Rail Realignment Economic Benefits Study (Redevelopment Opportunities, Economic Benefits and Funding Options); and
2. Continue participation in the Yolo Rail Realignment working group (Partnership) and further project consideration.

Council Members accepted the Yolo Rail Realignment Economic Benefits Study and approved continued participation in the Yolo Rail Realignment working group and further project consideration.

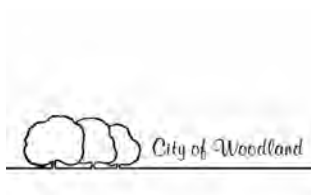
K. ADJOURNED AT 6:36PM

Respectfully submitted,

Ana B. Gonzalez, City Clerk

City of Woodland

*300 First Street
Woodland, CA 95695*



Meeting Minutes - Draft

Tuesday, April 19, 2016

6:00 PM

Council Chambers

City Council

**CITY COUNCIL
CLOSED SESSION
5:00 P.M.**

- A. CALL TO ORDER**
- B. CLOSED SESSION**

B.1 Public Employee Performance Evaluation

Title: City Attorney

B.2 Conference with Real Property Negotiators

Properties: Yolo County Assessor's Parcel Numbers 027-340-030, 027-340-011, 027-340-020, 005-720-023, 005-720-005, 005-750-003, 005-692-054, 005-692-002, 005-750-001, 027-340-015, 027-340-017, 027-340-021, 027-340-023, 027-340-025, 027-340-029

Agency Negotiators: City Manager, Community Development Director, City Engineer, City Attorney, City's Right-of-Way Agent Bender Rosenthal, Inc., and City's Project Manager

Negotiating Parties: Pioneer Self Storage, Syar, Bunge Milling, Thomas W. Canevari & Joan E. Canevari, Nick Canevari & Dorothy Canevari, Elizabeth J. Crum & Elizabeth J Crum Revocable Trust, Devinder Sahota & Susvir Sahota, Elizabeth Crum, Mark Milton, ICH Inc., North Kentucky Partners II, T&J Rental Investments LLC

Under Negotiation: Price and terms of payment

B.3 Conference with Labor Negotiators, Pursuant to Government Code Section 54957

**Agency Designated Representatives: Paul Navazio and Sheila McShane
Employee Organization(s): Professional Firefighters' Association (WPFA) and Woodland City Employees' Association (WCEA)**

JOINT REGULAR CITY COUNCIL/WOODLAND FINANCE AUTHORITY

APRIL 19, 2016

6:00 P.M.

- A. CALL TO ORDER**
- B. ROLL CALL**

Present: 5 - Council Member Jim Hilliard, Council Member Sean Denny, Council Member Angel Barajas, Mayor Tom Stallard and Mayor Pro Tem William Marble

C. PLEDGE OF ALLEGIANCE

Pledge of Allegiance led by Mabel Salon, Governmental Relations for UC Davis.

D. COMMUNICATIONS-PUBLIC COMMENT

None.

E. COMMUNICATIONS-COUNCIL/STAFF STATEMENTS AND REQUESTS

Verbal updates provided by Council Members/Staff.

[16-460](#)

SUBJECT: Long Range Calendar

Recommendation for Action: Staff recommends that the City Council receive the Long Range Calendar for informational purposes only.

F. COMMITTEE REPORTS

[16-441](#)

SUBJECT: Parks & Recreation Commission Meeting Minutes for February 22, 2016

Recommendation for Action: Staff recommends that the City Council receive the February 22, 2016 Parks & Recreation Commission Minutes that were approved on March 28, 2016.

Received the Parks & Recreation Commission Meeting Minutes of February 22, 2016.

G. PRESENTATIONS

1. [16-444](#)

SUBJECT: Certificate of Appreciation for Mr. Frank Alcazar

Recommendation for Action: Staff recommends that the City Council recognize Mr. Frank Alcazar with a Certificate of Appreciation for his selfless intervention, prompt action, bravery, and good judgement.

Council Member Hilliard presented an Certificate of Appreciation to Mr. Frank Alcazar.

2. [16-445](#)

SUBJECT: Certificate of Appreciation for Mr. Joe Kozima

Recommendation for Action: Staff recommends that the City Council recognize Mr. Joe Kozima with a Certificate of Appreciation for his prompt action, bravery and good judgement while assisting Woodland Police with the apprehension of bank robbery suspects.

Mayor Pro Tem Marble presented an Certificate of Appreciation to Mr. Joe Kozima

3. [16-463](#) SUBJECT: Proclaim May 1-7, 2016 as Local Public Access Week

Recommendation for Action: Staff recommends that the City Council proclaim May 1-7, 2016 as Local Public Access Week.

Council Member Barajas presented a Proclamation to WAVE staff, sponsors and supporters.

4. [16-462](#) SUBJECT: Proclaim May 3, 2016 as BIG Day of Giving

Recommendation for Action: Staff recommends that the City Council adopt a Proclamation proclaiming May 3, 2016 as BIG Day of Giving.

Mayor Stallard presented a Proclamation to Meg Stallard.

5. [16-459](#) SUBJECT: UC Davis 2017-2027 Long Range Development Plan Presentation

Recommendation for Action: Staff recommends that the City Council receive this informational report related to the UC Davis 2017-2027 Long Range Development Plan.

Received a presentation from Bob Segar, Assistant Vice Chancellor for Campus Planning and Community Resources at UC Davis.

H. CONSENT CALENDAR

6. [16-446](#) SUBJECT: Community Services Department Quarterly Status Report for the period of Janaury through March 2016

Recommendation for Action: Staff recommends that the City Council accept the Community Service's Department's Quarterly Status Report.

Accepted the Community Service's Department's Quarterly Status Report.

7. [16-434](#) SUBJECT: Final Acceptance and Notice of Completion for Mechanical Screens Replacement (Phase II), CIP #15-18

Recommendation for Action: Staff recommends that the City Council approve Resolution No. _____, accepting as complete and authorizing the City Clerk to file a Notice of Completion for Mechanical Screens Replacement (Phase II), CIP #15-18.

Adopted Resolution No. 6615, A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF WOODLAND TO ACCEPT AS COMPLETE AND AUTHORIZE THE CITY CLERK TO FILE A NOTICE OF COMPLETION FOR MECHANICAL SCREENS REPLACEMENT (PHASE II), CIP #15-18.

8. [16-449](#) SUBJECT: Award Construction Contract for 2016 ADA Improvement Project, CIP 16-07

Recommendation for Action: Staff recommends that the City Council:

1. Adopt Resolution No. _____, reallocating \$8,000 of Sewer Enterprise Funding and Approving a Construction Contract and Consultant Agreement for the 2016 ADA Improvement Project, CIP 16-07; and
2. Authorize the reallocation of \$8,000 of Sewer Enterprise Funds from the Annual Sewer Project, CIP 08-21, to the 2016 ADA Improvement Project, CIP 16-07, to fund costs associated with the bid alternate; and
3. Approve a consultant services agreement for construction management and inspection services with Associated Engineering Consultants, Inc., in the amount of \$53,870 for the Project and authorize the City Manager to execute the agreement.

Adopted Resolution No. 6616, A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF WOODLAND, REALLOCATING \$8,000 OF SEWER ENTERPRISE FUNDING AND APPROVING A CONSTRUCTION CONTRACT AND CONSULTANT AGREEMENT FOR THE 2016 ADA IMPROVEMENT PROJECT, CIP 16-07.

9. [16-435](#) SUBJECT: Approve Plans & Specifications, and Authorize Bid Advertisement for Well #24 & Well #26 Water Main Project, CIP #16-09

Recommendation for Action: Staff recommends that the City Council approve Resolution No. _____, approving the plans and specifications and authorize bid advertisement for the Well #24 and Well #26 Water Main Project, CIP #16-09.

Adopted Resolution No. 6617, A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF WOODLAND TO APPROVE THE PLANS AND SPECIFICATIONS AND AUTHORIZE BID ADVERTISEMENT FOR THE WELL #24 AND WELL #26 WATER MAIN PROJECT, CIP #16-09.

10. [16-461](#) SUBJECT: Approve New and Amended Job Descriptions

Recommendation for Action: Staff recommends that the City Council approve new job descriptions for Senior Park Maintenance Worker and Chief Collections System Supervisor and amended job descriptions for Park Superintendent and Park Maintenance job series.

Approved New and Amended Job Descriptions.

11. [16-438](#) SUBJECT: Support for Paris Climate Pledge

Recommendation for Action: Staff recommends that the City Council

adopt Resolution No. _____, reaffirming the intention to limit Woodland's greenhouse gas emissions and contributions to climate change.

Enrique Fernandez spoke in support of the Paris Climate Pledge.

Council Member Hilliard commented on the Community Services Department Quarterly Report for all the wonderful things the department is doing.

City Manager Paul Navazio made the Council aware that staff provide copies of changes to three (3) of the job descriptions related to Consent Calendar Item No. 10, Approve New and Amended Job Descriptions. The Class B driver's license was inadvertently omitted.

Adopted Resolution No. 6618, A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF WOODLAND IN SUPPORT OF THE PARIS CLIMATE PLEDGE, EARTH DAY 2016.

On a motion by Council Member Hilliard, seconded by Council Member Denny, and carried unanimously, Council Members approved Consent Calendar Items No. 6 through 11.

Ayes: 5 - Council Member Hilliard, Council Member Denny, Council Member Barajas, Mayor Stallard and Mayor Pro Tem Marble

I. REPORTS OF THE CITY MANAGER

12. [16-458](#) SUBJECT: General Plan Update Progress Report

Recommendation for Action: Staff recommends that the City Council receive progress report #5 regarding the General Plan Update Project
Received progress report no. 5 regarding the General Plan Update Project.

13. [16-443](#) SUBJECT: Long-Term Water Management Policy

Recommendation for Action: Staff recommends that the City Council adopt Resolution No. _____, in Support of a Long-Term Water Conservation and Management Policy in California and that long-term water management policy is most appropriately developed and administered by the California Department of Water Resources.

On a motion by Mayor Pro Tem Marble, seconded by Council Member Denny and carried unanimously, Council Members adopted Resolution No. 6619, A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF WOODLAND IN SUPPORT OF A LONG-TERM WATER CONSERVATION AND MANAGEMENT POLICY IN CALIFORNIA.

Ayes: 5 - Council Member Hilliard, Council Member Denny, Council Member Barajas, Mayor Stallard and Mayor Pro Tem Marble

14. [16-464](#) SUBJECT: Update from City Council Homeless Ad-Hoc Subcommittee

Recommendation for Action: Staff recommends that the City Council take the following actions:

1. Receive a Council Homeless Ad-Hoc Subcommittee update.
2. Discuss and provide direction on funding two initiatives to address chronic homeless individuals:
 - a) Approve a \$23,740 appropriation, authorize staff to amend the FY 2015/16 budget as necessary, and direct the City Manager to enter into a one-year contract with Fourth & Hope to start a homeless outreach project as soon as possible to identify the chronically unsheltered homeless in Woodland, establish regular ongoing communication with these individuals, and connect them whenever possible to services/programs and housing.
 - b) Discuss and provide direction on initiating a "Housing First" pilot project, in collaboration with Yolo County and other partner agencies, to include allocation of up to \$100,000 in FY2016/17 funding to assist placing unsheltered homeless individuals into permanent housing.

On a motion by Council Member Barajas, seconded by Council Member Hilliard and carried unanimously, Council Members received a Council Homeless Ad-Hoc Subcommittee update and discussed and provided direction on funding two initiatives to address chronic homeless individuals.

Ayes: 5 - Council Member Hilliard, Council Member Denny, Council Member Barajas, Mayor Stallard and Mayor Pro Tem Marble

15. [16-456](#)

SUBJECT: Capital Improvement Program - FY2016/17

Recommendation for Action: Staff recommends that the City Council receive information regarding the draft Capital Improvement Program (CIP).

Pauline van Muyden spoke regarding Hiddleson Pool and Art Williams spoke regarding tennis court.

Council Members received information regarding the draft Capital Improvement Program.

16. [16-383](#)

SUBJECT: Approve the Updated Measure E Spending Plan

Recommendation for Action: Staff recommends that the City Council adopt Resolution No. _____, approving the updated Measure E (MSE) Spending Plan which alters the allocation of these resources among the various projects as described.

On a motion by Mayor Pro Tem Marble, seconded by Council Member Denny and carried unanimously, Council Members adopted Resolution No. 6620, RESOLUTION OF THE CITY COUNCIL OF THE CITY OF WOODLAND APPROVING THE UPDATED MEASURE E SPENDING PLAN.

Ayes: 5 - Council Member Hilliard, Council Member Denny, Council Member Barajas, Mayor Stallard and Mayor Pro Tem Marble

J. ADJOURNED AT 8:18PM

Respectfully submitted,

**Ana B. Gonzalez
City Clerk**

Legislation Text

File #: 16-466, Version: 1

TO: THE HONORABLE MAYOR AND CITY COUNCIL**DATE: May 3, 2016****SUBJECT: Proclamation of Recognition of and Appreciation for National Police Week 2016**

Recommendation for Action: Staff recommends that the City Council approve and proclaim May 15-21, 2016 as National Police Week, and Sunday, May 15, 2016, as Peace Officers' Memorial Day in Woodland.

Staff Contact

Dan Bellini, Public Safety Chief - 661-7865, dan.bellini@cityofwoodland.org

Fiscal Impact

This action has no fiscal impact.

Background

In 1962, President John F. Kennedy signed Public Law 87-726 designating May 15 each year as Peace Officers' Memorial Day, in honor of the Federal, State, and Municipal officers who have been killed or disabled in the line of duty; and the week in which May 15 occurs as National Police Week, in recognition of the service given by the men and women who, night and day, stand guard in our midst to protect us through enforcement of our laws. The law was amended by the Violent Crime Control and Law Enforcement Act of 1994, Public Law 103-322, signed by President Bill Clinton, directing that the flag of the United States be displayed at half-staff on all government buildings on May 15 each year. While the actual dates change from year to year, National Police Week is always the calendar week beginning on a Sunday, which includes May 15.

Though enacted in 1962, it was not until May 15, 1982, that the first National Peace Officers' Memorial Day service was held. The Joint Resolution was enacted in recognition of the police officers of our country who work devotedly and selflessly on behalf of the people of the United States, regardless of the peril to themselves. These officers safeguard the lives and property of their fellow Americans by the enforcement of our laws. By their patriotic service and dedicated efforts, these men and women deserve, and have earned, the gratitude of the Nation.

In the year 2015, 128 Law Enforcement Officers, nationwide, lost their lives in the line of duty. The average age of the officer killed in the line of duty is 40 years old; and the average length of tour of duty is 12½ years.

Conclusion

Staff recommends that the City Council issue a Proclamation declaring May 15-21, 2016 as National Police Week, and Sunday, May 15, 2016, as Peace Officers' Memorial Day in Woodland to honor the men and women whose diligence and professionalism keep our community and citizens safe. Staff recommends the City Council proclaim May 15-21, 2016 as National Police Week, and Sunday, May 15, 2016, as Peace Officers' Memorial Day.

Prepared by: Bonnie Sylva, Administrative Secretary

Reviewed by: Dan Bellini, Public Safety Chief

A handwritten signature in black ink, appearing to read "Paul Navazio". The signature is fluid and cursive, with the first name "Paul" and last name "Navazio" clearly distinguishable.

Paul Navazio, City Manager

Attachment: Proclamation of Recognition of and Appreciation of National Police Week

CITY OF WOODLAND PROCLAMATION OF RECOGNITION OF AND APPRECIATION FOR NATIONAL POLICE WEEK

- WHEREAS,** the Congress and President of the United States have designated May 15 as Peace Officers' Memorial Day and the week in which May 15 occurs as National Police Week; and
- WHEREAS,** the members of the Woodland Police Department play an essential role in safeguarding the rights and freedoms of the community of Woodland; and
- WHEREAS,** it is important that all citizens know and understand the duties, responsibilities, hazards, and sacrifices of their law enforcement agency, and that members of our law enforcement agency recognize their duty to serve the people by safeguarding life and property, protecting them against violence and disorder; and by protecting the innocent against deception and the weak against oppression; and
- WHEREAS,** the men and women of the Woodland Police Department unceasingly provide a vital public service; and
- NOW THEREFORE,** be it resolved the City Council of the City of Woodland hereby adopts this Proclamation of Recognition and Appreciation and calls upon all citizens of Woodland and upon all patriotic, civic, and educational organizations to observe the week of May 15-21, 2016, as National Police Week with observances in which all of our citizens may join in commemorating law enforcement officers, past and present, who, by their faithful and loyal devotion to their responsibilities have provided a dedicated service to their community. In so doing, they have established for themselves an enviable and enduring reputation for preserving the rights and security of all citizens. The City Council further calls upon citizens of Woodland to observe May 15, 2016, as Peace Officers' Memorial Day in honor of those law enforcement officers, who, through their courageous deeds, have made the ultimate sacrifice in service to their community or have become disabled in the performance of duty; and let us recognize and offer our gratitude to the survivors of our fallen heroes. "When an officer is killed, it's not only an agency that loses an officer, it's an entire nation,"

PASSED AND ADOPTED this 3rd day of May, 2016

Tom Stallard, Mayor

William Marble, Mayor Pro-Tempore

Sean Denny, Council Member

Jim Hilliard, Council Member

Angel Barajas, Council Member

Legislation Text

File #: 16-484, Version: 1

TO: THE HONORABLE MAYOR AND CITY COUNCIL**DATE: May 3, 2016****SUBJECT: Older Americans Month Proclamation**

Recommendation for Action: Staff recommends that the City Council adopt a Proclamation declaring May 2016 as Older Americans Month.

Staff Contact

Dallas Tringali, Community Services Program Manager - 661-2005, dallas.tringali@cityofwoodland.org

Background

In 1965, the President of the United States designated the month of May as Older Americans Month. May is a time to recognize and celebrate the contributions that older persons provide to our community. It has been a tradition for the City Council to issue a proclamation honoring older Americans during May of each year.

Conclusion

Staff recommends that the City Council adopt a Proclamation declaring May 2016 as Older Americans Month.

Prepared by: Dallas Tringali, Community Services Program Manager

Reviewed by: Christine Engel, Community Services Director



Paul Navazio, City Manager

Attachment: Older Americans Month proclamation

CITY OF WOODLAND PROCLAMATION HONORING MAY 2016 AS OLDER AMERICANS MONTH

WHEREAS, the City of Woodland includes a community of older Americans who deserve recognition for their contributions to our nation; and

WHEREAS, the City of Woodland recognizes that older adults are trailblazers—advocating for themselves, their peers, and their communities—paving the way for future generations; and

WHEREAS, the City of Woodland is committed to raising awareness about issues facing older Americans and helping all individuals to thrive in communities of their choice for as long as possible; and

WHEREAS, we appreciate the value of inclusion and support in helping older adults successfully contribute to and benefit from their communities; and

WHEREAS, our community can provide opportunities to enrich the lives of individuals of all ages by:

- Promoting and engaging in activity, wellness, and social involvement.
- Emphasizing home- and community-based services that support independent living.
- Ensuring community members can benefit from the contributions and experience of older adults.

NOW THEREFORE, be it resolved that the City Council of the City of Woodland do hereby proclaim May 2016 to be Older Americans Month. We urge every resident to take time this month to acknowledge older adults and the people who serve them as powerful and vital individuals who greatly contribute to the community.

PASSED AND ADOPTED this 3rd Day of May, 2016

Tom Stallard, Mayor

William L. Marble, Mayor Pro Tem

Sean Denny, Council Member

Jim Hilliard, Council Member

Angel Barajas, Council Member

Legislation Text

File #: 16-448, Version: 1

TO: THE HONORABLE MAYOR AND CITY COUNCIL**DATE: May 3, 2016****SUBJECT: 2015 Water Quality Report**

Recommendation for Action: Staff recommends that the City Council receive and review the 2015 Water Quality Report.

Staff Contact

Tim Busch, Principal Utilities Civil Engineer - 661-5963, tim.busch@cityofwoodland.org

Fiscal Impact

Staff management and publication and distribution costs are approximately \$3,000 and funded through the Water Enterprise fund.

Background

The City of Woodland is dedicated and committed to providing the highest quality drinking water feasible. Each year, the City samples and analyzes the water supply to ensure the system meets or exceeds all regulatory requirements for health standards. The attached 2015 Annual Water Quality Report educates consumers by outlining and defining the test results and sources for both regulated and unregulated substances and identifies areas of continuing and growing concern for water system reliability. The results from the 2015 testing and analysis, as outlined in the attached report, reflect that Woodland water continues to meet or exceed all current primary and secondary quality standards without violations. Staff recommends that the City Council read the attached 2015 Annual Water Quality Report to learn more about the quality of Woodland's water.

Per State regulations the City, as a Water Purveyor, produces and distributes an Annual Water Quality Report to inform consumers of water quality testing results and to address related items or areas of interest of current or future water quality. The attached report was developed using staff input and will be published by Gemini Group LLC. This report will be available online and is referenced in the June utility bill. Paper copies will be available at City facilities or upon request. In order to conserve resources, a paper copy will not be distributed in utility bills.

As outlined in the report, drinking water standards are identified as Primary (regulated and enforced for health), Secondary (regulatory recommendations for aesthetics - taste, odor, color), and Unregulated (may be regulated in the future). The report addresses the sources, source water assessment, health information, and contact information related to the City's drinking water. The report also identifies future requirements related to water conservation, water supply protection, water hardness, and specific constituents of growing concern.

Discussion

The City obtains water from wells which tap into groundwater aquifers at varying depths throughout the city. Groundwater aquifers are primarily replenished from rain seeping into the soil and becoming trapped at varying depths by impermeable layers (this region is typically clay deposits). The quality of water eventually delivered to customers is largely a function of chemical and mineral leaching and erosion of the geologic formations from which the aquifers flow. Before entering the City system, water is disinfected using small amounts of chlorine.

One constituent of concern is nitrate. Nitrate contamination of groundwater comes from fertilizers, industrial waste chemicals, seepage from septic systems, and animal manure. Nitrate concentration levels vary throughout the city and vary within each well site. However; trends demonstrate nitrate levels are, on average, rising at a concerning number of well sites and the City is taking actions to address this concern.

The State Water Resource Control Board, Division of Drinking Water (SWRCB DDW) passed a California Maximum Contaminant Limit (MCL) of 10 parts per billion (ppb) on July 1, 2014 for hexavalent chromium. This is the first primary drinking water standard for hexavalent chromium promulgated by any state or federal agency.

The City is affected by the new MCL. The City average for Chromium 6 is 16 ppb and the wells vary from 1 ppb to 28 ppb. Only 1 well consistently tests below the new MCL.

The State of California passed SB 385 on September 4, 2015, which grants a period of time to achieve compliance of the state standard by January 1, 2020. Staff submitted a compliance plan and implementation timeline on August 31, 2015 which is being reviewed by SWRCB DDW. The City is actively in construction on a surface water project that will be complete in May 2016. The Sacramento River water has near zero levels of Chromium 6.

Staff feels that we are in a good position to meet the new MCL given our surface water project, ASR wells, and likely some use of our existing wells blended with surface water. We will be working with their staff in order to maintain compliance with the new MCL.

The website location of the water quality report will be distributed to residents via their utility bill before July 2016. Both the English and Spanish versions of the water quality report will be available on the City's website. City departments will also receive English and Spanish copies to make it available to the general public. The City's water supply and its state of reliability have been presented to various forums around the City including the Chamber of Commerce. Continuing public education is planned as the City progresses in addressing system needs.

Conclusion

Staff recommends that the City Council receive and review the 2015 Water Quality Report.

Prepared by: Sherry Kimura, Engineering Technician III
Reviewed by: Tim Busch, Principal Utilities Civil Engineer
Brent Meyer, City Engineer

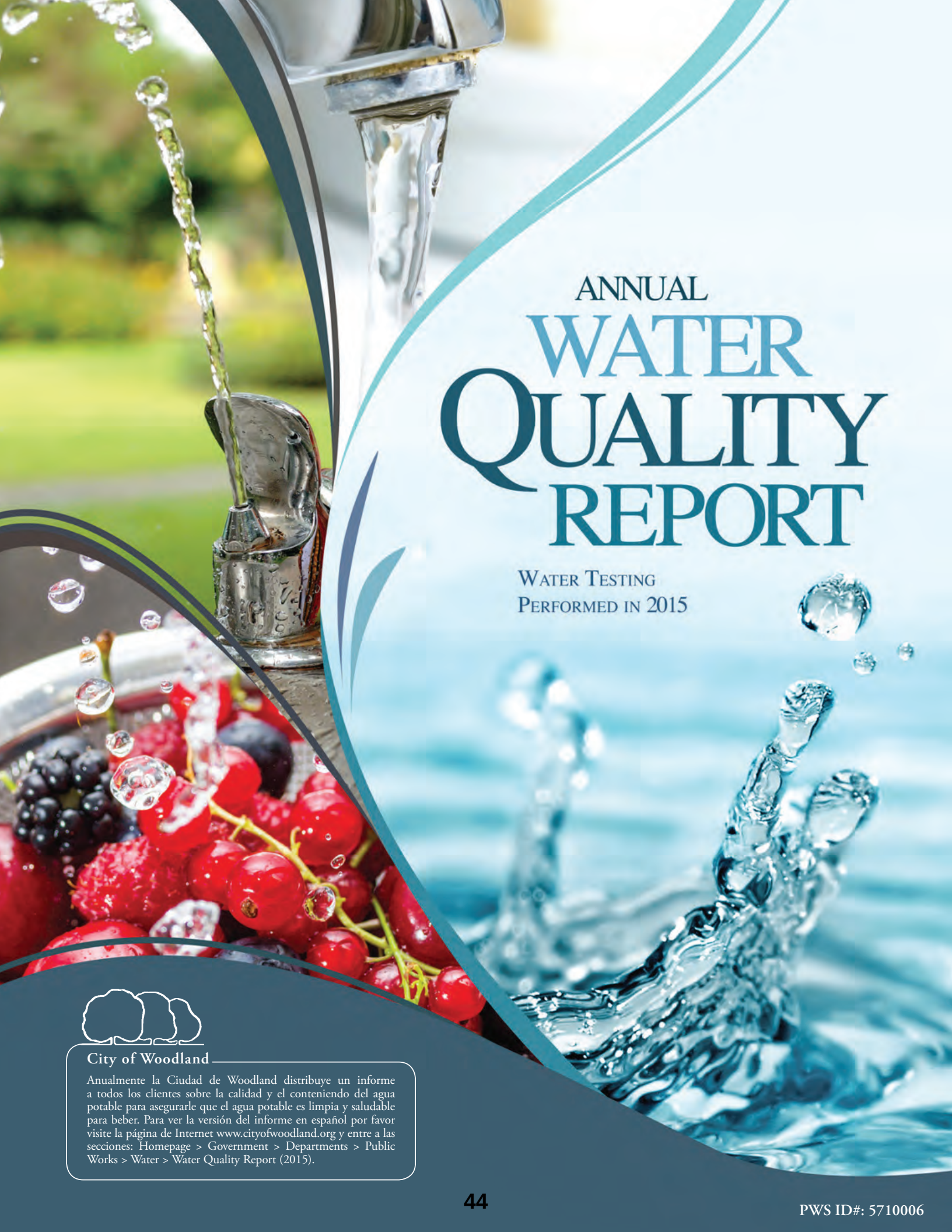
Ken Hiatt, Community Development Director

A handwritten signature in cursive script, appearing to read "Paul Navazio".

Paul Navazio, City Manager

ATTACHMENTS:

Attachment A - 2015 Water Quality Report



ANNUAL WATER QUALITY REPORT

WATER TESTING
PERFORMED IN 2015



City of Woodland

Anualmente la Ciudad de Woodland distribuye un informe a todos los clientes sobre la calidad y el contenido del agua potable para asegurarle que el agua potable es limpia y saludable para beber. Para ver la versión del informe en español por favor visite la página de Internet www.cityofwoodland.org y entre a las secciones: Homepage > Government > Departments > Public Works > Water > Water Quality Report (2015).

Meeting the Challenge

Once again we are proud to present our annual drinking water report, covering all drinking water testing performed between January 1 and December 31, 2015. Over the years, we have dedicated ourselves to producing drinking water that meets all State and Federal standards. We continually strive to adopt new methods for delivering the best-quality drinking water to your homes and businesses. As new challenges to drinking water safety emerge, we remain vigilant in meeting the goals of source water protection, water conservation, and community education while continuing to serve the needs of all of our water users.

Please remember that we are always available to assist you should you ever have any questions or concerns about your water.

Get Involved

The City of Woodland periodically conducts public meetings and workshops concerning water issues. The Woodland City Council receives public comments at their regular meetings, which are held on the first and third Tuesdays of each month. For more information, please call the Secretary to the City Manager at (530) 661-5800 or go to <http://www.cityofwoodland.org/gov/cityhall/council/default.asp>.

Important Health Information

Some people may be more vulnerable to contaminants in drinking water than the general population. Immunocompromised persons such as those with cancer undergoing chemotherapy, those who have undergone organ transplants, people with HIV/AIDS or other immune system disorders, some elderly, and infants may be particularly at risk from infections. These people should seek advice about drinking water from their health care providers. The U.S. EPA/CDC (Centers for Disease Control and Prevention) guidelines on appropriate means to lessen the risk of infection by *Cryptosporidium* and other microbial contaminants are available from the Safe Drinking Water Hotline at (800) 426-4791 or <http://water.epa.gov/drink/hotline>.



Substances That Could Be in Water

The sources of drinking water (both tap water and bottled water) include rivers, lakes, streams, ponds, reservoirs, springs, and wells. As water travels over the surface of the land or through the ground, it dissolves naturally occurring minerals and, in some cases, radioactive material, and can pick up substances resulting from the presence of animals or from human activity.

In order to ensure that tap water is safe to drink, the U.S. Environmental Protection Agency (U.S. EPA) and the State Water Resources Control Board (State Board) prescribe regulations that limit the amount of certain contaminants in water provided by public water systems. State Board regulations also establish limits for contaminants in bottled water that must provide the same protection for public health. Drinking water, including bottled water, may reasonably be expected to contain at least small amounts of some contaminants. The presence of contaminants does not necessarily indicate that water poses a health risk.

Contaminants that may be present in source water include:

Microbial Contaminants, such as viruses and bacteria, that may come from sewage treatment plants, septic systems, agricultural livestock operations, and wildlife;

Inorganic Contaminants, such as salts and metals, that can be naturally occurring or can result from urban stormwater runoff, industrial or domestic wastewater discharges, oil and gas production, mining, or farming;

Pesticides and Herbicides, that may come from a variety of sources such as agriculture, urban stormwater runoff, and residential uses;

Organic Chemical Contaminants, including synthetic and volatile organic chemicals, that are by-products of industrial processes and petroleum production and can also come from gas stations, urban stormwater runoff, agricultural applications, and septic systems;

Radioactive Contaminants, that can be naturally occurring or can be the result of oil and gas production and mining activities.

More information about contaminants and potential health effects can be obtained by calling the U.S. EPA's Safe Drinking Water Hotline at (800) 426-4791.

How Hard Is My Water?

A concentration of 17.1 parts per million (ppm) of hard water is equal to 1 grain per gallon. Woodland's water can be as high as 510 ppm, which equals about 29.8 grains per gallon. Water hardness does not affect a person's health but may not be aesthetically pleasing. Over time, water hardness leaves mineral deposits in pipes, fixtures, and equipment that may impact their life expectancy (see table). The conversion to surface water is anticipated to reduce hardness by approximately 75 percent from existing levels in 2016 to approximately 7 grains per gallon.

Surface Water Project Will Improve Water Quality

Improved water quality starts with a better water source. Although our groundwater supply meets all current drinking water regulations and is safe to use and drink, the water leaving our homes is not considered safe to return to the environment. Our wastewater contains high levels of selenium and salts, among other things. State and Federal water/wastewater quality regulations are becoming stricter. The City will not be able to comply with future regulations using groundwater alone. The State has a new Maximum Contaminant Limit (MCL) for hexavalent chromium of 10 ppb, and the average of all City wells is 18 ppb. For these reasons, the City is participating in a Regional Surface Water Project and will be introducing high-quality, treated surface water from the Sacramento River in June 2016. Water will be softer, be easier on water-using appliances, and meet current and future State and Federal water/wastewater quality regulations. Frequently asked questions are available at www.wdcwa.com and www.cityofwoodland.org.

The Woodland-Davis Clean Water Agency (WDCWA)—a joint powers authority of the Cities of Woodland and Davis—was formed in 2009 to finance, build, and operate a regional surface water supply project. The project includes:

- 1) Water intake structure on the Sacramento River
- 2) Pipelines from the intake structure to the water treatment facility
- 3) Regional water treatment facility
- 4) Pipelines from the water treatment facility to Woodland and Davis
- 5) Other repairs and updates to the Cities' existing local water systems

Construction will be completed in June 2016. WDCWA and the City have been successful in securing State and Federal funding and low-interest loans to minimize rate increases to support the project. For more information, visit www.wdcwa.com, or call (530) 757-5673.



Where Does Your Water Come From?

Woodland's water supply is pumped from 18 operational groundwater wells located throughout the City to its distribution pipe system. Groundwater comes from rain that seeps down through the soil until it reaches an impermeable layer. Woodland's water does not pass through a central water treatment facility but is filtered naturally by the sand and gravel as it passes through the aquifers. This is standard practice in well water systems.

The treatment administered is the addition of liquid chlorine (sodium hypochlorite) at the wells, for disinfection. The 0.3 to 0.5 parts per million dosage is typical of water systems throughout the country. Caution should be taken when using chlorinated water for medical uses such as for dialysis machines or when adding water to fish tanks or ponds. As a precursor to surface water, zinc orthophosphate, a safe, reliable, and widely used drinking water additive, has been added in very small amounts to prevent leaching of metals like lead, copper, and iron into the water system pipelines.

For water-quality reasons, the City will receive most of its water from the Sacramento River beginning in June 2016.

CONTACT Us

For more information about this report, or for any questions relating to your drinking water, please phone the Woodland Public Works Department at (530) 661-5962 or email pubworks@cityofwoodland.org.

Para más información acerca del reporte o si tiene preguntas acerca del agua potable por favor llame al Departamento de Obras Públicas de la Ciudad de Woodland al (530) 661-5962 o envíe un correo electrónico a pubworks@cityofwoodland.org.

Property owners, please share this information with your tenants!

Hexavalent Chromium

The State of California passed a new maximum contaminant limit (MCL) for hexavalent chromium. On July 1, 2014, a new California MCL of 0.010 mg/L (10 parts per billion (ppb)) for hexavalent chromium became effective. The State of California passed SB 385 on September 4, 2015, which requires water systems to prepare a compliance plan and grants a period of time to achieve compliance of the State standard. The State requires compliance by January 1, 2020. The City of Woodland's compliance plan was submitted on August 31, 2015, and is being reviewed by the State's Division of Drinking Water. In accordance with State regulations, the City started quarterly monitoring of all wells for hexavalent chromium in January 2015. Water sample results for 2015 showed hexavalent chromium levels of 0.001 – 0.028 mg/L (1-28 ppb). This exceeds the State's new standard or maximum contaminant level (MCL) of 0.010 mg/L (10 ppb).

At the same time, the hexavalent chromium level in our groundwater supply currently continues to meet the United States Environmental Protection Agency (U.S. EPA) MCL for total chromium, which includes hexavalent chromium at 0.1 mg/L (100 ppb).

Planned Corrective Action: Hexavalent chromium occurs naturally in the groundwater. The City has been working on a project that will bring our water supply in compliance with the new hexavalent chromium MCL. The Davis-Woodland Water Supply Project is currently under construction; it will begin delivering treated Sacramento River water in June 2016. The hexavalent chromium levels present in Sacramento River water are far below the new State MCL (near zero). The City has also recently constructed a 3-million-gallon water storage tank, transmission mains, and an aquifer storage and recovery (ASR) well. Construction on two additional ASR wells has started and is anticipated to be completed in early 2017. These efforts along with completion of the regional water treatment plant will bring the City's water supply in compliance with the new State of California MCL standard. We anticipate resolving the problem by no later than 12/1/2018.

Lead in Home Plumbing

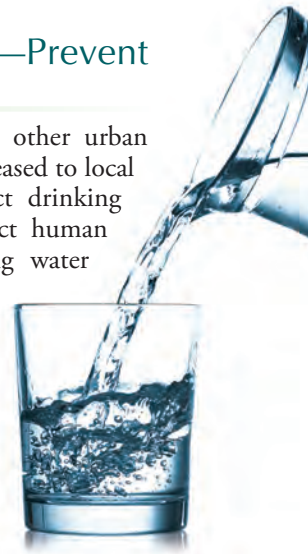
If present, elevated levels of lead can cause serious health problems, especially for pregnant women and young children. Lead in drinking water is primarily from materials and components associated with service lines and home plumbing. We are responsible for providing high-quality drinking water, but we cannot control the variety of materials used in plumbing components. When your water has been sitting for several hours, you can minimize the potential for lead exposure by flushing your tap for 30 seconds to 2 minutes before using water for drinking or cooking. (If you do so, you may wish to collect the flushed water and reuse it for another beneficial purpose, such as watering plants.) If you are concerned about lead in your water, you may wish to have your water tested. Information on lead in drinking water, testing methods, and steps you can take to minimize exposure is available from the Safe Drinking Water Hotline or at www.epa.gov/lead.

Water Conservation

Thanks to a cooperative, City-wide effort to conserve water, Woodland used 30% less water in 2015 than in 2013. California's dry, Mediterranean climate makes it as imperative as ever to continue to include water conservation in daily decision making and long-term planning. Approximately 55 percent of water usage in the Sacramento Valley is for landscaping. Please check your irrigation system for leaks, and consider installing a weather-based irrigation controller (WBIC) and replacing some of your turf with low-water-use plants. The City offers water conservation rebates for products like WBICs and mulch, free workshops, and many other resources to help Woodland conserve water. Please visit www.cityofwoodland.org/waterconservation for more information.

Protect Our Water Supply—Prevent Pollution of Runoff

Unlike wastewater, stormwater and other urban runoff is not treated before it is released to local waterways. Polluted runoff can impact drinking water sources. This, in turn, can affect human health and lead to increased drinking water treatment costs. Please help protect our water supply. Keep chemicals, soaps, and auto fluids out of gutters and storm drains. Minimize the use of fertilizers and pesticides that can wash off and pollute streams or seep into groundwater supplies.



Source Water Assessment

The State Water Resources Control Board - Division of Drinking Water requires water providers to conduct a source water assessment (SWA) to help protect the quality of future water supplies. The SWA describes where a water system's drinking water comes from, the type of polluting activities that may threaten source water quality, and an evaluation of the water's vulnerability to those threats. The assessment for the City of Woodland's water was completed in December of 2002. It found that our groundwater is most vulnerable to present-day land use activities, including agriculture, use of septic systems, gas stations, dry cleaners, and historical contamination plumes from these sources. A copy of the complete assessment report is available from the City of Woodland Web site: <http://www.cityofwoodland.org/gov/depts/pw/water/default.asp>.

Sampling Results

During the past year we have taken hundreds of water samples in order to determine the presence of any radioactive, biological, inorganic, volatile organic, or synthetic organic contaminants.

We participated in the 3rd stage of the U.S. EPA's Unregulated Contaminant Monitoring Rule (UCMR3) program by performing additional tests on our drinking water. UCMR3 benefits the environment and public health by providing the EPA with data on the occurrence of contaminants suspected to be in drinking water, in order to determine if the EPA needs to introduce new regulatory standards to improve drinking water quality.

The tables below show only those contaminants that were detected in the water. The State requires us to monitor for certain substances less often than once per year because the concentrations of these substances do not change frequently. In these cases, the most recent sample data are included, along with the year in which the sample was taken.

REGULATED PRIMARY SUBSTANCES

SUBSTANCE (UNIT OF MEASURE)	YEAR SAMPLED	MCL [MRDL]	PHG (MCLG) [MRDLG]	AVERAGE	RANGE LOW-HIGH	VIOLATION	TYPICAL SOURCE
Barium (ppm)	2015	1	2	0.28	0.24–0.38	No	Discharges of oil drilling wastes and from metal refineries; erosion of natural deposits
Chromium (ppb)	2015	50	(100)	21	15–27	No	Discharge from steel and pulp mills and chrome plating; erosion of natural deposits
Fluoride (ppm)	2015	2.0	1	0.08	ND–0.12	No	Erosion of natural deposits; water additive that promotes strong teeth; discharge from fertilizer and aluminum factories
Gross Alpha Particle Activity (pCi/L)	2015	15	(0)	2.20	1.79–3.32	No	Erosion of natural deposits
Haloacetic Acids (ppb)	2015	60	NA	0.5	ND–2.4	No	By-product of drinking water disinfection
Hexavalent Chromium (ppb)	2015	10	0.02	16	0.5–28	No	Discharge from electroplating factories, leather tanneries, wood preservation, chemical synthesis, refractory production, and textile manufacturing facilities; erosion of natural deposits
Nitrate [as nitrogen] ¹ (ppm)	2015	10	10	5.1	ND–8.4	No	Runoff and leaching from fertilizer use; leaching from septic tanks and sewage; erosion of natural deposits
Nitrate + Nitrite [as N] (ppm)	2015	10	10	6.7	4.9–8.4	No	Runoff and leaching from fertilizer use; leaching from septic tanks and sewage; erosion of natural deposits
Selenium (ppb)	2015	50	30	9.4	ND–19	No	Discharge from petroleum, glass, and metal refineries; erosion of natural deposits; discharge from mines and chemical manufacturers; runoff from livestock lots (feed additive)
TTHMs [Total Trihalomethanes] (ppb)	2015	80	NA	3.1	ND–7.8	No	By-product of drinking water disinfection
Uranium (pCi/L)	2015	20	0.43	1	0.8–1.2	No	Erosion of natural deposits

Distribution System Lead and Copper (Tap water samples were collected from 61 homes in 2013)

SUBSTANCE (UNIT OF MEASURE)	YEAR SAMPLED	ACTION LEVEL	PHG (MCLG)	AVERAGE	SITES ABOVE ACTION LEVEL/ TOTAL SITES	VIOLATION	TYPICAL SOURCE
Copper (ppm)	2013	1.3	0.3	0.31	0/61	No	Internal corrosion of household plumbing systems; erosion of natural deposits; leaching from wood preservatives
Lead (ppb)	2013	15	0.2	ND	0/61	No	Internal corrosion of household water plumbing systems; discharges from industrial manufacturers; erosion of natural deposits

REGULATED SECONDARY SUBSTANCES

SUBSTANCE (UNIT OF MEASURE)	YEAR SAMPLED	SMCL	PHG (MCLG)	AVERAGE	RANGE LOW-HIGH	VIOLATION	TYPICAL SOURCE
Chloride (ppm)	2015	500	NS	85	64–100	No	Runoff/leaching from natural deposits; seawater influence
Specific Conductance (µS/cm)	2015	1,600	NS	1,033	950–1,200	No	Substances that form ions when in water; seawater influence
Sulfate (ppm)	2015	500	NS	40	38–44	No	Runoff/leaching from natural deposits; industrial wastes
Total Dissolved Solids (ppm)	2015	1,000	NS	583	540–680	No	Runoff/leaching from natural deposits
Turbidity (NTU)	2015	5	NS	0.36	ND–0.61	No	Soil runoff

UNREGULATED CONTAMINANT MONITORING RULE PART 3 (UCMR3)

SUBSTANCE (UNIT OF MEASURE)	YEAR SAMPLED	AMOUNT DETECTED	RANGE LOW-HIGH
1,4-Dioxane (ppb)	2015	0.01	ND–0.09
Strontium (ppb)	2015	820	820–820
Vanadium (ppb)	2015	4.9	4.9–4.9

OTHER UNREGULATED SUBSTANCES

SUBSTANCE (UNIT OF MEASURE)	YEAR SAMPLED	AMOUNT DETECTED	RANGE LOW-HIGH
Bicarbonate (ppm)	2015	362	310–440
Calcium (ppm)	2015	76	68–92
Hardness [CaCO ₃] (ppm)	2015	410	380–510
Magnesium (ppm)	2015	54	49–68
pH (Units)	2015	8	7.9–8.2
Potassium (ppm)	2015	2.6	2.2–2.9
Sodium (ppm)	2015	67	58–73
Total Alkalinity (ppm)	2015	362	310–440

¹ Nitrate in drinking water at levels above 10 ppm is a health risk for infants of less than six months of age. Such nitrate levels in drinking water can interfere with the capacity of the infant's blood to carry oxygen, resulting in a serious illness; symptoms include shortness of breath and blueness of the skin. Nitrate levels above 10 ppm may also affect the ability of the blood to carry oxygen in other individuals, such as pregnant women and those with certain specific enzyme deficiencies. If you are caring for an infant or you are pregnant, you should ask advice from your health care provider.

Definitions

AL (Regulatory Action Level): The concentration of a contaminant which, if exceeded, triggers treatment or other requirements that a water system must follow.

µS/cm (microsiemens per centimeter): A unit expressing the amount of electrical conductivity of a solution.

MCL (Maximum Contaminant Level): The highest level of a contaminant that is allowed in drinking water. Primary MCLs are set as close to the PHGs (or MCLGs) as is economically and technologically feasible. Secondary MCLs (SMCLs) are set to protect the odor, taste, and appearance of drinking water.

MCLG (Maximum Contaminant Level Goal): The level of a contaminant in drinking water below which there is no known or expected risk to health. MCLGs are set by the U.S. EPA.

MRDL (Maximum Residual Disinfectant Level): The highest level of a disinfectant allowed in drinking water. There is convincing evidence that addition of a disinfectant is necessary for control of microbial contaminants.

MRDLG (Maximum Residual Disinfectant Level Goal): The level of a drinking water disinfectant below which there is no known or expected risk to health. MRDLGs do not reflect the benefits of the use of disinfectants to control microbial contaminants.

NA: Not applicable

ND (Not detected): Indicates that the substance was not found by laboratory analysis.

NS: No standard

NTU (Nephelometric Turbidity Units): Measurement of the clarity, or turbidity, of water. Turbidity in excess of 5 NTU is just noticeable to the average person.

pCi/L (picocuries per liter): A measure of radioactivity.

PDWS (Primary Drinking Water Standard): MCLs and MRDLs for contaminants that affect health along with their monitoring and reporting requirements, and water treatment requirements.

PHG (Public Health Goal): The level of a contaminant in drinking water below which there is no known or expected risk to health. PHGs are set by the California EPA.

ppb (parts per billion): One part substance per billion parts water (or micrograms per liter).

ppm (parts per million): One part substance per million parts water (or milligrams per liter).

Legislation Text

File #: 16-482, Version: 1

TO: THE HONORABLE MAYOR AND CITY COUNCIL**DATE: May 3, 2016****SUBJECT: Annual Maintenance for Advanced Metering Infrastructure (AMI) Report****Recommendation for Action:** Staff recommends that the City Council:

1. Receive the Annual Maintenance for Advanced Metering Infrastructure (AMI) Report; and
2. Approve Resolution No. _____, Approving an Agreement with ESRI for Software Licensing.

Staff Contact

J Kimura, Senior Application Analyst - (530) 661-7977, j.kimura@cityofwoodland.org

Fiscal Impact

The recommendation is to authorize the CM to execute a licensing agreement with Sensus USA Inc. for the term of 5 years and not to exceed \$140,000. Funding for this is provided in the budget through existing appropriations from the Water Enterprise Funds.

Background

The City has been using AMI since 2009 as part of the Phase I, Meter Implementation Project. AMI consists of both hardware and software to collect the meter read data. The AMI hardware, specialized radio antennas, receives over hourly read data for over 15,000 water meters. The AMI software manages all of the data collected. This data is then integrated with the Finance Utility Billing software as well as the Web-Based Water Account Portal, allowing rate payers to see hourly usage.

The updated license agreement will change the way we manage the software and data, moving to a hosted solution, referred to as Software as a Service (SaaS). SaaS delivers superior support for future upgrades and computer hardware replacement. SaaS provides a high level of service, limiting system outages and downtime, allowing constant availability of the data to the integrated systems.

Conclusion

Staff recommends that the City Council:

2. Receive the Annual Maintenance for Advanced Metering Infrastructure (AMI) Report; and
3. Approve Resolution No. _____, Approving an Agreement with ESRI for Software Licensing.

Prepared by: J. Kimura, Senior Application Analyst

Reviewed by: Scott Sawin, IT Manager

A handwritten signature in black ink, appearing to read "Paul Navazio". The signature is fluid and cursive, with the first name "Paul" and last name "Navazio" clearly distinguishable.

Paul Navazio, City Manager

Attachments

Advanced Metering Infrastructure (AMI) Agreement

between

**City of Woodland,
a California municipal corporation
("Customer")**

**and
Sensus USA Inc.,
a Delaware corporation
("Sensus")**

IN WITNESS WHEREOF, Customer and Sensus (the "parties") have caused this Advanced Metering Infrastructure ("AMI") Agreement ("Agreement") to be executed by their duly authorized representatives as of the day and year written below. The date of the last party to sign is the "Effective Date."

This Agreement shall commence on the Effective Date and continue for/until five (5) years ("Initial Term"). At the end of the Initial Term, this Agreement shall automatically renew for an additional term of five (5) years ("Renewal Term"). The "Term" shall refer to both the Initial Term and the Renewal Term.

Sensus USA Inc.

By: _____

Name: _____

Title: _____

Date: _____

Customer: City of Woodland

By: _____

Name: _____

Title: _____

Date: _____

Contents of this Agreement:

AMI Agreement

Exhibit A Software

Exhibit B Technical Support

AMI Agreement

1. Generally. Customer has fully deployed its Advanced Metering Infrastructure (AMI) System. The services Sensus will provide under this Agreement are to upgrade the Customer from Logic to Sensus Analytics. The parties acknowledge that no further Equipment (as defined below in Section 2) is contemplated at this time. In the event Customer opts to purchase additional Equipment, Section 2 of this Agreement shall apply.
2. Equipment.
 - A. Purchase of Equipment. Customer shall purchase all Field Devices, RF Field Equipment, and other goods (collectively, "Equipment") from Sensus' authorized distributor pursuant to the terms and conditions (including any warranties on such Equipment) agreed to by Customer and Sensus' authorized distributor. This Agreement shall not affect any terms and conditions, including any warranty terms, agreed to by Customer and Sensus' authorized distributor. If Customer elects to purchase any equipment or services directly from Sensus, or if Customer pays any fees or other costs to Sensus, then Sensus' Terms of Sale shall apply. The "Terms of Sale" are available at: <http://na.sensus.com/TC/TermsConditions.pdf>, or 1-800-METER-IT.
 - B. BECAUSE CUSTOMER'S PURCHASE OF EQUIPMENT WILL BE FROM AN AUTHORIZED DISTRIBUTOR AND NOT FROM SENSUS, THERE ARE NO WARRANTIES IN THIS AGREEMENT, EXPRESS OR IMPLIED REGARDING THE EQUIPMENT DESCRIBED IN SECTION 2.A. SENSUS EXPRESSLY DISCLAIMS ANY AND ALL REPRESENTATIONS, WARRANTIES AND/OR CONDITIONS, EXPRESSED, IMPLIED, STATUTORY OR OTHERWISE, REGARDING ANY MATTER IN CONNECTION WITH THIS AGREEMENT, INCLUDING WITHOUT LIMITATION, WARRANTIES AS TO FITNESS FOR A PARTICULAR PURPOSE, MERCHANTABILITY, NON-INFRINGEMENT, AND TITLE.
3. Services.
 - A. Installation of Equipment. Installation services, if required, will be as agreed to between the Customer and Sensus' authorized distributor. Sensus will not provide installation services pursuant to this Agreement.
 - B. Software Implementation. Sensus shall install and configure the Software on the Server Hardware.
 - C. IT Systems Integration Services. Integration of the Software into Customer's new or existing internal IT systems is not included in this Agreement. Any integration work shall be subject to a separate agreement that describes the scope and pricing for such work.
 - D. Technical Support. Sensus shall provide Customer the technical support set forth in Exhibit B.
 - E. Project Management. Project management of the AMI System is not included in this Agreement. Any project management shall be subject to a separate agreement that describes the scope and pricing for such work.
 - F. Training. Training on the use of the AMI System is not included in this Agreement. Any training shall be subject to a separate agreement that describes the scope and pricing for such work.
4. Software.
 - A. Software as a Service (SaaS). Sensus shall provide Customer with Software as a Service, as defined in Exhibit A, only so long as Customer is current in paying the authorized distributor the Ongoing Fees.
 - B. UCITA. To the maximum extent permitted by law, the Parties agree that the Uniform Computer Information Transaction Act as enacted by any state shall not apply, in whole or in part, to this Agreement.
5. Spectrum
 - A. Spectrum Lease. The parties previously entered into a spectrum manager lease on 12/7/2012 (the "Spectrum Lease"), which is hereby specifically incorporated by reference.
6. General Terms and Conditions.
 - A. Intentionally Omitted
 - B. Limitation of Liability.
 - i. Sensus' aggregate liability in any and all causes of action arising under, out of or in relation to this Agreement, its negotiation, performance, breach or termination (collectively "Causes of Action") shall not exceed the greater of; (a) the total amount paid by Customer directly to Sensus under this Agreement; or (b) ten thousand US dollars (USD 10,000.00). This is so whether the Causes of Action are in tort, including, without limitation, negligence or strict liability, in contract, under statute or otherwise. As separate and independent limitations on liability, Sensus' liability shall be limited to direct damages. Sensus shall not be liable for; (i) any indirect, incidental, special or consequential damages; nor (ii) any revenue or profits lost by Customer or its Affiliates from any End User(s), irrespective whether such lost revenue or profits is categorized as direct damages or otherwise; nor (iii) any In/Out Costs; nor (iv) manual meter read costs and expenses; nor (v) claims made by a third party; nor (vi) damages arising from maincase or bottom plate breakage caused by freezing temperatures, water hammer conditions, or excessive water pressure. The limitations on liability set forth in this Agreement are fundamental inducements to Sensus entering into this Agreement. They apply unconditionally and in all respects. They are to be interpreted broadly so as to give Sensus the maximum protection permitted under law.
 - ii. To the maximum extent permitted by law, no Cause of Action may be instituted by Customer against Sensus more than TWELVE (12) MONTHS after the Cause of Action first arose. In the calculation of any damages in any Cause of Action, no damages incurred more than TWELVE (12) MONTHS prior to the filing of the Cause of Action shall be recoverable.
 - C. Termination. Either party may terminate this Agreement prior to the expiration of the Term if the other party commits a material breach of this Agreement, and such material breach is not cured within forty-five (45) days of written notice by the other party. Following the Initial Term and during the Renewal Term, either party may terminate this Agreement for convenience by providing the other party with one hundred twenty (120) days written notice. Upon any expiration or termination of this Agreement, Sensus' and Customer's obligations hereunder shall cease, and the Software as a Service and Spectrum Lease shall immediately cease.
 - D. Force Majeure. If either party becomes unable, either wholly or in part, by an event of Force Majeure, to fulfill its obligations under this Agreement, the obligations affected by the event of Force Majeure will be suspended during the continuance of that inability. The party affected by the Force Majeure will take reasonable steps to mitigate the Force Majeure.
 - E. Intellectual Property. No Intellectual Property is assigned to Customer hereunder. Sensus shall own or continue to own all Intellectual Property used, created, and/or derived in the course of performing this Agreement. To the extent, if any, that any ownership interest in and to such Intellectual Property does not automatically vest in Sensus by virtue of this Agreement or otherwise, and instead vests in Customer, Customer agrees to grant and assign and hereby does grant and assign to Sensus all right, title, and interest that Customer may have in and to such Intellectual Property. Customer agrees not to reverse engineer any Equipment purchased or provided hereunder.
 - F. Confidentiality. Both parties shall (and shall cause their employees and contractors to) keep all Confidential Information strictly confidential and shall not disclose it to any third party, except to the extent reasonably required to perform and enforce this Agreement or as required under applicable law, court order or regulation. The Confidential Information may be transmitted orally, in writing, electronically or otherwise observed by either party. Notwithstanding the

foregoing, "Confidential Information" shall not include; (i) any information that is in the public domain other than due to Recipient's breach of this Agreement; (ii) any information in the possession of the Recipient without restriction prior to disclosure by the Discloser; or (iii) any information independently developed by the Recipient without reliance on the information disclosed hereunder by the Discloser. "Discloser" means either party that discloses Confidential Information, and "Recipient" means either party that receives it. If a party desires to treat information as confidential, such party shall conspicuously label the information and/or document "Confidential." Notwithstanding the foregoing, if Customer receives a California Public Records Act (Gov't Code §§ 6250 *et seq.*) request or a court or other governmental authority of competent jurisdiction issues an order, subpoena, or other lawful process requiring the disclosure by Customer of any Confidential Information, Customer shall notify Sensus immediately upon receipt thereof to facilitate Sensus' efforts to prevent such disclosure, or otherwise preserve the proprietary or confidential nature of the Confidential Information. If Sensus declines to prevent the disclosure within the time required pursuant to the Public Records Act or other applicable process, or is unsuccessful at preventing the disclosure or otherwise preserving the proprietary or confidential nature of the Confidential Information requested, Customer shall not be in violation of this Agreement if it complies with such California Public Records Act request or an order of such court or other governmental authority to disclose such Confidential Information.

- G. Indemnification. To the fullest extent permitted by law, Sensus shall defend, indemnify, and hold Customer, its directors, officials, officers, employees, volunteers, and agents free and harmless from any and all claims, demands, causes of action, costs, expenses, liability, loss, damage, or injury of any kind in law or equity, to property or persons, including wrongful death, in any manner arising out of, pertaining to, or incident to any alleged acts, errors, or omissions caused by the negligent acts, or willful misconduct, of Sensus, its officials, officers, employees, subcontractors, consultants, or agents in connection with the performance of the services of this Agreement. Sensus' obligation to indemnify shall survive expiration or termination of this Agreement and shall not be restricted to insurance proceeds, if any, received by Customer, its directors, officials, officers, employees, agents, or volunteers. This indemnification obligation extends only to a claim filed, or litigation brought, by a third party and does not include disputes between the parties.
 - H. Compliance with Laws. Customer shall comply with all applicable country, federal, state, and local laws and regulations, as set forth at the time of acceptance and as may be amended, changed, or supplemented. Customer shall not take any action, or permit the taking of any action by a third party, which may render Sensus liable for a violation of applicable laws.
 - I. Non-Waiver of Rights. A waiver by either party of any breach of this Agreement or the failure or delay of either party to enforce any of the articles or other provisions of this Agreement will not in any way affect, limit or waive that party's right to enforce and compel strict compliance with the same or other articles or provisions.
 - J. Assignment and Sub-contracting. Sensus may assign, transfer, or delegate this Agreement without Customer's consent provided that such assignment, transfer, or delegation is a part of a merger or is to a purchaser of all or substantially all of its assets and provided that Sensus provides Customer with written notice prior to such assignment, transfer, or delegation. Other than the foregoing, neither party may assign, transfer or delegate this Agreement without the prior written consent of the other, which consent shall not be unreasonably withheld.
 - K. Amendments. No alteration, amendment, or other modification shall be binding unless in writing and signed by both Customer and by a vice president (or higher) of Sensus.
 - L. Governing Law and Dispute Resolution. This Agreement shall be governed by, construed and enforced in accordance with the laws of the State of California. Any and all disputes arising under, out of, or in relation to this Agreement, its negotiation, performance or termination ("Disputes") shall first be resolved by the Parties attempting mediation in Yolo County, California. If the Dispute is not resolved within sixty (60) days of the commencement of the mediation, it shall be litigated in the state or federal courts located in Yolo County or the Eastern District of California respectively. TO THE MAXIMUM EXTENT PERMITTED BY LAW, THE PARTIES AGREE TO A BENCH TRIAL AND THAT THERE SHALL BE NO JURY IN ANY DISPUTES. To the extent the waiver of a jury trial is determined to be invalid, the parties hereby agree that any Disputes shall be submitted to judicial reference as a trial before a judge.
 - M. Survival. The provisions of this Agreement that are applicable to circumstances arising after its termination or expiration shall survive such termination or expiration.
 - N. Severability. In the event any provision of this Agreement is held to be void, unlawful or otherwise unenforceable, that provision will be severed from the remainder of the Agreement and replaced automatically by a provision containing terms as nearly like the void, unlawful, or unenforceable provision as possible; and the Agreement, as so modified, will continue to be in full force and effect.
 - O. Four Corners. This written Agreement, including all of its exhibits, and the Spectrum Lease represents the entire understanding between and obligations of the parties and supersedes all prior understandings, agreements, negotiations, and proposals, whether written or oral, formal or informal between the parties. Any additional writings shall not modify any limitations or remedies provided in the Agreement. There are no other terms or conditions, oral, written, electronic or otherwise. There are no implied obligations. All obligations are specifically set forth in this Agreement. Further, there are no representations that induced this Agreement that are not included in it. The ONLY operative provisions are set forth in writing in this Agreement. Without limiting the generality of the foregoing, no purchase order placed by or on behalf of Customer shall alter any of the terms of this Agreement. The parties agree that such documents are for administrative purposes only, even if they have terms and conditions printed on them and even if and when they are accepted and/or processed by Sensus. Any goods, software or services delivered or provided in anticipation of this Agreement (for e.g., as part of a pilot or because this Agreement has not yet been signed but the parties have begun the deployment) under purchase orders placed prior to the execution of this Agreement are governed by this Agreement upon its execution and it replaces and supersedes any such purchase orders.
 - P. Counterparts. This Agreement may be executed in any number of counterparts, each of which shall be deemed an original, but all of which together shall constitute one and the same instrument. Additionally, this Agreement may be executed by facsimile or electronic copies, all of which shall be considered an original for all purposes.
7. Definitions. As used in this Agreement, the following terms shall have the following meanings:
- A. "Affiliate" of a party means any other entity controlling, controlled by, or under common control with such party, where "control" of an entity means the ownership, directly or indirectly, of 50% or more of either; (i) the shares or other equity in such entity; or (ii) the voting rights in such entity.
 - B. "AMI System" identifies the Sensus FlexNet Advanced Meter Infrastructure System comprised of the SmartPoint Modules, RF Field Equipment, Server Hardware, software licenses, FCC licenses, and other equipment provided to Customer hereunder. The AMI System only includes the foregoing, as provided by Sensus. The AMI System does not include goods, equipment, software, licenses or rights provided by a third party or parties to this Agreement.
 - C. "Confidential Information" means any and all non-public information of either party, all technical information about either party's products or services, pricing information, marketing and marketing plans, Customer's End Users' data, AMI System performance, AMI System architecture and design, AMI System software, other business and financial information of either party, and all trade secrets of either party. Information must be expressly and conspicuously labeled "Confidential" in order for it to be treated as such under this Agreement.
 - D. "Echo Transceiver" identifies the Sensus standalone, mounted relay device that takes the radio frequency readings from the SmartPoint Modules and relays them by radio frequency to the relevant FlexNet Base Station.
 - E. "End User" means any end user of electricity, water, and/or gas (as applicable) that pays Customer for the consumption of electricity, water, and/or gas, as applicable.
 - F. "Field Devices" means the meters and SmartPoint Modules.
 - G. "FlexNet Base Station" identifies the Sensus manufactured device consisting of one transceiver, to be located on a tower that receives readings from the SmartPoint Modules (either directly or via an Echo Transceiver) by radio frequency and passes those readings to the RNI by TCP/IP backhaul communication. For clarity, FlexNet Base Stations include Metro Base Stations.
 - H. "Force Majeure" means an event beyond a party's reasonable control, including, without limitation, acts of God, hurricane, flood, volcano, tsunami, tornado, mudslide,

vandalism, illegal or unauthorized radio frequency interference, strikes, lockouts, or other industrial disturbances, unavailability of component parts of any goods provided hereunder, acts of public enemies, wars, blockades, insurrections, riots, epidemics, earthquakes, fires, restraints or prohibitions by any court, board, department, commission or agency of the United States or any States, any arrests and restraints, civil disturbances, and explosion.

- I. "Hosted Software" means those items listed as an Application in Exhibit A.
- J. "In/Out Costs" means any costs and expenses incurred by Customer in transporting goods between its warehouse and its End User's premises and any costs and expenses incurred by Customer in installing, uninstalling, and removing goods.
- K. "Intellectual Property" means patents and patent applications, inventions (whether patentable or not), trademarks, service marks, trade dress, copyrights, trade secrets, know-how, data rights, specifications, drawings, designs, maskwork rights, moral rights, author's rights, and other intellectual property rights, including any derivations and/or derivative works, as may exist now or hereafter come into existence, and all renewals and extensions thereof, regardless of whether any of such rights arise under the laws of the United States or of any other state, country or jurisdiction, any registrations or applications thereof, and all goodwill pertinent thereto.
- L. "Ongoing Fee" means the annual or monthly fees, as applicable, to be paid by Customer to Sensus' authorized distributor during the Term of this Agreement.
- M. "Patches" means patches or other maintenance Releases of the Software that correct processing errors and other faults and defects found in previous versions of the Software. For clarity, Patches are not Updates or Upgrades.
- N. "Permitted Use" means only for reading and analyzing data from Customer's Field Devices in the Service Territory. The Permitted Use does not include reading third party meters or reading meters outside the Service Territory.
- O. "Release" means both Updates and Upgrades.
- P. "Remote Transceiver" identifies the Sensus standalone, mounted relay device that takes the radio frequency readings from the SmartPoint Modules and relays them directly to the RNI by TCP/IP backhaul communication.
- Q. "RF Field Equipment" means, collectively, FlexNet Base Stations, Echo Transceivers and Remote Transceivers.
- R. "RNI" identifies the regional network interfaces consisting of hardware and software used to gather, store, and report data collected by the FlexNet Base Stations from the SmartPoint Modules. The RNI hardware specifications will be provided by Sensus upon written request from Customer.
- S. "RNI Software" identifies the Sensus proprietary software used in the RNI and any Patches, Updates, and Upgrades that are provided to Customer pursuant to the terms of this Agreement.
- T. "Service Territory" identifies the geographic area where Customer provides electricity, water, and/or gas (as applicable) services to End Users as of the Effective Date. This area will be described on the propagation study in the parties' Spectrum Lease filing with the FCC .
- U. "Server Hardware" means the RNI hardware.
- V. "SmartPoint™ Modules" identifies the Sensus transmission devices installed on devices such as meters, distribution automation equipment and demand/response devices located at Customer's End Users' premises that take the readings of the meters and transmit those readings by radio frequency to the relevant FlexNet Base Station, Remote Transceiver, or Echo Transceiver.
- W. "Software" means all the Sensus proprietary software provided pursuant to this Agreement, and any Patches, Updates, and Upgrades that are provided to Customer pursuant to the terms of this Agreement. The Software does not include any third party software.
- X. "Updates" means Releases of the Software that constitute a minor improvement in functionality.
- Y. "Upgrades" means Releases of the Software that constitute a significant improvement in functionality or architecture of the Software.

Exhibit A
Software

Software as a Service

I. Description of Services

This exhibit contains the details of the Software as a Service that Sensus shall provide to Customer if both; (i) pricing for the application of Software as a Service has been provided to the Customer; and (ii) the Customer is current in its payments to Sensus' authorized distributor for such application of Software as a Service.

A. Software as a Service Generally.

Software as a Service is a managed service in which Sensus will be responsible for the day-to-day monitoring, maintenance, management, and supporting of Customer's software applications. In the Software as a Service solution, Sensus owns all components of the solution (server hardware, storage, network equipment, Sensus software, and all third-party software) required to run and operate the application. These software applications consist of the following (each an "Application"):

- Regional Network Interface (RNI) Software
- Sensus Analytics
 - o Essential Package (as defined below)

The managed application systems consist of the hardware, Sensus Software, and other third-party software that is required to operate the software applications. Each Application will have a production and Disaster Recovery (as described below) environment. Test environments are not provided unless otherwise specifically agreed by Sensus in writing. Sensus will manage the Applications by providing 24 x 7 x 365 monitoring of the availability and performance of the Applications.

B. Usage License. Subject to all the terms and conditions of this Agreement, Sensus hereby gives Customer a license under Sensus' intellectual property rights to use the Sensus Applications for the Permitted Use for so long as Customer is **current in its payments to Sensus' authorized distributor for the Applications** ("Usage License"). This Usage License shall commence on the Effective Date and shall terminate upon the earlier of: (i) the expiration or termination of this Agreement for any reason; (ii) if Customer uses the Applications provided hereunder other than for the Permitted Use; and (iii) the Application is terminated as set forth below.

C. Termination of Software as a Service. Customer shall have the option at any time after full deployment but before the end of the Term to terminate any Application by giving Sensus one hundred twenty (120) days prior written notice. Such notice, once delivered to Sensus, is irrevocable. Should Customer elect to terminate any Application, Customer acknowledges that: (a) Customer shall pay all applicable fees, including any unpaid Software as a Service fees; and (b) Software as a Service for such Application shall immediately cease. If Customer elects to terminate the RNI Application in the Software as a Service environment but does not terminate the Agreement generally, then upon delivery of the notice to Sensus, Customer shall purchase the necessary (a) RNI hardware and (b) RNI software license, each at Sensus' then-current pricing. No portion of the Software as a Service fees shall be applied to the purchase of the RNI hardware or software license.

D. "Software as a Service" means only the following services:

- i. Sensus will provide the use of required hardware, located at Sensus' or a third-party's data center facility (as determined by Sensus), that is necessary to operate the Application.
- ii. Sensus will provide production and disaster recovery environments for Application.
- iii. Sensus will provide Patches, Updates, and Upgrades to the latest Sensus Hosted Software Release.
- iv. Sensus will configure and manage the equipment (server hardware, routers, switches, firewalls, etc.) in the data centers:
 - a. Network addresses and virtual private networks (VPN)
 - b. Standard time source (NTP or GPS)
 - c. Security access points
 - d. Respond to relevant alarms and notifications
- v. Capacity and performance management. Sensus will:
 - a. Monitor capacity and performance of the Application server and software applications 24x7 using KPI metrics, thresholds, and alerts to proactively identify any potential issues related to system capacity and/or performance (i.e. database, backspool, logs, message broker storage, etc.).
 - b. If an issue is identified to have a potential impact to the system, Sensus will open an incident ticket and manage the ticket through resolution per Exhibit B, Technical Support.
 - c. Manage and maintain the performance of the server and perform any change or configuration to the server, in accordance with standard configuration and change management policies and procedures.
 - d. Manage and maintain the server storage capacity and performance of the Storage Area Network (SAN), in accordance with standard configuration and change management policies and procedures.
 - e. Exceptions may occur to the system that require Sensus to take immediate action to maintain the system capacity and performance levels, and Sensus has authority to make changes without Customer approval as needed, in accordance with standard configuration and change management policies and procedures.
- vi. Database management. Sensus will:
 - a. Define data retention plan and policy.
 - b. Monitor space and capacity requirements.
 - c. Respond to database alarms and notifications.
 - d. Install database software upgrades and patches.
 - e. Perform routine database maintenance and cleanup of database to improve capacity and performance, such as rebuilding indexes, updating indexes, consistency checks, run SQL query/agent jobs, etc.
- vii. Incident and Problem Management. Sensus will:
 - a. Proactively monitor managed systems (24x7x365) for key events and thresholds to proactively detect and identify incidents.
 - b. Respond to incidents and problems that may occur to the Application(s).
 - c. Maintain policies and procedures for responding to incidents and performing root cause analysis for ongoing problems.
 - d. Correlate incidents and problems where applicable.
 - e. Sensus personnel will use the Salesforce Self Service Portal to document and track incidents.
 - f. In the event that a Sensus employee is unable to resolve an issue, the issue will be escalated to the appropriate Subject Matter Expert (SME).
 - g. Maintain responsibility for managing incident and problems through resolution and will coordinate with Customer's personnel and/or any required third-party vendor to resolve the issue.

- h. Provide telephone support consistent with Exhibit B, Technical Support in the case of undetected events.
 - viii. Security Management. Sensus will:
 - a. Monitor the physical and cyber security of the server and Application(s) 24x7 to ensure system is highly secure in accordance with NIST Security Standards.
 - b. Perform active intrusion prevention and detection of the data center network and firewalls, and monitor logs and alerts.
 - c. Conduct period penetration testing of the network and data center facilities.
 - d. Conduct monthly vulnerability scanning by both internal staff and external vendors.
 - e. Perform Anti-Virus and Malware patch management on all systems.
 - f. Install updates to virus protection software and related files (including Virus signature files and similar files) on all servers from the update being generally available from the anti-virus software provider.
 - g. Respond to any potential threat found on the system and work to eliminate Virus or Malware found.
 - h. Sensus adheres to and submits certification to NERC/CIP Cyber Security standards.
 - i. Sensus actively participates/monitors industry regulation/standards regarding security – NERC, FERC, NIST, OpenSG, etc. through the dedicated Sensus Security team.
 - j. Provide secure web portal access (SSL) to the Application(s).
 - ix. Backup and Disaster Recovery Management. Sensus will:
 - a. Perform daily backups of data providing one (1) year of history for auditing and restoration purposes.
 - b. Back-up and store data (on tapes or other storage media as appropriate) off-site to provide protection against disasters and to meet file recovery needs.
 - c. Conduct incremental and full back-ups to capture data, and changes to data, on the Application(s).
 - d. Sensus will replicate the Application(s) environments to a geographically separated data center location to provide a full disaster recovery environment for the Application production system.
 - e. Provide disaster recovery environment and perform fail-over to DR environment within forty-eight (48) hours of declared event.
 - f. Generate a report following each and any disaster measuring performance against the disaster recovery plan and identification of problem areas and plans for resolution.
 - g. Maintain a disaster recovery plan. In the event of a disaster, Sensus shall provide the services in accordance with the disaster recovery plan.
 - h. In the case of a disaster and loss of access to or use of the Application, Sensus would use commercially reasonable efforts per the Recovery Time Objectives and Recovery Point Objectives specified herein to restore operations at the same location or at a backup location within forty-eight (48) hours.
 - i. The Application shall have a Recovery Time Objective (RTO) of forty-eight (48) hours.
 - j. The Recovery Point Objective (RPO) shall be a full recovery of the Application(s), with an RPO of one (1) hour, using no more than a twenty-four (24) hour old backup. All meter-related data shall be pushed from each Base Station/TGB restoring the database to real-time minus external interfaced systems from the day prior.
 - k. Data from external interfaced systems shall be recreated within a forty-eight (48) hour period with the assistance of Customer personnel and staff, as needed.
- E. Customer Responsibilities:
 - i. Coordinate and schedule any changes submitted by Sensus to the system in accordance with standard configuration and change management procedures.
 - ii. Participate in all required configuration and change management procedures.
 - iii. Customer will log incidents related to the managed Application with Sensus personnel via email, web portal ticket entry, or phone call.
 - iv. Responsible for periodic processing of accounts or readings (i.e. billing files) for Customer's billing system for billing or other analysis purposes.
 - v. Responsible for any field labor to troubleshoot any SmartPoint modules or smart meters in the field in populations that have been previously deployed and accepted.
 - vi. First response labor to troubleshoot FlexNet Base Station, Echo Transceivers, Remote Transceivers or other field network equipment.
 - vii. Responsible for local area network configuration, management, and support.
 - viii. Identify and research problems with meter reads and meter read performance.
 - ix. Create and manage user accounts.
 - x. Customize application configurations.
 - xi. Support application users.
 - xii. Investigate application operational issues (e.g. meter reads, reports, alarms, etc.).
 - xiii. Respond to alarms and notifications.
 - xiv. Perform firmware upgrades over-the-air, or delegate and monitor field personnel for on-site upgrades.
- F. "Software as a Service" does not include any of the following services:
 - i. Parts or labor required to repair damage to any field network equipment that is the result of a Force Majeure event.
 - ii. Any integration between applications, such as Harris MeterSense, would require a Professional Services contract agreement to be scoped, submitted, and agreed in a signed writing between Sensus and all the applicable parties.

If an item is not listed in subparagraphs in item (D) above, such item is excluded from the Software as a Service and is subject to additional pricing.

II. Further Agreements

A. System Uptime Rate

- i. Sensus (or its contractor) shall manage and maintain the Application(s) on computers owned or controlled by Sensus (or its contractors) and shall provide Customer access to the managed Application(s) via internet or point to point connection (i.e., Managed-Access use), according to the terms below. Sensus endeavors to maintain an average System Uptime Rate equal to ninety-nine (99.0) per Month (as defined below). The System Uptime Rate, cumulative across all Applications, shall be calculated as follows:

$$\text{System Uptime Rate} = 100 \times \frac{(\text{TMO} - \text{Total Non-Scheduled Downtime minutes in the Month})}{\text{TMO}}$$

- i. Calculations

- a. "Targeted Minutes of Operation" or "TMO" means total minutes cumulative across all Applications in the applicable month ("Month") minus the Scheduled Downtime in the Month.

- b. “*Scheduled Downtime*” means the number of minutes during the Month, as measured by Sensus, in which access to any Application is scheduled to be unavailable for use by Customer due to planned system maintenance. Sensus shall provide Customer notice (via email or otherwise) at least seven (7) days in advance of commencement of the Scheduled Downtime.
 - c. “*Non-Scheduled Downtime*” means the number of minutes during the Month, as measured by Sensus, in which access to any Application is unavailable for use by Customer due to reasons other than Scheduled Downtime or the Exceptions, as defined below (e.g., due to a need for unplanned maintenance or repair).
 - ii. Exceptions. “*Exceptions*” mean the following events:
 - a. Force Majeure;
 - b. Emergency Work, as defined below; and
 - c. Lack of Internet Availability, as described below.
 - i. Emergency Work. In the event that Force Majeure, emergencies, dangerous conditions or other exceptional circumstances arise or continue during TMO, Sensus shall be entitled to take any actions that Sensus, in good faith, determines is necessary or advisable to prevent, remedy, mitigate, or otherwise address actual or potential harm, interruption, loss, threat, security or like concern to any of the Application(s) (“*Emergency Work*”). Such Emergency Work may include, but is not limited to: analysis, testing, repair, maintenance, re-setting and other servicing of the hardware, cabling, networks, software and other devices, materials and systems through which access to and/or use of the Application(s) by the Customer is made available (the “*Managed Systems*”). Sensus shall endeavor to provide advance notice of such Emergency Work to Customer when practicable and possible.
 - ii. Lack of Internet Availability. Sensus shall not be responsible for any deterioration of performance attributable to latencies in the public internet or point-to-point network connection operated by a third party. Customer expressly acknowledges and agrees that Sensus does not and cannot control the flow of data to or from Sensus’ networks and other portions of the Internet, and that such flow depends in part on the performance of Internet services provided or controlled by third parties, and that at times, actions or inactions of such third parties can impair or disrupt data transmitted through, and/or Customer’s connections to, the Internet or point-to-point data connection (or portions thereof). Although Sensus will use commercially reasonable efforts to take actions Sensus may deem appropriate to mitigate the effects of any such events, Sensus cannot guarantee that such events will not occur. Accordingly, Sensus disclaims any and all liability resulting from or relating to such events.
- B. Data Center Site-Security. Although Sensus may modify such security arrangements without consent or notice to Customer, Customer acknowledges the following are the current arrangements regarding physical access to and support of the primary hardware components of the Managed Systems:
 - i. The computer room(s) in which the hardware is installed is accessible only to authorized individuals.
 - ii. Power infrastructure includes one or more uninterruptible power supply (UPS) devices and diesel generators or other alternative power for back-up electrical power.
 - iii. Air-conditioning facilities (for humidity and temperature controls) are provided in or for such computer room(s) and can be monitored and adjusted for humidity and temperature settings and control. Such air systems are supported by redundant, back-up and/or switch-over environmental units.
 - iv. Such electrical and A/C systems are monitored on an ongoing basis and personnel are available to respond to system emergencies (if any) in real time.
 - v. Dry pipe pre-action fire detection and suppression systems are provided.
 - vi. Data circuits are available via multiple providers and diverse paths, giving access redundancy.
- C. Responsibilities of Customer
 - i. Customer shall promptly pay all Software as a Service fees and other Ongoing Fees to Sensus’ authorized distributor.
 - ii. Customer may not (i) carelessly, knowingly, intentionally or maliciously threaten, disrupt, harm, abuse, or interfere with the Application(s), Managed Systems or any of their functionality, performance, security or integrity, nor attempt to do so; (ii) impersonate any person or entity, including, but not limited to, Sensus, a Sensus employee or another user; or (iii) forge, falsify, disguise or otherwise manipulate any identification information associated with Customer’s access to or use of the Application(s).
 - iii. The provisioning, compatibility, operation, security, support, and maintenance of Customer’s hardware and software (“*Customer’s Systems*”) is exclusively the responsibility of Customer. Customer is also responsible, in particular, for correctly configuring and maintaining (i) the desktop environment used by Customer to access the Application(s) managed by Sensus; and (ii) Customer’s network router and firewall, if applicable, to allow data to flow between the Customer’s Systems and Sensus’ Managed Systems in a secure manner via the public Internet.
 - iv. Upon receiving the system administrator account from Sensus, Customer shall create username and passwords for each of Customer’s authorized users and complete the applicable Sensus registration process (“*Authorized Users*”). Such usernames and passwords will allow Authorized Users to access the Application(s). Customer shall be solely responsible for maintaining the security and confidentiality of each user ID and password pair associated with Customer’s account, and Sensus will not be liable for any loss, damage, or liability arising from Customer’s account or any user ID and password pairs associated with Customer. Customer is fully responsible for all acts and omissions that occur through the use of Customer’s account and any user ID and password pairs. Customer agrees (i) not to allow anyone other than the Authorized Users to have any access to, or use of Customer’s account or any user ID and password pairs at any time; (ii) to notify Sensus immediately of any actual or suspected unauthorized use of Customer’s account or any of such user ID and password pairs, or any other breach or suspected breach of security, restricted use or confidentiality; and (iii) to take the Sensus-recommended steps to log out from and otherwise exit the Application(s) and Managed Systems at the end of each session. Customer agrees that Sensus shall be entitled to rely, without inquiry, on the validity of the user accessing the Application(s) through Customer’s account, account ID, usernames, or passwords.
 - v. Customer shall be responsible for the day-to-day operations of the Application(s) and AMI System. This includes, without limitation, (i) researching problems with meter reads and system performance, (ii) creating and managing user accounts, (iii) customizing application configurations, (iv) supporting application users, (v) investigating application operational issues, (vi) responding to alarms and notifications, and (vii) performing over-the-air commands (such as firmware updates or configuration changes).

III. Sensus Analytics

A. Essential Package. The Essential Package of the Sensus Analytics Application shall consist of the following modules:

- i. Device Access Module
 - a. Allows search for meter details by using data imported from the Billing system or the Sensus Device ID or AMI ID.
 - b. Allows a view of the meter interval or register reads.
 - c. Meter data is available to be copied, printed, or saved to certain user programs or file formats, specifically CSV, PDF, and Spreadsheet.
 - d. Allows the current and historical data to be viewed.
 - e. Allows the current usage to be compared to historical distribution averages.
 - f. Allows the user to see the meter location on a map view.
 - g. Allows notifications for an event on a single meter to be forwarded to a Customer employee.
 - h. Allows details to be viewed about a meter – (dependent on the data integrated from other systems).

- ii. Meter Insight Module (provides the following)
 - a. # of active meters.
 - b. # of orphaned meters with drill down to the list of meters.
 - c. # of inactive meters with drill down to the list of meters.
 - d. # of stale meters with drill down to the list of meters.
 - e. # of almost stale meters with drill down to the list of meters.
 - f. # of meters where no read is available with drill down to the list of meters.
 - g. # of meters with high threshold exceptions with drill down to the list of meters.
 - h. # of unknown radios with drill down to the list of meters.
- iii. Report Access Module
 - a. Allows the user to see meter alarms and choose a report from a list of standard reports.
 - b. Master Route Register Reads: Shows the latest reads for all meters within specified time window.
 - c. Meter Route Intervals Reads: Allows users to inspect intervals of a single meter over a period of time.
 - d. Master Route No Readings: List all meters that are active in the system, but have not been sending reads within the specified time window.
 - e. Consumption Report: List meters' consumption based on meter readings within the specified time window.
 - f. Zero Consumption for Period: List meters whose readings do not change over a period of time.
 - g. Negative Consumption: Shows the number of occurrences and readings of negative consumption for the last 24hr, 48hr and 72hr from the entered roll up date.
 - h. High Low Exception Report: Displays meters whose reads exceed minimum or/and maximum threshold, within a time range.
 - i. Consumption vs Previous Reported Read: Compares latest reading (from RNI) with last known read received from CIS.
 - j. Consumption Exception 24 hour Report: This report shows meters that satisfy these two conditions: (1) The daily average consumptions exceed entered "daily consumption threshold;" and (2) The number of days when daily thresholds are exceeded are greater than the entered "exception per day threshold."
 - k. Endpoint Details: Shows the current state of meters that are created within the specified time range.
 - l. Orphaned Meters: List meters that are marked as 'orphaned', which are created as of entered "Created as of" parameter.
 - m. Billing Request Mismatch: Displays meters in a billing request that have different AMR ID with the ones sent by RNI. It also shows AMR ID in billing request that have different meter ID in the RNI.
 - n. Users need to enter which billing request file prior to running the report.
 - o. Alarms Report: List all alarms occurred during a time window. Users can select which alarm to show.
- iv. Billing Access Module
 - a. Initiate the creation of billing export files formatted to the import needs of the billing system.
 - b. Receive billing request files from the billing system to identify what meters to include in the billing export file in the case where billing request file option is used.
 - c. Provides a repository of past billing files that were either used for billing preparation or actually sent to the billing system.
 - d. Will store created billing files for a period of three years unless otherwise denoted.
 - e. The system will allow creation of test files before export to the billing system.
- v. Billing Adaptor Module
 - a. The underlying configurator and tools mapping the extraction of billing data to enable integration to the utility's billing system.
- vi. Data Store Module
 - a. Allows storage of meter reading data including Intervals, Registers, and Alarms to be stored.
 - b. Stored data is available online for reports and analysis.
 - c. Data will be retained for 3 years. Additional duration can be purchased.
- D. Integration of Sensus Analytics. Sensus shall provide integration support services to Customer only to the extent specifically provided below:
 - i. Sensus shall provide Customer with a simple flat file specification known as VFlex for the integration of the Customer's back office system to the Sensus Analytics modules. This flat file may be delimited or fixed width. This specification allows Customer to transmit each day or as needed: the devices and end users in the system, end user status, end user account information, end user name, and other end user details. When sent to the Sensus FTP servers, this file exchange will enable the system to become operational with the Customer's systems. Customer shall produce this file and transmit it to the FTP location designated by Sensus. Sensus will provide reasonable support to explain to Customer the required vs. optional fields that are in the specification, testing and validation of the file format and content.
 - a. In scope of the included integration efforts is the mapping of the Customer's fields to the VFlex specification.
 - b. Out of scope and subject to additional charges will be the transformation of data where business logic including code must be written to modify the field content or format of the data to meet the VFlex specification.
 - ii. Sensus' integration services consists of four (4) hours of assistance (remote or on-site, as determined by Sensus). If additional time is needed to complete the integration efforts, Sensus shall invoice Customer for additional fees on an actual time and materials basis.
 - iii. If an item is not listed in subparagraphs (i) or (ii) above, such item is excluded from the integration of Sensus Analytics Support and is subject to additional pricing.
- E. Data Import. The Sensus Analytics Application contains adapters for the import of data from (a) Customer's FlexNet AMI System; and/or (b) AutoRead application for handheld and drive by systems, as applicable.
- F. Customer Acknowledgements.
 - i. Customer acknowledges that the Sensus Analytics Application provides up to fifty (50) user logins for Customer's use.
 - ii. Customer acknowledges and agrees the Sensus Analytics Application is based upon the actual number of End Users within Customer's Service Territory. Pricing may increase if Customer's Service Territory or actual number of End Users expands.
 - iii. Customer acknowledges that all data related to the Sensus Analytics Applications is geographically hosted within the United States of America. Customer accepts the geographic location of such hosting.
 - iv. Customer acknowledges and agrees that the Intellectual Property provisions of this Agreement apply in all respects to Customer's access to and use of the Sensus Analytics Applications.
 - v. Customer is responsible for validating the data analyzed by the Sensus Analytics Applications. Sensus makes no promises of improving Customer's operations or saving Customer money, nor is Sensus liable for any damages resulting from decisions made by Customer related to Customer's use of Sensus Analytics.

IV. Third Party Software.

A. RedHat Linux. If Sensus is providing Customer with a license to use RedHat Linux Software, Customer agrees to the following:

By entering into this Agreement, Customer agrees to abide by and to be legally bound by the terms and conditions of the Red Hat End User License Agreements identified below, each of which are incorporated into this Agreement by reference and are available at the websites identified below. Please read the Red Hat End User License Agreements and incorporated references carefully.

Subscription:

Red Hat Enterprise Linux
JBoss Enterprise Middleware

End User License Agreement:

http://www.redhat.com/licenses/rhel_rha_eula.html
http://www.redhat.com/licenses/jboss_eula.html

Exhibit B Technical Support

1. Introduction

Sensus Technical Services provides utility customers with a single point of contact for Tier 1 support (explained further below) of technical issues as well as any coordination of additional resources required to resolve the issue. Requests that require specialized skills are to be forwarded to a senior support engineer or Technical Advisor within the team for further analysis. If Technical Services has exhausted all troubleshooting efforts for the product type, the issue will escalate to the Engineering Support Team. Occasionally, on-site troubleshooting/analysis may be required. The preferred order of on-site support is:

- a) The Customer (for assistance with the easiest and lowest time-consuming activities such as power on/power off).
- b) The local distributor.
- c) Sensus employees or contracted personnel, if required to fulfill a contract commitment.

2. Support Categories

- 2.1. General questions regarding functionality, use of product, how-to, and requests for assistance on Sensus AMR, AML, RF Network Equipment, Metering Products and Sensus Lighting Control.
- 2.2. Proactive reporting and resolution of problems.
- 2.3. Reactive reporting to isolate, document, and solve reported hardware/software defects.
- 2.4. Responding to service requests and product changes.
- 2.5. Addressing customer inquiries with printed or electronic documentation, examples, or additional explanation/clarification.

3. Support Hours

- 3.1. Standard Support Hours: Toll-free telephone support (1-800-638-3748 option #2) is available Monday thru Friday from 8:00AM EST to 8:00PM EST. After-hours, holiday and weekend support for Severity 1 and Severity 2 issues (explained further below) is available by calling 1-800-638-3748, option #8.

4. Support Procedures

- 4.1. Customer identifies an issue or potential problem and calls Technical Services at 1-800-638-3748 Option #2. The Customer Service Associate or Technical Support Engineer will submit a Support ticket.
- 4.2. The Customer Service Associate or Technical Support Engineer will identify the caller name and utility by the assigned software serial number, city, and state in which the call originated. The nature of the problem and severity levels will be agreed upon by both parties (either at the time the issue is entered or prior to upgrading or downgrading an existing issue) using the severity definitions below as a guideline. The severity level is then captured into a support ticket for creation and resolution processing. Any time during the processing of this ticket, if the severity level is changed by Sensus, the customer will be updated.

Severity Levels Description:

Sev1 Customer's production system is down. The system is unusable resulting in total disruption of work. No workaround is available and requires immediate attention.

Example: Network mass outage, all reading collection devices inoperable, inoperable head end software (e.g., RNI Software, Sensus MDM).

Sev2 Major system feature/function failure. Operations are severely restricted; there is a major disruption of work, no acceptable work-around is available, and failure requires immediate attention.

Examples: Network equipment failure (e.g., FlexNet Echo, FlexNet Remote, Base Station transceiver, or VGB); inoperable reading devices (e.g., AR5500, VXU, VGB, or CommandLink); head end software application has important functionality not working and cannot create export file for billing system operations.

Sev3 The system is usable and the issue doesn't affect critical overall operation.

Example: Minor network equipment failure (e.g., Echo/Remote false alarms or Base Station transceiver false alarms); head end software application operable but reports are not running properly, modification of view or some non-critical function of the software is not running.

Sev4 Minor system issues, questions, new features, or enhancement requests to be corrected in future versions.

Examples: Minor system issues, general questions, and "How-To" questions.

- 4.3. The Customer Service Associate or Technical Support Engineer identifies whether or not the customer is on support. If the customer is not on support, the customer is advised of the service options as well as any applicable charges that may be billed.
- 4.4. Calls are placed in a queue from which they are accessible to Technical Support Engineers on a first-come-first-serve basis. A first level Customer Service Associate may assist the customer, depending on the difficulty of the call and the representative's technical knowledge. Technical Support Engineers (Tier 1 support) typically respond/resolve the majority of calls based on their product knowledge and experience. A call history for the particular account is researched to note any existing pattern or if the call is a new report. This research provides the representative a basis and understanding of the account as well as any associated problems and/or resolutions that have been communicated.
 - a. Technical Services confirms that there is an issue or problem that needs further analysis to determine its cause. The following information must be collected: a detailed description of the issue's symptoms, details on the software/hardware product and version, a description of the environment in which the issue arises, and a list of any corrective action already taken.
 - b. Technical Services will check the internal database and product defect tracking system, to see if reports of a similar problem exist, and if any working solutions were provided. If an existing resolution is found that will address the reported issue, it shall be communicated to the customer. Once it is confirmed that the issue has been resolved, the ticket is closed.
 - c. If there is no known defect or support that defines the behavior, Technical Services will work with the customer to reproduce the issue. If the issue can be reproduced, either at the customer site or within support center test lab, Technical Services will escalate the ticket for further investigation / resolution.

If the issue involves units that are considered to be defective with no known reason, the representative will open a Special Investigation RMA through the Support system. If it is determined that a sample is required for further analysis, the customer will be provided with instructions that detail where to send the product sample(s) for a root cause analysis. Once it is determined that the issue cannot be resolved by Tier 1 resources, the ticket will be escalated to Tier 2 support for confirmation/workarounds to resolve immediate issue. Technical Services will immediately contact the customer to advise of the escalation. The response and escalation times are listed in Section 5. At this time, screen shots, log files, configuration files, and database backups will be created and

attached to the ticket.

5. **Response and Resolution Targets.**

Sensus Technical Support will make every reasonable effort to meet the following response and resolution targets:

Severity	Standard Target Response	Standard Target Resolution	Resolution (one or more of the following)
1	30 Minutes	Immediately assign trained and qualified Services Staff to correct the error on an expedited basis. Provide ongoing communication on the status of a correction.	• Satisfactory workaround is provided. • Program patch is provided. • Fix incorporated into future Release. • Fix or workaround incorporated into the Support Knowledge Base.
2	4 hours	Assign trained and qualified Services Staff to correct the error. Provide communication as updates occur.	• Satisfactory workaround is provided. • Program patch is provided. • Fix incorporated into future Release. • Fix or workaround incorporated into the Support Knowledge Base.
3	1 Business Day	90 business days	• Answer to question is provided. • Satisfactory workaround is provided. • Fix or workaround incorporated into the Support Knowledge Base. • Fix incorporated into future Release.
4	2 Business Days	12 months	• Answer to question is provided. • Fix or workaround incorporated into the Support Knowledge Base.

6. **Problem Escalation Process.**

6.1. If the normal support process does not produce the desired results, or if the severity has changed, the issue may be escalated as follows to a higher level of authority.

- 6.1.1. Severity 1 issues are escalated by Sales or Technical Services to a Supervisor if not resolved within 2 hours; to the Manager level if not resolved within 4 hours; to the Director level if not resolved within the same business day; and to the VP level if not resolved within 24 hours.
- 6.1.2. A customer may escalate an issue by calling 1-800-638-3748, Option 2. Please specify the Support ticket number and the reason why the issue is being escalated.
- 6.1.3. In the event that a customer is not satisfied with the level of support or continual problem with their products, they may escalate a given Support ticket to Manager of Technical Services (1-800-638-3748, Option 2).

7. **General Support Provisions and Exclusions.**

- 7.1. Sensus provides online documentation for Sensus products through the Sensus User Forum (<http://myflexnetsystem.com/Module/User/Login>). All Sensus customers are provided access to this online database, which includes operation, configuration and technical manuals. Sensus also hosts periodic user group teleconferences to facilitate the interchange of product ideas, product enhancements, and overall customer experiences. The Customer shall provide names and email accounts to Sensus so Sensus may provide access to the Portal.
- 7.2. Specialized support from Sensus is available on a fee basis to address support issues outside the scope of this support plan or if not covered under another specific maintenance contract. For example, specialized systems integration services or out of warranty network equipment repair that is not covered under a separate maintenance contract.

RESOLUTION NO. ____

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF WOODLAND
APPROVING AN AGREEMENT WITH ESRI FOR SOFTWARE LICENSING**

WHEREAS, the City of Woodland wishes to enter into an three year agreement with Sensus USA Inc. for Software Licensing (“Agreement”); and

WHEREAS, this agreement shall commence for five (5) years; and

WHEREAS, the City Council wishes to approve the Agreement and authorize its execution through the adoption of this Resolution.

**NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE
CITY OF WOODLAND AS FOLLOWS:**

Section 1. The City Council hereby approves the Agreement. The City Manager is hereby authorized and directed to execute the Agreement, subject to City Attorney approval. The City Attorney is hereby authorized to make clarifying and confirming changes so long as the total dollar amount authorized in the Agreement does not change.

Section 2. A copy of the Agreement is available and on file in the City Clerk’s office, and is incorporated herein by reference and made a part of this Resolution.

PASSED AND ADOPTED this _____ day of _____ 2016, by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

Tom Stallard, Mayor

ATTEST:

Ana B. Gonzalez, City Clerk

Legislation Text

File #: 16-436, Version: 1

TO: THE HONORABLE MAYOR AND CITY COUNCIL**DATE: May 3, 2016****SUBJECT: Adopt Resolutions Accepting the Public Improvements for Subdivision Final Maps 5019, 5029, 5030 and Approving Amendments to Reimbursement Agreements for Subdivisions 5019, 5029, and 5030 with Lennar Homes of California.****Recommendation for Action:** Staff recommends that the City Council:

1. Adopt Resolution No. _____, a Resolution of the City Council of the City of Woodland Accepting the Public Improvements For Subdivision Final Maps 5019, 5029, 5030 by Lennar Homes of California; and
2. Adopt Resolution No. _____, a Resolution of the City Council of the City of Woodland Approving Amendments to Reimbursement Agreements for Subdivisions 5019, 5029, and 5030 with Lennar Homes of California.

Staff ContactBruce D. Pollard, (530) 661-5820, bruce.pollard@cityofwoodland.org**Fiscal Impact**

There is no impact to the City budget other than future operation and maintenance costs. All infrastructure improvements to serve the subdivision were paid for by the developer and Spring Lake Specific Plan (SLSP) owners overall; in-tract infrastructure costs were paid by the developer and the developer participates in all funding mechanisms for backbone infrastructure construction, including the bond district and the Spring Lake Infrastructure Fee program. The owners participate in the Spring Lake Landscape & Lighting District as well as a Community Facilities District for operation and maintenance of the Community Center & Sports Park. The SLSP Fiscal Impact Study (November 2002) analyzed overall impacts of the SLSP area and predicted a fiscal surplus at build-out.

The Governmental Accounting Standards Board Statement 34 (GASB 34) requires state and local governments to include valuation and depreciation information on public infrastructure assets for accounting purposes and financial reports. The total cost of public infrastructure in the GASB34 categories that the City will acquire with these subdivisions is shown below.

Est. GASB34 category	Subdivision 5019	Subdivision 5029	Subdivision 5030
Road	\$67,986.00	\$1,273,240.00	\$404,518.00

Water	\$3,360.00	\$316,720.00	\$141,340.00
Sewer	\$14,950.00	\$225,655.00	\$105,710.00
Storm Drain	\$0	\$153,640.00	\$74,270

Background

On April 2, 2013, the City Council approved Heritage 4A & 4C Final Map No. 5019 consisting of 13 single-family lots and Subdivision Improvement Agreement,

On October 15 2013, the City Council approved Heritage Unit 4C & 7 Final Map No. 5029 consisting of 65 single-family lots and Heritage Unit 4A Final Map No. 5030 consisting of 20 single-family lots and the related Subdivision Improvement Agreements for each subdivision.

Lennar Homes of California has completed the infrastructure improvements to the satisfaction of the City Engineer, the Public Works and Community Development Departments. Following Council acceptance, the City Clerk will file a Notice of Completion for the completed items initiating release of the developer's performance and payment securities for these improvements. The developer has provided a warranty security to correct any defects identified during the warranty timeframe of one year following the filing of the Notice of Completion.

Discussion

This is the standard practice for obtaining infrastructure improvements for new subdivisions. The final map dedicated streets and public utility easements to the City. The work is designed to City Standard Specifications and the improvements are inspected by the City during construction.

Conclusion

Staff recommends that the City Council:

1. Adopt Resolution No. _____, a Resolution of the City Council of the City of Woodland Accepting the Public Improvements For Subdivision Final Maps 5019, 5029, 5030 by Lennar Homes of California; and
2. Adopt Resolution No. _____, a Resolution of the City Council of the City of Woodland Approving Amendments to Reimbursement Agreements for Subdivisions 5019, 5029, and 5030 with Lennar Homes of California.

Prepared by: Bruce D. Pollard, Senior Civil Engineer

Reviewed by: Brent Meyer, City Engineer
Ken Hiatt, Community Development Director



Paul Navazio, City Manager

ATTACHMENTS:

Attachment A - Resolution Accepting Subdivision Improvements

Attachment B - Resolution Approving Amendments to the Reimbursement Agreements

Attachment C - SLIF Reimbursement Amendment for 5019

Attachment D - SLIF Reimbursement Amendment for 5029

Attachment E - SLIF Reimbursement Amendment for 5030

Attachment F - Supplemental Reimbursement Agreement Amendment for 5029

Attachment G - Location Map

RESOLUTION NO. _____

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF WOODLAND
ACCEPTING THE PUBLIC IMPROVEMENTS FOR SUBDIVISION FINAL MAPS
5019, 5029, 5030
BY LENNAR HOMES OF CALIFORNIA**

WHEREAS, on October 15, 2013, the City Council approved the final map for Subdivision No. 5029 (Heritage Units 4C & 7) and 5030 (Heritage unit 4A), which created 65 and 20 single family lots respectively in the Spring Lake Specific Plan (“Map”); and

WHEREAS, on April 2, 2013, the City Council approved the final map for Subdivision No. 5019 (Units 4A and 4C Miekle Lots), which created 13 single-family lots in the Spring Lake Specific Plan (“Map”); and

WHEREAS, the conditions of approval for the Maps required the subdivider, Lennar Homes of California, to enter into a Subdivision Improvement Agreements calling for the construction of infrastructure necessary to serve the development permitted by these Maps (collectively, the “Improvements”), and furnish a bonds or other securities to ensure the timely completion of the Improvements; and

WHEREAS, Lennar Homes of California has completed the Improvements; and

WHEREAS, Lennar Homes of California has previously furnished a bond for subdivision 5019, identified as Bond No. 017700 and issued by Berkley Insurance Company as surety (“Bond”), securing the completion of the Improvements; and

WHEREAS, Lennar Homes of California has previously furnished a bond for subdivision 5029, identified as Bond No. 915648 and issued by National Union Fire Insurance Company as surety (“Bond”), securing the completion of the Improvements; and

WHEREAS, Lennar Homes of California has previously furnished a bond for subdivision 5030, identified as Bond No. 915647 and issued by National Union Fire Insurance Company as surety (“Bond”), securing the completion of the Improvements; and

WHEREAS, the Subdivision Map Act and the Woodland Municipal Code require the City to accept subdivision improvements which have been completed; and

WHEREAS, Lennar Homes of California has requested that the City accept those Improvements that have been completed;

NOW THEREFORE BE IT RESOLVED AS FOLLOWS:

SECTION 1. The City Council hereby accepts those Improvements constructed for 1) Subdivision 5019 (Units 4A & 4C Miekle Lots) and as shown on the civil improvement plans entitled, “Improvement Plans for Units 4A & 4C Miekle Lots” and approved by the City Engineer March 18, 2013, and 2) Subdivision 5029 (Heritage Units 4C & 7) and as shown on the civil improvement plans entitled, “Improvement Plans for Heritage 4C & 7” and approved by the City Engineer July 19, 2013, and 3) Subdivision 5030 (Heritage Unit 4A) and as shown on the civil improvement plans entitled, “Improvement Plans for Heritage Unit 4A” and approved by the City Engineer July 19, 2013.

SECTION 2. The City Council hereby authorizes the City Clerk to file the Notice of Completion for each of the following Subdivisions Nos., 5019 (Units 4A and 4C Miekle Lots), 5029 (Heritage Units 4C & 7) and 5030 (Heritage Unit 4A).

SECTION 3. Through adoption of this resolution, the City of Woodland does not waive any of its rights, or obligations of Lennar Homes of California or any other entity, under the conditions of approval for the Map, any associated development agreement, reimbursement agreement, participation agreement, or under any other document, ordinance or applicable law.

SECTION 4. The adoption of this resolution shall not be deemed to cure any breach by Lennar Homes of California or any other entity of its obligations under the Map or any other document, ordinance, or applicable law.

PASSED AND ADOPTED this 3rd day of May, 2016, by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

Tom Stallard, Mayor

ATTEST:

Ana Gonzalez, City Clerk

APPROVED AS TO FORM:

Kara Ueda, City Attorney

RESOLUTION NO. _____

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF WOODLAND
APPROVING AMENDMENTS TO REIMBURSEMENT AGREEMENTS FOR
SUBDIVISIONS 5019, 5029, AND 5030
WITH LENNAR HOMES OF CALIFORNIA**

WHEREAS, on October 15, 2013, the City Council approved the final map for Subdivision No. 5029 (Heritage Units 4C & 7) and 5030 (Heritage Unit 4A), which created 65 and 20 single family lots respectively in the Spring Lake Specific Plan (“Map”); and

WHEREAS, on April 2, 2013, the City Council approved the final map for Subdivision No. 5019 (Units 4A and 4C Mickle Lots), which created 13 single-family lots in the Spring Lake Specific Plan (“Map”); and

WHEREAS, each subdivision constructed civil improvements that are reimbursable from the financing plan area or a third party; and

WHEREAS, Lennar Homes has a reimbursement Agreement for supplemental improvements related to Subdivision 5029; and SLIF reimbursements Agreements for Subdivisions 5019, 5029, and 5030; and

WHEREAS, Lennar Homes of California has completed the civil infrastructure related to the subdivisions; and

WHEREAS, Lennar Homes has submitted documentation of actual costs for the construction of improvements; and

WHEREAS, City staff has reviewed the documentation and determined the final costs of improvements;

WHEREAS, Lennar Homes and the City desire to amend the aforementioned agreements to reflect actual costs of construction; and

NOW THEREFORE BE IT RESOLVED AS FOLLOWS:

SECTION 1. The City Council approves Amendment 1 to the Subdivision 5019 Spring Lake Improvements Reimbursement Agreement.

SECTION 2. City Council approves Amendment 1 to the Subdivision 5029 Spring Lake Improvements Reimbursement Agreement.

SECTION 3. The City Council approves Amendment 1 to the Subdivision 5029 Supplemental Improvements Reimbursement Agreement.

SECTION 4. The City Council approves Amendment 1 to the Subdivision 5030 Spring Lake Improvements Reimbursement Agreement.

SECTION 5. Through adoption of this resolution, the City of Woodland does not waive any of its rights, or obligations of Lennar Homes of California or any other entity, under the conditions of approval for the Map, any associated development agreement, reimbursement agreement, participation agreement, or under any other document, ordinance or applicable law.

SECTION 6. The adoption of this resolution shall not be deemed to cure any breach by Lennar Homes of California or any other entity of its obligations under the Map or any other document, ordinance, or applicable law.

PASSED AND ADOPTED this 3rd day of May, 2016, by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

Tom Stallard, Mayor

ATTEST:

Ana Gonzalez, City Clerk

APPROVED AS TO FORM:

Kara Ueda, City Attorney

**AMENDMENT 1 TO
AGREEMENT REGARDING REIMBURSEMENT OF SPRING LAKE SPECIFIC PLAN
IMPROVEMENTS FOR SUBDIVISION 5019
BY THE CITY OF WOODLAND DATED OCTOBER 16, 2013**

ARTICLE 1. PARTIES AND DATE

This First Amendment to the Agreement Regarding Reimbursement of Spring Lake Specific Plan Improvements dated October 16, 2013 is entered into as of the ____ day of _____, 2016 ("Effective Date") by and between Lennar Homes of California Inc. a California Corporation with its principal office located at 1420 Rocky Ridge Suite # 320 Roseville, CA 95695 ("Developer"), and the City of Woodland, a California municipal corporation ("City").

ARTICLE 2. RECITALS

2.1 City and Lennar Homes of California entered into that certain Reimbursement Agreement dated October 16, 2013 ("Agreement"), whereby City agreed to reimburse Spring Lake Specific Plan Improvements.

2.2 City and Lennar Homes of California now desire to amend the Agreement to include additional compensation for items of Cost not included in the original reimbursement; more particularly described in the Heritage Reimbursement Summary incorporated by reference and on file with the City of Woodland at City Hall, 300 First Street, Woodland CA, 95695.

ARTICLE 3. TERMS

3.0 Section 3.0 Purchase Price of the Agreement is hereby deleted in its entirety and replaced with a new Section 3.0 Purchase Price to read as follows:

The total purchase price for the improvements is Fifty Nine Thousand Seven Hundred Sixty Six & 00/00 Dollars (\$59,766.00) ("Purchase Price") Reimbursement shall be for actual costs incurred subject to submission of documentation approved by the City Engineer. Reimbursement shall be processed by the City within 90 days of acceptance of improvements and submission of supporting document by the Developer, which is on file with the City.

3.2 Continuing Effect of Agreement. Except as amended by this Amendment, all provisions of the Agreement shall remain unchanged and in full force and effect. From and after the date of this Amendment, whenever the term "Agreement" appears in the Agreement, it shall mean the Agreement as amended by this Amendment.

3.3 Adequate Consideration. The Parties hereto irrevocably stipulate and agree that they have each received adequate and independent consideration for the performance of the obligations they have undertaken pursuant to this Amendment.

3.4 Counterparts. This Amendment may be executed in duplicate originals, each of which is deemed to be an original, but when taken together shall constitute but one and the same instrument.

NOW, THEREFORE, in consideration of the preceding recitals and the covenants hereinafter contained, the parties agree as follows:

IN WITNESS WHEREOF, the parties have caused this Agreement to be signed as of the date first above written.

CITY OF WOODLAND

Lennar Homes *of California Inc*

By: _____
City Manager

by: *[Signature]*
Vice Division President

ATTEST:

City Clerk

**AMENDMENT 1 TO
AGREEMENT REGARDING REIMBURSEMENT OF SPRING LAKE SPECIFIC PLAN
IMPROVEMENTS FOR SUBDIVISION 5029
BY THE CITY OF WOODLAND DATED OCTOBER 16, 2013**

ARTICLE 1. PARTIES AND DATE

This First Amendment to the Agreement Regarding Reimbursement of Spring Lake Specific Plan Improvements dated October 16, 2013 is entered into as of the ____ day of _____, 2016 ("Effective Date") by and between Lennar Homes of California Inc. a California Corporation with its principal office located at 1420 Rocky Ridge Suite # 320 Roseville, CA 95695 ("Developer"), and the City of Woodland, a California municipal corporation ("City").

ARTICLE 2. RECITALS

2.1 City and Lennar Homes of California entered into that certain Reimbursement Agreement dated October 16, 2013 ("Agreement"), whereby City agreed to reimburse Spring Lake Specific Plan Improvements.

2.2 City and Lennar Homes of California now desire to amend the Agreement to include additional compensation for items of Cost not included in the original reimbursement; more particularly described in the Heritage Reimbursement Summary incorporated by reference and on file with the City of Woodland at City Hall, 300 First Street, Woodland CA, 95695.

ARTICLE 3. TERMS

3.0 Section 3.0 Purchase Price of the Agreement is hereby deleted in its entirety and replaced with a new Section 3.0 Purchase Price to read as follows:

The total purchase price for the improvements is Eighty Six Thousand Eight Hundred Eighty Two & 00/00 Dollars (\$86,882.00.00) ("Purchase Price") Reimbursement shall be for actual costs incurred subject to submission of documentation approved by the City Engineer. Reimbursement shall be processed by the City within 90 days of acceptance of improvements and submission of supporting document by the Developer, which is on file with the City.

3.2 Continuing Effect of Agreement. Except as amended by this Amendment, all provisions of the Agreement shall remain unchanged and in full force and effect. From and after the date of this Amendment, whenever the term "Agreement" appears in the Agreement, it shall mean the Agreement as amended by this Amendment.

3.3 Adequate Consideration. The Parties hereto irrevocably stipulate and agree that they have each received adequate and independent consideration for the performance of the obligations they have undertaken pursuant to this Amendment.

3.4 Counterparts. This Amendment may be executed in duplicate originals, each of which is deemed to be an original, but when taken together shall constitute but one and the same instrument.

NOW, THEREFORE, in consideration of the preceding recitals and the covenants hereinafter contained, the parties agree as follows:

IN WITNESS WHEREOF, the parties have caused this Agreement to be signed as of the date first above written.

CITY OF WOODLAND

Lennar Homes *of California, Inc*
by: *[Signature]*
Division President

By: _____
City Manager

ATTEST:

City Clerk

**AMENDMENT 1 TO
AGREEMENT REGARDING REIMBURSEMENT OF SPRING LAKE SPECIFIC PLAN
IMPROVEMENTS FOR SUBDIVISION 5030
BY THE CITY OF WOODLAND DATED OCTOBER 16, 2013**

ARTICLE 1. PARTIES AND DATE

This First Amendment to the Agreement Regarding Reimbursement of Spring Lake Specific Plan Improvements dated October 16, 2013 is entered into as of the ____ day of _____, 2016 ("Effective Date") by and between Lennar Homes of California Inc. a California Corporation with its principal office located at 1420 Rocky Ridge Suite # 320 Roseville, CA 95695 ("Developer"), and the City of Woodland, a California municipal corporation ("City").

ARTICLE 2. RECITALS

2.1 City and Lennar Homes of California entered into that certain Reimbursement Agreement dated October 16, 2013 ("Agreement"), whereby City agreed to reimburse Spring Lake Specific Plan Improvements.

2.2 City and Lennar Homes of California now desire to amend the Agreement to include additional compensation for items of Cost not included in the original reimbursement; more particularly described in the Heritage Reimbursement Summary incorporated by reference and on file with the City of Woodland at City Hall, 300 First Street, Woodland CA, 95695.

ARTICLE 3. TERMS

3.0 Section 3.0 Purchase Price of the Agreement is hereby deleted in its entirety and replaced with a new Section 3.0 Purchase Price to read as follows:

The total purchase price for the improvements is Twenty Three Thousand Five Hundred Sixty Five & 00/00 Dollars (\$23,565.00.00) ("Purchase Price") Reimbursement shall be for actual costs incurred subject to submission of documentation approved by the City Engineer. Reimbursement shall be processed by the City within 90 days of acceptance of improvements and submission of supporting document by the Developer, which is on file with the City.

3.2 Continuing Effect of Agreement. Except as amended by this Amendment, all provisions of the Agreement shall remain unchanged and in full force and effect. From and after the date of this Amendment, whenever the term "Agreement" appears in the Agreement, it shall mean the Agreement as amended by this Amendment.

3.3 Adequate Consideration. The Parties hereto irrevocably stipulate and agree that they have each received adequate and independent consideration for the performance of the obligations they have undertaken pursuant to this Amendment.

3.4 Counterparts. This Amendment may be executed in duplicate originals, each of which is deemed to be an original, but when taken together shall constitute but one and the same instrument.

NOW, THEREFORE, in consideration of the preceding recitals and the covenants hereinafter contained, the parties agree as follows:

IN WITNESS WHEREOF, the parties have caused this Agreement to be signed as of the date first above written.

CITY OF WOODLAND

Lennar Homes *of California, Inc.*

By: _____

City Manager

by: *[Signature]*

Vice Division President

ATTEST:

City Clerk

**AMENDMENT 1 TO
SUPPLEMENTAL IMPROVEMENTS REIMBURSEMENT AGREEMENT
SUBDIVISION 5029 4C & 7
WEST BOUNDARY GREENBELT AND LANDSCAPING IMPROVEMENTS
BY THE CITY OF WOODLAND DATED OCTOBER 16, 2013**

ARTICLE 1. PARTIES AND DATE

This First Amendment to the Agreement Regarding Reimbursement of Spring Lake Specific Plan Improvements dated October 16, 2013 is entered into as of the ____ day of _____, 2016 (“Effective Date”) by and between Lennar Homes of California Inc. a California Corporation with its principal office located at 1420 Rocky Ridge Suite # 320 Roseville, CA 95695 (“Developer”), and the City of Woodland, a California municipal corporation (“City”).

ARTICLE 2. RECITALS

2.1 City and Lennar Homes of California entered into that certain Reimbursement Agreement dated October 16, 2013 (“Agreement”), whereby City agreed to reimburse Supplemental improvements.

2.2 City and Lennar Homes of California now desire to amend the Agreement to include additional compensation for items of Cost not included in the original reimbursement; more particularly described in the Heritage Reimbursement Summary incorporated by reference and on file with the City of Woodland at City Hall, 300 First Street, Woodland CA, 95695.

ARTICLE 3. TERMS

3.0 Section 3.0 Purchase Price of the Agreement is hereby deleted in its entirety and replaced with a new Section 3.0 Purchase Price to read as follows:

The total purchase price for the improvements is One Hundred Sixty Seven Thousand, Two Hundred Thirty Three & 00/00 Dollars (\$167,233.00) (“Purchase Price”) Reimbursement shall be for actual costs incurred subject to submission of documentation approved by the City Engineer. Reimbursement shall be processed by the City within 90 days of acceptance of improvements and submission of supporting document by the Developer, which is on file with the City.

3.2 Continuing Effect of Agreement. Except as amended by this Amendment, all provisions of the Agreement shall remain unchanged and in full force and effect. From and after the date of this Amendment, whenever the term "Agreement" appears in the Agreement, it shall mean the Agreement as amended by this Amendment.

3.3 Adequate Consideration. The Parties hereto irrevocably stipulate and agree that they have each received adequate and independent consideration for the performance of the obligations they have undertaken pursuant to this Amendment.

3.4 Counterparts. This Amendment may be executed in duplicate originals, each of which is deemed to be an original, but when taken together shall constitute but one and the same instrument.

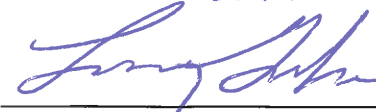
NOW, THEREFORE, in consideration of the preceding recitals and the covenants hereinafter contained, the parties agree as follows:

IN WITNESS WHEREOF, the parties have caused this Agreement to be signed as of the date first above written.

CITY OF WOODLAND

Lennar Homes of California, Inc.

By: _____
City Manager

by: 
~~Vice~~ Division President

ATTEST:

City Clerk

Main Street

East Main Street



College Street

East Street

Bourne Dr.

To Sacramento

I-5

Gibson Road



East Gibson Road

HWY 113
To Davis

Farmers Central Road

Heritage Parkway

Heritage Units 4A, 4C & 7
Subdivisions 5019, 5029 & 5030

Legislation Text

File #: 16-489, Version: 1

TO: THE HONORABLE MAYOR AND CITY COUNCIL**DATE: May 3, 2016****SUBJECT: Receive Presentation and Provide Comments on the Woodland Transit Study****Recommendation for Action:** Staff recommends that the City Council:

- 1) Receive and accept presentation of the Woodland Transit Study and,
- 2) Provide comments and direction to staff on study recommendations.

Staff ContactBrent Meyer, City Engineer - (530) 661-5947, brent.meyer@cityofwoodland.org**Fiscal Impact**

The recommendations in the report will provide guidance to Yolo County Transit District (YCTD) staff as they develop service and capital recommendations in future budget cycles. Increases in transit service generally require that YCTD use a larger share of Transportation Development Act (TDA) funding which results in a smaller share of that funding being available for City of Woodland road maintenance. One goal of the Transit Study is to optimize capital and operating costs of meeting service demands within existing resources available to support transit.

The Woodland Transit Study currently shows an increased use of TDA funding of \$5,000 in the 16/17 fiscal year and a reduced use of TDA funding of \$17,000 in the 20/21 fiscal year.

Background

Over the last year, City staff has been working with YCTD staff and LSC Transportation Consultants on the Woodland Transit Study. The goal of this transit study is to optimize transit service in Woodland by taking an in depth study of operational costs and ridership.

The results of the Woodland Transit Study will be incorporated into YCTD's Short Range Transit Plan, which needs to be updated every 5-7 years. As part of their scope of work, LSC implemented a comprehensive public outreach plan with community stakeholders and Yolobus riders.

Discussion

The comprehensive study includes a number of recommendations (Chapter 9 of attached report), which are summarized as follows:

- Revise existing routes to serve Yolo County Justice Center
- Modifications to schedules of existing routes
- Modification of existing service to a “two-loop” configuration
- Resultant modifications to existing bus stops and establishing up to 23 new bus stop locations, to include improved ADA accessibility and new bus shelters
- Establishment of a new commuter route to Sacramento

Longer-Term Recommendations:

- Construction of a new transit center located in Downtown Woodland, and
- Conversion of local transit service to a “pulse” route where each of the four bus routes connects to the central transit center on an hourly basis

YCTD staff will be advertising an RFP for a study to select a site for the downtown transit center and perform preliminary design work. After that work is complete, we are planning to move forward with design and construction of the project.

Conclusion

Staff recommends that the City Council receive a presentation on the Woodland Transit Study and provide comments.

Prepared by: Brent Meyer, City Engineer

Reviewed by: Ken Hiatt, Director



Paul Navazio, City Manager

ATTACHMENTS:

A - Woodland Transit Study

Woodland Transit Study

Draft Plan



Prepared for the
Yolo County Transportation District

Prepared by



LSC Transportation Consultants, Inc.

Woodland Transit Study

Prepared for the

Yolo County Transportation District
350 Industrial Way
Woodland, CA 95776
530 ♦ 402-2819

Prepared by

LSC Transportation Consultants, Inc.
P.O. Box 5875
2690 Lake Forest Road, Suite C
Tahoe City, California 96145
530 ♦ 583-4053

April 27, 2016

LSC #157020

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Chapter 1

Introduction and Key Study Issues

INTRODUCTION

Public transportation is a vital service to many residents of the City of Woodland and its surrounding areas. Transit services provide mobility to residents, including access to important medical, recreational, social, educational and economic services and opportunities. In addition to being important to the quality of life of residents in the region, public transit services assist in the functioning of educational programs, public and private employers, and social service programs throughout the region.

The Woodland Transit Study was conducted to assess transit and related transportation issues in Woodland, geared toward an understanding of the City's specific needs for transit services as well as the overall role of and impact local services have as part of the YOLOBUS system. The intent of this study was to evaluate the specific needs for transit services within Woodland, as well as to develop plans for improvements and service revisions for YOLOBUS services which specifically serve Woodland. This was accomplished through the review of existing transit conditions and evaluation of operations, as well as through public outreach via onboard surveys, online surveys and community-based meetings. A wide range of alternatives were evaluated, along with funding strategies. The overall plan provides a localized transportation service strategy and capital development plan which will complement and support the system-wide YOLOBUS service.

STUDY ISSUES

This study takes direction from specifically identified study issues surrounding transit in the region. These issues were identified by Yolo County Transportation District staff, City of Woodland staff, stakeholders and the public through the outreach efforts, and include the following:

- **Service Efficiency:** What is the most appropriate service plan to meet the varied transit needs and to make best use of limited resources? Are there routing and scheduling changes which could improve efficiency? What are the trade-offs of increasing frequency versus increasing service areas?
- **Service to New Areas:** The Spring Lake community in south Woodland is rapidly growing and slated for additional growth, including multi-unit and low income housing. What will the transit needs be for this area, and how can they best be addressed? What will be the trigger for new service, and should it be incorporated to existing routes? Are additional routes needed? Will demand be for local service, or to Davis or West Sacramento?
- **On-time Performance:** Schedule-adherence is an issue, particularly on some routes, and particularly during portions of the day (such as commute hours). Many of the routes have timed-transfers, making on-time performance important to all routes. How can scheduling be improved, and what policies are appropriate for dealing with missed connections?

- **Financing:** YCTD has a detailed operating cost and revenue allocation process, reflecting the numerous jurisdictions in the service area. Woodland has recently exceeded 50,000 population, changing the Federal funding revenues for which it is eligible. What is the best approach for maintaining a unified approach to funding, and equitably allocating the funding resources for transit? What public and private sources of revenue are available? What is the funding outlook for the next five years? How can the transit program take advantage of new sources of revenue, such as the cap and trade program?
- **Transfer Center Location(s):** The Woodland transit system currently focuses on the County Fair Mall. This location offers a good amount of space for parking, bus activity, bike parking and passenger activity. However, it is not especially well placed for some activities, such as medical and social services. Is there a better location for transfer activity? Is a second location warranted and would this enhance operations? What are the capital costs of developing a new transfer center?
- **Entertainment/Recreation-Oriented Service:** Should a trolley or other tourist-oriented vehicle operate in the downtown entertainment district for restaurants and shops? How would this be funded? Should the motels also be served? Can this be done through a public-private partnership?
- **Bicycle and Transit:** Is there a way to improve access to the transit system for bicycles? Can more bicycles be accommodated at stops and on buses?
- **Aging Community:** As with most of California, Woodland's senior population is projected to grow. How can seniors best be served by transit? Can more seniors be accommodated on fixed route?
- **Probation Department:** The closest stop to the probation department and jail is at Woodland Community College. This requires passengers from the Probation Department to walk up to half a mile to wait at the neighboring stop, and can lead to loitering on the campus. However, a new stop would add time to an already tightly-scheduled route. What are the best options for serving this location? Would a taxi voucher or shuttle be appropriate for serving this site?
- **Passenger Amenities:** Which stops work well, and which need relocating or improving?
- **Express Service:** Is additional express service warranted to Sacramento? To UC Davis?
- **Park-and-Ride:** Could transit service be improved if there were designated park-and-ride locations to facilitate commuting? Would these be best as formal or informal?

These issues will be considered in this study as the service is evaluated and service alternatives are developed. This study affords the leadership of the area an opportunity to take a look at the transit services in the next five years and identify the optimal manner in which public transit can meet both the present and the future needs of the City of Woodland.

Chapter 2

Existing Community Conditions

GEOGRAPHY OF YOLO COUNTY

YCTD serves Yolo County, including the Cities of West Sacramento, Woodland, Davis, and Winters as well as unincorporated areas, and provides service into Downtown Sacramento and the Sacramento International Airport in Sacramento County, and to Vacaville in Solano County. Yolo County lies immediately west of Sacramento County with the Sacramento River dividing the two counties. Figure 1 shows the study area.

Located in northern California's Central Valley, the eastern two-thirds of Yolo County consists of rich, relatively flat agricultural land. All four incorporated cities are in the eastern portion, with about 85 percent of the county's population. Woodland in particular has approximately 26 percent of the county's population. In contrast, the western third of Yolo County is mostly rural, consisting of rolling hills and steep uplands, forming the eastern slope of the Coastal Range.

Key access corridors consist of Interstate 5 connecting Sacramento with Woodland and points north, Interstate 80 connecting Sacramento with Davis and the Bay Area, Interstate 505 connecting I-5 and I-80 in the western portion of Yolo County, State Route (SR) 113 connecting Davis and Woodland, and SR 16 extending west from Woodland to Esparto and points West. The Amtrak Capitol Corridor offers up to 32 trains daily between Sacramento and the Bay Area with one well-used Yolo County station located in Davis.

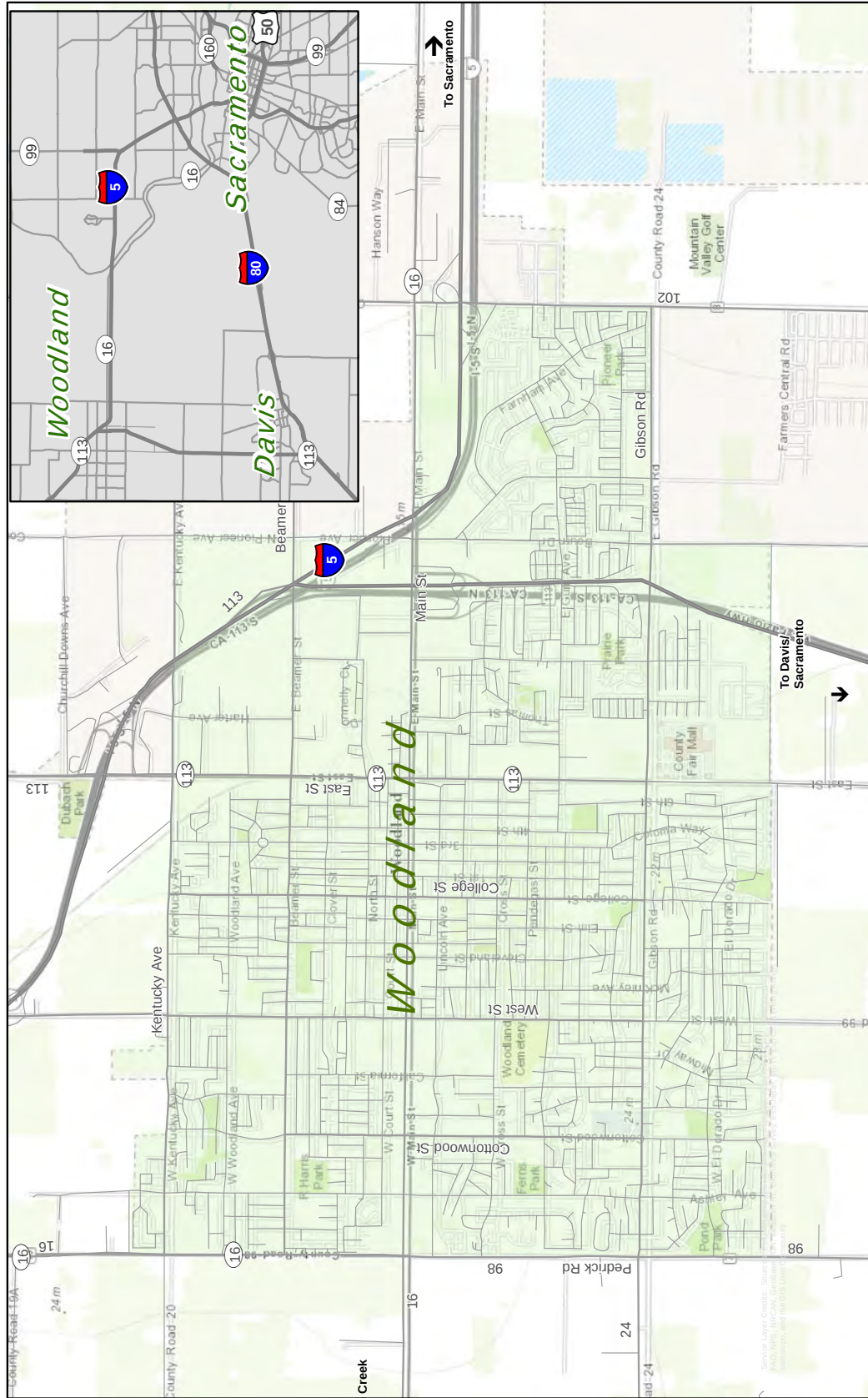
DEMOGRAPHICS

Historic and Projected Population

From 1990 to 2010, Yolo County's population increased by 42 percent, as shown in Table 1. As of 2010, the total population of YCTD's service area was 200,849. By 2020, the population is expected to increase more slowly, by 12 percent, bringing the total number of residents up to 224,647. Population growth has not been evenly distributed. West Sacramento has seen the most dramatic growth (69 percent) over the past 20 years and anticipates the most growth of any city in Yolo County. Growth has been slowest in the unincorporated areas of Yolo County, with just a 15.5 percent increase from 1990 to 2010, due largely to the strict policies in place in Yolo County that direct growth to incorporated areas. This trend is likely to continue over the next 10 years, with most new growth occurring within the boundaries of existing cities.

Woodland is Yolo County's second largest city, with a 2010 population of 55,468. Woodland has a rich agricultural and historic heritage, and as the county seat of Yolo County, is home to many County services. Woodland has seen steady population growth over the last 20 years, increasing its population by over 15,000 people (37.9%) between 1990 and 2010. Table 1 shows a leveling off of growth over the next decade. However, it should be noted that those estimates were generated in 2008, when the economy was slipping into a recession so the actual growth rate is likely to be higher.

Figure 1
Site and Location Map



0 0.35 0.7 1.4 Miles

TABLE 1: Population and Households Over Time in YCTD Service Area

Community	Population over Time						
	1990	2000	2010	% change		2015	2020
				'90 – '10	'10 – '20		
Davis	46,322	60,308	65,622	42%		67,462	69,301
West Sacramento	28,898	31,615	48,744	69%		55,545	62,346
Winters	4,639	6,125	6,624	43%		6,882	7,139
Woodland	40,230	49,151	55,468	38%		55,754	56,040
Unincorporated	21,121	21,461	24,391	15%		27,106	29,821
Total YCTD Service Area	141,210	168,660	200,849	42%		212,748	224,647

Community	Households over Time						
	1990	2000	2010	% change		2015	2020
				'90 – '10	'10 – '20		
Davis	17,953	22,948	24,873	39%		26,437	28,001
West Sacramento	11,052	11,404	17,421	58%		20,437	24,056
Winters	1,506	1,907	2,186	45%		2,312	2,438
Woodland	14,317	16,751	18,721	31%		19,891	21,060
Unincorporated	6,171	6,365	7,671	24%		10,754	13,837
Total YCTD Service Area	50,999	59,375	70,872	39%		80,132	89,392

Source: SACOG, 2013

Transit Dependent Population

Nationwide, public transit ridership is drawn in large part from the potentially transit-dependent population consisting of elderly and youth, low-income, disabled, and members of households with no available vehicles. Estimates of current population by categories and households are available at the census tract block group level through multiple sources, including the US Census Bureau, the California Department of Finance Demographic Section, and the Sacramento Area Council of Governments (SACOG). Population by census tract is shown in Table 2 and Figure 2. The current population of these census tracts totals 51,484. Census Tract 112.06 has small areas within the influence of Woodland, but this data is not included in the table or maps.

Youths: Youths represent a transportation-dependent population, as those younger than 18 are often unable to drive and may not have a parent available to transport them. In particular, junior high school students who are independent enough to attend after-school activities but are unable to drive are a representative group. The population between 10 and 17 years of age (inclusive), by census tract block group, is presented in Table 2 and Figure 3. An estimated 11.3 percent of the population consists of youths in Woodland. The central portion of Woodland surrounding Main and East Streets has particularly high numbers and proportions of youths (within Census tracts 108, 109 and 111).

Elderly: The population aged 65 years of age and older comprises 12.5 percent in Woodland. There are particularly high concentrations of seniors in Census Tract 110 in the western portion of Woodland, with up to 39 percent elderly. Elderly populations are shown in Table 2 and Figure 4.

TABLE 2: Population Characteristics of Woodland

Census Tract	Block Group ⁷	Square Miles ¹	Total Persons ²	Total Households ³	Youth (10-17) ⁴		Elderly (65+) ⁴		Persons Ages 16-65 with a Disability ⁵		Below Poverty ⁶		Zero Vehicle Households ³	
					#	%	#	%	#	%	#	%	#	%
108.03	1	0.02	1,651	619	127	7.7%	165	10.0%	126	7.6%	234	14.2%	81	13.1%
	2	0.02	1,257	444	161	12.8%	48	3.8%	91	7.2%	321	25.5%	67	15.1%
	3	0.10	1,056	356	220	20.8%	97	9.2%	160	15.2%	184	17.4%	29	8.1%
109.01	1	0.02	2,149	687	205	9.5%	241	11.2%	126	5.9%	225	10.5%	38	5.5%
	2	0.02	915	322	200	21.9%	107	11.7%	95	10.4%	53	5.8%	20	6.2%
	3	0.02	3,048	836	284	9.3%	302	9.9%	172	5.6%	714	23.4%	83	9.9%
109.02	1	0.02	1,965	735	128	6.5%	186	9.5%	228	11.6%	318	16.2%	45	6.1%
	2	0.02	2,563	1,017	173	6.7%	345	13.5%	295	11.5%	194	7.6%	133	13.1%
	3	0.02	1,445	578	86	6.0%	245	17.0%	141	9.8%	204	14.1%	103	17.8%
110.01	1	0.03	1,884	736	189	10.0%	402	21.3%	48	2.5%	31	1.6%	14	1.9%
	2	0.03	1,868	874	29	1.6%	512	27.4%	75	4.0%	717	38.4%	333	38.1%
	3	0.02	1,674	677	313	18.7%	84	5.0%	137	8.2%	414	24.7%	95	14.0%
110.02	1	0.01	1,349	526	113	8.4%	347	25.7%	71	5.3%	256	19.0%	101	19.2%
	2	0.02	976	444	73	7.5%	382	39.1%	21	2.2%	23	2.4%	15	3.4%
	3	0.02	938	417	63	6.7%	230	24.5%	15	1.6%	33	3.5%	0	0.0%
111.01	1	0.02	1,894	604	138	7.3%	184	9.7%	191	10.1%	324	17.1%	82	13.6%
	2	0.02	1,246	476	114	9.1%	209	16.8%	83	6.7%	25	2.0%	28	5.9%
	1	0.03	3,083	934	415	13.5%	236	7.7%	216	7.0%	460	14.9%	15	1.6%
111.02	2	0.02	1,743	613	185	10.6%	224	12.9%	128	7.3%	361	20.7%	31	5.1%
	1	0.03	1,769	535	156	8.8%	100	5.7%	94	5.3%	456	25.8%	40	7.5%
	2	0.02	1,413	389	211	14.9%	97	6.9%	41	2.9%	60	4.2%	11	2.8%
112.03	1	0.02	1,572	648	95	6.0%	210	13.4%	76	4.8%	0	0.0%	0	0.0%
	2	0.02	953	386	175	18.4%	173	18.2%	48	5.0%	0	0.0%	0	0.0%
	1	0.02	1,954	728	221	11.3%	375	19.2%	143	7.3%	41	2.1%	15	2.1%
112.04	2	0.02	1,928	632	267	13.8%	246	12.8%	112	5.8%	474	24.6%	0	0.0%
	3	0.05	1,215	374	238	19.6%	115	9.5%	55	4.5%	0	0.0%	0	0.0%
112.05	1	0.09	7,976	2,476	1,243	15.6%	570	7.1%	312	3.9%	701	8.8%	223	9.0%
Woodland Total		0.79	51,484	18,063	5,822	11.3%	6,432	12.5%	3,300	6.4%	6,823	13.3%	1,602	8.9%
Note 1: US Census Table G001, Geographic Identifiers, US Census 2010 Note 2: Table B01003, Total Population 2009-2013 ACS 5 year Note 3: Table B25004, Tenure by Vehicles Available, ACS 2009-2013 Note 4: Table B01001, Sex by Age, ACS 2009-2013. Note 5: Table C23023, Sex by disability status by full-time work status in the past 12 months for the population 16 to 64 years, ACS 2009-2013 Note 6: Table B17021, Poverty Status in the Past 12 Months, ACS 2009-2013 Note 7: Census block groups with small areas within Woodland were not included.														

Disability: Individuals with a disability are often transit dependent. Individuals of working age (16 to 65) with a disability comprise 6.4 percent of the population, with high proportions in Census Tract 109 and 111 (central Woodland). Table 2 and Figure 5 depict the population with disabilities by census tract.

Poverty: The US Census also counts the population living below the poverty level, defined by a number of factors including household income and the number of dependent children. Residents living below the poverty level comprise 13.3 percent of Woodland's population, compared to 15.3 statewide. However, there are pockets of high poverty within Woodland, as shown in Table 2 and Figure 6.

Zero-Vehicle Households: Finally, one of the strongest indicators of transit dependency is the number of households without a vehicle available. There are a total of 1,602 households in Woodland without a vehicle (8.9 percent of all households). This number is particularly high in downtown Census tracts 109, 110 and 112, as shown in Table 2 and Figure 7.



Figure 3



Figure 4
Percent of Elderly (65 +) by Block Group

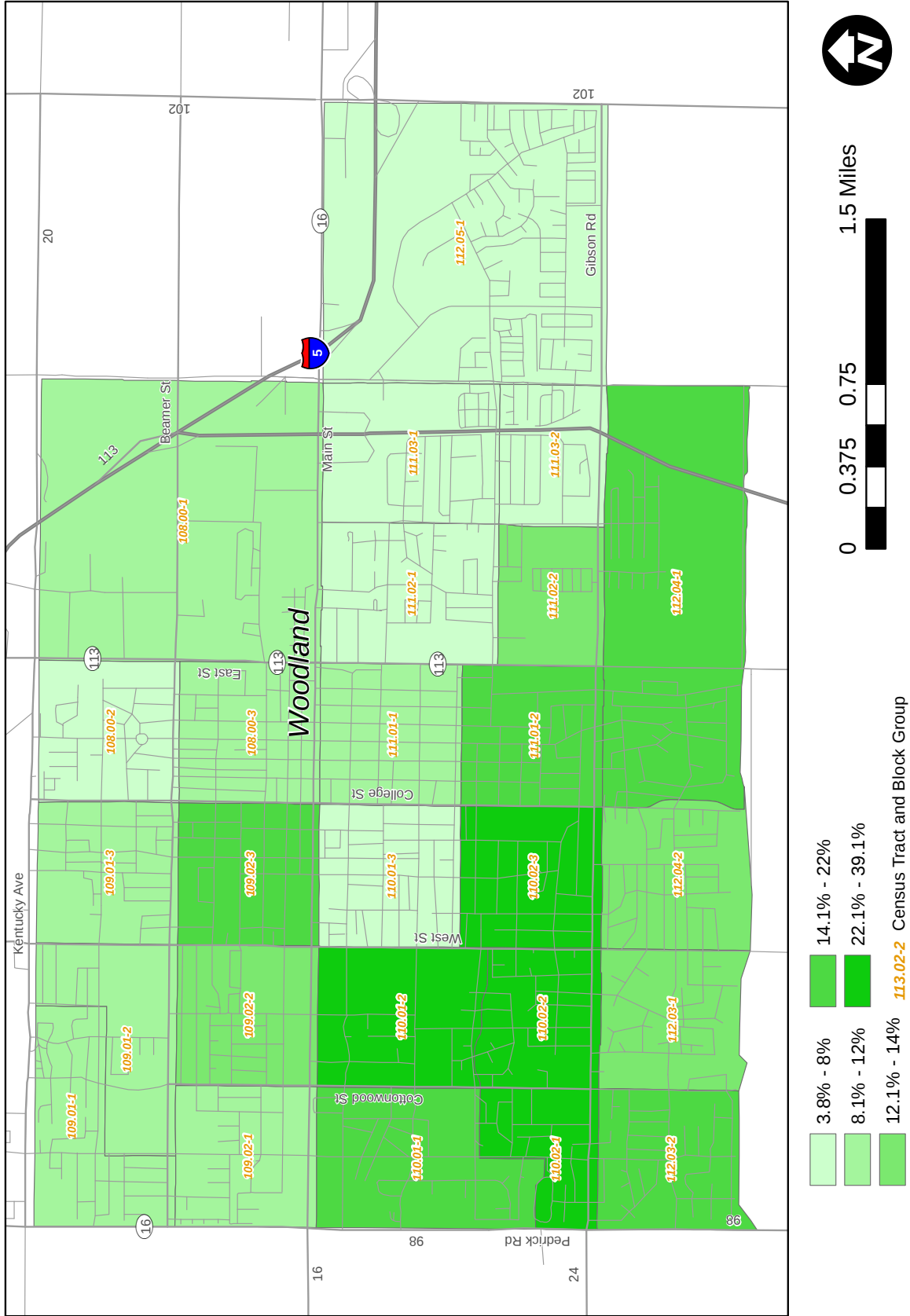
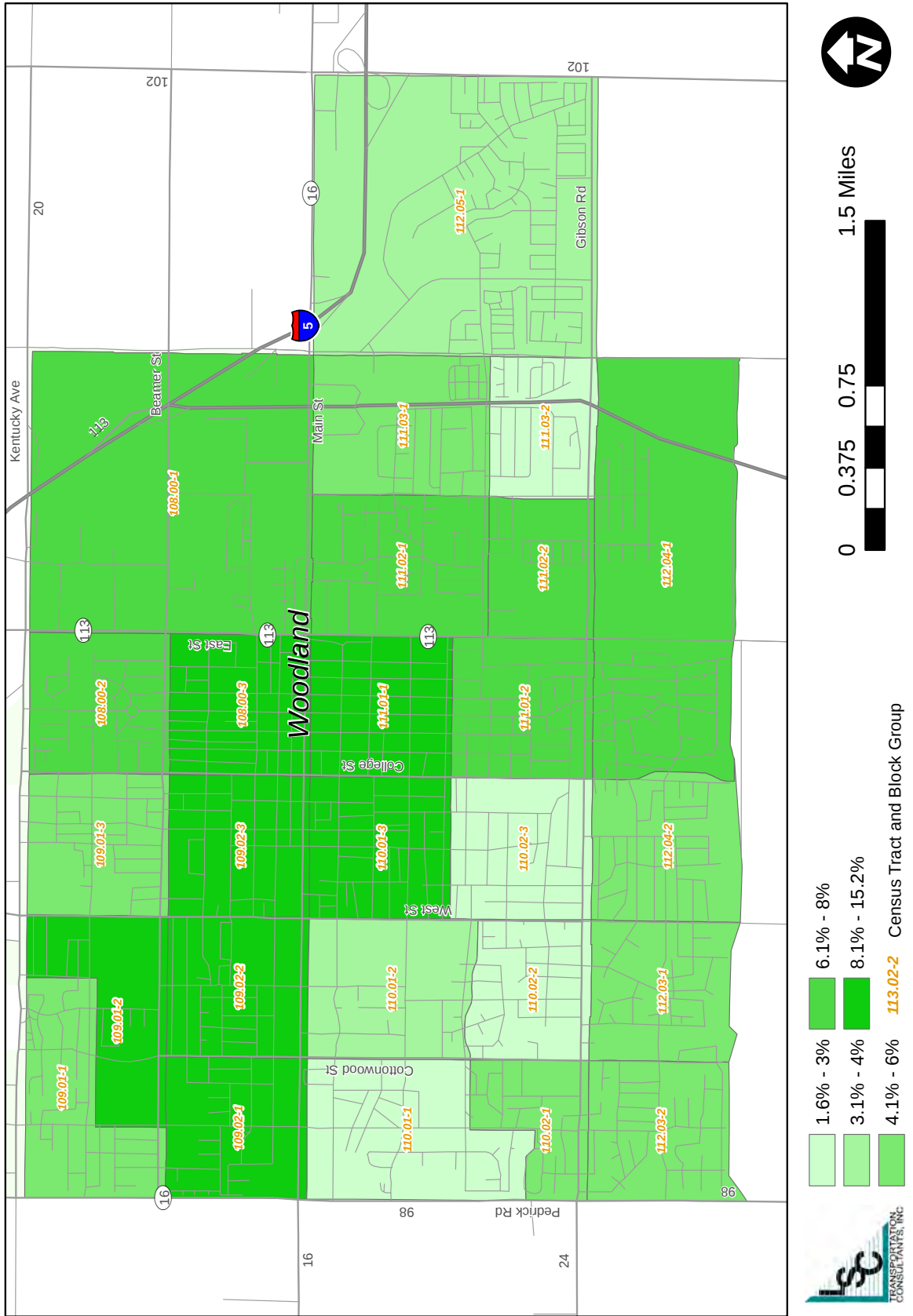


Figure 5
Percent of Persons Ages 16-65 with a Disability



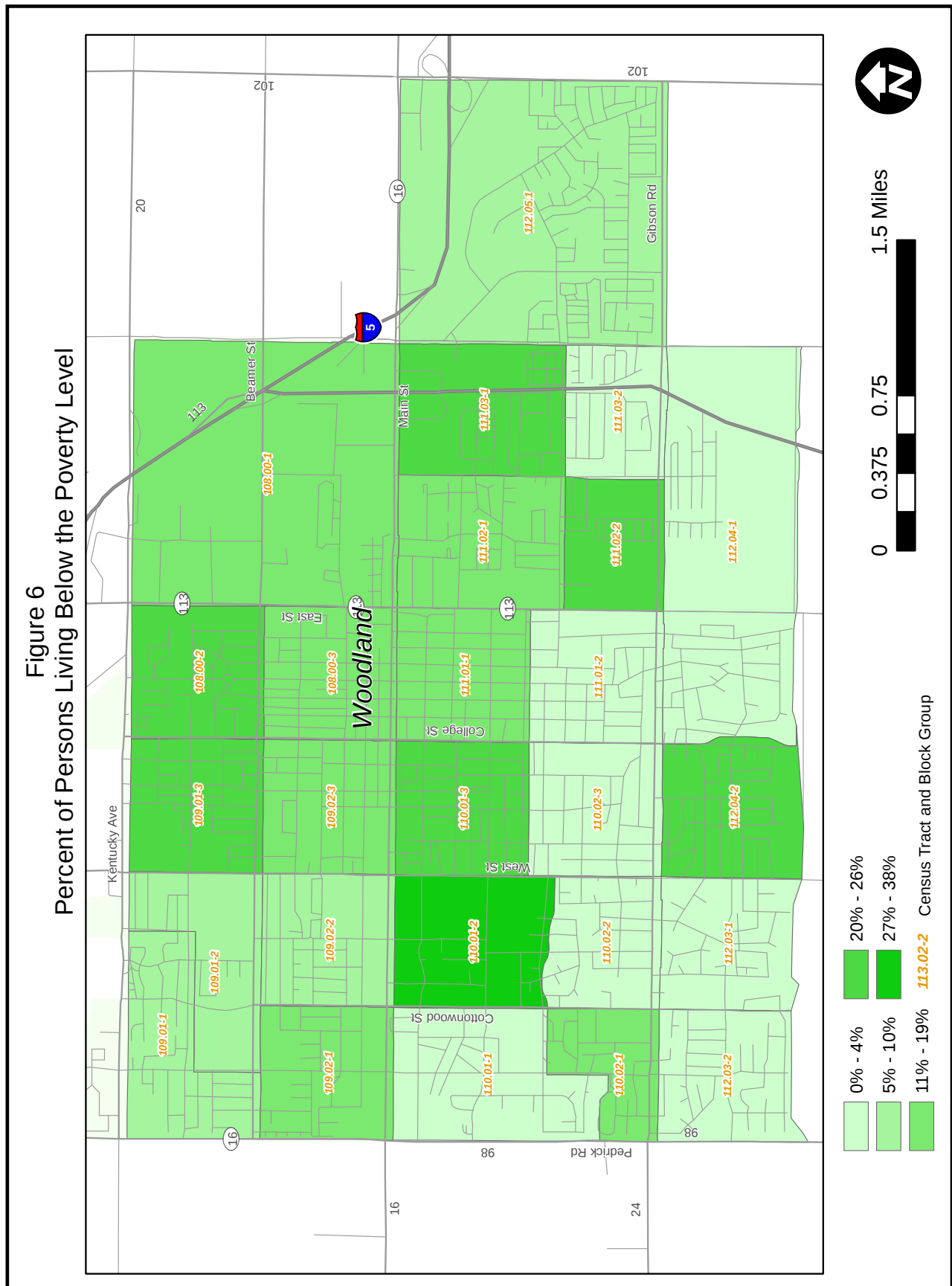
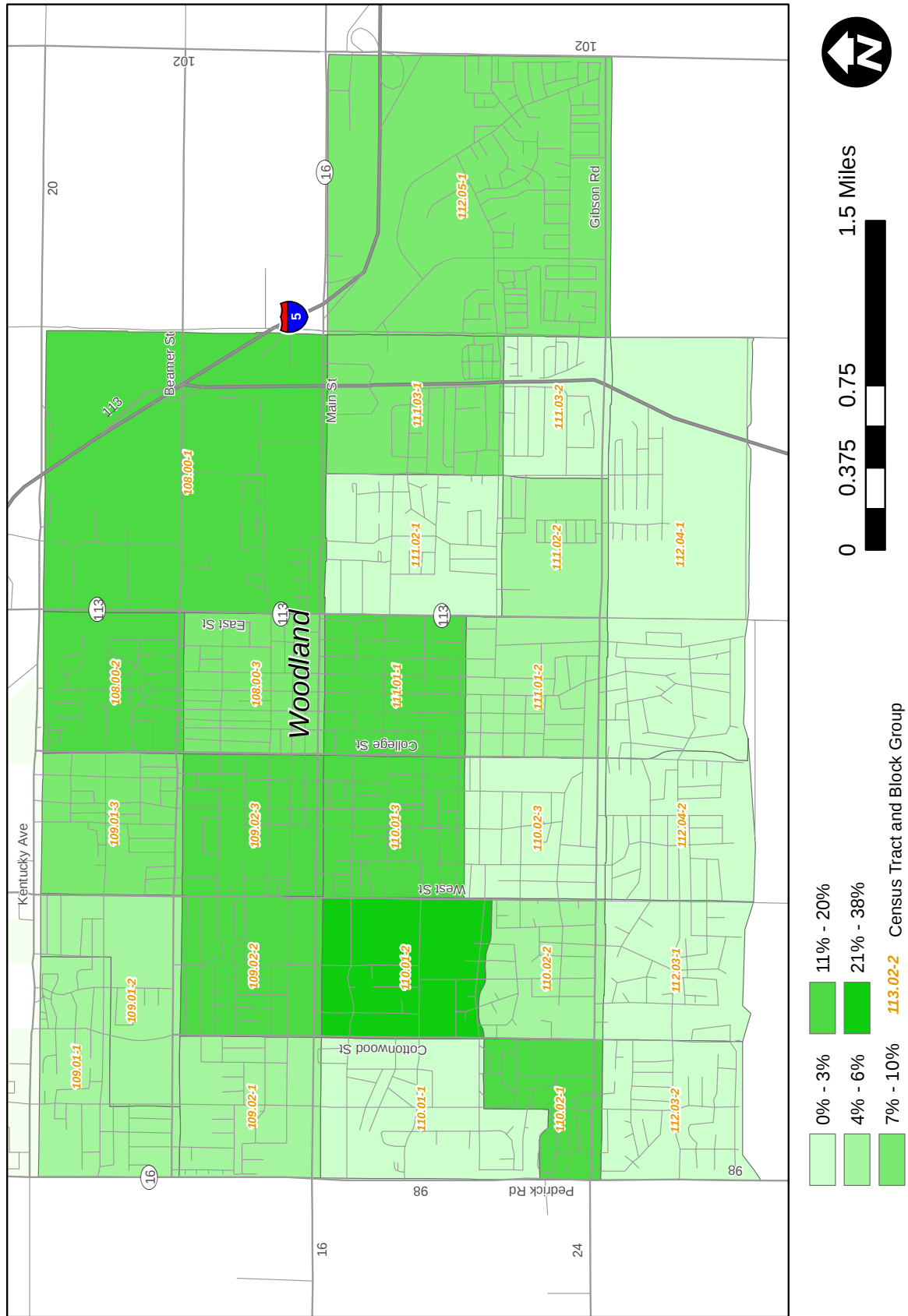


Figure 7
Percent of Zero Vehicle Households



ECONOMY

Woodland has grown from a historically agricultural-based and rail transportation economy to a much more mixed economy, which now includes large manufacturing warehouses just outside of the city limits. The downtown core is undergoing revitalization through streetscaping efforts and boasts a growing restaurant and service sector. Housing prices in Woodland are lower than regionally, creating a small housing boom and an increase in suburban neighborhoods.

Major Employers

Yolo County is home to a number of large employers (500+ employees) besides UC Davis, which employs about 12,000 faculty, staff and seasonal employees. The Cache Creek Casino Resort is northern California's largest Indian gaming resort. Located about eight miles west of Esparto in the Capay Valley (along Cache Creek) the casino employs approximately 2,400 people. Within Woodland, large employers include: Pacific Coast Producers, Target Distribution, Rite Aid Customer Support Center, Yolo Health Care and Yolo County government. Besides UC Davis and the Casino, most do not generate significant transit demand or ridership. In Woodland, the biggest employment cluster is in the northeastern quadrant of the city with other large employers sprinkled throughout the city. The top employers in Woodland are listed in Table 3.

TABLE 3: Largest Employers in Woodland		
Company	Employees	Type
Target Corporation	1,337	Supplies, Clothes, Misc. Goods
United Parcel Service Incorporated	1,301	Express Carrier and Package Delivery
Woodland Joint Unified School District	1,125	K-12 Education
Woodland Healthcare	944	Hospital, Clinic, Surgery Center
Target Distribution Center	800	Distribution Center
Raley's/Bel Air	600	Grocery Store
Rite Aid Distribution Center	500	Distribution Center
Nugget Markets/Food 4 Less	350	Grocery Store
City of Woodland	322	Municipality
Walgreens Distribution Center	300	Distribution Center
Wal-Mart	250	Supplies, Clothes, Misc. Goods
Lamson Session (Carlson)	216	PVC Pipe Manufacturing
Monsanto (Seminis Vegetable Seeds)	180	Vegetable Seed Research
Tri-Co Welding Supply	170	Welding Supply
Leer West	170	Truck Bed Manufacturing
Costco	170	Wholesale Supplies (Misc. Goods_
Pacific International Rice Milling	120	Rice Milling
Tremont Group	115	Agricultural Products Retail Distributor
Gayle Manufacturing	100	Grain and Rice Dryers
Johnston's Trading Post	100	Seasonal Storage Warehouse
Pacific Grain	100	Rice Product Manufacturing
Tru-Serve Corporation	100	True Value Hardware Distribution
Source: http://www.woodlandchamber.org/statistical-info/# and Employment Development Department		

Labor Force

The American Community Survey (ACS), conducted by the US Census, provides data on the number of individuals in the labor force and employment rates. According to the ACS 2013 5-year estimates, there are 26,401 individuals in the labor force. The unemployment rate has averaged 11.4, with rates as high as 26.9 percent in some census tracts. Employment by Census Tract is shown in Table 4.

TABLE 4: Employment by Census Block Group

Census Tract	Block Group	Population in Labor Force	Estimated Employed	Estimated Unemployed	
				#	%
108.03	1	974	802	172	17.7%
	2	652	576	76	11.7%
	3	474	474	0	0.0%
109.01	1	1,234	1,000	234	19.0%
	2	467	436	31	6.6%
	3	1,340	1,077	251	18.7%
109.02	1	1,112	998	114	10.3%
	2	1,136	1,034	102	9.0%
	3	714	565	149	20.9%
110.01	1	1,076	998	31	2.9%
	2	836	655	181	21.7%
	3	903	871	32	3.5%
110.02	1	622	515	107	17.2%
	2	414	401	13	3.1%
	3	473	453	20	4.2%
111.01	1	858	627	231	26.9%
	2	765	693	72	9.4%
111.02	1	1,670	1,369	301	18.0%
	2	764	641	123	16.1%
111.03	1	987	858	129	13.1%
	2	823	741	77	9.4%
112.03	1	940	879	61	6.5%
	2	434	414	20	4.6%
112.04	1	982	954	28	2.9%
	2	828	766	49	5.9%
	3	678	610	68	10.0%
112.05	1	4,245	3,903	342	8.1%
Woodland Total		26,401	23,310	3,014	11.4%
<i>Source: US Census Table B23025, Employment status for Population Over Age 16 2009-2013 5 year.</i>					

City to City Commute Patterns

Table 5 presents US Census Longitudinal Employer Household Dynamics commute flow data for 2011 (the most recent available). This data provides a general overview of the number of potential commuters in Woodland. Of the 25,942 employed residents living in Woodland, approximately 25.3 percent of employed residents were employed within Woodland. Approximately 10.5 percent worked in Sacramento, while an additional 9.0 percent worked in Davis, and 2.9 percent worked in San Francisco. (These numbers may include telecommuters.) Between 300 and 400 residents of Woodland worked in each of the communities including San Jose, Vacaville, West Sacramento, Roseville, Arden-Arcade, and Fairfield. Additionally, 43.9 percent of residents worked in various other locations not including those listed above.

There are fewer workers employed in Woodland than live in Woodland, meaning more commute out of the area than into the area. As also shown in Table 5, of the 19,919 employees working in Woodland in 2011, 33.0 percent were also residents of Woodland, while 6.6 percent resided in Sacramento, 4.8 percent in Davis, and 2.2 percent each in West Sacramento and Yuba City.

TABLE 5: Commute Patterns for Woodland

Where Woodland Residents Work...			Where Woodland Workers Live...		
Woodland	6,575	25.3%	Woodland	6,575	33.0%
Sacramento	2,719	10.5%	Sacramento	1,323	6.6%
Davis	2,336	9.0%	Davis	951	4.8%
San Francisco	744	2.9%	West Sacramento	445	2.2%
San Jose	398	1.5%	Yuba City	434	2.2%
Vacaville	394	1.5%	Vacaville	376	1.9%
West Sacramento	377	1.5%	Elk Grove	367	1.8%
Roseville	360	1.4%	Dixon	215	1.1%
Arden-Arcade	340	1.3%	Roseville	199	1.0%
Fairfield	307	1.2%	Stockton	197	1.0%
All Other Locations	11,392	43.9%	All Other Locations	8,837	44.4%
Total Employed Residents	25,942	100.0%	Total Workers	19,919	100.0%

Source: US Census, Longitudinal Employer Household Dynamics Dataset, 2011

Means of Transportation to Work

Of the total 24,645 workers in Woodland in 2013 aged 16 or older, 624 were estimated to take public transportation to work, according to the American Community Survey 2013 five year estimates. This represents a 2.5 percent transit commute mode split.

Growth and Development

Yolo County has strict growth boundaries that limit the areas where new growth can occur. For the four incorporated cities, these growth boundaries reflect the current city boundaries and include each city's Sphere of Influence (SOI). In the unincorporated areas, the Yolo County General Plan has identified growth boundaries for all areas of non-agricultural land.

With an anticipated increase in population of about 24,000 people between 2010 and 2020, the cities and unincorporated areas of Yolo County will require new housing developments to accommodate that growth. Below is a brief summary of developments currently under review/construction specifically within Woodland.

- **Woodland Commerce Center:** The proposed Woodland Commerce Center consists of approximately 146 acres and is located in the northeast portion of Woodland. The proposed project would include up to 3,176,932 square feet of industrial-type uses (distribution/warehousing and light and heavy manufacturing). The site is anticipated to be developed in three phases (starting in 2012), with each phase taking approximately five years to complete. Full build-out is anticipated by 2032. Routes 42A, 42B, 212, and 214 currently provide transit service in this area.
- **Spring Lake Specific Plan:** The Spring Lake Specific Plan area consists of 1,097 acres located primarily south of Gibson Road and east of SR 113, immediately south of the City limits. The specific plan area includes 4,037 dwelling units on approximately 665 acres; 11 acres of neighborhood commercial uses; over 280 acres of public and quasi-public land uses; about 34 acres of park land; and over 100 acres of major streets and roads. Full build-out will result in an additional 11,270 residents. YOLOBUS currently provides service along the northern edge of the Spring Lake Specific Plan area on Gibson Road via Routes 212 and 214. YOLOBUS also provides service at the County Fair Mall Transit Center. YOLOBUS local Routes 212, 214, 210, and 211 all convene at the Transit Center where transfers are possible to/from Routes 42A, 42B, and 215.
- **Gateway II:** The proposed Gateway II development is a 154-acre commercial development with a mix of retail and auto-related uses. The project site is located east of CR-102 and north of Gibson Road, just south of the existing Gateway I development. YOLOBUS Route 212 and Route 214 currently serve the northern edge of the Gateway II proposed project site. The project is on hold while the City revises environmental documents.
- **Prudler Subdivision:** The Prudler project is an active senior (55+) community spread over 38 acres on East Street between Gibson Road and Road 24A, just south of the County Fair Mall. The proposal includes 247 single-family homes and a clubhouse facility to serve senior homebuyers. The project is currently on hold while the developer determines whether or not to move forward with the project. YOLOBUS currently serves the proposed project site with Routes 210, 211, 212, and 214.

The following two efforts also could impact the appropriate provision of transit services over coming years:

- **Downtown/Riverfront Transit Alternatives:** The Cities of West Sacramento and Sacramento, Yolo County Transportation District, and Sacramento Regional Transit District have engaged in many study efforts over the past several years to examine different transit options to connect the West Sacramento Riverfront and Downtown Sacramento. SACOG has been coordinating the most recent effort, which is preparing the involved agencies to construct a streetcar line. The initial 3.3-mile streetcar alignment would extend from the West Sacramento Civic Center to the Midtown entertainment and retail district in the City of Sacramento.

- **Bike Share:** YCTD, City of West Sacramento, City of Davis, and University of California, Davis contributed funds to a bike share feasibility study and business plan. YOLOBUS currently operates several commuter routes that are near proposed bike share locations in Sacramento, and has local service near proposed locations in West Sacramento and in Davis. A non-profit organization is being sought to operate the bike share program.

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Chapter 3

Review of Existing Transit Services

YOLO COUNTY TRANSPORTATION DISTRICT

In August 1989, the Yolo County Transit Authority (YCTA) was formed through a Joint Powers Agreement between the Cities of Davis, West Sacramento, Woodland, and Winters and the County of Yolo. In 1997, the Yolo County Transportation District (YCTD) replaced the YCTA. Current duties of the District include:

- Oversee public transit services in Yolo County (YOLOBUS fixed route and YOLOBUS Special);
- Act as the Consolidated Transportation Services Agency for Yolo County;
- Act as the Congestion Management Agency for Yolo County;
- Serve as the agency responsible for countywide coordination of transportation system planning, programming and prioritization of significant projects;
- Develop and announce plans for funding transportation projects within the District; and
- Serve as the coordinating agency for all state and federal funding applications where appropriate.

Nearly all (99%) of YCTD's budget relates to planning, operation and capital expenses relating to public transportation, with the remaining one percent being dedicated to the District's role as the Congestion Management Agency

Board of Directors

YCTD is governed by a five-member Board of Directors. The Board includes one member representing the County of Yolo, appointed by the County Board of Supervisors; and one member representing each city – Davis, West Sacramento, Winters and Woodland – appointed by each City Council. An alternate is also appointed by each jurisdiction. The Board also includes two ex officio members representing UC Davis and Caltrans.

YCTD Staff

In recent years, an Information Technology Technician was added and three YCTD staff positions were eliminated: Project Coordinator/Buyer and two Customer Service Representatives. Customer service activities have been shifted over to the Finance Associates. YCTD's current staff includes 10 positions:

- Executive Director
- Executive Assistant
- Deputy Director, Operations, Planning and Special Projects
- Deputy Director, Finance, Grants and Procurement
- Associate Transportation Planner

- Assistant Transportation Planner
- Finance Associates (2)
- Information Technology Specialist
- Information Technology Technician

Bus Contractor Staff

All of YOLOBUS's maintenance and operations are provided through a contractor. The current contractor is Transdev Services (formerly operating as Veolia Transportation). In its contract with YCTD, Transdev Services, Inc. is required to have the following positions:

- Site Manager (1 FTE);
- Operations Manager (1 FTE);
- Maintenance Manager (1 FTE);
- Bus Safety and Training Manager (1FTE);
- Administrative/Payroll Clerk (1 FTE);
- Maintenance and Service Personnel (at least 14 FTE);
- Operating Personnel;
- Road Supervisors/Dispatchers/Trainers;
- Drivers;
- Telephone Information and Ride Reservation/Scheduling Personnel;
- Maintenance Clerk.

One of YCTD's Deputy Directors reviews customer questions and concerns transmitted from both YCTD and Transdev's personnel associated with Customer Service.

EXISTING WOODLAND TRANSIT SERVICES

YOLOBUS currently provides a wide range of transit services in Woodland. A summary of service is provided in Table 6, while Figure 8 presents an existing map of services. The key elements of the service are discussed below.

Local Woodland Fixed Route Service (Routes 210, 211, 212, 214)

Four buses are currently operated in the local Woodland routes. Two routes form a large bi-directional route in central and western Woodland (Route 210 in the counterclockwise direction and Route 211 in the clockwise direction), with a small clockwise element in the northwest portion of the city and a spur to the Community and Senior Center to the south. Similarly, Routes 212 (counterclockwise) and 214 (clockwise) form a large bi-directional loop in central and eastern Woodland (with several spurs serving Wal-Mart, Costco/Target, the Community and Senior Center and Woodland Community College). All routes are operated once each hour from 7:00 AM to 6:50 PM on weekdays. On weekday evenings, Routes 211 and 212 extend to 8:50 PM. Two routes (211 and 212) are operated on Saturdays and Sundays, dropping some of the first and last runs.

TABLE 6: Summary of Existing Woodland Transit Services

Route	Service Area	Span of Service						Frequency	Trips per Weekday	Peak Buses In Operation	Serve County Fair Mall
		Weekdays		Saturdays		Sundays/Holidays					
		From	To	From	To	From	To				
Local Woodland Routes											
Route 210	West/Central Woodland (Cclockwise)	7:00 AM	6:50 PM	--	--	--	--	60 Min	12	1	Y
Route 211	West/Central Woodland (Clockwise)	7:00 AM	8:50 PM	7:00 AM	7:50 PM	8:00 AM	6:50 PM	60 Min	14	1	Y
Route 212	East/Central Woodland (Cclockwise)	7:00 AM	8:50 PM	8:00 AM	7:50 PM	8:00 AM	6:50 PM	60 Min	14	1	Y
Route 214	East/Central Woodland (Clockwise)	7:00 AM	6:50 PM	--	--	--	--	60 Min	12	1	Y
Commuter / Express Routes											
Route 45	Woodland - Sacramento	Note 1		--		--		5 AM runs, 5 PM runs	10	5	Y
Route 242	Woodland - Davis	Note 2		--		--		1 AM run, 1 PM run	2	1	Y
Route 243	Woodland (Springlake) - UC Davis	Note 3		--		--			4	2	Y
Route 42 A/B	Woodland - Davis - W. Sac - Sac - Airport	4:37 AM	11:43 PM	6:05 AM	11:01 PM	6:05 AM	11:01 PM	60 Min	39	6	Y
Rural Routes											
Route 215	Woodland - Cache Creek	4:55 AM	1:55 AM	4:55 AM	1:55 AM	4:55 AM	1:55 AM	60 Min (Note 4)	17	3	Y
Route 216	Woodland - Knights Landing	Mon, Wed, Fri		2nd Sat. of Month		--		1 AM run, 1 PM run	2	1	N
Route 217	Woodland - Dunnigan	Tues, Thur						1 AM run, 1 PM run	2	1	N
Note 1: Arrivals in Sacramento 6:42 AM to 7:42 AM, departures from Sacramento 4:05 PM to 5:35 PM											
Note 2: Arrive in Davis at 7:23 AM, depart Davis at 5:10 PM											
Note 3: Arrivals in Davis 7:48 AM, 8:18 AM, departures from Davis 5:09 PM, 5:39 PM											
Note 4: 3 additional round-trips are operated daily, reducing frequency in AM commute, mid-day and PM commute periods.											

Local Route Service Area

Transit service is typically considered to be available to areas within a quarter-mile walk of the nearest stop. Figure 9 depicts the area currently served by the four local routes. As a whole, the majority of Woodland is currently served. Key areas not served consist of the following:

- Spring Lake
- The industrial area northeast of I-5 and north of East Beamer Street
- The residential areas along North College Street north of Beamer Street
- The far southwestern residential portions of Woodland south of El Dorado Drive and west of Ashley Avenue.
- A substantial “hole” of mixed land uses southeast of downtown, focused along East Street between Court Street and Cross Street.
- A smaller “hole” of residential, high density land use along both sides of Gum Avenue just east of SR 133.
- A small area of lower density housing southwest of downtown along Southwood Drive and Hays Street

Local Route Existing Passenger Travel Time

Another important factor in assessing the quality of local transit service is passenger travel time: the length of time between boarding at a passenger's originating stop and deboarding at their final stop (including any transfer time). Table 7 presents a summary of travel time (in minutes)

Figure 8
Yolobus Routes Serving Woodland

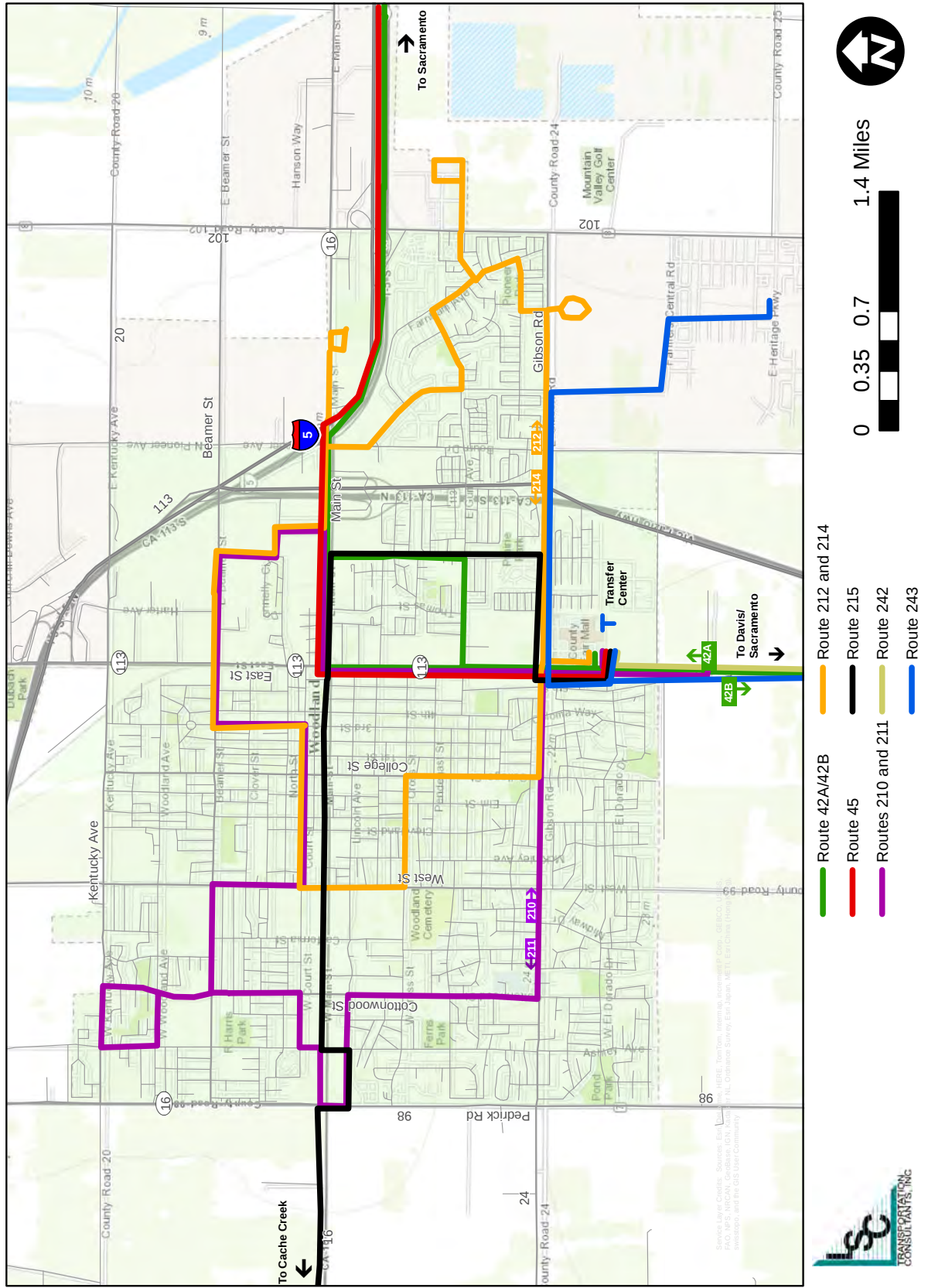


TABLE 7: Woodland Local Service Travel Time Matrix*Travel Time in Minutes: Weekday / Saturday or Sunday***T** = Transfer Required

		TO					
		2nd & Court	Wal-Mart	Woodland Community College	County Fair Mall	Gibson & Cottonwood	Beamer & Cottonwood
FROM	2nd & Court		10/47	27/33	18/18	33/37	7/47
	Wal-Mart	9/9		17/46	23/31	42/56 T	46/56 T
	Woodland Community College	27/27	14/14		6/45	24/60 T	29/70 T
	County Fair Mall	12/28	19/19	5/5		5/5	15/15
	Gibson & Cottonwood	23/23	40/74 T	26/60 T	7/45		10/10
	Beamer & Cottonwood	7/7	49/58 T	37/44 T	22/35	11/50	

between six key activity centers on the Woodland local routes. Travel time is shown both for weekday service as well as for Saturday and Sunday service. In addition, this table shows those trips that require a transfer between buses, indicated by a "T." A review of this table indicates the following:

- While some weekday travel times are modest, there are specific trip origin/destination pairs for which a long travel time is required. The longest weekday travel time between these key points is 49 minutes (from Beamer/Cottonwood and Wal-Mart).
- The fact that service is only operated in one direction on Saturdays and Sundays (Routes 211 and 212, and not 210 or 214) significantly increases many travel times. On weekends, the longest travel time is 74 minutes (1 hour and 14 minutes), from Gibson/Cottonwood to Walmart. Overall, the trips shown in this matrix average 21 minutes of travel time on weekdays versus 36 minutes on Saturdays and Sundays.
- Transfers are required between stops served only by one bi-directional route pair and stops served only by the other route pair. As there is some overlap between the two sets of routes, the number of key trips that require transfers is limited.

Commuter and Express Routes

Express commuter service is provided between Woodland and Sacramento on Route 45, with five eastbound runs in the morning commute period and five westbound runs in the afternoon commute period, weekdays only.

Route 242 provides one daily commuter round-trip between Woodland and Davis (including South Davis), with southbound arrivals in Davis starting at 7:23 AM and northbound departures starting at 5:10 PM. In addition, Route 243 is a new (January 2015) service connecting the Spring Lake neighborhood in Woodland with UC Davis. It provides two AM southbound runs and two PM northbound runs. This route replaced Route 209, which consisted of a short shuttle between Spring Lake and the County Fair Mall Transit Center.

Route 42 A/B

Route 42 serves as the backbone of the YOLOBUS network. It consists of a large bi-directional loop connecting Woodland, Sacramento International Airport, downtown Sacramento, West Sacramento and Davis. A total of five buses are used to provide hourly service in both directions over a very long operating day: service is provided from 4:37 AM to 11:43 PM on weekdays, and from 6:05 AM to 11:01 PM on Saturdays and Sundays. (Individual buses reverse directions after a layover in downtown Sacramento.)

Rural Routes

Route 215 provides hourly service on the Highway 16 corridor between Woodland and the Cache Creek Casino, from 4:55 AM to 1:55 AM, seven days a week. Three additional round-trips are operated during the morning commute period, midday, and evening commute period. A total of three buses are required to operate this service at peak times.

Route 216 provides a morning and afternoon round-trip on the Highway 113 corridor between Woodland and Knights Landing on Mondays, Wednesdays and Fridays as well as the second Saturday of each month. Similarly, Route 215 provides a morning and afternoon round-trip along Interstate 5 between Woodland and Dunnigan on Tuesdays and Thursdays.

These rural routes are not the focus of this Woodlands study. Accordingly, they are only considered to the degree that they impact the need for transit connections and facilities.

Special Services and Premium Services

YOLOBUS also operates the demand response services required under the Americans with Disabilities Act, under the Special Services program. Service areas include all areas within $\frac{3}{4}$ miles of the fixed routes. This service is available every day from 5:45 AM to 1:55 AM.

In addition, as a courtesy to ADA-certified passengers, YCTD offers a premium service for medical-related appointments and mobility-assist repair purposes in Sacramento that are beyond the required $\frac{3}{4}$ -mile fixed route buffer. Subject to space and scheduling availability, this premium service operates from 7:00 AM to 6:00 PM every weekday. A slightly higher fare is charged for this service since it exceeds YCTD's ADA requirements.

County Fair Mall Transit Center

With the exception of Routes 216 and 217, all fixed routes serve the County Fair Mall Transit Center in the southern portion of Woodland. This facility consists of a straight curb approximately 350 feet in length along an internal Mall drive aisle, along with sidewalks (of sufficient width to meet ADA requirements), four large shelters with benches, trash cans, and lighting. The curb length is sufficient to accommodate up to five buses with all buses pulling in and out independently and up to seven in a pinch (with buses sometimes having to wait for other buses to enter or exit).

Schedules are designed to provide direct transfers between Routes 210, 211, 212, 214, 42A, 42B, 215 (most runs) and 45 (some runs). Four routes (212, 214, 42A and 42B) arrive around 50 minutes after each hour, layover for 10 minutes, and depart around the top of the hour. Two routes (210 and 211) serve this stop just before and just after these four routes, with layover occurring just to the south at the Community and Senior Center. In addition, Route 215 serves the stop at 55 minutes past the hour, and Routes 45, 215, 242 and 243 serve the stop at various times. In total, the current schedules result in five buses at the peak time on a consistent hourly basis, and up to six buses at occasional times during commute periods. Over the course of a weekday, buses arrive at this center a total of 124 times.

Holidays/No Service

Depending on the specific holiday, YOLOBUS operates one of two different holiday service schedules: Sunday Service and Non-express Service. The holiday schedule for Sunday Service includes only routes 35, 40, 42A/B, 211, 212, 215, and 240. For Non-express Service, routes 35, 39, 40, 41, 42A/B, 210, 211, 212, 214, 215, 216 (Tues/Fri), 217 (Mon/Thurs), 220, 220C, 240, 241, and 242 operate as normally scheduled. If a holiday falls on a Saturday, YOLOBUS operates a Non-express Service schedule on the preceding Friday. If a holiday falls on Sunday, YOLOBUS operates a Non-express Service schedule on the following Monday. The schedule of holidays is shown in Table 8.

TABLE 8: YOLOBUS Holiday Schedule

Holiday	Service Schedule
New Year's Day	Sunday
Martin Luther King Jr. Day	Non-express
President's Day	Sunday
Memorial Day	Sunday
Independence Day	Sunday
Labor Day	Sunday
Veteran's Day	Non-express
Thanksgiving Day	Sunday
Day after Thanksgiving Day	Non-express
Christmas Day	Sunday

Existing Fares

Table 9 presents the current fares for YOLOBUS services in Woodland. In addition to cash fares, options are available for daily passes, monthly passes, multi-ride cash-value tickets. Other fare media accepted on YOLOBUS include UC Davis undergraduate or UCDE Global Study Aggie Cards, UC Davis Extension International Program ID with valid expiration date, Sacramento State Student ID with valid commuter sleeve, Los Rios Student Access Card with valid sticker, South Natomas TMA Pass with valid expiration date, Capitol Corridor transfers, and Sacramento County DHA Pass with valid sticker. Woodland Community College students do not have an arrangement to ride free. Free transfers are provided between YOLOBUS non-express routes, and a transfer from a YOLOBUS non-express route to an express route is provided by paying the difference in fare.

TABLE 9: YOLOBUS Fare Structure		
Fare Media	Local Fare	Express Fare
Cash (one-way)		
Basic	\$2.00	\$3.00
Senior/Disabled	\$1.00	\$1.50
Student/Youth (September-May)	\$1.00	\$1.50
Student/Youth (June-August)	\$0.35 (no transfer)	\$0.35 (no transfer)
Day Pass		
Basic	\$6.00	\$6.00
Senior/Disabled	\$3.00	\$3.00
Student/Youth	\$3.00	\$3.00
Monthly Pass (Yolobus Only)		
Basic	\$85.00	Additional \$25.00
Senior/Disabled	\$42.50	Included
Student/Youth (September-May)	\$42.50	Additional \$25.00
Student/Youth (June-August)	\$15.00 (all summer pass)	Included
Monthly Pass (RT) – Also Valid on Yolobus		
Basic	\$100.00	Additional \$25.00
Senior/Disabled	\$50.00	Included
Student/Youth	\$50.00	Additional \$25.00
Transfers		
From Yolobus (non-express)	Free	\$1.00/\$.50
From Yolobus (express)	Free	Free
<i>Source: Yolobus.com, December 2013 (Effective 09/01/09)</i>		

Late in 2015 or in early 2016, YCTD will be implementing a new fare collection system called the Connect Card. Connect Card is an electronic fare payment system that allows patrons to pay fares on seven Sacramento area transit operators with one payment card. Patrons will be able to load period passes (such as a monthly pass) and cash value onto the Connect Card. The Connect Card system is expected to provide many benefits to transit operators including lower maintenance costs on existing fareboxes, faster loading and shorter dwell times, increased choice ridership, and more sophisticated data collections.

Google Trip Planner

YOLOBUS patrons can plan their transit trip using Google Trip Planner. By entering their starting location, destination, and day and time of travel, patrons receive a customized trip plan with step-by-step instructions on how to travel to their destination using YOLOBUS. The instructions include which routes to take (including stop numbers), time and location of any

transfers, and information about the next bus so patrons know what options are available for making their trip at alternate times.

YOLOBUS Real Time Information

YOLOBUS patrons can also obtain real time bus arrival information at the YOLOBUS.com web site or by going to <http://avl.yctd.org/Public/Default.aspx>.

Existing Ridership and Performance

Annual and Monthly Ridership

Table 10 presents the monthly ridership for the most-recently-available 12 month period (April 2014 through March 2015) for the various fixed routes, along with the annual totals. Not surprisingly, Route 42 A/B has the highest annual ridership, at 586,178 passenger boardings over the year. The four local routes total 193,489 boardings per year, the Route 45 Express to Sacramento totals 58,204 per year (or 229 per average weekday), while the commuter routes to Davis total 8,993 (or 35 passengers per average weekday). Other findings indicated by Table 10 are:

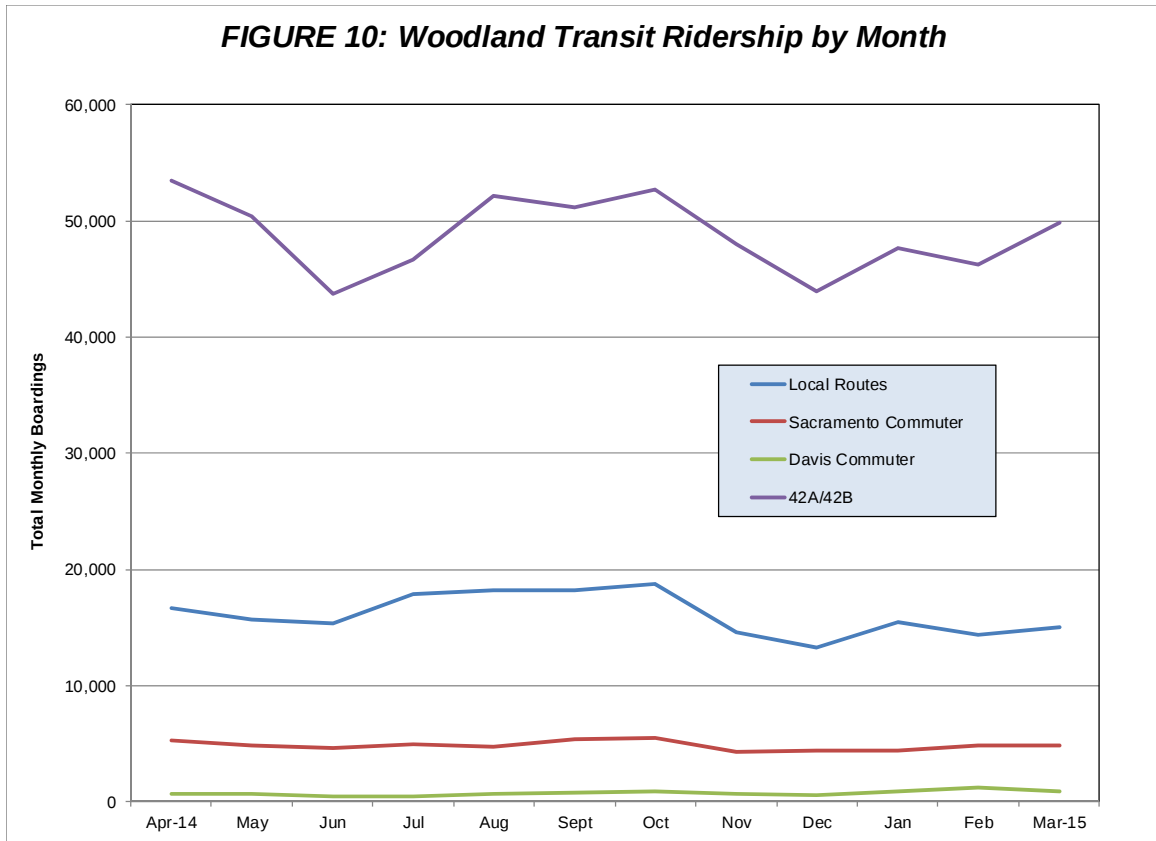
- Of the four local routes, the busiest is Route 211, with 34 percent of the local route total. Together, the Route 210/211 central/western loop carries 52 percent of the ridership, versus 48 percent on the Route 212/214 central/eastern loop.
- On the local route system, 88.6 percent of the ridership occurs on weekdays, 6.7 percent on Saturdays, and 4.7 percent on weekdays. Divided by the days per year, this indicates an average of 657 passengers per weekday, 251 passengers per Saturday, and 175 passengers per Sunday.
- Figure 10 presents the monthly variation in ridership for the key service categories. The Commuter/Express services to Davis and Sacramento are relatively consistent over the year. The Local Routes are moderately consistent, with the highest activity in October and the lowest in December. The 42A/B service dips in June and in December, and is relatively high in April and October.
- The replacement of Route 209 with Route 243 in January 2015 has been successful in increasing the ridership.

Recent Trends in Ridership

To gain an understanding of recent trend in ridership, the ridership by route for the most recent two-month period (February and March 2015) were compared with the ridership for the same months in 2014. The results, shown in Table 11, indicate a modest (4 percent) decline in local route ridership. By local route, Routes 212 and 214 declined by 14 percent each, while Route 210 increased by 8 percent and Route 211 increased by 3 percent. Among the local routes, weekday ridership declined by 3 percent, Saturday ridership declined by 23 percent and Sunday ridership declined by 12 percent. Route 42 A/B ridership declined by 5 percent, while Route 45 Express service to Sacramento was constant. As a whole, commuter ridership to Davis increased by 44 percent (or 16 one-way trips per day), due to the shift from Route 209 to Route 243.

TABLE 10: Woodland Transit Service Ridership by Month

	Apr-14	May	Jun	Jul	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar-15	Total Year
LOCAL ROUTES													
Route 210	3,128	2,784	3,126	3,736	3,159	3,093	3,354	2,589	2,378	2,859	2,640	2,739	35,585
Route 211	5,205	5,036	5,299	6,552	6,460	5,772	5,991	5,088	4,251	5,189	4,817	5,194	64,854
<i>Week day</i>	4,353	4,000	4,275	5,464	5,169	4,736	5,089	4,048	3,464	4,177	4,080	4,291	53,146
<i>Saturday</i>	532	703	572	682	746	601	501	583	414	598	408	455	6,795
<i>Sunday</i>	320	333	452	406	545	435	401	457	373	414	329	448	4,913
Route 212	5,043	4,821	4,318	4,772	5,396	5,737	5,688	4,285	4,031	4,497	3,996	4,144	56,728
<i>Week day</i>	4,112	3,911	3,449	4,074	4,309	4,932	4,733	3,336	3,099	3,607	3,309	3,426	46,297
<i>Saturday</i>	601	585	481	365	652	509	576	520	583	610	408	368	6,258
<i>Sunday</i>	330	325	388	333	435	296	379	429	349	280	279	350	4,173
Route 214	3,304	3,092	2,576	2,792	3,185	3,647	3,738	2,585	2,660	2,909	2,872	2,962	36,322
Subtotal: Local Routes	16,680	15,733	15,319	17,852	18,200	18,249	18,771	14,547	13,320	15,454	14,325	15,039	193,489
COMMUTER ROUTES													
Route 45	5,257	4,839	4,617	4,935	4,784	5,415	5,509	4,307	4,424	4,415	4,803	4,899	58,204
Route 209	97	47	54	33	29	53	146	134	93	--	--	--	686
Route 242	628	657	465	463	626	700	727	508	439	491	728	540	6,972
Route 243	--	--	--	--	--	--	--	--	--	411	557	367	1,335
Subtotal: Commuter Routes	5,982	5,543	5,136	5,431	5,439	6,168	6,382	4,949	4,956	5,317	6,088	5,806	67,197
Route 42	53,501	50,419	43,740	46,735	52,171	51,205	52,733	47,980	43,902	47,673	46,220	49,899	586,178
<i>Week day</i>	43,189	39,378	33,872	38,133	40,344	41,899	43,397	36,442	34,893	36,703	37,218	39,098	464,566
<i>Saturday</i>	5,868	6,467	4,718	4,630	6,449	5,257	5,213	5,989	5,236	6,606	5,324	5,533	67,290
<i>Sunday</i>	4,444	4,574	5,150	3,972	5,378	4,049	4,123	5,549	3,773	4,364	3,678	5,268	54,322
*209 was discontinued and 243 began in Jan 2015													



Service Levels and Costs

Table 12 presents the annual service quantities and marginal operating costs for the YOLOBUS fixed routes serving Woodland. The Revenue Vehicle-Hours (RVHs) and Revenue Vehicle-Miles (RVMs) were input into the following equation in order to estimate the marginal operating costs for each route:

$$\begin{aligned} \text{Marginal Operating Cost} = & \$31.840 \times \text{RVH (contractor rate per hour)} + \\ & \$0.827 \times \text{RVM (contractor rate per mile)} + \\ & \$0.9533 \times \text{RVM (contractor management fee per mile)} + \\ & \$0.6017 \times \text{RVH (fuel cost per mile)} \end{aligned}$$

These costs reflect those YOLOBUS costs that vary with change in an individual route, and do not include allocated overhead costs or insurance costs.

As indicated, the local routes as a whole require 15,600 RVH, 198,763 RVM and \$970,156 in marginal operating costs per year. The express/commuter routes serving Woodland residents require 3,096 RVH, 77,412 RVM and \$282,978 in operating costs per year. In addition,

Woodland residents benefit from Route 42 A/B services, totaling 33,131 RVH, 744,835 RVM and \$2,829,095 in annual operating costs.

TABLE 11: One-Year Trend In Average Daily Ridership by Route*February & March 2014 versus February & March 2015*

	Riders/Day		Change	Percent Change
	2014	2015		
LOCAL ROUTES				
Route 210	118	128	10	8%
Route 211	231	238	8	3%
Week day	181	199	18	10%
Saturday	139	108	-31	-22%
Sunday	86	86	0	1%
Route 212	161	138	-23	-14%
Week day	184	160	-24	-13%
Saturday	126	97	-29	-23%
Sunday	91	70	-21	-23%
Route 214	161	139	-22	-14%
Subtotal: Local Routes	672	643	-28	-4%
COMMUTER ROUTES				
Route 45	232	231	-1	-1%
Route 209	5	0	-5	-100%
Route 242	31	30	-1	-3%
Route 243	--	22	22	--
Subtotal: Davis Commuter Rts	36	52	16	44%
Subtotal: Commuter Routes	268	283	15	6%
ROUTE 42	1717	1629	-88	-5%
Week day	1921	1817	-104	-5%
Saturday	1362	1357	-5	0%
Sunday	1145	994	-151	-13%

Route-by-Route Performance Analysis

These figures can be used to conduct a performance review of the various existing services, as shown in Table 12 and Figures 11, 12, and 13. The following performance measures were evaluated:

- The Passengers per Vehicle-Hour (or “productivity” as shown in Figure 11) figures range from a low of 4.7 on Route 209 and 9.1 on Route 243 up to 28.9 on Route 242. The Route 45 express is also relatively productive at 22.7. The four local routes are relatively similar, ranging between 11.8 (Route 210) to 13.5 (Route 211). By day, the local routes have higher productivity on weekdays (13.1) than on Saturdays (10.2) or Sundays (7.1).
- The Passengers per Vehicle-Mile ranges from a low of 0.36 on Route 209 and 0.40 on Route 243 up to 1.09 on Route 211, as shown in Figure 12. Route 242 also has a relatively high figure, at 1.02. By this measure, Route 211 stands above the other local routes, which range between 0.90 and 0.94. The weekday average among the local routes is 1.03, compared with 0.81 on Saturdays and 0.56 on Sundays.

TABLE 12: Woodland Transit Route Performance Review

Apr 2014 - Mar 2015

	Total Annual				Performance Measure				
	Riders	Revenue Vehicle-		Marginal Operating Cost (\$)	Psgs per		Revenue Vehicle	Psgs per	Marginal Operating Cost per Passenger
		Hours	Miles		Hour	Mile			
LOCAL ROUTES									
Route 210	35,585	3,005	39,533	\$189,840	11.8	0.90			\$5.33
Route 211	64,854	4,819	60,036	\$296,442	13.5	1.08			\$4.57
<i>Weekday</i>	53,146	3,589	44,691	\$220,729	14.8	1.19			\$4.15
<i>Saturday</i>	6,795	667	8,312	\$41,034	10.2	0.82			\$6.04
<i>Sunday</i>	4,913	563	7,033	\$34,678	8.7	0.70			\$7.06
Route 212	56,728	4,767	60,363	\$295,563	11.9	0.94			\$5.21
<i>Weekday</i>	46,297	3,589	45,418	\$222,460	12.9	1.02			\$4.81
<i>Saturday</i>	6,258	615	7,797	\$38,153	10.2	0.80			\$6.10
<i>Sunday</i>	4,173	563	7,148	\$34,950	7.4	0.58			\$8.38
Route 214	36,322	3,005	38,832	\$188,170	12.1	0.94			\$5.18
Subtotal: Local Routes	193,489	15,596	198,763	\$970,015	12.4	0.97			\$5.01
COMMUTER ROUTES									
Route 45	58,204	2,565	65,323	\$237,275	22.7	0.89			\$4.08
Route 209	686	145	1,915	\$9,169	4.7	0.36			\$13.37
Route 242	6,972	247	6,898	\$24,288	28.3	1.01			\$3.48
Route 243	1,335	146	3,371	\$12,691	9.1	0.40			\$9.51
Subtotal: Davis Commuter Rts	8,993	538	12,183	\$46,148	16.7	0.74			\$5.13
Subtotal: All Commuter Routes	67,197	3,103	77,506	\$283,423	21.7	0.87			\$4.22
ROUTE 42A/B									
<i>Weekday</i>	586,178	32,558	731,903	\$2,780,029	18.0	0.80			\$4.74
<i>Saturday</i>	464,566	24,057	539,889	\$2,051,998	19.3	0.86			\$4.42
<i>Sunday</i>	67,290	4,250	96,007	\$364,015	15.8	0.70			\$5.41
	54,322	4,250	96,007	\$364,017	12.8	0.57			\$6.70
Note 1: Includes contractor and fuel costs, at rates shown below. Excludes allocated overhead costs									
Contractor Rate per Hour		\$31.840							
Contractor Rate per Mile		\$0.8270							
Contractor Management Fee per Mile		\$0.9533							
Fuel Cost per Mile		\$0.6017							

- The marginal Operating Cost per Passenger-Trip ranges from a “best” (lowest) figure of \$3.43 for Route 242 up to \$13.37 for discontinued Route 209. These figures are depicted in Figure 13. Route 211 is the better of the local routes (\$4.57), with the other local routes ranging from \$5.18 to \$5.34. The local route cost per passenger-trip on weekdays is \$4.74, on Saturdays is \$6.07 and on Sundays is \$8.70.

Ridership and Productivity by Run

Detailed ridership by run and time of day was evaluated for October 2014, to provide an understanding of trip patterns. In addition, ridership was divided by vehicle hours of service for each run and day of week in order to assess the relative productivity (passenger-trips per revenue vehicle-hour) for the various services.

Local Routes

Data for the Woodland local routes is shown in Table 13. As also indicated in Figures 14 and 15, the highest weekday hourly ridership is (surprisingly) the first hour of the operating day, with an average of 75.9 passenger boardings in the 7:00 AM hour. Ridership dips later in the morning before rising to a second peak in the 2:00 PM hour. Ridership falls below 20 passengers per hour after the 6:00 PM hour (when only two routes are operated). Saturday ridership shows a very different pattern, rising to a modest peak in the 10:00 AM hour and an overall peak of 39 in the 2:00 PM hour. Sunday ridership increases over the morning to a peak of 29 in the Noon hour, and then staying relatively high until the 5:00 PM hour.

Productivity by hour on the local routes, shown in Figure 16, indicates that productivity is quite similar between the days of the week, with the exception of the higher early morning productivity on weekdays. This indicates that the overall service plan for Saturdays and Sundays is doing a good job of matching the service levels with the ridership demand.

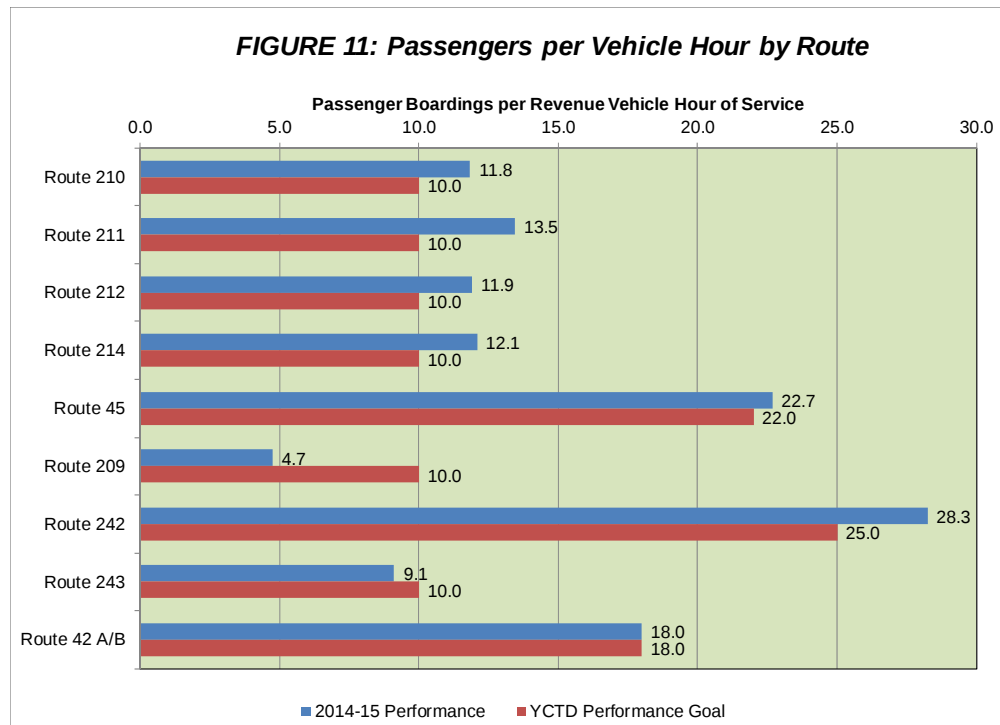


FIGURE 12: Passengers per Vehicle Mile by Route

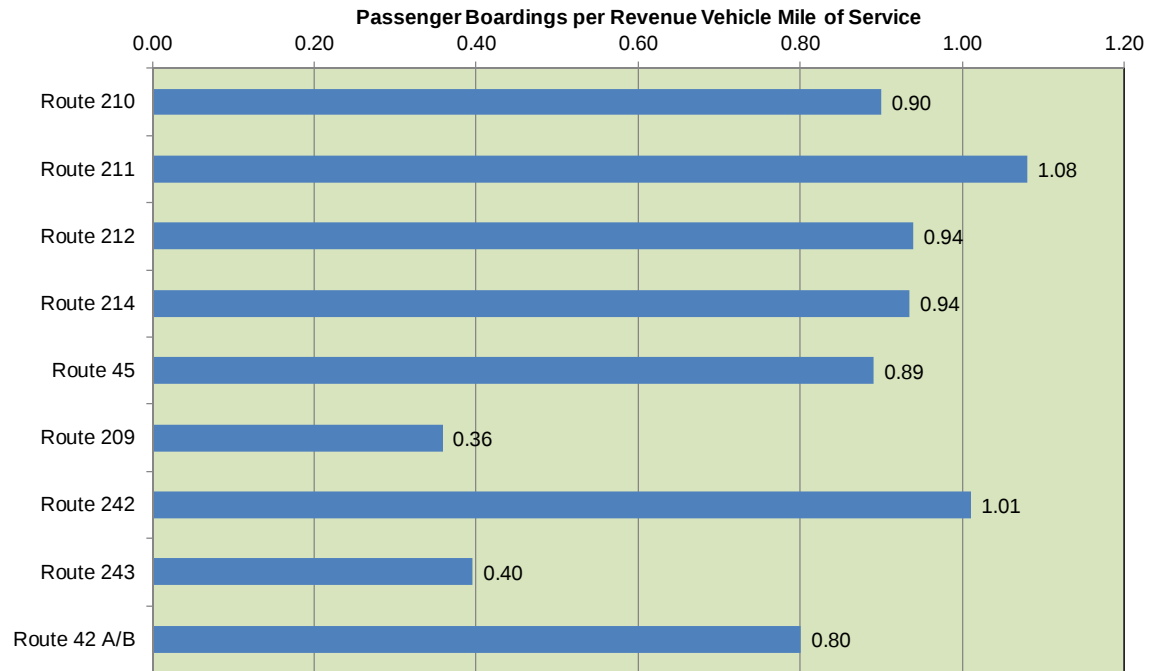


FIGURE 13: Operating Cost per Passenger by Route

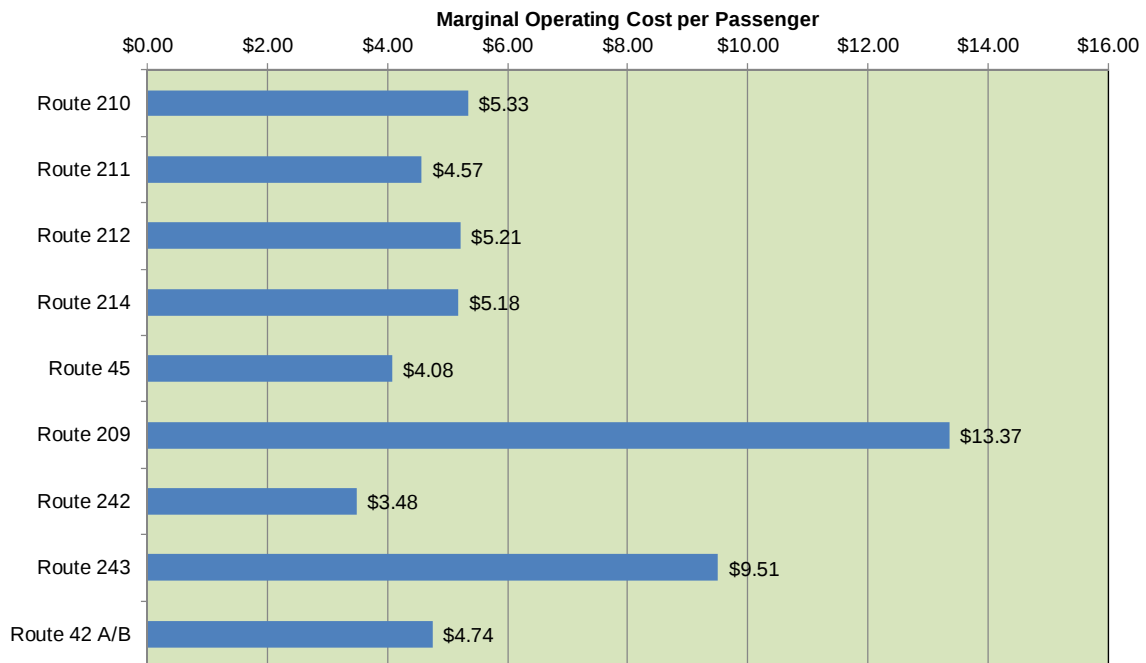
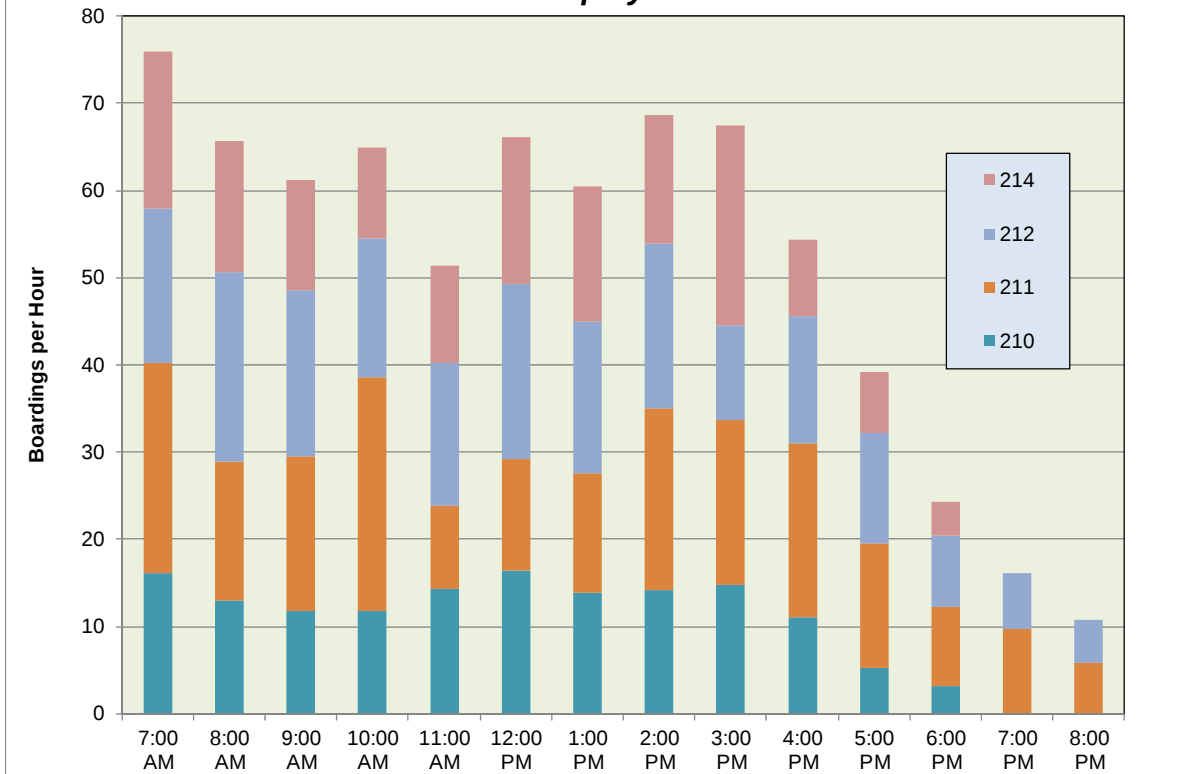


TABLE 13: Ridership and Productivity by Run -- Woodland Local Routes

Average Daily Ridership -October 2014

Time	Ridership by Run												Productivity: Psgr-Trips per Hr		
	Weekday				Saturday			Sunday			Weekday	Sat	Sun		
	210	211	212	214	Total	211	212	Total	211	212				Total	
7:00 AM	16.2	24.0	17.8	17.9	75.9	2.8	--	2.8	--	--	--	19.0	2.8	--	
8:00 AM	13.0	16.0	21.7	15.0	65.7	7.8	3.8	11.5	4.8	7.3	12.0	16.4	5.8	6.0	
9:00 AM	11.7	17.7	19.0	12.7	61.2	7.0	10.3	17.3	9.0	4.3	13.3	15.3	8.6	6.6	
10:00 AM	11.7	26.9	15.9	10.5	65.0	19.0	9.0	28.0	9.3	7.0	16.3	16.2	14.0	8.1	
11:00 AM	14.4	9.5	16.4	11.2	51.4	11.5	9.0	20.5	14.5	10.5	25.0	12.9	10.3	12.5	
12:00 PM	16.5	12.7	20.1	16.8	66.1	5.8	11.5	17.3	16.5	12.5	29.0	16.5	8.6	14.5	
1:00 PM	14.0	13.7	17.3	15.6	60.5	15.0	22.8	37.8	6.8	11.5	18.3	15.1	18.9	9.1	
2:00 PM	14.2	20.9	18.8	14.7	68.6	18.3	21.0	39.3	11.8	10.5	22.3	17.2	19.6	11.1	
3:00 PM	14.7	19.0	10.8	23.0	67.5	10.5	11.5	22.0	8.3	10.5	18.8	16.9	11.0	9.4	
4:00 PM	11.1	19.9	14.6	8.7	54.3	15.3	13.0	28.3	9.5	10.8	20.3	13.6	14.1	10.1	
5:00 PM	5.2	14.3	12.6	7.0	39.1	5.3	12.5	17.8	3.8	5.5	9.3	9.8	8.9	4.6	
6:00 PM	3.2	9.1	8.2	3.9	24.3	4.5	6.5	11.0	5.3	4.5	9.8	6.1	5.5	4.9	
7:00 PM	--	9.7	6.4	--	16.1	2.8	6.8	9.5	--	--	--	8.1	4.8	--	
8:00 PM	--	5.9	4.8	--	10.7	--	--	--	--	--	--	5.3	--	--	
TOTAL	145.8	219.2	204.6	156.8	726.4	125.3	137.5	262.8	99.3	94.8	194.0	14.0	10.5	8.8	
Source: Yolobus Riders Reports															

**FIGURE 14: Local Woodland Route Weekday
Ridership by Hour**



**FIGURE 15: Ridership by Hour by Day on Local Woodland
Routes**

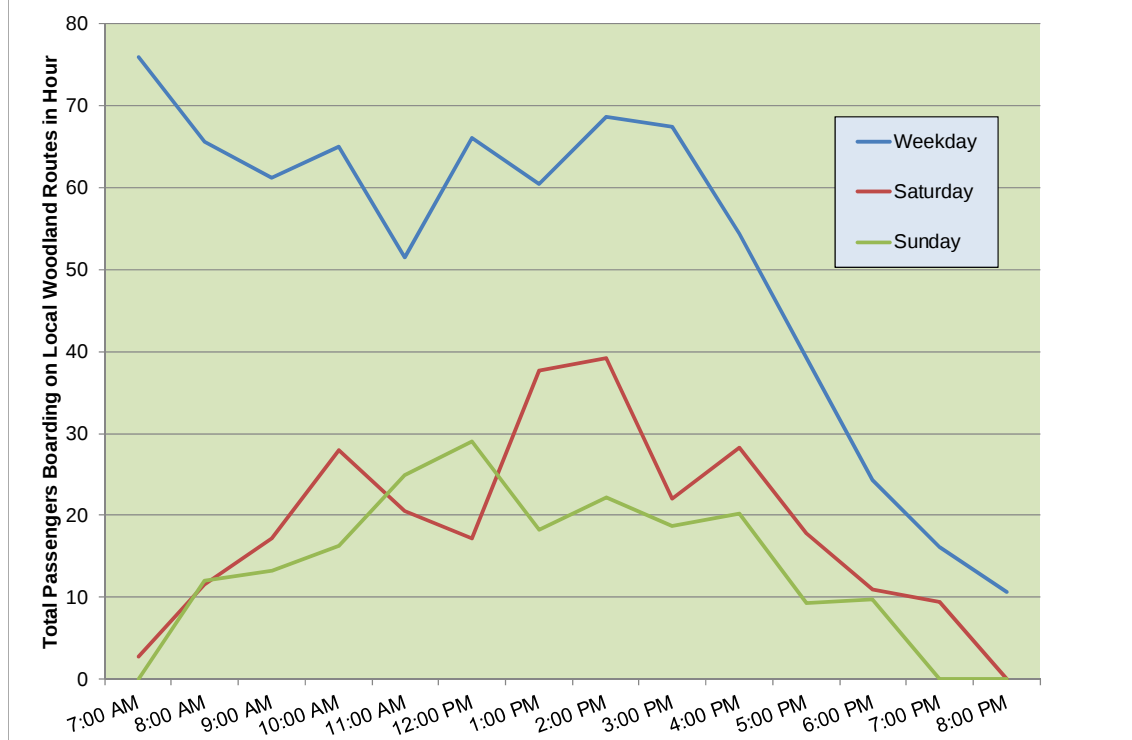
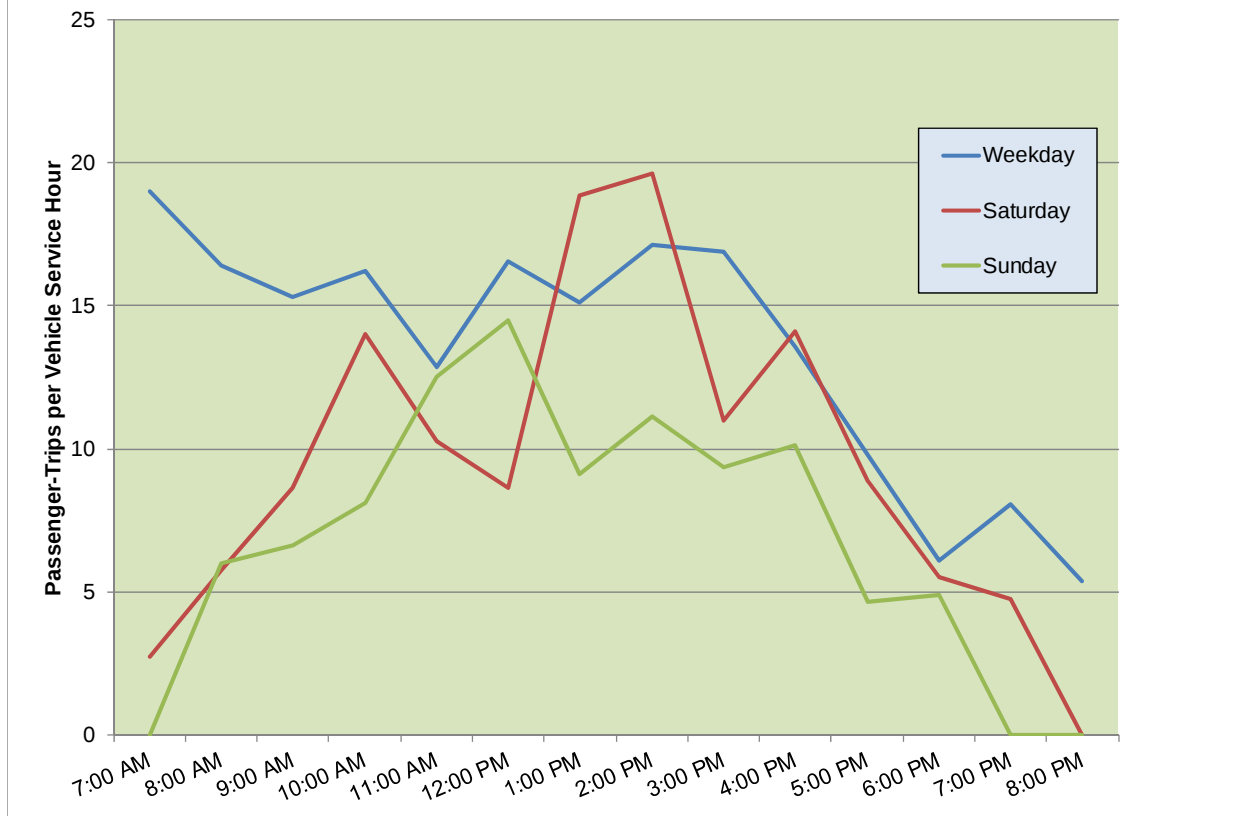


FIGURE 16: Productivity by Hour by Day on Local Woodland Routes



Commuter and Express Routes

As shown in Table 14, Route 45, 242 and 243 have higher ridership and productivity in the morning than in the afternoon. On Route 45, the highest AM productivity (43.9 passenger-trips per RVH) occurs on the last eastbound run (departing Woodland at 7:17 AM and serving stops in downtown Sacramento at 7:02 PM), while the highest PM productivity (31.2) occurs on the runs departing from downtown Sacramento at 4:35. On Route 242, 22.0 passenger trips are carried on average in the morning, compared to 9.6 on average in the afternoon. Although the 7:45 AM and 5:05 PM Route 243 runs are equally productive with an average of 9.5 passengers per run, the 7:15 AM run is more than twice as productive at 6.7 passengers per hour compared to the average of 2.7 on the 5:39 PM run.

Route 42

Ridership and productivity on Route 42 is summarized in Table 15, while productivity by day of week is shown in Figure 17. As indicated, weekday ridership by run reaches an overall peak in the AM commute period, with an impressive average of 84.5 passengers boarding the run departing downtown Sacramento (clockwise) at 8:05 AM. Ridership drops to more moderate levels until around 11:00 AM, when it increases and stays relatively high until the 4:05 departure, after which it gradually declines through the evening. This weekday pattern generally indicates that passengers are returning from their daytime activities in the mid-afternoon, rather than the traditional PM peak commute period.

**TABLE 14: Ridership and Productivity by Run --
Woodland Express and Commuter Routes**

Run Start Time	Average Daily Ridership by Run		Revenue Hrs per Run	Productivity: Psgr- Trips per Hr
Route 45 -- Woodland Express				
5:55 AM	635	27.6	0.97	28.6
6:15 AM	357	15.5	0.97	16.1
6:35 AM	822	35.7	0.97	37.0
6:55 AM	503	21.9	0.97	22.6
7:17 AM	606	26.3	0.60	43.9
<i>Subtotal: AM</i>		<i>127.1</i>	<i>4.5</i>	<i>28.5</i>
4:05 PM	714	31.0	1.15	27.0
4:35 PM	826	35.9	1.15	31.2
4:45 PM	334	14.5	1.15	12.6
5:05 PM	389	16.9	1.15	14.7
5:35 PM	236	10.3	1.15	8.9
<i>Subtotal: PM</i>		<i>108.7</i>	<i>5.8</i>	<i>18.9</i>
Route 242 -- Woodland Commute				
6:54 AM	506	22.0	0.52	42.3
5:27 PM	221	9.6	0.52	18.5
Route 243 -- Spring Lake Commute				
7:15 AM	89	6.7	0.65	10.3
7:45 AM	126	9.5	0.65	14.6
5:09 PM	125	9.5	0.65	14.6
5:39 PM	36	2.7	0.65	4.2
<i>Source: YCTD data for Route 42A, 42B and 242 data from October 2014. Route 243 data from April, 2015.</i>				

On Saturdays, the ridership on the first run is relatively high, followed by a drop until the daily peak is reached in the mid-day period and then a gradual decline. Sunday ridership starts lower in the early hours, reaching an initial peak around noon and a second peak in late afternoon. Of note, productivity on both Saturdays and Sundays stays at reasonably good levels (exceeding 10 passenger-trips per RVH) in the evening hours until 9:30 PM.

On-Time Performance

YCTD tracks on-time performance through its AVL system and generates monthly and annual reports which show percentage of early departures and late arrivals by route. In 2014, routes averaged as low as 50 percent on-time (Route 209, which has been restructured as Route 243; and Route 242 PM, which has been restructured as Route 243, stopping in Spring Lake). The best on-time performance was about 84 to 87 percent (Route 45 in the morning and afternoon, and Route 215 in the eastbound direction). The remaining Woodland Routes had on-time performance in the low to high 70 percentile, as shown in Figure 18.

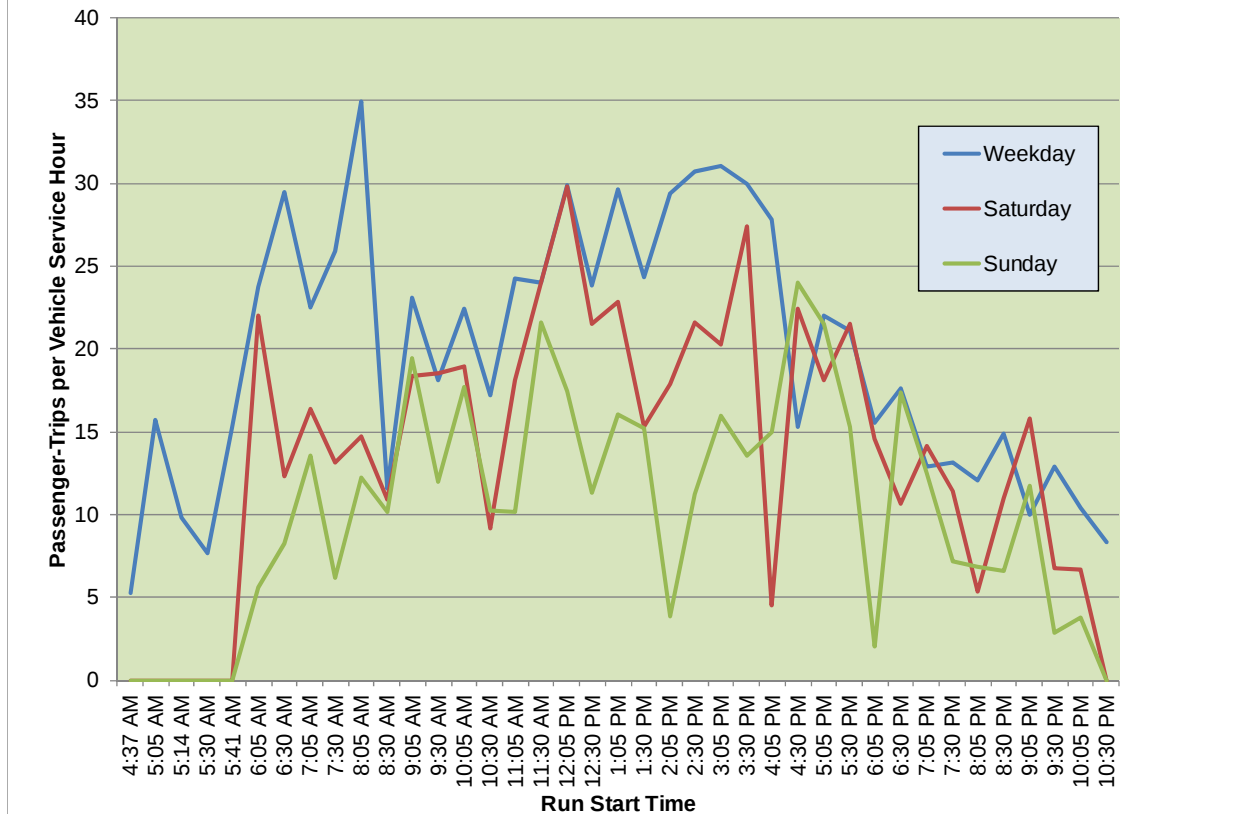
Schedule adherence was further evaluated by time of weekday for each Woodland Route using data compiled in April, 2015. This data is presented in detail in Appendix A, with highlights presented below.

TABLE 15: Ridership and Productivity by Run -- Route 42A/B

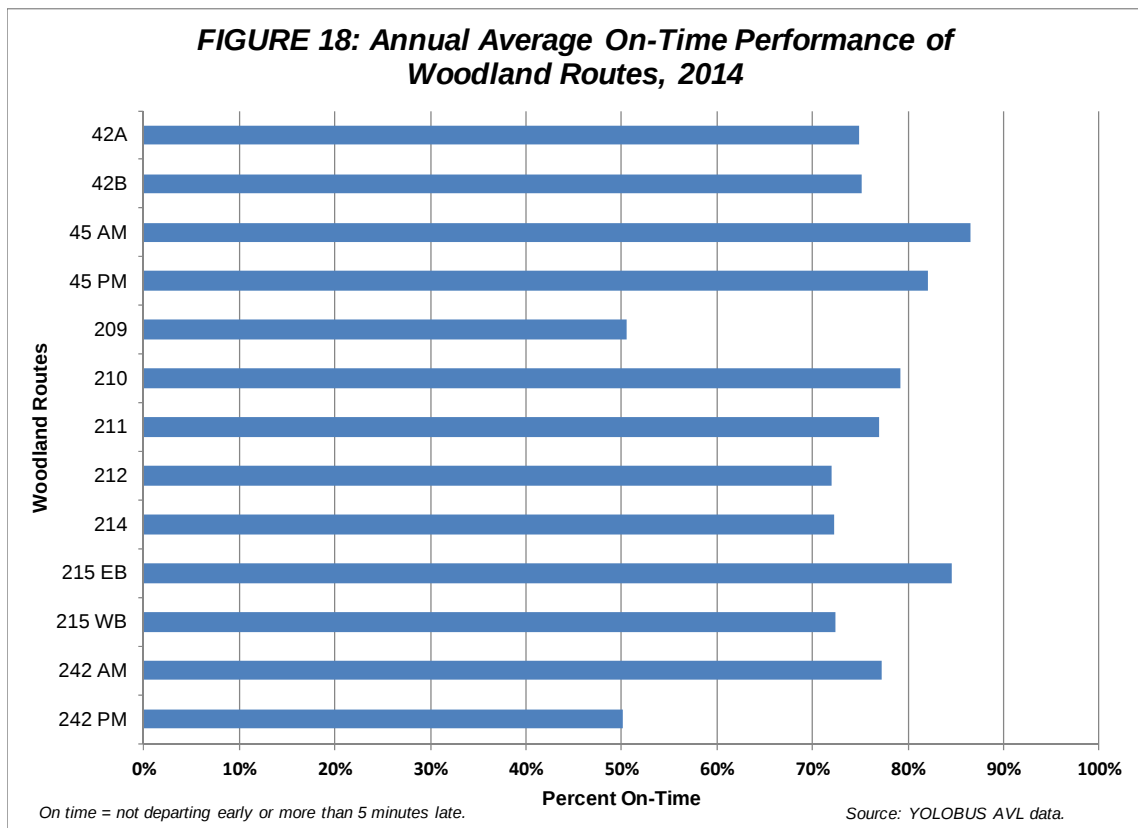
Average Daily Ridership -October 2014

Run Start Time	Avg. Daily Ridership by Run			Productivity: Passengers per Vehicle Revenue Hour		
	Weekday	Saturday	Sunday	Weekday	Saturday	Sunday
4:37 AM	7.8	0.0	0.0	5.3	0.0	0.0
5:05 AM	38.1	0.0	0.0	15.8	0.0	0.0
5:14 AM	18.2	0.0	0.0	9.8	0.0	0.0
5:30 AM	19.7	0.0	0.0	7.6	0.0	0.0
5:41 AM	12.5	0.0	0.0	15.3	0.0	0.0
6:05 AM	57.4	53.3	13.5	23.8	22.0	5.6
6:30 AM	76.2	31.8	21.3	29.5	12.3	8.2
7:05 AM	54.5	39.5	32.8	22.5	16.3	13.6
7:30 AM	67.0	34.0	16.0	26.0	13.2	6.2
8:05 AM	84.5	35.5	29.5	35.0	14.7	12.2
8:30 AM	29.9	28.3	26.3	11.6	10.9	10.2
9:05 AM	55.9	44.5	47.0	23.1	18.4	19.4
9:30 AM	46.8	48.0	31.0	18.1	18.6	12.0
10:05 AM	54.3	45.8	42.8	22.5	18.9	17.7
10:30 AM	44.4	23.8	26.5	17.2	9.2	10.3
11:05 AM	58.7	43.8	24.5	24.3	18.1	10.1
11:30 AM	62.0	62.0	55.8	24.0	24.0	21.6
12:05 PM	72.3	72.0	42.3	29.9	29.8	17.5
12:30 PM	61.5	55.5	29.3	23.8	21.5	11.3
1:05 PM	71.7	55.3	38.8	29.7	22.9	16.0
1:30 PM	62.9	39.5	39.3	24.4	15.3	15.2
2:05 PM	71.0	43.3	9.3	29.4	17.9	3.8
2:30 PM	79.3	55.8	29.0	30.7	21.6	11.2
3:05 PM	75.0	49.0	38.5	31.0	20.3	15.9
3:30 PM	77.4	70.8	35.0	30.0	27.4	13.5
4:05 PM	67.3	11.0	36.3	27.8	4.6	15.0
4:30 PM	39.6	58.0	62.0	15.3	22.5	24.0
5:05 PM	53.1	43.8	52.0	22.0	18.1	21.5
5:30 PM	54.6	55.5	39.5	21.1	21.5	15.3
6:05 PM	37.7	35.3	5.0	15.6	14.6	2.1
6:30 PM	45.5	27.5	45.0	17.6	10.6	17.4
7:05 PM	31.2	34.3	30.3	12.9	14.2	12.5
7:30 PM	33.9	29.5	18.5	13.1	11.4	7.2
8:05 PM	29.1	13.0	16.5	12.1	5.4	6.8
8:30 PM	34.3	25.3	15.3	14.9	11.0	6.6
9:05 PM	13.0	20.5	15.3	10.0	15.8	11.7
9:30 PM	15.7	8.3	3.5	12.9	6.8	2.9
10:05 PM	9.7	6.3	3.5	10.4	6.7	3.8
10:30 PM	10.1	0.0	0.0	8.3	0.0	0.0

FIGURE 17: Productivity by Run by Day on Route 42



- Schedule adherence is a significant issue on all of the Woodland Routes. While overall on-time performance averages in the 70 to 80 percent range (as indicated by the annual data in Figure 18), many routes have significant issues on more than half of their runs during the day.
- Contributing to the schedule adherence problems is the issue that many of the runs depart early from the County Fair Mall. For example, half of the runs on Route 211 left the County Fair Mall early more than 30 percent of the time in April, 2015, and 12 of 15 runs on Route 212 departed early more than 29 percent of the time, with 5 runs departing early more than half the time.
- As the County Fair Mall is the major transfer location, early departures contribute to missed connections.
- Routes 42A and 42B also have early departures on a significant number of runs. Late departures are most prominent on Route 42B in the evenings, and on Route 42A around 9:00 AM and 6:00 to 7:00 PM.
- Some of the on-time issues appear to be timed with school arrival and/or dismissal times.



- Route 45 departed Woodland late most of the time, but often arrived in Sacramento early on the first two runs, though it was frequently late on the last three runs arriving in Sacramento.

Boarding and Alighting Surveys

Boarding and alighting counts were conducted for the equivalent of each run of each Woodland route for this study. While this data provides a “snapshot” of boarding and alighting activity, it is helpful in identifying the most and least heavily used stops on the current routes, including the average and maximum passenger loads observed. Table 16 shows a summary of the highest passenger activity among routes serving Woodland. As would be expected, the County Fair Mall Transfer Center has the highest passenger activity on most of the routes. Other stops with very high activity include the eastbound stop on East Main near Matador (which is used by a large number of commuters), the northbound stop at East and Cross Streets (which has a lot of alightings from Route 42a), and the stop at Woodland Community College. Detailed boarding and alighting activity is included in Appendix B of this report.

Boarding and alighting data also yielded average and maximum passenger loads. While most of the Woodland routes had plenty of capacity, the 42A reached loads between 52 to 58 passengers, for standing room only, on numerous runs.

Boarding and alighting data for local routes was plotted on a map, as shown in Figure 19. This graphic further illustrates the transfer center at the County Fair Mall and Woodland Community College as high activity stops. The graphic also portrays the pattern of transit use along Main

TABLE 16: YOLOBUS Stops with Highest Passenger Activity
On Routes Serving Woodland

Route	Stop	Total Daily		
		On	Off	Total
42A	County Fair Mall Transit Center (parking lot)	90	60	150
	East and Cross (northbound)	14	71	85
	E. Main and Matmor (eastbound)	40	11	51
42B	County Fair Mall Transit Center (parking lot)	126	23	149
	Matmor and E. Main (southbound)	6	33	39
210	County Fair Mall Transit Center (parking lot)	8	22	30
	Cottonwood & W. Gibson (southbound)	10	14	24
	Court & 2nd Street (westbound)	15	7	22
211	County Fair Mall Transit Center (parking lot)	60	26	86
	West & North (southbound)	10	17	27
	Cottonwood & W. Gibson (northbound)	16	10	26
212	County Fair Mall Transit Center (parking lot)	43	25	43
	Woodland Community College	13	25	38
	Court & 2nd Street (westbound)	6	20	26
214	Woodland Community College	29	15	44
	Court & 2nd Street (eastbound)	13	8	21
	County Fair Mall Transit Center (parking lot)	17	0	17
242	Cottonwood at Beamer	8	0	8
	Covell & Sycamore	0	7	7
	Gibson & Coloma	5	0	5
243	E. Gibson at County Fair Mall	5	0	5
	County Fair Mall Transit Center (parking lot)	5	0	5
45	E. Main at Matmor (eastbound)	60	0	60
	J St. at 4th	0	21	21
	9th St. at N St	0	20	20
	J St. at 8th St.	0	18	18
	E. Gibson at County Fair Mall	10	0	10
All Woodland Routes	County Fair Mall Transit Center (parking lot)	349	156	505
	E. Main and Matmor (eastbound)	100	11	111
	East and Cross (northbound)	14	71	85
	Woodland Community College	42	40	82
	Court & 2nd Street (westbound)	21	27	48
	Matmor and E. Main (southbound)	6	33	39
	West & North (southbound)	10	17	27
	Cottonwood & W. Gibson (northbound)	16	10	26

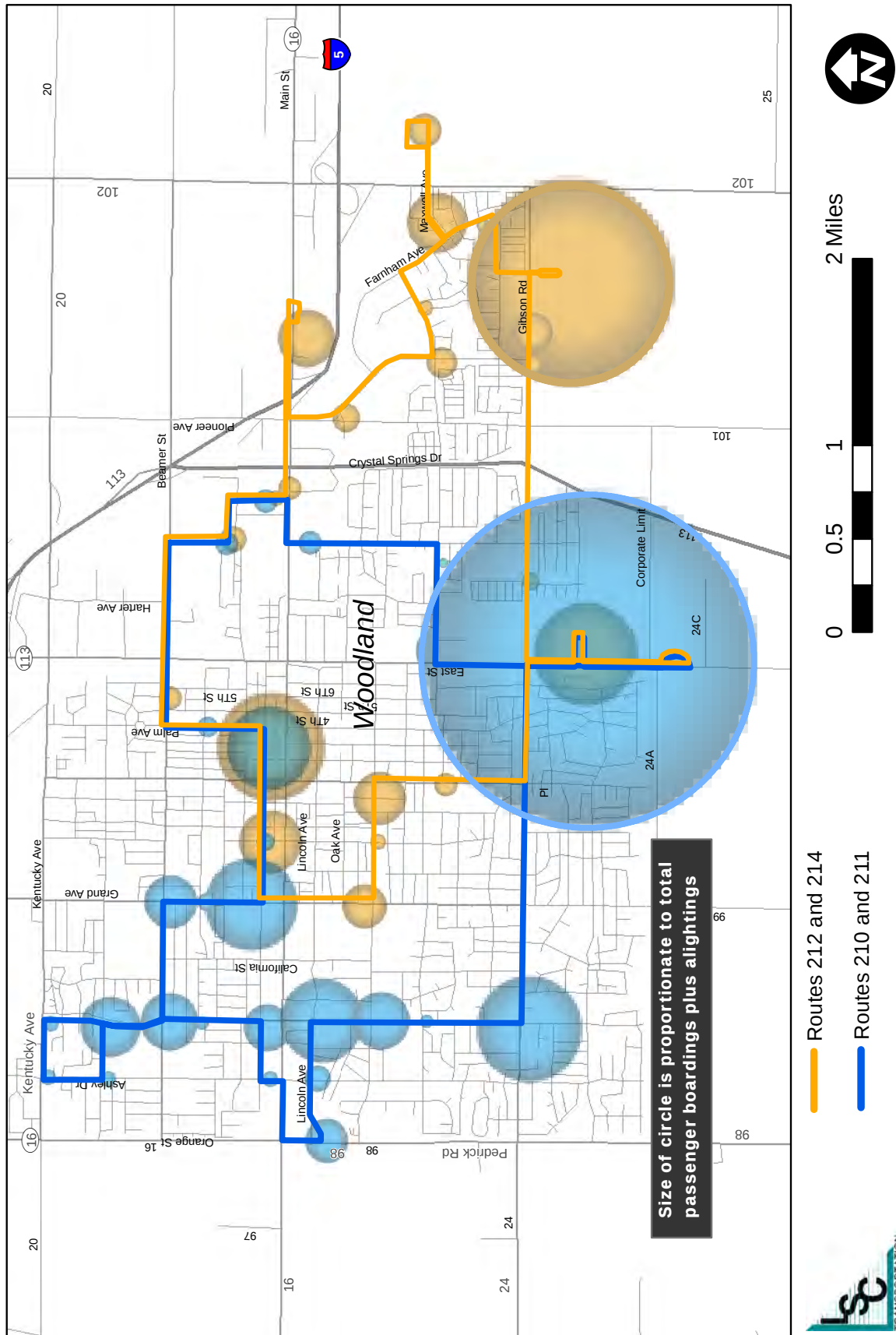
Source: LSC Boarding and Alighting Counts, April/May 2015

Street between 4th Street and Cottonwood, and along Cottonwood between Gibson Road and West Woodland Avenue.

Transfer Surveys

In addition to collecting transfer data through onboard surveys (as discussed in Chapter 4 of this report), surveyors conducted a count of transferring passengers at the County Fair Mall on Wednesday, May 20 and Thursday, May 21, 2015, for the equivalent of a full day of service. Surveyors either observed passengers disembarking buses and boarding different buses, or intercepted passengers before they boarded and asked them if they had come from another

Figure 19
Daily Stop Activity on Woodland Local Routes



route. While some passengers may not have correctly answered or may have been missed, the transfer data gives an overview of transfer patterns on Woodland routes at the County Fair Mall. The data is summarized in Table 17.

TABLE 17: YOLOBUS Transfer Activity <i>Survey Counts of Transfers Over One Day at County Fair Mall</i>											
Passengers Transferring To Routes...	Passengers Transferring From Routes										Total Transfers
	042A	042B	45	210	211	212	214	215	242	243	
42A		0	0	5	6	4	11	3	0	0	29
42B	5		0	40	15	11	14	3	0	0	88
45	1	2		0	0	3	1	0	0	0	7
210	14	15	0		2	10	5	0	0	0	46
211	28	16	0	2		7	10	1	0	0	64
212	44	5	0	3	11		9	0	0	0	72
214	9	6	0	0	0	0		0	0	0	15
215	5	14	0	2	1	0	0		0	0	22
242	0	0	0	0	0	0	0	0		0	0
243	0	1	0	0	0	0	1	0	0		2
All Routes	106	59	0	52	35	35	51	7	0	0	
Source: LSC Transfer Counts conducted at County Fair Mall May 20 and 21, 2015.											

As shown in the table, the highest number of transfers was from Route 42A (106 transfers were observed), followed by Route 42b (59 transfers), Route 210 (52 transfers) and Route 214 (51 transfers). Routes receiving the highest number of transfers were Route 42b (88 transfers), Route 212 (72 transfers), and Route 211 (64 transfers). In particular, a high number of passengers transferred from Route 210 to Route 42b (40 total) and from Route 42a to Route 211 (28 total).

System Expenses

Yolo County Transportation District's administration, operations and maintenance costs for FY 2014-15 total \$11.9 million, as shown in Table 18. The largest expense (\$7.3 million, or 61 percent) is for purchased transportation, which is currently contracted to Transdev. Fuels and lubricants total 10.5 percent of the operating cost, and administrative staff is 10.3 percent of the budget. Services, including maintenance, total 9.4 percent.

System Revenues

The revenue sources required to support Yolo County Transportation District's administration, operations and maintenance are drawn from a number of sources. Table 19 shows the revenues from the approved FY 2014-15 budget for operations, totaling \$11.9 million. As indicated, the largest source of income for YOLOBUS is Transportation Development Act (TDA) Local Transportation Funds (LTF) funds (34.8 percent of the revenues), followed by passenger fares, which account for 23.0 percent of revenues.

TABLE 18: YOLOBUS Transit Expenses**FY 2014-15 Approved**

Expenses by Category	\$	%
Labor & Benefits		
Labor	\$807,951	
Benefits	\$407,669	
Subtotal: Labor & Benefits	\$1,215,620	10.2%
Services		
Housekeeping Expense	\$13,650	
Maintenance-Equipment	\$843,314	
Maintenance-Bldgs & Improvement	\$57,400	
Legal Services	\$25,000	
Professional & Spec. Services	\$156,821	
Training Expense	\$18,365	
Trustees, Commissioners, Dir.	\$8,000	
Subtotal: Services	\$1,122,550	9.4%
Fuels and Lubricants	\$1,260,325	10.5%
Materials and Supplies		
Food	\$1,096	
Office Expense	\$25,000	
Postage	\$11,000	
Printing	\$80,516	
Small Tools & Minor Equipment	\$65,000	
Subtotal: Materials and Supplies	\$182,612	1.5%
Communications and Utilities	\$138,207	1.2%
Casualty & Liability Insurance	\$442,248	3.7%
Purchased Transportation	\$7,295,206	61.0%
Miscellaneous		
Memberships	\$35,817	
Publications & Legal Notices	\$2,500	
Advertising	\$33,240	
Rents & Leases-Equipment	\$1,000	
Library Books & Periodicals	\$685	
Special Dept. Expense-Other	\$11,200	
Transportation & Travel	\$39,069	
Pass Through to Other Agencies	\$32,000	
Subtotal: Miscellaneous	\$155,512	1.3%
Contingencies	\$150,000	1.3%
Total Operating Expenses	\$11,962,280	100.0%
<i>Source: YCTD Comparison Budget FY 2014-15</i>		

TABLE 19: YOLOBUS Transit Revenues**FY 2014-15 Approved**

Revenue Source	\$	%
<u>Operating Revenues</u>		
LTF--Woodland	\$1,062,746	
LTF--Davis	\$1,293,665	
LTF--West Sacramento	\$1,530,595	
LTF -- Winters	\$114,638	
LTF -- Yolo County	\$155,880	
Subtotal: LTF	\$4,157,524	34.8%
Non-Transportation Revenues (Interest)	\$35,000	0.3%
State Operating - Other	\$35,412	0.3%
FTA 5307 (large & small urban)	\$2,154,103	18.0%
FTA Section 5316 (ATJ)	\$215,000	1.8%
FTA 5311 (rural)	\$164,644	1.4%
Passenger Fares	\$2,716,179	22.7%
Special Transit Fares	\$33,187	0.3%
Auxiliary Revenue	\$100,000	0.8%
Other--Other	\$350,000	2.9%
Mitigation Revenue	\$1,506,886	12.6%
Local Operating Assistance	\$494,345	4.1%
Total Operating Revenue	\$11,962,279	100.0%
<u>Capital Revenues</u>		
LTF--County of Yolo	\$0	
LTF--Woodland	\$0	
LTF--Davis	\$0	
LTF--West Sacramento	\$0	
LTF--From Veh. Repl. Fund	\$975,969	
Subtotal: LTF	\$975,969	12.3%
State Transit Assistance	\$622,000	7.9%
Prop 1B (OHS & PTMISEA)	\$2,792,831	35.3%
FTA 5307/STP (large, small urban, CMAQ)	\$3,133,531	39.6%
FTA 5309 (capital)	\$47,639	0.6%
County Govt Agencies	\$296,909	3.8%
Non County Govt Agencies	\$43,150	0.5%
Total Capital Revenues	\$7,912,029	100.0%
<i>Source: YCTD Comparison Budget FY 2014-15</i>		

The capital budget includes funding sources from FTA 5307 (39.6 percent), Proposition 1B (35.3 percent), the TDA State Transportation Assistance (STA) (7.9 percent) and County- and non-County government (4.3 percent).

TRANSIT CAPITAL ASSETS

Operations and Maintenance Facility

The Yolo County Transportation District staff and contractor staff conduct administration, maintenance and operations out of a secure, well-lit facility located at 350 Industrial Way in Woodland. This facility, completed in 2012, includes a boardroom with improved technology for presentations and recording of meetings, new diesel dispensers, and new bus probe and location equipment. The expanded facility is well-suited to the size of YCTD's operations, with expanded space for additional fixed route and paratransit vehicle parking, an improved driver break room, and an enhanced set-up in the dispatcher's area.

Vehicle Fleet

As of May 2014, the YOLOBUS vehicle fixed route fleet consisted of 44 40-foot CNG buses and 6 45-foot diesel buses, as presented in Tables 20. All vehicles are equipped with two wheelchair tie-down positions, and two to three bicycle racks. A number of the fleet vehicles have reached their useful life. YCTD rehabilitated 12 buses to extend their useful life for six years to FY 2018/19.

Bus Stops and Bus Shelters

YCTD has an inventory of 27 shelters within Woodland, as shown in Table 21. These are primarily Tolar type 9- to 13- foot perforated metal shelters. Four shelters are located at the transfer center at the County Fair Mall, two at Cottonwood and West Beamer, and one each at other locations in Woodland. YOLOBUS uses * bus stops throughout Woodland.

CURRENT MARKETING EFFORTS

A marketing plan was created in October 2012 identifying YCTD's goals and objectives, key target market groups for services provided, and strategies and messages to further brand recognition for YOLOBUS, YOLOBUS Special, and YCTD.

Goals and Objectives

YCTD specified three main goals for its marketing program:

1. Increase ridership
2. Improve YOLOBUS, Special and Yolo County Transportation District's Brand recognition, and community knowledge of services
3. Increase alternative transportation mode split in Yolo County, including increases in the number of transit passenger, bicycle and walking miles traveled

TABLE 20: YCTD Fixed Route Vehicle Fleet											
Page 1 of 2											
Bus #	Make/ Model	Year	Fuel	Size	Mileage	Seating Capacity	Standing Capacity	Ambulatory Capacity	Condition	Original Source of Funding	Estimated Replacement Date
Fixed Route Vehicles (CNG)											
705	Orion V	96	CNG	40'	701,380	33	10	43	Fair	OF	18-19
706	Orion V	96	CNG	40'	782,360	33	10	43	Fair	OF	18-19
707	Orion V	96	CNG	40'	865,568	33	10	43	Fair	OF	18-19
709	Orion V	96	CNG	40'	756,953	43	15	58	Fair	OF	18-19
712	Orion V	96	CNG	40'	755,704	43	15	58	Fair	OF	18-19
714	Orion V	99	CNG	40'	724,978	43	15	58	Fair	OF	18-19
715	Orion V	99	CNG	40'	742,164	43	15	58	Fair	OF	18-19
716	Orion V	99	CNG	40'	742,870	43	15	58	Fair	OF	18-19
717	Orion V	99	CNG	40'	781,866	43	15	58	Fair	OF	18-19
718	Orion V	99	CNG	40'	726,794	43	15	58	Fair	OF	18-19
719	Orion V	99	CNG	40'	764,124	43	15	58	Fair	OF	18-19
720	Orion V	99	CNG	40'	777,425	43	15	58	Fair	OF	18-19
721	NABI Low Floors	01	CNG	40'	429,597	40	15	55	Poor	OF	13/14
722	NABI Low Floors	01	CNG	40'	375,206	40	15	55	Poor	OF	14/15
723	NABI Low Floors	01	CNG	40'	445,296	40	15	55	Poor	OF	13/14
724	Orion VII	03	CNG	40'	532,483	37	15	52	Poor	OF	12/13
725	Orion VII	03	CNG	40'	551,717	37	15	52	Poor	OF	12/13
726	Orion VII	03	CNG	40'	551,664	37	15	52	Poor	OF	12/13
727	Orion VII	03	CNG	40'	553,131	37	15	52	Poor	OF	12/13
728	Orion VII	03	CNG	40'	573,735	37	15	52	Poor	OF	12/13
729	Orion VII	03	CNG	40'	511,189	37	15	52	Poor	OF	13/14
730	Orion VII	03	CNG	40'	519,132	37	15	52	Poor	OF	12/13
731	Orion VII	03	CNG	40'	536,593	37	15	52	Poor	OF	13/14
732	Orion VII	03	CNG	40'	556,060	37	15	52	Poor	OF	12/13
733	Orion VII	03	CNG	40'	537,381	37	15	52	Poor	OF	12/13
734	Orion VII	03	CNG	40'	542,595	37	15	52	Poor	OF	12/13
735	Orion VII	03	CNG	40'	532,320	37	15	52	Poor	OF	12/13
736	Orion VII	03	CNG	40'	529,961	37	15	52	Poor	OF	13/14
737	Orion V	05	CNG	40'	288,826	40	15	55	Fair	OF	15/16
738	Orion V	05	CNG	40'	297,907	40	15	55	Fair	OF	16/17
739	Orion VII	08	CNG	40'	367,446	37	15	52	Fair	OF	17/18
Note: All vehicles are ADA accessible, and are equipped with 2 wheelchair spaces and 2 or 3 bike racks.											
Source: YCTD May 2014.											

TABLE 20: YCTD Fixed Route Vehicle Fleet (continued)											
Page 2 of 2											
Bus #	Make/ Model	Year	Fuel	Size	Mileage	Seating Capacity	Standing Capacity	Ambulatory Capacity	Condition	Original Source of Funding	Estimated Replacement Date
Fixed Route Vehicles (CNG)											
740	Orion VII	08	CNG	40'	369,137	37	15	52	Fair	OF	17/18
741	Orion VII	08	CNG	40'	304,524	37	15	52	Fair	OF	19/20
742	Orion VII	08	CNG	40'	372,370	37	15	52	Fair	OF	17/18
743	Orion VII	08	CNG	40'	318,863	37	15	52	Fair	OF	17/18
744	Orion VII	08	CNG	40'	362,134	37	15	52	Fair	OF	17/18
745	Orion VII	08	CNG	40'	409,874	37	15	52	Fair	OF	17/18
746	Orion VII	08	CNG	40'	404,932	37	15	52	Fair	OF	17/18
747	Orion VII	08	CNG	40'	380,087	37	15	52	Fair	OF	17/18
748	Orion VII	08	CNG	40'	357,419	37	15	52	Fair	OF	18/19
749	Orion VII	08	CNG	40'	362,514	37	15	52	Fair	OF	17/18
750	Orion VII	08	CNG	40'	386,542	37	15	52	Fair	OF	18/19
751	Orion VII	08	CNG	40'	379,285	37	15	52	Fair	OF	18/19
777	MCI (40FT)	00	CNG	40'	356,199	49	10	59	Fair	OF	14/15
Fixed Route Vehicles (Diesel)											
5701	MCI (45 FT)	10	Diesel	45'	181,283	57	0	57	Fair	NFPE	20/21
5702	MCI (45 FT)	10	Diesel	45'	186,076	57	0	57	Fair	OF	20/21
5703	MCI (45 FT)	10	Diesel	45'	185,670	57	0	57	Fair	OF	20/21
5704	MCI (45 FT)	10	Diesel	45'	164,072	57	0	57	Fair	OF	20/21
5705	MCI (45 FT)	10	Diesel	45'	182,807	57	0	57	Fair	OF	20/21
5706	MCI (45 FT)	10	Diesel	45'	173,931	57	0	57	Fair	OF	20/21
Note: All vehicles are ADA accessible, and are equipped with 2 wheelchair spaces and 2 or 3 bike racks. Source: YCTD May 2014.											

TABLE 21: YCTD Bus Shelters in Woodland

#	Location				Attributes			
	On	At	Directions	Side	Type	Size	Color	Panel/Type
1	Ashley	W. Lincoln	Southbound	Nearside	Tolar	9'	Bronze	Perf Metal
2	Cottonwood	W. Beamer (right)	Southbound	Far side	Tolar	9'	Bronze	Perf Metal
3	Cottonwood	W. Beamer (left)	Southbound	Far side	Tolar	9'	Bronze	Perf Metal
4	Cottonwood	W. Gibson	Southbound	Nearside	Tolar	9'	Bronze	Perf Metal
5	Cottonwood	W. Gibson	Northbound	Far side	Tolar	9'	Bronze	Perf Metal
6	County Fair Mall	Right most	Eastbound		Tolar	9'	Bronze	Perf Metal
7	County Fair Mall	2nd from Right	Eastbound		Tolar	9'	Bronze	Perf Metal
8	County Fair Mall	2nd from Left	Eastbound		Tolar	9'	Bronze	Perf Metal
9	County Fair Mall	Left most	Eastbound		Tolar	9'	Bronze	Perf Metal
10	Court	2nd St.	Westbound	Nearside	--	--	Wood	None
11	Court	College	Westbound	Far side	Tolar	9'	Bronze	Perf Metal
12	E. Gibson	County Fair Mall	Eastbound	Far side	Tolar		Bronze	Perf Metal
13	E. Gibson	Pioneer	Eastbound	Far side	Tolar	9'	Bronze	Perf Metal
14	E. Main	Matmor	Eastbound	Nearside	Tolar	13'	Blue	Perf Metal
15	E. Main	Wal-Mart	Eastbound	Nearside	Tolar	9'	Bronze	Perf Metal
16	East	Cross	Northbound	Far side	--	--	Bronze	Glass
17	Industrial	E. Main	Southbound	Nearside	Tolar	13	Bronze	--
18	Industrial	E. Main	Northbound	Far side	Tolar	--	Blue	Perf Metal
19	Matmore	Cannery	Northbound	Far side	Tolar	9'	Bronze	Perf Metal
20	Pioneer	Spinglake	Northbound	Nearside	Tolar	9'	Bronze	Perf Metal
21	Veterans	Maxwell (right)	Southbound	Nearside	Tolar	13	Blue	Perf Metal
22	Veterans	Maxwell (middle)	Southbound	Nearside	Tolar	13	Blue	Perf Metal
23	Veterans	Maxwell (left)	Southbound	Nearside	Tolar	13	Blue	Perf Metal
24	W. Court	Cottonwood	Westbound	Far side	Tolar	9	Bronze	Perf Metal
25	W. Lincoln	CR 98	Westbound	Nearside	Tolar	13	Bronze	Perf Metal
26	Woodland Community College		Eastbound	Parking Lot	Tolar	15	Blue	Perf Metal
27	Woodland Senior and Community Center		Northbound	Parking Lot	Tolar	13	--	Glass

Source: YCTD, February 2015

Outreach

YCTD implemented a “Back to School” campaign to distribute printed materials and information to students, parents, and teachers as a means encourage students to use transit for travel to and from schools. In West Sacramento, sandwich boards announcing transit route and fare information were strategically placed near schools on sidewalks, where they were highly visible to parents dropping off students.

Other ongoing campaigns include “Spare the Air” (an air quality program to increase awareness of bad air days and encourage transit use as a method to decrease pollution), “May is Bike Month” (a program to encourage biking), and “Summer Sizzler” (a promotional youth fare valid June through August). YCTD engages in additional marketing efforts that provide a community service, such as the Stuff a Bus program to collect non-perishable food. Programs and efforts like this program increase awareness of transit services in Yolo County while generating positive press for YCTD.

The UC Davis transportation demand management program “GoClub” is sponsored by YCTD and provides links to the YOLOBUS webpage from their homepage. The Yolo Transportation Management Agency has photos of YOLOBUS commuter buses on their webpage and links to the YOLOBUS site from their Commuter Consultation Resource Guide and their links page.

Route-specific marketing is demonstrated on Route 42A and 42B the targeted efforts to publicize transit service to and from the Sacramento International Airport. YCTD utilizes bulkheads on their buses in addition to distributing car cards, bookmarks, fliers, and posters, highlighting the bus as a low-cost transportation option to the airport. YCTD focuses these promotional efforts around high-travel holidays, such as Thanksgiving and Christmas.

MARKETING MATERIALS

Visual Brand

YCTD has developed a distinctive brand for YOLOBUS and YOLOBUS Special. YOLOBUS's logo was updated in 2012 to a more modern look. The new logo also connects YOLOBUS to Yolo County Transportation District, an association of which many transit riders may not have been aware. The color scheme of navy blue and green brands all transit vehicles, bus stop signs, printed materials and the website and is recognizable for passengers.

Printed Materials

YOLOBUS printed materials are available at YCTD offices in Woodland and on buses. Materials available include:

- One-page instructions on "How to Ride YOLOBUS"
- Instructional materials on fares and passes, and loading bikes on buses
- Individual or grouped route guides/schedules, including a route map, timetable, and basic information on fare types, pass outlets, holiday service schedules, and available website tools such as online trip planning.
- Sacramento International Airport 4"x9" easily digestible two-sided card highlighting the portion of Routes 42A and 42B that access the airport.
- 20-page YOLOBUS Special guide.

Route Guides

Route Guides for Woodland services consist of individual pieces for 42A & 42B Intercity, Woodland local, commute, and express, and the 215 Shuttle to Madison, Esparto, Capay and Brooks. The guides provide a lot of information in an easy-to-read format. The guides include a timetable and maps in addition to fare information, contact information, holidays, transfer policies, links for trip planning, and pass outlet locations. The guides are dated which ensures the most recent are available.

Website

The YOLOBUS website was last updated in 2011. The home page is visually appealing with bright colored text and an eye-catching image of a bus at the top. The online trip planner is prominently located in the top left corner. Rider Alerts are set off by a large, red "alert" symbol, making them easy to identify. Five different tabs at the top of the website's homepage guide

users to key information for current or potential YOLOBUS passengers. News is displayed prominently and direct links on the homepage guide users to:

- Online Pass purchases;
- Bus Locator Service (AVL);
- System map with links to schedules; and
- Contact page for YCTD.

Website information can be translated into different languages using the Google Translator widget on the left side or bottom of each web page.

TRIP PLANNING TOOLS AND INFORMATION

Route Schedules

Overall, the website easily connects a current or potential rider to a plethora of information and available tools enabling effective trip planning. Bus schedules are located both under the “Bus Routes” tab and the “Rider Info” tab. The routes are categorized by type (regular, commuter, and express) and then by route for easy navigation. In the “Rider Info” section, each route has a brief description of the route. There is also a system map where a rider can click on a specific route and be taken to the schedule page for that route. It is easy to miss the West Sacramento and Woodland service maps, which are at the bottom of the map and schedules page, and have small links on the system map.

YOLOBUS Trip Planner

The website promotes use of an online trip planner powered by Google, which is part of an effort to provide online transit trip planning throughout the six-county region. At the time of this plan update, six transit operators in the region are capable of trip planning through Google Transit. The trip planning feature includes transit information for Sacramento RT for people wanting to plan trips from various parts of Yolo County to parts of Sacramento, as well as trips involving transfers to Unitrans in Davis.

YOLOBUS System Map

The website contains an interactive system map that shows where different YOLOBUS routes travel, and is hyperlinked to more detailed schedule information for each route offered. The map is regularly updated to reflect route changes and serves as a useful tool for introducing potential passengers to the general system.

Rider Alerts

Rider alerts are viewable on the YOLOBUS.com website; people may also request rider alert updates through an email listserv. Rider alerts typically broadcast information about developments that alter the normal service provided, such as stop relocations and temporary re-routings, and also to announce new services. The website homepage displays Rider Alerts as well, but leaves up older alerts, which may cause people to perceive that the tool is not regularly used, even though it conveys important messages to passengers.

AVL Website

A link on the home page labeled Automatic Vehicle Locator Service leads to an embedded website, avl.yctd.org, which provides an additional set of information on current bus times, trip planning and routes. It can only be used in English as there is no translation option.

CONNECT CARD

Leading up to the launch of Connect Card, participating transit operators will be provided guidance on marketing messages and outreach efforts during the implementation process. The website will probably highlight—likely on the home page as well as interspersed through the other pages of the website such as the fare information page—implementation of the smart card system, how it works, and new ways passes may be purchased, including with a credit card.

MARKETING WITH CAPITAL EQUIPMENT

Buses

YOLOBUS transit vehicles exhibit the colors affiliated with the YCTD visual brand, navy and grass green. Newer buses display a wrap utilizing the current logo and the addition of the turquoise accent color; older buses display the previous logo but the same colors as the new buses, creating a unified, if mildly inconsistent, presence for YOLOBUS vehicles. The YOLOBUS Special vehicles have complementary treatment, so it is obvious they belong to the same operation, although they offer different services.

Inside of the YOLOBUS vehicles, bulkhead space is used predominantly for YOLOBUS announcements and marketing materials with some space also used for public service announcements from outside agencies. The displays include information about public hearings, YCTD policies for riding the bus, and specific events and services, like holiday service schedules. Most of the YCTD-generated materials in the bulkhead rely on text over use of images or graphics, and are displayed in English and Spanish.

Bus Stops and Shelters

The standard design for a YOLOBUS stop with a shelter includes a blue or black shelter with seating for four people. The shelters are capable of displaying promotional materials, such as schedules or posters, or advertisements. Most YOLOBUS bus stops with shelters use this unembellished design, except for a few stops in West Sacramento that were part of a larger corridor improvement effort.

YOLOBUS stops with less passenger traffic often use a bus stop sign on a pole without a shelter. The signs display the routes and basic destination information about transit services to and from that stop, the old version of the logo, and the bus stop number.

Signs at bus stops in downtown Sacramento generally do not display the same level of information about YOLOBUS transit services, as the stops are owned by Sacramento Regional Transit District, which has not permitted other transit operators to significantly brand shared bus stops. YCTD has been leading an effort to develop a new design for shared bus stops in coordination with RT and other transit operators sharing stops in downtown Sacramento.

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Chapter 4

Outreach Efforts and Survey Summaries

STUDY OUTREACH

A number of activities have been undertaken as part of this study to encourage and ensure public input, including stakeholder interviews, information booths, online community surveys, and onboard passenger surveys. This chapter presents the highlights of the findings of outreach efforts. Outreach efforts included:

- Onboard Surveys
- Stakeholder Interviews
- Information Booths

Additionally, an online survey was developed and posted, but the number of responses was inadequate to provide valid representation of the community.

YOLOBUS Onboard Surveys

Surveys were conducted to assess ridership patterns and the rider's opinion for each existing YOLOBUS service operating within Woodland. The onboard surveys were conducted over the equivalent of one service day over the course of several weeks in late April and early May of 2015. Surveys were conducted on Tuesdays, Wednesdays and Thursdays to provide the greatest consistency in patterns. The extent of participation in the surveys for each service was as follows:

- 254 valid responses received on Routes 42A and 42B
- 191 valid responses on Routes 210, 211, 212 and 214
- 24 valid responses on Routes 243 and 243
- 71 valid responses on Route 45

The survey results are summarized by service type below, with detailed results and analysis provided in Appendix C of this report.

Local Fixed Routes

The total number of responses received, and the response rate given the typical weekday ridership, and given that 73 percent of passengers on local routes make round trips, were as follows:

- Route 210: 40 responses (49 percent individual riders responded)
- Route 211: 41 responses (27 percent individual riders responded)
- Route 212: 58 responses (57 percent individual riders responded)
- Route 214: 52 responses (59 percent individual riders responded)
- Total response rate of the local routes was 45 percent.

Highlights of the findings on the local routes include the following:

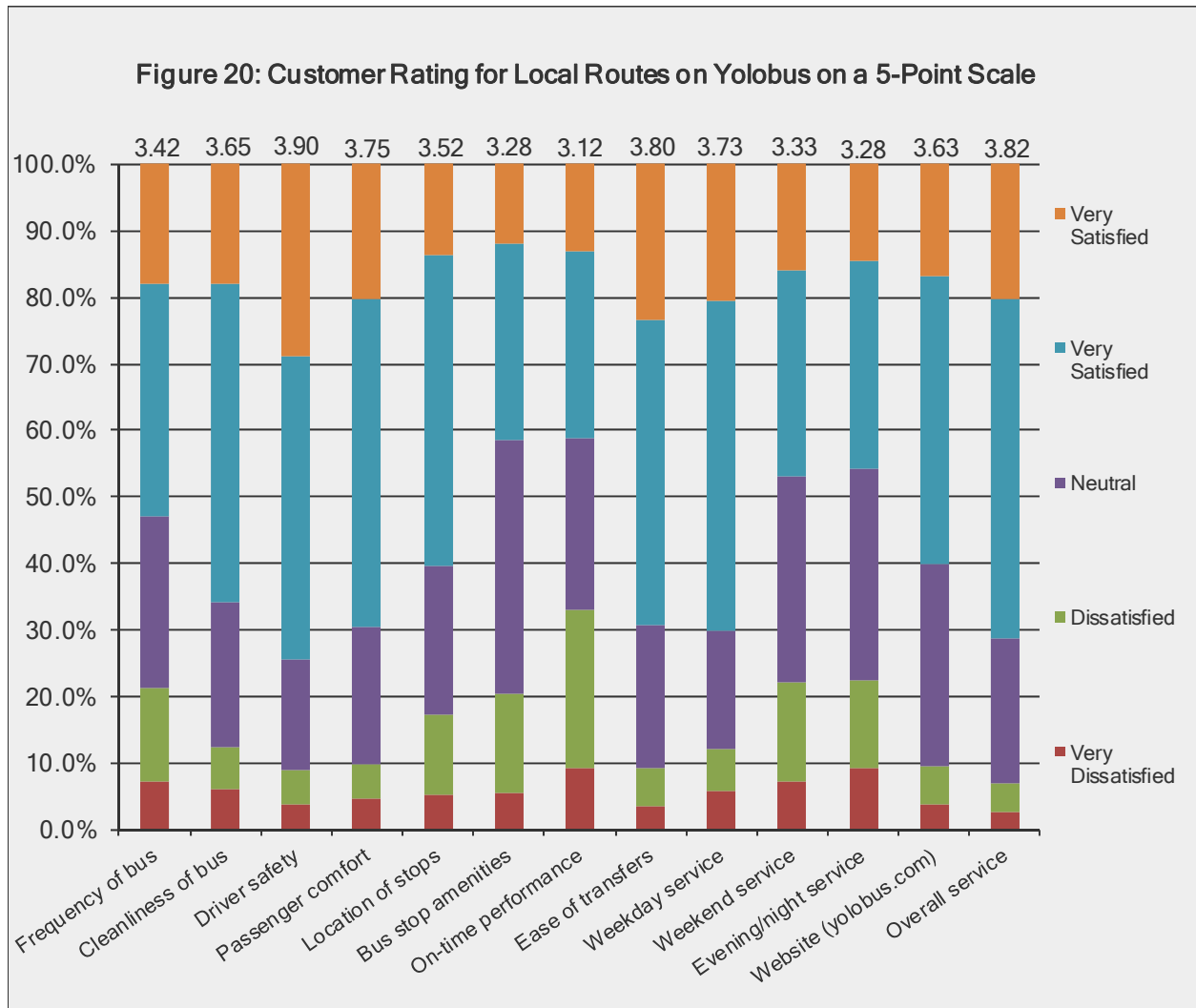
- Only 3 percent of respondents said they arrived at the bus by automobile (either driving or being driven) while 78 percent walked and 5 percent bicycled, reflecting the importance of pedestrian and bicycle connections to bus stops. In total, 19 percent transferred as part of their trip, with the largest proportion transferring to/from another YoloBus route.
- Only 14 percent of respondents said they had a car available for the trip, and only 38 percent said they had a driver's license. Most (77 percent) came from a zero- or one-vehicle household.
- Nearly half of the respondents had been riding the bus for three years or more, almost a quarter for more than a year, and just over a quarter for less than a year, indicating both loyal ridership and new ridership on the transit system.
- All ages were represented, with 14 percent youths, 17 percent young adults, and 15 percent seniors.
- 35 percent of respondents on the local routes were students; nearly half of these were Woodland Community College students, a quarter UC Davis students, just over a quarter were high school students, and 5 percent were middle school students (some respondents answered multiple categories). Other common trip purposes were work (25 percent), shopping (11 percent) and personal business (11 percent).
- The most common method of getting information about the transit system is through the printed materials (42 percent), followed by bus stop signage (25 percent) and the website (18 percent) and bus driver (17 percent).
- Approximately 15 percent of respondents said they do not have internet access: half have access through a computer, almost half have access via a smart phone, and 10 percent have access via a cell phone with text only.

Passengers were asked to rank transit service characteristics of YOLOBUS by identifying themselves as “very satisfied” “satisfied” “neutral” “dissatisfied” or “very dissatisfied”. The results are shown in Figure 20. As indicated, 50 percent or more were “satisfied” or “very satisfied” for all categories except bus stop amenities and on-time performance, which each had a 41 percent satisfaction rate. Customers were most satisfied with driver safety, overall service, and bus cleanliness.

Commuter Routes 242 and 243

A total of 24 responses were received on Routes 242 and 243, which is approximately a 70 percent response rate. Highlights of the findings on 242 and 243 include the following:

- Most of the respondents (87 percent) said they arrived at the bus by foot or bicycle.
- 45 percent of respondents said they had a car available for the trip, and 60 percent said they had a driver's license. Most respondents (96 percent) own at least one vehicle in the household.



- Only 37 percent of the respondents had been riding the bus for three years or more, 29 percent for more than a year, and 33 percent for less than a year, indicating both loyal ridership and new ridership on the transit system.
- Only 13 percent of respondents were youths, 30 percent young adults, and only 4 percent seniors.
- The majority of passengers were traveling to work (58 percent), compared with 38 percent traveling for school.
- Six of the riders on the commuter routes were students, and half of them were UC Davis College students, two of them high school students, and one middle school student.
- The most common method of getting information about the transit system is through the website (50 percent) and printed guide (27 percent).

- Only one respondent said they do not have internet access and the remaining have access through a computer or via a smart phone.

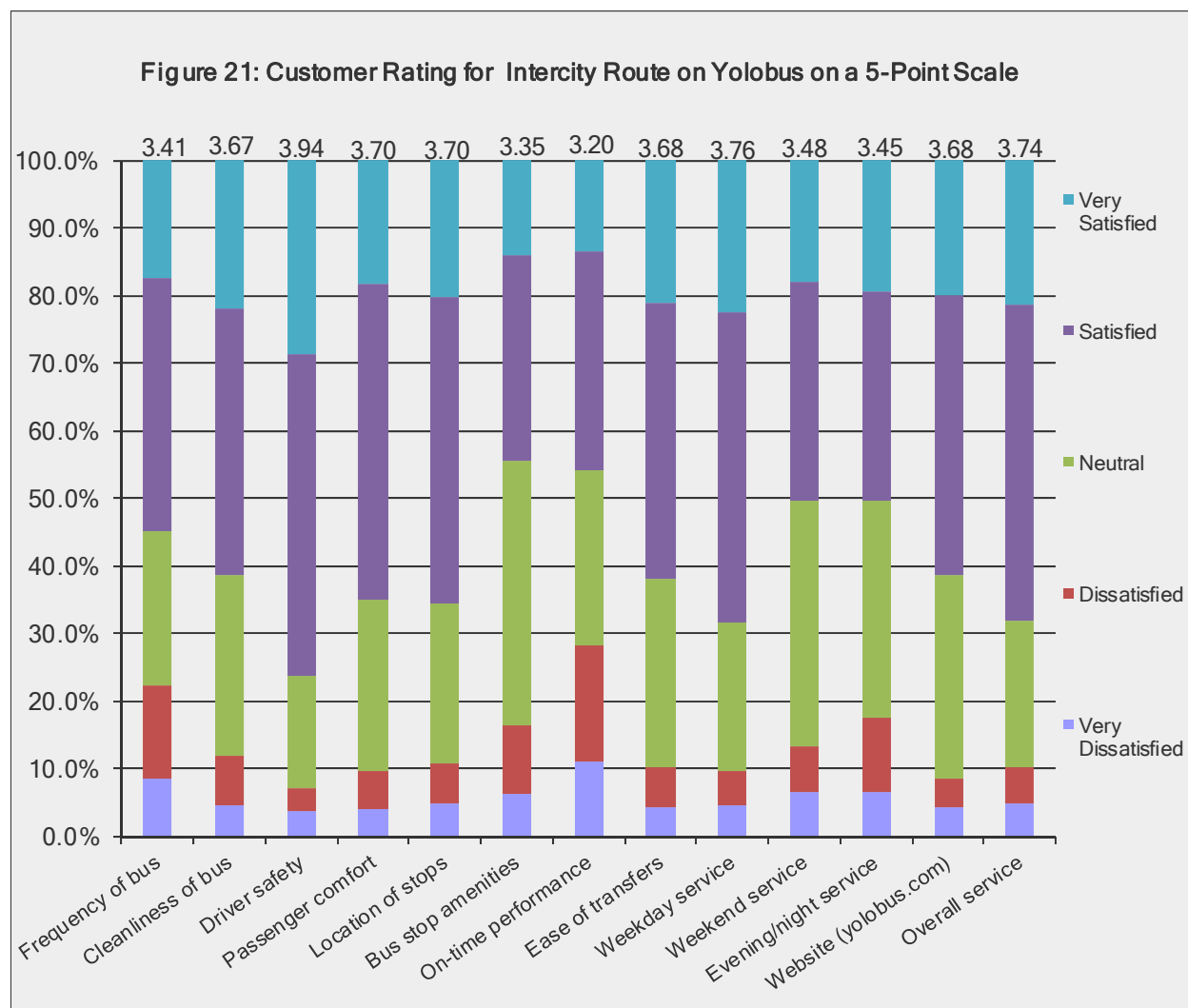
Satisfaction with the service followed trends similar to the local routes. The highest satisfaction was for driver safety (4.05 out of a possible 5.0), while the lowest was for on-time performance (2.83). Overall, 15 out of the 17 respondents to the question indicated they were either satisfied or very satisfied with the service.

Intercity Routes 42A and 42B

Staff conducted surveys only on the portions of the routes serving Woodland (between Davis and the Sacramento International Airport). Slightly more than half of the responses were collected on Route 42A. The total number of responses received was 254, which is approximately 21 percent of all individual weekday riders given the typical weekday ridership and given 70 percent of riders said they were making a round trip. Highlights of the findings on Route 42 include the following:

- Twenty-one percent of respondents said they arrived at the bus by automobile (either driving or being driven). 19 percent got to Route 42 A/B by transferring from another transit bus, including 9 percent from another Unitrans bus, 8 percent from an RT bus or light rail, and 2 percent from Unitrans.
- In total, 35 percent of respondents said they had a car available for the trip, and 65 percent said they had a driver's license. The majority (70 percent) own at least one vehicle in the household.
- Nearly half of the respondents had been riding the bus for three years or more, slightly more than a quarter for more than a year, and just under a quarter for less than a year, indicating both loyal ridership and new ridership on the transit system.
- Only 70 percent of passengers were making round-trips on Unitrans, while 30 percent were only using the transit service in one direction.
- Only 5 percent of respondents were youths, 36 percent young adults, and only 10 percent seniors.
- Half of the riders on the intercity routes were students; most of them UC Davis students, a quarter Woodland Community College students, only 10 percent were high school students, and 2 percent were middle school students (some respondents answered multiple categories).
- The most common method of getting information about the transit system is through the printed materials and website (32 percent each), followed by bus stop signage and google maps (18 percent each) and bus driver (17 percent).
- Approximately 7 percent of respondents said they do not have internet access: more than half have access through a computer or via a smart phone, and 10 percent have access via a cell phone with text only.

As with local routes, passengers were asked to rank their satisfaction with service characteristics, shown in Figure 21. As indicated, 50 percent or more were “satisfied” or “very satisfied” for all categories except bus stop amenities and on-time performance, which each had around a 45 percent satisfaction rate. Customers were most satisfied with driver safety, weekday service, and overall service. Overall, a strong majority (68 percent) were either satisfied or very satisfied with the service.



Express Route 45

This route was surveyed in the AM commute period only. There was approximately a 60 percent response rate for Route 45 (68 valid survey responses). Highlights of the findings on Route 45 include the following:

- The majority (68 percent) of respondents said they arrived at the bus by automobile (either driving or being driven), reflecting the low transit-dependency of the ridership. Furthermore, 90 percent respondents said they would drive a car if Yolobus was not available and 87 percent said there was one available for the trip.

- None of the passengers surveyed got to Route 45 by transferring from another bus. However, 11 percent indicated that they will complete their trip by transferring to Sacramento RT Route 30. The large majority will complete their trip by walking (80 percent).
- Virtually all (96 percent) of riders were traveling for work.
- The majority (59 percent) of the respondents had been riding the bus for three years or more, slightly over a quarter for more than a year, and only 15 percent for less than a year, indicating mostly loyal ridership on the transit system.
- None of the respondents were youths, and only 5 percent were young adults, making the majority middle-aged adults with 20 percent being seniors.
- Only 4 out of the 64 respondents on the express routes were students.
- The most common method of getting information about the transit system is through the website (70 percent) and printed guides (16 percent).
- Only one of the respondents said they do not have internet access: the majority (83 percent) has access through a computer, and slightly more than half have access via a smart phone.

Passengers were asked to rank their satisfaction with service characteristics, shown in Figure 22. As indicated, 50 percent or more were “satisfied” or “very satisfied” for only half the categories. The on-time performance received the lowest rating with a 2.7 average. Customers were most satisfied with driver safety, weekday service, and overall service. In total, 72 percent indicated they were either satisfied or very satisfied.

Stakeholder Interviews

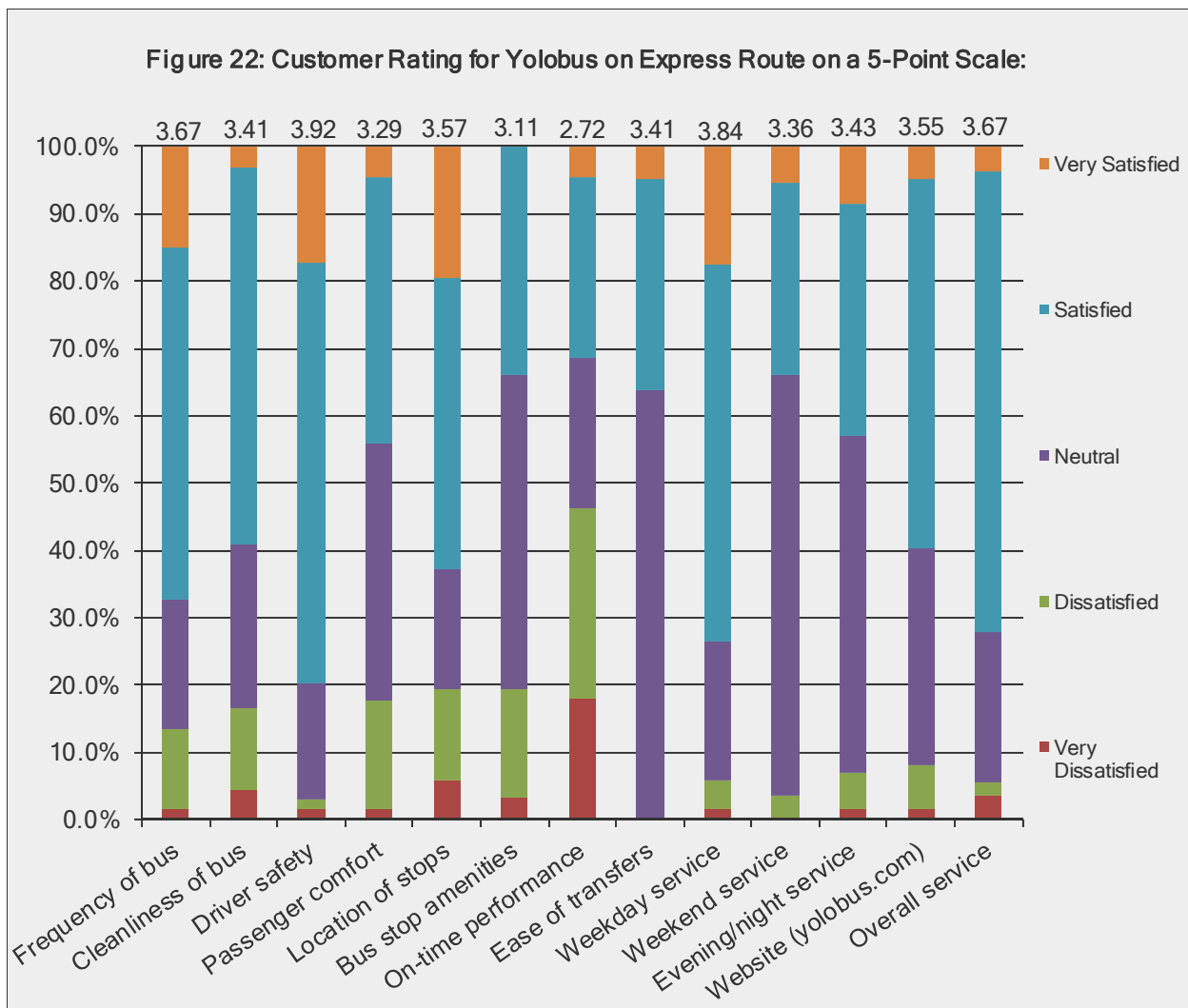
Stakeholder interviews were conducted to gain a perspective from elected officials and non-profit transportation providers, and others who have an interest or represent those with an interest in transportation in the study area. A list of potential stakeholders was developed at the study kick-off meeting, and more than a dozen individuals were contacted to participate. Ultimately, 12 individuals participated in the interviews. Highlights of the interviews are summarized below.

Current Services

- YOLOBUS is an asset to the community (college students, low income residents, medical patients in particular).
- Some said frequency is good, while some said more frequent service would be better.
- Works well for workers—no need to park.
- Bike access is an asset.

Potential Improvements

- More night and weekend (Saturday) service is desirable.



- The trade-off is either more frequency, or more area, unless additional funding resources are found.
- The opportunity to transfer needs to improve. With hourly service, if a connection is missed, it generally requires waiting a whole hour for the next bus.
- Perhaps more flexible routes would work—large fixed routes, with smaller “Uber”-type routes.
- More bike racks and better information about bike-space availability on approaching buses would be good.
- Marketing is lacking. People don’t know about the airport service, even though YOLOBUS is the only public transit to go to the airport. People don’t know about different areas served, and more could be done to change the image of who rides the bus through testimonial advertising.
- More and better shelters are needed. Shelters should have good lighting and be attractive, with landscaping nearby. Stops should be an attraction to riding, not a deterrent.

Needs

- Spring Lake is a growing area and will need more service. It has retirees, young families, but no schools. It will probably require express service to Davis, Sacramento.
- There are no schools in Spring Lake, so this will impact the need for school transportation for young people.
- The community is aging, which will impact the need for transit.
- The problem of homelessness will impact the need for transit service.
- There might be a market for transit in the downtown restaurant / entertainment district, and to new lodging in the east area of Woodland. Maybe an attractive trolley type service would work.
- Is service warranted for the industrial corridor north and east of I-5?

Service at the Jail / Probation Department

Several solutions were typically addressed: install a stop on site at the jail/probation property; offer taxi-vouchers to released parolees and clients; provide shuttle service specifically to County clients at the site. Comments on these solutions included:

- While some liked the idea of vouchers, another said if vouchers are provided, they might simply get sold.
- Several liked the idea of placing a separate stop on the site of the County's property. However, it was noted this would increase running time of an already tightly scheduled route. Would it be more efficient to have both students and County clients walk out to two stops on Gibson?
- A shuttle would meet the needs of released parolees at the time they need the service, and would keep them separate from other passengers. However, this might result in some redundancy in service and higher costs.

Types of Vehicles

- It was noted Davis has a bigger variety in the types of vehicles it uses.
- Would a trolley-type vehicle draw patrons in the downtown corridor?
- What is the appropriate sized vehicle for Woodland services?

Other Comments

- The Connect Card is going to be a big benefit to YOLOBUS

Information Booths

In addition to the stakeholder interviews, several information booths were held in the community in an attempt to reach non-transit users to solicit their opinions on transit. These were held at a "Food Truck Mania" event in historic downtown Woodland, at the Woodland Community College Campus, and in front of the Employment Development Department. Several posters were displayed including a map of transit routes within Woodland, and an English and Spanish sign inviting passers-by to stop for information on YOLOBUS. Schedules were displayed on tables, and "give-aways" were offered for people who completed comment cards, which were also on the table. A Spanish interpreter was available at each of these events.

While some participants completed comment cards (approximately two dozen cards were received), many passers-by offered oral comments which were recorded. Highlights of the feedback from the information booths are summarized below.

Current Services

- I use the 42b. In the afternoon during busy hours, there is standing room only. People barely fit on the buses, especially if you have families with strollers. They need a second bus (a tripper) during those times.
- I use the 215 because I live in Madison (age 12). It works pretty well.

Why Residents Do Not Use YOLOBUS, Or Do Not Use It More Often

- The most common reason given was that individuals had a car and/or preferred to drive.
- Sac commuter: the bus doesn't go close enough to my work location or early enough that I can walk there in time (S Street and 3rd Avenue).
- I have a disabled pass and use the bus frequently. However, I can't use it to get between here (Woodland) and Yuba City. You can get to Marysville but you have to wait for transfers or walk a long way to Yuba City.
- I need an earlier bus to Davis.
- I used the bus and had a very bad experience (young female college student). I won't ever try it again.
- More service desired between 5-9 pm
- The bus takes too long
- Doesn't go where I need to go (Arbuckle, Knights Landing most days, Dunnigan, Elverta, Yuba City)
- Better on-time performance.
- Drivers should be more respectful to passengers.

Other Comments

- A number of passers-by, particularly at the Food Truck Mania Event, said they were new to the area and did not know much about transit. Some specific desires for trying transit:
 - Just moved to the area and will start at Woodland Community College; wondering if YOLOBUS is an option.
 - Several individuals said they were interested in information on transit specifically for their pre-teen or teenage children.
 - One person moved from Austin where they used transit for all of their travel needs and wondered if this was an option in Woodland as well.
 - (In Spanish) A man drives his adult daughter to Davis, adding an hour to his commute. If she could take the bus, it would save him two hours per day (interpreter was able to assist him in finding trips that would work for his daughter).
- The bus is okay/good
- The buses need to be cleaned (better/more often)
- Would like free transfers to Sac RT.
- The bus is wonderful.

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EXISTING TRANSIT NEED AND DEMAND

An important step in developing and evaluating transit plans is a careful analysis of the mobility needs of various segments of the population and the potential demand for transit services. The demand for transit services can be defined as the number of trips likely to be made over a given period within a given geographic area and at a given price and level of service.

The transit planning profession has developed differing methodologies for evaluation of transit demand in urban areas in comparison with small cities or rural areas. Accordingly, demand for Woodland (population over 50,000) is evaluated using methodologies for small urban areas. It is important to note that the various methods of estimating demand based on target market overlap, and the demand assumes a very high level of transit in both frequency and coverage. The demand estimation represents an upper limit of demand which is not typically feasible to meet. Nonetheless, identifying the relative need is helpful in terms of determining which areas of demand are most underserved and which areas have the greatest potential for new growth.

Employment Demand

Transit demand generated by persons commuting to employment sites is one area of demand to consider. The Transit Cooperative Research Project B-36 study, *Methods for Forecasting Demand and Quantifying Need for Rural Passenger Transportation*, includes methods for determining commute between smaller cities and more urbanized areas (such as Sacramento). This methodology is based upon observed transit ridership between outlying counties and center city employment centers across the nation. Overall, the study identified a median “transit mode split” (the proportion of all commute travel occurring on transit modes) of 1.2 percent.

It should be emphasized that this methodology represents typical observed transit use, on a county-wide basis. It can be considered to be a valid figure for commuting to typical employment sites. However, there are several factors that indicate that a direct application of this mode split to the total commute data between Woodland and downtown Sacramento would underestimate actual potential demand:

- With a strong concentration of employment within a small, walkable area, transit potential is higher than for an equivalent number of commuters spread over an entire urbanized count.
- The fact that Sacramento represents one of the greatest concentrations of public sector employees outside of Washington, DC, indicates a relatively high potential for transit use, given the consistent work schedules, flexibility in individual work hours, limited need for vehicles during the day, and financial subsidy of commuter’s transit pass purchases.

Peer System Review

A refined means of evaluating transit ridership potential is to assess the transit mode split for other existing commuter transit services serving the downtown Sacramento employment center.

A review of the various services indicates two such systems that yield useful information comparable to the Woodland – Sacramento travel market:

- The Yuba Sutter Transit Authority provides a high level of commuter service along the US 99 and SH 70 corridors. Dividing the average weekday ridership (approximately 260 individual commuters making round-trips per day, excluding Butte County residents) by the total number of Yuba and Sutter County residents commuting to downtown Sacramento (1,430 persons, per the Longitudinal Employer-Household Dynamic dataset), the transit mode split is found to be 18.2 percent.
- The El Dorado County Transit Authority operates a similar system, providing 11 round-trips daily between Placerville, El Dorado Hills and downtown Sacramento. This program serves an average of approximately 230 commuter round-trips per day. Dividing by the 1,932 El Dorado County residents working in the downtown Sacramento area, the transit mode split is calculated to be 11.9.

Based on the figures above, a reasonable estimate of transit mode split for the Woodland – downtown Sacramento travel market is 18 percent.

Davis has some of the same characteristics (though to a lesser degree) that tend to increase potential demand for transit service, particularly on the UC Davis Campus: limited and expensive parking, and a concentration of employment sites within walking distance of a limited number of sites. The relatively short commute length and lower traffic congestion, however, reduces the potential for transit ridership. Considering these factors and the proportion of overall employment on campus, a potential transit mode split of 5 percent is appropriate.

Applying these transit mode figures to the employment flow data presented above in Table 5, and assuming employees make an average of two passenger trips daily, the potential number of trips by transit is identified in Table 22. As indicated, the highest potential for commute transit trips is from for trips to Sacramento (244,700).

TABLE 22: Woodland Employee Transit Demand				
Woodland Employees Working in...	Total Commuters	Transit Mode Share	Daily Commuters	Annual 1-Way Psgr Trips
Woodland	6,575	2.5%	164	82,200
Sacramento	2,719	18.0%	489	244,700
Davis	2,336	5.0%	117	58,400
Other Locations	14,312	1.8%	258	128,800
Total	25,942		1028	514,100
<i>Source: LSC, derived from U.S. Census Bureau, OnTheMap Application and LEHD Origin-Destination Employment Statistics, 2011</i>				

General Public Demand

Urbanized Area Demand Estimation Techniques

The demand for general public trips in Woodland, which is urbanized, is based upon a simple mode split which estimates that one percent of the population would use transit on a daily basis, making an average of 3.5 trips per day. This method generates an estimated demand for all trips within Woodland at 540,600 transit trips annually.

College Student Demand

College students generate another important element of transit demand in Woodland, both for the local Woodland Community College as well as the University of California campus in nearby Davis. The Transportation Cooperative Research Program's *Synthesis 78: Transit Systems in College and University Communities (2008)* provides examples of existing modes splits for student travel to other campuses. Both the University of California at Davis and the University of Texas at Austin report a transit mode split of 15 percent. However, both of these campuses benefit from relatively compact areas of student residential housing, as well as very frequent transit service levels. On the other hand, Montana State University in Bozeman indicates a transit mode split of 1 percent.

Given that Woodland Community College students have a higher likelihood of easy access to a car, easier parking conditions, and a less consistent schedule of classes, a likely mode split is in the range of 3 to 5 percent. Current enrollment of Woodland Community College is posted as 836 full time and 2,136 part time students, with an estimated 70 percent of students residing in Woodland. Assuming full time students go to school five days per week on average, and part time students go to school three days per week on average for 40 weeks equates to approximately 620,000 person-trips per year. With a 3 to 5 percent mode split for transit, student transit demand is an estimated 18,600 to 31,000 transit trips within Woodland (or 24,800 on average).

The number of UC Davis students residing outside of Davis is approximately 9,200. While detailed data on residential location is not available, a reasonable assumption is that 20 percent of these students live in Woodland (based on proximity). Assuming one round trip per day of classes to Davis twice per day for 154 days of classes per year would indicate approximately 567,000 annual person-trips between Woodland and Davis, with a student transit demand of approximately 85,000 per year.

SUMMARY OF TRANSIT DEMAND

A summary of the results of the various demand methodologies above are presented in Table 23. These estimates are not cumulative; some are different approaches to the same target market, and different methods forecast demand for different target markets. While the demand forecasts have highly variable results, they are useful in determining a range of service which might be appropriate in the future, particularly in light of what service is available. Table 23 also presents the current ridership levels on YOLOBUS.

TABLE 23 : Summary of Woodland Transit

Estimation Methodology	Total Annual
General Public Demand	540,600
Employment Demand	514,100
Woodland Community College Student Demand	24,800
UC Davis Student Demand	85,000
NOTE: Demand Methodologies overlap. Demand assumes high level of transit service and coverage.	
Current Ridership in Woodland	TOTAL
Local Fixed Route	193,489
Sacramento Commuter and Express	67,197
Davis Commuter and Express	54,322
Total Woodland Service	315,008
Source: LSC Transportation Consultants, Inc.	

FUTURE TRENDS IN TRANSIT DEMAND

Future change in actual transit demand will be influenced by a variety of factors, including:

Increasing Fuel Costs – While fuel costs have decreased in the past year, gas prices saw unprecedented highs in the previous years and are expected to increase again. High gas prices increase the demand for public transit services across the nation. Fuel increases particularly affect low income and discretionary riders, and has less of an impact on social service program-related demand.

Change in Senior Population -- The change in the older adult population will also impact transit demand. The elderly population will outpace other age categories in the coming decades. The current population of mature retirees (age 74 – 84) is anticipated to increase by 27 percent from 2010 to 2020 in Yolo County. While projections are on a Countywide basis, it can be noted that the percentage of late middle-aged residents and mature retirees is higher in Woodland than in Yolo County in general, indicating the senior population will grow even more rapidly than the County average.

Changes in Travel Patterns Among Young Adults – There is increasing evidence that young adults are shifting their travel away from auto use, and delaying their obtaining of a driver's license. Researchers indicate that this is probably due to increased costs of auto ownership and use, reduced employment and income, as well as that the spread of mobile internet technologies make travel by transit more attractive relative to driving. As a result, transit systems are seeing growing use of services among teenagers and young adults.

Spring Lake Service – The Spring Lake area of Woodland is an area anticipated for significant growth during the period of the SRTP. The Spring Lake Development is generally bounded by Farmers Central Road to the north, County Road 102 to the east, County Road 25A to the south, and Pioneer Street to the west. Per the 2010 decennial census, the Spring Lake development had a population of 4,238. It contained an estimated 1,361 housing units. The ethnic background is diverse with over 60 percent of the population identified in the 2010 census as Hispanic, Asian, Black, or other non-white race. The 2010 census also showed that most of the population (70 percent) is 18 years of age or older. While during the recession years, approximately 100 houses per year were permitted in Spring Lake, the current permitting is approximately 200 houses per year. Depending on the occupancy of the housing, this could add between 2,000 and 3,000 persons in this area over the time-frame of this Short Range Transit Plan. This will need to be considered in developing ridership projections for potential service alternatives to the area.

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Chapter 6

Service Alternatives

This chapter presents the analysis of a wide range of potential service alternatives for the YOLOBUS routes serving the Woodland area. It builds upon the findings regarding existing conditions and transit demand discussed in previous chapters. Alternatives regarding the local fixed route system are presented first. This is followed by a discussion of commuter service alternatives. A comparison and performance analysis of these various service alternatives is then presented.

EXISTING ROUTE NETWORK SERVICE ALTERNATIVES

Local service alternatives are first considered for the existing service area. This is followed by a discussion of route alternatives that also serve the Spring Lake area.

Woodland Route Network Alternatives – Existing Service Area

The current local Woodland fixed route service plan (Routes 210, 211, 212 and 214) provide two hour-long overlapping bi-directional loops. The routes overlap both in the southern portion of Woodland (County Fair Fashion Mall) and the northern portion of Woodland (Downtown). These areas of overlap provide opportunities for transfers between the two routes, though timed transfers directly from one bus to another occur only at County Fair Fashion Mall. Hourly service is provided on both loops in both directions on weekdays, and in one direction on weekends.

This service plan provides only one bus an hour in each direction for many of Woodland's key transit generators, including Woodland Community College and the residential areas in the western portion of Woodland. It also results in long travel times for many individual trips. On the other hand, it provides one-bus service between many origins and destinations, without the need to transfer.

Another route structure that has proven effective in other cities of similar size is a "pulse route" structure. Under this concept, routes are designed like spokes on a wheel, with all routes serving a single transit hub. Buses "pulse" out of the transit hub on similar schedules, which allow passengers to typically transfer directly from one bus to another at the hub. In addition to reducing travel time for cross-town trips, this structure provides better amenities for transferring passengers at the transit hub than would be provided out on the routes. This route structure is best suited to communities with a high concentration of activity in a central location (typically downtown).

To test this concept for Woodland local service in the existing service area, two potential pulse route alternatives were developed: one assuming the transit hub stays at the existing County Fair Fashion Mall site, and a second that assumes a location in the downtown area¹. Furthermore, these alternatives also consider whether the routes serve generally the existing service area, or alternatively also serve Spring Lake.

¹ For purposes of this discussion, the specific location of a downtown transit center is not material; a review of potential specific sites is provided in the following chapter.

Pulse Routes from a County Fair Fashion Mall Transit Center – Existing Service Area

As shown in Figure 23, this consists of a total of four routes, generally serving (1) eastern Woodland, (2) northeastern Woodland, (3) downtown, and (4) western Woodland. With four buses, it would be possible to provide service every 30 minutes on the first three of these routes, as well as hourly service on the fourth (western) route. A summary of the running times and speeds is shown in Table 24. The travel times and transfer requirements between key trip origin and destination areas is shown in Table 25. This alternative would drop service to existing stops north of downtown (which generate relatively low ridership). On the other hand, it would provide new service to the residential areas southwest of downtown and along East Gum Avenue east of SR 113, as well as expanded service along East Street.

Pulse Routes from a Downtown Transit Center – Existing Service Area

Four buses could be used to operate a total of five routes from a transit hub in the downtown area, as shown in Figure 24. As shown in Table 24, the route serving northeast Woodland (Route 1) would be scheduled to operate over 40 minutes, the route south along East Street to the County Fair Fashion Mall and Senior Center (Route 3) would be scheduled to operate over 20 minutes, while the remaining three routes would be schedule for 30 minutes and serve southeast Woodland (Route 2), southwest Woodland (Route 4) and northwest Woodland (Route 5). Four buses would allow Routes 2, 3 and 5 to be operated twice per hour (30 minute frequency), while Routes 1 and 4 would be operated once per hour (60 minute frequency). Table 26 presents the travel time and transfer requirements between key origins and destinations. This alternative would also provide service to the existing “holes” in the service area. The location of the hub closer to the center of the service area allows the in-vehicle travel time to be lower than for a hub a County Fair Fashion Mall, and the route configuration allows more passengers to complete their trips without transfers. In addition, the location of the hub closer to the YOLOBUS operations center reduces “deadhead” miles and associated costs to the contractor.

Route Network Alternatives – Expanding Service Area to Include Spring Lake

Route network options were also evaluated assuming service to the Spring Lake

Transit Demand of Spring Lake

To assess the potential for local transit service to Spring Lake, it is first necessary to assess the potential transit ridership that would be generated. The best methodology is to use actual existing Woodland transit ridership figures to define a transit ridership trip generation rate for existing uses, and then apply these rates to the land use quantities for Spring Lake. This was conducted in the following steps, as shown in Table 27:

1. The number of dwelling units within the existing Woodland local route service area was estimated, based upon Census housing unit counts and the service area map shown in Figure 9. To allow the analysis to reflect the difference in transit trip use by type of housing unit, figures were identified for single-family units versus multifamily units (including mobile homes).
2. The existing ridership of the local routes was identified.

Figure 23
Pulse Network Serving Existing Service Area-
County Fair Mall Transfer Center

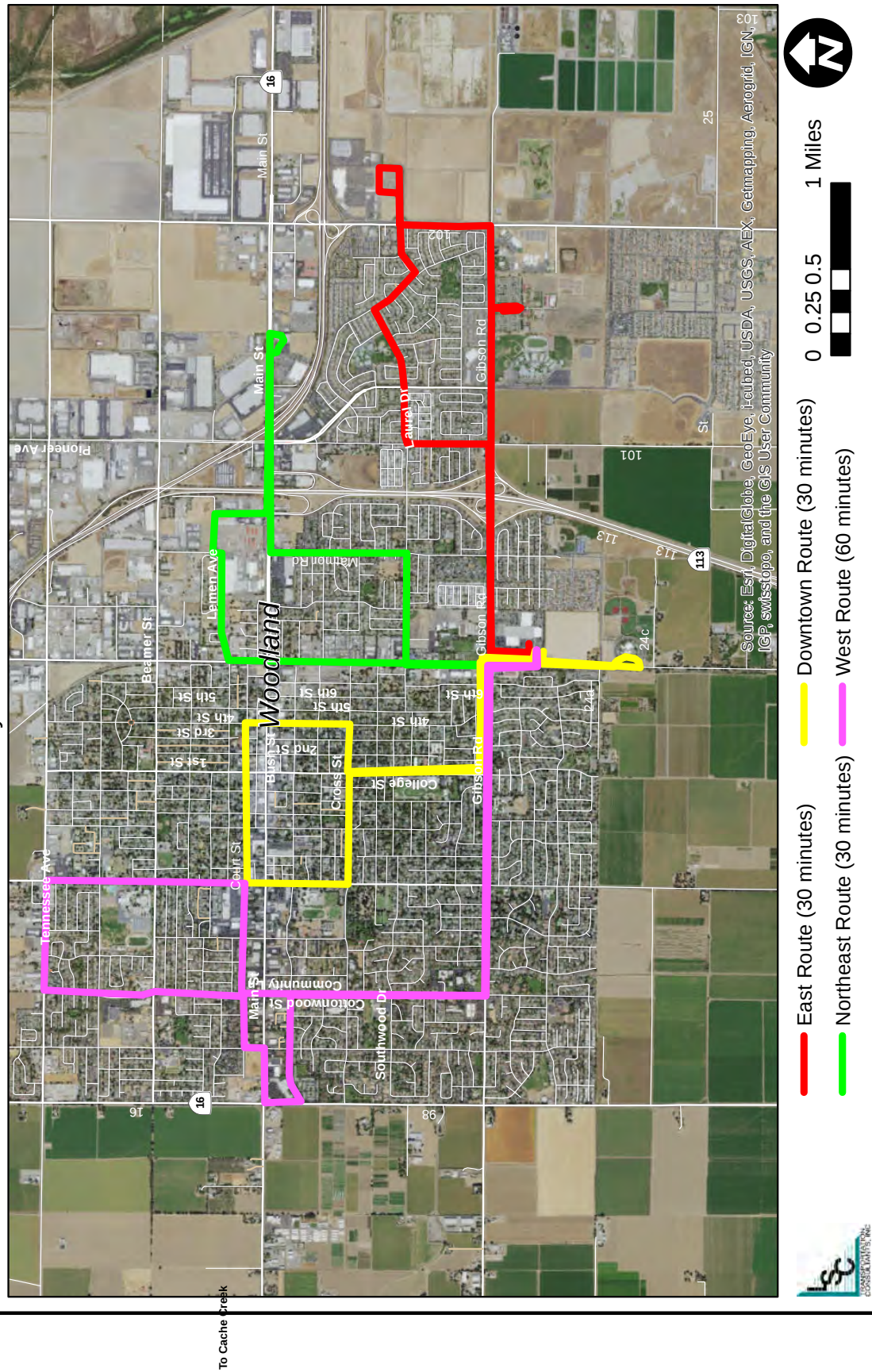


TABLE 24: Woodland Pulse Route Alternatives

Route		Length (Miles)	Running Time (Minutes)	Runs/Hr		Total Hourly Run Time	Scheduled Time	Running Speed (MPH)	# of Buses	
				Weekday	Sat/ Sun				Weekday	Sat/Sun
EXISTING SERVICE AREA										
County Fair Mall Center -- Existing Service Area										
1	Southeast	6.5	32.5	2	1	65	30	13.0	1.00	0.50
2	Northeast	6.1	30.5	2	1	61	30	12.2	1.00	0.50
3	Downtown	6.2	31	2	1	62	30	12.4	1.00	0.50
4	West	9.6	48	1	0.5	48	60	9.6	1.00	0.50
						236	240	11.8	4.00	2.00
Downtown Transit Center -- Existing Service Area										
1	Northeast	7.2	36	1	0.5	36	40	10.8	0.67	0.33
2	Southeast	6	30	2	1	60	30	12.0	1.00	0.50
3	South	3.6	18	2	0.5	36	20	10.8	0.67	0.17
4	Southwest	5	25	1	1	25	30	10.0	0.50	0.50
5	Northwest	6.3	31.5	2	1	63	30	12.6	1.00	0.50
						220	230	11.2	3.83	2.00
SERVICE AREA EXPANDED TO SERVE SPRING LAKE										
County Fair Mall Center -- Expanded Service Area										
1	Southeast	8.5	42.5	1	0.5	43	40	12.8	0.67	0.33
	Northeast	6.4	32	2	0.5	64	30	12.8	1.00	0.25
3	Downtown	6.2	31	2	0.5	62	30	12.4	1.00	0.25
4	West	9.6	48	1	1	48	60	9.6	1.00	1.00
						217	220	11.9	3.67	1.83
Downtown Transit Center -- Expanded Service Area With 4 Buses										
1	Northeast	6.8	34	1	0.5	34	40	10.2	0.67	0.33
2	Southeast	8.5	42.5	1	0.5	43	40	12.8	0.67	0.33
3	South	3.6	18	2	1	36	20	10.8	0.67	0.33
4	Southwest	5	25	2	1	50	30	10.0	1.00	0.50
5	Northwest	6.3	31.5	2	1	63	30	12.6	1.00	0.50
						226	240		4.00	2.00
Downtown Transit Center -- Expanded Service Area With 5 Buses										
1	Northeast	6.8	34	1	0.5	34	40	10.2	0.67	0.33
2	Southeast	8.5	42.5	2	0.5	85	40	12.8	1.33	0.33
3	South	3.6	18	3	1	54	20	10.8	1.00	0.33
4	Southwest	5	25	2	1	50	30	10.0	1.00	0.50
5	Northwest	6.3	31.5	2	1	63	30	12.6	1.00	0.50
						286	300		5.00	2.00

**TABLE 25: Woodland Local Service Travel Time Matrix --
Pulse With County Fair Mall Transit Center, Existing
Service Area**

Travel Time in Minutes on Weekdays

T = Transfer Required

		TO					
		2nd & Court	Wal-Mart	Woodland Community College	County Fair Mall	Gibson & Cottonwood	Beamer & Cottonwood
FROM	2nd & Court		30 T	25 T	15	25 T	35 T
	Wal-Mart	30 T		25 T	15	25 T	35 T
	Woodland Community College	35 T	35 T		20	30 T	40 T
	County Fair Mall	15	15	10		10	20
	Gibson & Cottonwood	25 T	25 T	20 T	10		5
	Beamer & Cottonwood	35 T	35 T	30 T	20	5	

**TABLE 26: Woodland Local Service Travel Time Matrix --
Pulse With Downtown Transit Center, Existing Service Area**

Travel Time in Minutes on Weekdays

T = Transfer Required

		TO					
		2nd & Court	Wal-Mart	Woodland Community College	County Fair Mall	Gibson & Cottonwood	Beamer & Cottonwood
FROM	2nd & Court		15	15	10	15	15
	Wal-Mart	15		30 T	25 T	30 T	30 T
	Woodland Community College	15	30 T		20 T	30 T	30 T
	County Fair Mall	10	15 T	25 T		25 T	20 T
	Gibson & Cottonwood	15	25 T	30 T	25 T		30 T
	Beamer & Cottonwood	15	35 T	30 T	20 T	30 T	

TABLE 27: Analysis of Spring Lake Transit Demand

Calculation of Transit Demand Rate			
Total Existing Housing Units in Transit Service Area			
Single Family Dwelling Units	9,125		
Multifamily Dwelling Units	7,546		
Total	16,671		
	Annual	Avg. Weekday	
Existing Local Route Ridership			
Average Weekday	193,489	683	
Existing Transit Trip Generation Rate (1-Way Trips per Unit)			
Single Family Dwelling Units	3.01	0.01	
Multifamily Dwelling Units	22.00	0.08	
	Existing	Buildout	Growth
Number of Spring Lake Single Family Units	1,115	3,066	1,951
Number of Spring Lake Multifamily Units	261	1,108	847
Transit Trip Generation			
<u>Single Family Dwelling Units</u>			
Annual	3,400	9,200	5,800
Average Weekday	12	33	21
<u>Multifamily Dwelling Units</u>			
Annual	5,700	24,400	18,700
Average Weekday	20	86	66
<u>TOTAL</u>			
Annual	9,100	33,600	24,500
Average Weekday	32	119	87

3. A factor of 7.3 was applied to the existing inventory of multifamily dwelling units. This factor is based upon a review of the "Public Use Microdata Sample" (PUMS) dataset for smaller communities of northern California. This dataset provides a sample of approximately 27,900 persons in 16,100 households, excluding those persons living in group quarters. A cross-tabulation of the PUMS dataset indicates that 1.9 percent of Northern Californians (excluding larger urban areas) living in single-family dwelling units are in households without a private vehicle, compared with 14.2 percent living in multifamily dwelling units. Put another way, an individual living in a multifamily dwelling unit is roughly 7.3 times as likely to be a member of a household without a private vehicle as is an individual living in a single family dwelling unit. This indicates an equivalent higher propensity to use public transit service. This factor was used to weight the relative transit trip generation rate of multifamily versus single family units, as shown in the top portion of Table 27.
4. These rates can then be multiplied by the existing and buildout number of units in the Spring Lake area, as provided by the Woodland Community Development Department.

As shown in the bottom portion of Table 27, this analysis indicates that, if served at the same level of service as the existing Woodland service area, Spring Lake would generate approximately 32 one-way passenger-trips per weekday (roughly 16 boardings and 16 alightings within Spring Lake), or 9,100 passenger-trips per year. Of these 32 daily trips, 20 would be generated by the existing multifamily complex, while 12 would be generated by single family residential units. At buildout of Spring Lake, this demand would grow to 119 daily one-way passenger-trips, or 33,600 per year. It should be noted that, as newer residential units tend to have population characteristics that indicate less potential for transit use than older units, these figures should be considered to represent the higher end of the potential demand.

Revisions to Existing 210/211 and 212/214 Local Route Loops to Serve Spring Lake

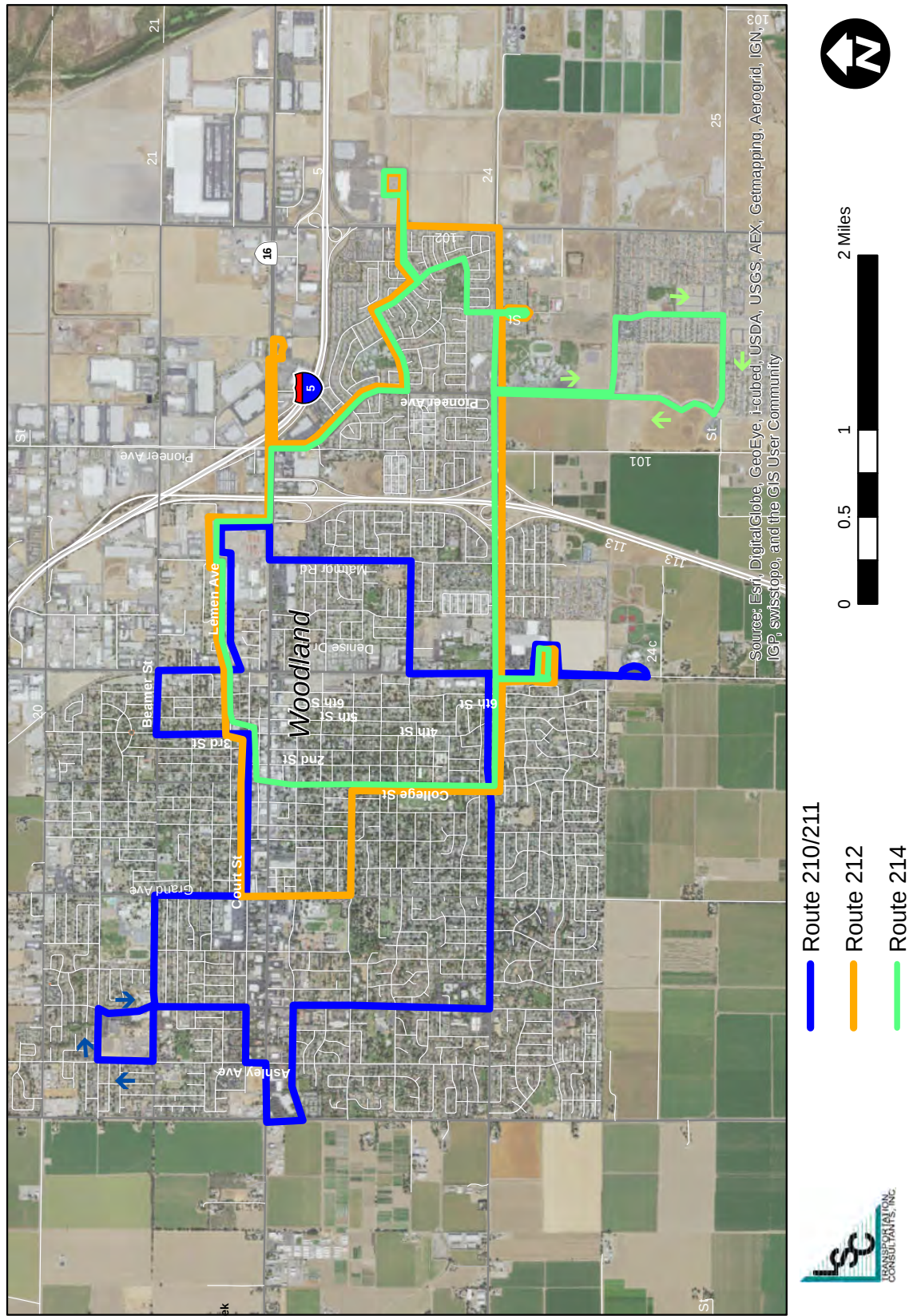
One option considered to serve the Spring Lake area would be to modify the existing two large bi-directional loops to serve Spring Lake. A map of this alternative is shown in Figure 25. As indicated, to serve the larger area Routes 212 and 214 would no longer entirely operate the same loop route in both directions, though Routes 210 and 211 would operate bi-directionally on the same route. Specifically, this option would modify the existing routes as follows:

- Routes 210 and 211 (western loop, operated in both directions, as shown in blue) would be revised to operate on Lemay Street between Matmor Road and East Street. To reduce running time, the existing loop in northwest Woodland (Cottonwood Street, Kentucky Avenue, Ashley Avenue and Woodland Avenue) would be replaced with a new route segment around the block formed by W. Beamer Street, N. Ashley Avenue, W. Woodland Avenue, and N. Cottonwood Street. This reduces the route length by 0.5 miles, to 12.0 miles.
- Route 212 (eastern loop, counterclockwise, shown in orange) would be revised to serve Lemay Avenue and North Street between 3rd Street and Matmor Road, rather than Beamer Street. Between Woodland Community College and Gateway it would operate via East Gibson Road and 102 Road, in order to serve a new stop at the Probation Department. It would also no longer serve the Community and Senior Center. These changes would reduce the route length to 11.0 miles, improving on-time performance.
- Route 214 (eastern loop, clockwise, shown in green) would no longer serve Walmart or Beamer Street between North Street and Matmor Road, and would travel along College Street between Cross Street and Court Street (rather than via West Street). In total, these changes would provide the running time needed to serve Spring Lake and Pioneer High School via a clockwise loop on Farmers Central Road, Mickle, Heritage Parkway, and Parkland, yielding an overall route length of 12.0 miles.

Table 28 presents the travel times and transfer requirements for this alternative. Overall on-time performance would be improved compared to current levels. While service to some existing stops would be eliminated, the ridership at these stops is relatively quite low:

- The two stops along W. Kentucky Avenue (at Ashley and Cottonwood) only serve a total of 12 boardings and alightings daily.
- The stops on either side of East Beamer Street west of Matmor Road generate negligible ridership (zero on the full day surveyed).

Figure 25
Revised 2 Loop Network Serving Spring Lake



**TABLE 28: Woodland Local Service Travel Time Matrix --
Revised 2 Loop Plan, Expanded Service Area**

Travel Time in Minutes on Weekdays

T = Transfer Required

		TO						
		2nd & Court	Wal-Mart	Woodland Community College	County Fair Mall	Gibson & Cottonwood	Beamer & Cottonwood	Spring Lake
FROM	2nd & Court		10	20	15	20	10	25
	Wal-Mart	10		45	35	45	20	20 T
	Woodland Community College	20	10		20	35 T	45 T	5
	County Fair Mall	15	10	15		10	20	10
	Gibson & Cottonwood	20	30	35 T	10		10	20 T
	Beamer & Cottonwood	10	20	35 T	20	10		30 T
	Spring Lake	30 T	30 T	20 T	10	30 T	40 T	

The Community and Senior Center would still be served by two buses per hour (rather than the current four), which is consistent with the daily total boarding and alighting activity (a total of 8 passengers).

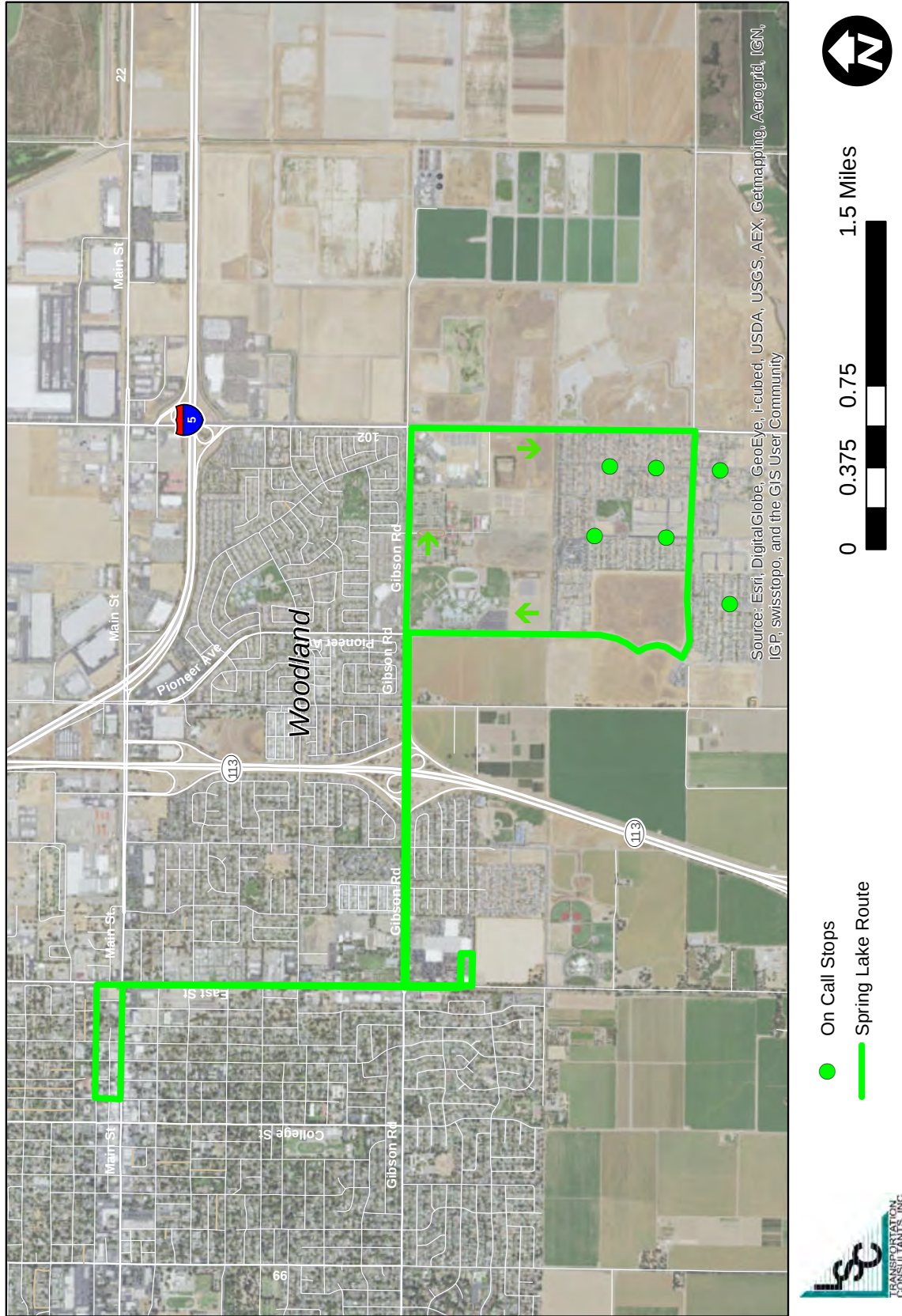
Provision of a Fifth Local Route to Serve Spring Lake

Another means of serving Spring Lake would be to simply operate a fifth local bus, along with existing Routes 210, 211, 212, and 214. In order to better navigate local streets in Spring Lake, a smaller bus would typically be used, such as a 25-foot cutaway bus. Two options were considered for this addition route: a traditional fixed route, and a hybrid route.

Fixed Route

A potential fixed route serving Spring Lake is shown in Figure 26. This would consist of a route segment connecting County Fair Fashion Mall with Spring Lake (approximately 40 minutes in running time), with the remaining 20 minutes per hour used to provide a direct connection between County Fair Fashion Mall and downtown. This route would be scheduled to provide

Figure 26
Spring Lake Route and On Call Stops



direct connections to the other routes at County Fair Fashion Mall near the top of the hour. Table 29 presents the travel times and transfer requirements of this option.

To avoid regular travel along narrow streets in the single family portions of Spring Lake, the route would stay on Parkland Avenue, East Heritage Parkway, and E8 Road. This would limit the proportion of existing single family homes in Spring Lake within a convenient quarter-mile walk distance to approximately half of all units.

TABLE 29: Woodland Local Service Travel Time Matrix -- Existing 2 Loop Plan With Additional Spring Lake Route

Travel Time in Minutes on Weekdays

T = Transfer Required

		TO						
		2nd & Court	Wal-Mart	Woodland Community College	County Fair Mall	Gibson & Cottonwood	Beamer & Cottonwood	Spring Lake
FROM	2nd & Court		10	25	10	20	7	20
	Wal-Mart	10		15	25	35 T	45 T	50 T
	Woodland Community College	20	15		10	30 T	40 T	5
	County Fair Mall	10	25	10		10	15	15
	Gibson & Cottonwood	23	45 T	30 T	7		5	40 T
	Beamer & Cottonwood	7	55 T	40 T	22	10		50 T
	Spring Lake	20	35 T	20 T	10	20 T	30 T	

Hybrid Route

Another means of serving Spring Lake would be to operate a hybrid route, combining fixed route segments and demand-response service. Under this option, the fixed route between downtown, County Fair Fashion Mall and the Rochdale Grange at the intersection of Parkland Avenue and East Heritage Parkway would operate as in the fixed route option. However, upon reaching the Rochdale Grange the driver would have approximately 15 minutes each hour to serve demand-response requests at a series of signed on-demand stops within the Spring Lake residential neighborhoods. A reasonable set of on-demand locations that provide a stop within a convenient walk of all existing residential development is shown in Figure 26, as follows:

- Sander Street/Ragan Court
- Promenade Drive/Garrett Place

- Promenade Drive/Shinn Court
- Promenade Drive/Centennial Drive
- Miekle Avenue/Ortiz Drive
- Miekle Avenue/Mack Way

Passengers desiring a pick-up at these locations would call (at least 30 minutes in advance) or potentially request a pick-up via an app. Passengers boarding the bus at a fixed route stop could simply make a request of the driver. In addition, “standing order” service could be provided if a consistent pattern of requests at specific stops and times develops.

This option has the advantage of bringing bus service to locations more convenient to Spring Lake residents. While buses would travel along local streets, this would only occur when actually serving a passenger. In addition, this option would provide greater flexibility to modify service as Spring Lake development occurs. The disadvantages of this option would be a modest increase in workload for dispatchers, some confusion on the part of passengers as they learn how to use the service, and the potential for missed ride requests. Operating costs would not be materially impacted.

Pulse Routes from a County Fair Fashion Mall Transit Center – Expanded Service Area Serving Spring Lake

Spring Lake could also potentially be served by a pulse route network, operating from a County Fair Fashion Mall hub. The route map is shown in Figure 27, while Table 24 presents the running time and frequency of the four individual routes. As indicated, the routes serving northeast Woodland and downtown Woodland would both be 30 minutes in scheduled running time, with service twice an hour. The route serving western Woodland would need to be scheduled for a 60 minute running time (operated once per hour), while the route serving Spring Lake and southeast Woodland would be schedule for 40 minutes (operated once per hour). A problem with this alternative is that a Spring Lake route cannot be operated within a half-hour, but rather requires approximately 40 minutes to operate. As the remaining 20 minutes per hour cannot be used effectively, this leads to an ineffective overall route structure. It also results in lower service frequency for areas with high transit ridership, such as northwest Woodland and the Community College. As shown in Table 30, this results in many relatively long travel times. On the other hand, this option would provide service to new areas along East Gum Avenue as well as south of downtown.

Pulse Routes from a Downtown Transit Center – Expanded Service Area Serving Spring Lake

A pulse route network serving Spring Lake from a transit center in the downtown area is shown in Figure 28. As detailed in Table 24, this would consist of two 40-minute routes (serving northeast Woodland and southeast Woodland), two 30-minute routes (serving southwest Woodland and northwest Woodland), and a 20-minute route serving County Fair Fashion Mall and the Senior Center. This option allows the 40 minute routes serving Spring Lake and Gateway Mall/Wal-Mart to be “paired” or interlined with a 20-minute route south on East Street to the Senior Center and return. Operating four buses, service could be provided every 30 minutes on the routes serving northwest Woodland, southwest Woodland, and County Fair Fashion Mall/Senior Center, along with hourly service to northeast and southeast Woodland. Service would be provided to new areas in the existing service area “holes.” Due to the shorter overall routes, this option would provide better service to the busy northwestern portion of Woodland, though service to the Community College would still be limited to hourly buses. Table 31 presents the travel times and transfer requirements of this alternative. Overall, this is a more effective route structure than a pulse service centered on a County Fair Fashion Mall transit center.

Figure 27
Pulse Network Service Spring Lake Route-
County Fair Mall Center

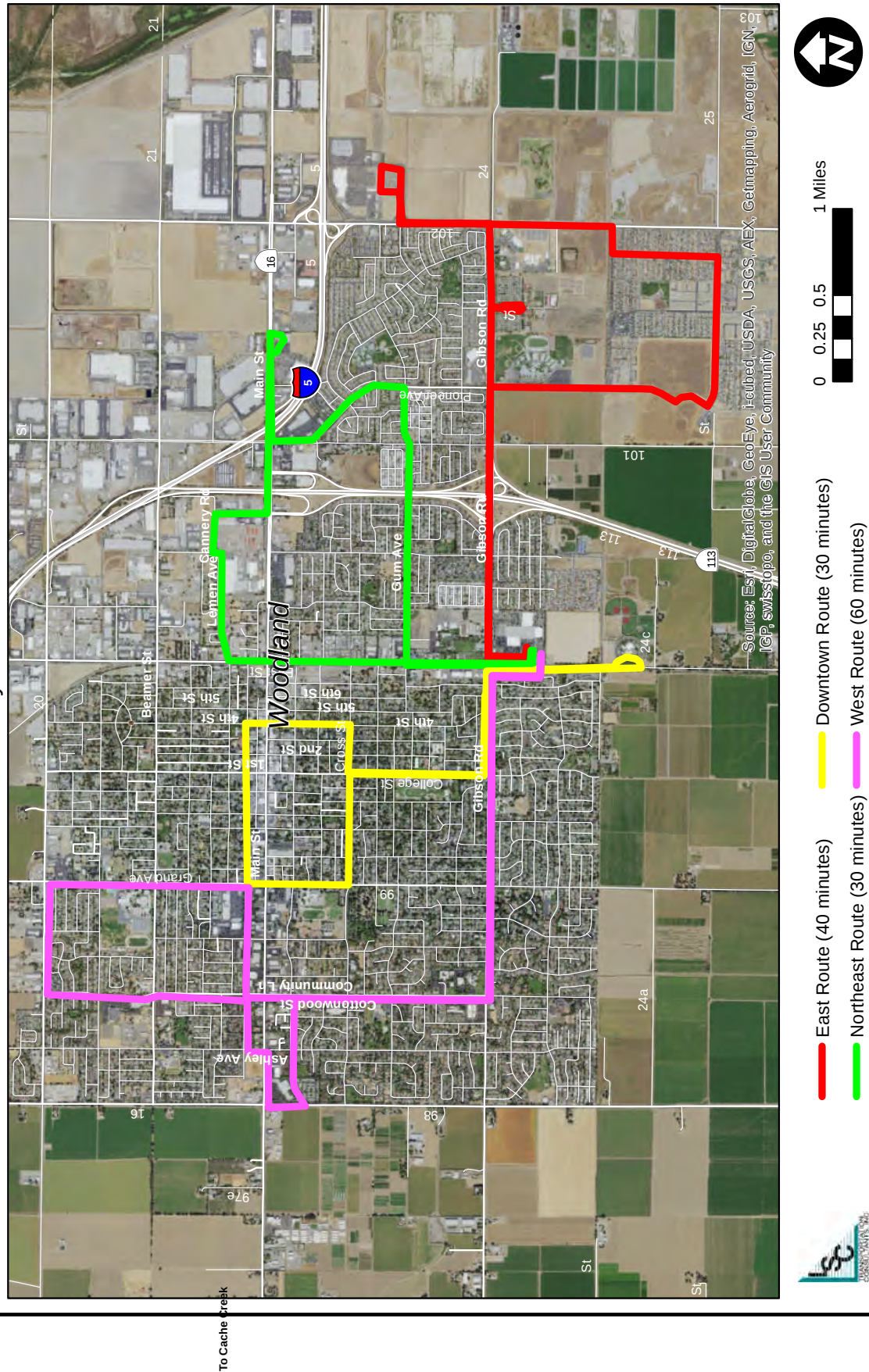


Figure 28
Pulse Network Serving Spring Lake-
Downtown Transit Center

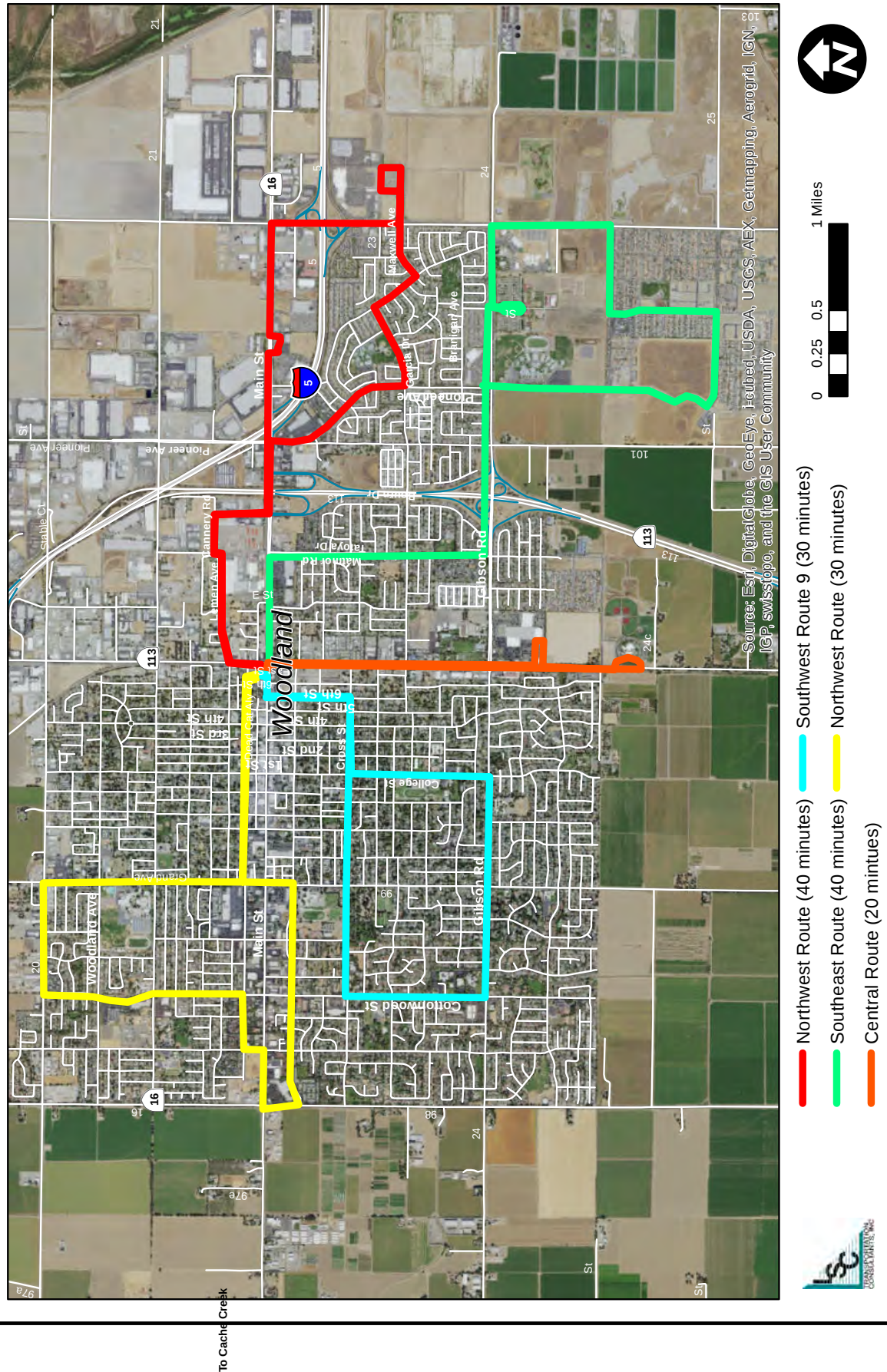


TABLE 30: Woodland Local Service Travel Time Matrix -- Pulse With County Fair Mall Transit Center, Expanded Service Area

Travel Time in Minutes on Weekdays

T = Transfer Required

		TO						
		2nd & Court	Wal-Mart	Woodland Community College	County Fair Mall	Gibson & Cottonwood	Beamer & Cottonwood	Spring Lake
FROM	2nd & Court		30 T	50T	10	25 T	35 T	25 T
	Wal-Mart	30 T		40 T	15	25 T	35 T	25 T
	Woodland Community College	35 T	25 T		10	20 T	30 T	50
	County Fair Mall	15	15	30		10	20	10
	Gibson & Cottonwood	25 T	25 T	40 T	10		10	20 T
	Beamer & Cottonwood	35 T	35 T	50 T	30	10		30 T
	Spring Lake	45 T	40 T	15	30	30 T	50 T	

TABLE 31: Woodland Local Service Travel Time Matrix -- Pulse With Downtown Transit Center, Expanded Service Area With Four Buses

Travel Time in Minutes on Weekdays

T = Transfer Required

		TO						
		2nd & Court	Wal-Mart	Woodland Community College	County Fair Mall	Gibson & Cottonwood	Beamer & Cottonwood	Spring Lake
FROM	2nd & Court		20	25	10	15	15	20
	Wal-Mart	20		90 T	30	30 T	30 T	80 T
	Woodland Community College	15	65 T		30	25 T	25 T	50
	County Fair Mall	10	30	30		25 T	25 T	25
	Gibson & Cottonwood	15	50 T	80 T	25 T		30 T	30 T
	Beamer & Cottonwood	15	50 T	80 T	25 T	30 T		30 T
	Spring Lake	20	70 T	10	25	30 T	30 T	

To provide a comparison of the alternative that includes a fifth bus to serve Spring Lake, this route option was also evaluated assuming operation of five buses. As shown in the bottom portion of Table 24, this fifth bus would best be used to operate a second run each hour on the southeast route serving Spring Lake and Woodland Community College, along with an additional run of the central route serving County Fair Fashion Mall and the Senior Center². Travel times and transfer requirements of this option are shown in Table 32.

Comparison of Woodland Route Network Alternatives

Table 33 presents a summary of the comparative average travel time components of the various route alternatives. For each alternative, the in-vehicle, transfer, and wait times were weighted by the proportion of total passenger-trips between each origin/destination pair and then summed, yielding the average travel time for all Woodland transit passengers. As indicated, the existing two-loop route structure provides relatively low average in-vehicle travel times, reflecting that it does a good job of directly serving high-ridership short trips (such as between downtown and northwest Woodland). However, this current plan requires relatively long waits for the next bus, as only hourly service is provided. The pulse route alternatives, conversely, require longer in-vehicle travel times, but provide more frequent service that reduces wait times.

For the options serving the existing service area, a pulse route alternative from the County Fair Fashion Mall transit center would overall increase passenger travel times from the current route plan (55 minutes versus 49 minutes), while a pulse system operating from a downtown transit center would reduce travel times slightly (46 minute versus 49 minutes). All of the options serving Spring Lake would increase average travel times. The lowest overall travel times would be provided by the revised two-loop plan (51 minutes). Maintaining the existing two loops and adding a fifth route serving Spring Lake would increase average times slightly (by 1 minute), reflecting the out-of-direction travel needed for some trips. Any of the pulse route alternatives would increase travel times, with the greatest overall average travel times associated with a County Fair Fashion Mall hub location.

The relative costs, ridership and subsidy requirements of the route network alternatives are shown in Table 34. This table was generated as follows:

- The annual vehicle-miles and vehicle-hours of service was estimated based upon current route service quantities, the lengths of the revised routes, and the service frequencies shown in Table 24. For service on Saturdays and Sundays, the proportion of daily service levels to weekday service levels currently provided in the local Woodland route network were assumed for each alternative.
- Annual operating costs were calculated using the cost factors employed in the FY 15/16 budget analysis (\$33.19 per hour plus \$2.42 per mile), reflecting contractor operating costs, management fee, as well as fuel cost.
- In addition, YCTD has developed a detailed cost allocation methodology to ensure that each member jurisdiction is equitably allocated the overhead costs (beyond the marginal operating costs). To the degree that each alternatives changes the service hours and miles on which this allocation is based, the total cost to the individual jurisdiction

² A sub-alternative would be for one of the hourly runs serving Spring Lake to operate on-demand service signed stops within the Spring Lake single family residential areas, as discussed above.

**TABLE 32: Woodland Local Service Travel Time Matrix --
Pulse With Downtown Transit Center, Expanded Service Area
With Five Buses**

Travel Time in Minutes on Weekdays

T = Transfer Required

		TO						
		2nd & Court	Wal-Mart	Woodland Community College	County Fair Mall	Gibson & Cottonwood	Beamer & Cottonwood	Spring Lake
FROM	2nd & Court		20	25	10	15	15	20
	Wal-Mart	20		90 T	30	30 T	30 T	80 T
	Woodland Community College	15	65 T		30	25 T	25 T	50
	County Fair Mall	10	30	30		25 T	25 T	25
	Gibson & Cottonwood	15	50 T	80 T	25 T		30 T	30 T
	Beamer & Cottonwood	15	50 T	80 T	25 T	30 T		30 T
	Spring Lake	20	70 T	10	25	30 T	30 T	

TABLE 33: Summary of Woodland Local Service Route Alternatives

Average Passenger Effective Travel Time (Minutes)

Wait For Next

In-Vehicle Transfer Departure Total

Existing Service Area

Existing Route Plan	19	2	28	49
Pulse -- Existing County Fair Mall Transit Center	25	7	23	55
Pulse -- Downtown Transit Center	20	4	22	46

Serving Spring Lake

Revised Two Loop Route Plan	20	2	29	51
Two Loop Route Plan With Additional Spring Lake - Downtown Route	21	2	29	52
Pulse -- Existing County Fair Mall Transit Center, 4 Buses	30	7	24	62
Pulse -- Downtown Transit Center, 4 Buses	28	4	25	58
Pulse -- Downtown Transit Center, 5 Buses	28	4	21	54

TABLE 34: Woodland Local Route Network Alternatives																
	Required Number of Buses	Annual				With Existing Spring Lake Development				With Spring Lake Buildout						
		Vehicle Service..		Marginal Operating Cost	Marginal Costs Allocated to Woodland		Ridership		Annual		Ridership Impact		Annual			
		Miles	Hours		(One-Way Trips)		Daily	Annual	Farebox Revenue	Subsidy Required	(One-Way Trips)		Daily	Annual	Farebox Revenue	Subsidy Required
Existing Service Area																
Existing Route Plan	4	197,729	15,648	\$996,900	\$1,401,900	726	193,500	\$321,200	\$1,080,700	--	--	--	--	--		
Pulse -- Existing County Fair Mall Transit Center	4	185,175	15,648	\$966,600	\$1,361,600	730	194,500	\$322,900	\$1,038,700	--	--	--	--	--		
Pulse -- Downtown Transit Center	4	172,621	15,648	\$936,300	\$1,321,300	761	202,600	\$336,300	\$985,000	--	--	--	--	--		
Serving Spring Lake																
Revised Two Loop Route Plan	4	184,783	15,648	\$965,700	\$1,360,400	746	198,800	\$330,000	\$1,030,400	824	219,400	\$364,200	\$996,200			
Two Loop Route Plan With Additional Spring Lake - Downtown Route	5	239,196	19,560	\$1,226,900	\$1,726,800	758	202,000	\$335,300	\$1,391,500	850	226,500	\$376,000	\$1,350,800			
Pulse -- Existing County Fair Mall Transit Center, 4 Buses	4	169,874	15,648	\$929,600	\$1,312,500	727	193,700	\$321,500	\$991,000	819	218,200	\$362,200	\$950,300			
Pulse -- Downtown Transit Center, 4 Buses	4	176,936	15,648	\$946,700	\$1,335,200	754	200,900	\$333,500	\$1,001,700	846	225,400	\$374,200	\$961,000			
Pulse -- Downtown Transit Center, 5 Buses	5	224,407	19,560	\$1,191,200	\$1,679,400	767	204,300	\$339,100	\$1,340,300	859	228,800	\$379,800	\$1,299,600			

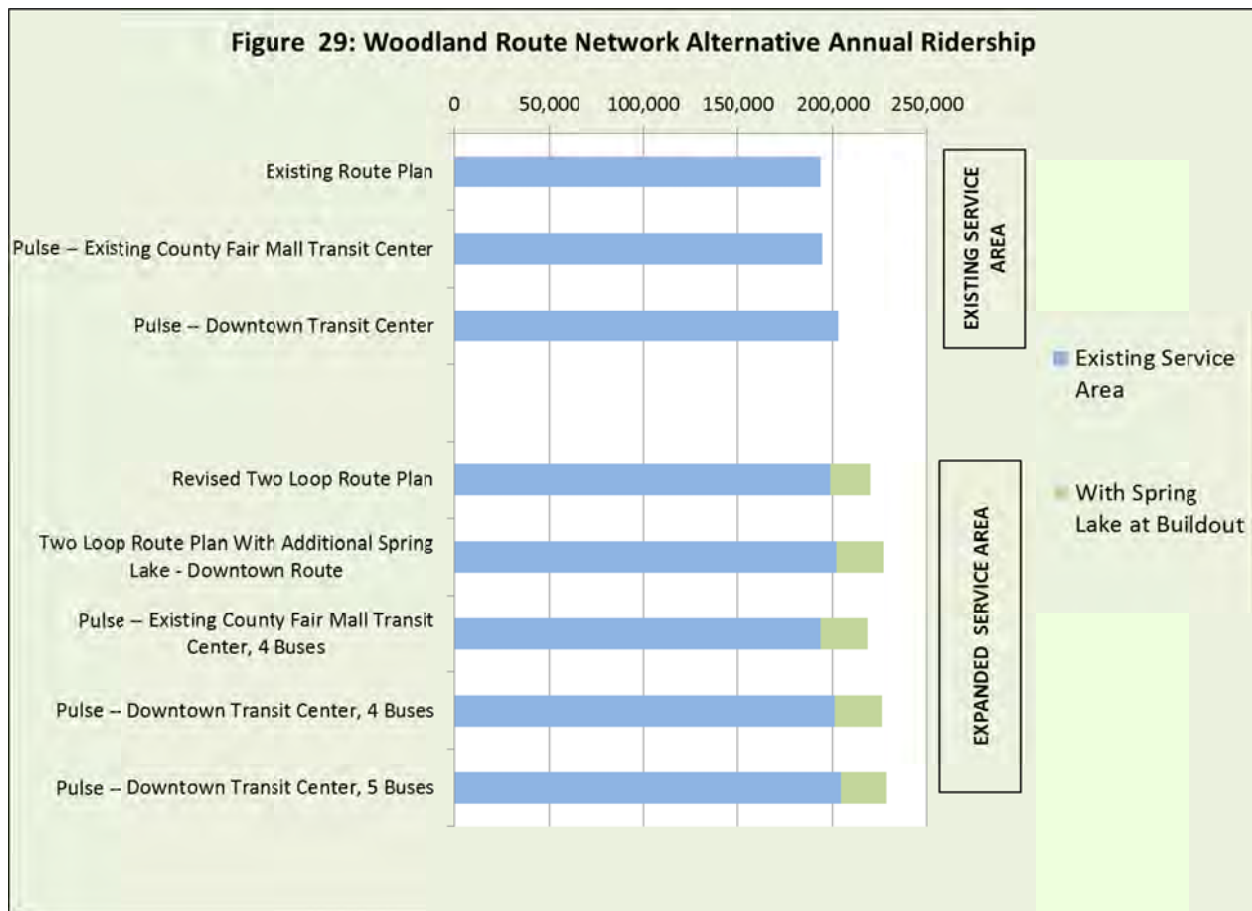
changes. The impact on annual costs allocated to the City of Woodland is based upon the current allocation methodology (\$49.03 per hour plus \$3.21 per mile).

- Annual and average weekday ridership levels were estimated based on four considerations:
 - o The impacts of the change in total travel times discussed above were used to conduct an elasticity ridership analysis. This methodology employs the concepts of microeconomics to estimate the proportionate change in ridership based on the proportionate change in travel time, as observed in transit service changes implemented in other similar transit programs. This is the standard means of estimating ridership impacts associated with changes in an existing transit program.
 - o The ridership impacts associated with a reduction in existing service area were identified based on observed ridership at the various stops that would lose service, factored by the proportion of the residences served by the stop that would be able to conveniently walk to a remaining stop.
 - o Ridership associated with service to Spring Lake was added, based on the demand identified in Table 27, above, factored by the proportion of demand that a specific alternative would serve. Note that estimates were developed both for the current level of Spring Lake development, as well as for build out.
 - o Ridership generated by service to other new service areas (such as the holes in the existing service area) was estimated based on the number of single family and multifamily dwelling units that would be newly-served, at the per-unit rates presented in Table 27.
- Annual farebox revenues were then estimated, assuming no change in average fare from current levels.
- Annual operating subsidies were then identified by subtracting farebox revenues from operating costs.

As shown in Table 34, the impact on annual Woodland subsidies (at current Spring Lake development levels) ranges from a low of \$994,900 to a high of \$1,410,400. (Note that the pulse route alternatives yield a slight reduction in operating costs from the existing route plans, due to the lower annual mileage.) Ridership, at current level of Spring Lake development, ranges from the current figure of 193,500 passenger boardings per year up to 204,300 (for a five-bus pulse network operating from a downtown transit hub). At buildout of Spring Lake, ridership would go as high as 228,800 passenger-trips (for the same service option). Figure 29 presents the relative annual ridership of the various options. Annual Woodland subsidy requirements at buildout of Spring Lake would drop the maximum subsidy requirement to \$1,299,600 (in current dollars).

Route Network Alternative Performance Evaluation

Table 35 presents a review of the relative performance of the various route alternatives. This table indicates the following:



- All of the route alternatives would yield an increase in annual ridership, even at current Spring Lake development levels. Without expanding to Spring Lake, the pulse option from a downtown transit center would generate an increase of 9,100 passenger-trips per year, or 5 percent growth over current levels. A pulse system from the County Fair Fashion Mall transit center would yield relatively modest overall ridership increases of 1,000 passenger trips or 1 percent.
- With service expanded to Spring Lake, the greatest ridership would be generated by the downtown pulse route alternative with five buses in operation, which would increase ridership by 10,800 passenger-trips (6 percent) at current development levels, and by 35,300 passenger-trips (18 percent) at buildout of Spring Lake.
- A key measure of transit service productivity is the passenger-trips served per vehicle-hour. These figures are shown in Figure 30, as well as in Table 35. All of the options that assume operation of four buses would increase productivity from current levels, while those operating five buses would reduce productivity. The best results, assuming existing Spring Lake development levels, were found for a downtown pulse system serving the existing service area (12.9 passenger-trips per vehicle-hour); though adding service to Spring Lake would only drop this figure to 12.8. Buildout of Spring Lake would increase this figure to 14.4.

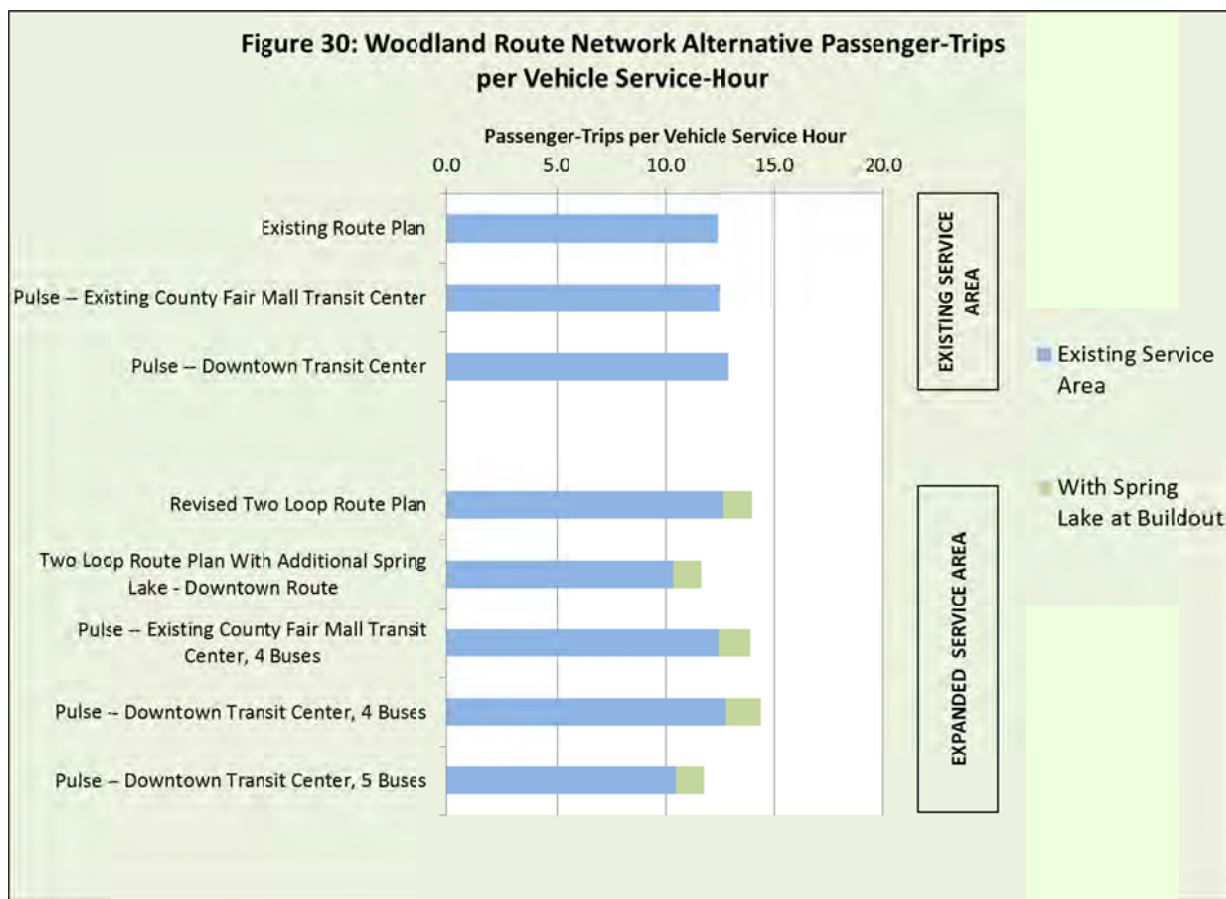


TABLE 35: Performance Analysis of Woodland Route Network Alternatives

	With Existing Spring Lake Development					With Spring Lake Buildout				
	Change in Annual Passenger-Trips		Passenger-Trips per Service Hour	Woodland Cost per Passenger-Trip	Woodland Subsidy per Passenger-Trip	Change in Annual Passenger-Trips		Passenger-Trips per Service Hour	Woodland Cost per Passenger-Trip	Woodland Subsidy per Passenger-Trip
	#	%		#	%	#	%			
<u>Existing Service Area</u>										
Existing Route Plan	--		12.4	\$7.24	\$5.59	--	--	--	--	--
Pulse -- Existing County Fair Mall Transit Center	1,000	1%	12.4	\$7.00	\$5.34	--	--	--	--	--
Pulse -- Downtown Transit Center	9,100	5%	12.9	\$6.52	\$4.86	--	--	--	--	--
<u>Serving Spring Lake</u>										
Revised Two Loop Route Plan	5,300	3%	12.7	\$6.84	\$5.18	25,900	13%	14.0	\$6.20	\$4.54
Two Loop Route Plan With Additional Spring Lake - Downtown Route	8,500	4%	10.3	\$8.55	\$6.89	33,000	17%	11.6	\$7.62	\$5.96
Pulse -- Existing County Fair Mall Transit Center, 4 Buses	200	0%	12.4	\$6.78	\$5.12	24,700	13%	13.9	\$6.02	\$4.36
Pulse -- Downtown Transit Center, 4 Buses	7,400	4%	12.8	\$6.65	\$4.99	31,900	16%	14.4	\$5.92	\$4.26
Pulse -- Downtown Transit Center, 5 Buses	10,800	6%	10.4	\$8.22	\$6.56	35,300	18%	11.7	\$7.34	\$5.68

- A pulse system serving the existing service area would reduce Woodland's cost per passenger-trip from the current level of \$7.24 to \$7.00 (if the transit center is at the County Fair Fashion Mall) or to \$6.52 (if the transit center is downtown). Serving Spring Lake results in a range from \$6.65 (a four-bus downtown pulse system) to \$8.22 (operating a fifth bus along with the two-loop system) at current development levels, dropping to a range of \$5.92 to \$7.62 at full development of Spring Lake.
- Finally, Woodland's operating subsidy per passenger-trip of serving the existing service area would be reduced from the current \$5.59 value to \$4.91 with a downtown-centered pulse system, or \$5.40 with a pulse system centered on County Fair Fashion Mall. With current Spring Lake development, this figure would range from \$5.11 to \$6.98, while with full Spring Lake development it would range from \$4.26 to \$5.96.

These values can also be used to assess the marginal impacts of operating a fifth bus to serve Spring Lake:

- Comparing the quantities for the five-bus pulse system over the revised two-loop plan (which requires 4 buses), this fifth bus would increase annual vehicle-hours by 3,912 per year, would increase Woodland's costs by \$391,000 per year, would increase ridership by 5,500 (existing Spring Lake development) to 9,400 (Spring Lake buildout) per year, and would increase subsidy requirements by \$323,600 and \$303,400 per year, respectively. The marginal passenger-trips per marginal vehicle-hour of service would be 1.4 at current development levels and 2.4 at buildout (both far below desirable standards), while the marginal subsidy per marginal passenger-trip would be \$58 at current development levels and \$32 at buildout.
- Similarly, comparing the quantities for the five-bus pulse system over the four-bus pulse system, this fifth bus would increase annual vehicle-hours by 3,912 per year, would increase Woodland's costs by \$344,200 per year, would increase ridership by 3,400 per year under either development level, and would increase subsidy requirements by \$338,600 per year. The marginal passenger-trips per marginal vehicle-hour of service would be only 0.9, while the marginal subsidy per marginal passenger-trip would be \$100.

Regardless of which four-bus option it is compared against, the addition of a fifth bus does not generate ridership sufficient to come close to desirable minimum levels, and requires marginal subsidies far in excess of desirable maximum levels.

Overall, the following conclusions can be drawn regarding the Woodland local route network alternatives:

Existing Service Area

- A pulse network focused on a transit center in the downtown area would provide a modest benefit over the current two-loop plan. While some individual trips would require longer travel times, this would be more than offset by the ability to provide 30-minute service frequencies on some routes as well as to serve additional neighborhoods. In addition to a 5 percent increase in ridership, this option would reduce average necessary running speed by roughly 10 percent, thereby improving on-time performance. It also would reduce Woodland's annual operating subsidy requirements on the order of

\$86,000 per year. A pulse system serving the current transit center at the County Fair Fashion Mall would not generate substantial improvements over the current service plan, and would not warrant the impacts associated with a reconfiguration.

Service Area Expanded to Serve Spring Lake

- A four-bus pulse system focused on a downtown transit center would be the best option, both at current levels of Spring Lake development as well as at buildout. This has the best productivity (passenger-trips per vehicle-hour of service) and lowest subsidy per passenger-trip, at either level of Spring Lake development.
- Given that there are viable options to serve Spring Lake with the operation of four buses, and given the low marginal productivity and high marginal costs associated with operation of a fifth bus, operating a fifth bus in local Woodland service is not expected to be warranted for the foreseeable future.
- A hybrid strategy to serve the single family residential areas of Spring Lake at on-demand stops could better serve this area than a fixed-route service strategy.

ROUTE NETWORK SERVICE ALTERNATIVES

Beyond the question of overall local route network structure, there are a number of service alternatives that were considered for individual routes, including both local and commuter routes serving Woodland.

Revisions to Existing 210/211 and 212/214 Local Route Loops to Improve On-Time Performance

If a pulse route option is not pursued nor service to Spring Lake provided, it may still be worthwhile to revise the existing routes to address the current poor on-time performance of the local routes. As discussed, 24 percent of local service operates at least 5 minutes behind schedule. On-time performance is also the single service attribute with the poorest passenger opinion ranking. To address this, several modifications to the existing routes should be considered:

- Serving the Senior Center once per hour rather than twice per hour. At present, all four local routes serve the Senior Center (a total of 52 trips per day), but only 8 boardings and alightings per day are served. Dropping service by one (but not both) of the route pairs would save one mile travel distance each hour, with a negligible impact on ridership. As the 212/214 route pair has the poorer on time performance and currently lays over at County Fair Fashion Mall, it would be preferable to drop this stop on these routes.
- Serve northwestern Woodland using a Beamer/Ashley/Woodland/Cottonwood loop rather than a Woodland/Ashley/Kentucky/Cottonwood Loop. By moving this loop a quarter mile to the south, the 210/211 routes could be shortened by ½ mile each. Existing ridership would be reduced by an estimated 6 passenger-trips per day or 1,600 per year, but the increased on-time performance associated with reducing the route length by 4 percent would generate ridership that would make up some of this loss.

- Operate Route 210/211 on Lemen Avenue and North Street between Matmor Road and 3rd Street, rather than along Beamer Street. This would reduce running length by 0.6 miles. As the route segment along Beamer Street would still be served by Routes 212/214, ridership would only be reduced by an estimated 500 per year.

Overall, these three options could reduce the length of Routes 210/211 by 9 percent and reduce the length of Route 212/214 by 8 percent, yielding a substantial improvement in on-time performance at a very modest impact on overall ridership.

Woodland Local Route Span of Service Changes

A common suggestion among Woodland passengers is for longer hours of service. At present, weekday service is provided from 7:00 AM to 8:50 PM, while service on Saturday is provided from 7:00 AM to 7:50 PM and service on Sundays/Holidays is provided from 8:00 AM to 6:50 PM. The following alternatives were developed based upon the review of existing ridership patterns as well as passenger comments.

Start Local Routes (210, 211, 212, 214) At 6:00 AM on Weekdays, Rather Than 7:00 AM

This would require four additional vehicle-hours of service per day. As shown in Table 36, this option would incur an operating cost of \$64,900 per year. Some of the ridership in this new hour of service would consist of riders currently using the first bus of the day in the 7:00 AM hour. Based upon a review of hourly variation in ridership for similar services operating in the 6:00 AM hour and the current Woodland local route ridership, this option would result in a net increase in ridership of 40 passengers per day, or 10,300 per year.

TABLE 36: Woodland Local Route Service Alternatives

Fiscal Year 2015-16

Alternatives Options/Details	Additional Vehicles	Annual				Marginal Costs Allocated to Woodland	Ridership Impact		Annual	
		Operating Days	Vehicle Service... Miles	Hours	Marginal Operating Cost		(One-Way Trips)		Farebox Revenue	Woodland Subsidy Required
Start Local Routes (210, 211, 212, 214) at 6:00 AM on Weekdays	\$ 0.00	\$ 255.00	12,852	1,020	\$64,900	\$91,300	40	10,300	\$17,100	\$74,200
Start Rt 211 Saturday Service at 8:00 AM Rather Than 7:00 AM	\$ 0.00	\$ 51.00	-653	-51	-\$3,300	-\$4,600	-4	-200	-\$300	-\$4,300
Start Rt 211/212 Sunday/Holiday Service at 7:00 AM Rather Than 8:00 AM	\$ 0.00	\$ 60.00	1,512	120	\$7,600	\$10,700	11	600	\$1,000	\$9,700
Extend Rt 211/212 Weekday Service Until 9:50 PM	\$ 0.00	\$ 255.00	6,426	510	\$32,400	\$45,600	8	2,000	\$3,300	\$42,300
Extend Limited Local Route Saturday Service Until 9:50 PM	\$ 0.00	\$ 51.00	2,570	204	\$13,000	\$18,300	8	400	\$700	\$17,600
East Woodland - Sacramento Commuter Route										
- New Run	\$ 1.00	\$ 252.00	12,541	465	\$45,700	\$63,000	--	--	--	--
- Revision of Existing Run	\$ 0.00	\$ 252.00	-612	-51	-\$3,200	-\$4,500	--	--	--	--
Total	\$ 1.00	\$ 252.00	11,929	414	\$42,500	\$58,500	33	8,400	\$13,900	\$44,600
Additional Route 45 Runs	\$ 1.00	\$ 252.00	13,647	534	\$50,700	\$70,000	35	8,800	\$14,600	\$55,400
Additional Route 242 Run	\$ 1.00	\$ 252.00	6,704	311	\$26,500	\$36,800	20	5,000	\$8,300	\$28,500
Reduce Route 243 to 1 Daily Round Trip	-\$ 1.00	\$ 252.00	-7,150	-332	-\$28,300	-\$39,200	-4	-1,000	-\$1,700	-\$37,500
Seasonal Visitor Trolley Service	\$ 1.00	\$ 26.00	2,912	208	\$13,900	\$19,500	24	600	\$1,000	\$18,500

Start Route 211 Saturday Service At 8:00 AM, Rather Than 7:00 AM

At present, Route 211 begins operation at 7:00 AM on Saturdays, while Route 212 begins operation at 8:00 AM. This first run of Route 211 only carries 6.4 passenger-trips. If this run were dropped, some passengers would be able to shift to the 8:00 AM run, yielding a net reduction in ridership of 4 passenger-trips per day, or 200 per year. However, Woodland's costs would be reduced by \$4,600, and a more consistent operating plan would result.

Start Local Route Sunday/Holiday Service at 7:00 AM, Rather Than 8:00 AM

Moving the start of Sunday/Holiday service up one hour would incur an increase in Woodland's annual costs of \$9,700. Based upon typical variation in Sunday ridership by hour and current local route Sunday ridership, this option would serve an additional 10 passenger-trips per day, or 600 per year.

Extend Route 211/212 Local Route Weekday Service until 9:50 PM

At present, weekday service ends on Routes 210 and 214 at 6:50 PM, and on Routes 211 and 212 at 8:50 PM. Extending the limited service another hour would serve riders getting off work or out of classes or other events around 8:00 PM. Considering typical ridership patterns and observed Woodland ridership in the early evening, this option would increase ridership by an estimated 8 riders per day, or 2,000 per year. The annual Woodland cost of this additional service would be \$42,300 per year.

Extend Route 211/212 Route Saturday Service until 9:50 PM

Extending the Saturday limited local route service from the current end of service at 7:50 PM to a new end of service at 9:50 PM was considered. This would be particularly useful in serving movies, cultural events and other entertainment on a Saturday evening. This would have a relatively modest cost impact to Woodland of \$17,600 per year. Ridership, based on current Saturday Woodland ridership and the variation in Saturday hourly ridership seen in other similar areas with longer hours of service, is estimated to be 8 passenger-trips per day, or 400 per year.

Split Existing Route 45 into One Route Serving East Woodland and a Second Route Serving Central/West Woodland

At present, Route 45 starts in downtown Woodland and follows a route west to Cottonwood Street, south to Gibson Road, east to Matmor Road (via a stop at County Fair Fashion Mall), north to Main Street and then east to I-5 and Sacramento. As it does not directly serve the eastern residential portion of Woodland (and as AM runs operate prior to the start of local transit service), residents of this eastern area are required to drive to an existing stop. In onboard surveys of Route 45 residents, a total of 7 comments (out of a total of 68 survey respondents) asked for direct service to Spring Lake. One option would be to revise existing Route 45 runs into a new route that serves the eastern residential areas directly and/or to operate new runs.

A detailed review of the Route 45 onboard survey indicates the following:

- 31 percent of existing Route 45 passengers live in the eastern portion of Woodland (east of SR 113), while 40 percent live in central Woodland (between SR 113 and West

Street) and the remaining 29 percent live west of West Street. This corresponds to approximately 68 one-way passenger-trips per average weekday, or 18,000 per year.

- All of these passengers currently drive to the bus, except for one that is a passenger in a car. Two-thirds of the passengers surveyed park at Matmor/Main, with the remainder scattered between County Fair Fashion Mall, East/Main and Main/113.
- Among responding eastern Woodland residents, 60 percent rode the 7:05 AM departure, 25 percent rode the 6:15 departure, and the remaining 15 percent rode the 6:55 departure.

A reasonable route for a commuter route connecting eastern Woodland with Sacramento would start at County Fair Fashion Mall, head east on Gibson Road to Pioneer Avenue, south on Pioneer Avenue and Parkland Avenue, east on East Heritage Parkway, north on Road 102, west on East Gibson Road, and turn north on Ogden Street. At this point, it would follow Route 212 via Ogden Street, Branigan Avenue, Farnham Avenue, East Gum Avenue and Pioneer Avenue before turning east on Main Street towards Sacramento. This route is shown in Figure 31. The reverse of this route would be served in the afternoon. Beginning and ending at the County Fair Fashion Mall would allow this route to also serve a portion of existing ridership generated in central Woodland (though travel time would be increased for these passengers).

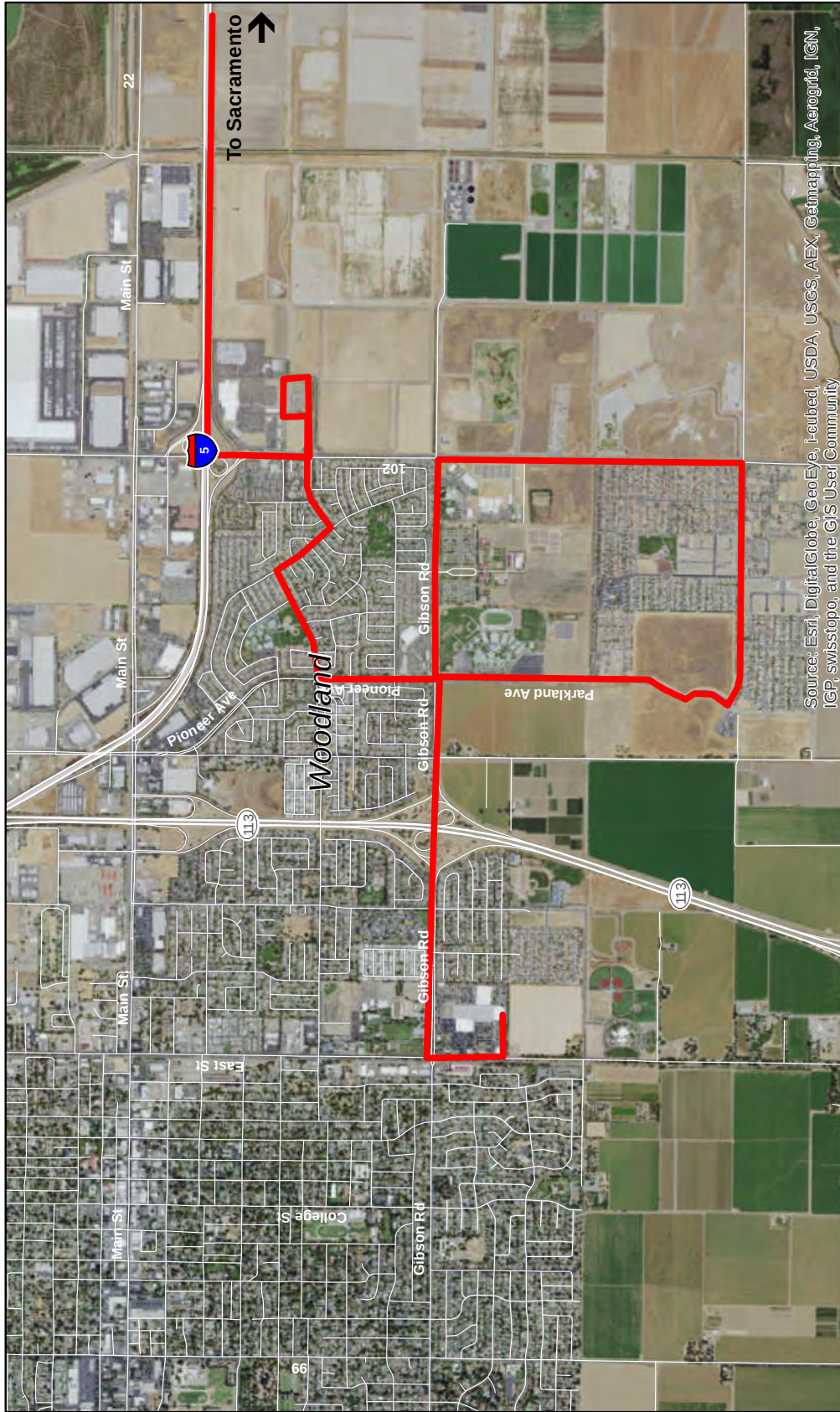
Given the proportion of existing Route 45 passengers living in east Woodland, and considering the current overall level of ridership on this route, a reasonable alternative would be to shift one existing Route 45 run to the new route, and add one additional daily round trip. This would result in four daily round-trips on Route 45, and two on the new route, yielding a proportion of service comparable to the ridership pattern. Operating two runs on the new route would also give passengers some choice in travel times, which is a benefit to a commuter route. Specific times that would be operated under the existing route and new route would be defined through a more detailed survey of riders, though as discussed below an earlier PM run may prove attractive to riders.

The cost to Woodland of operating the additional daily round-trip would be an estimated \$63,000 per year, as shown in Table 36. In addition, the shorter route length and travel time would reduce the costs for the existing round-trip shifted to the new route by an estimated \$4,500 per year. In total, this alternative would increase allocated operating costs by a net of \$58,500 annually.

There would be several ridership impacts associated with this option:

- By adding a sixth daily round-trip, overall capacity for commuter services between Woodland and downtown Sacramento would be enhanced and travel time options for persons driving to park-and-ride lots increased.
- Service directly to Spring Lake and other parts of eastern Woodland would increase the attractiveness and utility of transit, providing a substantial portion of these residents with an option for a more convenient walk, bike or auto trip to a bus stop.
- On the other hand, the reduction in the daily number of round-trips directly serving western Woodland and the downtown area would negatively impact some existing passengers.

Figure 31
East Woodland - Sacramento Commuter Route Alternative



0 0.375 0.75 1.5 Miles



On the whole, this alternative is forecast to generate a net increase of 33 passenger-trips per day, or 8,400 per year. Including the additional fares, the net subsidy impact to Woodland would be \$44,600 annually.

Additional Route 45 Runs To Address Overcrowding

In the onboard surveys conducted on Route 45, a total of 9 (out of 61) passengers indicated that addressing overcrowding on the buses or the need to stand is the single most important improvement they would like to see. At present, particularly popular runs are the 7:17 AM eastbound departure (average of 26.3 passengers), the 4:05 PM westbound departure (average of 28.4 passengers), and the 4:35 PM westbound departure (average of 32.1 passengers).

To address this issue, a detailed review was conducted of ridership by run for all weekdays over the course of May, 2015, as shown in Table 37. While all types of buses in the YOLOBUS fleet are used at one time or another on Route 45, much of the fleet has a seating capacity of 37 (such as an Orion VII) or 43 (such as an Orion V). As shown in the table, of the 196 runs for which data is available, 8 carried passenger loads exceeding a 37 seat capacity (4 percent of all runs), and of these 3 carried loads exceeding a 43 seat capacity (2 percent of all runs). High passenger loads were concentrated on the first two PM runs of the day (4506 and 4507).

If another run is operated, it would be beneficial to provide the afternoon run earlier than the present first PM run at 4:05 PM. Ridership data from Yuba Sutter Transit's similar commute service between Sacramento and Yuba City/Marysville indicate the popularity of earlier runs. The most popular run on this service, in fact, is the 3:45 PM departure from Sacramento. Adding a sixth daily round-trip on Route 45 would address the episodic overcrowding issue, improve overall service quality, and generate additional ridership. This would increase allocated operating costs by \$70,000 per year, but generate an estimate 8,800 additional passenger-trips, yielding a net increase in Woodland subsidy requirements of \$55,400.

Modifications to Route 42 A/B to Reduce Running Time and Improve On-Time Performance

On-time performance on Route 42 A/B was a common concern among passengers surveyed as part of this study. (Running times during this period were impacted by construction of the new Kings arena.) One option would be to revise the route to reduce running time. In the Woodland area, the existing route is already relatively direct. Serving County Fair Fashion Mall is essential to making transfers to other local routes. While a few minutes of running time could be saved by traveling via East Gibson Street and SR 113 to Main Street and I-5 (rather than the current routes along East Street, East Gus Street and Matmor Street), the stops along the current route serve a total of 263 passenger-trip daily, or 15 percent of total Route 42 A/B ridership. Moving Route 42 A/B would therefore be detrimental to the overall route, and is not considered further.

Revise Route 42 A/B to Provide Service to East Woodland/Spring Lake

The onboard surveys yielded several comments for direct serve to the eastern portion of Woodland. Given the existing on-time performance problems on Route 42, it is not feasible to revise the current route to serve eastern Woodland in such a way as to increase running time (such as by serving County Fair Fashion Mall and then traveling east on Gibson Street to Road 102 in order to serve stops in eastern Woodland). The other potential means of serving eastern Woodland would be to designate specific runs that do not serve western Woodland, but instead travel along Road 102, East Gibson and SR 113.

TABLE 37: Route 45 Daily Ridership by Run						Exceeds Capacity of an Orion VII (37 Seats)				
May, 2015						Exceeds Capacity of an Orion V (43 Seats)				
Run/Trip	4501	4502	4503	4504	4505	4506	4507	4508	4509	4510
Start Time	5:55 AM	6:15 AM	6:35 AM	6:55 AM	7:17 AM	4:05 PM	4:35 PM	4:45 PM	5:05 PM	5:35 PM
End Time	6:53 AM	7:13 AM	7:33 AM	7:53 AM	7:53 AM	5:14 PM	5:44 PM	5:54 PM	6:14 PM	6:44 PM
Total Month Ridership	547	414	517	373	526	567	642	260	295	229
Weekday Average	27.35	20.7	25.85	18.65	26.3	28.35	32.1	13	14.75	11.45
Friday May 1st	23	20	22	20	25	25	25	6	12	16
Monday May 4th	22	26	32	14	26	60	33	NA	18	15
Tuesday May 5th	25	23	24	30	39	29	39	16	18	16
Wednesday May 6th	36	16	39	19	31	32	33	20	20	13
Thursday May 7th	20	26	26	34	31	32	38	14	12	18
Friday May 8th	25	20	30	13	17	27	33	8	8	16
Monday May 11th	37	17	20	24	34	34	31	15	19	9
Tuesday May 12th	35	15	27	24	28	NA	34	35	20	12
Wednesday May 13th	22	20	27	16	24	NA	24	36	20	18
Thursday May 14th	20	15	24	18	28	22	20	18	15	13
Friday May 15th	22	18	27	10	26	31	26	21	7	8
Monday May 18th	36	23	23	17	28	28	26	12	15	8
Tuesday May 19th	31	21	30	23	28	35	48	16	2	13
Wednesday May 20th	34	26	27	17	22	38	27	18	15	NA
Thursday May 21st	22	29	22	14	31	31	32	12	18	16
Friday May 22nd	27	19	21	12	16	21	35	12	1	7
Monday May 25th	Holiday	Holiday	Holiday	Holiday	Holiday	Holiday	Holiday	Holiday	Holiday	Holiday
Tuesday May 26th	27	24	20	25	23	32	34	7	16	12
Wednesday May 27th	28	20	25	15	22	34	36	7	13	8
Thursday May 28th	29	19	34	17	24	25	44	12	21	10
	25	17	17	11	22	31	24	1	25	1

To assess the impacts of this option, a detailed review was conducted of existing Woodland residents completing the onboard survey on Route 42 A/B. Of these, only 18 percent indicated they live east of SR 113 in Woodland, compared with 82 percent living west of SR 113. The large majority of existing riders would need to transfer to a local route in eastern Woodland (where timed transfers are not available to all local routes, as they are at County Fair Fashion Mall) and therefore be negatively affected by this option.

A route through eastern Woodland, moreover, would by necessity only serve stops within a convenient walk distance of a small proportion of total homes, indicating that the majority of eastern Woodland residents would still need to travel by car or local bus to access Route 42. In addition, any variation in route on individual run raises the potential for confusion among passengers, who can easily find themselves on the “wrong” bus for their destination. Overall, serving eastern Woodland with Route 42A/B would be a net detriment to the transit system.

Additional Route 242 AM Run

At present, Route 242 is limited to a single AM run (departing Court/2nd at 6:54 AM and arriving at Cowell/Drew in Davis at 7:40 AM, and departing Cowell/Drew at 5:10 PM and arriving at Main/5th at 5:55 PM). The AM run is operated as part of the Davis Express (Route 44) run from Davis to Sacramento.

Current ridership is averaging 19.1 passengers per AM trip, and 5.5 passengers per PM trip. This pattern indicates that most Woodland passengers are using Route 42 to return home, probably earlier than the current PM Route 242 trip. This data, along with ridership on other

YOLOBUS commuter services indicates that a second, later, AM southbound run would be popular. A reasonable schedule for this additional run would be a 7:38 AM southbound departure with an 8:15 AM arrival at the UC Davis Silo. This would increase Woodland's costs by \$36,800 per year. Based on current Route 242 ridership and the relative ridership by run on Route 243, it is estimated that this additional run would carry 20 passenger-trips per day, or 5,000 over the course of a year. Subsidy requirements would be increased by \$28,500 annually.

Another option would be to adjust the existing Route 242 run times. In particular, moving the PM departure up by roughly a half-hour would probably increase ridership (at no change in operating cost), though this would need to be verified by a specific onboard survey of existing passengers ensure that most existing passengers could accommodate this change in their schedules.

Reduction in Route 243 Runs

Route 243 currently consists of two AM runs (departing Woodland at 7:15 AM and 7:45 AM) and two PM runs (departing Davis at 5:09 PM and 5:39 PM). Ridership on these runs is low, averaging 3.0, 7.0, 4.4 and 1.6 passenger-trips per day, respectively. As with Route 242, it appears that many passengers use the morning runs to travel to Davis, but return either on other transit routes, or carpool. Moreover, the boarding/alighting counts indicate that only one morning passenger boarded in eastern Woodland, with the large majority boarding at County Fair Fashion Mall (essentially using this route as additional travel time options to Route 242). Eliminating the less productive runs (the 7:15 AM and 5:39 PM) would reduce daily ridership by an estimated 4 trips per day, or 1,000 per year. Operating subsidies would be reduced by \$37,500 annually.

Trolley Service

Woodland has several potential opportunities to use a rubber-tired replica trolley for special event transportation:

- Downtown Woodland is undergoing a revitalization process. There may be opportunities to use trolley shuttles to transport visitors from the many lodging properties along Main Street to special Downtown events.
- The California Agricultural Museum is a well-regarded museum complex, including exhibitions of equipment (including historic buses), artwork, and farm animals. It also hosts a series of special events, including car shows, conferences and weddings. It is conveniently located at 1962 Hays Lane, just south of Main Street and west of Highway E8.

As an example, a shuttle service could be operated along Main Street between the Holiday Inn and Hampton Inn on Freeway Drive to the east and America's Best Value Inn on California Drive on the west. Each round-trip would require a half-hour to operate. As an example, one-day-a-week service eight hours a day over a six-month season would require a total of 206 vehicle-hours of service, and would incur an increase in costs allocated to Woodland of \$19,500.

The ridership history of rubber-tired trolley services over recent years is not positive. A successful nearby example is the "Emerald Bay Trolley" service operated in South Lake Tahoe. However, there are many examples of trolley services that have been discontinued due to lack

of ridership, including services in Nevada City/Grass Valley, North Lake Tahoe, and Yuba City/Marysville. Factors that tend to limit the ridership potential of this type of service are:

- Visitors with convenient access to their private automobile tend to use it rather than a shuttle service unless there is some factor such as limited available parking that provides a disincentive for auto use.
- While there is an initial “fun” factor that generates ridership in the first year or two, few residents return to ride again.
- On a day-to-day basis, much of the overnight lodging occurring in Woodland is through travelers, and visitor activity in Woodland is limited.

Based on these factors, the potential for ridership of a trolley service in Woodland would be very limited, on the order of 2 to 3 net new passengers per vehicle-hour of service. Providing transit service to special events by a public transit organization such as YCTD, moreover, raises issues with regards to the Federal Transit Administration’s charter rules. To ensure that public funds are not used to unfairly compete against private firms, since 2008 FTA grantees have been prohibited from using federally funded equipment or facilities (including maintenance facilities) to provide charter service if a registered private charter operator expresses an interest in providing the service. In reality, this requires the public organization to post the details of the planned charter service on a nationwide website. If any charter firms express interest, YCTD would be prohibited from providing service.

Services for Persons with Disabilities

Woodland is served by YCTA’s Local ADA service and Intercity ADA service. In addition, those persons able to board a van not equipped for wheelchairs are served by the Woodland Community Care Car service. As the population of Woodland grows, and as the proportion of seniors increases, it is expected that need for these services will increase moderately. As this issue is better addressed for the transit system as a whole, it is not considered further in this specific plan.

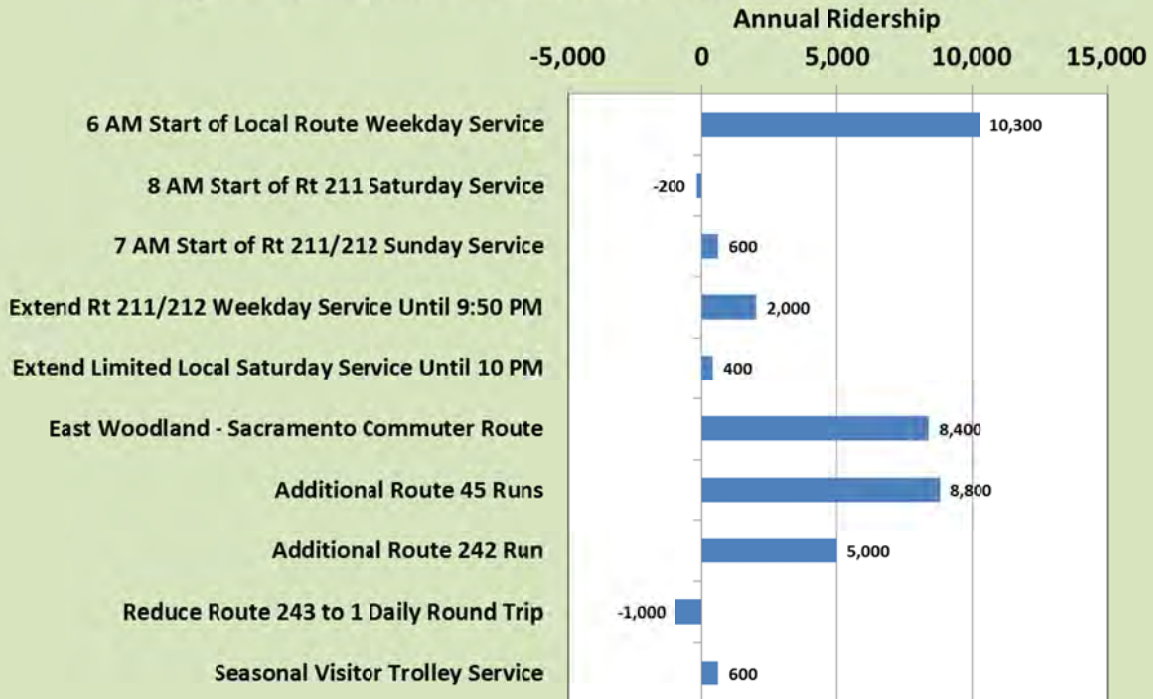
Route Alternative Performance Analysis

Table 38 presents a summary of the various individual route alternatives, as well as an evaluation based upon key performance measures. A review of this information indicates the following:

- As also shown in Figure 32, the alternative with the greatest potential to increase ridership is shifting the weekday start time of local services to 6:00 AM, with 10,300 additional annual passenger-trips. This is followed by the addition of one daily round-trip on Route 45 or establishing a separate East Woodland – Sacramento Commuter Route, and by an additional daily Route 242 run. On the opposite extreme, reduction Route 243 to one daily round trip would reduce ridership by an estimated 1,000 passenger-trips per year, while shifting the Saturday Route 212 start of service would eliminate 200 annual passenger-trips.

TABLE 38: Service Alternative Performance Analysis

Route / Service	Vehicle Hours	Woodland Operating Costs	Change In Annual			Alternative Performance Measure		
			Passenger-Trips	Fare Revenues	Woodland Subsidy	Passenger-Trips per Vehicle-Hour	Subsidy per Passenger-Trip	Farebox Return Ratio
Start Local Routes (210, 211, 212, 214) at 6:00 AM on Weekdays	1,020	\$91,300	10,300	\$17,100	\$74,200	10.1	\$7.20	19%
Start Rt 211 Saturday Service at 8:00 AM Rather Than 7:00 AM	-51	-\$4,600	-200	-\$300	-\$4,300	3.9	\$21.50	7%
Start Rt 211/212 Sunday/Holiday Service at 7:00 AM Rather Than 8:00 AM	120	\$10,700	600	\$1,000	\$9,700	5.0	\$16.17	9%
Extend Rt 211/212 Weekday Service Until 9:50 PM	510	\$45,600	2,000	\$3,300	\$42,300	3.9	\$21.15	7%
Extend Limited Local Route Saturday Service Until 9:50 PM	204	\$18,300	400	\$700	\$17,600	2.0	\$44.00	4%
East Woodland - Sacramento Commuter Route	414	\$58,500	8,400	\$13,900	\$44,600	20.3	\$5.31	24%
Additional Route 45 Runs	534	\$70,000	8,800	\$14,600	\$55,400	16.5	\$6.30	21%
Additional Route 242 Run	311	\$36,800	5,000	\$8,300	\$28,500	16.1	\$5.70	23%
Reduce Route 243 to 1 Daily Round Trip	-332	-\$39,200	-1,000	-\$1,700	-\$37,500	3.0	\$37.50	4%
Seasonal Visitor Trolley Service	208	\$19,500	600	\$1,000	\$18,500	2.9	\$30.83	5%

Figure 32: Service Alternative Annual Ridership

- The impact on annual Woodland operating subsidy, also shown in Figure 33, ranges from a high of \$74,200 for the earlier weekday start time on the local routes to a reduction of \$37,500 associated with reduction in Route 243 service. Other alternatives with relatively high subsidy impacts (between \$42,300 and \$55,400 per year) consist of operating an additional commuter round-trip run to Sacramento (either as part of Route 45 or as part of a separate East Woodland service) and extending Route 211/212 local weekday service until 9:50 PM.
- The productivity of the various alternatives, also shown in Figure 34, consists both of those options that increase both ridership and vehicle-hours of service (shown in blue) as well as the two options that decrease both ridership and vehicle-hours of service (shown in red). By this key transit performance measure, the “best” alternative that increases service is the 20.3 for the East Woodland-Sacramento Commuter Route option additional Route 242 run. This is followed by a value of 16.5 for the additional Route 45 run, and 16.1 for the additional Route 242 run. Starting weekday local service at 6:00 AM also yields a reasonable productivity figure of 10.1. For those alternatives that reduce service, the “better” option is that with the lesser loss in ridership per vehicle-hour eliminated. By this measure, the reduction in Route 243 is slightly better (at 3.0) than the shift to an 8:00 AM start of Route 211 Saturday service.
- Woodland’s subsidy per passenger-trip, shown in Figure 35, is a key measure of the financial efficiency of the various alternatives. Those options increasing both ridership and subsidy needs are shown in blue, while those that reduce both ridership and subsidy are shown in red. By this measure, the east Woodland – Sacramento commuter service is the “best” of the options that increase subsidy requirements, as a relatively low \$5.31 is required for every additional passenger-trip. Other options that make relatively good use of additional subsidies are the additional commute run to Davis (\$5.60) or to Sacramento (\$6.30) and the earlier weekday start time for local service (\$7.20). At the other extreme, extending local service on Saturdays until 9:50 PM would require \$44.00 in additional subsidy per passenger.

Of the two options that reduce ridership and subsidy, the reduction in Route 243 runs is “better” in that \$37.50 of subsidy is saved for every passenger-trip lost, while shifting Route 212 Saturday service later would save a relatively modest \$21.50. These figures can be used to make rough comparisons of the various alternatives. For example, the \$37.50 in subsidy per passenger saved by reducing Route 243 service, compared with the \$5.31 in additional subsidy needed for the East Woodland – Sacramento Commuter Route indicates that almost 7 times as many passenger-trips (\$37.50 divided by \$5.31) with the same subsidy funding if these two alternatives were implemented.

- Finally, Figure 36 depicts the marginal farebox return ratio (fares divided by operating costs) of the various alternatives. Of those options that increase costs (shown in blue), the additional commuter services to Sacramento and Davis stand out, with 21 to 24 percent of the additional costs covered by the increase in farebox revenue. Another alternative with a high ratio is the additional earlier weekday start time for local service. The low marginal farebox ratio associated with the reduction in Route 243 is also an argument for this option.

Figure 33: Service Alternative Annual Woodland Operating Subsidy

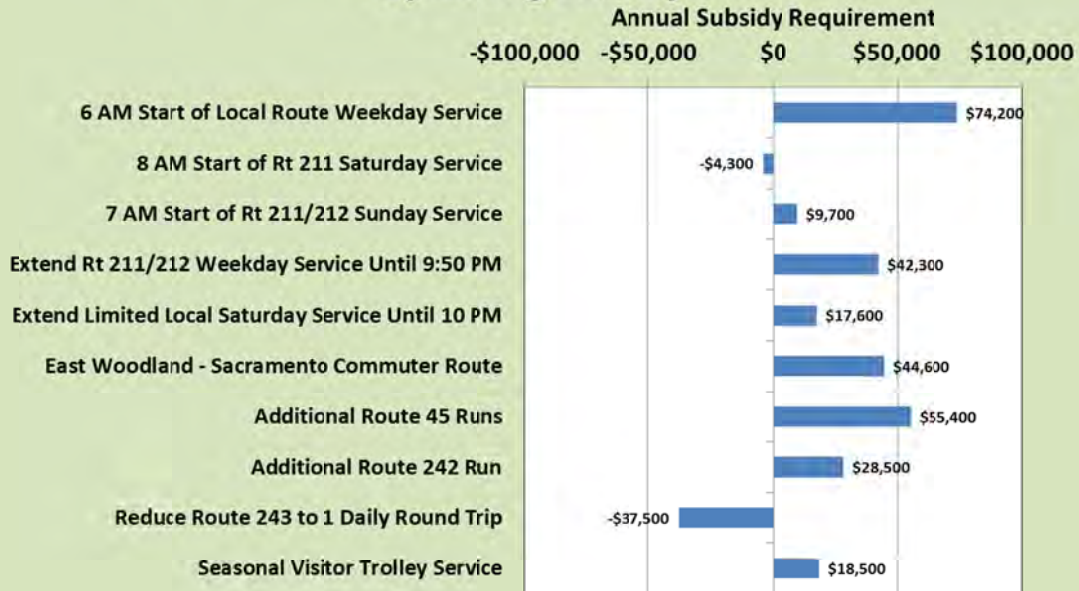


Figure 34: Service Alternative Ridership per Vehicle-Hour of Service

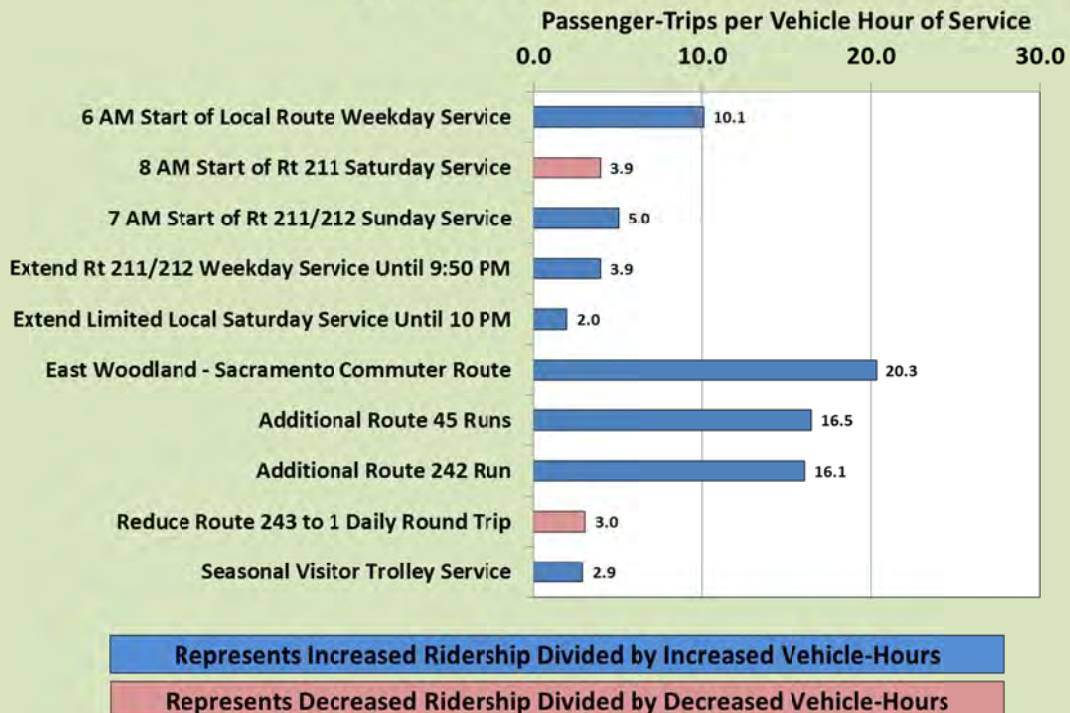
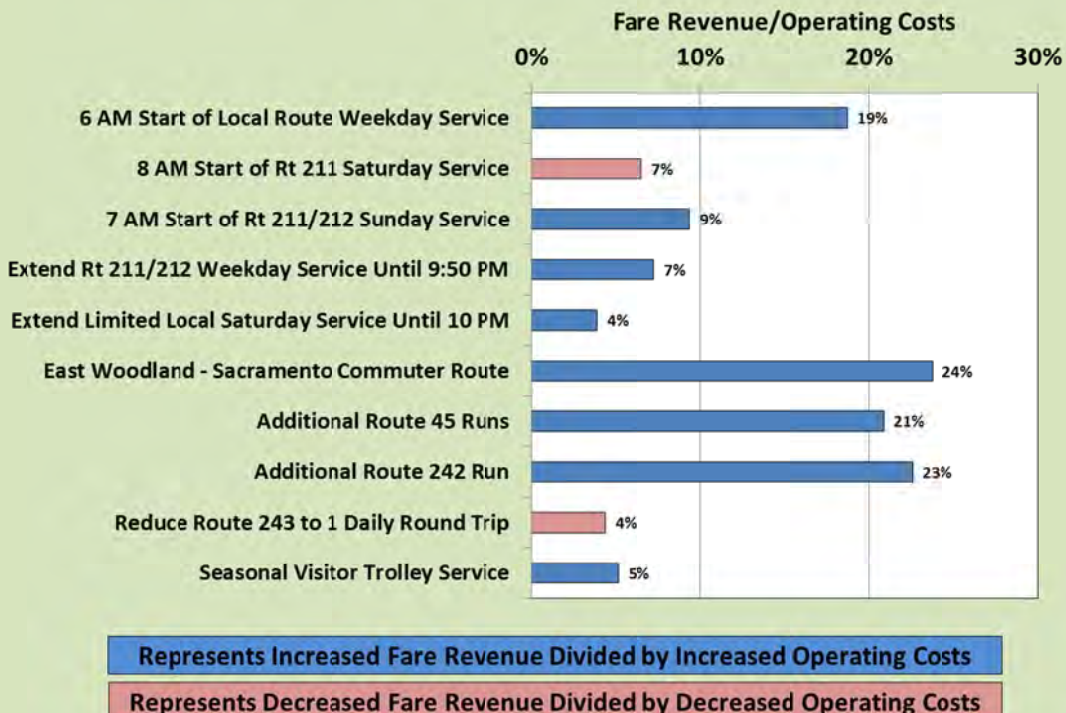


Figure 35: Service Alternative Subsidy per Passenger-Trip



Figure 36: Service Alternative Farebox Return Ratio



Overall, this performance analysis indicates that the following route options are strong candidates for implementation:

- Establishment of an East Woodland – Sacramento Route, including provision of an additional daily round-trip.
- Additional run on Route 242.
- A 6 AM start time for local route weekday service.
- Reduction of Route 243 to one daily round-trip.
- Shifting the start time of Route 212 Saturday service from 7:00 AM to 8:00 AM.

In general, this alternative analysis (as well as the existing ridership patterns) indicates that the demand for transit service generated in the Spring Lake / eastern Woodland area is substantially stronger for service to/from Sacramento than for service to/from Davis.

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Chapter 7

Long Range Transit Strategy

This chapter first presents a review of population and development forecasts, as a basis for evaluation of long-range transit needs. This is followed by a discussion of long-range strategies, building upon the evaluation of short range service alternatives presented in the previous chapter.

REVIEW OF LONG-RANGE PLANS

The City of Woodland is nearing the end of a General Plan update process. At present, a range of plan scenarios have been developed and evaluated. At the July 23, 2015 Planning Commission meeting, a Draft Land Use Map was approved by the Commission for purposes of the environmental analysis. While final approvals by the Planning Commission and City County may change this plan, it (and the background forecasts on which it is based) provides a good basis for evaluation of future transit needs.

A review of this draft plan yields the following context for evaluation of future transit services:

- The Development Scenarios Analysis Report indicates that the base population growth forecasts for the City of Woodland are as follows:

2013	55,694
2020	60,540
2025	62,759
2035	67,126

These figures reflect total population growth between 2013 and 2035 of 11,432 persons, or 20.5 percent over 2013 levels.

- Similarly, the number of households in Woodland is forecast to increase by 22.6 percent between 2013 and 2035.
- Employment within the city is forecast to increase by 5,262 jobs, or 20.0 percent over 2013 levels.³

The draft plan documents also provide background as to where and when development is expected to occur. To simplify a complex subject, the following are the key development areas:

- The downtown area and nearby key corridors are intended to be the focus of infill development, which is preferred. These key corridors consist of the roughly two blocks on either side of Main Street between Pedrick Road on the west and Pioneer Avenue on the east, and on either side of East Street between Kentucky Avenue on the north and County Fair Fashion Mall on the south. This development is expected to occur on an ongoing basis through the 2014-2035 plan period.

³ As the percent growth in population and employment are similar, the overall balance of commuting to/from and within Woodland is not expected to significantly change.

- The Spring Lake Specific Plan area is the key location of urban use expansion in the short term (2015 to 2025) in the southeastern portion of the city. Currently partially developed, full development would effectively extend urban development as far south as County Road 25 A (extended eastward to County Road 102), between Harry Lorenzo Avenue on the west and County Road 102 on the east. Full development of this area is forecast to add 11,270 new residents (which is just under the citywide population growth forecast through 2035).
- The SP-1 area lies south of existing development and north of County Road 25 A, along both sides of East Avenue and SR 113. This area is expected to develop as a mix of commercial, residential (8 dwelling units to the acre) and business park uses. Plan “triggers” are intended to result in development of this area lagging behind the Spring Lake Specific Plan development. Over the next 20 years, development is expected to be limited to the area east of SR 113 and north of County Road 25.
- The SP-2 area lies approximately 1 mile east of the Gateway I development. Development potential is constrained by floodway requirements, and the draft General Plan documents indicate that development of this area will not occur until at least 2025, and only after “substantial buildout” of the Spring Lake Specific Plan. For these reasons, this area is not expected to warrant transit service over the next 20 years.

In sum the areas of new development (beyond infill) is expected to be focused on the southeast portion of the City, east of SR 113, north of County Road 25, and west of County Road 102.

Change in Senior Population

The change in the senior population will also impact transit demand. As shown in Table 39, by 2030 California Demographic Research Unit forecasts indicate that the population of Yolo County over age 64 will increase by 139 percent, while those over age 74 will increase by a full 162 percent. This will have a substantial impact on the need for transit service, particularly for ADA/paratransit service. For the fixed routes, the impact of this demographic shift is tempered by the relatively low proportion of ridership that is elderly (15 percent age 60 and above, based on the on-board surveys). Overall, this demographic shift is estimated to increase transit demand by 0.5 percent per year.

TABLE 39: Yolo County Population Projections by Age Category

Year	Total (All ages)	Preschool Age (0-4 years)	School Age (5-17 years)	College Age (18-24 years)	Working Age (25-64 years)	Young Retirees (65-74 years)	Mature Retirees (75-84 years)	Seniors (85 or more years)
2010	201,311	12,500	32,848	38,098	97,946	10,675	6,271	2,971
2015 (est)	212,484	12,515	32,449	37,591	104,558	14,659	7,440	3,272
2020	223,657	12,529	32,050	37,084	111,169	18,643	8,609	3,572
2030	250,414	13,741	33,637	37,567	121,570	23,098	15,463	5,337
2035 (est)	265,836	14,351	35,786	38,198	128,259	23,697	17,758	7,788
2040	281,259	14,961	37,935	38,829	134,947	24,296	20,052	10,238
Estimated 2015-2035 Change								
#	53,352	1,837	3,337	607	23,701	9,038	10,317	4,516
%	25%	15%	10%	2%	23%	62%	139%	138%

Source: California Demographic Research Unit, Report P-1

LONG-RANGE SERVICE SCENARIO

Based upon the results of the evaluation of short-range service strategies and the assessment of long-range planning and demand factors discussed above, the following long-range service scenario was developed. A summary of service quantities and ridership is presented in Table 40.

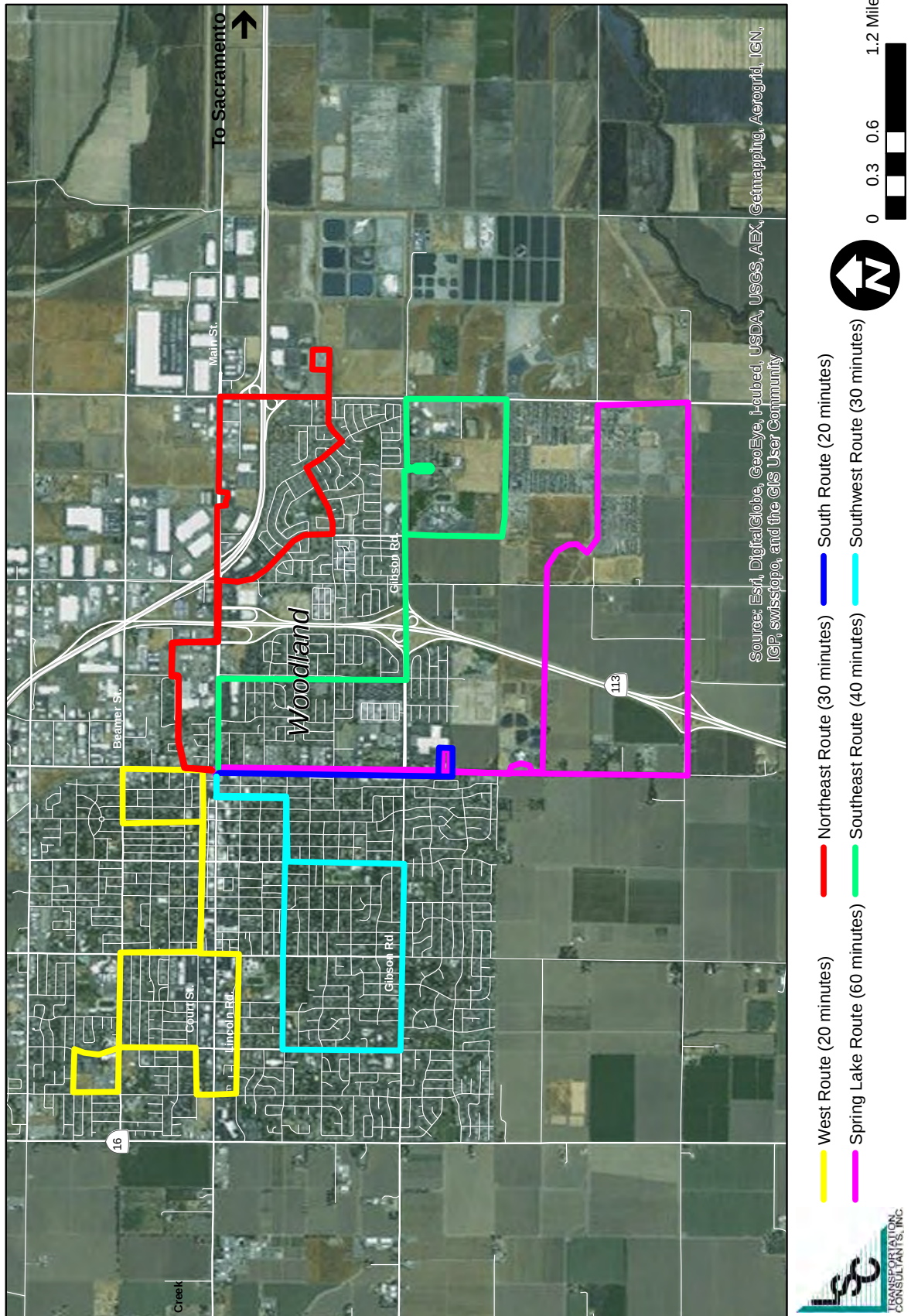
TABLE 40: Woodland Long Range Transit Service Quantities					
	2013	2020	2025	2030	2035
Population	55,694	59,300	61,900	64,500	67,130
Ridership	267,000	344,376	359,500	374,600	389,900
Peak Buses					
Local Routes	4	4	4	4	4
Route 45/E. Woodland-Sac Route	5	6	7	8	9
Route 242	1	1	1	1	1
Route 243	2	1	1	1	1
TOTAL	12	12	13	14	15
<i>Required Spare Buses</i>	3	3	3	3	3
<i>Total Fleet Required</i>	15	15	16	17	18
Vehicle-Hours of Service					
Local Routes	15,648	16,617	16,617	16,617	16,617
Route 45/E. Woodland-Sac Route	2,575	2,988	3,402	3,984	4,482
Route 242	265	311	311	311	311
Route 243	663	332	332	332	332
TOTAL	19,151	20,247	20,661	21,243	21,741
Vehicle-Miles of Service					
Local Routes	197,729	176,936	176,936	176,936	176,936
Route 45	58,204	70,133	82,063	93,511	105,200
Route 242	7,204	13,907	13,907	13,907	13,907
Route 243	14,300	7,150	7,150	7,150	7,150
TOTAL	277,437	268,127	280,056	291,505	303,193
Woodland Allocated Operating Costs (1)	\$1,830,000	\$1,850,000	\$1,910,000	\$1,980,000	\$2,040,000
Note 1: In constant dollars, unadjusted for inflation					

Local Route Service

The short-range service analysis indicates that a pulse transit route system based on a transit center in the eastern portion of downtown Woodland will be the most efficient route structure by 2020. The system will grow to serve new development (in particular, the Spring Lake and SP-1 areas), as well as to accommodate growth in population and transit demand in the remainder of the city.

Figure 37 presents the long-range route network, consisting of five routes. As indicated, this builds upon the short-range downtown-centered pulse network discussed above. As Spring Lake and PC-1 develop in the southern portion of Woodland transit needs will grow and Parkland Avenue is planned to be extended over SH 113. It is important to note that the Southeast Route is conceptual, as specific roadway/land use configurations have not been fully defined, particularly for the SP-1A area. It may be necessary to revise this route's outer one-way loop to best serve various transit generators in this overall area.

Figure 37
Long Range Woodland Local Transit Route Network



As shown in Table 41, a total of four buses will be operated weekdays⁴, and three on Saturdays. On weekdays, this can provide half-hourly service on the Northwest and Southwest Routes (where a majority of Woodland local passenger-trips are generated, with hourly service on the other routes. On Saturdays, hourly service can be provided on all routes.

TABLE 41: Woodland Local Route Long-Range Service Scenario

Route	Length (Miles)	Running Time (Minutes)	Runs/Hr		Total Hourly Run Time	Scheduled Time	Running Speed (MPH)	# of Buses	
			Weekday	Sat/ Sun				Weekday	Sat/Sun
Northeast	6.8	34.0	1	1	34	40	10.2	0.67	0.67
Southeast	9.1	45.5	1	1	46	60	9.1	1.00	1.00
Southwest	5.0	25.0	2	1	50	30	10.0	1.00	0.50
Northwest	6.5	32.5	2	1	65	30	13.0	1.00	0.50
South	3.6	18.0	1	1	18	20	10.8	0.33	0.33
					213	240		4.00	3.00

Note: The interlining between routes should be reviewed after implementation, based on operational and ridership patterns.

Woodland – Sacramento Commuter Service

While the relative balance between employment and population growth in Woodland indicates that the proportion of Woodland residents commuting to the Sacramento area will not change significantly, the overall population growth (and expected increase in fuel costs) will spur additional demand for commuter services. The number of peak buses required to serve this demand in the future is forecast based upon the number identified at the end of the short-range plan period (six) factored by the increase in demand. As also shown in Table 40, this indicates a need for one additional peak bus in each of the three five-year periods between 2020 and 2035, to a total of nine by 2035. These buses should be allocated between the commuter routes service west Woodland and east Woodland as needed to accommodate demand most effectively.

Woodland – Davis Commuter Service

At the end of the short range transit plan period (2019/20), commuter service between Woodland and Davis is expected to consist of one daily Route 242 round trips and one daily Route 243 round trip. No change in these service levels is included in this plan. However, it should be noted that demand for these services can potentially be changed substantially by changes in UC Davis housing or admissions programs. The effectiveness of this route is also a function of the ability to schedule runs as part of other services between Davis and Sacramento (beyond the scope of this study).

⁴ An evaluation of providing a fifth bus under the long range service plan to increase service frequency was conducted, but was found to generate only approximately 8 passenger-trips per additional vehicle-hour of service.

Route 42 Service

Within Woodland, Route 42 is expected in the long term to focus on serving the downtown Transit Center, along with park-and-ride lots along East Main Street and East Street and other stops along these two streets.

Summary

As shown in Table 40, under this scenario total ridership on Woodland services (local routes, and commuter routes to Sacramento and Davis) are forecast to grow in annual ridership by 122,900 passenger-trips, or 46 percent above current levels. The annual vehicle-hours of service will grow by 14 percent, while vehicle-miles of service will grow by 9 percent. As ridership will grow substantially faster than service levels, overall this indicates that the Woodland transit services will become more efficient under this scenario. Operating costs allocated to Woodland will grow by 11 percent.

This chapter discusses the key capital elements of the transit program serving Woodland. First, options regarding the transit center are presented. This is followed by an assessment of improvements to bus stops. In addition, the fleet requirements are evaluated, along with potential changes in transit vehicles.

TRANSIT CENTER

The current transit center serving Woodland, located at County Fair Fashion Mall, is a basic but functional facility that can accommodate the current bus program. It is provided with shelters and street lighting, but no other amenities. As discussed in the previous chapter, its location near the southern end of the local route service area is not optimal, in that it requires substantial out-of-direction travel for some popular trip patterns (such as travel between northwest Woodland residences and downtown).

Architectural Program for the Transit Center

As a long-term capital investment, it is important for a transit center to be able to accommodate the needs of the transit program for at least the next twenty years. Recommended program elements, considering the long range service scenario, are as follows:

- **Bus Bays**
 - o Local Routes – 6
 - o Woodland – Sacramento Commuter Routes – 1
 - o Woodland – Davis Commuter Routes – 1
 - o Route 42 – 2
 - o Other Routes (215, 216, 217) – 2
 - o Total – 12 bays, requiring approximately 660 linear feet of curb⁵
- **Building Program**
 - o Climate-controlled waiting area -- approximately 1,500 square feet
 - o Driver restrooms and break area -- approximately 500 square feet
 - o Transit information counter -- approximately 160 square feet⁶
 - o Custodial closet and mechanical/service space – Approximately 160 square feet
 - o Total – Approximately 2,320 square feet
- **Other Elements**
 - o Outdoor shaded passenger waiting area with benches, totally approximately 1,500 square feet in area

⁵ At a minimum 8 bays would be needed (4 for local routes, 1 for Sacramento commuter routes, 2 for Route 42 and 1 for other routes). This would reduce the required length of curb to a minimum of 40 feet.

⁶ Transit centers in cities of Woodland's size are typically not staffed on a full-time basis, as this is not cost effective. However, counter space that can be used occasionally for pass sales, marketing campaigns or special events should be provided.

- o Two parking spaces for transit staff
 - o Bicycle parking
 - o Space for public art
 - o Parking for regional transit passengers, if it can be accommodated onsite.
- However, this is not the key purpose of a new transit center site in Woodland.

At a minimum, this program can be accommodated in a parcel of approximately 0.7 acres in size (assuming that 4 bus bays can be provided along the adjacent street right-of-way).

Transit Center Costs

Table 42 presents a planning-level estimate of capital costs associated with a new downtown transit center. As shown, total costs (including land acquisition, site preparation, construction, engineering, permitting and construction management costs) are estimated to be on the order of \$2.8 Million. This figure does not include any costs associated with remediation of hazardous wastes, assumes that adequate utilities are available to the site, and will vary based upon the final site selected.

While desirable, a full enclosed transit building is not a requirement. If excluded from the program and replaced with several more shelters, the total construction cost would drop by approximately \$0.5 Million, to \$2.3 Million.

Site Location Considerations

The following are key considerations in considering the location of a transit center.

- Adequate size to accommodate the transit program.
- Proximity to the center of the local transit service area, to minimize out-of-direction travel time and costs.
- Convenient access for regional transit routes that minimize out-of-direction travel
- Adequate access, avoiding excessive delays for transit routes
- Compatibility with nearby land uses. In particular, transit centers can have noise impacts on nearby residences.
- Convenience to major trip destinations. As the single location most accessible by public transit, it benefits the overall effectiveness of transit services if there is a concentration of transit trip generators (shopping, community facilities, public offices, etc.) within a convenient walk distance of the transit center.
- High visibility, enhancing the community's awareness of transit services.
- Personal security and safety. Locations in area's with a high crime reputation (deserved or not) should be avoided, and locations that have greater vehicle and pedestrian activity are preferable.
- Appropriate zoning and consistency with community plans.
- Availability of adequate utilities.
- Lack of known hazardous soils.

In the course of this study a number of potential alternative sites have been identified, including five sites in the downtown area and one at West Main Street and Ashley Avenue. Located near the westernmost edge of Woodland, this latter site would not result in an effective or convenient transit center, as it would require all buses (and passengers) to travel to this relatively remote location at least once per hour. It would be particularly inconvenient for passenger traveling

north-south across the central or eastern portion of Woodland. For these reasons, this location was dropped from consideration.

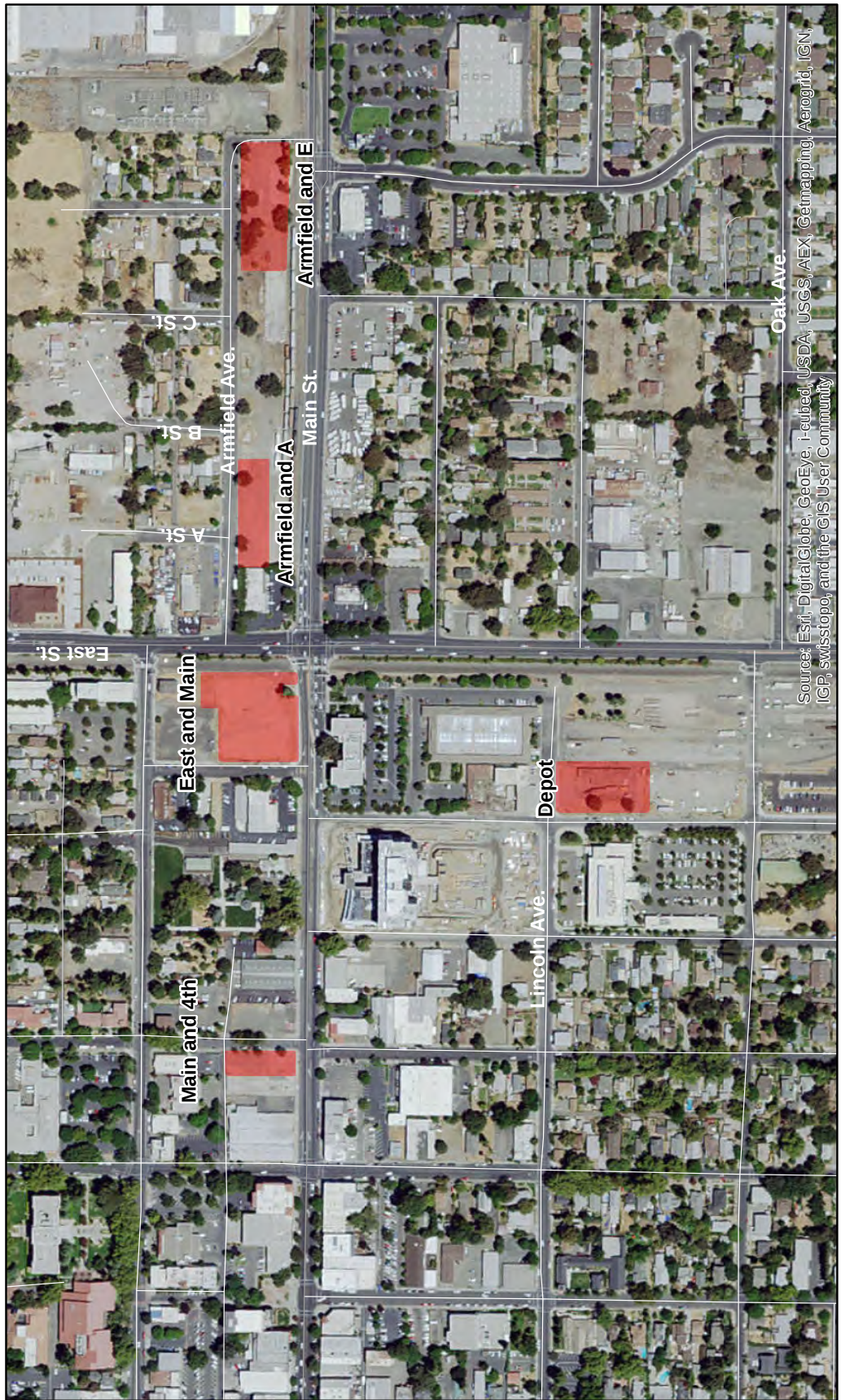
**TABLE 42: Summary of Probable Costs
Downtown Woodland Transit Center**

	Units	Unit Cost	Cost
Hard Cost			
Demolition	45,000 SF	\$ 3	\$ 135,000
Transit Center			
Transit Passenger Uses	1,500 SF	\$ 120	\$ 180,000
Driver Restrooms, Break Area, Counter	660 SF	\$ 140	\$ 92,400
Building Support Uses	160 SF	\$ 100	\$ 16,000
Signage			\$ 10,000
Furnishings and Fittings			\$ 50,000
<i>Subtotal: Transit Building Costs</i>	2,320 SF		\$ 348,400
Bus Bays/Concrete Pavement Circulation	20,000 SF	\$ 20	\$ 400,000
Shelters	5 EA	\$ 12,000	\$ 60,000
Platform/Pedestrian/Bicycle Space	7,750 SF	\$ 15	\$ 116,300
<i>Subtotal: Circulation and Exterior Space</i>			\$ 576,300
<i>Subtotal: Demo, Building, Circulation and Exterior Passenger Space</i>			\$ 1,059,700
Landscaping (incl. seating walls)	15,000 SF	\$ 10	\$ 150,000
Lighting	45,000 SF	\$ 1.50	\$ 77,500
Access Improvements	EA		\$ 250,000
Total Construction Costs			\$ 1,537,200
Land Acquisition Costs	45,000	\$ 10	\$ 450,000
Total Hard Costs			\$ 1,987,200
Soft Costs			
Site Design & Engineering		15%	\$ 298,100
Environmental			\$ 50,000
Building Permit			\$ 15,000
Utility Tap Fees			\$ 8,000
Legal			Staff
Construction Management		10%	\$ 198,700
Contingency		15%	\$ 298,100
Total Soft Costs			\$ 817,900
Total Probable Project Costs			\$ 2,805,100
Note: Excludes any hazardous waste remediation costs.			

The five potential locations in the downtown area are shown in Figure 38, and consist of the following:

- The **Main & 4th** site is located on the west side of 4th Street between Main Street and the alley to the north. It is currently not occupied, and is conveniently located near shopping, dining and public activity centers. There is the potential to expand this site, such as using the curb space on the east side of 4th Street. However, this site is privately owned, has high commercial potential, and is probably not available.

Figure 38
Downtown Woodland Potential Transit Center Sites



Source: Esri, DigitalGlobe, GeoEye, i-cubed, USDA, USGS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo, and the GIS User Community



0 0.075 0.15 0.3 Miles



- The **Main & East** site consists of the currently-vacant parcel on the northwest corner of Main Street and East Street. It has very high visibility, but access can be a problem at peak times – particularly long traffic queues on East Street. It is also currently slated for commercial development, and thus unavailable.
- Two potential sites are located on the Pacific Rail Company parcel north of Main Street and east of East Street. This area consists of a “house track” railcar loading area and railcar storage, and appears to have very little use. The **Armfield & A** site consists of the western end of this parcel, while the **Armfield & E** site would use the eastern end. Under either option, the transit bays could make use of the existing Armfield Street right-of-way, potentially allowing rail uses to remain. Use of either site may require realignment of the offset Main / E Street intersection to align with Thomas Street.
- The **Depot** site consists of land near the (relocated) historic rail station on the southeast corner of Lincoln Avenue and 6th Street. This site is convenient to the new County Courthouse, and its location adjacent to the police station helps to address security issues. It has less visibility to the community as a whole than do the other sites. Providing adequate transit access to/from the site probably would require extension of Lincoln Avenue eastward across the rail tracks to East Street. As increasing at-grade rail crossings is an issue with the California Public Utilities Commission, it may also be necessary to close the existing Oak Avenue crossing.

Table 43 presents a comparison of the sites in terms of key criteria, on a scale from 1 (lower benefit/higher negative impact) to 4 (higher benefit, lower negative impact). While a final decision on the appropriate site would require more detailed analysis (including assessment of land costs, utility availability and specific traffic impacts), in general the Armfield & A and Armfield & E sites have a relatively high overall score, though the Depot site also has potential. A detailed study of alternative sites (reflecting development regulations, utility location, access options, etc.) would be needed to conclusively determine the optional site.

TABLE 43: Downtown Transit Center Site Alternatives					
	Main & 4th	Main & East	Armfield & A	Armfield & E	Depot
APN	5223003000	5644016000	63070099	63070099	614300400
Size (acres)	0.26	1.31	2.75 (part)	2.75 (part)	0.78
Zoning	Central Commercial	Central Commercial	Central Commercial	Central Commercial	Central Commercial
	Site Evaluation (1 = Low, 4 = High)				
Size	2	4	4	4	4
Compatability	3	3	4	4	4
Walking Access to Major Trip Generators	4	3	3	2	2
Traffic Conditions	3	1	2	3	3
Security/Safety	4	3	2	2	1
Transit Visibility/Marketing	3	4	3	3	1
Impact on Transit Operations	2	2	4	4	3

BUS STOP IMPROVEMENTS

Impact of Route Revisions

The revisions to the existing two-loop local Woodland service plan, as discussed in the previous chapter, would require establishing new transit stops at the following locations:

- W. Beamer Street at Ashley Avenue (westbound)
- Ashley Avenue at Woodland Avenue (northbound)
- Cross Street at Cleveland Street (eastbound)
- College Avenue at Lincoln Avenue (northbound)
- College Avenue at Cross Street (northbound)
- North Street east of 3rd Street (both directions)
- Leman Avenue east of East Street (both directions)
- Leman Avenue at YMCA (both directions)
- Leman Avenue west of Matmor Road (both directions)
- East Gibson Road at Probation Department (eastbound)
- Pioneer Avenue at Pioneer High School (both directions)
- Farmers Central Road east of Parkland Avenue (eastbound)
- Miekle Avenue at Ortiz Avenue (southbound)
- Miekle Avenue at Ackley Place (southbound)
- Miekle Avenue at E. Heritage Parkway (southbound)
- E. Heritage Parkway at Sander Street (westbound)
- Parkland Avenue north of E. Heritage Parkway (northbound)
- Parkland Avenue south of Farmers Central Road (northbound)

This totals 23 new bus stops. Considering the expected boardings at each stop and applying a standard of providing a bench for those stops serving 5 or more boardings per day and a shelter for those stops serving 10 or more boardings per day, the following amenities are recommended for the new stops:

Shelter

- Pioneer High School (both directions)
- Parkland north of E. Heritage Parkway (northbound)
- Parkland south of Farmers Central Road (northbound)
- Probation Department
- Lemen Avenue west of Matmor Road (eastbound)

Bench

- Ashley Avenue at Woodland Avenue (northbound)
- College north of Cross Street
- Lemen Avenue west of Matmor Road (westbound)
- Lemen Avenue at YMCA (both directions)
- Miekle Avenue at Ortiz Avenue (southbound)
- Miekle Avenue at Ackley Place (southbound)
- Miekle Avenue at E. Heritage Parkway (southbound)
- E. Heritage Parkway at Sander Street (westbound)

In addition, the following 11 existing bus stops would no longer be served:

- N. Ashley Avenue north of W. Woodland Avenue
- W. Kentucky Avenue east of N. Ashley Avenue
- N. Cottonwood Street south of W. Kentucky Avenue
- N. Cottonwood Street south of W. Woodland Avenue (northbound)
- West Street at Park Avenue (northbound)
- Cross Street at Cleveland Street (westbound)
- Cross Street at Dingle Lane (westbound)
- E. Beamer Street east of Harter Avenue (both directions)
- Matmor Road north of Cannery Road (both directions)

All of these stops would still be provided with nearby transit service (such as around the corner or across the street), with the exception of the two stops along West Kentucky Avenue and the two stops at E. Beamer and Harter Avenue.

Other Bus Stops

In addition, improvements are warranted at other bus stops not affected by the route revisions. The quality of bus stops is a very important factor in a passenger's overall perception of a transit service. Depending on the trip, a passenger can spend a substantial proportion of their total time using the transit service waiting at their boarding location. If this is an uncomfortable experience, if it is perceived to be unsafe, or if it does not provide adequate protection from winter rain or summer sun, the bus stop can be the deciding factor regarding a potential passenger's use of the transit system. YOLOBUS, moreover, does not currently get particularly high marks in this regard: in the onboard survey of local route passengers, it ranked second from the bottom (behind only on-time performance) in passenger satisfaction, with 19 percent of passenger giving a score of 1 or 2 out of a scale of 1 to 5.

Transit systems serving small to mid-sized cities typically strive to provide seating (such as a bench) for stops that average 5 or more boardings per day, and shelter for stops that average 10 or more boardings per day. Based upon these criteria,

Providing space for a traditional bus bench can be a challenge at constrained locations. A popular option developed over recent years is seating that is part of the bus stop pole, such as the paired seats manufactured by Simme, LLC (shown at right). These cost on the order of \$600 per pair, depending on the need to improve the foundation of the sign pole. Transit systems that have installed this type of seating include Samtrans (San Mateo County), Sunline Transit (Palm Springs) and Rogue Valley Transit (Medford, Oregon).

An evaluation of potential bus shelter locations is presented in Table 44. First, YCTD's current bus stop improvement program (beyond 2015/16) was reviewed. The daily boardings per stop (over all Woodland routes) were identified, based upon the onboard counts conducted as part of this study. Based upon this, two additional stops were found to warrant shelters (Court & 2nd in the eastbound direction, and Court & Cleveland in the eastbound direction). Next, the routes identified in the short-range route revisions and long-range pulse network were reviewed, to ensure that shelter locations



would be served in the future. Locations that would no longer be served with the short-range route modifications (shown at the bottom of the table) were eliminated from the recommended list. For those that would be served in the short-range plan period, but no longer be served by the long-range routes remain recommended for short-term shelters, which would be moved once the route are realigned to serve a downtown transit center. As indicated, a total of nine new shelters are identified, with a total cost (including purchasing, engineering and construction) of \$107,700. Some of the costs for the new shelters at Main/Industrial are assumed to be addressed through the Main Street improvement program.

TABLE 44: Recommended Shelter Locations -- 2016 to 2020

Location			Total Cost	Notes
On	At	Direction		
Main	5th St.	WB	\$14,200	Served both with Short-Range and Long-Range Route Plan
E. Main	Industrial	EB	\$7,000	(1) Served both with Short-Range and Long-Range Route Plan
E. Main	Industrial	WB	\$7,000	(1) Served both with Short-Range and Long-Range Route Plan
Main	5th St.	EB	\$3,000	Served both with Short-Range and Long-Range Route Plan
E. Heritage	Meikle	EB	\$11,200	Served both with Short-Range and Long-Range Route Plan
Cottonwood	W. Cross	NB	\$4,300	Served both with Short-Range and Long-Range Route Plan
Cottonwood	W. Woodland	SB	\$4,300	Served both with Short-Range and Long-Range Route Plan
County Fair Mall			\$3,100	Served both with Short-Range and Long-Range Route Plan
Woodland Community & Senior Center			\$3,100	Served both with Short-Range and Long-Range Route Plan
W. Main	Community	WB	\$13,400	Served both with Short-Range and Long-Range Route Plan
Court	2nd	EB	\$13,400	Served both with Short-Range and Long-Range Route Plan
Court	Cleveland	EB	\$13,400	Served both with Short-Range and Long-Range Route Plan
Farmers Central	Meikle	EB	\$12,500	Install N. Side of Farmers Central for Long-Range Plan
Cottonwood	W. Cross	SB	\$4,300	Move to E. Side of Cottonwood
Pioneer	Springlake	SB	\$4,300	Move to E. Side of Pioneer
West	Park	SB	\$4,300	Move to N. Side of Cross W. of West
West	North	NB	\$15,600	Install E. Side of West N. of North for Long-Range Plan
TOTAL			\$107,700	
Locations on Current Shelter Plan, Not Served With Short-Range Route Revisions				
Cottonwood	Beamer	NB		
Cottonwood	W. Woodland	NB		
Matmor	Cannery	SB		

Note 1: Costs of shelters only. Other costs assumed to be addressed through Main Street improvement program.

In addition, the review of passenger activity identifies an additional approximately 30 locations with 5 to 9 boardings per day, warranting placement of a bus shelter. At a unit cost of \$4,300 per bench (including purchase, engineering and construction), providing these additional benches over the short-range transit plan period would incur a total estimated cost of \$129,000.

VEHICLE FLEET REQUIREMENTS

Number of Vehicle Required

The vehicle fleet required to serve the Woodland routes (including the local routes as well as the Woodland commuter services to Sacramento and Davis) over the long term are shown in Table

40, above. The peak number of buses in operation, currently totaling 12, will increase by 1 to 13 in 2025, and is further to increase to 14 in 2030 and 15 in 2035. In addition, spare buses are needed to allow for scheduled maintenance and ensure continuity of service during vehicle breakdowns. A standard of the transit industry is to provide a 20 percent “spare ratio”. Applying this ratio, the total number of buses needed to reliably operate the Woodland fixed route services is 15 at present, increasing to 18 by 2035.

Appropriate Size of Vehicles

Woodland fixed routes are currently operated using 40’ transit vehicles (Orion and NABI), that have seating capacities ranging from 33 to 43 passengers. All are fueled by CNG, and have two wheelchair spaces as well as racks with a capacity for three bikes. Identifying the appropriate size of bus to use for a public transit program is a “balancing act” between numerous factors:

- Buses should accommodate passenger loads, preferably without the need to carry standees. Data collected as part of this study (a limited sample) identified the peak passenger loads shown in Table 45. As indicated, the local routes carried up to 16 passengers at a time, while the Woodland-Davis commuter runs carried up to 23. In addition, Table 37 (above) indicated loads on Route 45 up to 60 passengers.
- Periods of peak passenger activity need to be considered. As an example, use of YCTD buses for school field trips is a common occurrence. Staff indicates that this has become more prevalent in recent years, as public school transportation services have been curtailed. In addition, the first few weeks of each college session typically results in higher transit ridership.
- Growth in ridership can be expected to increase passenger loads. In the short-term, expanding service to Spring Lake with the existing four local buses will increase passenger loads.

TABLE 45: Evaluation of Bus Loading

Route	Maximum Observed Boarding on Day of Survey	Peak Loading Location
210	13	Eastbound along W. Gibson in AM
211	12	Northbound in Western Woodland in PM
212	11	Eastbound along E. Gibson in AM
214	16	Westbound along W. Gibson in PM
242	23	Departing County Fair Mall
243	6	Departing County Fair Mall

- An important consideration is that the cost of operating a smaller transit vehicle is not significantly lower than that of operating a larger bus. While this may seem counterintuitive, the key fact is that the largest operating cost associated bus service is driver wages and benefits. As this does not vary depending upon the size of the vehicle the driver is operating, there is not savings associated with this element. While increased fuel efficiency can reduce costs, maintenance costs per vehicle-mile on smaller body-on-chassis vans are typically higher (as they are not designed for as long a useful life as larger buses). Overall, transit systems typically find that the total cost per mile of service for smaller vehicles is no more than 10 percent less than that of full-sized transit buses.
- There are substantial costs associated with introducing a new vehicle-type into a transit system's fleet. The need to stock additional parts increases inventory costs. Mechanic time is also needed for training specific to the new vehicle type.
- Providing a smaller vehicle type for some elements of a larger system (such as for the local Woodland routes) restricts the ability to share vehicles between various elements. Smaller vehicles cannot be used as spare vehicles for the larger services, thereby increasing the overall fleet size.
- In some cities, the limited width of roadways cannot accommodate full-sized buses. This is not a substantial factor, however, in Woodland.
- The impact of larger buses vs. smaller buses on pavement life (assuming an adequate roadway surface) is not significant.

Overall, it is clear that smaller vehicles are not an option for Route 45. Given that potential ridership on the Woodland – Davis commuter routes could vary significantly based on UC Davis housing/enrollment policies (and the need for some or all of these buses to interline with Davis – Sacramento services), smaller buses are also not an option on these services. A slightly smaller bus size (such as a 35-foot bus) could potentially accommodate local Woodland ridership loads with an acceptable occurrence of standing loads. However, considering the modest difference between a 35-foot and 40-foot bus as perceived on the street, the modest operating cost savings, and the complications and costs associated with adding additional vehicle types into the YCTD fleet, standard 40-foot vehicles are recommended.

Alternative Fuels

YCTD has been a leader in Compressed Natural Gas fueled transit buses, thereby reducing particulate pollution and attaining California Air Resources Board requirements. Currently, 88 percent of the fixed route transit fleet is fueled by CNG. Going forward, YCTD should monitor improvements in all-electric bus technologies. Improvements in battery technology have begun to address the range limitations in electric battery buses to the point where some models can travel 150 to 200 miles or more on a single charge. This makes them feasible options for the Woodland local routes (approximately 150 miles of operation over the course of a day). While per-unit costs are presently high (in the range of \$750,000), future advances and the benefits of mass production may bring prices down to the point where they are feasible options for Woodland transit services.

INTRODUCTION AND OVERVIEW

The evaluations of existing services and potential modifications shown in previous chapters, coupled with substantial public input, indicate that improvements to Woodland transit services are warranted. Subject to concurrence from the YCTD Board of Directors and City of Woodland, the changes presented in this chapter are recommended. Key elements consist of short-term changes in current local routes to meet immediate needs, changes in commuter routes to improve service to both Sacramento and to Davis, and a longer-term strategy to shift the local fixed routes to a pulse system operating from a transit hub in the downtown area. Additional information regarding these plan elements is available in prior chapters.

Recommended Plan Elements – Through Fiscal Year 2020/21

Revise Route 214 to Serve Justice Center

Route 214 should be modified to serve a bus stop at the Yolo County Justice Center as soon as the stop can be constructed. Over the longer term as Spring Lake develops, YCTD, the County and the City may need to look at other options for this bus stop location, including returning the DRC passengers to the Community College bus stop. This issue should be addressed as part of the development of the City's SP-1A Specific Plan.

Reduce Route 243 to One Round-Trip per Day

This route currently provides two trips per day in each direction between east Woodland and Davis. The ridership on the 7:15 AM southbound trip and 5:39 PM northbound trip are particularly low, averaging only 3.0 and 1.6 passenger-trips per day, respectively. These trips (one in each direction) should be eliminated, and the resources used for other service enhancements. This should occur in the fall of 2016. In addition, YCTD, the City and UC Davis should revisit the appropriate level of service to/from the Davis campus as part of the Campus Long Range Development Plan process.

Start Saturday Route 211 Service At 8:00 AM Rather Than 7:00 AM

This first run of the day on Route 211 carries only 6.4 passenger-trips, and warrants elimination. Eliminating the first hour of service will also make Route 211 consistent with the operating hours of the other route operated on Saturdays (Route 212). This change should happen in the fall of 2016.

Planned Bus Stop Improvements

As discussed below, modifications to the local routes are recommended in FY 2016/17, allowing the "two large loop" route configuration to better serve Woodland over the next several years. As detailed in Chapter 8, this will require establishing new bus stops at 23 locations. Key stops where new wheelchair pads will be required prior to revising the service consist of the following locations:

- North and south sides of Lemen Avenue, west of Matmor Road
- North and south sides of Lemen Avenue near Yolano Drive
- North and South sides of North, near Fourth Street
- East side of College Street near Bush Street
- South side of E. Gibson Avenue, just east of Justice Center driveway

Shelters will be warranted at five locations, and benches at eight locations. All stops with bench or shelter improvements would continue to be served under the long-range service plan, discussed below. It is assumed that half will require ADA improvements, and the sites along Lemen Avenue will require the most ADA accessibility work. \$250,000 is included in the plan for these initial bus stop improvements, extending over three years (\$30,000 in FY 2015/16, with the remainder split over the next two years). Once the new bus stop locations are ADA accessible, YCTD can then change local routes to use those stops. YCTD should have discussions with the City of Woodland and the Housing Authority to coordinate construction projects, as well as possible road repaving, along Lemen Avenue before changing the routes on that stretch of road.

Implement Modifications to the Four Local Loop Routes

The modifications to the four local routes (210, 211, 212, and 214) should be implemented, as shown in Figure 25, in Chapter 6. Extensive evaluation of route alternatives indicates that this route system can best serve Woodland in the short term (prior to establishment of a downtown transit center), for the following reasons:

- It provides new service to the Spring Lake area, as well as to Pioneer High School, without incurring the substantial costs of operating an additional bus in local service.
- It reduces running times by shortening route length, addressing the serious existing on-time performance problem. All routes will be 12 miles in length or shorter, compared with 12.8 miles at present.
- It maintains service to all key ridership areas.

The areas for route reduction (W. Kentucky Avenue at Ashley and Cottonwood, East Beamer Street near Matmor Road) currently only are used by an average of 12 passenger-trips per day. The Community and Senior Center would still be served by two buses per hour, while Target would be served by one bus per hour. As Spring Lake would be served by the clockwise Route 214 immediately after serving Woodland Community College, convenient service would not be provided for Spring Lake residents traveling to the College. To address this, the College should be served on an on-request basis for passengers boarding in Spring Lake, as follows:

- As passengers board that desire a drop-off at the College, they can ask the driver for a drop-off at the College. The driver would then turn right on Gibson Road to serve the main College bus stop, then return westbound on Gibson Road to resume the route.
- The stops in Spring Lake will be designated with an asterisk, indicating in a note to ask the driver upon boarding for direct service to the College.

There is adequate time in the schedule to provide this on-request service, given that requests are not expected to occur every run. This service should be implemented no sooner than

September, 2016, but cannot be implemented prior to the provision of new stops along Leman Avenue.

Due to the shorter route lengths, this strategy will reduce Woodland operating expense responsibilities by a small amount, while also resulting in a modest increase in ridership through service to new neighborhoods. In addition, the improved on-time performance can be expected to encourage additional ridership over time.

Establish Route 46 Between East Woodland and Sacramento

A new commuter route (tentatively numbered Route 46) should be established connecting eastern Woodland with downtown Sacramento. Two runs per day in each direction should be operated, consisting of one existing Route 45 run shifted to the new route, along with one new run. An example route map is shown in Figure 31 in Chapter 6. The route should originate/end at the County Fair Shopping Center (to provide opportunities to connect with other routes) and serve the Spring Lake and Gateway area before heading east on I-5.

This plan element will accomplish several goals:

- It will provide direct service from neighborhoods in eastern Woodland (including Spring Lake) and downtown Sacramento. At present, residents of eastern Woodland need to drive to Route 45 stops (such as County Fair Mall or Matmor/Main). This was a common complaint raised in the onboard surveys.
- It will expand overall capacity between Woodland and Sacramento. This will help address the overcrowding of individual runs, which often requires passengers to stand for the relatively long trip.

Good candidates for existing Route 45 runs that could shift to the new route, based upon overall ridership, are the 6:55 AM eastbound departure and the 4:45 PM westbound departure. Also based upon observed ridership patterns, the new Route 46 runs should be scheduled to arrive in Sacramento at roughly 6:50 AM and 7:35 AM in the morning, with afternoon departures at approximately 4:05 PM and 4:35 PM. This should begin in the fall of 2016.

Specific Planning for Downtown Woodland Transit Center

The revisions to the existing “two-loop” route configuration (two large hourly routes operated in both directions, using four buses) discussed above represents the maximum that can be accomplished under this route structure. As presented in Chapter 6, development of outlying areas of Woodland that merits expansion of transit service area will ultimately require a reconfiguration to a “pulse network” route plan with reconfigured routes all converging on a transit center in the downtown Woodland area. This route restructuring will also improve transit service quality (such as through more frequent service in key corridors), indicating that it is warranted for implementation as soon as the various elements needed to support the new routes can be put in place. One crucial element of this route plan is development of the transit center.

While this current study has determined that there are at least several potential sites that could function as an efficient transit center location in the downtown area, a more detailed study will be needed to compare the advantages/disadvantages of the potential sites and determine that

which best benefits the transit program and the community. This study should address the following:

- Detailed evaluation of building and site requirements/program
- Availability of various properties, including willingness of existing owner.
- Utilities
- Consistency with zoning regulations
- Compatibility with adjacent land uses
- Traffic impacts
- Impacts on transit operating times and costs
- Presence of contaminated soils
- Construction / permitting / project development costs
- Environmental documentation

A reasonable estimate for this study is \$70,000.

Earlier Weekday Start Time for Routes 211 and 212

Routes 211 and 212 should start service on weekdays at 6:00 AM rather than 7:00 AM. These are the most productive of the four local routes, and will result in one-way service on both of the two local route loops. This will increase ridership by an estimated 5,800 passenger-trips per year and serving 11.4 passenger-trips for every new hour of service. Tellingly, at present the first hour of local route weekday service (starting at 7:00 AM) is the highest ridership hour of the day. This, along with the observed ridership in the 6:00 AM hour for similar systems operating earlier in the day, indicates that there would be sufficient ridership for earlier service to warrant addition of another daily run starting at 6:00 AM. After a minimum of six months of operation, ridership should be reviewed to assess possible changes, considering that transit services typically require at least two years to reach full ridership potential.

Another important consideration is that this expansion of service would substantially expand Woodland resident's access to jobs in other communities. At present, the first Route 42A bus that the local routes provide access to is the 8:00 AM departure, which results in a first morning arrival at the airport at 8:23 AM and in downtown at 8:42 AM – too late for many work shifts. Similarly, the first 42B departure towards West Sacramento served by the local routes does not arrive in Davis until 8:20 AM and in West Sacramento until 9:00 AM. Starting local service an hour earlier thus would increase access to jobs, and could reduce demand for park-and-ride parking within Woodland as passengers shift to local buses from their homes. This service improvement is thus recommended, for implementation in the fall of 2016 or spring of 2017.

Additional Bus Stop Improvements

As shown in Table 44 of Chapter 7, in addition to the five locations discussed above there are an additional nine locations where a shelter is warranted (10 or more boardings per day), totaling an estimated cost of \$169,500. These costs are allocated over a five-year, starting in FY 2016/17. Before these are implemented, YCTA should consider a specialized and consistent shelter design unique to Woodland. The financial plan, discussed below, spreads the overall bus stop improvement costs over a five-year period, increasing with inflation

Construct Downtown Transit Center and Implement Pulse Route Network

The local routes should be converted to a pulse system, focusing on a downtown Woodland transit center. A map of an example system is shown in Figure 37, above. This strategy has the following advantages:

- It makes more efficient use of the existing four buses, allowing five individual routes to be operated and providing service every half-hour on three of these routes (rather than the current hourly service)⁷
- It provides a modest reduction in operating costs (on the order of \$25,000 per year allocated to Woodland) compared with the modified 2-Loop plan, as well as a modest increase in ridership (2,000 passenger-trips per year).
- It provides for better connections between local and regional transit services.
- It allows for future expansion of the local transit network (through operation of additional buses), which the existing 2-loop plan does not.

The downtown transit center is recommended to provide space for up to 12 buses at a time, sheltered passenger waiting areas and transit operations functions. Specific design considerations, such as driver restrooms, driver break area, transit information counter, and climate controlled passenger waiting area versus simple shelter from the elements, will be considered as part of detailed planning. It is estimated to cost on the order of \$2.5 Million to \$3.0 Million (including land acquisition) if an enclosed transit center building is included, or \$2.0 Million to \$2.5 Million without the building. It will provide a range of benefits, including the following:

- Improved facilities for both passengers and for transit staff.
- Increased safety for waiting transit passengers
- A higher overall “profile” for YoloBus services in Woodland.

Evaluate Transit Signal Priority

Under transit signal priority, a detector is installed (typically a video detector) that is triggered when a transit vehicle approaches the signal. A signal is then sent to the computer controlling the signal, generating a request for priority. The computer then identifies if the request should be accommodated (given pre-determined parameters). A second detector also identifies when the transit vehicle has cleared the intersection.

Existing transit signal priority programs are in place in many locations, including two corridors in Los Angeles, California; Davis, California; Eugene, Oregon; and Sacramento, California. A survey of existing transit priority systems presented in the *Transit Signal Priority Handbook* (ITS America, 2005) yielded the following key findings:

⁷ Providing hourly service on the remaining two routes would require operation of a fifth local bus, which would not presently be cost-effective.

- Annual cost of maintenance was relatively small. Some agencies did not notice any change in overall signal maintenance costs over and above activities without priority systems. Of those that did, an average is on the order of \$1,000 per intersection per year.
- Travel time savings through individual intersections ranging from 9 percent to 70 percent, with a typical value in the range of 20 to 30 percent.
- Very little impact on non-priority street traffic, typically described as “minimal,” 1 second per vehicle, or “infinitesimal.”

A corridor with particularly high potential for effective transit signal pre-emption in Woodland is East Main Street between East Street and the I-5 northbound off-ramp. This corridor carries up to 100 transit trips per day, and generates substantial delays to transit operations. A detailed study is recommended in the near term to identify the specific locations and technologies that would be cost-effective and implementable along key transit service corridors. This study should consider the following:

- The existing delays at key intersections, during peak and off peak periods, by day of week and by season.
- Forecasts of future delays.
- Transit activity levels through key intersections, including both transit vehicle movements and passenger loads.
- Existing transit route on-time performance, and the ability of transit running time reductions to improve schedule adherence/reliability as well as transit operating costs.
- Current transit signal technologies and capabilities.
- Impact of various levels of signal pre-emption to provide travel time reductions for transit vehicles, and associated impact on general traffic level of service and average delays.
- Right-of-way, construction and environmental considerations of intersection and roadway improvements.
- The impacts of potential transit-only advanced green intersection phases at the end of jump-queue lanes.
- Traffic safety impacts of intersection modifications and jump-queue lanes.

A reasonable estimate for total cost of this study is \$60,000, depending on the scope of the corridors and intersections to be included.

Financial Plan – Fiscal Year 2015/16 to Fiscal Year 2020/21

The short-range ridership impacts of the operating plan are summarized in Table 46. As indicated, total ridership is forecast to increase by approximately 50,600 passenger-trips per

year, or 17 percent over current figures. These additional passenger-trips will increase farebox revenues by \$38,200 per year by FY 2020-21, as shown in Table 47.

Table 48 presents the marginal cost impacts (including allocated overhead costs) as well as revenue forecasts for the operating plan improvements. As shown, the overall financial impacts are forecast to be relatively modest. Operating costs will increase by up to \$36,600 per year over the first four years of the plan, before the cost savings associated with the pulse route plan start in the final short range plan year, resulting in a net increase of only \$4,100. Including the additional passenger fare revenues generated by new ridership, operating subsidy will increase by only a maximum of \$9,900 in the first year of the plan, and result in a forecasted reduction in subsidy needs by the end of the five-year period. The increases in subsidy requirements are expected to be met through a combination of FTA 5307 Urban funding and Local Transportation Fund revenues.

The capital costs and revenues are presented in Table 49. Over the five year period, a total of \$4.2 Million in capital improvements are included. The bulk of this (\$3.1 Million) is focused on the transit center project. In addition, \$403,000 in other bus stop improvements, \$700,000 for one additional bus, and \$60,000 for a transit signal priority study are included. These improvements are expected to be funded through FTA 5307, enhanced through provision of transportation development ("toll") credits.

Recommended Plan Elements – Fiscal Year 2020/21 to Fiscal Year 2034/35

Expand Transit Services as Warranted to Address Increases in Ridership Demand

Over the coming years, the demand for public transit is expected to increase, due to the following factors:

- Growth in population (forecast to be 20.5 percent higher in 2035).
- Growth in employment (forecast to be increased by 20.0 percent by 2035).
- The aging of the population (with 94 percent growth in residents over age 64 by 2035).

There may also be the need for modifications to services connecting Woodland with UC Davis, as campus plans and housing patterns evolve.

Overall, ridership demand among Woodland residents is forecast to grow by 46 percent by 2035, or 122,900 one-way passenger-trips per year. To accommodate this growth, expansion of the commuter routes connecting Woodland and Sacramento from 6 buses to 9 buses by 2035 is recommended. Expansion of Woodland – Davis service (while not included in this plan) should be reviewed as UC Davis campus plans and housing patterns change.

There is adequate capacity on the local route system to accommodate growth in local transit needs, and provision of additional local buses would not be cost effective. Assuming that development warranting transit service does not expand beyond the area identified in Chapter 7 and no unexpected factors increase transit demands, a four-bus local transit program is expected to be sufficient. Overall, this service expansion will add approximately \$210,000 in allocated operating costs per year, by 2035.

TABLE 46: Woodland Short-Range Transit Improvements Ridership						
<i>All Figures in Thousands</i>						
Plan Element	FY16-17	FY17-18	FY18-19	FY19-20	FY 20-21	5-Year Plan Total
Base Case Ridership ⁽¹⁾	267.0	273.4	280.1	286.8	293.8	1,922.5
Service Plan Elements						
Revised 2-Loop Plan Serving Spring Lake	0.0	5.0	5.7	5.8	0.0	16.5
Downtown Pulse Route Plan Serving Spring Lake	0.0	0.0	0.0	0.0	35.9	35.9
Start Routes 211 and 212 1 Hour Earlier on Weekdays	2.9	5.5	6.2	6.4	6.5	27.5
Start Route 211 1 Hour Later on Saturdays	-0.2	-0.2	-0.2	-0.2	-0.2	-1.0
Implement East Woodland - Sacramento Commuter Route	5.8	8.8	9.0	9.2	9.5	42.3
Reduce Route 243 to 1 Daily Round Trip	-0.9	-1.0	-1.1	-1.1	-1.1	-5.2
Total	7.6	18.1	19.6	20.1	50.6	116.0
Net Ridership	274.6	291.5	299.7	306.9	344.4	1,517.1
% Growth	3%	7%	7%	7%	17%	
Note 1: Base case ridership on local fixed routes and Routes 45, 212 and 213, increased by 1.2 percent annually for Woodland population growth 1 percent for the impact of gas price increases, and 0.5 percent for aging of the population Source: LSC Transportation Consultants, Inc.						

TABLE 47: Woodland Short-Range Transit Improvements Fare Revenues <i>All Figures in Thousands</i>						
Plan Element	FY16-17	FY17-18	FY18-19	FY19-20	FY 20-21	5-Year Plan Total
Revised 2-Loop Plan Serving Spring Lake	\$0.0	\$8.3	\$9.5	\$9.6	\$0.0	\$27.4
Downtown Pulse Route Plan Serving Spring Lake	\$0.0	\$0.0	\$0.0	\$0.0	\$13.8	\$13.8
Start Routes 211 and 212 1 Hour Earlier on Weekdays	\$4.8	\$9.1	\$10.3	\$10.6	\$10.8	\$45.5
Start Route 211 1 Hour Later on Saturdays	-\$0.3	-\$0.3	-\$0.3	-\$0.3	-\$0.3	-\$1.5
Implement East Woodland - Sacramento Commuter Route	\$9.6	\$14.6	\$14.9	\$15.2	\$15.7	\$70.0
Reduce Route 243 to 1 Daily Round Trip	-\$1.5	-\$1.7	-\$1.9	-\$1.9	-\$1.9	-\$8.8
Net Farebox Revenues	\$12.6	\$30.0	\$32.4	\$33.3	\$38.2	\$146.4
Source: LSC Transportation Consultants, Inc.						

TABLE 48: Woodland Short Range Transit Operating Financial Plan

All Figures in Thousands

Plan Element **FY16-17** **FY17-18** **FY18-19** **FY19-20** **FY 20-21** **5-Year Plan Total**

Operating Plan Elements

Revised 2-Loop Plan Serving Spring Lake	-\$21.7	-\$29.8	-\$30.7	-\$31.6	\$0.0	-\$113.7
Downtown Pulse Route Plan Serving Spring Lake	\$0.0	\$0.0	\$0.0	\$0.0	-\$75.1	-\$75.1
Start Routes 211 and 212 1 Hour Earlier on Weekdays	\$33.2	\$45.6	\$47.0	\$48.4	\$48.9	\$223.2
Start Route 211 1 Hour Later on Saturdays	-\$2.8	-\$3.4	-\$3.5	-\$3.6	-\$3.7	-\$17.0
Implement East Woodland - Sacramento Commuter Route	\$43.9	\$60.3	\$62.1	\$63.9	\$65.8	\$296.0
Reduce Route 243 to 1 Daily Round Trip	-\$23.6	-\$29.1	-\$30.0	-\$30.9	-\$31.9	-\$145.5
Total: Service Plan Elements	\$22.5	\$34.5	\$35.5	\$36.6	\$4.1	\$278.8

Operating Revenues

Change in Passenger Fares (From Table 47)	\$12.6	\$30.0	\$32.4	\$33.3	\$38.2	\$108.3
<i>Change in Operating Subsidy</i>	\$9.9	\$4.5	\$3.1	\$3.3	(\$34.01)	\$20.9
FTA 5307 (Urban) Operating Subsidy	\$5.0	\$2.3	\$1.5	\$1.7	(\$17.0)	\$10.4
Local Transportation Fund	\$5.0	\$2.3	\$1.5	\$1.7	(\$17.0)	\$10.4
Total Operating Revenues	\$22.5	\$34.5	\$35.5	\$36.6	\$4.1	\$129.1

Balance \$0.0 \$0.0 \$0.0 \$0.0 \$0.0 \$0.0

Note 1: Costs allocated to City of Woodland, including overhead costs.

Note 2: This analysis assumes an annual inflation rate of 3 percent.

Source: LSC Transportation Consultants, Inc.

TABLE 49: Woodland Short Range Transit Capital Financial Plan <i>All Figures in Thousands</i>						
Plan Element	FY16-17	FY17-18	FY18-19	FY19-20	FY 20-21	5-Year Plan Total
Capital Plan Elements						
Bus Stop Improvements	\$143.8	\$148.0	\$35.9	\$37.0	\$38.0	\$402.7
1 Addl Bus for East Woodland - Sac Route	\$700.0	\$0.0	\$0.0	\$0.0	\$0.0	\$700.0
<u>Transit Center</u>						
- Site Selection/Planning Study	\$80.0	\$0.0	\$0.0	\$0.0	\$0.0	\$80.0
- Engineering/Environmental	\$0.0	\$350.0	\$0.0	\$0.0	\$0.0	\$350.0
- Acquisition/Construction	\$0.0	\$0.0	\$1,300.0	\$1,339.0	\$0.0	\$2,639.0
- <i>Subtotal: Transit Center</i>	<i>\$80.0</i>	<i>\$350.0</i>	<i>\$1,300.0</i>	<i>\$1,339.0</i>	<i>\$0.0</i>	<i>\$3,069.0</i>
Signal Priority Study	\$0.0	\$60.0	\$0.0	\$0.0	\$0.0	\$60.0
Total: Capital Plan Elements	\$923.8	\$558.0	\$1,335.9	\$1,376.0	\$38.0	\$4,231.7
Capital Revenues						
FTA 5307 (Urban) Capital Funding	\$923.8	\$558.0	\$1,335.9	\$1,376.0	\$38.0	\$4,231.7
TDA (Local Match)	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
<i>Total Capital Revenues</i>	<i>\$923.8</i>	<i>\$558.0</i>	<i>\$1,335.9</i>	<i>\$1,376.0</i>	<i>\$38.0</i>	<i>\$4,231.7</i>
Balance	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Note: This analysis assumes an annual inflation rate of 3 percent, and use of Transportation Development (Toll) Credits to allow 100% 5307 funding. Source: LSC Transportation Consultants, Inc.						

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FIGURE A12: Route 45 AM-On Time Performance, Departures at Last Woodland Stops, Arrivals at First Sacramento Stop

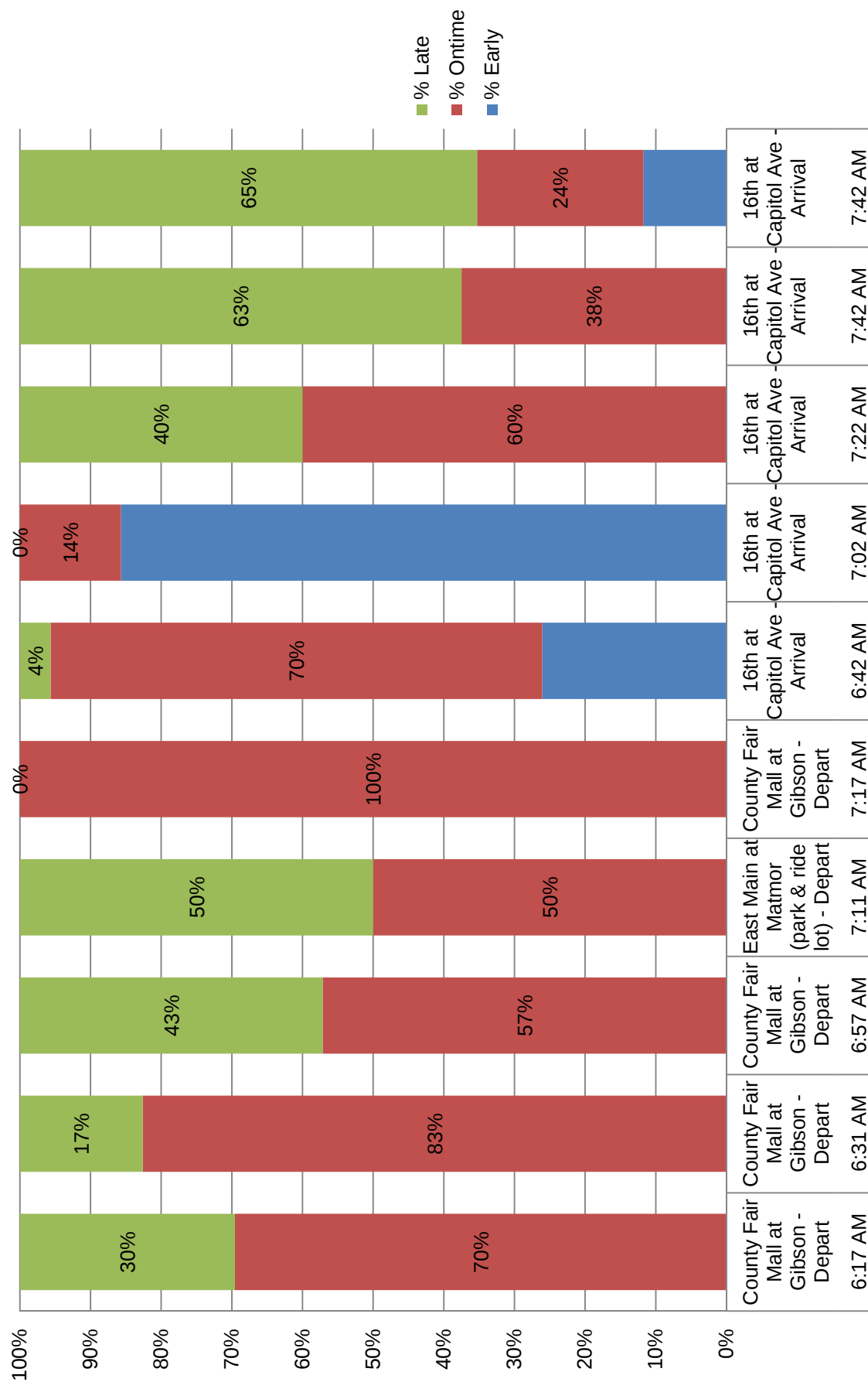


FIGURE A11: Route 243 5:39 PM On Time Performance

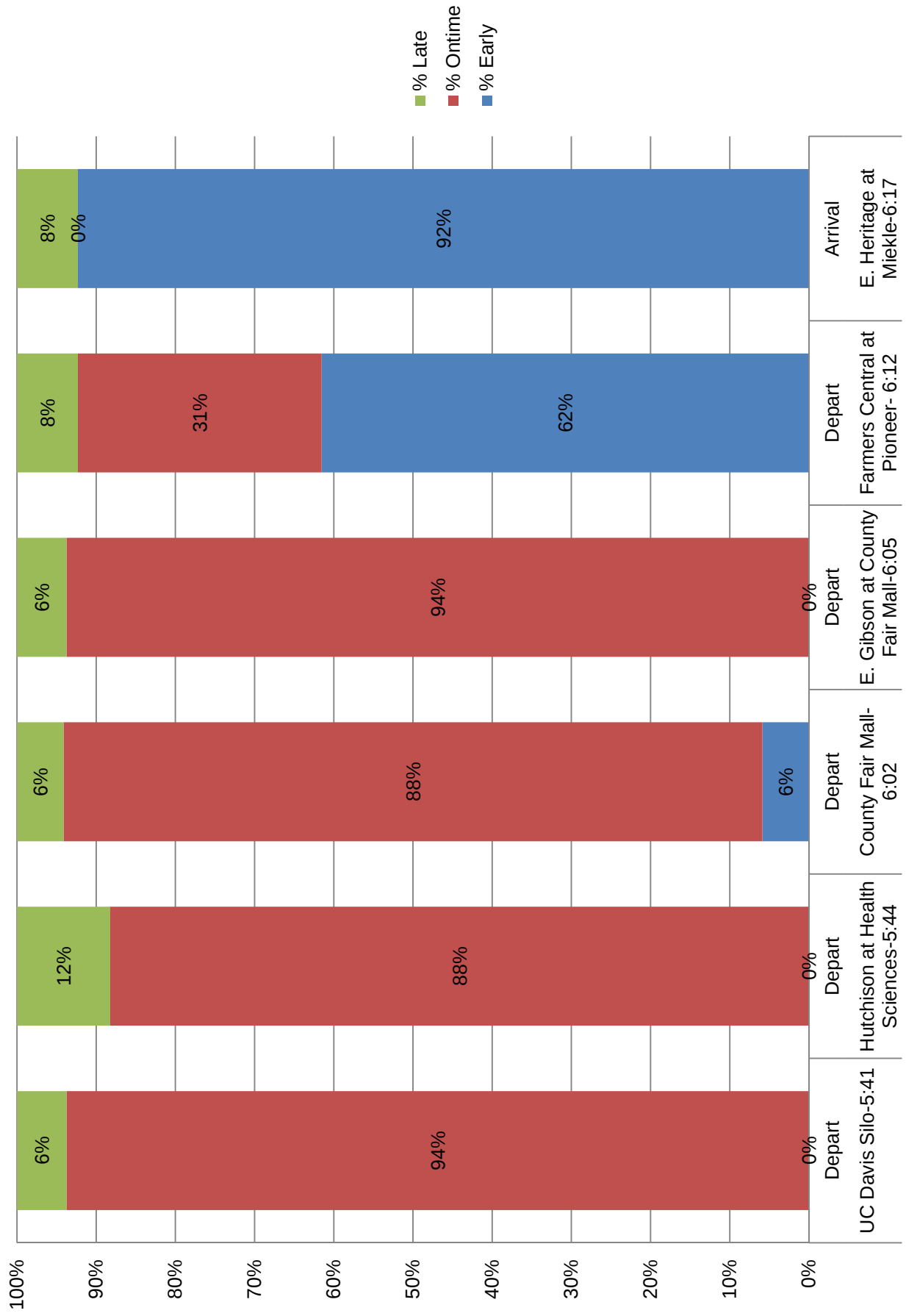


FIGURE A8: Route 242 PM On Time Performance

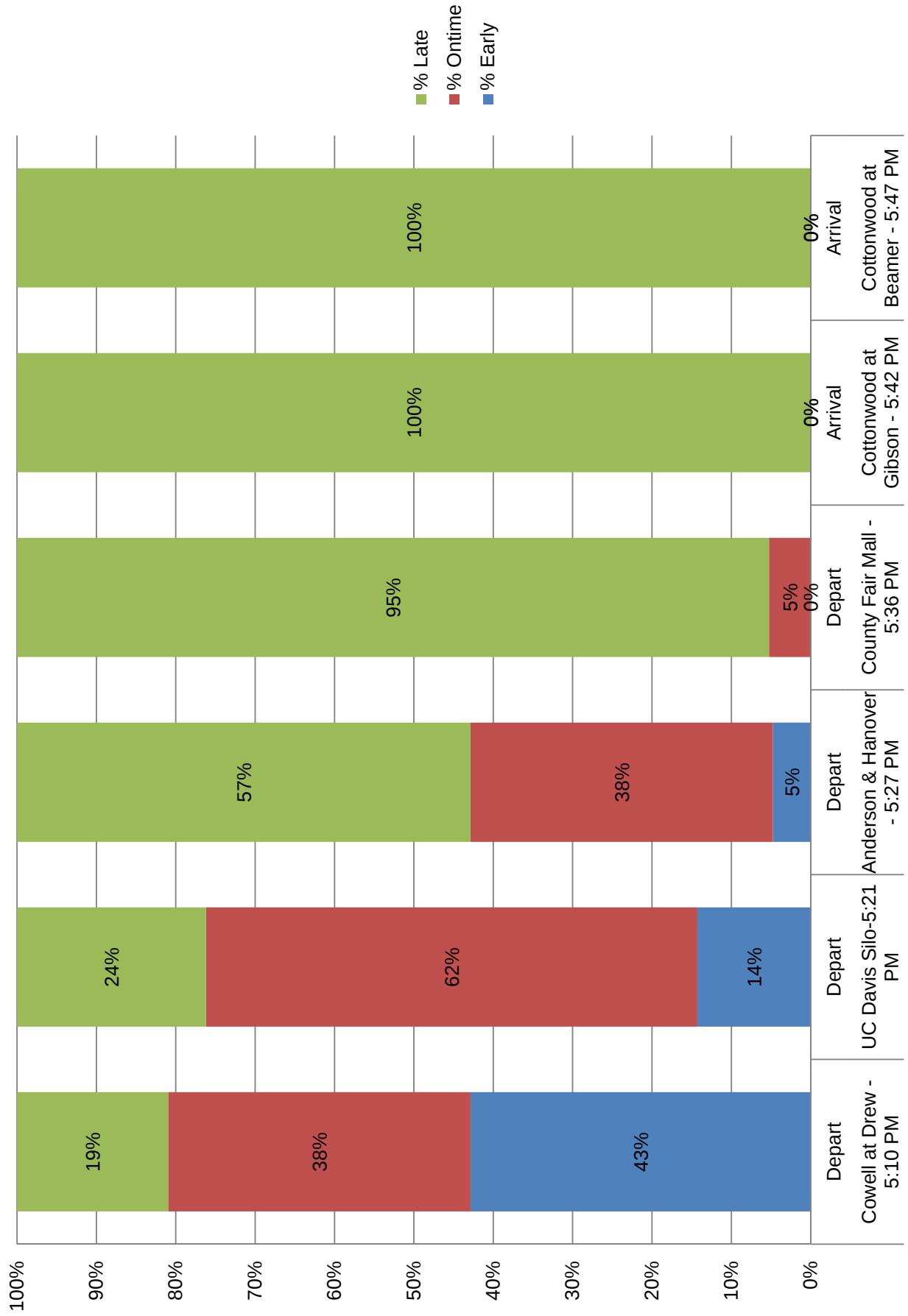


FIGURE A6: Route 214 - County Fair Mall Departure

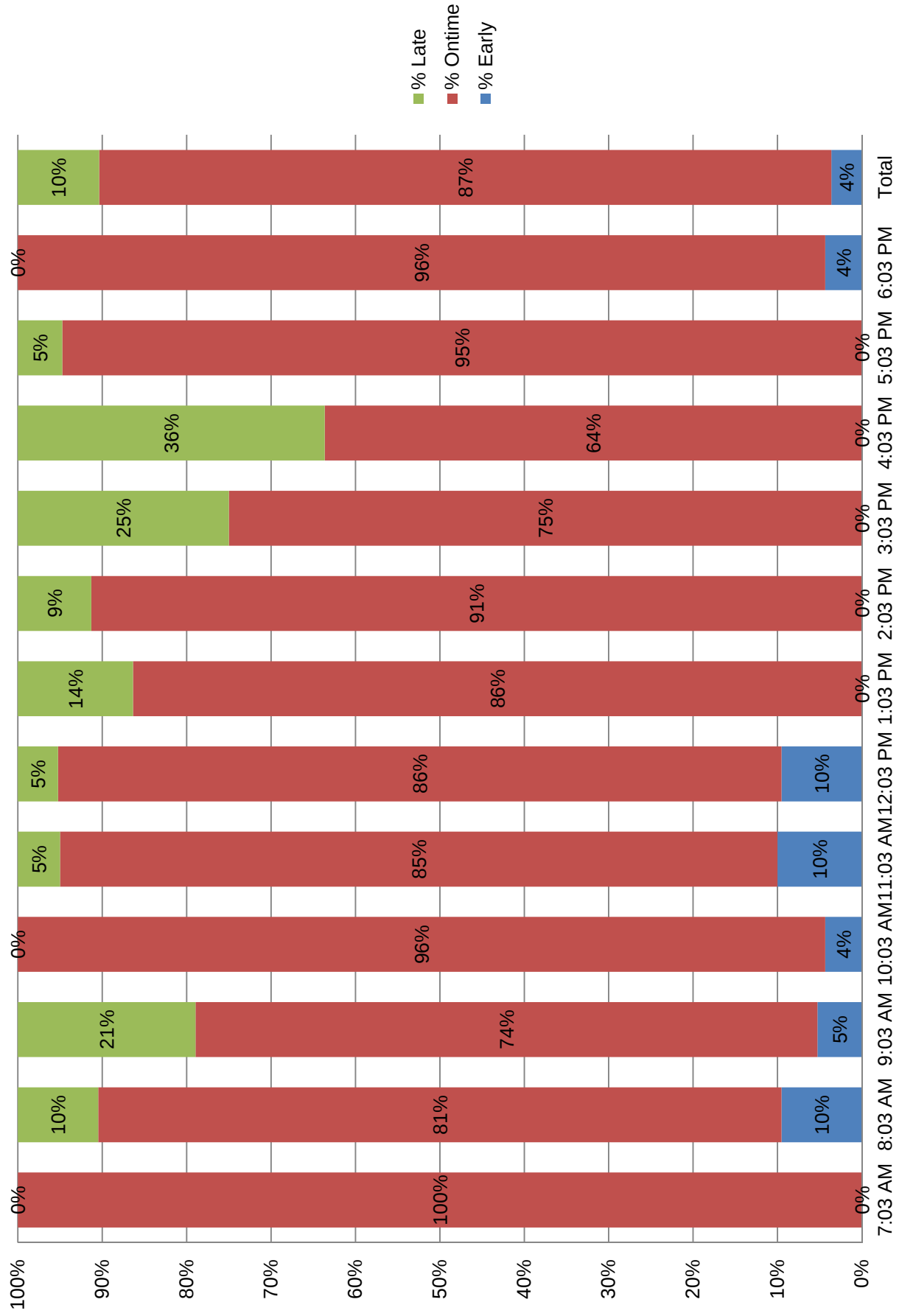


FIGURE A5: Route 212 - Start of Run, County Fair Mall Departure

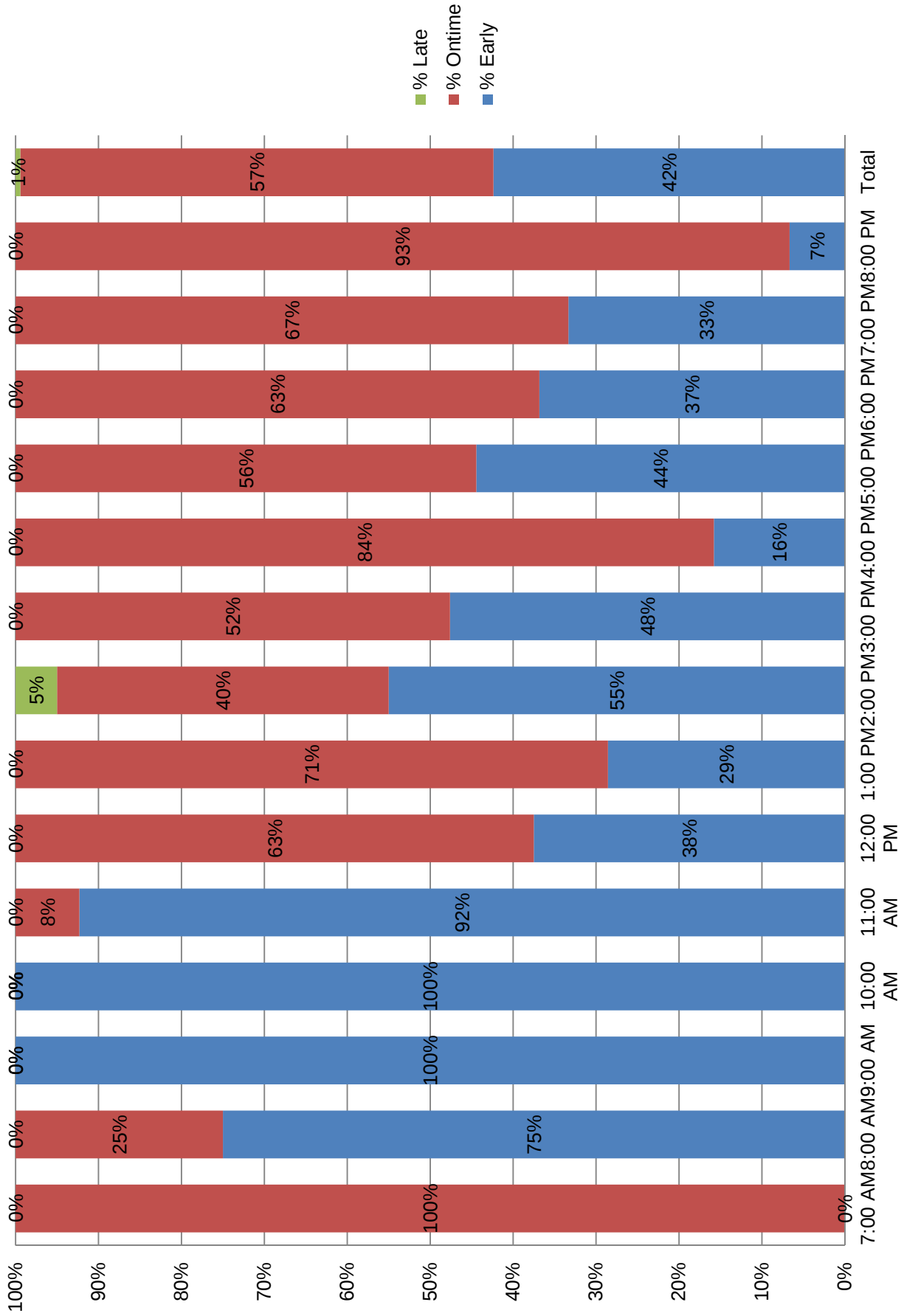


FIGURE A4: Route 211 - Start of Run, County Fair Mall Departure

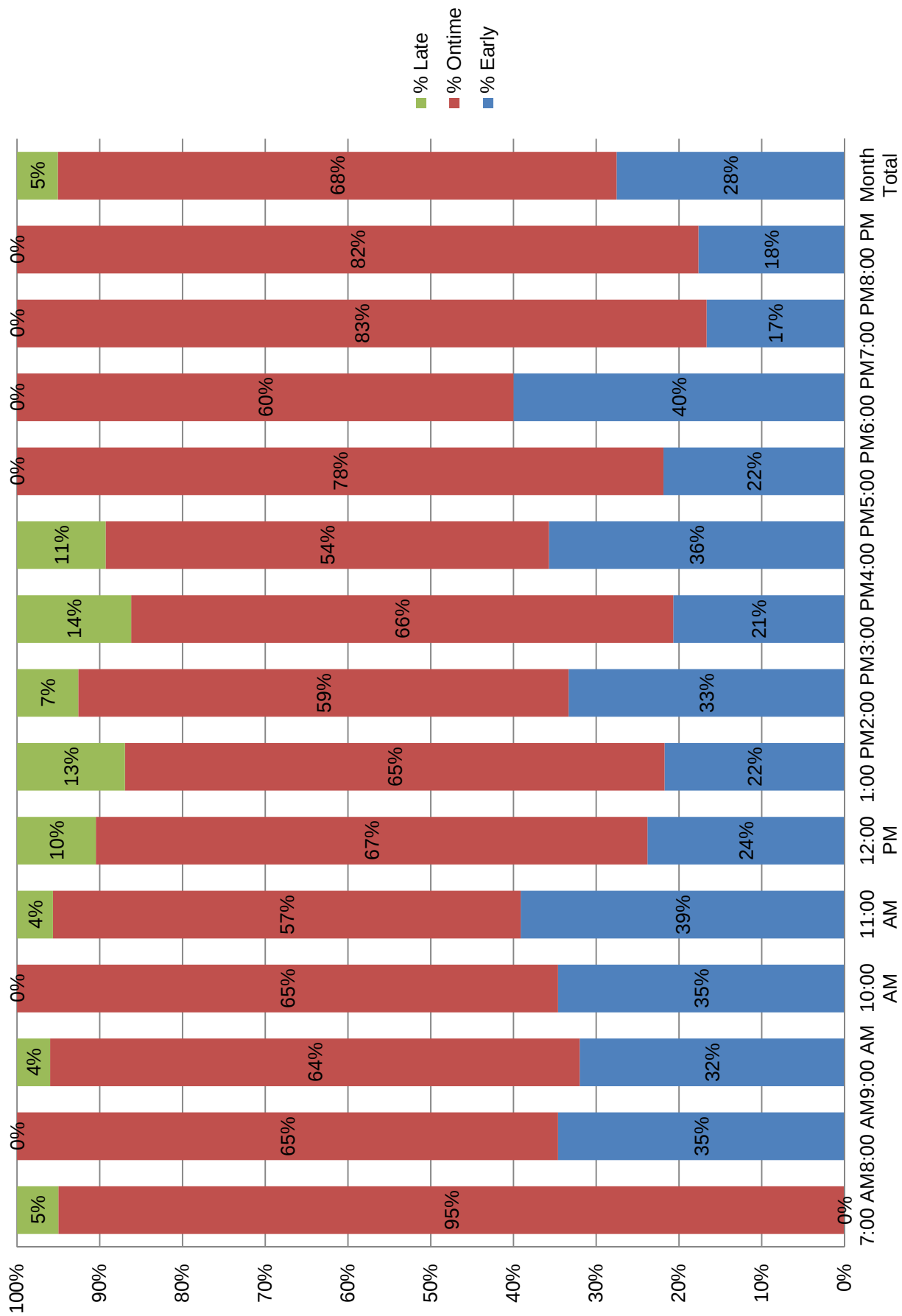


FIGURE A3: Route 210-County Fair Mall Departure

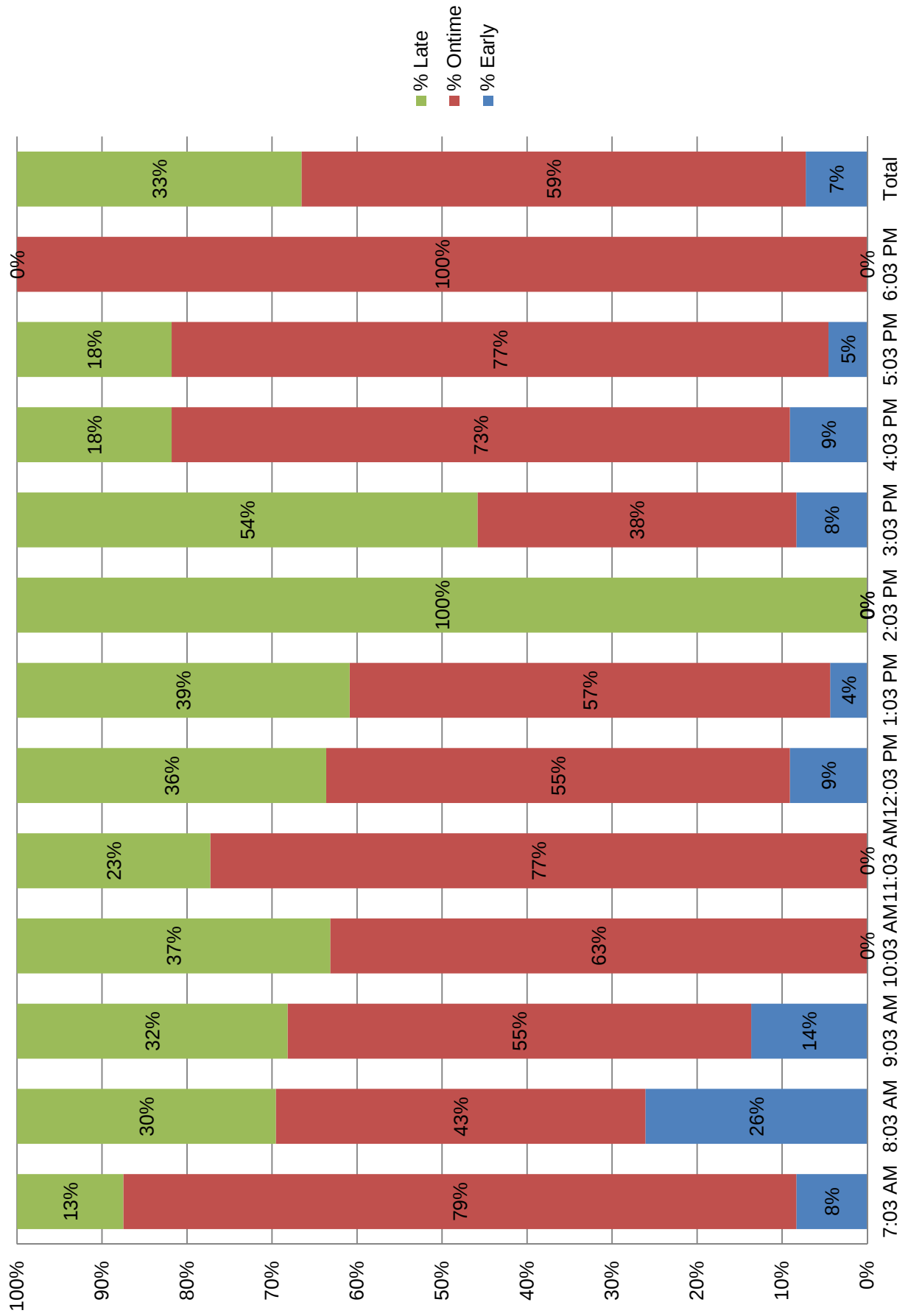


FIGURE A2: Route 42b On-Time Performance at County Fair Mall

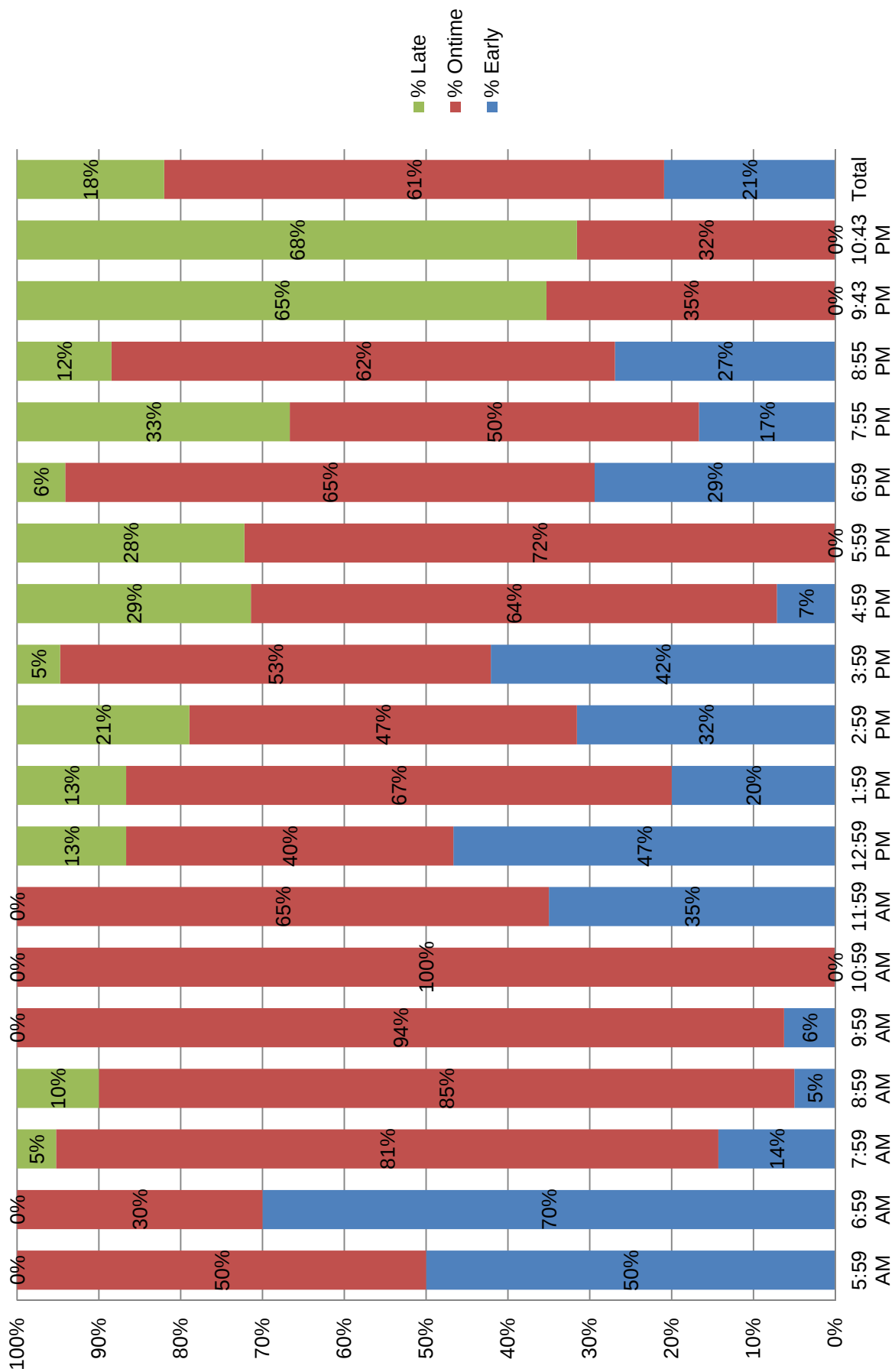


FIGURE A1: Route 42A - County Fair Mall On Time Performance

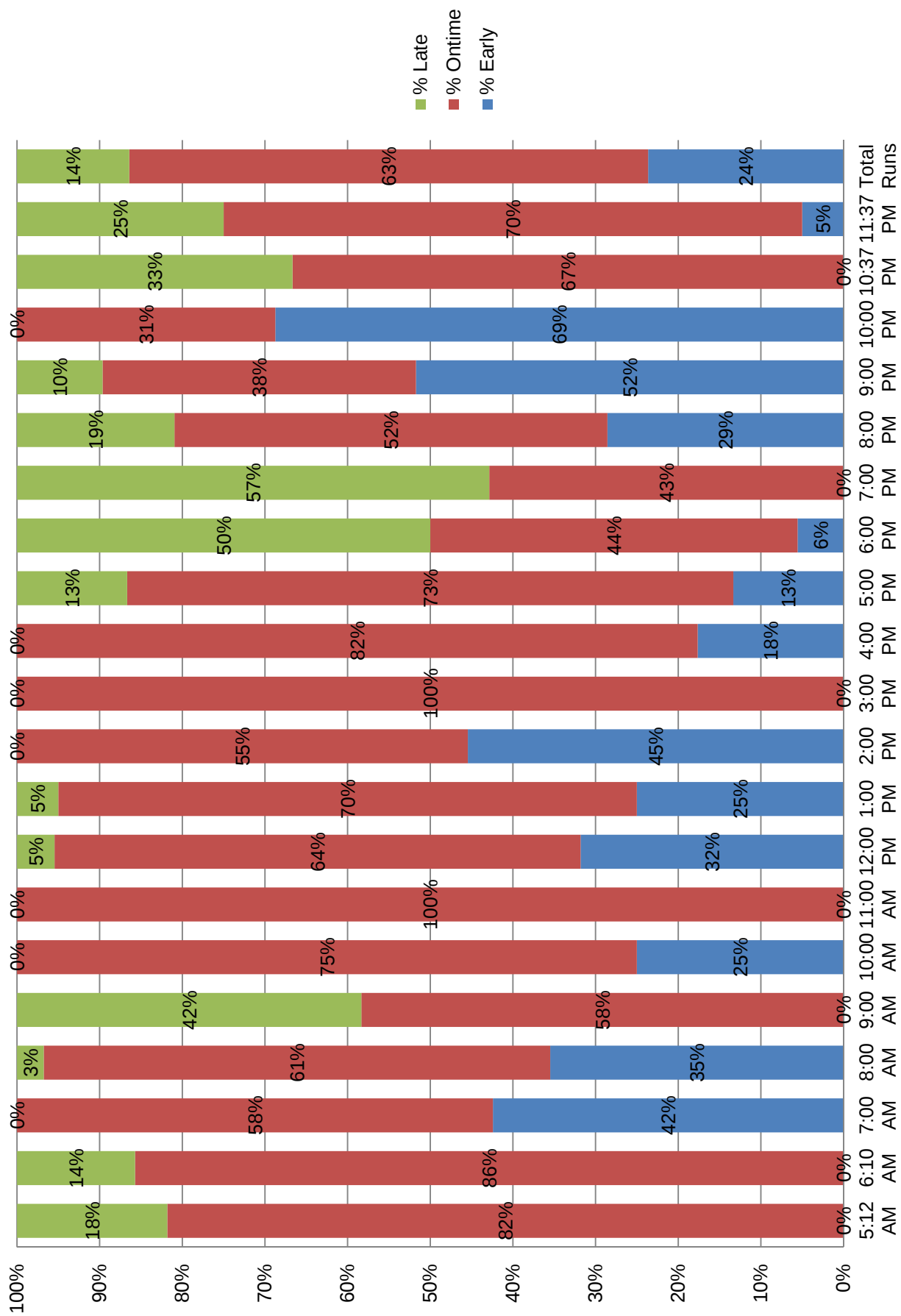


TABLE B1: Route 42A Passenger Activity and Load by Stop

Stop	Total Daily			Psgr Load After Stop	
	On	Off	Total	Average	Peak
County Fair Mall (parking lot)	90	60	150	13	58
East and Gum (northbound)	9	10	19	12	58
East and Cross (northbound)	14	71	85	10	53
E. Main and East (eastbound)	27	8	35	11	54
E. Main and Matmor (eastbound)	40	11	51	12	56
E. Main and Industrial (eastbound)	20	4	24	13	57
Terminal A at Airport	4	4	8	13	55
Terminal B at Airport	5	4	9	13	52
<i>Source: Onboard counts conducted by LSC, weekdays in April 2015.</i>					

TABLE B2: Route 42B Passenger Activity and Load by Stop

Stop	Total Daily			Psgr Load After Stop	
	On	Off	Total	Average	Peak
Terminal A at Airport	10	0	10	5	23
Terminal B at Airport	21	5	26	6	23
E. Main and Industrial (westbound)	1	9	10	5	22
Matmor and E. Main (southbound)	6	33	39	4	22
Matmor & Crystal Springs (southbound)	8	2	10	5	22
Matmor & E. Gum (southbound)	2	5	7	5	22
E. Gum & Matmor (westbound)	3	0	3	5	22
E. Gum & East (westbound)	1	3	4	5	22
County Fair Mall Transit Center (parking	126	23	149	9	22
Covell at Sycamore	29	9	38	9	22
Anderson at Hanover (Davis)	27	13	40	10	22
Anderson at Amerst	0	10	10	10	22
Anderson at Russell	9	11	20	10	22
US Davis Memorial Union	29	62	91	8	20

Source: Onboard counts conducted by LSC, weekdays in April 2015.

TABLE B3: Route 210 Passenger Activity and Load by Stop

Stop	Total Daily			Psgr Load After Stop	
	On	Off	Total	Average	Peak
Community & Senior Center (northbound)	0	--	0	1.5	4
County Fair Mall (parking lot)	9	0	9	1.8	6
E. Gum and East (eastbound)	5	1	6	1.7	6
E. Gum and Deborah (eastbound)	1	3	4	1.6	7
Matmor & E. Oak (northbound)	1	2	3	2.0	7
Matmor & E. Main (northbound)	5	0	5	2.3	7
Industrial & E. Main (northbound)	3	0	3	2.3	8
Matmor & Cannery (northbound)	1	0	1	2.3	8
E. Beamer & Matmor (westbound)	0	0	0	2.3	8
Beamer & 5th Street (westbound)	0	0	0	2.6	8
3rd & Beamer (southbound)	3	0	3	2.6	8
3rd & Clover (southbound)	2	2	4	3.3	9
Court & 2nd Street (westbound)	15	7	22	3.2	9
Court & College (westbound)	3	4	7	3.2	9
Court & Walnut (westbound)	1	1	2	3.3	9
Court & Cleveland (westbound)	2	0	2	3.2	9
West & North (northbound)	3	5	8	2.9	9
West & Clover (northbound)	1	4	5	3.2	8
W. Beamer & West (westbound)	6	3	9	3.2	8
W. Beamer & Mariposa (westbound)	1	1	2	2.9	7
N. Cottonwood & W. Woodland (northbound)	0	3	3	3.1	7
N. Ashley & W. Woodland (northbound)	3	1	4	3.2	7
W. Kentucky & N. Ashley (eastbound)	1	0	1	3.3	6
N. Cottonwood & W. Kentucky (southbound)	2	1	3	3.3	7
N. Cottonwood & W. Woodland (southbound)	3	3	6	3.5	6
Cottonwood & W. Beamer (southbound)	5	2	7	3.5	6
Cottonwood & Buckeye (southbound)	0	0	0	3.7	6
Cottonwood & Riverside (southbound)	2	0	2	4.0	7
W. Court & Cottonwood (westbound)	5	1	6	4.0	7
W. Court & Ashley (westbound)	0	0	0	4.1	8
W. Lincoln & Rd 98 (eastbound)	5	4	9	3.9	8
W. Lincoln & Ashley (eastbound)	2	4	6	4.1	8
Cottonwood & W. Lincoln (southbound)	4	2	6	4.5	11
Cottonwood & W. Cross (southbound)	7	2	9	4.6	11
Cottonwood & W. Southwood (southbound)	1	0	1	4.3	11
Cottonwood & W. Gibson (southbound)	10	14	24	4.3	11
W. Gibson & Amherst (eastbound)	0	0	0	4.3	11
W. Gibson & Midway (eastbound)	0	0	0	4.3	12
Gibson & West (eastbound)	1	0	1	4.3	12
Gibson & Spruce (eastbound)	0	1	1	4.2	12
Gibson & College (eastbound)	1	2	3	3.9	13
Gibson & Coloma (eastbound)	1	4	5	2.8	13
County Fair Mall (parking lot)	8	22	30	2.4	13
Community & Senior Center (northbound)	0	4	4	0.0	0
TOTAL	123	103	226	--	--

TABLE B4: Route 211 Passenger Activity and Load by Stop

Stop	Total Daily			Psgr Load After Stop	
	On	Off	Total	Average	Peak
County Fair Mall Transit Center (parking lot)	60	0	60	5.9	10
Gibson & Coloma (wb)	0	1	1	6.2	11
Gibson & College (wb)	7	3	10	6.2	11
Gibson & Spruce (wb)	0	0	0	6.1	11
W. Gibson & West (wb)	1	2	3	6.1	11
W. Gibson & Midway (wb)	0	0	0	6.1	11
W. Gibson & Amherst (wb)	0	1	1	6.5	10
Cottonwood & W. Gibson (nb)	16	10	26	6.4	10
Cottonwood & W. Southwood (nb)	1	3	4	6.1	10
Cottonwood & W. Cross (nb)	5	8	13	5.7	11
Cottonwood & W. Lincoln (nb)	5	11	16	5.4	11
W. Lincoln & Ashley (wb)	0	4	4	5.4	12
W. Lincoln & Road 98 (wb)	4	4	8	5.0	12
Ashley & W. Court (nb)	0	6	6	4.7	11
W. Court & Cottonwood (eb)	4	8	12	4.6	10
Cottonwood & Riverside (nb)	1	2	3	4.3	9
Cottonwood & Buckeye (nb)	0	5	5	3.9	10
Cottonwood & W. Beamer (nb)	5	10	15	3.6	9
N. Cottonwood & W. Woodland (nb)	2	6	8	3.6	9
N. Ashley & W. Woodland (nb)	1	1	2	3.6	9
W. Kentucky & N. Ashley (eb)	2	3	5	3.5	8
N. Cottonwood & W. Kentucky (sb)	1	2	3	3.5	8
N. Cottonwood & W. Woodland (sb)	1	1	2	3.5	8
W. Beamer & Mariposa (eb)	0	0	0	3.9	10
W. Beamer & West (eb)	8	3	11	3.9	11
West & Clover (sb)	1	1	2	3.4	10
West & North (sb)	10	17	27	3.3	9
Court & Cleveland (eb)	2	3	5	3.4	9
Court & Walnut (eb)	1	0	1	3.4	9
Court & College (eb)	1	1	2	3.4	9
Court & 2nd Street (eb)	6	6	12	3.1	7
3rd Street & Clover (nb)	0	4	4	3.0	7
3rd Street & Beamer (nb)	0	1	1	2.9	7
Beamer & 5th Street (eb)	1	2	3	2.9	7
E. Beamer & Matmor (eb)	0	0	0	2.7	6
Matmor & Cannery (sb)	2	5	7	2.4	6
Industrial & E. Main (sb)	1	5	6	2.3	4
Matmor & E. Main (sb)	1	3	4	2.2	4
Matmor & Crystal Springs (sb)	0	1	1	2.2	4
Matmor & E. Gum (sb)	1	1	2	2.2	4
E. Gum & Matmor (wb)	0	0	0	2.6	4
E. Gum & East (wb)	8	3	11	2.3	4
Community & Senior Center (nb)	0	4	4	0.4	3
County Fair Mall Transit Center (parking lot)	0	26	26	0.0	0
TOTAL	159	177	336		

TABLE B5: Route 212 Passenger Activity and Load by Stop

Stop	Total Daily			Psgr Load After Stop	
	On	Off	Total	Average	Peak
County Fair Mall (parking Lot)	43	0	43	4.1	10
E. Gibson & County Fair Mall (eb)	0	0	0	4.1	10
E. Gibson & Washington (eb)	9	4	13	4.5	11
E. Gibson & Pioneer (eb)	1	13	14	3.6	10
Woodland Community College	13	25	38	2.8	6
Ogden & Branigan (nb)	1	2	3	2.7	6
Farnham & Howard (nb)	1	1	2	2.7	6
Maxwell & Burns (eb)	2	3	5	2.6	6
Veterans & Maxwell (sb)	5	4	9	2.7	7
Maxwell & Burns (wb)	5	2	7	2.9	7
Farnham & Maxwell (nb)	2	0	2	3.1	7
Farnham & Eaton (nb)	0	0	0	3.1	7
E. Gum & Wallace (wb)	2	0	2	3.2	7
Pioneer & E. Gum (nb)	0	0	0	3.2	7
Pioneer & Springlake (nb)	4	5	9	3.1	7
E. Main & Walmart (eb)	11	6	17	3.5	9
E. Main & Industrial (wb)	0	1	1	3.4	9
Industrial & E. Main (nb)	4	1	5	3.6	8
Matmor & Cannery (nb)	4	2	6	3.8	9
E. Beamer & Matmor (wb)	0	0	0	3.8	9
Beamer & 5th Street (wb)	1	0	1	3.9	9
3rd & Beamer (sb)	0	1	1	3.8	9
3rd & Clover (sb)	2	1	3	3.9	10
Court & 2nd Street (wb)	6	20	26	2.9	7
Court & College (wb)	6	4	10	3.0	8
Court & Walnut (wb)	1	1	2	3.0	8
Court & Cleveland (wb)	3	7	10	2.7	7
West & Park (sb)	5	6	11	2.6	7
Cross & Dingle (eb)	2	3	5	2.6	9
College & Marshall (sb)	1	2	3	2.5	7
Gibson & Coloma (eb)	0	0	0	2.5	7
Community and Senior Center	3	1	4	2.6	7
County Fair Mall Transit Center (parking lot)	0	25	25	0.9	3
TOTAL	137	140	277		

TABLE B6: Route 214 Passenger Activity and Load by Stop

Stop	Total Daily			Psgr Load After Stop	
	On	Off	Total	Average	Peak
Community and Senior Center (nb)	0	0	0	3.2	8
County Fair Mall (parking lot)	17	0	17	3.3	8
Gibson & Coloma (wb)	3	1	4	3.6	10
College & Marshall (nb)	5	2	7	3.8	9
Cross & Dingle (wb)	9	6	15	3.8	10
Cross & Cleveland (wb)	3	3	6	3.6	10
West & Park (nb)	2	5	7	3.8	9
Court & Cleaveland (eb)	9	6	15	3.8	9
Court & Walnut (eb)	1	1	2	4.0	9
Court & College (eb)	3	1	4	4.4	11
Court & 2nd Street (eb)	13	8	21	4.4	11
3rd Street & Clover (nb)	0	0	0	4.4	11
3rd Street & Beamer (nb)	2	2	4	4.3	11
Beamer & 5th Street (eb)	3	5	8	4.3	11
E. Beamer & Matmor (eb)	0	0	0	4.4	13
Matmor & Cannery (sb)	3	1	4	4.7	16
Industrial & E. Main (sb)	3	0	3	4.7	16
E. Main & Industrial (eb)	4	4	8	4.4	14
E. Main & Walmart (eb)	3	6	9	4.3	14
Pioneer & Springlake (sb)	0	2	2	4.1	14
Pioneer & E. Gum (sb)	5	7	12	3.8	14
E. Gum & Walker (eb)	1	4	5	3.8	14
Maxwell & Burns (eb)	5	5	10	3.6	13
Veterans & Maxwell (sb)	1	4	5	3.8	13
Maxwell & Burns (wb)	3	0	3	3.8	13
Farnham & Maxwell (sb)	0	1	1	3.7	13
Farnham & Howard (sb)	1	2	3	3.7	13
Branigan & Guerreo (wb)	0	0	0	4.8	13
Woodland Community College parking lot	29	15	44	5.4	16
E. Gibson & Gibson Plaza (wb)	11	4	15	5.5	16
E. Gibson & Pioneer (wb)	1	0	1	5.3	14
E. Gibson & Bourne (wb)	0	3	3	5.3	14
E. Gibson & Washington (wb)	0	0	0	5.0	14
TOTAL	140	98	238		

TABLE B7: Route 242 Passenger Activity and Load by Stop

Stop	Total Daily		
	On	Off	Load
Court at 2nd	3		3
2nd & College	2		5
2nd & Walnut			5
2nd & Cleveland			5
West & North			5
West & Clover			5
Beamer & West	1		6
Beamer & Mariposa			6
Cottonwood at Beamer	8		14
Cottonwood & Buckeye	1		15
Cottonwood and Riverside	1		16
Cottonwood & Lincoln			16
Cottonwood & Cross			16
Cottonwood & Southwood			16
Cottonwood at Gibson	1		17
Gibson & Amherst			17
Gibson & Midway			17
Gibson & West			17
Gibson & Spruce			17
Gibson & College			17
Gibson & Coloma	5		22
County Fair Mall			22
Gibson & Mall	1		23
Gibson & Washington			23
Covell & Sycamore		7	16
Anderson at Hanover	2	3	15
Anderson & Villanova	2		17
Anderson & Amherst			17
Anderson & Sunset			17
Anderson & Russell	1	1	17
Hutchinson & Dairy		2	15
UC Davis Silo		3	12
Hutchinson @ Art Building			12
Hutchinson & Old Davis Road			12
1st & C			12
Cowell & Research Park			12
Cowell at Drew			12
Total			

TABLE B8: Route 243 Passenger Activity and Load by Stop

	Run Start Time									
	7:15 AM		7:45 AM							
	On	Off	On	Off	On	Off	Total	Average	Peak	
E. Heritage at Mickle			1		1	0	1	1.0	1	
Farmers Central at Pioneer					0	0	0	1.0	1	
E. Gibson & Pioneer					0	0	0	1.0	1	
E. Gibson & Bourne					0	0	0	1.0	1	
E. Gibson & Washington					0	0	0	1.0	1	
E. Gibson at County Fair Mall			5		5	0	5	3.5	6	
County Fair Mall	5				5	0	5	6.0	6	
Hutchison at Health Sciences				2	0	2	2	5.0	6	
Hutchinson & Dairy		3		2	0	5	5	2.5	3	
UC Davis Silo		1		2	0	3	3	1.0	2	
Art Building		3			0	3	3			
Total	6	6	6	6	12	12	24			
Source: Counts conducted by LSC, May 2015										

TABLE B9: Route 45 Passenger Activity and Load by Stop

	Run Start Time								Total		Psgr Load After Stop	
	6:15 AM		6:35 AM		6:55 AM		7:05 AM					
	On	Off	On	Off	On	Off	On	Off	On	Off	Average	Peak
Court at 2nd Street (Courthouse)									0		2.5	10
Cottonwood at W. Beamer	4								4		3.5	10
Cottonwood at W. Gibson (Hospital)	3				1				4		4.5	10
County Fair Mall (E. Gibson Street)	4		3		3				10		7.0	13
E. Main at Matmor	15		7		9		29		60		22.0	29
J St. at 4th		8		2		2		9		21	16.8	20
between 4th & 8th				1		1		1		3	16.0	19
J St. at 8th St.		6		4		4		4		18	11.5	15
9th St. at K				4				4		8	9.5	12
9th St. at L				1						1	9.3	12
9th St. at N St		8		5		3		4		20	4.3	7
9th St at P						1		2		3	3.5	5
10th St. at N St.		1				2				3	2.8	5
14th St at N St				1				3		4	1.8	3
16th St. at Capitol Ave.		3		2				2		7	0.0	0
L St. at 13th											0.0	0
Total	26	26	20	20	13	13	29	29	88	88		

Source: Counts conducted by LSC, May 2015. Note: the 6:15 AM run departed first run 15 minutes late.

Local Routes: 210, 211, 212, 214

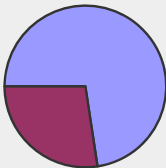
Common Stops Riders Are Coming From							
Respondents coming from Woodland					Respondents coming from cities other than Woodland		
answered question 164							
skipped question 27							
City	Street / Place	Intersection / Place	Response Count	Response Percent	City	Response Count	Response Percent
<u>Woodland</u>							
	County Fair Mall		25	15.2%	Davis	5	3.0%
	Court		19		Sacramento	3	1.8%
		Court and 3rd			Dunnigan	1	0.6%
		Court and College			Madison	1	0.6%
		Court and Walnut			Winters	1	0.6%
Beamer			13	7.9%	<u>Left Blank</u>	19	11.6%
		Beamer and 3rd					
		Beamer and Cottonwood					
		Beamer and West / Woodland HS					
Cottonwood			13	7.9%			
		Cottonwood and Court					
		Cottonwood and Cross					
		Cottonwood and Lincoln					
Court at 2nd / Court House			11	6.7%			
East			7	4.3%			
		East and Gum					
		East and Main St / Walmart					
Maxwell			7	4.3%			
College			5	3.0%			
West/Park - Lee MS			4	2.4%			
Woodland Community College			4	2.4%			

<i>Common Stops Riders Are Going To</i>			
	<i>answered question</i>	143	
	<i>skipped question</i>	48	
City	Street / Place	Response Count	Response Percent
<u>Woodland</u>			
	County Fair Mall	31	18.9%
	court and 2nd	11	6.7%
	Woodland Community College	9	5.5%
	Pioneer	6	3.7%
	College	5	3.0%
	Walmart/East Main	4	2.4%
	Pioneer High School	4	2.4%
	Transit Center	3	1.8%
	Court Street	3	1.8%
	Ashley and Court	2	1.2%
	Nugget Market	2	1.2%
	Pioneer and Gum	2	1.2%
	8th and J	2	1.2%
	98th and Lincoln	2	1.2%
	Cottonwood and Kentucky	2	1.2%
	Cottonwood and Main	1	0.6%
	Cottonwood	1	0.6%
	Maxwell	1	0.6%
	Woodland Community Center	1	0.6%
<u>Davis</u>		10	6.1%
<u>Sacramento</u>		2	1.2%
<u>West Sacramento</u>		1	0.6%

Common Stops Riders Are Coming From							
Respondents coming from Woodland					Respondents coming from cities other than Woodland		
answered question 164							
skipped question 27							
City	Street / Place	Intersection / Place	Response Count	Response Percent	City	Response Count	Response Percent
Woodland							
	County Fair Mall		25	15.2%	Davis	5	3.0%
	Court		19		Sacrament	3	1.8%
		Court and 3rd			Dunnigan	1	0.6%
		Court and College			Madison	1	0.6%
		Court and Walnut			Winters	1	0.6%
Beamer			13	7.9%	Left Blank	19	11.6%
		Beamer and 3rd					
		Beamer and Cottonwood					
		Beamer and West / Woodland HS					
Cottonwood			13	7.9%			
		Cottonwood and Court					
		Cottonwood and Cross					
		Cottonwood and Lincoln					
Court at 2nd / Court House			11	6.7%			
East			7	4.3%			
		East and Gum					
		East and Main St / Walmart					
Maxwell			7	4.3%			
College			5	3.0%			
West/Park - Lee MS			4	2.4%			
Woodland Community College			4	2.4%			

Will you be traveling roundtrip on Yolobus today?			
Answer Options	Response Percent	Response Count	
Yes	72.6%	122	
No	27.4%	46	
		answered question	168
		skipped question	23

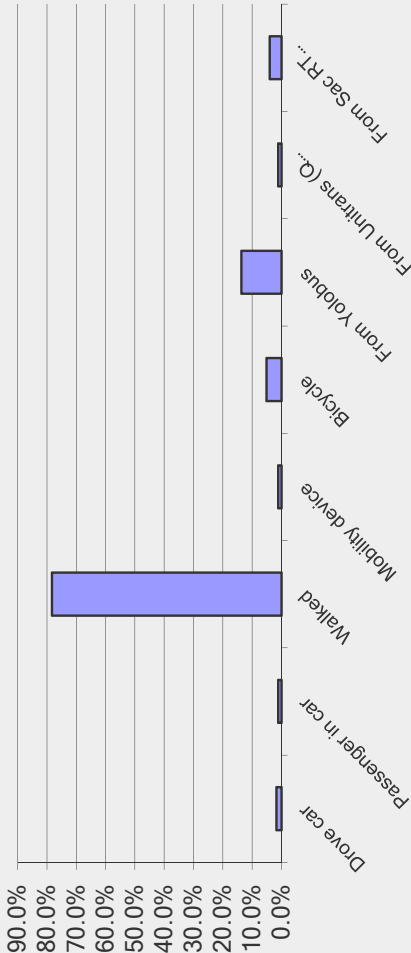
Will you be traveling roundtrip on Yolobus today?



■ Yes ■ No

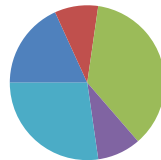
How did you travel to this bus?			
Answer Options	Response Percent	Response Count	
Drove car	1.7%	3	
Passenger in car	1.1%	2	
Walked	78.3%	137	
Mobility device	1.1%	2	
Bicycle	5.1%	9	
From Yolobus	13.7%	24	
From Unitrans (Q - 1 response)	1.1%	2	
From Sac RT	4.0%	7	
10, 62, 87, 86, 11 (1 response each)		4	
Other		175	
		answered question	16
		skipped question	

How did you travel to this bus?



If Yolobus, Route #		Response Count	
210		4	
212		2	
42A		8	
42B		2	
Other		6	
		answered question	22
		skipped question	169

If Yolobus, Route #

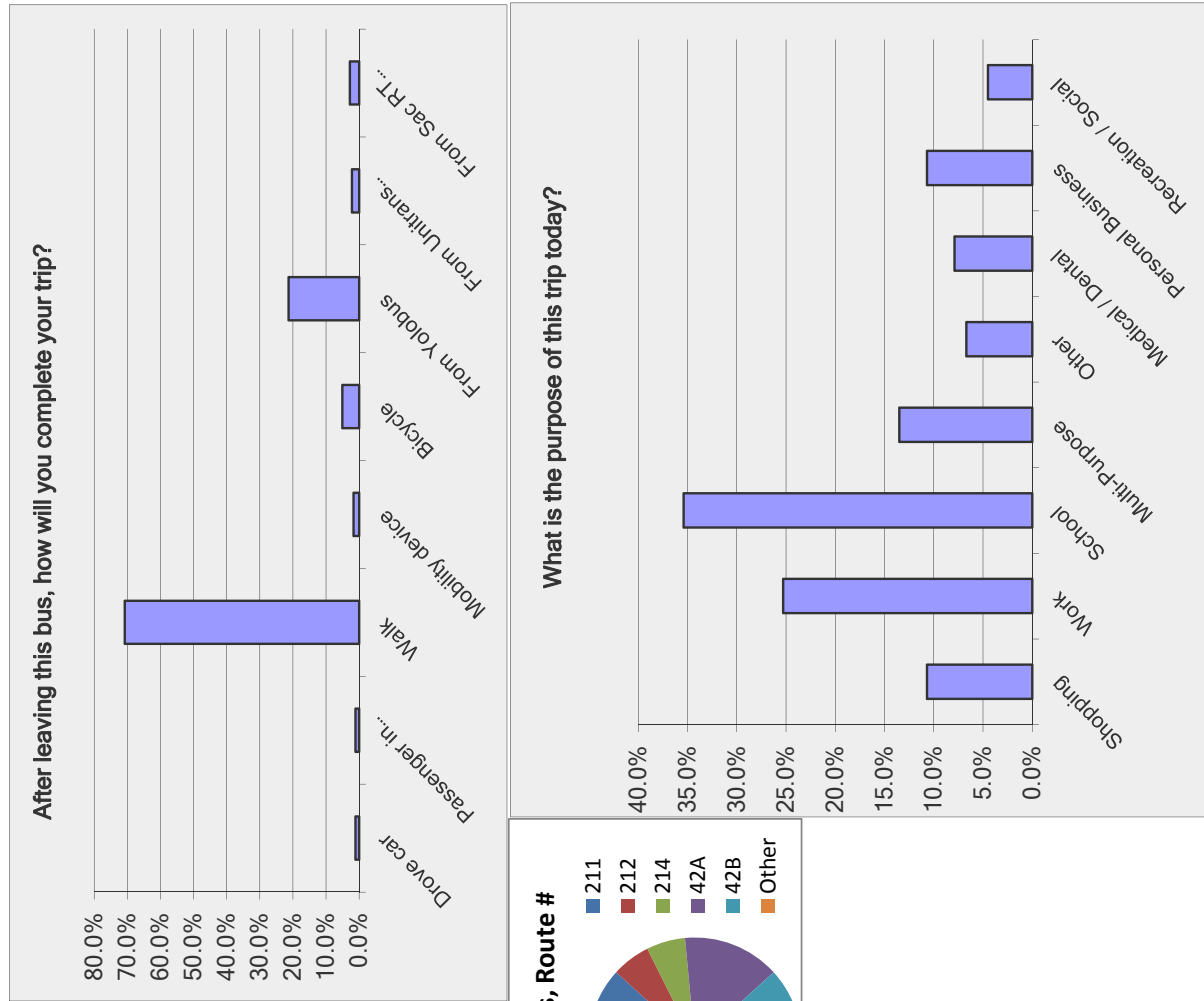


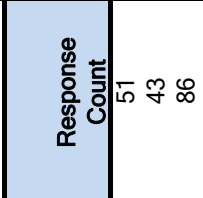
■ 210 ■ 212 ■ 42A ■ 42B ■ Other

After leaving this bus, how will you complete your trip?			
Answer Options	Response Percent	Response Count	
Drove car	1.1%	2	
Passenger in car	1.1%	2	
Walk	70.8%	126	
Mobility device	1.7%	3	
Bicycle	5.1%	9	
From Yolobus	21.3%	38	
From Unitrans	2.2%	4	
10, 42b, M, K			
From Sac RT	2.8%	5	
30, 86, 11, lighttrail			
Other		5	
		178	
		<i>answered question</i>	
		<i>skipped question</i>	13

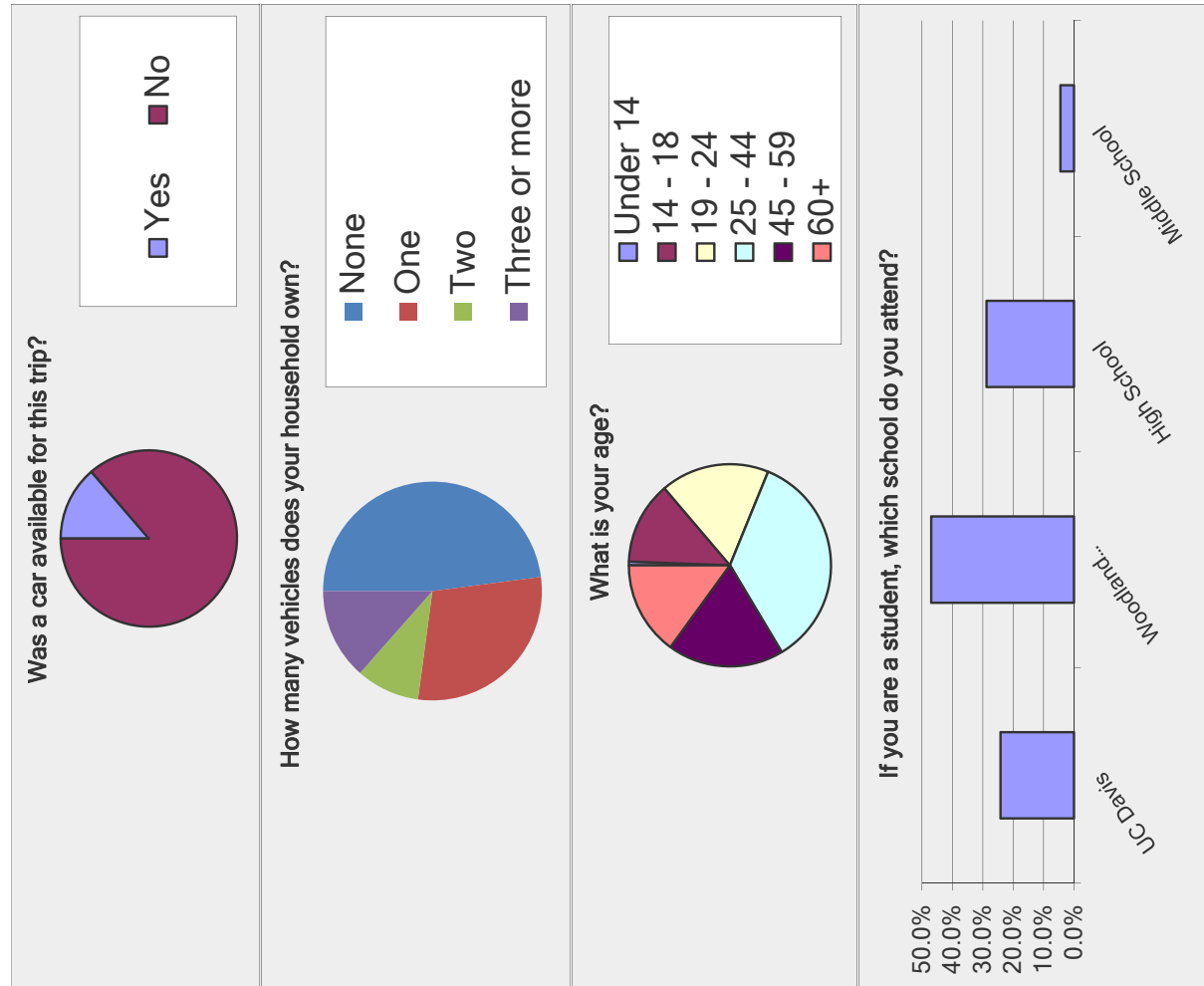
If Yolobus, Route #			
Answer Options	Response Percent	Response Count	
211		4	
212		2	
214		2	
42A		5	
42B		16	
Other		5	
		34	
		<i>answered question</i>	
		<i>skipped question</i>	157

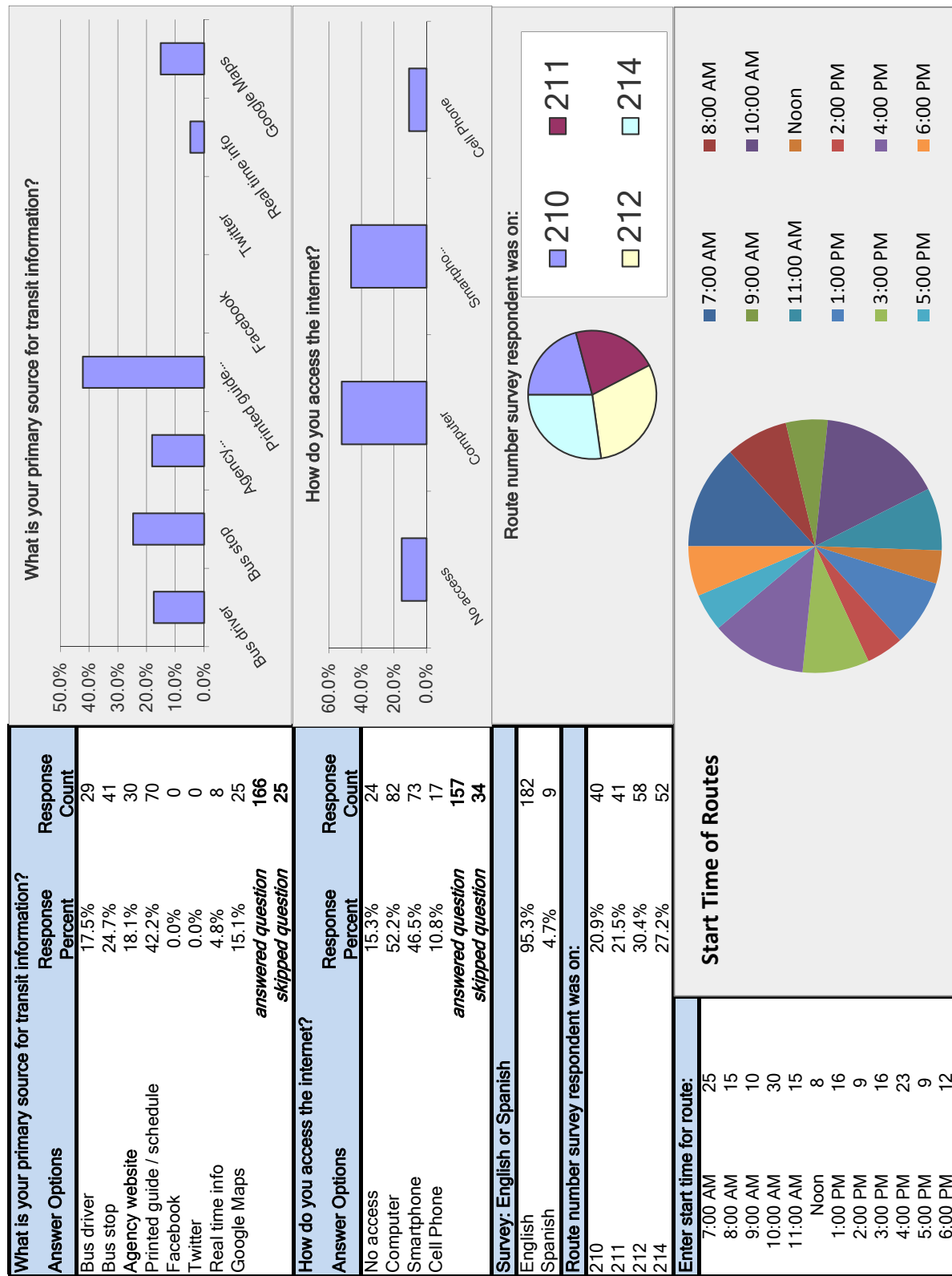
What is the purpose of this trip today?			
Answer Options	Response Percent	Response Count	
Shopping	10.7%	19	
Work	25.3%	45	
School	35.4%	63	
Multi-Purpose	13.5%	24	
Other	6.7%	12	
Medical / Dental	7.9%	14	
Personal Business	10.7%	19	
Recreation / Social	4.5%	8	
		178	
		<i>answered question</i>	
		<i>skipped question</i>	13



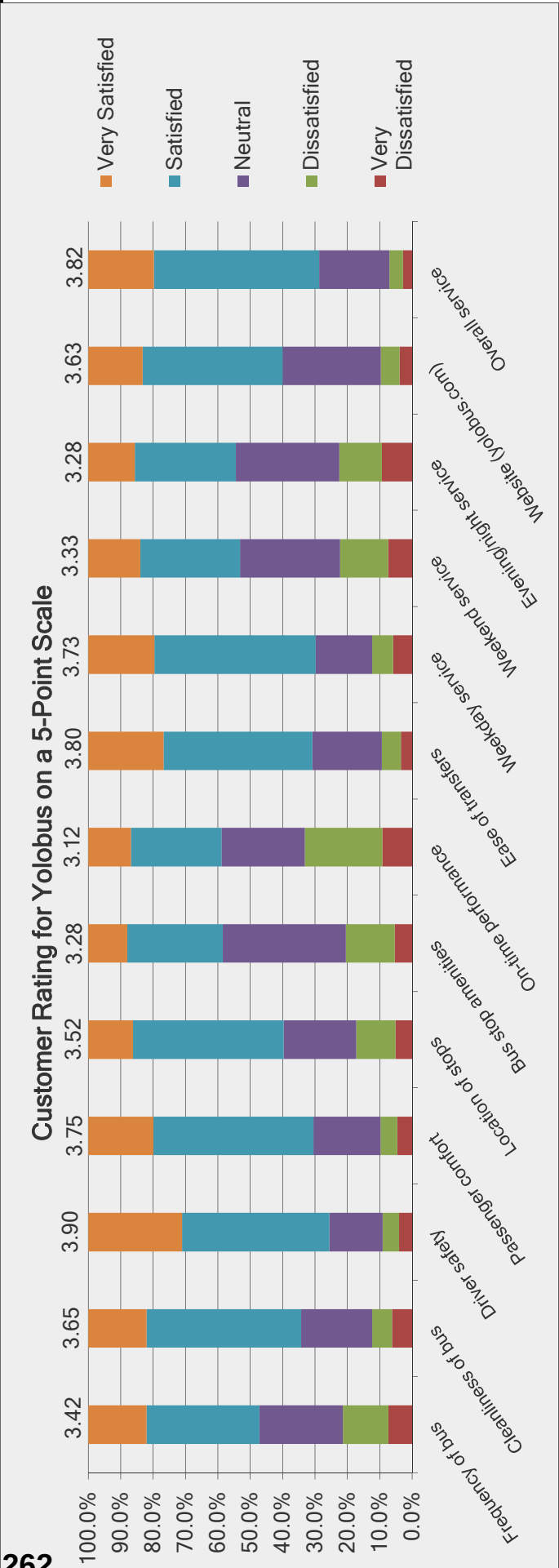
How would you make this trip if Yolobus was not available?				
Answer Options	Response Percent	Response Count		
Walked	32.2%	57		
Bicycle	16.9%	30		
Drove car	10.2%	18		
Get a ride	40.1%	71		
Mobility device	1.1%	2		
Other transit (215)	1.7%	3		
Other	11.3%	20		
answered question			177	
skipped question			14	
How long have you been riding Yolobus?				
Answer Options	Response Percent	Response Count		
Less than a year	28.3%	51		
1 - 3 years	23.9%	43		
More than 3 years	47.8%	86		
answered question				180
skipped question				11
How many days on average per week do you use Yolobus?				
Answer Options	Response Percent	Response Count		
1st trip	2.8%	5		
1 or less	4.5%	8		
1-2 days	16.9%	30		
3-4 days	33.1%	59		
5+ days	42.7%	76		
answered question				178
skipped question				13
Do you have a valid driver's license?				
Answer Options	Response Percent	Response Count		
Yes	37.5%	63		
No	62.5%	105		
answered question				168
skipped question				23

Was a car available for this trip?			
Answer Options	Response Percent	Response Count	
Yes	13.7%	22	
No	86.3%	139	
	<i>answered question</i>	161	
	<i>skipped question</i>	30	
How many vehicles does your household own?			
Answer Options	Response Percent	Response Count	
None	48.0%	82	
One	29.2%	50	
Two	9.4%	16	
Three or more	13.5%	23	
	<i>answered question</i>	171	
	<i>skipped question</i>	20	
What is your age?			
Answer Options	Response Percent	Response Count	
Under 14	0.6%	1	
14 - 18	13.2%	22	
19 - 24	17.4%	29	
25 - 44	35.3%	59	
45 - 59	18.6%	31	
60+	15.0%	25	
	<i>answered question</i>	167	
	<i>skipped question</i>	24	
If you are a student, which school do you attend?			
Answer Options	Response Percent	Response Count	
UC Davis	24.2%	16	
Woodland Community College	47.0%	31	
High School	28.8%	19	
Middle School	4.5%	3	
	<i>answered question</i>	66	
	<i>skipped question</i>	125	





Please rate Yolobus for each of the following:							
Answer Options	Very Dissatisfied	Dissatisfied	Neutral	Satisfied	Very Satisfied	Rating Average	Response Count
Frequency of bus	13	25	46	62	32	3.42	178
Cleanliness of bus	11	11	39	85	32	3.65	178
Driver safety	7	9	29	80	51	3.90	176
Passenger comfort	8	9	36	86	35	3.75	174
Location of stops	9	21	39	81	24	3.52	174
Bus stop amenities	9	25	63	49	20	3.28	166
On-time performance	16	42	45	49	23	3.12	175
Ease of transfers	6	10	37	79	40	3.80	172
Weekday service	10	11	30	85	35	3.73	171
Weekend service	12	24	50	50	26	3.33	162
Evening/night service	15	21	51	50	23	3.28	160
Website (yolobus.com)	6	9	47	67	26	3.63	155
Overall service	4	6	31	73	29	3.82	143
answered question							181
skipped question							10



What single most important improvement would you suggest for Yolobus?

answered question

133

skipped question

58

The stop at Costco is a favorite for seniors.
 Would be nice if buses were more on time.
 Every 1/2 hour.
 Making sure buses arrive on time for transfers.
 Do whatever it takes to keep the inter-city routes on time without rushing drivers to drive dangerously. Should be possible with \$2.00 fares.
 Wall plugs would be nice.
 Needs to be clean more, clean the seats. Drivers need to be more careful and drive safer. It needs more stops.
 Weekend 42a and b start earlier. People need to get to airport in the morning.
 Buses run earlier than 7:00am.
 Get more routes for UCDavis students.
 Increase frequency of buses.
 None really.
 More evening and weekend services and student discounts.
 More evening service and discount for Woodland Community College Students.
 The bus to be on time.
 More often than every hour.
 Benches at all bus stops.
 More buses during an hour.
 To be on time. Today both 42a and b were 10 minutes late. Please improve.
 More routes and weekend service improvements.
 Earlier times or cut Davis out of route. More direct service to West Sacramento.
 None
 More Dunnigan trips being later.
 Better drivers. Better connections. Keep smoke off the bus. Keep loud noise off the bus.
 A 212 by West and Beamer
 Clean buses.
 Slow service on weekends. Late, friendly most of the time.
 More frequency of the bus would be nice, instead of hourly.
 Be on time more often.
 An app that tells you where the buses currently are.
 Longer service hours.
 For buses to run all the days of the week past 10:00pm in West Sacramento, the 40 and 41
 Better time.
 More frequency of bus route (i.e. every half hour rather than every hour).
 More buses running on weekends, more stops.
 Try to be on time more frequently and not rush through stops when running late, for some passengers had not been seated.
 Wish shuttles ran every 1/2 hour, so I wouldn't have to wait 1 hour for next bus.
 Being on time.
 Timing
 Improvement of the timeliness of 42a so I don't miss my transfer at the mall coming home from work (very frustrating). Several buses say "not in service" when coming through the MU, if 42a is running late, why can't those buses at least get us back to the mall, they have to come back to Woodland anyway. At least this would allow me to get my transfer. This is my only real complaint.
 Service (intra -city) same on Sun as Sat. No smoking at County Fair for transfer stop. More posted schedules.
 Great drivers, good route.
 Cleaner.
 415 line is too crowded.
 Stopping at every bus stop- just in case.
 Come on time.
 I'm not that familiar with the area or route.
 Keep up the good work
 Shade at stops.
 I would suggest that they make it easier to get a bus pass. Example: maybe have a stored supply of them, I don't know.
 I'm satisfied.
 Have more service. Have some more stops.
 Maybe discounts off the tickets.
 Some drivers are very nice but drivers are often rude. They miss stops too, blaze on by. Its like Thunderdome Lawlessness.
 Make it all better.
 Don't ride that often
 This bus driver, I'll call him "Lurch", is ALWAYS late. Change this guys schedule to a Woodland route instead of the commuter 42A/B. I miss my transfer all the time. Everyone else is great.
 Better on time service.
 Make the buses on time.
 It's honestly fine for my use.
 Have bathrooms
 Have buses come more than once an hour.
 More routes to and from winters.
 Frequency of the 243.

I would like to see a later bus to Downtown Sac from Woodland. 11:06 and/or 12:06 from Main Street for those working swing shift.
 Long waits.
 Have good and nice drivers.
 Night or evening service for people who work. Thank you.
 Delay from Sacramento to Davis 40a vice-versa 40B
 Necessary, essential, and vital for traffic hours: Extra bus on route 42a, depart L8, 14th street at 6:00pm, arrive at County Fair Mall at 7:30pm.
 More buses, better and flexible schedules.
 I think the buses should run every 20 to 30 minutes, especially when it is hot out.
 Run the buses 24 hours.
 Extend bus days out of Woodland and stop frequency.
 Business should start later.
 Transfer buses from route 214 at 5:00pm and 6:00pm to route 212, at 9:00pm and 10:00pm. Also, need a later 212.
 Play music
 I think YOLO bus should improve on cleanliness and being on time.
 Expanded weekend/night service.
 Wifi access.
 Having more buses running more often to WCC and Court so if 42a or b is running late, I don't have to wait an hour.
 More bus stops down Kentucky. Air Conditioning.
 Free rides.
 More bus stops.
 More bike racks. I'd bring my bike, but I don't even try because it's too often filled with other's bikes.
 none
 Sun protection at all bus stops.
 Some bus drivers need to be more polite. Also, more weekend routes and earlier routes for 210 and 211.
 Make some routes every 30 minutes, like 42a and 42b. Also one of the alternate routes, like 211 and 212 or 210 and 214 to get a better flow of passengers.
 Getting on time.
 Perhaps have buses run later and allow more in between stops. Have 210 and 214 run on weekends.
 More survey workers.
 Some drivers attitude.
 Add frequency of buses.
 More frequent, especially Davis and Woodland so that it's more on time especially in the afternoon/evening.
 More late night service that meets up with 42b.
 Be on time
 BUS WAY LATE !!!
 Be on time!!! More frequent stops. Maybe twice/hour.
 Window is open when air-condition is on
 Dago y DAGO
 Buses be on time
 Come on time?
 More routes or new buses that don't break down.
 I think it's ok!
 Bus late. Very late.
 some bus have better air conditioner than other
 On time, better attitude from drivers.
 Driver courtesy and passenger friendly
 We need a bus that goes down past pioneer high school
 single most important would be that it would always be on time
 later routes
 Provide shade at all bus stops
 women hostesses
 more busses every hour
 courteous helpers
 more busses
 Bus drivers with a positive attitude that are willing to interact with the passengers respectfully.
 on time performance
 More night services. Have the bus run later in the evening.
 a couple more busses running on the weekend.
 more frequent service
 It would make it easier if the bus came twice on the hour. With the current schedule i get to work an hour early or late.
 One point would help passengers arrive to their destinations on time.
 outlets and wifi at stops
 Free bus rides all the time. more frequent trips.
 none
 Improved bus routes. Closer bus stops.
 Clean the busses more, possibly change the hard seating, add in a few stops around the west side of town, have bus drivers wait

 It's so expensive to be a college student and take/pay for the bus... why don't we have student tickets or a student sticker?
 Allow open drinks on bus.
 Busses run less than every hour.
 outlets at bus stops. more busses.

Commuter Routes 242 and 243

1. I got on this bus at this stop:

answered question 23
skipped question 1

Number	Name or Nearest Intersection	City / Town
20	Anderson and Villamora	Davis
19	Anderson/Hanover	Davis
9	Beamer and Cottonwood	Woodland
13	Beamer and West	Woodland
7	College and Court	Woodland
15	Cotton Wood	Woodland
4	Cottonwood and Beamer	Woodland
11	Cottonwood and Riverside	Woodland
18	Cottonwood at Beamer	Woodland
23	County Fair Mall	Woodland
1	E. Heritage Parkway	Woodland
3	Gibson and Coloma	Woodland
14	Gibson and Coloma	Woodland
12	Gibson and Cottonwood	Woodland
22	Transit Mall	Woodland
8	West/Clover	Woodland
6		Woodland
10	Cottonwood and Main	
5	Court and 2nd	
21	East Heritage and Miekle	
16	Gibson at Mall	
2	Villanova and Anderson	
17	West Beamer and Cottonwood	

2. I left a house/business/etc. at:

answered question 20
skipped question 4

Number	Nearest Intersection	City/Town
5	206 5th St	
3	4th and Cross	
20	6th and Gibson	
16	Anderson/Hanover	
4	Ashley and Beamer	
8	Beamer St	
1	Campus	
12	Coloma and Rosewood	
9	Cottonwood and Riverside	
14	County Rd	
10	Del Oro and Ashley	
19	East St	
18	Erickson	Woodland
7	House	
15	Orange St	
6	Second St	
17	Villamora	
2	Villanova	
13	W. Beamer St	
11	Woodland and West	

3. Is this home?

Answer Options	Response Percent	Response Count
Yes	100.0%	20
No	0.0%	0
	<i>answered question</i>	20
	<i>skipped question</i>	4

4. I will get off the bus at this stop:

answered question 21
skipped question 3

Number	Name or Nearest Intersection	City / Town
16	Anderson and Hanover	Davis
12	Anderson and Hanover	Davis
1	Art Armory - UCD	Davis
13	College and Sycamore	Davis
10	Davis Silo	Davis
11	Drew and Cowell	Davis
9	Silo	Davis
3	Silo UC Davis	Davis
7	UC Davis Shield Library	Davis
20	UCD/Shilo	Davis
4	UCDMU	Davis
15		Davis
17	10th and N	Sacramento
8		Woodland
6	1st/C. Davis	
18	Capital/Sill	
19	Silo	
5	Tessero	
14	UC Davis	
2	UC Davis Campus	
21	UC Davis Silo	

5. I am going to a house/business/etc. at:

Answer Options	Response Percent	Response Count
Nearest Intersection	100.0%	15
City/Town	20.0%	3
	<i>answered question</i>	15
	<i>skipped question</i>	9

Number	Nearest Intersection	City/Town
4	1/2 mile	
6	B and 2nd St	
9	Birch Lane and Covell	
11	Davis Senior High School	
8	Drew and Cowell	
1	Mrak Hall	Davis
12	Route 44	
13	Sacramento City College	
15	Sacramento City College	Davis
5	School	Sacramento
10	School	
14	School	
2	Shields Library	
3	UC Davis RMI	
7	UC Davis RMI	

6. Is this home?

Answer Options	Response Percent	Response Count
Yes	0.0%	0
No	100.0%	16
	<i>answered question</i>	16
	<i>skipped question</i>	8

7. Will you be traveling roundtrip on Yolobus today?		
Answer Options	Response Percent	Response Count
Yes	68.2%	15
No	31.8%	7
	<i>answered question</i>	22
	<i>skipped question</i>	2

8. How did you travel to this bus?		
Answer Options	Response Percent	Response Count
Drove car	4.3%	1
Passenger in car	4.3%	1
Walked	78.3%	18
Mobility device	0.0%	0
Bicycle	8.7%	2
From Yolobus	4.3%	1
From Unitrans	0.0%	0
From Sac RT	0.0%	0
Other (please specify)		0
	<i>answered question</i>	23
	<i>skipped question</i>	1

9. If Yolobus, Route #		
	<i>answered question</i>	1 Route 215
	<i>skipped question</i>	23

12. After leaving this bus, how will you complete your trip?		
Answer Options	Response Percent	Response Count
Drove car	0.0%	0
Passenger in car	0.0%	0
Walk	62.5%	15
Mobility device	0.0%	0
Bicycle	12.5%	3
From Yolobus	4.2%	1
From Unitrans	16.7%	4
From Sac RT	8.3%	2
Other - 215		1
	<i>answered question</i>	24
	<i>skipped question</i>	0

14. If Unitrans, Route #		
	<i>answered question</i>	4
	<i>skipped question</i>	20
Number	Response Text	
1	G/J	
2	Q	
3	L	
4	V	

15. If Sac RT, Route #		
Answer Options	Response Count	
	1	Meadow View

16. What is the purpose of this trip today?

Answer Options	Response Percent	Response Count
Shopping	0.0%	0
Work	58.3%	14
School	37.5%	9
Multi-Purpose	0.0%	0
Other	4.2%	1
Medical / Dental	0.0%	0
Personal Business	0.0%	0
Recreation / Social	0.0%	0
<i>answered question</i>		24
<i>skipped question</i>		0

17. How would you make this trip if Yolobus was not available?

Answer Options	Response Percent	Response Count
Walked	4.2%	1
Bicycle	8.3%	2
Drove car	50.0%	12
Get a ride	29.2%	7
Mobility device	0.0%	0
Other transit	4.2%	1
Other	25.0%	6
<i>answered question</i>		24
<i>skipped question</i>		0

18. If other transit, Name/Route#

answered question 4
skipped question 20

Number	Response Text
1	Unitrans G/J
2	YOLO 215 or 42b
3	42b
4	42b, 42a

19. How long have you been riding Yolobus?

Answer Options	Response Percent	Response Count
Less than a year	33.3%	8
1 - 3 years	29.2%	7
More than 3 years	37.5%	9
	<i>answered question</i>	24
	<i>skipped question</i>	0

20. How many days on average per week do you use Yolobus?

Answer Options	Response Percent	Response Count
1st trip	0.0%	0
1 or less	8.3%	2
1-2 days	0.0%	0
3-4 days	20.8%	5
5+ days	70.8%	17
	<i>answered question</i>	24
	<i>skipped question</i>	0

21. Do you have a valid driver's license?

Answer Options	Response Percent	Response Count
Yes	59.1%	13
No	40.9%	9
	<i>answered question</i>	22
	<i>skipped question</i>	2

22. Was a car available for this trip?

Answer Options	Response Percent	Response Count
Yes	45.5%	10
No	54.5%	12
	<i>answered question</i>	22
	<i>skipped question</i>	2

23. How many vehicles does your household own?

Answer Options	Response Percent	Response Count
None	4.5%	1
One	40.9%	9
Two	36.4%	8
Three or more	18.2%	4
	<i>answered question</i>	22
	<i>skipped question</i>	2

24. What is your age?

Answer Options	Response Percent	Response Count
Under 14	4.3%	1
14 - 18	8.7%	2
19 - 24	30.4%	7
25 - 44	21.7%	5
45 - 59	30.4%	7
60+	4.3%	1
	<i>answered question</i>	23
	<i>skipped question</i>	1

25. If you are a student, which school do you attend?

Answer Options	Response Percent	Response Count
UC Davis	50.0%	3
Woodland Community College	0.0%	0
High School	33.3%	2
Middle School	16.7%	1
	<i>answered question</i>	6
	<i>skipped question</i>	18

26. What is your primary source for transit information?

Answer Options	Response Percent	Response Count
Bus driver	18.2%	4
Bus stop	13.6%	3
Agency website	50.0%	11
Printed guide / schedule	27.3%	6
Facebook	0.0%	0
Twitter	0.0%	0
Real time info	0.0%	0
Google Maps	13.6%	3
	<i>answered question</i>	22
	<i>skipped question</i>	2

27. How do you access the internet?

Answer Options	Response Percent	Response Count
No access	4.5%	1
Computer	45.5%	10
Smartphone	68.2%	15
Cell Phone	0.0%	0
	<i>answered question</i>	22
	<i>skipped question</i>	2

28. Please rate Yolobus for each of the following:

Answer Options	Very Dissatisfied	Dissatisfied	Neutral	Satisfied	Very Satisfied	Rating Average	Response Count
Frequency of bus	1	4	8	7	3	3.30	23
Cleanliness of bus	0	1	6	13	3	3.78	23
Driver safety	0	0	2	17	3	4.05	22
Passenger comfort	0	0	8	14	2	3.75	24
Location of stops	0	3	4	14	3	3.71	24
Bus stop amenities	0	1	12	8	2	3.48	23
On-time performance	2	10	4	6	2	2.83	24
Ease of transfers	0	1	10	11	1	3.52	23
Weekday service	0	2	5	14	2	3.70	23
Weekend service	0	3	6	8	2	3.47	19
Evening/night service	0	3	8	8	1	3.35	20
Website (yolobus.com)	0	4	4	12	1	3.48	21
Overall service	0	1	1	14	1	3.88	17
					<i>answered question</i>		24
					<i>skipped question</i>		0

29. What single most important improvement would you suggest for Yolobus?

answered question 20
skipped question 4

Number	Response Text
1	Improve on-time performance of the bus. Sometimes the bus has not shown up at all. Switch to a commuter van or smaller bus. Sometimes (mostly) there are 1-8 passengers.
2	Additional stops between Davis and Sac. Improve on-time performance. 243 evening (5:09) doesn't show up at all sometimes. 242 pm
3	left early yesterday from a timed stop at the Silo.
4	Fix the text message function. 242 needs the buses with more seats.
5	Be on time!
6	Need to be on time and need nice bus drivers.
7	Not sure, I only ride occasionally.
8	242 in the evening at UC Davis be on time!
9	Hold more bikes.
10	Drivers being on time.
11	On time performance. Separately the 42a and b into smaller loops like Woodland to Davis, Woodland to Sac, Davis
12	to Sac. It would decrease time and allow more loops in an hour. But of course YOLO would
13	More stops.
14	Be on time to stops instead of 10-15 minute wait time.
15	Rudeness of drivers (some of them).
16	More work on the update of times a bus will arrive to a stop on the website.
17	Punctuality-some days bus can be 30 minutes late.
18	Have a bus tracker app.
19	243 bus sometimes doesn't come so I have troubles. This route number is always my savior because the 42b never waits and the 215 is always
20	late.

30. Survey: English or Spanish

Answer Options	Response Percent	Response Count
English	100.0%	24
Spanish	0.0%	0

32. Route number survey respondent was on:

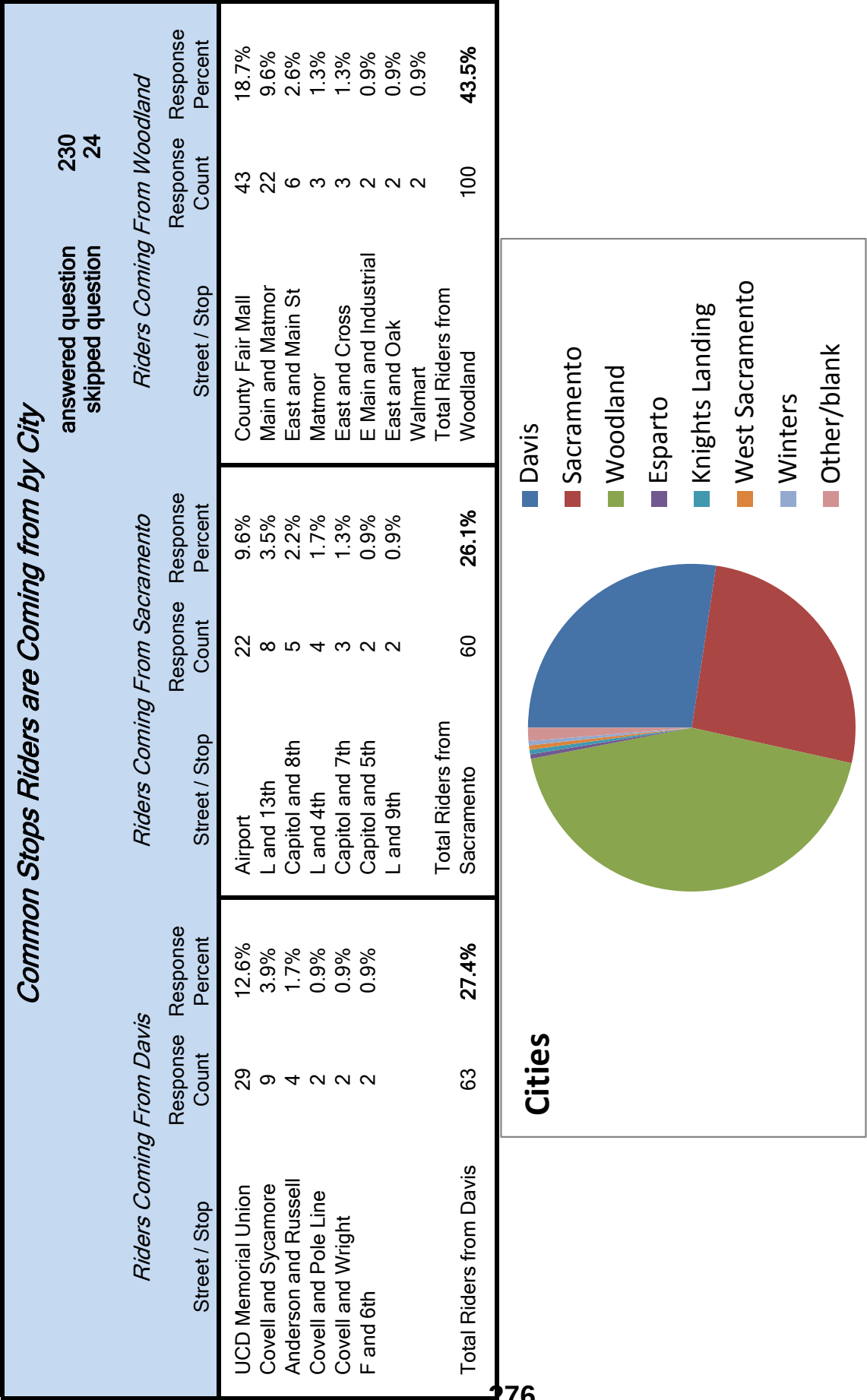
Answer Options	Response Percent	Response Count
210	0.0%	0
211	0.0%	0
212	0.0%	0
214	0.0%	0
242	83.3%	20
243	16.7%	4
42a	0.0%	0
42b	0.0%	0
<i>answered question</i>		24
<i>skipped question</i>		0

33. Enter start time for route:

answered question 24
skipped question 0

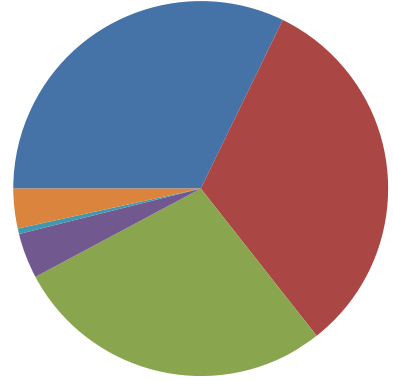
Number	Response Text
1	7:15
2	6:49
3	6:49
4	6:49
5	6:49
6	6:49
7	6:49
8	6:49
9	6:49
10	6:49
11	6:49
12	6:49
13	6:49
14	6:49
15	6:49
16	6:49
17	6:49
18	6:45
19	6:45
20	6:49
21	6:49
22	7:45
23	7:45
24	7:45

Intercity Routes 42A and 42B



Common Stops Riders are Going to by City										
Riders Going to Davis				Riders Going to Sacramento / West Sacramento				answered question skipped question		
Riders Going to Woodland				Riders Going to Woodland						
Street / Stop	Response Count	Response Percent		Street / Stop	Response Count	Response Percent		Response Count	Response Percent	
UCD Memorial Union	23	11.2%		4th and J	11	5.4%		County Fair Mall	35	17.1%
Covell and Sycamore	4	2.0%		8th and J	9	4.4%		Matmor and Main	9	4.4%
Russell and Anderson	4	2.0%		Airport	4	2.0%		Cottonwood and Beamr	2	1.0%
Anderson and Hanover	3	1.5%		Airport	4	2.0%		Woodland Community (	2	1.0%
Covell	3	1.5%		Downtown	4	2.0%		Walmart	2	1.0%
Covell & Pole Line	2	1.0%		West Capital Ave	4	2.0%		Ashley	1	0.5%
Mace and Chiles	2	1.0%		6th and J	4	2.0%		Ashley and Matmor	1	0.5%
Anderson	2	1.0%		8th street	3	1.5%		main and 6th	1	0.5%
Covell and Hanover	1	0.5%		15th and K	3	1.5%		Main and East	1	0.5%
Covell and Moore	1	0.5%		9th and J	2	1.0%		Main and Industrial	1	0.5%
F and Covell	2	1.0%		West Capital & Enterprise	2	1.0%				
Total Riders from Davis	57	27.8%		Total Riders from Sacramento	66	28.7%		Total Riders from Woodland	66	28.7%

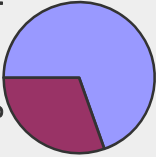
Cities... Going to



- Sacramento
- Woodland
- Davis
- West Sacramento
- Vacaville
- Left Blank

Answer Options	Response Percent	Response Count
Yes	69.6%	151
No	30.4%	66
<i>answered question</i>		217
<i>skipped question</i>		37

Will you be traveling roundtrip on Yolobus today?

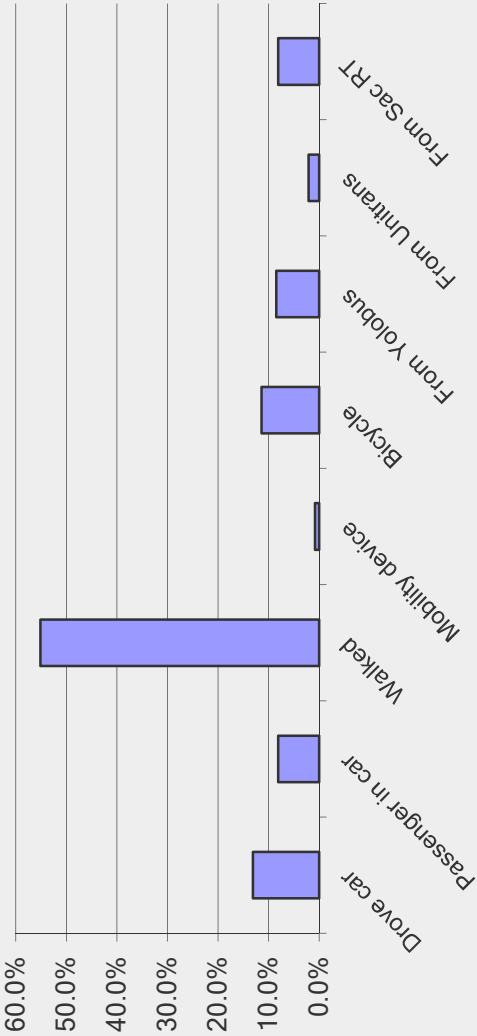


■ Yes ■ No

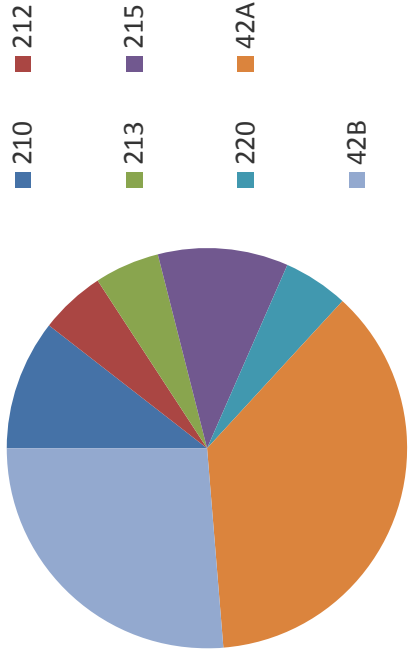
How did you travel to this bus?

Answer Options	Response Percent	Response Count
Drove car	13.1%	31
Passenger in car	8.1%	19
Walked	55.1%	130
Mobility device	0.8%	2
Bicycle	11.4%	27
From Yolobus	8.5%	20
From Unitrans (211, 12)	2.1%	5
From Sac RT	8.1%	19
Other		14
Airplane (8)		
Amtrak (1)		
<i>answered question</i>		236
<i>skipped question</i>		18

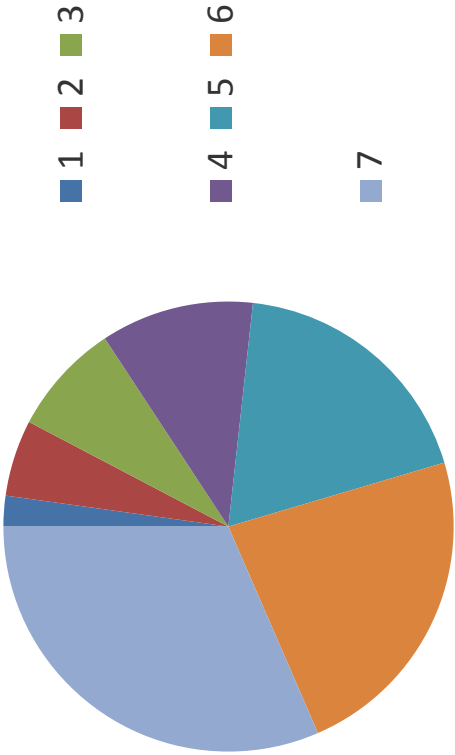
How did you travel to this bus?



Yolobus Routes

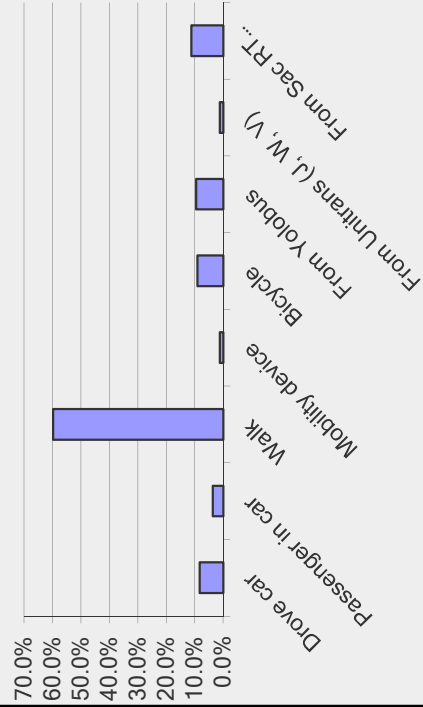


Sac RT Routes

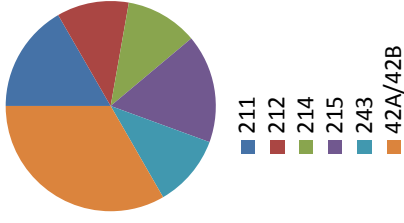


Answer Options	Response Percent	Response Count
Drove car	8.3%	20
Passenger in car	3.7%	9
Walk	59.8%	144
Mobility device	1.2%	3
Bicycle	9.1%	22
From Yolobus	9.5%	23
From Unitrans (J, W, V)	1.2%	3
From Sac RT		
Route 30 - 10 riders	11.2%	27
Lightrail - 3 riders		
Other		
Plane (3)		12
Lightrail (2)		
<i>answered question</i>		
<i>skipped question</i>		
		241
		13

After leaving this bus, how will you complete your trip?



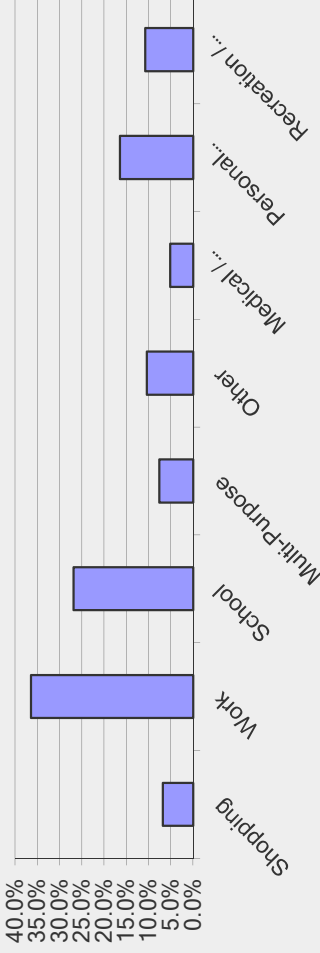
Yolobus Routes



What is the purpose of this trip today?

Answer Options	Response Percent	Response Count
Shopping	6.8%	17
Work	36.5%	91
School	26.9%	67
Multi-Purpose	7.6%	19
Other	10.4%	26
Medical / Dental	5.2%	13
Personal Business	16.5%	41
Recreation / Social	10.8%	27
<i>answered question</i>		
<i>skipped question</i>		
		249
		5

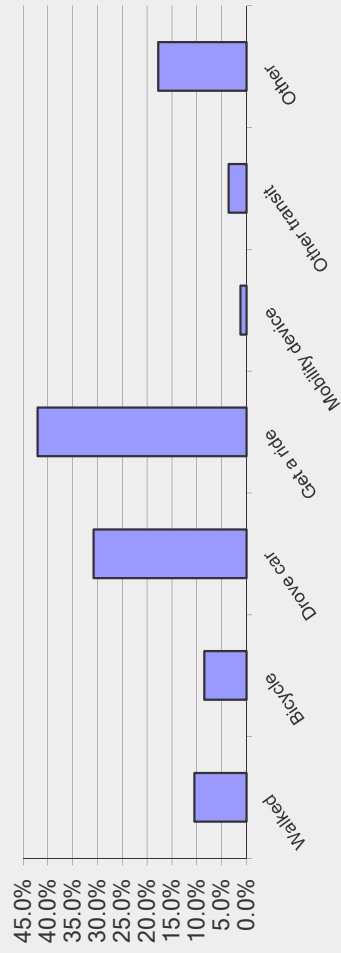
What is the purpose of this trip today?



How would you make this trip if Yolobus was not available?

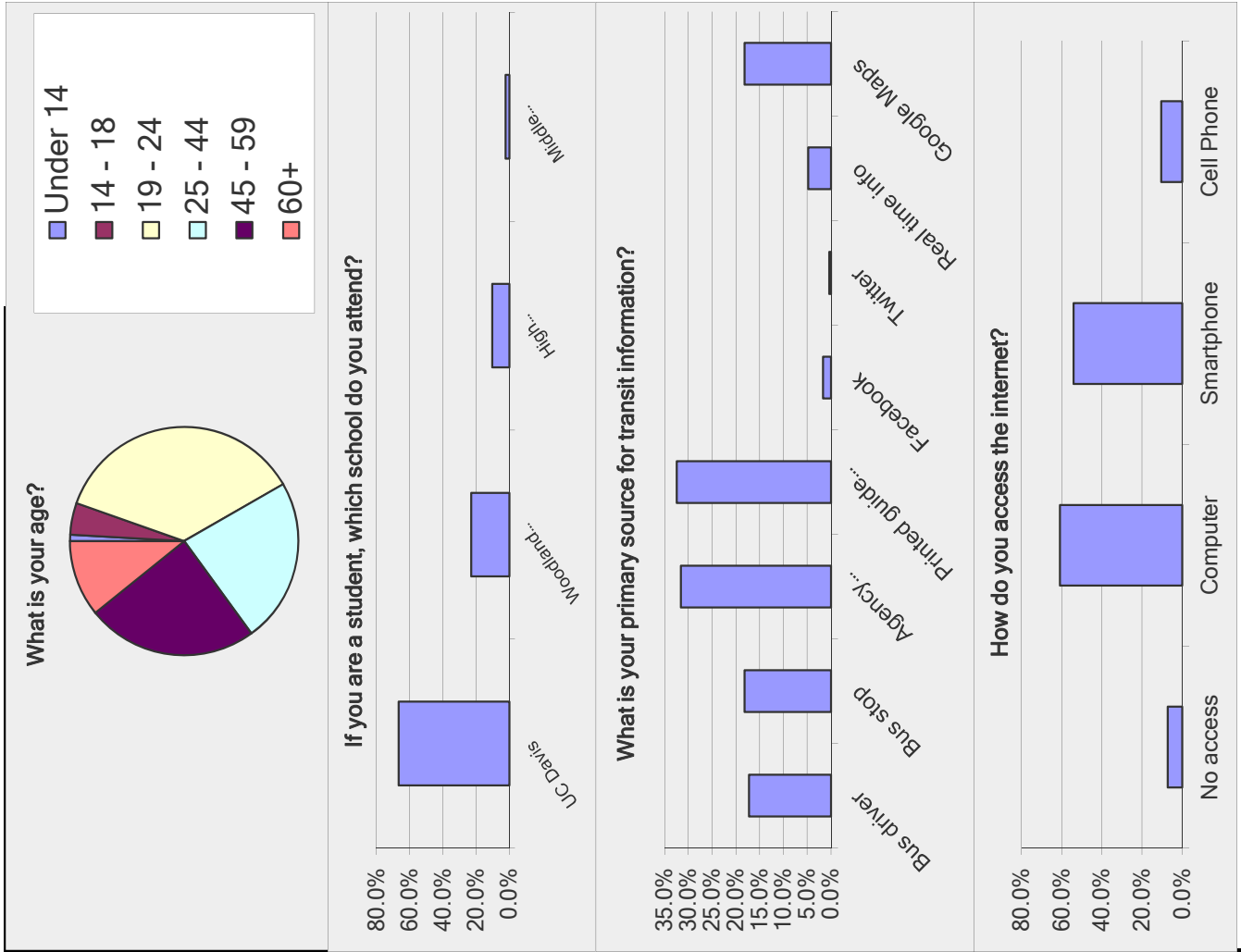
Answer Options	Response Percent	Response Count
Walked	10.5%	26
Bicycle	8.5%	21
Drove car	30.8%	76
Get a ride	42.1%	104
Mobility device	1.2%	3
Other transit	3.6%	9
Other		
Uber (3)	17.8%	44
Unitrans (2)		
<i>answered question</i>		
<i>skipped question</i>		
		247
		7

How would you make this trip if Yolobus was not available?

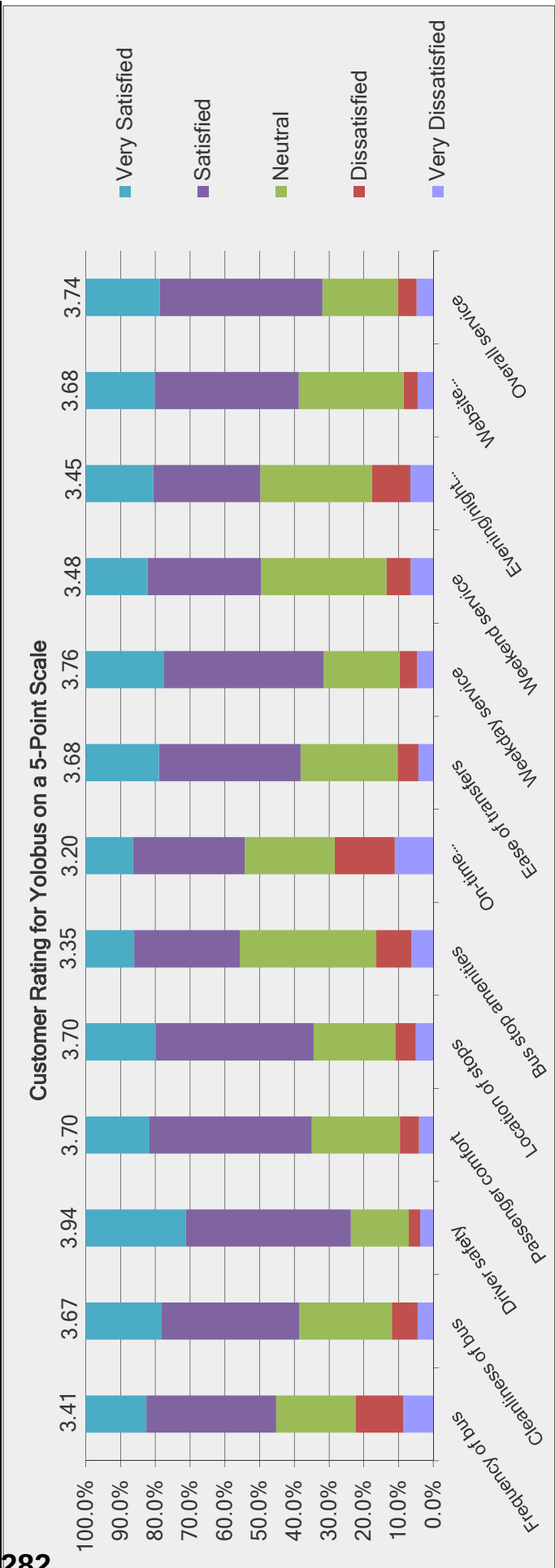


How long have you been riding Yolobus?			How long have you been riding Yolobus?		
Answer Options	Response Percent	Response Count			
Less than a year	23.8%	59	■ Less than a year ■ 1 - 3 years ■ More than 3 years		
1 - 3 years	31.0%	77			
More than 3 years	45.2%	112			
<i>answered question 248 skipped question 6</i>					
How many days on average per week do you use Yolobus?			How many days on average per week do you use Yolobus?		
Answer Options	Response Percent	Response Count			
1st trip	6.1%	15	■ 1st trip ■ 1 or less ■ 1-2 days ■ 3-4 days ■ 5+ days		
1 or less	16.4%	40			
1-2 days	16.4%	40			
3-4 days	24.2%	59			
5+ days	36.9%	90			
<i>answered question 244 skipped question 10</i>					
Do you have a valid driver's license?			Do you have a valid driver's license?		
Answer Options	Response Percent	Response Count			
Yes	65.1%	153	■ Yes ■ No		
No	34.9%	82			
<i>answered question 235 skipped question 19</i>					
Was a car available for this trip?			Was a car available for this trip?		
Answer Options	Response Percent	Response Count			
Yes	35.4%	81	■ Yes ■ No		
No	64.6%	148			
<i>answered question 229 skipped question 25</i>					
How many vehicles does your household own?			How many vehicles does your household own?		
Answer Options	Response Percent	Response Count			
None	29.7%	70	■ None ■ One ■ Two ■ Three or more		
One	31.4%	74			
Two	24.6%	58			
Three or more	14.4%	34			
<i>answered question 236 skipped question 18</i>					

What is your age?			
Answer Options	Very Dis-satisfied	Dis-satisfied	
Under 14	0.9%	2	
14 - 18	4.5%	10	
19 - 24	36.3%	81	
25 - 44	23.3%	52	
45 - 59	24.2%	54	
60+	10.8%	24	
<i>answered question</i>			223
<i>skipped question</i>			31
If you are a student, which school do you attend?			
Answer Options	Response Percent	Response Count	
UC Davis	66.7%	58	
Woodland Community College	23.0%	20	
High School	10.3%	9	
Middle School	2.3%	2	
<i>answered question</i>			87
<i>skipped question</i>			167
What is your primary source for transit information?			
Answer Options	Response Percent	Response Count	
Bus driver	17.3%	40	
Bus stop	18.2%	42	
Agency website	31.6%	73	
Printed guide / schedule	32.5%	75	
Facebook	1.7%	4	
Twitter	0.4%	1	
Real time info	4.8%	11	
Google Maps	18.2%	42	
<i>answered question</i>			231
<i>skipped question</i>			23
How do you access the internet?			
Answer Options	Response Percent	Response Count	
No access	7.3%	16	
Computer	60.9%	134	
Smartphone	54.1%	119	
Cell Phone	10.5%	23	
<i>answered question</i>			220
<i>skipped question</i>			34



Please rate Yolobus for each of the following:							
Answer Options	Very Dissatisfied	Dissatisfied	Neutral	Satisfied	Very Satisfied	Rating Average	Response Count
Frequency of bus	21	33	55	90	42	3.41	241
Cleanliness of bus	11	18	65	96	53	3.67	243
Driver safety	9	8	40	114	69	3.94	240
Passenger comfort	10	13	61	112	44	3.70	240
Location of stops	12	14	56	108	48	3.70	238
Bus stop amenities	15	24	93	72	33	3.35	237
On-time performance	27	42	63	78	33	3.20	243
Ease of transfers	10	14	65	95	49	3.68	233
Weekday service	11	12	52	109	53	3.76	237
Weekend service	15	16	83	75	41	3.48	230
Evening/night service	15	25	73	70	44	3.45	227
Website (yolobus.com)	10	9	67	92	44	3.68	222
Overall service	10	11	45	97	44	3.74	207
answered question							246
skipped question							8



What single most important improvement would you suggest for Yolobus?	
Answer Options	Response Count
	<i>answered question</i> 186
	<i>skipped question</i> 68
Nothing. Great and thank you Stricter on out-of-control passengers. More frequent service. Early weekend service, like 6:30 am None Nothing Bus driver social skills. A lot of drivers social skills needed badly Driver are mean on 42a. Mean Be on time more consistently. More availability for schedules. Respectful bus drivers. I can't arrive a minute late, but the bus can be 10 minutes late!? Being on time to take people where they need to go. Buses depart on time, friendly drivers, summer month need overflow bus to MU for International students home-staying in Woodland. Being on time. On-time performance Instead of 42 ending at 9:30 pm on Saturday, make it til 11:00 pm. Access to bus location on website/GPS of bus similar to Davis's Unitrans Yolobus drivers are very nice. Intercity buses to run later than 7:30 pm Transfer buses. When 42A is late sometimes transfer buses are gone. Maybe transfer buses should stay an additional 10-15 . minutes more. That would give 42a time to arrive. Bus full of spider webs. Not good. Waiting benches at non-timed stops You guys are doing fantastic job. No recommendations. Cleaner buses Better maintenance for the buses to minimize breakdowns. more availability a yolobus 45 in morning and afternoon. 5th street and L should have more backups after 5pm. On time Display of the upcoming stop Some sort of way to make sure buses are as on time as possible. Would like more bus stop shade. The 42b was late. The bus at Woodland Mall left so we had to wait over 40 minutes for the next one. The stop buttons on the cache creek bus are not readable by the color blind (black on red button) Eliminate some stops in West Sacramento (west capitol) A few more stops drivers are nice More buses More comfortable seats None Buses more often	

Every 15 to 20 minutes, not hour

Cleanliness - but I don't know how to monitor that.

none its fine

7:17 45 in AM leaving from Ross' parking lot is standing room only - need bigger bus. Drivers need to be aware of hot temperatures on bus and turn on air conditioning in the morning without having to be asked.

Plenty of sacramento state students - a express bus to that location and back.

Either more frequent trips to Sac or more seating, there are times where it gets very crowded

More daily service for route 220 between vacaville and davis

ON TIME

The 220 needs to please have more buses throughout the day and later hours it should run because the last one is at 4:00.

(illegible)

Text to tell the real-time ETA of each stop (like Unitrans)

More frequent buses and more punctual in the evenings.

Bus locator showing where buses were and how long to the stops

Visiting US [sic] Davis

NONE

Music

More and more frequent buses between UCD MU -->Woodland -->Sac Airport

No suggestions.

Availability of route 214 at later times at night.

I would love for the buses to run more frequently.

Make the dispatch people learn to read. Thank you.

Good service

5am in Davis

Frequency of bus. 1 hour is too long.

(illegible) these seats.

Do not truncate routes. Female passengers have been dropped off at night in unfamiliar areas.

Extra buses during traffic hours, on route 42a, depart L & 14th at 4pm, 5pm, and 6pm, arrive county fair mall at 5:30pm, 6:30pm and 7:30pm.

run 1 more bus in Woodland that's coordinated with last airport pick-up.

If 42a and 42b are running keep the other buses running. now i have to walk two miles.

More service hours.

Woodlan y ami tarbago

Provide better transit options between cities to various ends of cities (i.e. East Woodland and East/South Davis). Hire more drivers like Vincent.

More bike racks!

Graduation is on.

Transfers from 42a to 42b should be valid. Right now you have to pay both ways. It should be free.

Need to be on time. More buses on time.

Add wifi and outlets to bus stops. Increase driver pay.

Works good for me.

Yolo bus needs more in town buses in Davis-Woodland and Yolo bus needs to run earlier and later especially on Saturdays.

A way to check on bus arrivals easily from website on route page. Thank you to the bus drivers and Yolo bus.

Have more buses running for more carpool.

Wifi on buses and stops.

Try and be more on time. I got lefted one time trying to be home.

later bus routes for 210 and 211

Sometime the bus 42a is late then another bus in fair mall is more that big trabel I can't waiting more hour

one later run of the 42 lines

more bus lines running weekends and evenings

more evening service on weekends.

information at the bus stops. bathroom if possible.

To be on time more often. to be more clean.

Fixing the schedule/adding more buses after winter/spring break back to UCD campus

If possible, run buses from Sac more often

Should have a bus stop on west capitol/5 street by the raleys corporate building which there is one there but it was taking out over a year ago. I also think in downtown sacto, should move the bus stop on 5th and L because is an accident happen it should be easier if there move capital but (illegible) 5th and 4.

Evening buses should keep their schedules on time or have the bus run every half hour

F PADILLA 371-5569 MIKE

DO NOT DISCARD THESPIAN R.S.V.P. T.C.

NEEDS TO BE ON TIME!! Not only do students rely on this, but also people with jobs. For many, yolobus is the only mode of transportation and it is unfair to pay \$80/month for a service that is not meeting our needs. bus drivers are very rude sometimes and are not the smoothest drivers. also when buses like the 42a and 42b are late, that impacts the schedule of all the other local buses, many times, customers have to wait another hour to get to their destination. it is unfair for customers to have to plan up to 2 hours ahead of time to get to their destination.

Please send an extra bus to the MU during the 4-6pm hours. Every day, 15+ passengers wait an extra 30+ minutes for the bus. Frequently upwards of 1 hour wait. I have emailed yolobus about this multiple times. Only today has the bus ever been on time. I am sure some people missed the bus TODAY because it CAME on time! Please, PLEASE send an extra bus during 4-6pm, or else we wait over an hour. If you all could be on time today, I'm sure you could be on time every day. I do not expect yolobus to wait for me if I am late, so I do not want to wait for yolobus EVERY DAY @4-6pm. (note: survey had large emphasis on and around the "extremely dissatisfied" box under the "on time performance" question. ss)

It would be great if more buses (more frequent)

communication directions

BETTER DRIVER!!!!!!!!!!!!!! (this survey was written in very angry handwriting. very, very angry handwriting)

late times are inconsistent. fix.

Sometimes drivers leave too early from stops. Especially night time. Sometimes the buses are too late (approximately 30 minutes late)

GET THE BUS HERE ON TIME! Routinely 10-15 mins late, sometimes 30. Every once in a while leaves 10 mins EARLY. VERY DISAPPOINTING SERVICE. Routinely miss transfer.

Provide separate special buses for holidays/busy days for travellers.

I think yolobus should do stop at memorial union for at least ten minutes.

Bus should stop at UCD MU at least 5 minutes.

Esparto gets one bus per hour. Knights Landing gets 3 per week. Not fair. We need a casino.

More frequency of bus because i have to wait an hour if I missed it.

Bus dropped him off at the wrong stop (missed his requested stop). He's a disabled senior.

I think it should be more on time and more a safe of surroundings

I would like to see 42A and B run every half hour

connect busses at the mall

late night routes to sac. can't attend films or concerts. suggest two more runs to davis: 12:30am and 2:30 or 3:00am

later 211 on weekends

Friendly drivers. On time. 42B needs overflow bus 7:59 for summer int'l students to Memorial Union.

clean liniri of bus [sic]

none at this time

cleallerller [sic] busses and sets

waiting for other busses for transfer

Better driver courtesy. You have some drivers who have obvious outrage racial issues. And you have some drivers who are totally courteous and quite wonderful? But the bad apples are BAD.

43R Constantly late in morning and afternoon.

10 minute window between transfers doesn't work if bus is 15 minutes late: I have missed SEVERAL medical appointments.

Don't yell at passengers unless they are deaf.

Safety bells. More comfortable seats.

More busses.

More busses

Don't turn on the air conditioning too long, it gets too cold.

Bus stop amenities and cleanliness.

Get new busses like the ones that go to Cache Creek.

Free rides for people that are trying to better their lives, or discounted.

Drivers need to enforce the rules. Too many drunk/crazy people on bus. (rider is a Sac State student, no spot for that on survey)

workers communication

More time frequency. Extra busses during rush hours.

Route to West Village, Davis

Like the bus to stop at 4:05pm. 45 passed me up.

42A and B were both late, add bus to greyhound station in Sac from UCD

Some bus stops are in bad locations. Redevise.

I wish they would come more frequently. If I miss a bus, I have to wait an hour for the next bus.

more bus

Being on time.

More frequent runs

A couple of buses are extremely loud. The buses could cause hearing damage if not repaired.

Additional seats or additional buses.

Bigger buses.

The drivers do the best they can given the crappy buses they have to drive. The good marks above relate to the drivers not the management of Colobus. The frequent breakdowns and late arrivals due to mechanical problems need to be fixed.

Wish 243 bus will carry a sign (light) of 243 soon.

Some times bus drivers see me running to their bus and are not courteous to stop.

Frequency of express buses in the morning does not work for me.

Add a 45 bus that leaves Woodland later, like the 43 and 44 for Davis.

Make driver's badges-name tags more visible.

Get more 45 buses for afternoon and also for night and more 215 routes and more nice bus drivers like David T.

Being on time and lack of maintenance bus breaks down a lot. Switching drivers takes too much time.

More 42A and Bs

\$3.75 hourly raise for the surveyor.

I think on time schedules would be very much appreciated.

Have the 215 run 24/7 everyday.

Answer the phone.

Provide more bus times instead of passing every hour, pass more frequently.

42 A Covell/Sycamore 8:39am to be on time and not a half hour late each morning.

Be more on time. Try to create a stop next to Woodland Christian School.

Notes from Ratings:

Driver Safety: Sometimes great, sometimes not.

Stop dumping on WDL. Riders to cater to Davis riders.

Try to be on time and not go early.

Need more routes in Dunngad, Ca

Later weekend departure time from Sacramento.

Driver kindness- be nicer. Bus #45 is "always" late.

Too long between runs.

More buses earlier and later.

It should arrive 5 minutes before the time and put air freshener in every bus.

The E Main bus stop (across from the tomato cannery) is cold and wet during rainy weather. Is there a way to keep it drier?

Make sure bus is on time. We rely on this service. Before this current rotation the bus timeliness was horrible.

I don't really know anything I guess.

Try to be on time all the time.

More times of departures/arrivals like more than once an hour. Free bus rides.

Every 1/2 hour instead of every hour.

Need to get driver Paul off route 42A/B. He is late too many times during non-peak mornings (arriving at Main/Matmar stop during 5am hour) and acts inappropriately when he drives.

From mall to go to Sr. Center 1st, not last. Or 42A and B stop there more stops with seats to wait.

More than hourly from Davis to Sac.

New windows

Add more Davis Express routes from Sacramento in the morning.

Have early and late airport service for early departures and late arrivals.

Have their drivers be more ???

Drivers enforce rules. Tired of drunk people/crazy people being allowed on bus. Don't want to listen to everyone else music. Enforce your own rules.

42a/b once every half hour.

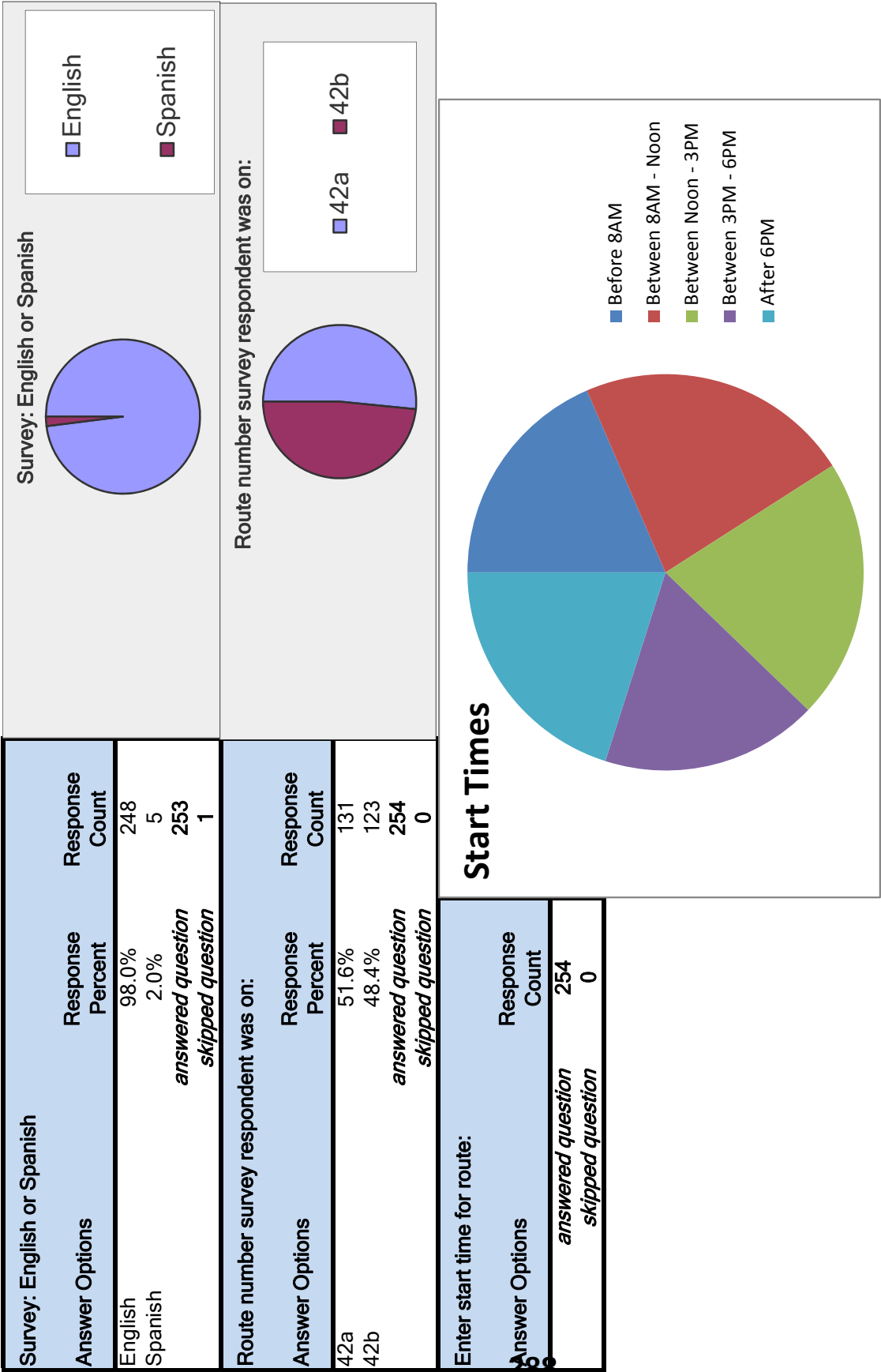
To have the driver be more professional, on time, and quit being late on every trip, especially the 42 A bus that goes from 9th and L and goes through W. Sac to Davis, then to Woodland. The bus driver , Paul, that drives the route 42A on Thursday, Friday at 7:33am. He is always late and unprofessional. He coughs and doesn't cover his mouth. He'll get up to hook somebody into a wheelchair and his butt crack shows when he bends over. He is always late and will never call ahead to try and connect with another driver at the mall. He needs to be fired and taught how to cover his mouth. He is always coughing and doesn't cover his mouth. His is very unprofessional.

All ok.

Easier to navigate website.

For the buses to be on time. Also to have all the stops be on the schedule.

I like Yolo Bus.



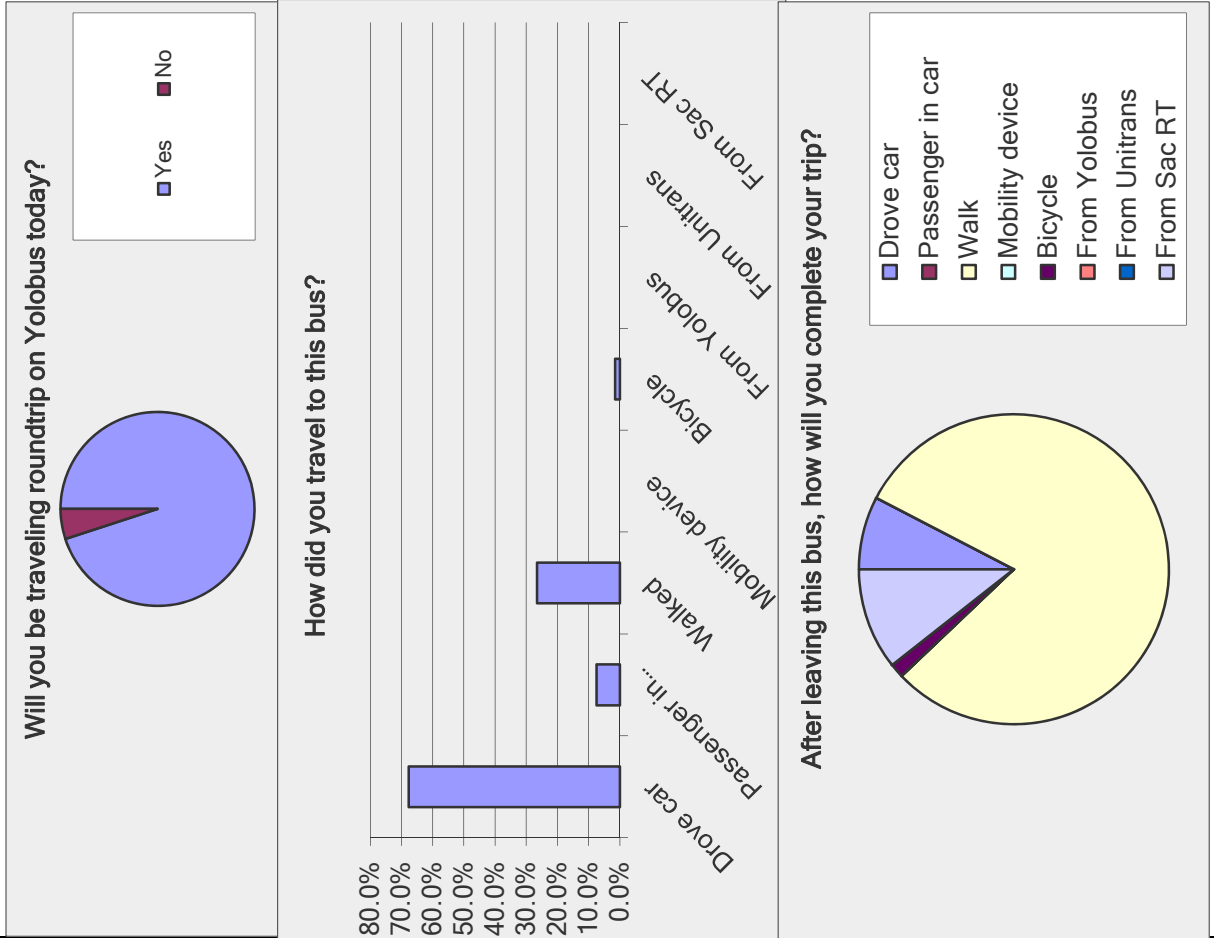
Express Route 45

Survey: English or Spanish		
Answer Options	Response Count	
English	68	
Spanish	0	
Enter start time for route:		
Answer Options	Response Count	
6:15	11	
6:35	12	
6:55	18	
7:05	17	
<i>answered question</i>	58	
<i>skipped question</i>	10	

Common Stops Riders are Going to in Sacramento			
		<i>answered question</i>	63
		<i>skipped question</i>	5
Street / Place	Response Count	Response	Percent
14th and N	3		4.8%
4th and J	8		12.7%
8th and J	11		17.5%
9th and O	1		1.6%
9th and K	4		6.3%
9th and N	8		12.7%
9th and O	1		1.6%
9th and P	4		6.3%
Capitol and 16th	6		9.5%
Capitol and 5th	2		3.2%
Capitol and 9th	5		7.9%

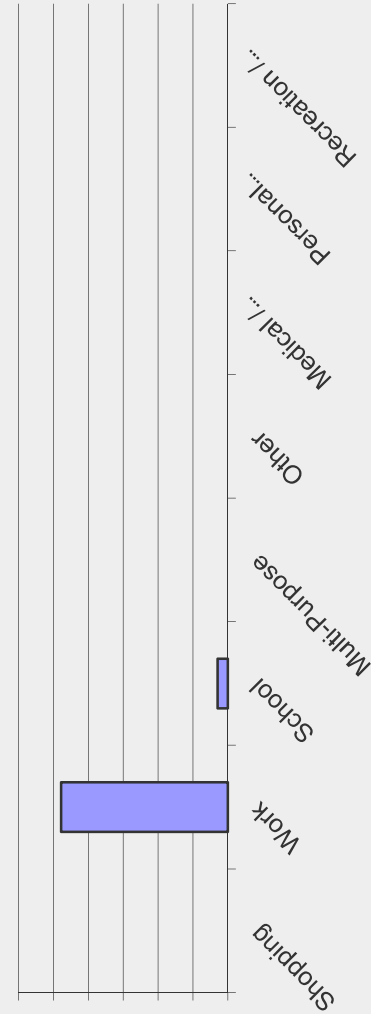
Common Stops Riders are Coming from in Woodland			
		<i>answered question</i>	65
		<i>skipped question</i>	3
Street / Place	Response Count	Response	Percent
Main and Matmor	27		41.5%
Matmor and Gum	5		7.7%
Matmor and Gibson	4		6.2%
County Fair Mall	4		6.2%
Main St	3		4.6%
Beamer	2		3.1%
Matmor Rd	1		1.5%
Gibson and Colona	1		1.5%
Gibson and East	1		1.5%
Gibson and Midway	1		1.5%
Gibson and Washington	1		1.5%
Collage and Gibson	1		1.5%
Cottonwood and Cross	1		1.5%
Cottonwood and Lincoln Ave	1		1.5%
Cottonwood and Riverside	1		1.5%
Walnut and Court	1		1.5%
Other	10		15.4%

Will you be traveling roundtrip on Yolobus today?			
Answer Options	Response Percent	Response Count	
Yes	95.0%	57	
No	5.0%	3	
answered question skipped question			
How did you travel to this bus?			
Answer Options	Response Percent	Response Count	
Drove car	67.6%	46	
Passenger in car	7.4%	5	
Walked	26.5%	18	
Mobility device	0.0%	0	
Bicycle	1.5%	1	
From Yolobus	0.0%	0	
From Unitrans	0.0%	0	
From Sac RT	0.0%	0	
answered question skipped question			
After leaving this bus, how will you complete your trip?			
Answer Options	Response Percent	Response Count	
Drove car	7.6%	5	
Passenger in car	0.0%	0	
Walk	80.3%	53	
Mobility device	0.0%	0	
Bicycle	1.5%	1	
From Yolobus	0.0%	0	
From Unitrans	0.0%	0	
From Sac RT	10.6%	7	
Route 30			
answered question skipped question			



What is the purpose of this trip today?		
Answer Options	Response Percent	Response Count
Shopping	0.0%	0
Work	95.6%	65
School	5.9%	4
Multi-Purpose	0.0%	0
Other	0.0%	0
Medical / Dental	0.0%	0
Personal Business	0.0%	0
Recreation / Social	0.0%	0
<i>answered question</i>		68
<i>skipped question</i>		0

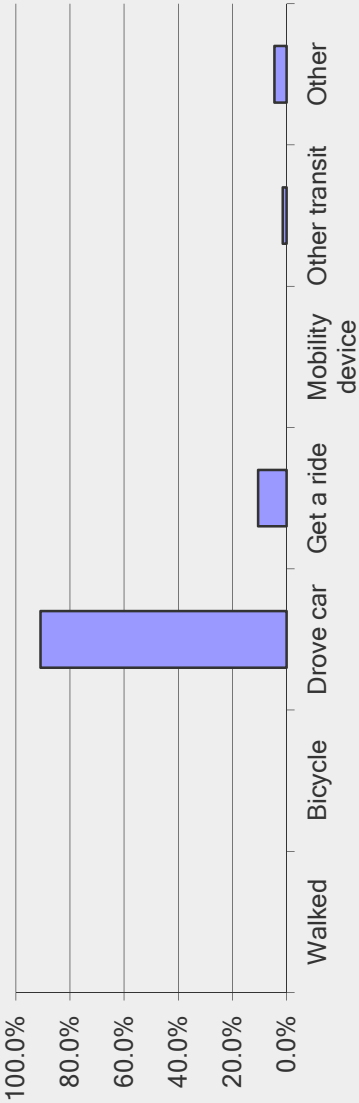
What is the purpose of this trip today?



How would you make this trip if Yolobus was not available?

Answer Options	Response Percent	Response Count
Walked	0.0%	0
Bicycle	0.0%	0
Drove car	90.9%	60
Get a ride	10.6%	7
Mobility device	0.0%	0
Other transit	1.5%	1
Other (2 responses-42A)	4.5%	3
<i>answered question</i>		66
<i>skipped question</i>		2

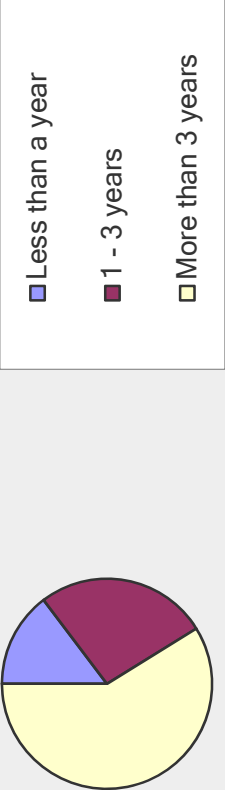
How would you make this trip if Yolobus was not available?

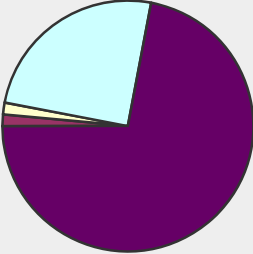
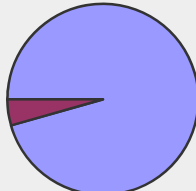
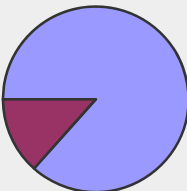
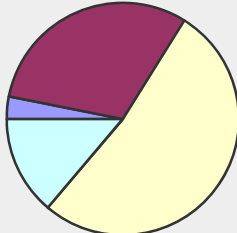


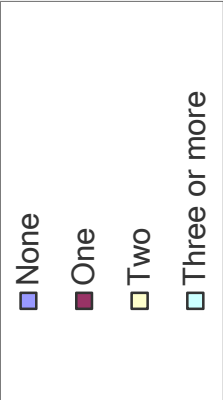
How long have you been riding Yolobus?

Answer Options	Response Percent	Response Count
Less than a year	14.7%	10
1 - 3 years	26.5%	18
More than 3 years	58.8%	40
<i>answered question</i>		68
<i>skipped question</i>		0

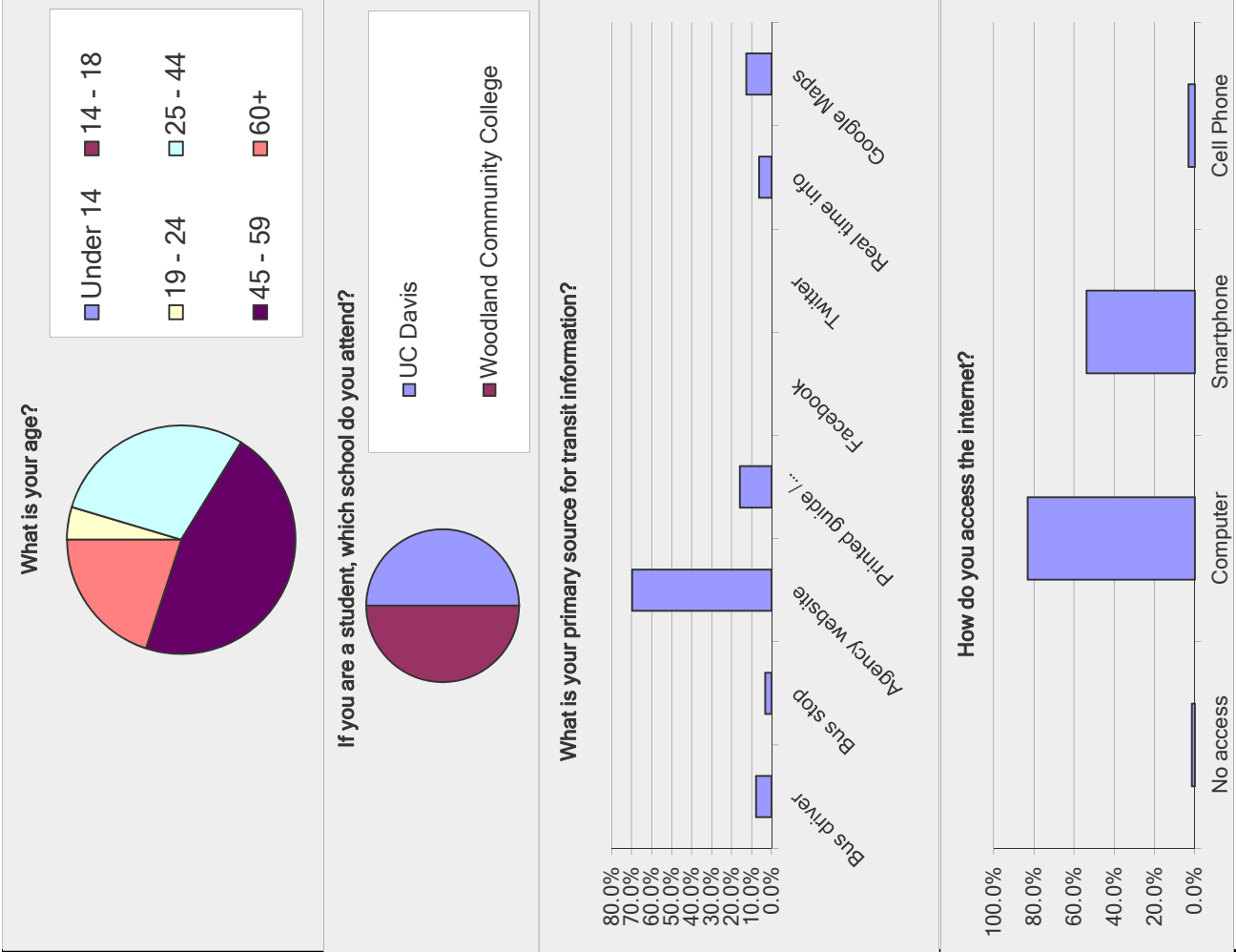
How long have you been riding Yolobus?



How many days on average per week do you use Yolobus?				How many days on average per week do you use Yolobus?	
Answer Options	Response Percent	Response Count			
1st trip	0.0%	0			
1 or less	1.5%	1			
1-2 days	1.5%	1			
3-4 days	25.0%	17			
5+ days	72.1%	49			
			<i>answered question</i>	68	
			<i>skipped question</i>	0	
Do you have a valid driver's license?				Do you have a valid driver's license?	
Answer Options	Response Percent	Response Count			
Yes	95.6%	65			
No	4.4%	3			
			<i>answered question</i>	68	
			<i>skipped question</i>	0	
Was a car available for this trip?				Was a car available for this trip?	
Answer Options	Response Percent	Response Count			
Yes	86.6%	58			
No	13.4%	9			
			<i>answered question</i>	67	
			<i>skipped question</i>	1	
How many vehicles does your household own?				How many vehicles does your household own?	
Answer Options	Response Percent	Response Count			
None	3.1%	2			
One	30.8%	20			
Two	52.3%	34			
Three or more	13.8%	9			
			<i>answered question</i>	65	
			<i>skipped question</i>	3	



What is your age?			
Answer Options	Response Percent	Response Count	
Under 14	0.0%	0	
14 - 18	0.0%	0	
19 - 24	4.6%	3	
25 - 44	29.2%	19	
45 - 59	46.2%	30	
60+	20.0%	13	
		answered question	65
		skipped question	3
If you are a student, which school do you attend?			
Answer Options	Response Percent	Response Count	
UC Davis	50.0%	2	
Woodland Community College	50.0%	2	
		answered question	4
		skipped question	64
What is your primary source for transit information?			
Answer Options	Response Percent	Response Count	
Bus driver	7.9%	5	
Bus stop	3.2%	2	
Agency website	69.8%	44	
Printed guide / schedule	15.9%	10	
Facebook	0.0%	0	
Twitter	0.0%	0	
Real time info	6.3%	4	
Google Maps	12.7%	8	
		answered question	63
		skipped question	5
How do you access the internet?			
Answer Options	Response Percent	Response Count	
No access	1.5%	1	
Computer	83.1%	54	
Smartphone	53.8%	35	
Cell Phone	3.1%	2	
		answered question	65
		skipped question	3

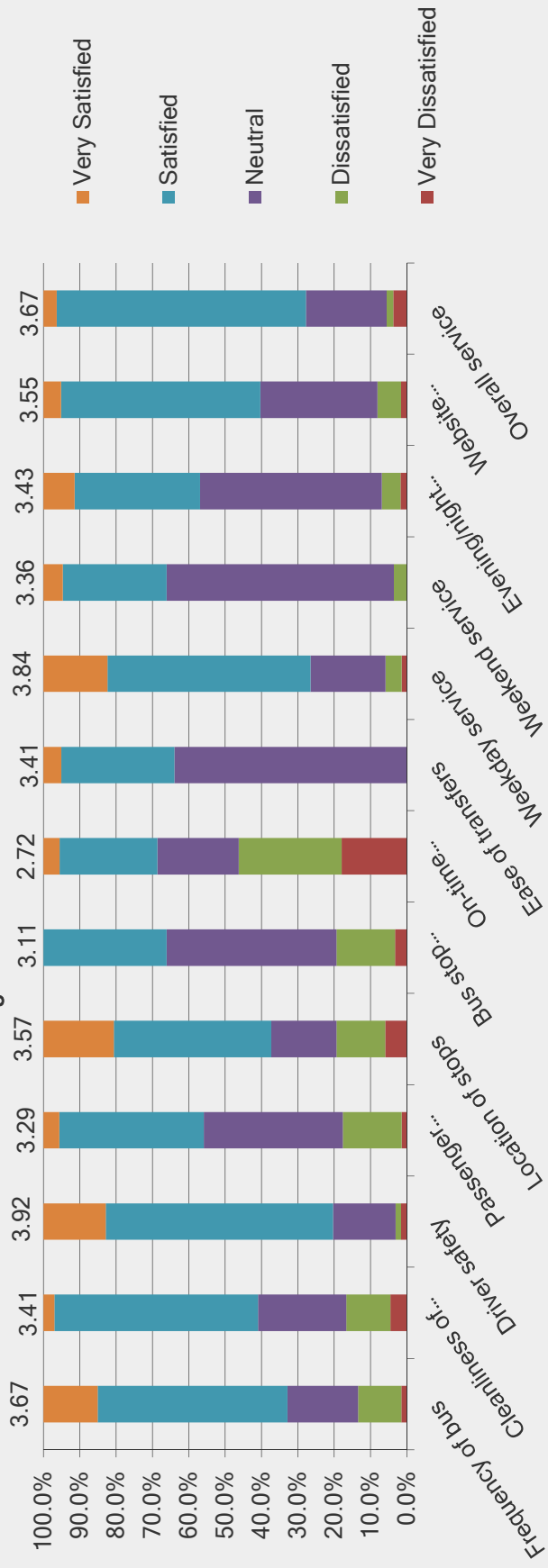


Please rate Yolobus for each of the following:

Answer Options	Very Dissatisfied			Dissatisfied	Neutral	Satisfied	Very Satisfied	Rating Average	Response Count			
Frequency of bus	1	1.5%	8	11.9%	13	19.4%	35	52.2%	10	14.9%	3.67	67
Cleanliness of bus	3	4.5%	8	12.1%	16	24.2%	37	56.1%	2	3.0%	3.41	66
Driver safety	1	1.6%	1	1.6%	11	17.2%	40	62.5%	11	17.2%	3.92	64
Passenger comfort	1	1.5%	11	16.2%	26	38.2%	27	39.7%	3	4.4%	3.29	68
Location of stops	4	6.0%	9	13.4%	12	17.9%	29	43.3%	13	19.4%	3.57	67
Bus stop amenities	2	3.2%	10	16.1%	29	46.8%	21	33.9%	0	0.0%	3.11	62
On-time performance	12	17.9%	19	28.4%	15	22.4%	18	26.9%	3	4.5%	2.72	67
Ease of transfers	0	0.0%	0	0.0%	39	63.9%	19	31.1%	3	4.9%	3.41	61
Weekday service	1	1.5%	3	4.4%	14	20.6%	38	55.9%	12	17.6%	3.84	68
Weekend service	0	0.0%	2	3.6%	35	62.5%	16	28.6%	3	5.4%	3.36	56
Evening/night service	1	1.7%	3	5.2%	29	50.0%	20	34.5%	5	8.6%	3.43	58
Website (yolobus.com)	1	1.6%	4	6.5%	20	32.3%	34	54.8%	3	4.8%	3.55	62
Overall service	2	3.7%	1	1.9%	12	22.2%	37	68.5%	2	3.7%	3.67	54
										answered question	68	
										skipped question	0	

295

Customer Rating for Yolobus Route 45 on a 5-Point Scale:



What single most important improvement would you suggest for Yolobus?		answered question	61
		skipped question	7
More buses and or bigger buses to accommodate passengers. Everyday, passengers have to stand.	Bus Size / Condition		
Filthy. I have gotten lice from these buses, there was no other source but the bus!	Bus Size / Condition		
Have bigger and cleaner buses for route 45 (last morning bus).	Bus Size / Condition		
Fix GPS locator. Have buses with more comfortable seating. These seats suck!!! Bus route #45, Bus route #742 in the back.	Bus Size / Condition		
More seats, windows that work when AC doesn't. Better temperature control on buses.	Bus Size / Condition		
More space for people in rush hour.	Bus Size / Condition		
1. Maintain these buses so they don't break down.			
2. Stop running so late. People have to take ???(can't read the writing), especially at night.	Bus Size / Condition		
To improve to newer buses, leave old ones on the city routes and not on the freeway. Clean seats. There is always one bus driver that is grouchy and disrespectful but it has improved since a few of us complained to	Bus Size / Condition		
Bigger buses.	Bus Size / Condition		
Adjust schedule so buses are not crowded, passengers are standing.	Bus Size / Condition		
Increase the # of seats.	Bus Size / Condition		
More seats.	Bus Size / Condition		
Cleanliness of bus-driver safety	Bus Size / Condition		
Restore front seats and accomplish safety objectives through other means (seatbelt). Passengers standing vs sitting is far more dangerous!	Bus Size / Condition		
Garbage cans available and emptied regularly at bus stops.	Bus Stops		
Would like to see bicycle lockers at stop-n-ride lot and at County Fair Mall. Willing to pay rental fee.	Bus Stops		
Be on time. Bus 71 not always displays when they pull up.	Ontime		
To make sure buses are on time.	Ontime		
Be on time more consistence. Be polite. Drivers are very rude and unkind.	Ontime		
Make allowances for traffic when scheduling stop times.	Ontime		
Buses need to be on time both mornings and nights. Buses are never clean. They smell.	Ontime		
On time performance especially in the am, bus no 45.	Ontime		
I wish the bus came more often and was on-time. Almost always late.	Ontime		
Lately (past 1-2 weeks) morning bus is on time so that's good. It was a problem (including some no shows).			
Change the evening Rt 45 time of departure since it is always late.	Ontime		
Being on time as we rely on this route (45) for work and when it is late, it makes us late.	Ontime		
On time pick ups.	Ontime		
lately buses have been approx 10 minutes late in the morning (route 45 6:57 at main and matmor.	Ontime		
Consistency of being on time. Express bus frequency on (#45) return. 4:17- not again until 4:47pm.	Ontime		
Timely issues, consistently late.	Ontime		
Passenger safety (i.e. why lock front seats? It's a harder fall for a passenger from a standing position than a sitting position). Timeliness of arrivals/departures; many times drivers are late as much as 1/2hr to 1 hr and they leave designated stops a couple minutes early which to some folks means a lot. I often see buses pass me and they refuse to open the door. The 42 routes should follow the same route as the 45 so that when the 45 drivers leave early, passengers can at least take the 42 route home without having to walk several blocks to the next stop.	Ontime		

Real time tracking of buses.	Other
Clean the bus better. Dirty track for windows, leaks dripping on passengers, seat belts.	Other
Bus sheds at all stops-not the ones with holes punched in the middle. They offer no weather protection. Route 45-bus late today on May 21st. Install seatbelts for front new seats. The Stop at Main and Industrial is very unsafe. Have to walk to light on loose gravel, broken glass with 45 MPH traffic coming from behind. New bus drivers have to be taught routes by passengers?REALLY?	Other
See above please.	Other
Bus drivers must be nicer.	Other
Location of bus and time via smartphone-GPS tracker.	Other
Hire people who actually like their job. Also, make all drivers follow the rules. It's confusing and frustrating when drivers aren't on the same page. Some are better than others.	Other
45 going through Spring Lake area.	Routing
Need a 45 stop east of Pioneer Ave	Routing
Express bus to CSUS. Lots of students in YOLO attend to Sac State. Especially in the morning.	Routing
Have a Sacramento Express from Spring Lake Area.	Routing
I would like to have Sacramento express in Spring Lake Community.	Routing
Express service to/from Spring Lake area.	Routing
Better times and service from Spring Lake sub division. No morning bus service to reach express bus.	Routing
We strongly suggest that Yolo Bus still offer 46 route so people at Spring Community do not have to drive which is a win-win situation for government and residents.	Routing
Provide a bus stop from Spring Lake Community so I don't need to drive to Main and Matmor everyday.	Routing
42b goes to Sac way faster. Why is 45 still the same price? 42b doesn't leave early enough-6:45. 42b earlier and weekends.	Schedule
Need pm earlier buses before 4:17. Be timely!	Schedule
Closer head time-more buses. Express bus should be cash. We get no benefit for extra pay.	Schedule
1. Not in the right time sometimes.	Schedule
2. Some of the Drivers are rude!	Schedule
42a and 42b should be one every 1/2 hour.	Schedule
Hope to have more express schedule.	Schedule
More 45 leaving Woodland in the morning slightly later.	Schedule
Express bus to Sacramento state, or more express time for the 45 etc.	Schedule
I was riding the bus everyday but had to transfer and took 1.5 hours. I drive now. Can you have more express buses and stop at Broadway in Sac?	Schedule
Every 1/2 hour service would be great like RT does. I ride 45 express and would like to ride at night too.	Schedule
Add later bus route Woodland to Sac in the morning. Davis route buses nicer than Woodland to sac.	Schedule
Run enough buses that there are seats for everyone.	Schedule
Making connections between Yolo and regional.	Schedule
More buses available from 4-6 (45 express).	Schedule
More availability of commuter bus 45 for the afternoon buses leave at 5:00pm from 5th st and L when people are just getting off work and it is difficult or impossible to catch. Next bus doesn't come for almost 1/2 hour.	Schedule

Legislation Text

File #: 16-493, Version: 1

TO: THE HONORABLE MAYOR AND CITY COUNCIL**Date: May 3, 2016****SUBJECT: Report from Council's Economic Development Sub-Committee**

Recommendation: Staff recommends that the Council receive a presentation from the Council's Economic Development Sub-committee to include progress made on the FY2014-2016 workplan and anticipated priorities for FY2016-2018.

Background

The City Council's Economic Development Sub-committee (Stallard/Hilliard) have requested to schedule a presentation as part of the meeting of May 3rd. The presentation will review progress made on strategic initiatives undertaken since inception of the sub-committee as well as recommended direction for ongoing efforts in support of the City's economic development goals.

The following outlines the two major economic development initiatives:

- Initiative #1 - Stimulate Job and New Business Growth Focused on Food and Ag Industry Cluster
 - o Establish Food and Ag Industry Advisory Council
 - o Develop Marketing and Targeted Recruitment Campaign
 - o Improve Infrastructure and Enhance Image in the Industrial Area
 - o Evaluate Economic Development Policies in the General Plan Update
- Initiative #2 - Advance Downtown As a Cultural, Entertainment, and Innovation Center
 - o (Workplan has been the focus of the Downtown Sub-Committee which is scheduled to provide a companion update at an upcoming Council meeting).



Paul Navazio, City Manager

**Spring Budget Workshop
OUTLINE**

I. BUDGET BASELINE - Review of Two-Year Budget Plan

- **Revenue Assumptions**
Property / Sales Taxes
Top 10 Revenues
- **Expenditure Assumptions**
Salaries / Overtime
Health Premiums
CalPERS Pension
Retiree Medical (OPEB)
- **Non-Personnel Costs**

II. LONG-TERM FINANCIAL PLANNING

- **Baseline Five Year-Forecast**
 - o Forecast Assumptions
 - o Sensitivity Analysis
- **FY2016/17 Budget Balancing Framework**
 - o Revenue Enhancements
 - o Cost-Savings
 - o Excess Reserves
- **Unfunded Priority Needs**

Public Safety	Streets/Roads	Parks Maintenance
Econ. Development	Sidewalks/Bike Paths	Tree Maintenance
Community Services	City Facilities	Storm Drain Infrastructure
- **Extension / Renewal of Measure E (Half-Cent sales Tax) - Continued Discussion**

III. NEXT STEPS

- **Capital Improvement Plan / Measure E Spending Plan** **April 19**
- **FY16/17 Proposed Budget** **May 3**
 - o Funding Priorities
 - o Budget-Balancing Plan
- **Draft Ballot Language - Extension of Half-Cent Sales Tax**
- **FY 2016/16 Budget Adoption** **May 17**
- **Finalize Ballot Measure Language** **June 7**

Legislation Text

File #: 16-496, Version: 1

TO: THE HONORABLE MAYOR AND CITY COUNCIL**DATE: May 3, 2016****SUBJECT: State Legislative Update****Recommendation for Action:** Staff recommends that the City Council:

- (1) Receive a report on pending State legislation; and
- (2) Adopt City position on selected bills; and
- (3) Authorize the City Manager, under prescribed circumstances, to respond to requests for City positions on pending legislation.

Staff Contact

Paul Navazio, City Manager - (530)681-5800, paul.navazio@cityofwoodland.org

Fiscal Impact

There is no direct fiscal impact from the recommendation(s) included in this staff report.

Background

This report is intended to provide the City Council with summary of pending State legislation currently being tracked by the City. These bills represent those with the potential to have a direct impact on the City of Woodland as well as, more broadly, cities in general.

As a member of the League of California Cities, the City of Woodland relies most heavily on the legislative advocacy staff of the League for both informational updates as well as for direct advocacy on legislation of interest to the City.

As the Council is aware, the League utilizes a thorough and structured process for establishing formal positions on legislation and - at times - takes the roll of “sponsoring” legislation on behalf of member cities. Legislation is vetted through one or more of the League’s eight Policy Committees with recommendations forwarded to the League Board, who will ultimately establish a formal position on bills, where deemed appropriate. Positions can generally range from “support”, “oppose”, “no position”, or “oppose unless amended.”

In addition to tracking those bills that the City may have a clear and direct interest in, city staff and Council members are often contacted by the League to gauge and or rally support for a League-established position on priority legislation. The intent of this report is to provide the entire City Council with a summary of legislation currently being tracked by the City, as well as some of the bills that we are following through the efforts of the League.

In most cases, the City's protocol related to taking a formal position on pending legislation (including ballot initiatives) calls for an agenda item to be presented at a regular meeting to include a discussion of the topic and a recommended "position." At times, however, it may be impractical (or impossible) to bring an agenda item to the City Council within the timetable required for any official City position to impact legislative deliberations or actions at the State Capitol.

The City Manager is seeking Council approval to exercise some discretion, in specific instances, in order to communicate a City position on selected bills in the absence of a formal Council action.

Discussion

It should be noted that the League of Cities makes a concerted effort to focus attention on legislation that impacts all of its members, and specifically defers on most bills where there are clear divisions amongst its member cities. To guide the League in this regard, the Board of Directors annually establishes a set of strategic goals that serve to focus much of the League's energy and resources. This year's goals are as follows:

- **Strategic Goal #1: Increase Funding for Critical Transportation and Water Infrastructure.** Provide additional state and federal financial assistance and new local funding tools to help meet the critical transportation and water (supply, sewer, storm water, flood control, etc.) infrastructure, maintenance and construction needs throughout California cities.
- **Strategic Goal #2: Improving Housing Affordability.** Increase state and federal financial support, reduce regulatory barriers, and provide additional incentives and local financial tools to address chronic homelessness and improve housing affordability and availability in cities throughout the state.
- **Strategic Goal #3: Update the Local Government Tax Structure to Respond to the "New Economy" and Stimulate Economic Growth.** Consistent with the existing constitutional protections for property, sales and other local taxes, develop and enact reforms to the local government tax structure to respond to the growth in e-commerce, the shift from consumption of goods to consumption of services, changing patterns of commerce and innovations in technology.

In addition, the League pays particular attention to bills that impact the basic "local control" tenet of the League and its members. This tenet is predicated on the core belief that - in most cases - local communities are in the best position to administer programs and regulate activity to ensure the health, safety, and well-being of our constituents, and it is as a result of a long-history of attempts to erode local control that has successfully energized cities to work together on key issues, and to partner with the State - where appropriate - to influence state policy. The above referenced strategic goals guide this work.

Included as attachments to this staff report is 1) a summary of recent "action alerts" on pending legislative activity - and for which cities are typically asked to join in advocacy efforts, and 2) a list of bills for which the League's Board of Directors, on behalf of its member cities, has either taken formal positions, or identified bills to "watch" as these could be amended or advanced at any time to the benefit or detriment of city interests. Examples of legislative initiatives include:

- Transportation Funding Proposals - subject of extraordinary legislative session.
 - o Governor's Proposals

- o SB 16 / 1X (Beall)
 - o AB 1591 (Frazier)
 - o Assembly Democratic Proposal
 - o Senate Republican Proposal
 - o Assembly Republican Proposal
- Affordable Housing Packages - “Support in Concept”
 - o Assembly Democrats Unveil \$1.3 Billion Affordable Housing Package (Chiu)
 - o No Place Like Home Initiative (Senate President Pro Tem deLeon)
- Additional Housing Legislation
 - o AB 2501 (Bloom) - Oppose
 - o AB 2522 (Bloom) - Oppose
 - o AB 2697 (Bonilla) - Oppose
 - o AB 2319 (Gordon) - Support
 - o AB2734 (Atkins) - Support
- Other Matters
 - o AB 2220(Cooper) - Election by District - Support
 - o AB 2403 (Bloom) - Sober Treatment Facilities - Support
 - o SB 876 (Liu) - Pre-empt Local Control of Camping Ordinances - Oppose
 - o SB 897 (Roth) - Workers’ Compensation - Oppose

Conclusion

Staff recommends that the City Council adopt a formal position on pending state legislation consistent with League of California Cities positions where:

- a) Legislation is directly related to League Strategic Goals, and/or
- b) Consistent with established City policy

It is further recommended that the City Manager be authorized to submit letters of support / opposition on other legislative matters that would have a direct impact on the City of Woodland, provided that

- c) It is impractical to bring the legislative matter to the full Council, AND
- d) Where issue may be vetted at the level of a standing City Council sub-committee



Paul Navazio, City Manager

ATTACHMENTS:

Attachment 1 - Sample Legislative Action Alerts

Attachment 2 - Summary of 2016 Bills of Interest (with positions)

April 26, 2016
Issue #32

Assembly Democrats Unveil \$1.3 Billion Affordable Housing Package

The Assembly Democratic Caucus on Monday, April 25 announced a one-time \$1.3 billion budget proposal to help address how California's affordable housing crisis hits the state's most struggling residents — working, lower-income families, the homeless and those at risk of becoming homeless. [Addressing affordable housing and chronic homelessness](#) is among the League's top three policy priorities for 2016 and the League is encouraged to see this proposal emerge as budget negotiations begin to take shape.

The details of this proposal were [released in a letter](#) from Assembly Member David Chiu (D-San Francisco), who serves as chair of the Assembly Committee on Housing and Community Development, and Assembly Member Tony Thurmond (D-Richmond) to Assembly Member Adrin Nazarian (D-Sherman Oaks), who serves as chair of the Assembly Budget Subcommittee No.4 on Administration. The letter is signed by a number of other legislators.

The legislators maintain that investing one-time state budget surplus funds in affordable housing makes sense, and would create jobs as well as assist struggling households.

"While we continue to work on a permanent funding source for affordable housing in the state, Californians cannot wait," the legislators wrote. "Immediate action is needed. We need to make a strategic investment in this budget year to address our housing crisis."

In addition, Assembly Member Chiu issued a [press release summarizing](#) the proposal. Funding would be allocated in a combination of grants, development subsidies and tax credits.

The proposal focuses on five main areas:

- **Rental housing:** \$300 million for housing tax credits and \$200 million for multifamily housing production programs for lower income working families;
- **Assisting Homeownership:** \$200 in funding grants to local agencies for assistance to workforce housing in the state's high-cost areas and \$200 million for the existing CalHome program;
- **Farmworker Housing:** \$50 million for the Joe Serna Farmworker Housing Grant Program, \$25 million for farmworker housing tax credits and \$250,000 for the Napa County Farmworker Housing Centers.
- **Homeless Assistance:** \$200 million for multifamily supportive housing, \$60 million for the Medi-Cal Housing Program, and \$40 million for the Emergency Shelter Grant Program; and
- **Seismic Retrofit:** \$60 million in income tax credits for seismic retrofitting of "soft-story" buildings.

The Assembly proposal differs from Senate President pro Tem Kevin de León's (D-Los Angeles) [No Place Like Home initiative](#), which he announced in January. The League at its February board of directors meeting [took a support in concept](#) on the Senate proposal. The Senate proposal focuses primarily on constructing \$2 billion in housing for the mentally ill homeless, using Proposition 63 funds as a revenue source. However, the Senate proposal also seeks a four-year commitment of \$200 million per year in General Fund dollars to assist the homeless. Both legislative houses now have major proposals for affordable housing heading into budget discussions with Gov. Jerry Brown.

The League on April 26 sent in a [letter of support](#) for the Assembly proposal because its principles are consistent with the organization's policy priorities on affordable housing. The League looks forward to working with Assembly Member Chiu, Assembly Member Thurmond and other legislators on this important issue as it develops.

Next Steps

Budget discussions will heat up in a few weeks after the Governor releases his May Revise in the second week of May. A hearing date on the Assembly proposal in the Assembly Budget Subcommittee No. 4 has not been set.

Paul Navazio

From: Charles Anderson <canderson@cacities.org>
Sent: Friday, February 19, 2016 2:38 PM
Subject: League of California Cities® Board Votes to Support, Kevin de León's Bipartisan Proposal to Provide Additional Funding to Help California's Chronically Homeless
Attachments: League Press Release on Homelessness (2-17-16).docx



1400 K Street, Suite 400 • Sacramento, California 95814
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www.cacities.org

Feb. 18, 2016

**Contact: Eva Spiegel, (916) 658-8228
Cell: (530) 400-9068**

FOR IMMEDIATE RELEASE

League of California Cities® Board Votes to Support, In Concept Senate President Pro Tem Kevin de León's Bipartisan Proposal to Provide Additional Funding to Help California's Chronically Homeless

Sacramento, CA — The League of California Cities board of directors today supported in concept Senate President Pro Tem Kevin de León's bipartisan proposal to combat homelessness and assist low-income Californians. While the details of the proposal remain under development, the League views the Senate leader's proposal as a positive outline for a much needed funding solution to help mentally ill homeless men, women and children into shelters and housing while connecting them with mental health services, addiction treatment, job training and other needed services.

There are about 116,000 homeless people in California, accounting for 21 percent of the nation's homeless population, according to the U.S. Department of Housing and Urban Development. The state saw the second-largest increase in homelessness between 2014 and 2015. California's cities and counties are on the front lines of a crisis worsened by cuts in federal and state funding for affordable housing, the loss of local redevelopment agencies and other key programs. Cities are struggling to identify resources and need flexible funding to build on proven best practices and innovative solutions that meet the needs of the homeless people in their communities.

Sen. de León's proposal would provide much-needed assistance, League President and Rancho Cucamonga Mayor L. Dennis Michael said.

"We really like the concepts Sen. de León has put forward, so we want to indicate our support for his efforts," said Michael. "California cities are at ground zero of the state's homelessness crisis and need concrete solutions and financial support from the state such as the No Place Like Home Initiative. It proposes to combine significant state funding with local innovation to help the homeless with emergency and permanent supportive housing. This issue can only be solved when cities have the flexibility to work collaboratively with their regional local government partners, nonprofits and faith-based institutions. This proposal is a giant step in the right direction."

The No Place Like Home Initiative takes a constructive approach by proposing to help the homeless through supportive services and providing at-risk low-income Californians with assistance. It would create an estimated 10,000-plus housing units throughout the state, according to Sen. de León. Funding for the \$2 billion proposal would come from Proposition 63, the Mental Health Services Act.

The League's board of directors this week also endorsed policies supporting funding for homelessness prevention programs and first responder training, promoting regional cooperation, and making housing placement a priority of programs that discharge people from care or incarceration.

The League's board of directors took action on Sen. de León's proposal during its regularly scheduled meeting in Ontario.

###

Charles Anderson

Regional Public Affairs Manager, Sacramento Valley Division

League of California Cities

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[Website](#) |

From: Charles Anderson <canderson@cacities.org>
Sent: Saturday, April 09, 2016 12:03 PM
Subject: ACTION ALERT: Housing Legislation
Attachments: AB 2501 sample letter 4616.docx; AB 2522 (Bloom) sample letter 4616.docx; AB 2697 sample letter 4616.docx; AB 2319 (Gordon) SAMPLE support.docx; AB 2734 (Atkins) SAMPLE Support Letter Asm. HCD 3.31.16.docx; Action Alert - Housing Bills 04.06.16.docx; Action Alert - Housing Bills 04.06.16.pdf; Talking Points - Housing Bills 04.06.16.pdf

Importance: High

Sacramento Valley Division Members,

ACTION ALERT!!

2016 Housing Legislation

Next Wednesday, April 13, will be a busy day for housing bills in the Assembly. The League strongly urges cities to oppose three pieces of proposed housing legislation. Two threaten to diminish or eliminate input into proposed housing projects in their communities, and one makes unnecessary, confusing, and costly changes to the redevelopment dissolution process.

While the League strongly opposes the three bills below, it is supporting a number of others that would help cities address the demand for housing. Highlighted in this alert are two bills that the League supports and would ask your city to consider taking action on.

OPPOSE

[AB 2501 \(Bloom\)](#), [AB 2522 \(Bloom\)](#) and [AB 2697 \(Bonilla\)](#) all will be heard next Wednesday, April 13, in the Assembly Housing and Community Development Committee. For more detailed bill information and sample opposition letters, please click on each bill.

AB 2501 (Bloom) Housing: density bonuses.

AB 2501 would make significant changes to the existing law of density bonuses, chief among them requiring a city to take action on the density bonus within 60 days of finding the application complete and act on an appeal within 15 days.

In addition to containing unrealistically short deadlines, the bill would also: infringe on a city's ability to reduce development standards without waiving them entirely; prohibit a city from providing public notice or holding on a density bonus application; limit the discretion of a city to approve concessions and incentives requested by a developer; prohibit a city from imposing application fees or requiring additional reports or studies; allow applicants to appeal the determination of completeness to the city council rather than the planning commission; not allow a city to deny a concession or incentive, even if the city can produce evidence it is not required to produce the units; open the door to litigation rather than allowing money-saving requirements that appeals go before a planning commission; and allow for an applicant to accept no density increase, undercutting the premise of existing law.

Troublingly, the bill would change existing law in such a way that it would infringe on a city's authority to interpret its own development standards, by allowing the developer to identify cost reductions yielded by a concession or incentive rather than the city. The bill also calls for the statute to be "liberally construed" in favor of producing the maximum number of units – which would violate the separation of powers.

AB 2522 (Bloom) Land use: attached housing developments.

This bill would require an attached housing development to be a permitted use by right if it satisfies specified conditions as to location and is on property that is part of city's residential inventory of land suitable for residential development and either the rezoning has been completed or three years have passed since the city's housing element was adopted.

AB 2522 would not necessarily recognize local ordinances providing that "use by right" does not exempt a project from design review or allow a city to impose certain standards on the housing development. Allowing by-right approval of the maximum number of units listed on the housing element inventory would not allow cities to complete a detailed analysis of whether the site can, in fact, accommodate that many units. The bill also specifies by-right approval with specific percentages for market rate and affordable housing that would make it even more difficult than under current law to disapprove of a development. Finally, the bill would require continued affordability for just 30 years, rather than the 55 years under existing law that the League has long supported in order to ensure affordability and availability.

AB 2697 (Bonilla) Redevelopment dissolution: successor agencies: disposal of assets and properties.

AB 2697 would require a successor agency, prior to the disposal of land of the former redevelopment agency, to send a written offer to sell for the purposes of developing low- and moderate-income housing to any local public entity within whose jurisdiction the land is located, as specified. The bill would additionally require the sale of land of the former redevelopment agency to be subject to certain requirements relating to affordable housing.

This measure subjects successor agency property to the surplus property act. Many properties have already been transferred from the successor agencies to cities—to be used for government purposes. In most instances, the properties that were purchased for affordable housing development were previously transferred to cities in their capacity as the housing successors.

This measure imposes new procedural and substantive requirements for the disposition of former RDA properties that would complicate and delay the wind down process. Additionally, it would work to the disadvantage of the local taxing entities which have an interest in obtaining maximum value for the properties to be sold and or get the benefit of increased valuations from the properties that are to be used for economic development.

SUPPORT ALTERNATIVE LEGISLATION

The League has longstanding policy supporting additional state funding for affordable housing. The challenges of funding affordable housing development, however, have increased significantly with the loss of over \$1 billion per year of redevelopment housing funds.

These proposals would begin to reassemble permanent affordable housing funding streams in California.

AB 2319 (Gordon) California Infrastructure and Economic Development Bank

AB 2319 would allow the California Infrastructure and Economic Development Bank (IBank) to fund affordable housing projects. Allowing the IBank to fund affordable housing is a great step in beginning to reassemble affordable housing funding in California.

AB 2734 (Atkins) Local Control Affordable Housing Act

AB 2734 would dedicate a portion of state savings resulting from the elimination of redevelopment to address local affordable housing needs. Specifically, the state would dedicate \$1 billion or 50 percent, whichever is greater, of any savings for these purposes. In addition to providing housing, this investment will provide additional jobs and economic activity.

ACTION #1:

AB 2501 (Bloom), AB 2697 (Bonilla), and AB 2522 (Bloom) are scheduled to be heard in Assembly Housing and Community Development Committee on April 13. If you have an Assembly Member on this

committee, please **CALL your Assembly Member** and urge their **NO vote** on these measures.

If letters of City Opposition are able to be sent by Tuesday, April 12, please send your letters via fax (fax numbers included below) or may be sent through the League's [Action Center](#). Letters are needed ASAP but no later than Tuesday, April 12 (*sample letters attached*).

ASSEMBLY HOUSING AND COMMUNITY DEVELOPMENT

Chief Consultant: Lisa Engel; Fax: (916) 319-3182

Member	District	Party	Room	Phone	Fax
Burke, Autumn	62	D	5144	916 319 2062	916 319 2162
Chau, Ed	49	D	2179	916 319 2049	916 319 2149
Chiu, David (Chair)	17	D	2196	916 319 2017	916 319 2117
Gaines, Beth	6	R	2130	916 319 2006	916 319 2106
Lopez, Patty	39	D	5160	916 319 2039	916 319 2139
Mullin, Kevin	22	D	3160	916 319 2022	916 319 2122
Steinorth, Marc (Vice-Chair)	40	R	2111	916 319 2040	916 319 2140

ACTION #2:

AB 2319 (Gordon) is scheduled to be heard in Assembly Housing and Community Development Committee on April 13. If you have an Assembly Member on this committee, please **CALL your Assembly Member** and urge their **AYE vote** on AB 2319.

If letters of City SUPPORT are able to be sent by Tuesday, April 12, please send your letter via fax (fax numbers included below) or may be sent through the League's [Action Center](#). Letters are needed ASAP but no later than Tuesday, April 12 (*sample letter attached*).

ASSEMBLY HOUSING AND COMMUNITY DEVELOPMENT

Chief Consultant: Lisa Engel; Fax: (916) 319-3182

Member	District	Party	Room	Phone	Fax
Burke, Autumn	62	D	5144	916 319 2062	916 319 2162
Chau, Ed	49	D	2179	916 319 2049	916 319 2149
Chiu, David (Chair)	17	D	2196	916 319 2017	916 319 2117
Gaines, Beth	6	R	2130	916 319 2006	916 319 2106
Lopez, Patty	39	D	5160	916 319 2039	916 319 2139
Mullin, Kevin	22	D	3160	916 319 2022	916 319 2122
Steinorth, Marc (Vice-Chair)	40	R	2111	916 319 2040	916 319 2140

ACTION #3:

AB 2734 (Atkins) is scheduled to be heard in Assembly Local Government Committee on April 13. If you have an Assembly Member on this committee, please **CALL your Assembly Member** and urge their **AYE vote** on AB 2734.

If letters of City SUPPORT are able to be sent by Tuesday, April 12, please send your letter via fax (fax numbers included below) or may be sent through the League's [Action Center](#). Letters are needed ASAP

but no later than Tuesday, April 12 (sample letter attached).

ASSEMBLY LOCAL GOVERNMENT

Chief Consultant: Debbie Michel; Fax: (916) 319-3959

Member	District	Party	Room	Phone	Fax
Alejo, Luis	30	D	2117	916 319 2030	916 319 2130
Bonilla, Susan	14	D	4140	916 319 2014	916 319 2114
Chiu, David	17	D	2196	916 319 2017	916 319 2117
Cooley, Ken	8	D	3146	916 319 2008	916 319 2108
Eggman, Susan (Chair)	13	D	3173	916 319 2013	916 319 2113
Gaines, Beth	6	R	2130	916 319 2006	916 319 2106
Gordon, Richard	24	D	3013	916 319 2024	916 319 2124
Linder, Eric	60	R	2016	916 319 2060	916 319 2160
Waldron, Marie (Vice-Chair)	75	R	4130	916 319 2075	916 319 2175

Legislator addresses and fax numbers can be searched [online](#) by address.

OPPOSE Talking Points:

AB 2501 (Bloom) Housing: density bonuses

- AB 2501 imposes unrealistic timelines by requiring a city to take action on a density bonus within 60 days of finding an application complete.
- This bill contains provisions that would limit the ability of a city to interpret its own development standards and diminish the role of planning commissions.
- AB 2501 would limit a city's ability to reduce development standards without waiving them
- AB 2501 prohibits cities from providing public notice or holding a public hearing on density bonus applications, which are normally made in conjunction with land-use applications that do require public hearings.
- This bill allows developers to determine whether a project modifications result in costs reductions, rather than the city.

AB 2522 (Bloom) Land use: attached housing developments

- This bill would not necessarily recognize local ordinances providing that "use by right" does not exempt a project from design review or allow a city to impose certain standards on the housing development
- AB 2522 would allow by-right approval for the maximum number of units listed on the housing element rather than affording a city the opportunity to revisit that number by completing a detailed analysis of the site.
- This bill would allow by-right approval with specific percentages for market- and affordable-rate housing that would make it difficult for a city to disapprove of a development.
- AB 2522 requires continued affordability for 30 years rather than the 55 years under current law.

AB 2697 (Bonilla) Redevelopment dissolution: successor agencies: disposal of assets and properties

- This measure is coming very late in the dissolution process and it subjects successor agency property to the surplus property act.
- Many properties have already been transferred from the successor agencies to cities—to be used for government purposes.
- Imposing new procedural and substantive requirements for the disposition of former RDA properties at this time would no doubt complicate and delay the wind down process.
- AB 2697 would work to the disadvantage of the local taxing entities which have an interest in obtaining maximum value for the properties to be sold and or get the benefit of increased valuations from the properties that are to be used for economic development.

SUPPORT Talking Points:**AB 2319 (Gordon) California Infrastructure and Economic Development Bank**

- California cities are in desperate need of additional state funding for affordable housing and AB 2319 would allow the California Infrastructure and Economic Development Bank (IBank) to fund affordable housing projects.
- AB 2319 would curb some of the challenges of funding affordable housing development due to the loss of over \$1 billion per year of redevelopment housing funds.
- Allowing the IBank to fund affordable housing is a great step in beginning to reassemble affordable housing funding in California.
- If you have specific examples of how this legislation would help your city/town, please share your story.

AB 2734 (Atkins) Local Control Affordable Housing Act

- AB 2734 would dedicate a portion of state savings resulting from the elimination of redevelopment to address local affordable housing needs.
- The challenges of funding affordable housing development have increased significantly with the loss of over \$1 billion per year of redevelopment housing funds.
- In addition to providing housing, AB 2734 will provide additional jobs and economic activity.
- If you have specific examples of how this legislation would help your city/town, please share your story.

From: Charles Anderson <canderson@cacities.org>
Sent: Monday, March 28, 2016 10:15 PM
Subject: Action Alert: AB 2220 (Cooper) - Elections in Cities: By or From District
Attachments: AB 2220 (Cooper) SAMPLE Support Letter.docx; Action Alert AB 2220 (Cooper) By-district elections.docx; Action Alert AB 2220 (Cooper) By-district elections.pdf; AB 2220 Talking Points.pdf; ab_2220_bill_20160218_introduced.pdf

Importance: High

Sacramento Valley Division Members:

ACTION ALERT!!

**AB 2220 (Cooper)
Elections in Cities: By or From District**

SUPPORT

Background:

Last year SB 493 (Canella) was signed into law which allows cities with a population under 100,000 to switch to district-based elections by ordinance. This law serves as a cost saving measure to jurisdictions that face possible litigation under the California Voting Rights Act (CVRA) by allowing them to convert to a by-district election system quicker than by placing the question on the ballot for voter approval.

With the signing of SB 493, cities with under 100,000 populations are also able to be proactive and quickly switch to district-based elections before a lawsuit is brought forward. Since the measure was signed into law three cities have begun the process to convert to a by-district election process, saving time and avoiding costly litigation.

Prior to 2015 a similar bill which was signed into law in 2011, AB 684 (Block), allows community college districts to switch election systems without prior voter approval and has been proven to cut costs and proactively address concerns related to CVRA litigation.

What Does AB 2220 Do?

This measure is a simple expansion of current law and **would allow all cities, regardless of population, a cost effective method and streamlined process to move from at-large to by-district council elections.**

Instead of a mandate, AB 2220 simply gives cities the *choice* to convert to district-based elections.

AB 2220 looks to cut unnecessary spending from scarce local government funding by removing the population requirement and allowing all jurisdictions to use this cost saving model. Cities over 100,000 who are not able to utilize this tool have reported costs ranging from \$1,000,000 to \$6,000,000+ in legal fees and election costs associated with CVRA litigation and "by-district" conversions. This money could be better spent providing critical services for the public.

AB 2220 is a common sense measure that **will give all cities the same opportunity to implement this cost effective method and streamlined process to move from at-large to by-district council elections while furthering the purposes of the CVRA.**

ACTION:

AB 2220 has been double referred and will be heard first by the Assembly Elections and Redistricting Committee on Wednesday, April 13.

This bill will also be heard in the Assembly Local Government Committee but has yet to be calendared.

1) If you have an Assembly Member on either of these committees, **please send your CITY LETTERS of SUPPORT** as soon as possible.

2) If this bill passes through these committees, it will then go to the Assembly floor for a vote. Although letters of support to the members listed below are our first priority, it is helpful for all Assembly Members to hear from their cities.

Sample SUPPORT letter attached or you may use the League's [Action Center](#) to send a letter.

ASSEMBLY ELECTIONS AND REDISTRICTING

Member	District	Party	Room	Phone	Fax
Allen, Travis	72	R	4015	916 319 2072	916 319 2172
Gordon, Richard	24	D	3013	916 319 2024	916 319 2124
Harper, Matthew (Vice-Chair)	74	R	2002	916 319 2074	916 319 2174
Low, Evan	28	D	2175	916 319 2028	916 319 2128
Mullin, Kevin	22	D	3160	916 319 2022	916 319 2122
Nazarian, Adrin	46	D	4146	916 319 2046	916 319 2146
Weber, Shirley (Chair)	79	D	3123	916 319 2079	916 319 2179

ASSEMBLY LOCAL GOVERNMENT

Member	District	Party	Room	Phone	Fax
Alejo, Luis	30	D	2117	916 319 2030	916 319 2130
Bonilla, Susan	14	D	4140	916 319 2014	916 319 2114
Chiu, David	17	D	2196	916 319 2017	916 319 2117
Cooley, Ken	8	D	3146	916 319 2008	916 319 2108
Eggman, Susan (Chair)	13	D	3173	916 319 2013	916 319 2113
Gaines, Beth	6	R	2130	916 319 2006	916 319 2106
Gordon, Richard	24	D	3013	916 319 2024	916 319 2124
Linder, Eric	60	R	2016	916 319 2060	916 319 2160
Waldron, Marie (Vice-Chair)	75	R	4130	916 319 2075	916 319 2175

You can find your Legislator's contact information here: <http://findyourrep.legislature.ca.gov/>.

Talking Points:

- My city supports civic engagement and believes that allowing a jurisdiction to have the **option** to switch to district-based elections furthers the intent of the CVRA while maintaining local control.

- For several jurisdictions, having the **option** to proactively convert to a by-district election process without having to incur the high costs of a local ballot measure is more efficient and less costly.
- Currently, **cities over 100,000 who are not able to utilize this tool have reported costs ranging from \$1,000,000 to \$6,000,000+** in legal fees and election costs.
- This measure is a simple expansion of current law that looks to cut unnecessary spending from scarce local government funding by removing the population requirement and **giving authority to all jurisdictions** to use this cost saving model.

From: Charles Anderson <canderson@cacities.org>
Sent: Monday, April 11, 2016 4:53 PM
Subject: ACTION ALERT: AB 2403 (Bloom) Sober Living Treatment Facilities
Attachments: Action Alert AB 2403 (Bloom) Sober Living Homes.pdf; Action Alert AB 2403 (Bloom) Sober Living Homes.docx; AB2403_Bloom_Sample Support Letter.docx; Talking Points AB 2403 (Bloom).pdf; ab_2403_bill_20160405_amended_asm_v98.pdf

Importance: High

Sacramento Valley Division Members,

ACTION ALERT!!

AB 2403 (Bloom) Sober Living Treatment Facilities

SUPPORT

Background:

Alcohol and drug abuse treatment facilities have become prolific in California. These facilities, with capacities of six or fewer persons, often occupy single-family residential homes. However, due to the profit margins within economies of scale, these facilities often expand into neighboring residences. This can create multi-structure, campus-style facilities, even though they are zoned for a single residence.

In addition, what was not anticipated was that existing laws would be manipulated for the advantage of business owners to garner maximum profits. Business owners have found loopholes within the existing laws and have exploited them for personal gain.

The single rehabilitation facility nestled into the fabric of a residential neighborhood has been taken over by companies that have created multi-structure, campus-style facilities within a residentially zoned neighborhood. The over-concentrated campus style facilities are more profitable than standalone facilities and they can drastically change the character of a neighborhood, causing it to become more similar to a hospital zone or busy commercial center. Most importantly, the campus style facilities eliminate a vital benefit to the patient, which is to become part of the fabric of a community.

While these facilities play a key role in the communities and the individuals, their expanded scope, capacity, and over-concentration can undermine the goal of using residential neighborhoods as a therapeutic environment for the social integration of high functioning disabled persons, including recovering alcoholics and addicts.

What Does AB 2403 Do?

AB 2403 (Bloom), would help maintain residential neighborhoods as a therapeutic environment for the social integration of high functioning disabled persons, including recovering alcoholics and addicts by allowing the cities or counties to request denial of the licenses applied for based upon distancing requirements.

Under AB 2403 cities and counties would be noticed of State license applications, and the municipality could help recognize over-concentration, which is defined as having two facilities separated by less than 300 feet.

AB 2403 would provide consistency with all other State licensed group homes to protect existing neighborhoods and protect the therapeutic, nurturing environment that benefits all categories of protected residence recovering in State-licensed group homes.

This bill is consistent with the Fair Housing Act (FHA) and advances state policy favoring residential/social model care facilities for persons with disabilities.

The intent of AB 2403 is to promote the interest of the protected class (recovering patient) by preserving the integrity of the therapeutic environment of the residential neighborhoods, a core component of the social model of group homes.

AB 2403 would help prevent overconcentration of multi-structure facilities in residential neighborhoods in order to maintain the purpose and integrity of neighborhood care programs.

ACTION:

AB 2403 will be heard in the Assembly Health Committee on Tuesday, April 19. If you have an Assembly Member on this committee, **please send your CITY LETTERS of SUPPORT** as soon as possible. Although letters of support to the members listed below are our first priority, it is helpful for all Assembly Members to hear from their cities.

A sample SUPPORT letter is attached or you may use the League's [Action Center](#) to send a letter through our online system.

ASSEMBLY HEALTH					
Member	District	Party	Room	Phone	Fax
Bonilla, Susan	14	D	4140	916 319 2014	916 319 2114
Burke, Autumn	62	D	5144	916 319 2062	916 319 2162
Campos, Nora	27	D	4016	916 319 2027	916 319 2127
Chiu, David	17	D	2196	916 319 2017	916 319 2117
Dababneh, Matthew	45	D	4112	916 319 2045	916 319 2145
Gomez, Jimmy	51	D	3126	916 319 2051	916 319 2151
Hernández, Roger	48	D	5016	916 319 2048	916 319 2148
Lackey, Tom	36	R	4009	916 319 2036	916 319 2136
Maienschein, Brian (Vice-Chair)	77	R	4139	916 319 2077	916 319 2177
Nazarian, Adrin	46	D	4146	916 319 2046	916 319 2146
Olsen, Kristin	12	R	4144	916 319 2012	916 319 2112
Patterson, Jim	23	R	3132	916 319 2023	916 319 2123
Ridley-Thomas, Sebastian	54	D	2176	916 319 2054	916 319 2154
Rodriguez, Freddie	52	D	6025	916 319 2052	916 319 2152
Santiago, Miguel	53	D	5119	916 319 2053	916 319 2153
Steinorth, Marc	40	R	2111	916 319 2040	916 319 2140
Thurmond, Tony	15	D	5150	916 319 2015	916 319 2115
Waldron, Marie	75	R	4130	916 319 2075	916 319 2175
Wood, Jim (Chair)	2	D	6005	916 319 2002	916 319 2102

You can find your Legislator's contact information here: <http://findyourrep.legislature.ca.gov/>.

Talking Points:

- This bill would allow cities or counties to request denial of the license applications for integral facilities due to over-concentration, as defined by a 300 foot distance requirement.
- AB 2403 would provide consistency with all other State licensed group homes to protect existing neighborhoods and protect the therapeutic, nurturing environment that benefits all categories of protected residence recovering in State-licensed group homes.
- AB 2403 would promote the interest of the protected class (recovering patient) by preserving the integrity of the therapeutic environment of the residential neighborhoods, a core component of the social model of group homes.
- This bill would close the loopholes within existing law that have been exploited by business owners' personal gain. Under current law, facilities often expand into neighboring residences due to profit margins within economies of scale.
- AB 2403 is consistent with the Fair Housing Act (FHA) and advances state policy favoring residential/social model care facilities for persons with disabilities.
- While these facilities play a key role in the communities and the individuals, their expanded scope, capacity, and over-concentration can undermine the goal of using residential neighborhoods as a therapeutic environment for the social integration of high functioning disabled persons, including recovering alcoholics and addicts. AB 2403 would address these concerns.

Paul Navazio

From: Tom Stallard <tstallard@legintent.com>
Sent: Tuesday, March 22, 2016 11:35 AM
To: Paul Navazio
Subject: FW: ACTION ALERT: SB 897 (Roth) Workers' Compensation
Attachments: Action Alert SB 897 (Roth) Workers Comp.docx; Action Alert SB 897 (Roth) Workers Comp.pdf; SB 897 SAMPLE Letter.docx; SB 897 Talking Points.pdf; SB 897_League Oppose letter.pdf

Do you get these? I think we should weigh in on those measures that could add substantial cost to our city. tom

From: Charles Anderson [mailto:canderson@cacities.org]
Sent: Tuesday, March 22, 2016 8:32 AM
Subject: ACTION ALERT: SB 897 (Roth) Workers' Compensation

Sacramento Valley Division Members,

ACTION ALERT!!

SB 897 (Roth) Workers' Compensation

OPPOSE

Background for SB 897 (Roth):

Current law provides that certain peace officers, firefighters, and other specified public employees are entitled to a leave of absence without loss of salary while disabled by a work related injury, not to exceed one year. However, an injured worker who cannot return to normal or modified work duties as the result of a workplace injury or illness is entitled to two years of temporary disability (TD) benefits under California Labor Code §4650.

TD benefits are capped at 104 weeks, but it's important to note that the injured worker may collect these payments over a five-year period and the cap can be extended to 240 weeks in certain cases (severe burns, amputations, pulmonary fibrosis, et cetera).

SB 897 would provide an additional year of leave with full salary to certain peace officers who have been temporarily or permanently disabled as a result of a disability suffered in the course of employment.

As seen in the city of Riverside, cities already have the authority to provide the same benefit that this legislation seeks to mandate. The city of Riverside worked directly with a peace officer on rehabilitative efforts for an extended period of time and now that officer is back to work and serving the public. We believe that this decision should be left to the employee and employer on a case by case basis.

We have the upmost respect for those who help keep our cities safe, but our cities also have the responsibility to preserve the long-term financial health of their communities. There are already reasonable workers' compensation benefits in place for the public safety officials. **Expanding the current system jeopardizes our ability to fund future claims and keep peace officers on the streets, and this bill creates major fiscal liabilities on our already constrained budget.**

Local governments are under constant threat by financial pressures the Legislature presents every year through its onslaught of legislation. **SB 897 is just one of several bills in recent years that would place major costs upon local governments through expansions of workers' compensation benefits.**

SB 897 could also have the potential to overturn a recent court decision. In the case of *County of Alameda v. WCAB (Knittel)* the court upheld that benefits provided under Labor Code §4850 are included in the term "aggregate disability benefits" in Labor Code § 4656(c)(2), therefore, the 104 week cap is reached once an injured worker has utilized their §4850 benefits AND a year of TD benefits. SB 897 provides an additional year of benefits "...in lieu of temporary disability payments..." **It is unclear whether this legislation's intent is for the second year of full salary to be included in the 104-week cap or for the specified officers to receive two years of benefits in addition to the one year of TD benefits.**

Any increase in workers' compensation costs has a direct impact on the same local funds that are utilized to provide services to our residents. The current benefits available to this class of employees is an optimal balance between providing fair treatment and rehabilitation benefits to injured workers and maintaining a stable fiscal situation for local governments.

The unnecessary expansion of benefits in SB 897 will lead to unprecedented and unpredictable costs to public agencies.

ACTION:

SB 897 has been referred to the Senate Labor and Industrial Relations Committee and will be heard on April 6.

1) If you have a Senator on this committee, please **send a LETTER of OPPOSITION** and urge their NO VOTE on this measure. Sample letter is attached or you may use the [League's Action Center](#) to submit a letter online.

2) We anticipate this bill to pass in this committee. In anticipation of an upcoming floor debate, please send in letters of opposition to YOUR Senator as soon as possible.

SENATE LABOR AND INDUSTRIAL RELATIONS

Member	District	Party	Room	Phone	Fax
Jackson, Hannah-Beth	19	D	2032	916 651 4019	916 651 4919
Leno, Mark	11	D	5100	916 651 4011	916 651 4911
Mendoza, Tony (Chair)	32	D	5061	916 651 4032	916 651 4932
Mitchell, Holly	30	D	5080	916 651 4030	916 651 4930
Stone, Jeff (Vice-Chair)	28	R	4062	916 651 4028	916 651 4928

Talking Points:

- The unnecessary expansion of benefits in SB 897 will lead to unprecedented and unpredictable costs to public agencies.
- Any increase in workers' compensation costs has a direct impact on the same local funds that are utilized to provide services to our residents.

- Expanding the current system jeopardizes our ability to fund future claims and keep peace officers on the streets.
- As seen in the city of Riverside, cities already have the authority to provide the same benefit that this legislation seeks to mandate. The city of Riverside worked directly with a peace officer on rehabilitative efforts for an extended period of time and now that officer is back to work and serving the public. We believe that this decision should be left to the employee and employer on a case by case basis.
- SB 897 could have the potential to overturn the recent *County of Alameda v. WCAB (Knittel)* court decision. It is unclear whether this legislation's intent is for the second year of full salary to be included in the 104-week cap or for the specified officers to receive two years of benefits in addition to the one year of TD benefits.
- We have the upmost respect for those who help keep our cities safe, but our cities also have the responsibility to preserve the long-term financial health of their communities. There are already reasonable workers' compensation benefits in place for the public safety officials.

April 15, 2016
Issue #29

IN THIS ISSUE:

Page 15: California Financing Coordinating Committee Offers Free Infrastructure Funding Fairs Statewide for 2016

2016 Initial Bills of Interest and Hot Bills List

With the second year of the 2015-16 Legislative Session underway, the League has sifted through hundreds of bills and is working on those of most importance to cities. The following is a list reflecting bills of current interest to cities. Bills of special importance are marked as **HOT**.
For more, see Page 2.

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Bills in Committee: April 18-22

With the Legislature's policy committees now in full swing, the League will begin regularly updating members on upcoming hearings on bills of interest to cities. [A full listing](#) of Senate and Assembly hearings is available online. Hearing times are subject to change.
For more, see Page 12.

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SB 1318 Attempts to Leverage LAFCO to Deliver Services without Adequate Resources

One of Many Consequences of State Annexations and Incorporations Revenue Sweep in 2011; State's Climate Change Goals Affected as Well

Sen. Lois Wolk's (D-Davis) new bill, [SB 1318](#) attempts to force cities and special districts to provide services to unincorporated areas outside their jurisdictions by prohibiting local agency formation commissions (LAFCO) from approving any future annexations or changes in their spheres until they do. This proposal is opposed by the League, California Chamber of Commerce, California Building Industry Association, California Special Districts Association, Cal LAFCO, multiple local LAFCOs and other groups. *For more, see Page 13.*

There are a number of bills marked "Watch" for which the League does not currently have a position. This could be for a variety of reasons including:

- The bill may have been recently amended;
- Staff may be expecting amendments; and
- Negotiations with the author may be in process.

Cities should expect this list to be updated frequently as negotiations continue and bills are amended.

Information about a bill's status, as well as sample letters for Hot Bills can be found at www.cacities.org/billsearch by putting the bill number into the search function.

Support or Support if Amended

AB 1564 (Williams) Emergency Services: Wireless 911 Calls: Routing.

Requires the Governor's Office of Emergency Services (OES) to work in conjunction with the California Highway Patrol, local Public Safety Answering Points and the wireless industry to take all necessary steps to maximize the efficiency of the 911 emergency response system, including improving the routing of emergency calls to the appropriate first responders, which has a critical impact on response times.

Position: Support

Location: Assembly Governmental Organization on April 20

AB 1699 (Kim) Homeless Youth Emergency Service Projects.

Devotes \$25 million to homeless youth emergency service projects in Los Angeles, Santa Clara and San Diego Counties, the city and county of San Francisco, and other counties lacking runaway/homeless youth services. The bill also requires that the nonprofit-managed projects provide transitional living for up to 36 months, with access to education and employment, independent living skills, and family intervention help.

Position: Support

Location: Assembly Appropriations

AB 1758 (M. Stone) Telecommunications: California Advanced Services Fund.

Increases the funding that can be collected and deposited in various programs that improve broadband infrastructure and access. It builds on the statutory goal for California to achieve broadband deployment to 98 percent of households, which would serve as a trigger for investments to achieve higher-speed networks. This measure also, amongst other things, sets an internet adoption goal of 90 percent of all households by 2023 and authorizes funding to assist low-income households through a coordinated grant program.

Position: Support

Location: Assembly Utilities and Commerce on April 20

AB 1860 (Alejo) Body Cameras: Grant Program.

Requires the Board of State and Community Corrections to develop a grant program to fund the acquisition for local law enforcement personnel of body cameras and related data storage and equipment. Monies from the Driver Penalty Assessment Fund (a special fund avoiding State General Fund impact) will be used to fund this program.

Position: Support

Location: Assembly Public Safety on April 19

AB 1869 (Melendez) Theft: Firearms.

Re-introduction of last year's AB 150 (Melendez), which specified that the theft of a firearm valued at \$950 or less is a felony offense, notwithstanding the provisions of Proposition 47, which reclassified a host of felonies.

Position: Support

Location: Assembly Appropriations

AB 2039 (Ting) Solid Waste: Home-Generated Sharps.

Creates an extended producer responsibility program, requiring that manufacturers design, fund and administer a take-back program that would properly collect and dispose of home-generated sharps.

Position: Support

Location: Assembly Environmental Safety and Toxic Materials

AB 2220 (Cooper) Elections in Cities: By or From District.

Gives cities the option to switch to the by-district election method through the ordinance process regardless of population size.

Position: Sponsor

Location: Assembly Local Government

AB 2228 (Cooley) Training Standards.

Establishes uniform training standard for Code Enforcement Officers.

Position: Sponsor

Location: Assembly Appropriations

AB 2255 (Melendez) Sober Living Homes.

Grants sober living home operators the ability to apply for a state recognized license if the home meets quality standards and regulations. The license would be voluntary and issued by a state designated non-profit. Also defines sober living homes in statute.

Position: Support

Location: Assembly Health on April 19

AB 2277 (Melendez) Local Government Finance: Incorporations.

Restores funding stability to four recently incorporated cities (Eastvale, Wildomar, Menifee and Jurupa Valley). These cities have been experiencing severe financial hardship since 2011, when the state swept all remaining shares of city vehicle license fee (VLF) revenues.

Position: Support

Location: Assembly Appropriations

AB 2321 (Rodriguez) Private Party Vehicles and Vessels: Transfers of Title or Interest: Use Tax.

Improves the allocation by the Board of Equalization (BOE) of the local Bradley-Burns portion of use taxes collected by the Department of Motor Vehicles (DMV) upon vehicle and vessel transactions and registrations between private parties. Proposes that the DMV code sales using tax area codes supplied by the BOE, in the same manner that the DMV currently codes sales for collection of applicable local transaction and use taxes.

Position: Sponsor

Location: Assembly Revenue and Taxation on April 18

HOT AB 2403 (Bloom) Alcoholism or Drug Abuse Recovery or Treatment Facilities.

Places overconcentration restrictions on alcoholism and drug abuse recovery and treatment residential facilities that are licensed with six or fewer beds. Also creates an integral facility standard.

Position: Sponsor

Location: Assembly Health on April 19

AB 2475 (Gordon) Loan Program: California Infrastructure and Economic Development Bank.

Establishes a new Local Government Affordable Housing Forgivable Loan Program within the California Infrastructure and Economic Development Bank.

Position: Support

Location: Assembly Local Government on April 20

AB 2492 (Alejo) Community Revitalization Investment Authorities.

Provides helpful clean up to several aspects of the Community Revitalization Investment Authority tool enacted by last year's AB 2 (Alejo and E. Garcia).

Position: Sponsor

Location: Assembly Housing and Community Development on April 27

AB 2647 (E. Garcia) Income Taxation: Insurance Taxation: Credits: California New Markets Tax Credit.

Creates the California New Markets Tax Credit Program, with the goal of stimulating private sector investments into lower income communities by providing a tax incentive to qualified entities. The program will be administered by the Governor's Office of Business and Economic Development and offers a new economic development tool for supporting business growth within the state.

Position: Support

Location: Assembly Appropriations

HOT AB 2734 (Atkins) Local Control Affordable Housing Act.

Establishes the Local Control Affordable Housing Act, which directs the Department of Finance to calculate the state savings resulting from the elimination of redevelopment agencies and requires that 50 percent of those savings to be redirected to local governments to address affordable housing needs.

Position: Support

Location: Assembly Appropriations

HOT AB 2817 (Chiu) Low-Income Housing Tax Credits: Allocation Increase.

Increases the annual allocation of Low Income Housing Tax Credits (LIHTCs) from \$70 to \$300 million per year.

Position: Support

Location: Assembly Revenue and Taxation

AB 2853 (Gatto) Public Records.

Allows a public agency to direct the requester of a Public Records Act request of information that is already publically available online, to the website rather than producing another copy.

Position: Support

Location: Assembly Appropriations

ACA 4 (Frazier) Local Government Transportation Projects: Special Taxes: Voter Approval.

Lowers the voter threshold to impose, extend, or increase a sales and use tax or transactions use tax for transportation funding from 2/3 to 55 percent voter approval.

Position: Support

Location: Assembly Appropriations Suspense File

SB 450 (B. Allen) All-Mailed Ballot Elections.

Allows all-mailed ballots and the establishment of vote centers throughout the state of California in lieu of traditional polling places.

Position: Support in Concept

Location: Assembly Elections and Redistricting

SB 807 (T. Gaines) Drones: First Responders.

Provides immunity for first responders who damage a civilian drone directly interfering with ambulance services, firefighting-related services, and search and rescue operations.

Position: Sponsor

Location: Senate Floor

SB 817 (Roth) Local Government Finance: Incorporations.

Restores funding stability to four recently incorporated cities (Eastvale, Wildomar, Menifee and Jurupa Valley) which have experienced severe financial hardships since 2011, when the state swept all remaining shares of city VLF revenues. SB 817 resolves the problem with a statutory formula that provides cities incorporated between 2004 and 2013 with shares of property tax to offset the amount of VLF revenue they would have received. In future years, the amount would be adjusted according to the same rules applied to other cities.

Position: Support

Location: Senate Appropriations Suspense File

SB 820 (Hertzberg) Hazardous Materials: California Land Reuse and Revitalization Act of 2004.

Makes permanent the California Land Reuse and Revitalization Act (CLRRRA). CLRRRA has encouraged the clean-up of hazardous waste and revitalization of blighted properties (brownfields) across California by providing liability protection to innocent and prospective landowners for previously occurring contamination for which they were not responsible.

Position: Support

Location: Senate Judiciary on April 19

SB 868 (Jackson) Drones: Airports, Critical Infrastructure and Buildings.

Establishes state rules on operation of drones. Prohibits operation of drones within 5 miles of an airport, within 1,000 feet of a heliport, within 500 feet and anything designated as critical infrastructure by OES, within 500 feet of the state Capitol or other state government building. Prohibits arming of drones and operation of drones that interferes with manned aircraft. Preserves local government regulatory authority with respect to drones.

Position: Support if Amended

Location: Senate Public Safety on April 19

HOT SB 873 (Beall) Sales of Low-Income Housing Tax Credits.

Allows a developer who receives an award of state LIHTCs to sell the credits to an investor without requiring the investor to be part of the ownership entity. The measure increases the value of LIHTCs and largely eliminates the federal tax impacts associated with investors claiming state credits.

Position: Support

Location: Senate Appropriations on April 18

SB 1221 (Hertzberg) Firefighters: Interaction with Mentally Disabled Persons.

Authorizes the Commission on Peace Officer Standards and Training to extend to firefighters a continuing education course on interaction with mentally disabled persons currently available to law enforcement personnel.

Position: Support

Location: Senate Appropriations

SB 1283 (Bates) Substance Abuse: Structured Sober Living Homes.

Provides cities and counties with the option of enacting an ordinance to register structured sober living homes, including health and safety standards and enforcement.

Position: Support

Location: Assembly Health on April 20

SB 1288 (Leno) Elections: Local Voting Methods.

Allows general law cities the ability to use a rank choice voting methodology for their municipal elections. This measure would provide the same local control and flexibility to general law cities that is already available to charter cities.

Position: Support

Location: Senate Elections and Constitutional Amendments on April 19

HOT SBX1-1 (Beall) Transportation Funding.

This bill, in its current form would generate about \$4.5 billion annually for transportation for state highways and local streets and roads maintenance.

Position: Support

Location: Senate Appropriations of the First Extraordinary Session

Oppose or Oppose Unless Amended

AB 1676 (Campos) Employers: Salary Information.

Precludes a private and public employer from asking or requesting an applicant to disclose his or her prior salary or compensation, under the claim that employers will solely base any offer of compensation on the employee's prior salary.

Position: Oppose

Location: Assembly Labor and Employment on April 20

AB 1934 (Santiago) Density Bonuses: Commercial Development.

Requires a city/county/city and county to grant a density bonus to a commercial development that partners with a housing development located onsite or within one mile of the commercial development.

Position: Oppose

Location: Assembly Local Government on April 20

AB 2257 (Maienschein) Local Agency Meetings: Agenda: Online Posting.

Requires every local agency with a website to post direct links on its homepage to its board and committee hearing agendas. Mandates that the agendas be posted in a format that is retrievable, downloadable, indexable, electronically searchable and machine readable.

Position: Oppose

Location: Assembly Local Government

AB 2261 (R. Hernández) Division of Labor Standards Enforcement: Duties.

Allows the department of labor enforcement to file an official investigation on a local agency (or private entity) for unfair labor practices with or without a claim being made by an employee.

Position: Oppose

Location: Assembly Labor and Employment on April 20

AB 2299 (Bloom) Land Use: Housing: 2nd Units.

Requires local agencies to adopt an ordinance to allow the creation of 2nd units in single-family and multifamily residential zones and places restrictions on parking standards for specified units.

Position: Oppose

Location: Assembly Local Government on April 20

HOT AB 2320 (Calderon and Low) Drones: Prohibition of Local Regulation.

Pre-empts all local government regulation of drones. Prohibits operation of drones in any matter violating a protective order, constituting stalking, interfering with emergency responders, bringing contraband into a state prison. Also prohibits sex offenders from operating drones. Includes new misdemeanor penalties.

Position: Oppose Unless Amended

Location: Assembly Local Government on April 20

HOT AB 2501 (Bloom) Housing: Density Bonuses.

Makes significant changes to density bonus law. Further limits the ability of a city to interpret its own development standards, imposes unrealistic timelines on reviewing density bonus applications, while also diminishing the role of planning commissions.

Position: Oppose

Location: Assembly Local Government on April 20

HOT AB 2522 (Bloom) Land Use: "By Right" Housing Development.

Requires a housing development (defined as either a residential development, a mixed use development, or transitional or supportive housing) for households up to 150 percent of median income to be a permitted use "by right" (meaning project not subject to local discretionary review other than design review, thus not subject to CEQA) if it is on property that is part of city's residential inventory of land suitable for residential development and either the rezoning has been completed or three years have passed since the city's housing element was adopted.

Position: Oppose

Location: Assembly Local Government on April 20

AB 2577 (Chu) Workers' Compensation: Respiratory Illness: Presumptions.

Adds respiratory illnesses to the list of presumptions under the workers compensation system for police and fire fighters.

Position: Oppose

Location: Assembly Insurance in April 20

AB 2584 (Daly) Land Use: Housing Development.

Authorizes an entity that represents a housing provider or a person who would be eligible to apply for residency to bring an action under the Housing Accountability Act.

Position: Oppose

Location: Assembly Housing and Community Development on April 20

HOT AB 2586 (Gatto) Parking.

Permanently deletes the sunset date on existing law that prohibits local governments from ticketing vehicles at broken parking meters, includes intent language for local authorities to immediately make parking available once street sweeping has concluded on any given street, prohibits valet services from blocking off spaces regulated by a parking meter, requires a written finding regarding the feasibility of using demand-based pricing technology before installing any new parking technology, etc.

Position: Oppose

Location: Assembly Local Government on April 20

HOT AB 2693 (Dababneh) PACE Contractual Assessments: Removal of Senior Liens.

This measure would greatly diminish the appeal of property assessed clean energy bonds by removing the senior lien status of contractual assessments, thus allowing them to be foreclosable.

Position: Oppose

Location: Assembly Banking and Finance Committee

AB 2697 (Bonilla) Redevelopment Dissolution: Successor Agencies: Disposal of Assets and Properties.

Imposes new procedural and substantive requirements for the disposition of former redevelopment properties.

Position: Oppose

Location: Assembly Local Government on April 20

HOT SB 885 (Wolk) Construction Contracts: Duty to Defend.

Prohibits public agencies from requiring a design professional the duty to defend against claims for their negligence, willful misconduct, or recklessness and instead requires the public agency to have the duty to defend and be eligible for reimbursement from the design professional to their degree of fault as determined by a court or arbitration.

Position: Oppose

Location: Senate Judiciary

SB 897 (Roth) Workers' Compensation.

Allows local public safety officers, with specified injuries, an additional year of a workers' compensation leave of absence without loss of salary ('4850 time').

Position: Oppose

Location: Senate Floor

SB 987 (McGuire) Taxation: Medical Marijuana: Marijuana Value Tax Act.

Imposes a 15 percent point of sale state excise tax on the sale of medical marijuana.

Position: Oppose Unless Amended

Location: Senate Appropriations on April 18

SB 1170 (Wieckowski) Public Contracts: Water Pollution Prevention Plans.

Prohibits public agencies from requiring a contractor to develop or assume responsibility for a stormwater pollution prevention plan.

Position: Oppose

Location: Senate Environmental Quality on April 20

SB 1317 (Wolk) Conditional Use Permit: Groundwater Extraction Facility.

Requires a city or county overlying a basin designated as a high- or medium-priority basin to establish a process for the issuance of conditional use permits for the development of a groundwater extraction facility by July 1, 2017.

Position: Oppose

Location: Senate Governance and Finance on April 20

HOT SB 1318 (Wolk) Local Government: Drinking Water and Wastewater Infrastructure or Services.

Prohibits Local Agency Formation Commissions (LAFCOs) from approving any future annexations or changes to city and special district spheres unless they provide services to designated disadvantaged unincorporated communities outside their jurisdictions. Requires LAFCO, for the first time, to study territory outside the originally intended spheres.

Position: Oppose

Location: Senate Environmental Quality on April 20

Watch/No Position

AB 45 (Mullin) Household Hazardous Waste.

Requires CalRecycle to adopt one or more model ordinances for a comprehensive program for the collection of household hazardous waste.

Position: Watch

Location: Senate Environmental Quality

AB 278 (R. Hernández) Municipal Elections: By District.

Gives cities the option to switch to a by-district election method through the ordinance process regardless of population size. Establishes a new process that would require cities to submit their maps to the planning commission for approval. In addition, if a city chooses to go through the election process to switch to by-district elections, AB 278 would eliminate the current process by which voters make their decision.

Position: Watch (was oppose until 02/18 amendments)

Location: Senate Elections & Constitutional Amendments

AB 1505 (R. Hernández) Statute of Limitations: Public Works Contracts.

Increases the statute of limitations from one year to three years for a violation of Public Contract Code Section 20163 (competitive bidding), specifically when a public agency breaks up a project into smaller work orders for purposes of evading competitive bidding requirements.

Position: Watch

Location: Senate Public Safety

AB 1567 (Campos) After School Programs: Enrollment: Fees: Homeless Youth: Snacks or Meals.

Gives first priority to homeless youth when participating in after school programs.

Position: Referred to Policy Committee and Board for Action

Location: Assembly Appropriations

AB 1591 (Frazier) Transportation Funding.

Would raise \$7.7 billion for transportation funding, with \$2.1 billion available for local streets and roads maintenance, about \$1 billion of which would be for cities.

Position: Watch

Location: Assembly Transportation

AB 1669 (R. Hernández) Displaced Employees: Service Contracts: Collection and Transportation of Solid Waste.

Requires local governments to give bidding preferences to solid waste collection and transportation contractors that agree to retain certain employees from the previous such contractor.

Position: Watch

Location: Assembly Appropriations

AB 1800 (Hadley) Utility Outage Compensation Claims: Annual Posting.

Requires each electrical corporation and local publicly owned electric utility to annually post on its Internet Web site specified information relating to utility outage compensation claims for the previous year.

Position: Referred to Policy Committee and Board for Action

Location: Assembly Utilities and Commerce on April 20

AB 1886 (McCarthy) California Environmental Quality Act (CEQA): Transit Priority Projects.
Expands the area eligible for a CEQA exemption for a transit priority project area. Requires that only half of the area of every parcel within the project area are within 1/2 mile of the project area, as opposed to the 75 percent requirement today.

Position: Watch

Location: Assembly Natural Resources on May 2

AB 1957 (Quirk) Public Records: Body-Worn Cameras.

Requires a state or local agency to release police officer body camera footage 60 days after the conclusion of an investigation if that investigation does not lead to an indictment.

Position: Referred to Policy Committee and Board for Action

Location: Assembly Judiciary

AB 2006 (Mullin) Transient Occupancy Tax (TOT): Vacation Rentals.

This bill is one to watch as a possible vehicle on the TOT/vacation rental area.

Position: Watch

Location: Assembly Revenue and Taxation

AB 2040 (Melendez) Personal Income Tax Credits: Outdoor Water Efficiency.

Allows a credit equal to 25 percent of the amount paid or incurred by a qualified taxpayer for water-efficiency improvements, as defined, on qualified real property in this state. Operates for taxable years beginning on or after Jan. 1, 2017, and before Jan. 1, 2022.

Position: Watch

Location: Assembly Revenue and Taxation

AB 2406 (Thurmond) Housing: Junior Accessory Dwelling Unit.

Authorizes a local agency to provide by ordinance for the creation of junior accessory dwelling units in single-family residential zones. Requires the ordinance to include, among other things, standards for the creation of a junior accessory dwelling unit, required deed restrictions, and occupancy requirements. Prohibits an ordinance from requiring, as a condition of granting a permit, water and sewer connection fees, additional parking, or fire sprinklers or fire attenuation requirements.

Position: Watch

Location: Assembly Housing and Community Development on April 27

AB 2498 (Bonta) Human Trafficking.

Ensures the confidentiality of victims of human trafficking by providing that their names, addresses and images, and those of their family members shall be withheld from inclusion on public documents. It also expedites the disposition of human trafficking cases by adding such cases to the list of criminal offenses to be given priority by the courts over other cases.

Position: Referred to Policy Committee and Board for Action

Location: Assembly Committee on Privacy and Consumer Protection on April 19

AB 2502 (Mullin) Land Use: Zoning Regulations: Inclusionary Housing.

Restores local governments' ability to enact inclusionary housing policies by clarifying that the Costa-Hawkins rent control law does not apply to inclusionary housing policies. Amends the state's planning and zoning law to indicate that inclusionary zoning is an allowable land use power.

Position: Watch

Location: Assembly Housing and Community Development

AB 2523 (Mullin) Local Elective Offices: Contribution Limitations.

Establishes a framework for local government campaign contribution limits and mirrors limits in which state candidates abide by (\$4,200 per year). The measure will not affect cities that already have limits established below the state threshold but will effect cities that have limits set above the state level.

Position: Referred to Policy Committee and Board for Action

Location: Assembly Appropriations

AB 2602 (Gatto) Disabled Parking Placards.

Deletes the authority for a disabled person or disabled veteran from having unlimited and free parking in metered spaces/restricted zones and instead allow disabled persons and disabled veterans to apply for a free parking sticker (applied to the placard and issued by the DMV) if they can get doctor certification that they meet a more strict disability criteria (i.e. unable to insert coins, obtain tickets, walk more than 20 feet, approach a meter because of a mobility aide, reach a height of 42 inches from the ground). The bill would also apply crimes under existing law for abuse of the existing disabled parking placard to the misuse of the free-parking sticker that would be affixed to the placard. The stickers would expire June 30 every four years.

Position: Watch; Take to Policy Committee in June

Location: Assembly Appropriations

AB 2611 (Low) The California Public Records Act: Exemptions.

Expands the exemptions within the public records act to include body cameras, in-car cameras and closed circuit television. Specifically the measure allows a state or local agency to withhold videos to protect the identity of witnesses of or victims of sexual crimes or domestic violence. The measure also provides the same protection to police officers who suffer grave bodily injury or death while acting in the line of duty.

Position: Referred to Policy Committee and Board for Action

Location: Assembly Privacy and Consumer Protection

AB 2628 (Levine) Political Reform Act of 1974: Employment Restrictions.

Bans the following practices for state and local lawmakers (and appointed officials) for one year:

- Maintaining employment with or being a compensated consultant of the agency for which the officer served as a member while holding the elective or appointed office;
- Performing services as a lobbyist; and
- Performing services as a compensated consultant or employee of an entity having a direct financial interest in a permit, regulatory, or enforcement action pending before the agency.

Position: Referred to Policy Committee and Board for Action

Location: Assembly Appropriations

AB 2686 (Mullin) All-Mailed Ballot Local Option.

Allows all mailed ballots for a special election to replace a state or congressional representative.

Position: Watch

Location: Assembly Elections and Redistricting on April 27

AB 2722 (Burke) Transformative Climate Communities Program.

Creates the Transformative Climate Communities Program, to be administered by the Strategic Growth Council. The program would fund the development and implementation of neighborhood-level transformative climate community plans that include multiple, coordinated greenhouse gas emissions reduction projects that provide local economic, environmental, and health benefits that are directly connected to communities most impacted by pollution and vulnerable to climate change. Would appropriate \$250,000,000 from the Greenhouse Gas Reduction Fund for the program.

Position: Watch

Location: Assembly Natural Resources on April 18

AB 2724 (Gatto) Drones: Point-of-Sale Registration.

Requires a person who manufactures an unmanned aircraft for sale in this state to include with the unmanned aircraft a copy of the Federal Aviation Administration (FAA) safety regulations applicable to unmanned aircraft and, if the unmanned aircraft is required to be registered with the FAA, a notification of that requirement.

Position: Watch

Location: Assembly Privacy and Consumer Protection

AB 2740 (Low and Lackey) Marijuana Intoxication.

Establishes a legal level of marijuana intoxication of a minimum of five nanograms per milliliter in a person's blood of delta-9 THC.

Position: Referred to Policy Committees and Board for Action

Location: Assembly Public Safety

ACA 8 (Bloom) Local government financing: water facilities and infrastructure: voter approval.

Creates an additional exception to the 1 percent limit for a rate imposed by a city to service bonded indebtedness. Would lower the voter approval threshold on a special tax to 55 percent. Would lower to 55 percent the voter approval threshold for a city to incur bonded indebtedness.

Position: Watch

Location: Assembly Rules

SB 1000 (Leyva) Land Use: General Plans: Environmental Justice.

Requires a city to include an Environmental Justice Element in their General Plan upon the next General Plan update.

Position: Referred to Policy Committee and Board for Action

Location: Senate Environmental Quality on April 20

HOT SB 1102 (McGuire) Transient Occupancy Tax: Collection.

Proposes a comprehensive statutory scheme which permits website companies that facilitate the rental of units and collect and remit local TOT to have their collection-related information protected from public disclosure and audited only by the State Controller. Requires local agencies to be included in this program unless they opt out, under specified conditions. The complex language in this measure came into print on April 6.

Position: Pending. Under Review by the League's Attorneys

Location: Senate Appropriations

SB 1046 (Hill) Ignition Interlock Devices: DUI Offenders.

Expands an existing four-county program statewide and requires all persons convicted of Driving Under the Influence (DUI) offenses to install and maintain an Ignition Interlock Device, a breathalyzer requiring a driver to blow into a mouthpiece in order to start a vehicle's engine.

Position: Referred to Policy Committee and Board for Action

Location: Senate Appropriations

SB 1266 (McGuire) Joint Exercise of Powers Act: Agreements: Filings.

Requires any new stand-alone Joint Powers Authority (JPA), formed for the purposes of providing municipal services and that includes a local agency (a city, county or district) as a member, to file a copy of their agreement or any amendment to that agreement with the local LAFCo within 90 days. Further it requires existing JPAs that meet that same definition to file a copy of their agreement and any amendment with the local LAFCo by July 1, 2017.

Position: Watch

Location: Senate Appropriations

SB 1286 (Leno) Peace Officers: Records of Misconduct.

Allows the public access to public safety officer records related to charges of misconduct. Also allows the public access to records relating to any use of force that causes bodily injury, allow people to file complaints alleging misconduct to access safety officer records and allows local governments to determine if they would like to hold public hearings and administrative appeals based on allegations of office misconduct.

Position: Referred to Policy Committee and Board for Action

Location: Senate Appropriations

SB 1383 (Lara) Short-Lived Climate Pollutants.

Requires the Air Resources Board to approve and implement a comprehensive strategy to reduce emissions of short-lived climate pollutants to achieve a reduction in methane by 40 percent, hydrofluorocarbon gases by 40 percent, and anthropogenic black carbon by 50 percent below 2013 levels by 2030.

Position: Watch

Location: Senate Appropriations

Additional information about the important bills the League is tracking is available in the 2016 Hot and Priority Bill List. First issued today, this list will continually be updated throughout the remainder of the Legislative Session. Bill language and any available position letters on legislation can be found through the bill search function on the [League's website](#).

Monday, April 18

Assembly Committee on Revenue and Taxation, 2:30 p.m., State Capitol, Room 126

- **AB 2321 (Rodriguez) Vehicles: registration and transfers of title or interest: use tax.** *League position: Support.*

Senate Committee on Appropriations, 10 a.m., State Capitol, Room 4203

- **SB 873 (Beall) Income taxes: insurance taxes: credits: low-income housing: sale of credit.** *League position: Support.*
- **SB 987 (McGuire) Taxation: medical marijuana.** *League position: Oppose Unless Amended.*

Tuesday, April 19

Assembly Committee on Health, 1:30 p.m. State Capitol, Room 4202

- **AB 2255 (Melendez) Drug and alcohol free residences.** *League position: Support.*
- **AB 2403 (Bloom) Alcoholism or drug abuse recovery or treatment facilities.** *League position: Sponsor.*

Assembly Committee on Jobs, Economic Development, and the Economy, 9 a.m., State Capitol, Room 127

- **AB 2319 (Gordon) California Infrastructure and Economic Development Bank.** *League position: Support.*

Assembly Committee on Public Safety, 9 a.m., State Capitol, Room 126

- **AB 1860 (Alejo) Local law enforcement: body-worn cameras: grant program.** *League position: Support.*

Senate Committee on Elections and Constitutional Amendments, 1:30 p.m., State Capitol, Room 3191

- **SB 1288 (Leno) Elections: local voting methods.** *League position: Support.*

Senate Committee on Judiciary, 1:30 p.m., State Capitol, Room 112

- **SB 820 (Hertzberg) Hazardous materials: California Land Reuse and Revitalization Act of 2004.** *League position: Support.*

Senate Committee on Public Safety, 9 a.m., State Capitol, Room 4203.

- **SB 868 (Jackson) State Remote Piloted Aircraft Act.** *League position: Support if Amended.*

Wednesday, April 20

Assembly Committee on Appropriations, 9 a.m., State Capitol, Room 4202

- **AB 1699 (Kim) Homeless youth emergency service projects.** *League position: Support.*
- **AB 1789 (Santiago) Personal income taxes: voluntary contributions: school supplies for homeless children fund.** *League position: Support.*
- **AB 1869 (Melendez) Theft: firearms.** *League position: Support.*
- **AB 2277 (Melendez) Local government finance: property tax revenue allocation: vehicle license fee adjustments.** *League position: Support.*

Assembly Committee on Governmental Organization, 1:30 p.m., State Capitol, Room 4202

- **AB 1564 (Williams) Emergency services: wireless 911 calls: routing.** *League position: Support.*

Assembly Committee on Housing and Community Development, 9 a.m., State Capitol, Room 127

- **AB 1736 (Steinorth) Personal income taxes; deduction: homeownership savings accounts.** *League position: Support.*
- **AB 1969 (Steinorth) Affordable housing: home purchase assistance.** *League position: Support.*
- **AB 2522 (Bloom) Land use: attached housing development.** *League position: Oppose.*
- **AB 2584 (Daly) Land use: housing development.** *League position: Oppose.*

Assembly Committee on Labor and Employment, 1:30 p.m., State Capitol, Room 447

- **AB 1676 (Campos) Employers: salary information.** *League position: Oppose.*
- **AB 2261 (Hernández) Division of Labor Standards Enforcement: duties.** *League position: Oppose.*

Assembly Committee on Local Government, 1:30 p.m., State Capitol, Room 127

- **AB 1934 (Santiago) Planning and zoning: density bonuses: mixed-use projects.** *League position: Oppose.*
- **AB 2208 (Santiago) Local planning: housing element: inventory of land for residential development.** *League position: Support.*
- **AB 2257 (Maienschein) Local agency meetings: agenda: online posting.** *League position: Oppose.*
- **AB 2299 (Bloom) Land use: housing: 2nd units.** *League position: Oppose.*
- **HOT AB 2320 (Calderon) Unmanned aircraft systems.** *League position: Oppose Unless Amended.*
- **AB 2442 (Holden) Density bonuses.** *League position: Concerns.*
- **AB 2475 (Gordon) Loan program: California Infrastructure and Economic Development Bank.** *League position: Support.*
- **AB 2501 (Bloom) Housing: density bonuses.** *League position: Oppose.*
- **AB 2522 (Bloom) Land use: attached housing developments.** *League position: Oppose.*
- **AB 2556 (Nazarian) Density bonuses.** *League position: Concerns.*
- **HOT AB 2586 (Gatto) Parking.** *League position: Oppose.*
- **AB 2697 (Bonilla) Redevelopment dissolution: successor agencies: disposal of assets and properties.** *League position: Oppose.*

Assembly Utilities and Commerce Committee, 1:30 p.m., State Capitol, Room 437

- **AB 1758 (Stone) Telecommunications: California Advanced Services Fund.** *League position: Support.*

Senate Committee on Environmental Quality, 8:30 a.m., State Capitol, Room 3191

- **SB 1170 (Wieckowski) Public contracts: water pollution prevention plans: delegation.** *League position: Oppose.*
- **SB 1318 (Wolk) Local government: drinking water: infrastructure services: wastewater.** *League position: Oppose.*

Senate Committee on Governance and Finance, 9:30 a.m., State Capitol, Room 112

- **SB 1317 (Wolk) Conditional use permit: groundwater extraction facility.** *League position: Oppose.*

Senate Committee on Health, 1:30 p.m., State Capitol, Room 4203

- **SB 1283 (Bates) Substance abuse: structured sober living homes.** *League position: Support.*

The battle over this measure is yet another example of the policy mess that was created for future annexations and incorporations by another budget-panicked decision by the Legislature and Gov. Jerry Brown to pass [SB 89 of 2011](#). It boils down to not having the financial resources to address a problem. SB 89, which was rushed through and adopted in a matter of hours with no public hearings, eliminated special financial allocations of vehicle license fee allocations relied upon by new incorporated cities and other cities annexed residents in adjacent unincorporated areas.

Starting in 2004, cities had a financial incentive of \$50 per-capita for every resident that they annexed into a city. These ongoing revenues helped offset additional service costs. Many cities made the good-government decision annex, but then lost all these funds when SB 89 passed. Cities now have little to work with when considering future annexations of unincorporated areas, especially poorer areas with deteriorated infrastructure and services.

LAFCO's were required by SB 244 (Wolk) of 2011 to identify "disadvantaged unincorporated communities" within LAFCO-designated city spheres of influence. Many of these areas under county jurisdiction are characterized by inadequate or deteriorated infrastructure and poor quality services. Residents of these areas are often poor. So whether the area remains under county jurisdiction, or is considered for annexation to a city, the question is the same: who pays to fix up this deteriorated area?

There are some tools to try and build on. The League worked with Sen. Wolk in 2014 to develop [SB 614](#) which authorized tax increment financing to help address infrastructure problems in these areas. This is only a partial tool, however, because it requires vibrant property tax growth to function, which often will not occur in such poor areas. The tool could become more attractive if the state would offer additional financial incentives and matching funds.

Leverage efforts like SB 1318 that ignore local fiscal realities won't work. Many of the affected cities are struggling with their own financial problems. Rather than another mandate, if legislators really want to help improve services to poorer county incorporated areas, then they should work to develop replacement funding for SB 89. The Governor's Administration needs to be involved as well because the Governor has vetoed attempts to craft fixes in recent years.

Incorporations — Bills Introduced Again to Attempt to Help Recently Incorporated Cities

Four recently incorporated cities in Riverside County — Eastvale, Wildomar, Menifee and Jurupa Valley — were harmed severely from the passage of SB 89, and the prospects for future incorporations are virtually impossible.

Numerous legislative efforts, supported by the League, have been launched to assist these communities. Proposals have ranged from a "complete fix" which would help both those communities harmed since 2011 and reestablish incentives for future incorporations. Other proposals were narrowed to a "lifeboat" to only assist the four cities that were harmed. Despite a vastly improved state budget and financial condition, and state costs estimated at less than \$25 million per year, the Governor has vetoed such attempts.

This year, two measures have been introduced and supported by the League that propose a fix via a property tax adjustment for the four recently incorporated cities: [AB 2277](#) (Melendez) and [SB 817](#) (Roth).

These bills resolve the funding issue for the four cities with a statutory formula that provides them with shares of property tax to offset the amount of vehicle license fee revenue they would have received. In future years, the amount will be adjusted according to the same rules applied to other cities. In short, these cities will be treated equally with all other cities.

Restoring needed funding and avoiding the potential disincorporation of these new cities also provides long-term policy benefits to the state. Many of these funds will go to restore funding to local police and enhance public safety. Land use incentives should be considered as well. The four affected cities are located in one of the fastest growing regions of California.

Legislation Text

File #: 16-494, Version: 1

TO: THE HONORABLE MAYOR AND CITY COUNCIL**DATE: May 3, 2016****SUBJECT: Ballot Measure to Replace Measure E 1/2 Cent Sales Tax - Continued Discussion**

Recommendation: Staff recommends that the City Council provide direction to staff for drafting initial ballot measure language.

Background

Staff has agendized a presentation of preliminary recommendations for the ballot measure to renew / extend Measure E - the existing ½ cent voter-approved sales tax measure.

Council feedback and direction is requested to guide initial drafting ordinance required to place the measure on the November 2016 ballot.

The attached presentation provides a review of direction provided to date, as well as staff's initial recommendation for placing a measure on the November 2016 ballot.

**PRELIMINARY STAFF RECOMMENDATION**

- ☐ Proceed to place Measure E Replacement Measure on **November 2016** Ballot
- ☐ Seek renewal / extension of existing **one-half cent** sales tax
- ☐ Single "General Purpose" Ballot Measure EMPHASIS on:
 - **Street and Road Maintenance** (50%-60%)
 - **Capital Facility and Parks Projects** (20%-25%)
 - **Public Safety** (10%-15%)
 - **Un-designated** (5%-10%)
- ☐ Develop Specific Spending Plan w/ FY16/17 Budget Process
 - Maintain Flexibility and Council Discretion
 - Caution against over-committing
- ☐ Suggest Extension for Additional **12-Year Term (2018 – 2030)**

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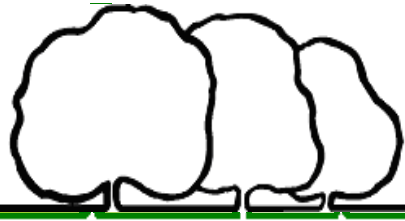
SAMPLE SINGLE BALLOT MEASURE *General Tax*

- Shall the Woodland City Council extend the current one-half cent sales tax for general City services, programs and facilities, including but not limited to, street and road maintenance, capital projects and public safety with the following mandatory restrictions?
 - The sales tax will be extended for an additional twelve years, unless reauthorized by the voters.
 - A detailed spending plan and report will be presented to the public and published in newspapers.

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Paul Navazio, City Manager

Attachment



City of Woodland

Consideration of Ballot Measure To Replace Measure E

**City Council
May 3, 2016**



Policy Questions

- Should the City Seek Renewal /Extension of the Existing Measure E Half-Cent Sales Tax? **YES**
- Should tax be re-authorized as a General Purpose Tax or a Special Tax? **GENERAL TAX**
- When should ballot measure be presented to the voters? **NOVEMBER 2016**
- What Priority Needs Should Sales Tax Revenues address?
- Effective date and term of sales tax extension...



Policy Questions

- **What Priority Needs Should Sales Tax Revenues address?**
- **Affirm extension tax-rate....**
- **Effective date and term of sales tax extension...**



Background

■ **Measure E Approved by Voters June 2006**

- Authorized Extension of existing Half-Cent Sales Tax
- Generates \$4.5 million per year in discretionary General Fund revenue
 - Roads (annual maintenance and grant matching funds)
 - Capital Projects (CSC, Brooks Pool, Clark Field, Library, Opera House)
 - Debt Service/Sports Park – General Fund pledged as security to park impact fees
- Measure E authorized for 12 years - expires June 2018

■ **November 2016 Ballot represents opportunity to RENEW / EXTEND Measure E with in-kind discretionary revenues**

- All local tax measures require voter-approval
- General purpose (discretionary) taxes require 50%+1 voter approval
- Measure must appear on same ballot as regularly scheduled election of governing body (City Council).



Background

- Measure E represent a critical revenue source required to fund priority needs not able to be addressed within our baseline budget resources.
- Last November, Council provided direction to staff to assess options for a possible November 2016 ballot measure to renew/extend Measure E
- Further Council direction is needed to inform drafting of ballot measure language
 - Priority Needs to be addressed via extension of Measure E
 - Term of extension



Measure E Ballot Language (2006)

Measure E

- 63.08% ☐ Shall the Woodland City Council extend the current one-half cent sales tax for general City services, programs and facilities, with the following mandatory restrictions?
- The sales tax will expire after twelve years, unless reauthorized by the voters.
 - A detailed spending plan and report will be presented to the public and published in newspapers.

----- Advisory Measures -----

Measure B –

- 66.80% ☐ Shall any voter approved sales tax in the City of Woodland fund road rehabilitation in the minimum amount of \$30.2 million and not less than 45% of the sales tax received?

Measure C –

- 69.37% ☐ Shall any voter approves sales tax in the City of Woodland fund phase II of the Community and Senior Center, Sports Park and renovation and improvements to parks, recreation facilities and pools?

Measure D –

- 53.40% ☐ Shall any voter approved sales tax in the City of Woodland fund expansion of the Library, City Hall and Opera House?



NEED FOR RENEWAL OF MEASURE E

- **Continued support for Street and Roadway maintenance**
 - **Continued support for debt service payments related to Community and Senior Center**
-

- Support for Sidewalk Repairs
- Citywide Tree Maintenance
- Public Safety Staffing (Police and Fire)
- Economic Development – Staffing Support
- Parks / Facilities Maintenance (Existing facilities)
- Capital Project Needs (New facilities)
- Storm Drain Capital and Programs (mandated)
- Retiree Health Benefits (OPEB) – Unfunded Liability



Potential Funding Allocations

(For Discussion Purposes)

Category	<i>A</i> <i>Max. Roads</i>	<i>B</i> <i>Half Roads</i>	<i>C</i> <i>1/3-1/3-1/3</i>	<i>D</i> <i>Variation C</i>	<i>E</i> <i>Max Flex</i>
Streets / Roads	\$3,000,000 67%	\$2,250,000 50%	\$1,500,000 33%	\$2,000,000	\$2,000,000
Capital Projects* Community & Senior Center Debt Service	\$1,500,000 33%	\$1,500,000 33%	\$1,500,000 33%	\$1,500,000	\$1,500,000
<i>* Other Capital Projects</i>	<i>Parks</i>	<i>Parks</i>	<i>Streets</i>	<i>Parks</i>	<i>Parks</i>
Public Safety		\$750,000 17%	\$1,500,000 33%	\$1,000,000	\$750,000
Un-Designated					\$250,000
	\$4,500,000	\$4,500,000	\$4,500,000	\$4,500,000	\$4,500,000



POTENTIAL BALLOT MEASURE APPROACHES

- ❖ **Single Ballot Measure – General Purpose Description**
- ❖ **Main Ballot Measure**
With Single Companion Advisory Measure (call-out)
- ❖ **Main Ballot Measure**
With “Slate” of Advisory Measures



SAMPLE

SINGLE BALLOT MEASURE

General Tax

- ❑ Shall the Woodland City Council extend the current one-half cent sales tax for general City services, programs and facilities, *including but not limited to*, street and road maintenance, capital projects and public safety with the following mandatory restrictions?
 - ❑ The sales tax will be extended for an additional **twelve years**, unless reauthorized by the voters.
 - ❑ A detailed spending plan and report will be presented to the public and published in newspapers.



SAMPLE

Main Ballot Measure

With Single (Call-out) Advisory

■ MAIN MEASURE __:

Shall the Woodland City Council extend the current one-half cent sales tax for general City services, programs and facilities, with the following mandatory restrictions?

- ☐ The sales tax will be extended for an additional twelve years, unless reauthorized by the voters.
- ☐ A detailed spending plan and report will be presented to the public and published in newspapers

■ MEASURE __:

Advisory Vote Only. This measure does not increase taxes. Shall any voter approved sales tax in the City of Woodland allocate no less than 50% of the annual sales tax collected to support citywide Street and Road Maintenance?



Main Measure With Advisory “Slate”

- MEASURE __:

Advisory Vote Only. This measure does not increase taxes. Shall any voter approved sales tax in the City of Woodland provide ____% of the sales tax received to street and road maintenance?

- MEASURE __:

Advisory Vote Only. This measure does not increase taxes. Shall any voter approved sales tax in the City of Woodland provide ____% of the sales tax received in support of capital facilities and park projects?

- MEASURE __:

Advisory Vote Only. This measure does not increase taxes. Shall any voter approved sales tax in the City of Woodland provide ____% to enhance public safety through increased police and fire staffing?



TERM OF REPLACEMENT MEASURE

	2016	2018	2020	2022	2024	2026	2028	2030	2032
Council Election (November)	x	x	x	x	x	x	x	x	x
Meas. J				→ X June					
Meas. E		→ X June							
Extend ½ Cent Sales Tax	-----	-----	-----	-----	-----	-----	→ (10yrs)		
	-----	-----	-----	-----	-----	-----	-----	→ (12yrs)	



OVERSIGHT / ACCOUNTABILITY

- Important element of any voter-approved tax measure
- Ensure that new funds are not simply used to supplant existing funds
- Annual presentation of spending plan, expenditures and “results”
 - Similar to Measure E and Measure J



PRELIMINARY STAFF RECOMMENDATION

- Proceed to place Measure E Replacement Measure on **November 2016** Ballot
- Seek renewal / extension of existing **one-half cent** sales tax
- **Single “General Purpose” Ballot Measure EMPHASIS on:**
 - **Street and Road Maintenance** (50%-60%)
 - **Capital Facility and Parks Projects** (20%-25%)
 - **Public Safety** (10%-15%)
 - **Un-designated** (5%-10%)
- Develop Specific Spending Plan w/ FY16/17 Budget Process
 - Maintain Flexibility and Council Discretion
 - Caution against over-committing
- **Suggest Extension for Additional 12-Year Term (2018 – 2030)**



SAMPLE SINGLE BALLOT MEASURE

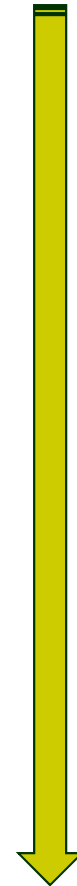
General Tax

- ❑ **Shall the Woodland City Council extend the current one-half cent sales tax for general City services, programs and facilities, including but not limited to, street and road maintenance, capital projects and public safety with the following mandatory restrictions?**
 - ❑ The sales tax will be extended for an additional **twelve years**, unless reauthorized by the voters.
 - ❑ A detailed spending plan and report will be presented to the public and published in newspapers.



2016 ELECTION TIMELINES

	NOVEMBER 2016
JAN	Ballot Alternatives
FEB	Mid-Year Budget Update
MAR	Spring Budget Workshop
APR	
MAY	Direction on Ballot Measure Language
JUNE	Adoption of Ordinance – Ballot Language (6/7, 6/21)
JULY	
AUG	Board of Supervisors Action
SEP	Ballot Arguments / Rebuttals
OCT	Ballots Mailed (10/8)
NOV	Election Date (11/8)



Legislation Text

File #: 16-492, Version: 1

TO: THE HONORABLE MAYOR AND CITY COUNCIL**DATE: May 3, 2016****SUBJECT: City Council's Options for Filling Vacancy in Office****Recommendation for Action:** Staff recommends that the City Council:

- 1) Receive an informational report regarding procedural issues and options stemming from the anticipated vacancy on the City Council; and
- 2) Provide direction to staff on next steps.

Staff Contact: Paul Navazio, City Manager, 661-5802, paul.navazio@cityofwoodland.org**Fiscal Impact**

This is largely an informational report and as such does not result in any direct fiscal impact. Depending on the Council's decision related to the process for selecting an individual to fill the expected Council vacancy, the City could incur additional costs. Specifically, if the City Council decides to hold an election to fill the vacancy, the City will incur an additional expense to hold an at-large election in November 2016.

Background

Mayor Pro Tempore Bill Marble has informed the City that he will be relocating out of the country in July 2016 and as a result leaving the City Council. Assuming the vacancy occurs as anticipated, Dr. Marble will leave office in the first half of his four-year City Council term as his term ends in November 2018. Dr. Marble's anticipated departure from the City Council raises a number of procedural issues for the City Council concerning a) the filling of a vacant Council seat, b) the selection of a new mayor pro tempore.

Depending on the effective date of Dr. Marble's resignation, the Council will either be required to fill the resulting vacancy via an election on the November 2016 ballot, or have the option of filling the vacancy via a selection process to be defined by the City Council.

In addition, in March 2016, the Municipal Code was amended to provide that after the November 2016 election, the City Council will meet to decide who will be mayor and mayor pro tempore. The assumption was that Dr. Marble would become the next mayor for a two-year term and that the mayor pro tempore would be chosen from amongst the other four Council members. Following the November 2018 Council election, the mayor pro tempore would assume the role of mayor, transitioning to one-year rotating terms, according to Districts, starting with the district from which the new mayor pro tempore is chosen.

The City Council does have the ability to change this process if it desires by further amending the Municipal Code.

Discussion

1. Process for Filling a Vacant Seat on the City Council: Election or Appointment

As a general matter, the City Council may fill a vacant seat by appointment or call a special election to fill the vacancy within 60 days from the commencement of the vacancy. The City Council may not fill the vacancy, though, until the seat actually becomes vacant.

There is, however, an exception to this general rule if there is an upcoming general municipal election (one where council members are elected, such as the November 2016 election). Government Code section 36512(b) provides that if a council member resigns in the first half of a council term and at least 130 days prior to the next general municipal election, the City must hold an election. Alternatively, the City Council could appoint a person to serve in the interim, but that person would only serve until the November 2016 election.

July 1, 2016 is 130 days prior to the November election. Thus, a vacancy that occurs before July 1, 2016 will trigger an election. If the vacancy in office occurs after July 1, 2016, the City Council would have the option of either appointing someone to serve out the remainder of the term or it may call an election to fill the seat. Gov't Code § 36512(b)(2)(B).

A. Exception: Adoption of an Ordinance Changing the 130 Day Rule

There is one exception to the 130-day requirement. The City Council is permitted to adopt an ordinance requiring that a special election be held to fill a city council vacancy when petitions bearing a specified number of verified signatures are filed. This means that an election would not be automatic. Instead, an election would be called if a certain number of signatures are turned in requesting an election. The ordinance would specify that the special election would be held on the next regularly established election date not less than 114 days from the filing of the petition. The City Council would retain the ability to call an election even if a petition is not submitted. But the City Council would not be required to hold an election pursuant to the 130-day rule discussed above.

If the City Council wishes to adopt this type of ordinance, it should provide direction to staff so staff has time to prepare the ordinance. Once provided to the City Council for consideration, the ordinance could be adopted as an urgency ordinance as it relates to an election. Thus, if the City Council wants to have such a provision in the Municipal Code, an ordinance could be drafted and adopted with enough time to call a November 2016 special election.

B. Filling the Seat By Appointment

If the City Council chooses to fill the vacancy by appointment, it may solicit applications from interested, eligible Woodland residents. The City Council would review the applications and interview the applicants. The interviews could be conducted by an ad hoc committee formed specifically for this purpose, or the City Council as a body may interview all of the applicants. If the City Council interviews the applicants, those interviews must be conducted in open session. The Brown Act does not permit a closed session for this purpose.

C. Filling the Seat by an Election

If the City Council calls a special election, the special election shall be held on the next regularly established election date not less than 114 days from the call of the special election. A person elected to fill a vacancy holds office for the unexpired term of the former incumbent. Thus, if the vacancy occurs as expected on or around July 1, 2016, the City Council would just barely have time to call a special election for November 2016 to fill the unexpired term.

The November 2016 ballot would then ask voters Citywide to vote for one at-large seat to complete two years of a four-year term. Additionally, voters in Districts 2, 4, and 5 would vote for a City Council candidate from their respective districts.

D. Qualifications to be Considered for the City Council

Government Code section 36502 provides that a person is eligible to be a City Council member for an at-large seat if he or she is an elector of the city at the time of assuming office. An “elector” is any person who is a United States citizen and is 18 years old or older and is a resident of an election precinct at least 15 days prior to an election. Elections Code § 321(a). The City Council member must remain a resident of the City of Woodland for the duration of his or her term. Otherwise, the City Council seat is immediately vacated.

Even though the City is converting to district elections in November, the Council members (Marble and Barajas) serving until November 2018 will continue to hold at-large seats. Thus, anyone who meets the minimum qualifications throughout the entire City will be eligible to be appointed or elected to fill out the remainder of an at-large term; however, a person who is appointed or elected from Districts 2, 4, or 5 would not be able to run for a seat in November 2018 unless he or she changed residency prior to the November 2018 election.

2. Selection of the Mayor and Mayor Pro Tempore

When the City Council changed from its current at-large system to district elections, it was also required to change its process for selecting the mayor and mayor pro tempore because the City’s former provisions were predicated on a city-wide vote for council members.

The City Council amended the Municipal Code to provide that beginning in 2016, the mayor pro tempore shall be selected from among the City Council members on a rotating basis and in accordance with the district numbers. Thus, a new mayor pro tempore would be selected after the November 2016 election from among the new and current council members. The mayor pro tempore selected in 2016 would then serve for two years at the pleasure of the city council. In 2018, the mayor pro tempore would begin serving for one year at the pleasure of the city council.

The Municipal Code was drafted this way as it was assumed that Dr. Marble would become the mayor following the November 2016 election and that the mayor pro tempore would be chosen from amongst the four Council members. However, if Dr. Marble resigns as anticipated, the City Council would instead be selecting both a new mayor pro tempore and mayor from among its members. The City Council may change this process of selecting the mayor and mayor pro tempore by further amending the Municipal Code.

There are three different points in time for the City Council to consider concerning the selection of the mayor pro tempore and mayor, and possible changes to the procedures outlined in the Municipal Code:

(1) At the time of Dr. Marble's anticipated resignation, the Council may choose a new mayor pro tempore to serve until the swearing in of the new Council members in December 2016.

(2) After the new Council is seated in December 2016, the Council will select a new mayor and mayor pro tempore. The Council will need to determine if the sitting mayor pro tempore moves on to serve as mayor, or if the Council wishes to select both a new mayor and mayor pro tempore from among all of its members. If the sitting mayor pro tempore is no longer on the Council after December 2016, then the Council will need to appoint both a new mayor pro tempore and new mayor. The Council will also need to determine if, as currently contemplated, the new mayor and mayor pro tempore selected in December will serve for two years, or if the Municipal Code should be again amended to initiate the one-year rotating terms after the November 2016 election.

(3) After the 2018 election, when all Council members will have been elected by district, the current Municipal Code provides that both the mayor and mayor pro tempore will serve one-year rotating terms, based on a district rotation.

The Council can modify the current process for selecting mayor and mayor pro tempore through the transition to district elections by amending the Municipal Code, as desired.

Conclusion

Staff recommends that the City Council receive this informational report and provide direction on desired next steps. The only time-sensitive matter is whether the Council wishes to consider an ordinance to amend the Municipal Code to provide for process for calling of an election to fill a vacant seat that differs from the process called for in the Government Code.

Prepared by: Kara Ueda, City Attorney



Paul Navazio, City Manager