CITY OF WEST SACRAMENTO
SPECIAL MEETING OF THE TRANSPORTATION, MOBILITY, & INFRASTRUCTURE COMMISSION
JUNE 5, 2023, AGENDA

Valerie Zimmer, Chair

Yen Nguyen, Vice-Chair
Waris Banks, Commissioner
Sarah Zuniga, Commissioner
Alex McCreddin, Commissioner
Abteen Kashkouli, Commissioner
Matthias Hess, Alternate Member

Andrea Ouse, Director of Community Development
Jason McCoy, Supervising Transportation Planner

6:00 PM Call to Order/Roll Call
Land Acknowledgment
Pledge of Allegiance

Anyone wishing to address the Commission should fill out the Request to Speak form and present it to the Clerk.

If you need special assistance to participate in this meeting, please contact the City Clerk's Office, 617-4500. Notification of at least 48 hours prior to the meeting will assist staff in assuring that reasonable arrangements can be made to provide accessibility to the meeting. Assisted listening devices are available at this meeting.

GENERAL ADMINISTRATION FUNCTION – PART I

1. **SWEARING IN OF TRANSPORTATION, MOBILITY & INFRASTRUCTURE COMMISSION MEMBERS**

2. PRESENTATIONS BY THE PUBLIC ON MATTERS NOT ON THE AGENDA WITHIN THE JURISDICTION OF THE COMMISSION. THE COMMISSION IS PROHIBITED BY LAW FROM DISCUSSING ISSUES NOT ON THE AGENDA BROUGHT TO THEM AT THIS TIME.

3. **DISCLOSURE OF EX PARTE COMMUNICATIONS**
Disclosure of any communications on agenda items received by Transportation, Mobility, & Infrastructure Commissioners

PRESENTATIONS

NONE

CONSENT AGENDA

4. CONSIDERATION OF APPROVAL OF THE MAY 1, 2023 **TRANSPORTATION, MOBILITY, & INFRASTRUCTURE COMMISSION** (NORWOOD)

REGULAR AGENDA

5. **PRESENTATION AND DISCUSSION OF UPDATES TO THE CITY'S GENERAL PLAN MOBILITY ELEMENT AND RELATED UPDATES TO THE BRIDGE DISTRICT SPECIFIC PLAN (LAFFEY)**

Objective: The purpose of this item is to present the draft Mobility Element of the General Plan and related updates to the Bridge District Specific Plan and receive feedback from the Commission and the public.

Recommendation: Staff respectfully recommends that the Commission:

1) Receive a presentation from staff; and

2) Hold a workshop to discuss the draft General Plan Mobility Element; and
3) Provide input to staff for further consideration by the Planning Commission and City Council.

6. **CONSIDERATION OF 1-YEAR CONTRACT RENEWAL WITH NOMAD TRANSIT LLC FOR CONTINUED OPERATION OF THE WEST SACRAMENTO ON-DEMAND RIDESHARE PROGRAM AND DISCUSSION ON THE GOALS OF THE ON-DEMAND RIDESHARE PROGRAM (CHHAN)**

Objective: The purpose of this report is to provide the Transportation, Mobility, and Infrastructure Commission information regarding the Fiscal Year 2023-2024 contract extension and fee schedule for the City of West Sacramento's On-Demand Rideshare Program. The City is currently on the fourth of fifth City Council approved annual contract extensions with NoMad Transit LLC, a wholly own subsidiary of Via Transportation, Inc., to provide flexible on-demand transit. Staff is presenting the fee schedule for the fifth and final one-year extension and updated goals for the On-Demand Rideshare Program

Recommendation: Staff respectfully recommends that the Transportation, Mobility, and Infrastructure Commission:

1) Recommends City Council adopt the operational and budget approach proposed by staff to support a 1-year extension of the contract with NoMad Transit LLC to continue operating the West Sacramento On-Demand Rideshare program; and
2) Receive a presentation on the the City's On-Demand Rideshare Program and provide comments and/or policy recommendations for the City Council. Recommendations to the City Council may include comments on roles and responsibilities of the City, feedback on the proposed features and service parameters, and recommendations on funding source(s) and limit.

GENERAL ADMINISTRATION FUNCTION – PART II

7. A. Commission Calendar
B. Staff Reports
C. Adjourn

The meeting will be held at City Hall, 1110 West Capitol Ave., West Sacramento, CA.

I, Shawn Norwood, Clerk of the Transportation, Mobility & Infrastructure Commission, declare under penalty of perjury that the foregoing agenda for the June 5, 2023, meeting of the Transportation, Mobility & Infrastructure Commission was posted on May 30, 2023, in the office of the City Clerk, 1110 West Capitol Avenue, West Sacramento, CA, and was available for public review.

DocuSigned by:
Shawn Norwood

Shawn Norwood, Clerk of the Transportation, Mobility & Infrastructure Commission

All public materials related to an item on this agenda submitted to the Port Commission after distribution of the agenda packet are available for public inspection in the City Clerk's Office at 1110 West Capitol Avenue during normal business hours. Any document provided at the meeting by staff will also be available to the public. Any document provided at the meeting by the public will be available the next business day following the meeting.

Commission meetings are broadcast live on AT&T Channel 99 and Wave Cable Channel 20. This meeting will be repeated the following day at 12:00 pm and the following Sunday at 3:00 pm. The agenda and agenda reports are also available on the City's website at www.cityofwestsacramento.org.

REGULAR MEETING OF THE
CITY OF WEST SACRAMENTO
TRANSPORTATION, MOBILITY & INFRASTRUCTURE COMMISSION
May 1, 2023
Minutes

The regular meeting was called to order at 6:00pm in the Council Chambers, 1110 West Capitol Avenue, West Sacramento, California. Commissioners McCreddin, Sears, and Kashkouli were absent. Alternate Commissioner Hess was present. Chairperson Zimmer presided.

The Pledge of Allegiance was led by Commissioner Zimmer

GENERAL ADMINISTRATION FUNCTION – PART I
Heard the General Administration Function – Part I as follows:

1. Elected the Transportation, Mobility & Infrastructure Commission Chair and Vice Chair. Commissioner Zimmer was elected as Commission Chair and Commissioner Nguyen was elected as Vice-Chair for 2023.

2. Presentations by the public on matters not on the agenda within the jurisdiction of the Commission.

Heard from the following speakers:

NAME:	REPRESENTING/COMMENT:
Charlotte Dorsey	Suggested the City design a flyer on ways to get around West Sac.
Alan Hirsch	Advised the Commission in widening I-80.

3. Disclosure of Ex Parte Communications
None

CONSENT AGENDA
Acted on the Consent Agenda as follows:

4. Approved the Minutes of the February 6, 2023, meeting of the Transportation, Mobility & Infrastructure Commission.

MOTION: Zimmer SECOND: AYES: Nguyen, Banks, Zuniga, Hess

ABSENT: McCreddin, Sears, Kashkouli

REGULAR AGENDA

Heard the General Administration Function – Part II as follows:

5. Heard a staff presentation from Stephanie Chhan to request that the Transportation, Mobility & Infrastructure Commission recommend City Council adopt staff's proposed fees for electric vehicles at City-owned electric vehicle supply equipment.

Heard from the following speakers:

NAME:	REPRESENTING/COMMENT:
Alan Hirsch	Commented on the pricing of the fee penalty of the EV charge stations.

The meeting adjourned at 7:18 p.m.

DocuSigned by:
David Tilley
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Commission Clerk

Minutes approved as presented by a majority vote of the Commission on (Date).

Shawn Norwood, Commission Clerk

TRANSPORTATION, MOBILITY & INFRASTRUCTURE COMMISSION **AGENDA REPORT**

MEETING DATE: June 5, 2023 **ITEM # 5**

SUBJECT:

PRESENTATION AND DISCUSSION OF UPDATES TO THE CITY'S GENERAL PLAN MOBILITY ELEMENT AND RELATED UDPATES TO THE BRIDGE DISTRICT SPECIFIC PLAN

INITIATED OR REQUESTED BY:	**REPORT COORDINATED OR PREPARED BY:**
[ ] Commission [X] Staff	Seamus Laffey, Senior Planner
[ ] Other	**Community Development Department**

ATTACHMENT [X] Yes [ ] No [X] Information [ ] Direction [ ] Action

OBJECTIVE

The purpose of this item is to present the draft Mobility Element of the General Plan and related updates to the Bridge District Specific Plan and receive feedback from the Commission and the public.

RECOMMENDED ACTION

Staff respectfully recommends that the Commission:

1. Receive a presentation from staff; and
2. Hold a workshop to discuss the draft General Plan Mobility Element; and
3. Provide input to staff for further consideration by the Planning Commission and City Council.

BACKGROUND

California state law requires each city and county to adopt a comprehensive long term general plan that expresses the community's goals for its future growth and development. General plans address all aspects of development and are organized as a collection of "elements" or topic categories with goals, policies, diagrams and implementation programs included in each. There are eight elements mandated by state law (housing, land use, circulation, natural resources and conservation, open space, environmental justice, noise and safety) and a jurisdiction can also include optional elements. The City of West Sacramento's General Plan includes optional elements for Urban Structure and Design, Economic Development, Public Facilities and Services, Parks and Recreation and Healthy Communities. All development projects and city planning documents are required to be consistent with the General Plan. The City's existing General Plan was last comprehensively updated in 2016 with a horizon year of 2035 and since that time only the Housing Element has been updated due to strict statutory requirements.

The Mobility Element contains goals, policies and implementation programs related to the City's circulation and transportation network and reflects the City's commitment to a safe, connected, efficient, multi-modal system that facilitates the community's economic, environmental, and social objectives. The Mobility Element contains policies related to complete streets, Vehicle Miles Traveled (VMT), public transit, bicycling, walking, parking and goods movement. Transportation and circulation are strongly connected with goals and policies in other elements of the General Plan such as land use, air quality and safety. The goals and policies within the Mobility Element must support the varying land use patterns of the city and help the City to meet its air quality and climate goals through encouraging and supporting alternative modes of transit such as walking, bicycling, and mass transit.

The impetus for amending the Mobility Element is to incorporate circulation geometries and roadway classifications within the Pioneer Bluff and Stone Lock Reuse Master Plan areas, Broadway Bridge project, I Street Bridge replacement project, Washington Realized Sustainable Community Strategy, and existing plans for the Riverfront Districts into the General Plan Circulation Diagram. Additionally, policies and implementation programs changes are proposed to better reflect the City's goals. The Bridge District Specific Plan transportation circulation diagrams are also being updated to be consistent with the General Plan changes.

The City Council approved a contract with AECOM Technical Services Inc. to assist in preparing the proposed changes, technical travel demand modeling and environmental documentation. The contract's scope of work is

for updates to the Mobility Element mentioned above and amendments are limited to those identified in the scope of work in the contract approved by the City Council.

ANALYSIS

The draft Mobility Element with tracked changes is provided as Attachment 1 and the clean version is provided as Attachment 2. Numerous edits are proposed throughout the policy document to better reflect the City's goals and other recently adopted plans. The main policy changes are noted below.

Circulation Diagram and Functional Classification System

Amendments to the Circulation Diagram in the General Plan Mobility Element incorporate geometries identified in the Pioneer Bluff and Stone Lock Reuse Master Plan, the Washington Realized Sustainable Community Strategy, and the Bridge District Specific Plan, including changes in road designations (local, collectors, minor arterials, major arterials), adding new roads and intersections. Both the Broadway Bridge and C Street Bridge (I Street Bridge replacement) have been added as well as roads in new development projects. Roads no longer existing, such as portions of South River Road due to the Southport Levee Improvement Project, have been deleted. Additionally, the classifications of some existing roads have been changed to better reflect existing and foreseeable conditions. This includes reclassifying West Capitol Avenue, Sacramento Avenue, Linden Road and Lake Washington Boulevard east of Jefferson Boulevard to minor arterial roads rather than major roads as they do not functionally meet the major arterials road classification as defined on Page 7 of the Mobility Element.

Vehicle Miles Traveled (VMT)

The most common way to measure vehicular travel demand is the number of vehicle miles traveled (VMT). Since transportation is the biggest source of greenhouse gas (GHG) emissions in the City, a top source of other air pollutants, and the top energy user, finding ways to reduce VMT is critical for the community's environmental and energy conservation goals. Senate Bill (SB) 743 required all local agencies to begin using VMT as a California Environmental Quality Act (CEQA) metric by July 1, 2020. VMT replaced Level of Service (LOS), which was for decades a de facto threshold of significance in environmental analyses. LOS is a measure of intersection operations including delays due to high traffic volumes. Mitigation for LOS impacts typically included road widenings, more traffic signals, etc., which consequently led to induced demand and even more use of the personal automobile and traffic congestion. LOS as a metric led to more traffic and all the negative effects of that traffic to the climate, environment, and human health. VMT is the metric now being used in the California Environmental Quality Act (CEQA) to determine a project's transportation impact since it more accurately evaluates the actual impact to the environment by virtue of being able to calculate GHG and other criteria pollutant emissions.

The draft Mobility Element includes additional policy language regarding VMT and also a new Implementation Program 14 that requires the City to develop and implement a VMT reduction program that includes VMT reduction strategies. The VMT reduction program will require proposed land development projects to incorporate, as feasible, reasonable, and applicable VMT reduction measures listed in in the implementation program to reduce travel demand and associated adverse physical environmental impacts, such as greenhouse gas emissions and transportation-related noise. Since under SB 743 project VMT must be at least 15% below regional average to not be considered a significant impact, this program will be very important as VMT is very high in some parts of the City.

Bridge District Specific Plan

Amendments to the Bridge District Specific Plan focused on transportation facilities are needed to incorporate the updated road network shown in the General Plan Circulation Diagram. They are companion to the General Plan updates in that by law a specific plan must be consistent with the General Plan. The main changes are including the Drever Street extension connecting to Christopher Cabaldon Parkway (formerly Tower Bridge Gateway), removing Rail Street and the associated spur connecting it to Drever Street and including Delta Lane. Updated street cross sections will need to be included in the specific plan for these new roads as well as updates to the maps to reflect these changes. The Bridge District Street design and development standards are organized around the district's street hierarchy which descend in order of prominence. Higher order streets, such as Riverfront Street are meant to be the most prominent and have the most pedestrian activation while the lowest order are local side streets and alley's which accommodate the back of house functions such as parking garage entrances and refuse collection. It is anticipated that both Drever Street and Delta Lane will be an Order 6 Local Street which is a less prominent street smaller in scale than other streets in the district and envisioned as serving primarily residential uses with two lanes for vehicular traffic and on street parking. The proposed cross sections of Drever Street are provided as Attachment 3 and Delta Lane will have a cross section that matches the existing

conditions since it is already constructed with development of the two affordable housing projects on its northern side.

Environmental Considerations
Updates to the Mobility Element and Bridge District Specific Plan are subject to CEQA. A supplemental Environmental Impact Report (EIR) is being prepared that will be considered by the Planning Commission and City Council with adoption of the recommended changes. The draft supplemental EIR will soon be released for public review and available on the City's website.

Commission Recommendation
Policy considerations will be brought to the appropriate City commissions prior to City Council consideration. It is anticipated the amendments drafted in this report will be brought before the City Council in late summer 2023.

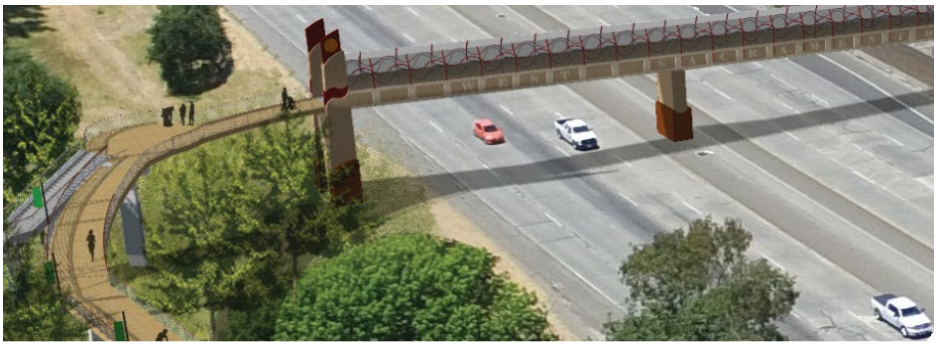
Strategic Plan Integration
The Mobility Element and Bridge District Specific Plan updates support Strategic Plan Principle: Mobility & Connectivity, providing convenient and sustainable choices for people to get where they're going.

Alternatives
The Commission's primary alternative to the recommended action is to defer the discussion to a future meeting. Staff does not recommend this alternative as this policy work must be completed in order to begin additional policy work on climate resilience and environmental justice.

Coordination and Review
Updates to the Mobility Element and Bridge District Specific Plan have been reviewed by the Community Development and Economic Development and Housing Departments.

ATTACHMENT(S)

1) Draft Mobility Element (Clean Version)
2) Draft Mobility Element (Tracked Changes)
3) Draft Drever Street Cross Section



POLICY DOCUMENT PART 2
MOBILITY ELEMENT

West Sacramento's transportation network reflects the City's commitment to a connected, efficient, multi-modal system that facilitates the community's economic, environmental, and social objectives. The Mobility Element contains policies that support increased densities and a mix of uses in multi-modal districts, help walking become more practical, support bicycling for both short- and long-distance trips, and improve transit frequency and destination options. These changes in the land use and transportation framework will reduce vehicle dependency and household transportation costs, conserve energy resources, reduce greenhouse gas and air pollutant emissions, and decrease vehicle miles traveled (VMT). Creating complete streets is a particular focus of the Mobility Element. The Element also includes policies related to parking, goods movement, and the Port of West Sacramento. Additional policies that address connectivity and the provision of pedestrian ways, bicycle routes, transit, and road facilities can be found in the Land Use Element and the Urban Structure and Design Element.

Multi-Modal System

Multi-modal transportation systems accommodate various modes and enhance connections among modes so each can fill its optimal role in the overall transportation system. The policies in this section seek to create a transportation system in West Sacramento and the region that is paired with supportive development patterns to accommodate walking, bicycling, transit use, and vehicular travel, while encouraging infill development and benefitting community and environmental health.

One important part of the transportation planning process is estimating travel demand. This is important for planning new transportation facilities and modifications to existing facilities, but also as a baseline for examining ways to reduce vehicular travel demand by making it safer and more practical for more people to reach destinations on foot, by bicycle, or via transit. The most common way to measure vehicular travel demand is according to the number of vehicle miles traveled (VMT). Since transportation is the biggest source of greenhouse gas (GHG) emissions, a top source of other air pollutants, and the top energy user, finding ways to reduce VMT is critical for a community's environmental and energy conservation goals. While VMT in itself is not an environmental impact, increases in VMT could result in associated adverse physical environmental impacts, such as those related to GHG emissions, criteria air pollutants, and transportation-related noise. And since transportation is the second highest household expense, increasing non-personal vehicle transportation options in the city will help free up income to be spent on healthcare, housing, other needs.[1]

General Plan policies that prioritize compact, mixed-use, transit-oriented infill development reduce VMT by placing more people in areas where getting around without a car is more practical. Facilitating infill development in walkable communities with high-quality public transit reduces the need for passenger vehicles. The Sacramento Area Council of Governments (SACOG) identifies several areas within West Sacramento that are VMT efficient. This includes Transit Priority Areas (areas within one-half mile of a major transit stop that is existing or planned) near the Sacramento River, I-80, and US-50, and Harbor Boulevard. SACOG identifies areas generally north of the Deep Water Ship Channel and east of I-80 having between 50 and 85 percent of regional average residential VMT per capita. Targeting development in these areas, matched with supportive pedestrian, bicycle, and transit facilities reduces VMT and associated adverse impacts.

GOAL M-1

To develop and maintain a multi-modal integrated transportation system that provides for the safe and efficient movement of people and goods, supports vibrant neighborhoods and business districts, and reduces air pollution and greenhouse gas (GHG) emissions from vehicle miles traveled (VMT).

M-1.1 Connectivity and Access

The City shall strive to maintain a comprehensive, safe, and fully integrated multimodal transportation system that connects residents, visitors, and employees to the city and region through all available modes including connected vehicles, car/bikeshare, and autonomous modes. The multimodal transportation system shall support infill development by ensuring convenient and safe walking, bicycling, and transit access. *(MPSP)*

M-1.2 Multi-Modal Corridors and Hubs

Consistent with the City's Mobility Action Plan, the City shall maintain multi-modal hubs within and between urban centers and along major corridors to support a variety of travel modes while providing amenities, such as bicycle parking and wayfinding features. *(RDR/MPSP)*

[1] US Bureau of Labor Statistics. https://www.bls.gov/cex/tables/geographic/mean/cu-region-2-year-average-2021.pdf

M-1.3 Reduce Vehicle Miles Traveled

The City shall reduce vehicle miles travelled (VMT) and dependence on fossil fuels by continuing to develop a comprehensive multi-modal transportation system that includes more transit, bicycle, and pedestrian routes, and compact, mixed-use development, including infill development that supports non-private vehicle trips. *(RDR/MPSP)*

M-1.4 Prioritize Infill Development

The City shall focus and expedite bicycle-, pedestrian-, and transit-supportive infill development in Transit Priority Areas and other low-VMT areas.

M-1.5 Public Involvement

The City shall work closely with the public, especially disadvantaged communities and those traditionally underserved by transportation services, and collaborate on transportation issues, needs, projects, and processes from the early stage of the planning process. *(PI)*

M-1.6 Transportation Planning Efforts

The City shall continue to participate in State, regional, and local transportation planning efforts to ensure coordination of the expansion and improvement of the region's transportation system. *(IGC)*

M-1.7 Regional Communication

The City shall continue to develop formal and informal lines of communication between adjacent jurisdictions to ensure cooperation in the development of transportation systems that cross jurisdictional boundaries. *(IGC)*

M-1.8 Multi- Modal Access

As part of the site design during design review for new developments, the City shall incorporate multi-modal access to residential areas, civic and commercial centers, employment centers, transit stops/stations, schools, parks, recreation areas, and tourist attractions. *(RDR)*

M-1.9 Overcoming Barriers to Accessibility

To improve safe and accessible multimodal connections the City shall strive to remove and minimize the effects of natural and manmade barriers, such as the Capital City Freeway, railways, Sacramento River, highway/interstate interchanges and associated ramps, and the Deep Water Ship Channel. *(RDR/MPSP)*

M-1.10 Eliminate Gaps

The City shall strive to eliminate roadway, public transit, bikeway, and pedestrian way gaps between neighborhoods and districts to create a completely connected city. *(RDR/MPSP)*

M-1.11 Multi-Modal Transportation Center

The City shall maintain a multi-modal transportation center as a hub for all local and regional transportation systems. *(PSR)*

M-1.12 Transportation Impact Studies

The City shall maintain guidelines for Transportation Impact Studies for new developments that identify, evaluate, and address transportation impacts of new development. *(RDR/PSR)*

M-1.13 Off-site Improvements

The City shall require new developments to contribute to off-site circulation improvements necessary to accommodate the project's transportation demand. *(RDR/FB)*

M-1.14 Fair Share Circulation Improvements

The City shall ensure, through a combination of traffic impact fees and other funding mechanisms, that new development pays its fair share of the costs of circulation improvements for all transportation modes according to projects' VMT impacts. *(RDR/FB)*

Complete Streets

Complete streets accommodate pedestrian, bicycle, and transit access, as well as vehicular access and create a safer transportation system for all modes of transit. To ensure a varied and viable range of transportation options, people must feel comfortable

and secure on the street, no matter the mode of travel. For decades, however, streets were designed to move cars quickly and efficiently, prioritizing driving speed and convenience without regard to the impact on the safety and convenience of other modes of transportation.

Complete streets provide a high degree of "connectivity" – a term which describes the degree to which there are multiple routes available to reach destinations. A highly connected street pattern offers dense system of parallel routes, both east-west and north-south, with many streets providing through connections; no cul-de-sacs, dead-ends, or looped streets; frequent intersections; and, frequent points of access. Highly connected streets are convenient for pedestrians, bicyclists, and drivers and can reduce travel times for emergency responders.

The policies in this section provide guidance on how West Sacramento's streets can be designed to meet the needs of pedestrians, bicyclists, motorists, and public transportation users of all ages and physical abilities. At the same time, there is no one design for complete streets. Different neighborhoods and districts in the city will have unique elements and features that, when combined, should enable all users to move safely along and across the complete street. Additionally, the City will need to monitor the emergence of autonomous vehicles, and manage the transportation network accordingly.

GOAL M-2

To provide complete streets that accommodate driving, walking, bicycling, and public transit and are designed to enable safe, attractive, and comfortable access and travel for all users.

M-2.1 Complete Streets Standards

The City shall develop, maintain, and implement complete streets standards that serve adjacent land uses and are context sensitive to nearby neighborhoods and districts. *(MPSP)*

M-2.2 Connectivity and Balance

The City shall preserve and continue to develop a comprehensive, integrated, and connected network of streets that balance walking and bicycling with public transit, vehicles, and trucks. *(MPSP)*

M-2.3 Adequate Rights-of-Way

The City shall ensure that all new roadway projects and major reconstruction projects provide appropriate and adequate rights-of-way for all users, including bicyclists, pedestrians, transit riders, and motorists, except where pedestrians and bicyclists are prohibited by law from using a given facility. Dedication and improvements of full rights-of-way shall not be required in existing developed areas where the City determines that such improvements are either infeasible or undesirable. Other deviations from these standards shall be permitted upon a determination that safe and adequate access and circulation are preserved by such deviations. *(RDR)*

M-2.4 Accessibility

The City shall endeavor to ensure that all streets are safe and accessible to people with disabilities and others with limited mobility. Streets shall be designed and reconstructed to meet the requirements of the Americans with Disabilities Act (ADA). *(RDR)*

M-2.5 Street Amenities

The City shall require transit, bicycle, and pedestrian amenities in street design to promote walking, bicycling, and transit use and complement the context of nearby centers, corridors, and neighborhoods. *(RDR)*

M-2.6 Street Greening

The City shall require landscaping, including street trees, landscaped medians, and sidewalks, in street design to minimize runoff, provide shade, and create an inviting environment. *(RDR)*

M-2.7 Complete Streets Requirements

The City, to the extent feasible, shall require that all new street construction and reconstruction is designed to achieve complete streets. Exceptions to complete

streets design shall require approval of the Planning Commission. *(RDR)*

M-2.8 More Complete Streets

The City, in consideration of emergency vehicle and refuse collection needs, shall identify streets that can be more "complete," or that have excess vehicular capacity, and could accommodate a reduction in the number or width of travel lanes, and protected bicycle lanes. This could include placement of on-street parking adjacent to the vehicular travelway and the bicycle lane adjacent to the curb and sidewalk. *(PSR)*

M-2.9 Street Design Standards

The City shall require that streets be dedicated, widened, extended, and constructed to provide for a well-connected**,** walkable community, preferably using a grid or modified grid design, according to City street design standards and complete streets concepts. New residential, retail and service, and mixed-use developments should provide relatively short blocks and multiple internal connections between residences and destinations, as well as multiple connections to existing and planned development in adjacent areas. *(RDR)*

M-2.10 Existing Streets Retrofits

Based on available funding and staff resources, the City shall retrofit existing streets with new bikeways, enhanced sidewalks, on-street parking, and street trees. *(MPSP)*

M-2.11 Complete Bridges

The City shall ensure, to the extent feasible, that bridges and overpasses include infrastructure, features, and amenities to provide a continuous unbroken system of complete streets within the city and a welcoming entrance at the city's gateways. *(RDR)*

M-2.12 Adequate Travel and Crossing of Rights of Way

The City shall ensure that, in constructing and reconstructing streets, that adequate rights-of-way and crossing of rights-of-way is provided for all users including bicyclists, pedestrians, transit riders, and motorists. *(RDR)*

M-2.13 Vision Zero

The City shall utilize a data driven, "vision zero" approach to eliminate all traffic fatalities and severe injuries by 2040 and endeavor to ensure that bicycle, pedestrian, and public transit facilities are constructed to eliminate fatalities and severe conflicts among bicyclists, pedestrians, transit operators/users, and motorists. *(RDR)*

M-2.14 Minimal Driveways and Curb Cuts

The City shall strive to minimize the number of driveways and curb cuts along Arterials to limit unsafe conditions and enhance the experience of walking and bicycling. The City shall strive to consolidate existing driveways for adjacent users where possible and remove unused driveways. *(RDR)*

Streets and Roadways

Building on the concepts of a multi-modal transportation system and complete streets, policies in this section provide for streets that are designed to balance the diverse needs of pedestrians, bicyclists, transit riders, and motorists. Streets are categorized according to both function and typology, considering the surrounding land use context. Street improvements are designed to minimize environmental and neighborhood impacts.

GOAL M-3

To develop and maintain a street and highway system that promotes safe, efficient, and reliable movement of people and goods by multiple transportation modes and routes, reduces air quality impacts and GHG emissions, and minimizes traffic noise impacts.

M-3.1 Safe and Efficient

The City shall ensure that the street system, street designs, and access provide for multiple routes to reach destinations, and the safe and efficient movement of goods and people. *(MPSP)*

M-3.2 Vehicular Level of Service

For planning purposes, the City shall endeavor to maintain a vehicular Level of Service "C" on all streets within the City, except at intersections and on roadway segments within one-quarter mile of a freeway interchange or bridge crossing of the Deep Water Ship Channel, barge canal, or Sacramento River, where a Level of Service "D" shall be deemed acceptable, and within pedestrian oriented, high-density, mixed-use areas, such as the Pioneer Bluff and Stone Lock Reuse Master Plan area, Bridge District Specific Plan area, Washington District Specific Plan area, and Sacramento Avenue and West Capitol Avenue corridors east of Harbor Boulevard, where a vehicular Level of Service "E" shall be deemed acceptable. *(RDR)*

M-3.3 Level of Service Flexibility

The City shall, on a case-by-case basis, allow for lower vehicle level of service if other transportation goals (i.e., creation of complete streets) will be met; other modes *(i.e.,* walking, bicycling, and public transit) would be negatively impacted by improvements required to maintain the vehicular LOS; or the land use context warrants deviation. Exceptions to the vehicular level of service operating goals shall require the approval of the City Council. *(RDR)*

M-3.4 Multi-modal Roadway Level of Service

The City shall develop, maintain, and implement multi-modal level of service (LOS) operating goals to more appropriately balance among modes. The City shall endeavor to achieve levels of service for bikeways, pedestrian ways, and public transit that are at least as efficient as the vehicular LOS. *(RDR/MPSP)*

M-3.5 Roundabouts

The City shall consider roundabouts as an intersection traffic control option with demonstrated air quality and safety benefits, where deemed feasible and appropriate. *(RDR/MPSP)*

M-3.6 Connected Grid

The City shall preserve and continue to promote grid-based roadway systems, where appropriate, that distribute traffic evenly and avoid excessive traffic in any given area. *(RDR/MPSP)*

M-3.7 Local Neighborhood Streets

The City shall require local streets that primarily serve residential neighborhoods to be designed to include visual cues demonstrated to encourage low speeds of no greater than 25 miles per hour, but ideally no greater than 15 miles per hour. *(RDR)*

M-3.8 Traffic Calming

The City shall support the installation of traffic calming features on streets with high pedestrian traffic and along neighborhood streets. *(RDR/MPSP)*

M-3.9 Maintenance

The City shall strive to maintain streets in a condition which is safe for travel, consistent with current design standards. *(RDR/MPSP)*

M-3.10 Emergency Service Coordination

The City shall coordinate development and maintenance of all transportation facilities with emergency service providers to ensure continued emergency service operation and service levels. *(RDR/MPSP)*

M-3.11 Adequate Southport Area Access

The City shall ensure adequate access to the Southport area as new major development occurs in the Southport area, including through the construction of the Enterprise Boulevard Crossing. *(RDR/MPSP)*

M-3.12 Bridge Carrying Capacity

The City shall work with Caltrans and the City of Sacramento to maintain the pedestrian capacity and increase the bicycle and transit capacity of the Tower Bridge. *(MPSP/IGC)*

M-3.13 Freeport Bridge Improvements

The City shall support improvements to the Freeport Bridge to improve access to the southern part of West Sacramento.

Circulation Diagram & Standards

The Circulation Diagram (Figure M-1) depicts the official Functional Classification of existing and proposed streets and roads within West Sacramento. All new streets and roadways and widenings should be constructed to serve projected traffic volumes at safe speeds and support multi-modal travel. The following paragraphs define the classification system:

- **Local Streets** are intended to serve adjacent properties. They carry low traffic volumes, are designed to reduce vehicular speeds, and have speed limits that do not exceed 25 miles per hour. Transit bus service is not typically provided on Local Streets. With the low traffic volumes and low speeds, bicycles are accommodated, typically without the need for special lane markings or signage. Sidewalks and on-street parking are provided on both sides of the street. Local Streets can be designated as active transportation through-routes.

- **Collectors** are intended to "collect" traffic from local streets and distribute to roadways higher in the street classification hierarchy (*e.g.,* arterials). Collectors also serve adjacent properties. They generally carry light to moderate traffic volumes on two lanes, and vehicular speed limits are typically maintained in the 25 to 35 miles per hour range. Bicycles should be accommodated by a bike lane a minimum of five feet in width (six feet in width if adjacent to on-street parking), preferably with a physical buffer, separating from adjacent vehicle traffic. For pedestrian connectivity, sidewalks should be provided on both sides of the street. On-street parking can be provided on Collectors.

- **Minor Arterials** are fed by Local Streets and Collectors, provide intra city circulation and connection to regional roadways, and often carry heavy traffic volumes. Although their primary purpose is to move heavy volumes of traffic, Minor Arterials often serve adjacent properties, especially in commercial areas. Speed limits on Minor Arterials typically range from 35 to 45 miles per hour. Bicycles should be accommodated by bike lanes a minimum of six feet in width, preferably with a physical buffer separating from adjacent vehicle traffic. For pedestrian connectivity, sidewalks should be provided on both sides of the street. Transit stops should allow for bus pullouts as to not impede the movement of vehicle traffic. On-street parking should not be allowed. In locations with relatively high pedestrian and bicycle use, Minor Arterial design will promote relatively lower speeds.

- **Major Arterials** provide for major cross-town and regional travel, and carry larger volumes of traffic. They are divided roadways of four or six lanes with a large median area which is used for auxiliary lane purposes at intersections. There should be no direct access to adjacent properties unless no reasonable alternatives exist. Such direct access should be limited to right turn-in and right turn-out movements only. Speed limits on Major Arterials are typically at least 40 miles per hour. Bicycles should be accommodated by bike lanes at least 6 feet in width with a physical buffer, separating from adjacent vehicle traffic (if not allowed by roadway constraints, a striped buffer is sufficient). For pedestrian connectivity, sidewalks should be provided on both sides of the street. Transit stops should allow for bus pullouts as to not impede the movement of vehicle traffic. On-street parking should not be allowed. In locations with relatively high pedestrian and bicycle use, Major Arterial design will promote relatively lower speeds.

- **Freeways/Interstates** serve intracity and intercity travel. They provide no direct access to adjacent properties, but rather are fed traffic from Collectors or Arterials through the use of access ramps and, therefore, do not have at-grade intersections. Freeways provide connections to other regional highways and are capable of carrying heavy traffic volumes. Speed limits on freeways are usually the highest allowed by law. Bicycles and pedestrians are not allowed on freeways. Capitol City Freeway (U.S. 50/Business 80) and I-80 serve this function in West Sacramento.

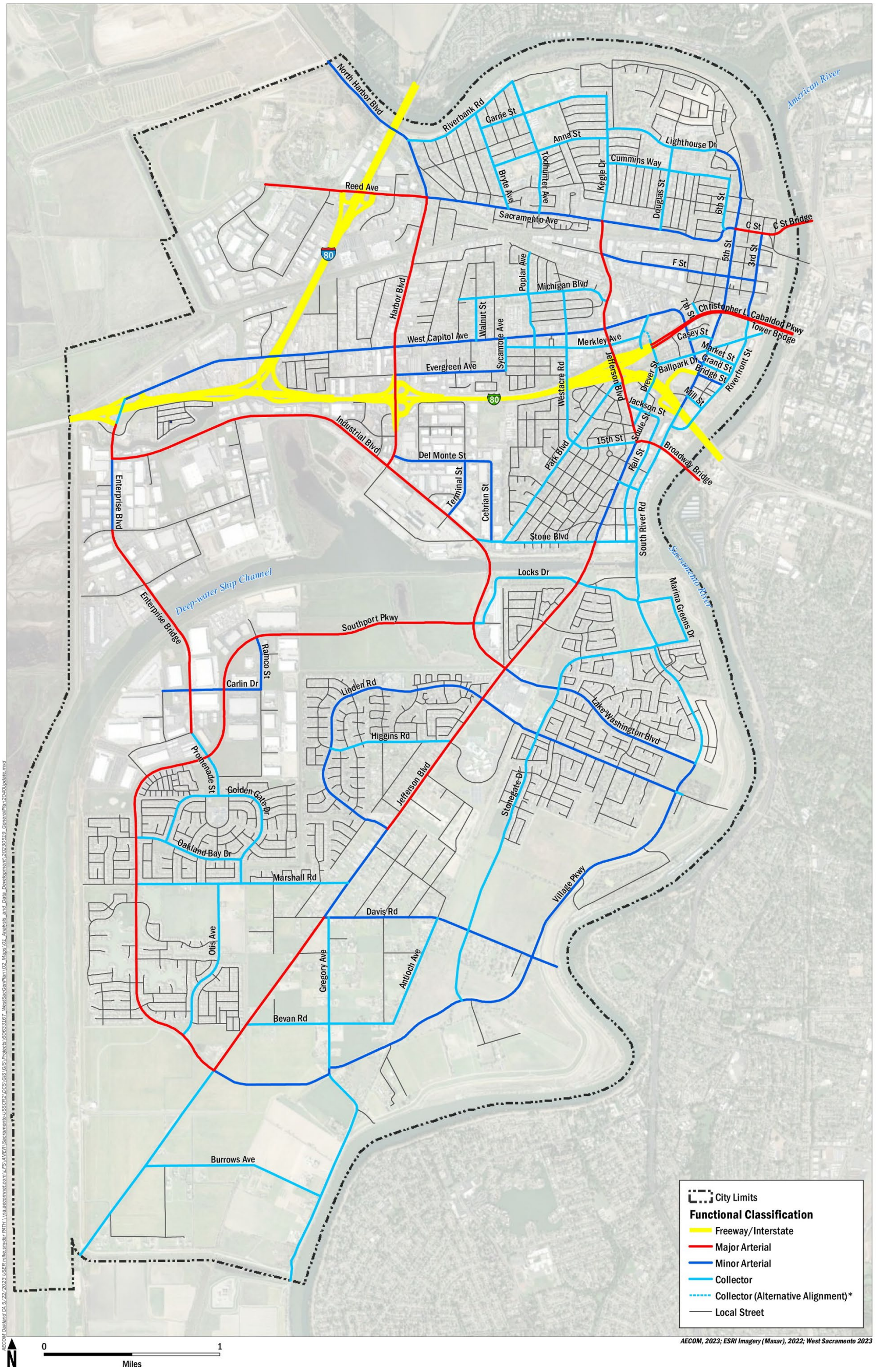


Figure M-1. Functional Roadway Classifications
City of West Sacramento

Note: *The connection Drever Street north to Merkley Avenue is an alternative alignment – the primary connection in this area would be El Rancho Court to Cabaldon Parkway.

Public Transit

Policies in this section strive to foster increased transit use through the provision of new service lines and the extension of existing lines, increased frequency of service, and the provision of direct pedestrian and bicycle access to transit station area. This section also focuses on increasing access to transit services such as high speed rail, regional rail, streetcars, light rail, bus routes between urban centers, micro-transit, and neighborhood bus service.

GOAL M-4

To support and maintain a range of public and private transit systems that are responsive to the needs of all residents and employees and allow efficient and safe travel throughout the city and region.

M-4.1 Access to Public Transit

The City shall strive to ensure that all residents have access to adequate and safe public transit options that offer alternative travel choices to private vehicle use, reduce dependence on fossil fuels, and increase physical activity. *(MPSP)*

M-4.2 Affordable Public Transit

The City shall work with the Yolo County Transit District (Yolobus) to provide adequate and affordable public transit choices, including expanded bus, microtransit, and paratransit routes and service. *(MPSP/IGC)*

M-4.3 Transit Priority

The City shall consider the use of transit- preferential measures, such as signal priority, bypass lanes, and queue jumps, to improve transit service reliability. *(MPSP/SO)*

M-4.4 Transit Stops

The City shall work with Yolobus to maintain transit system operations that provide accessible and convenient service to West Sacramento residents and employees, particularly during peak commute times. *(MPSP/IGC)*

M-4.5 Transit-friendly Streets

The City shall ensure that new streets install infrastructure, features, and amenities that support transit use; are safe, convenient, clean, and efficient; are clearly marked and accessible; and include shelters, benches, and adequate lighting. *(RDR/MPSP)*

M-4.6 Unified Traveler Information System

The City shall work with transit providers in developing and maintaining a unified traveler information system that provides current information on transit service including on-demand dynamic routing, as well as other modal applications. *(MPSP/IGC)*

M-4.7 Yolobus

The City shall work with Yolobus to ensure that intercity and inter-regional bus service is responsive to local needs. *(IGC)*

M-4.8 Feeder-Bus Connections

The City shall work with Sacramento Regional Transit District (SacRT), Yolobus, and the City of Sacramento to connect West Sacramento residents with the Sacramento multi-modal station and SacRT light rail system. *(IGC)*

M-4.9 Light Rail/Street Cars

The City shall cooperate with SacRT, Yolobus, Yolo Commute, and the City of Sacramento to support and actively pursue extension of light rail/street cars into West Sacramento to serve the Civic Center/Central Business District, the Washington neighborhood, and the Bridge District, Pioneer Bluff, and Stone Lock. Considerations for future extensions should be given to areas where higher-density, mixed-use development patterns will support light rail and/or streetcar ridership, such as Southport Town Center. *(MPSP/IGC)*

M-4.10 Private Transit
The City shall encourage privately-owned transit systems, such as taxicabs, employer shuttles, ridesharing services, microtransit, and private bus companies, to provide convenient transfers to and from public transit systems. *(JP)*

M-4.11 Clean Private Transit
The City shall encourage privately-owned transit systems to use zero emission-electric or other alternative fuel vehicles. *(JP)*

M-4.12 Private Water Transportation Services
The City shall support development of private water transportation services and docks, where appropriate, along the Sacramento River. *(RDR)*

M-4.13 Paratransit
The City shall support provision of paratransit services and other demand response services for those unable to use conventional transit. *(JP)*

M-4.14 Park-and-Ride
The City shall cooperate with Caltrans and Yolobus in the development of park-and-ride facilities near major transportation corridors. *(MPSP/IGC)*

M-4.15 Promote Transit
The City shall encourage public transit providers and private event sponsors to promote the ways that mass transit and excursions can serve West Sacramento locations and events. *(MPSP/IGC)*

M-4.16 High Speed Rail
The City shall support the establishment of high-speed rail service connecting the Bay Area and southern California with the Sacramento area. *(MPSP)*

Bicycle System

Policies in this section support the construction of a comprehensive citywide bikeway network that includes support facilities, such as convenient and secure bicycle parking. This section seeks to increase trips taken by bicycling and to ensure the safety of bicyclists and convenience of reaching daily destinations via bicycle.

GOAL 5

To develop and maintain a safe, comprehensive, and integrated bicycle system and bicycle support facilities throughout the city.

M-5.1 Bike, Pedestrian, and Trails Plan
The City shall maintain and implement a Bicycle, Pedestrian, and Trails Master Plan that identifies priority improvements. New development shall be required to be consistent with the applicable portions of the Plan. *(MPSP)*

M-5.2 Bicycle Routes
The City shall maintain and improve a safe and convenient network of identified bicycle routes connecting residential areas with recreation, parks, scenic areas, the riverfront, schools, the Central Business District, public facilities, shopping, and employment areas. *(MPSP)*

M-5.3 Regional Bicycle System & Bike Sharing Coordination
The City shall cooperate with surrounding jurisdictions and SACOG in designing and implementing a regionally connected bikeway system, including bike sharing. *(MPSP/IGC)*

M-5.4 Connections between New Development and Bikeways
The City shall ensure that new commercial and residential development projects provide frequent and direct connections to existing and planned bicycle facilities. *(RDR)*

M-5.5 Appropriate Bikeways
The City shall ensure that, to the maximum extent possible, an appropriate system of low-stress bikeways that encourages cyclists of all skill levels that includes Class I, II, III, and IV facilities is maintained in appropriate areas of the city. *(RDR/MPSP)*

M-5.6 Coexistence

The City shall limit designated and marked on-street bicycle routes to those streets where traffic volumes and speeds permit safe coexistence of bicycle and motor vehicle traffic. The City shall implement design changes to reduce vehicle speeds in areas where bicycle access is important for reaching daily destinations. *(RDR/MPSP)*

M-5.7 Bicycle Safety

The City shall consider bicycle safety when implementing improvements for vehicle traffic operations, including setting speed limits and implementing complete street improvement projects. *(RDR/MPSP)*

M-5.8 Public Bicycle Parking Facilities

The City shall ensure that bicycle parking facilities are installed at all new major public facilities, business and employment sites, and shopping centers. *(RDR/SO)*

M-5.9 Bike Support Facilities

The City shall require that new large development and redevelopment projects (*e.g.,* employment centers, educational institutions, recreational and retail destinations, and commercial centers) provide secure, weatherproof bicycle parking (*i.e.,* short-term bicycle parking for visitors and long-term bicycle parking for residents or employees), personal lockers, showers, and other bicycle-support facilities. *(RDR)*

M-5.10 Conversion of Underused Facilities

The City shall convert underused rights-of-way along roadways, drainage canals, and railroad corridors to bikeways wherever feasible and desirable. *(RDR/MPSP)*

M-5.11 Bike Safety for Children

The City shall support infrastructure and programs in partnership with the Washington Unified School District that encourage children to bike safely to school. *(*MPSP/*IGC)*

M-5.12 Phasing

The City shall ensure that bikeways connecting to the existing bikeway system be provided in the first phase of all major phased developments. *(RDR)*

Walkability

Policies in this section seek to promote West Sacramento as a pedestrian-friendly city through safe, walkable neighborhoods and districts. This section provides for the development of a continuous pedestrian network with sidewalks that are enjoyable places to walk. Residents will be encouraged to integrate walking into their daily activities to promote a healthier lifestyle and energy resource conservation.

GOAL M-6

Develop and maintain a safe, accessible, and integrated pedestrian system that promotes walking.

M-6.1 Cohesive Network

The City shall maintain a cohesive pedestrian network of public sidewalks and street crossings that makes walking a convenient and safe way to travel. *(MPSP)*

M-6.2 Continuous Network

The City shall provide a continuous pedestrian network in existing neighborhoods and require a continuous pedestrian network in new neighborhoods that facilitates convenient pedestrian travel free of major impediments and obstacles. *(RDR/MPSP)*

M-6.3 Pedestrian-friendly Streets

The City shall ensure that new streets in areas of high pedestrian activity support safe and attractive travel by providing features and amenities such as separated sidewalks, bicycle lanes and separated paths, pedestrian signals, street trees, seating, and pedestrian-scaled lighting. *(RDR/MPSP)*

M-6.4 Building Design

The City shall ensure that new buildings are designed to engage the street and encourage walking through design features such as placing the building with entrances facing the street and providing connections to sidewalks. If parking is provided, it shall generally be behind or on the side of buildings. *(RDR)*

M-6.5 Connecting Destinations

The City shall require new subdivisions and large-scale developments to include safe pedestrian walkways that provide direct links between streets and major destinations such as transit stops and stations, residential areas, schools, parks, retail, and services. *(RDR)*

M-6.6 Large-scale Redevelopment

When large industrial blocks are redeveloped with more urban uses, the City shall ensure that connectivity is provided through direct and safe pedestrian connections. *(RDR)*

M-6.7 Safe Pedestrian Crossings

The City shall improve pedestrian safety at intersections and mid-block locations by providing pedestrian treatments such as well-marked pedestrian crossings, bulbouts, or median refuges that reduce crossing widths, and/or audible pedestrian signals. *(RDR/MPSP)*

M-6.8 Speed Management Policies

The City shall develop and implement speed management policies that support driving speeds on all city streets that are safe for pedestrians. *(MPSP)*

M-6.9 Safe Sidewalks

The City shall develop safe and convenient pedestrian ways that are universally accessible, adequately illuminated, and properly designed to reduce conflicts between vehicles and pedestrians. *(RDR/MPSP)*

M-6.10 Completion of Sidewalk System

The City shall identify gaps in the sidewalk systems of existing neighborhoods and seek funding to close these gaps. *(MPSP)*

Parking

Policies in this section focus on providing sufficient parking, while protecting adjacent neighborhoods and the environment, and minimizing space devoted to temporary vehicle storage that could provide housing, economic development, or another productive use. This section supports reduced parking requirements, where appropriate, to promote walkable communities and non-vehicular forms of transportation.

GOAL M-7

To develop and manage both on- and off-street parking systems that balance citywide goals of economic development, livable neighborhoods, and public safety.

M-7.1 Parking

The City shall develop and manage a comprehensive on- and off-street parking system that reflects the true cost of private vehicle use, supports the use of non-vehicular transportation, and employs best available technologies. (*MPSP*)

M-7.2 Access over Parking

The City shall ensure that the primary purpose of streets is access for people and goods movement, and that on-street parking be a secondary and subordinate use only, unless such on-street parking has been established by the City as an integral design component. If travel demands dictate, on-street parking may be eliminated, either permanently or temporarily, to improve multi-modal access. *(RDR/MPSP)*

M-7.3 Replacement of Lost Parking

If construction of additional traffic lanes or creation of bikeways/lanes necessitates removal of on-street

parking spaces, the City should examine options for adding parking in the same vicinity, when feasible, unless such replacement is deemed unnecessary through a parking study. *(RDR/MPSP)*

M-7.4 Parking for New Development

The City shall require provision of adequate off-street parking, as needed, for new developments. The adequacy and appropriateness of parking requirements in the Zoning Code shall be periodically reevaluated. *(RDR)*

M-7.5 Reduce Minimum Parking Standards

The City shall eliminate or reduce minimum parking standards for private vehicles in transit-oriented developments, mixed-use developments, and developments in relatively high-density areas, while maintaining adequate parking for shared vehicles, bicycles, and other alternative modes of transportation. The City will consider waiving off-street parking requirements for new developments in other areas when sufficient evidence is provided that parking is not necessary at the rate suggested by City standards. *(RDR)*

M-7.6 Parking Cash-out

The City shall consider requiring new office developments with more than 50 employees to offer a parking "cash-out" program to encourage commute modes other than a private vehicle. *(RDR)*

M-7.7 Reduction of Parking Areas

The City shall strive to reduce the amount of land devoted to parking through such measures as development of parking structures, mechanical parking applications, the application of shared parking for mixed-use developments, and the implementation of Transportation Demand Management plans to reduce parking needs. *(RDR/MPSP)*

M-7.8 Electric/Alternative Fuel Vehicle Parking

The City shall require new large commercial and retail developments, large employment centers, high-use public buildings, and parking structures to provide parking for electric vehicles and electric vehicle charging infrastructure. Priority parking shall be provided for vehicles using alternative fuels. *(RDR)*

M-7.9 Identify Parking Deficiencies and Conflicts

The City shall monitor parking supply and utilization to identify deficiencies or conflicts as they develop, particularly for public parking areas in the urban areas. *(PSR)*

M-7.10 Shared Parking

The City shall encourage the use of shared parking programs as conditions of approval in mixed-use and transit-oriented neighborhoods and districts as a part of the overall parking management strategy. *(RDR)*

M-7.11 Unbundled Parking

The City shall consider using unbundled parking *(i.e.,* require parking to be paid for separately and not included in the base rent) as conditions of approval for residential and/or commercial space as a part of the overall parking management strategy. *(RDR)*

M-7.12 Pricing

The City shall use parking pricing and performance parking to discourage parking congestion. *(MPSP)*

M-7.13 Event Parking

The City shall encourage and support efforts to reduce on-site parking demand and increase public transit at large events through reduced peripheral parking rates, discount transit passes, discount parking, or incentives for carpooling and bicycle parking. *(MPSP)*

M-7.14 Truck Parking

The City shall prohibit on-street truck parking where such parking restricts adequate sight distances or otherwise poses a potentially hazardous situation. *(RDR)*

M-7.15 Parking Improvements

All required parking shall be located on durable and dustless surfaces except those spaces provided for temporary or seasonal use. *(RDR)*

M-7.16 Safe Parking Facilities

All parking facilities shall be designed and maintained to provide natural and/or electronic surveillance in accordance with CPTED principles.

Transportation Demand Management

Policies in this section seek to reduce travel demand (specifically that of single-occupancy private vehicles), and to re-direct travel demand to other areas or times in order to cost-effectively increase roadway capacity.

GOAL M-8

To use Transportation Demand Management as a means to improve system efficiency and reduce dependence on motor vehicles and traffic congestion, and expand travel options and choices.

M-8.1 Transportation Demand and System Management Tools

The City shall use Transportation Demand Management tools and programs (*e.g.,* alternative work schedules, telecommuting, ridesharing) on a citywide basis to encourage and create incentives for the use of alternate travel modes. *(MPSP)*

M-8.2 Enhance Mobility Options

The City shall maintain and enhance mobility options by supporting public and private transportation projects that facilitate Transportation Demand Management. *(MPSP/IGC/JP)*

M-8.3 Alternative Transportation Commute Choices

The City shall coordinate with Yolo Commute efforts to encourage alternative transportation commute choices. *(IGC)*

M-8.4 Emerging Technology

The City shall use emerging transportation technologies and services to increase transportation system efficiency. *(MPSP/SO)*

M-8.5 Transportation System Management Ordinance

The City shall maintain and implement the local Transportation System Management (TSM) ordinance to distinguish between the infrastructure and facilities to be provided by developers and the trip reduction incentives and programs to be implemented by employers. *(RDR)*

M-8.6 Private TDM Programs

The City shall encourage existing major employers to develop and implement Transportation Demand Management programs to reduce peak period trip generation, such as on-site amenities, pedestrian and bicycle friendly design, and access to transit. *(RDR/JP)*

M-8.7 Mitigation through TDM Programs

The City shall consider Transportation Demand Management programs with achievable trip reduction goals as partial mitigation for development project traffic and air quality impacts. *(RDR)*

Goods Movement

Policies in this section support the movement of goods via rail, truck, and marine (*i.e.,* Port of West Sacramento) modes. This section also seeks to reduce the impacts of rail and truck operations on adjacent neighborhoods and sensitive land uses.

GOAL M-9

To provide an efficient system for goods movement that adequately serves the industrial and commercial areas of the city while

protecting residents from potentially adverse impacts.

M-9.1 Efficient Goods Movement

The City shall support infrastructure improvements and the use of emerging technologies that facilitate the clearance, timely movement, and security of trade, including facilities for the efficient intermodal transfer of goods by truck and rail. Goods movement by marine at the Port of West Sacramento shall be evaluated with respect to potential conflicts with the City's mobility network, and any conflicts shall be reconciled and/or mitigated to the extent possible. *(RDR/MPSP)*

M-9.2 Goods Movement by Rail

The City shall monitor short-line rail activity and look for opportunities to minimize its impact on residents and the City's mobility network, and shall exercise its land use authority to minimize conflicts between rail operations and sensitive land uses. To the extent practicable, the City shall require grade separation of main line railroads and Major Arterials, particularly those of four lanes or more. The City shall maximize the use of available State and federal funds for grade-separated railroad crossings and encourage railroad companies to pay their equitable share of any such projects. *(RDR/JP)*

M-9.3 Minimize Freight Trains during Peak Hours

The City shall work with railroad operators and their customers to coordinate schedules to keep freight trains from crossing City streets during peak travel hours. *(MPSP/JP)*

M-9.4 Truck Traffic Route Update

The City shall maintain and enforce official truck route designations, consistent with the General Plan's policies and standards. *(RDR/MPSP)*

M-9.5 Off-Peak Deliveries

In residential, commercial, and mixed-use areas, the City shall encourage business owners to schedule deliveries at off-peak traffic periods. *(RDR)*

M-9.6 Rail Relocation

The City shall work with railroad companies, rail-dependent industries, and property owners in developing an overall strategy for rail lines in West Sacramento, including a schedule for abandonment of certain rail lines, plans for the ultimate use of abandoned railroad rights-of-way, and possible City acquisition of abandoned railroad rights-of-way. *(MPSP/JP)*

M-9.7 Quiet Zones

The City shall work to establish quiet zones at all eligible rail crossings.

M-9.8 Deep Water Ship Channel

The City shall support sustaining federal funding for maintenance dredging to maintain the current depth of the Deep Water Ship Channel to support existing maritime business at the Port of West Sacramento. *(MPSP/IGC)*

Table 3-5 Mobility Implementation Programs		2023-2025	2026-2028	2029-2040	Annual	Ongoing
Mobility Implementation Program 1. The City shall update its street design standards consistent with complete streets concepts. *(RDR/MPSP)*						
Implements Which Policy(ies)	M-2.1, M-2.3, M-2.4, M-2.5, M-2.7, M-2.8, M-2.11, M-2.12, M-4.5, M-5.5, M-5.6, M-6.3, M-6.6		X			
Responsible Department(s)	Community Development					
Supporting Department(s)	Capital Projects					
Mobility Implementation Program 2. The City shall prepare a study that identifies roadway, bikeway, and pedestrian-way gaps between neighborhoods and destinations. Based on findings from the study, the City shall develop a list of connectivity deficiencies and use the list to prioritize transportation infrastructure planning. *(PSR)*		X				
Implements Which Policy(ies)	M-1.1, M-1.10, M-5.3, M-6.10					
Responsible Department(s)	Community Development					
Supporting Department(s)	Capital Projects					
Mobility Implementation Program 3. The City shall prepare and adopt a methodology that identifies the process for determining which non-vehicular transportation and transit improvements will be implemented where the level of service policy is not accomplished. *(PSR)*			X			
Implements Which Policy(ies)	M-3.2, M-3.4					
Responsible Department(s)	Community Development					
Supporting Department(s)	Capital Projects					
Mobility Implementation Program 4. The City shall conduct a study to identify major barriers to connectivity and to appropriate means and locations for overcoming those barriers, including potential river crossings. Based on findings from the study, the City shall develop a list of barriers and prepare options for overcoming barriers through future transportation infrastructure planning. *(PSR)*		X				
Implements Which Policy(ies)	M-1.9, M-9.6					
Responsible Department(s)	Community Development					
Supporting Department(s)	Capital Projects					
Mobility Implementation Program 5. The City shall submit periodic reports to the City Council that summarizes traffic collision data at the top collision locations for vehicles, bicycles, and pedestrians, and recommend countermeasures where needed. *(PSR)*						X
Implements Which Policy(ies)	M-1.5, M-2.13, M-3.1, M-5.6, M-5.7, M-5.11, M-6.3, M-6.7, M-6.8, M-6.9					
Responsible Department(s)	Police					
Supporting Department(s)	Public Works, Community Development					

	**Table 3-5 Mobility Implementation Programs**	2023-2025	2026-2028	2029-2040	Annual	Ongoing
Mobility Implementation Program 6. The City will develop, maintain, and implement a Comprehensive Safety Action Plan, a data-driven effort to improve the safety of West Sacramento streets and roads for pedestrians and cyclists. The Comprehensive Safety Action Plan will examine data related to transportation deaths and injuries and identify the factors. The Plan will identify proven safety countermeasures involving education, engineering, enforcement, and evaluation, and the City will collaborate with nonprofit partners, the business community, and/or other public agencies and service organizations to implement the Plan's recommendations.						✓
Implements Which Policy(ies)	M-1.1, M-2.1, M-2.2, M-2.5, M-2.7, M-2.8, M-2.9, M-2.10, M-2.12, M-2.13, M-3.4, M-3.7, M-3.8, M-3.9, M-5.2, M-5.6, M-5.7, M-5.11, M-6.3, M-6.5, M-6.7, M-6.8, M-6.9, M-6.10					
Responsible Department(s)	Community Development					
Supporting Department(s)	Public Works Operations and Maintenance, Capital Projects					
Mobility Implementation Program 7. The City shall regularly use the City's public communication tools (website, social media applications, cable access television, utility bills, Commissions, etc.) to educate the public and City staff on low carbon transportation alternatives. *(SO/PI)*						✓
Implements Which Policy(ies)	M-1.5, M-8.1					
Responsible Department(s)	City Manager's Office					
Supporting Department(s)	Community Development					
Mobility Implementation Program 8. The City shall conduct a study to identify new, dedicated funding sources for maintenance, operation, and management of the multi-modal transportation system. Based on findings from the study, the City shall consider modifying its fees and pursuing additional funding sources. *(PSR)*			✓			
Implements Which Policy(ies)	M-1.12, M-1.13, M-1.14					
Responsible Department(s)	Capital Projects					
Supporting Department(s)	Community Development					
Mobility Implementation Program 9. The City shall conduct a study to identify streets that lack complete streets infrastructure and amenities. Based on findings from the Study, the City shall list of those streets that should be prioritized to create a citywide network of complete streets and use the list in transportation infrastructure planning. *(PSR)*			✓			
Implements Which Policy(ies)	M-2.8, M-6.10					
Responsible Department(s)	Capital Projects					
Supporting Department(s)	Community Development					
Mobility Implementation Program 10. The City shall establish and maintain a Complete Streets Advisory Committee comprised of City staff to review the design of all new street construction and reconstruction. *(SO/PI)*			✓			✓
Implements Which Policy(ies)	M-2.1, M-2.3, M-2.4, M-2.5, M-2.7, M-2.8, M-2.11, M-2.12, M-4.5, M-5.5, M-5.6, M-6.3, M-6.6					

Table 3-5 Mobility Implementation Programs		2023-2025	2026-2028	2029-2040	Annual	Ongoing
Responsible Department(s)	Capital Projects					
Supporting Department(s)	Community Development					
Mobility Implementation Program 11. The City shall expand the city's existing wayfinding programs to other areas of the city and improve wayfinding signage. *(MPSP)*						
Implements Which Policy(ies)	M-1.2, M-5.6, M-6.7		X			
Responsible Department(s)	Capital Projects					
Supporting Department(s)	Community Development					
Mobility Implementation Program 12. The City shall review and update the Bicycle, Pedestrian, and Trails Master Plan at least every five years. *(MPSP)*						
Implements Which Policy(ies)	M-5.1		X	X		
Responsible Department(s)	Community Development					
Supporting Department(s)	Capital Projects , Parks					
Mobility Implementation Program 13. The City shall update the existing transportation impact fee program to reflect new and revised policies related to reducing VMT, such as supporting increased travel by walking, bicycling, and transit. The relative amount of transportation impacts fees shall be determined by the relative vehicular transportation demand (VMT) of the identified projects, as determined by the by the expected VMT based on project location, the density/intensity of the project, mix of uses in the immediate vicinity, proximity to regional destination, and other relevant factors. *(RDR)*				X		
Implements Which Policy(ies)	M-1.3, M-1.14					
Responsible Department(s)	Community Development					
Supporting Department(s)	Capital Projects, Economic Development and Housing					

	**Table 3-5 Mobility Implementation Programs**	2023-2025	2026-2028	2029-2040	Annual	Ongoing
Mobility Implementation Program 14. The City shall develop and implement a VMT Reduction Program that includes VMT-reduction strategies. Projects and plans in Transit Priority Areas and in low-VMT areas are exempt from this VMT Reduction Program. Low-VMT areas for the purpose of this program are those identified by the City or by the Sacramento Area Council of Governments to produce VMT per capita or per employee that is 85 percent or less of the existing or future VMT rate for the City or the region. Figures M-2 and M-3 show in green examples of relatively low-VMT locations in West Sacramento, though the most up-to-date available information should be used to determine project sites that are not subject to the City's VMT reduction program. Residential projects that provide at least 50 percent of proposed units as deed-restricted for lower-income households and/or that can demonstrate project-level VMT is 15% below regional average are exempt from this VMT reduction program. Public facilities and infrastructure projects, active transportation projects, and projects that would generate or attract fewer than 110 trips per day are exempt from the VMT Reduction Program. Local serving retail and commercial services of less than 50,000 square feet in gross building area are also exempt. The City's VMT Reduction Program will require proposed land development projects to incorporate, as feasible, reasonable, and applicable, the below listed strategies to reduce travel demand and associated adverse physical environmental impacts, such as greenhouse gas emissions and transportation-related noise. Quantified VMT reductions should be based on the guidance in this Implementation Program and an assessment of specific characteristics of future projects relative to guidance available in academic literature. The below list of VMT reduction measures are not exhaustive, and other measures that reduce VMT could be developed on a case-by-case basis. This project-focused VMT Reduction Program will complement VMT reduction Actions pursued by the City in the Climate Action Plan, such as allocating funding to expand the active transportation and micro-mobility network. Enforcement for non-physical reduction strategies below could include requiring project applicants to make publicly available (i.e., permanent signage at the site or on a website) VMT reduction measure commitments.							
VMT REDUCTION MEASURE	**EFFICACY**						
14-1. Employer Commute Trip Reduction Program. Employer provides information, coordination, and marketing for incentives and services that discourage single occupancy vehicle trips and encourage carpooling, taking transit, walking, and biking. Implement a marketing strategy to promote the Commute Trip Reduction Program - employees about their travel choices to the employment location beyond driving such as carpooling, taking transit, walking, and biking. Employer provides platform for coordinating carpooling and a guaranteed ride home.	Up to 4 percent reduction in commute-related VMT.						
14-2. Employer Ridesharing Program. Involves transportation management association with funding requirements for employers. Encourages carpooled vehicle trips in place of single-occupied vehicle trips, with designated preferred parking spaces for ridesharing vehicles, adequate passenger loading and unloading and waiting areas for ridesharing vehicles, and an app or website for coordinating rides.	Up to 8 percent reduction in commute-related VMT.						
14-3. Subsidized Transit Program. Employer or multi-family property owner provides subsidized transit – either reduced cost or free for employees and/or residents.	Up to 5.5 percent reduction in commute related VMT – either residential or employee VMT or both in a mixed-use project.						
14-4. Employer End-of-Trip Bicycle Facilities. Install and maintain bike parking, bike lockers, showers, and personal lockers. Provide in proportion to commuting bicyclists. Including marketing to encourage use of facilities and on-site bicycle repair tools. Post signage and information on how to use secure parking and personal lockers.	Up to 4.4 percent reduction in commute-related VMT.						
14-5. Employer-Sponsored Vanpool Program. Provide vehicle/s for 5 to 15 people and either hired dedicated drivers or incentives for employees to serve in this capacity. Focus on groups of employees	Up to 20.4 percent reduction in commute-related VMT.						

	**Table 3-5 Mobility Implementation Programs**	2023-2025	2026-2028	2029-2040	Annual	Ongoing
that have a similar origin and destination. Provide preferred parking for employees that vanpool.						
14-6. Employee Parking Cash Out Program. Program would provide "cash out" for employees that agree not to use employer provided parking in exchange for a monthly payout of the avoided cost of that parking place.	Up to 12 percent reduction in commute-related VMT.					
14-7. Price Workplace Parking. Charge employees to park at place of work and validate parking only for guests. Provide marketing and education regarding available alternatives to driving to work. Ensure that other transportation options are available, convenient, and have competitive travel times. Combine with other VMT Reduction Measures, as needed, to ensure viable alternatives.	Up to 20.0 percent reduction in commute-related VMT.					
14-8. Implement Reduced Parking Supply Strategy. For new residential projects, or residential portion of a mixed-use projects, provide off-street parking in an amount that is less than, for example, what would be the calculated demand using the ITE Parking Generation Manual, which would range from 1 space per unit for 1-bedroom, multi-family units to 2.6 spaces per unit for 3-bedroom, single-family units. For new Commercial/Employment uses, provide parking in an amount no more than 0.7 spaces per 1,000 sq. ft. of new development. Further, design parking areas to provide "preferential" parking spaces for carpools and vanpools.	Up to 13.7 percent reduction in household-generated VMT.					
14-9. Unbundled Residential Parking. Separate parking costs from total rent for a multi-family residential property requiring those who wish to purchase parking spaces to do so at an additional cost. Ensure viable alternatives for travel to meet daily needs for residents that opt out of on-site parking.	Up to 15.7 percent reduction in household-generated VMT.					
14-10. Pro-Rata Contribution. Projects may also contribute impact fees at a level necessary to reduce a project's VMT per capita or per employee to 85 percent or less than the citywide or regional average. This would require the City to develop a nexus and range of project types that would reduce VMT within West Sacramento, though impact fees contributed for a project do not need to reduce VMT in the same area as the project site. The City may also allow projects to construct and dedicate to the City or other public agency facilities shown to reduce VMT, such as active transportation projects, projects to fill sidewalk gaps in West Sacramento near important destinations, and other VMT-reducing facilities.	To be determined by the City.					
14-11. Improve Network Connectivity. This measure could be relevant to infill developments or new developments with property subdivisions, and involves a relatively more connected transportation network that allows multiple routes between homes and nearby destinations. In general, a grid street network or modified grid is the ideal arrangement for a highly connected transportation network. The degree of connectivity is measured according to intersection density, but would also involve relatively short block lengths.	Up to 17 percent reduction in VMT, based on intersection density within project site and immediately adjacent intersections. VMT reduction would range from approximately 1 percent for 40 intersections per square mile to 17 percent for 87 intersections per square mile.					
14-12. Increase Housing Density. For new or redevelopment housing projects, design an improved project with relatively higher density of dwelling units in an area that supports bicycle, pedestrian, and/or transit access to reach daily destinations.	Up to a 30-percent reduction, with a 1-percent reduction awarded for 9 units per acre and a 30-percent reduction for 40 units per acre.					
14-13. Increase Employment Density. For new or redevelopment projects, design an improved project with higher density of jobs when compared to the average job density within 0.5-mile radius to encourage shorter and fewer commute trips.	Up to a 30-percent reduction in VMT with a 1-percent reduction at 22 jobs per acre and 30-percent reduction at 70 jobs per acre.					
14-14. Land Use Mix. For new or redevelopment projects, include a variety of land uses such as residential, office, retail, services, recreation, and education, mixed in close proximity (within ¼ mile). Or, propose a project that would diversify the existing land use mix within a	Up to a 30-percent reduction in VMT, based on the relative degree of land use mix. One way to calculate the VMT reduction associated with land use mix would be to use a land use index of 0.09 to 1, where 0.09 is a single land use					

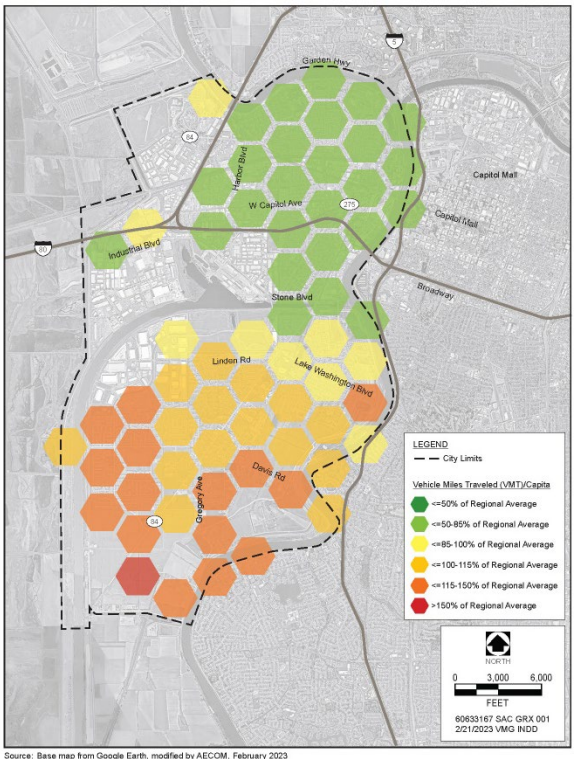
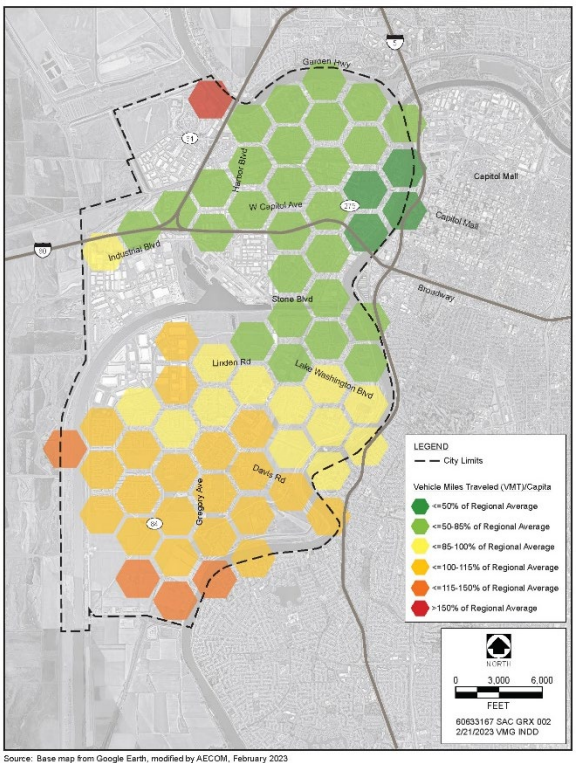
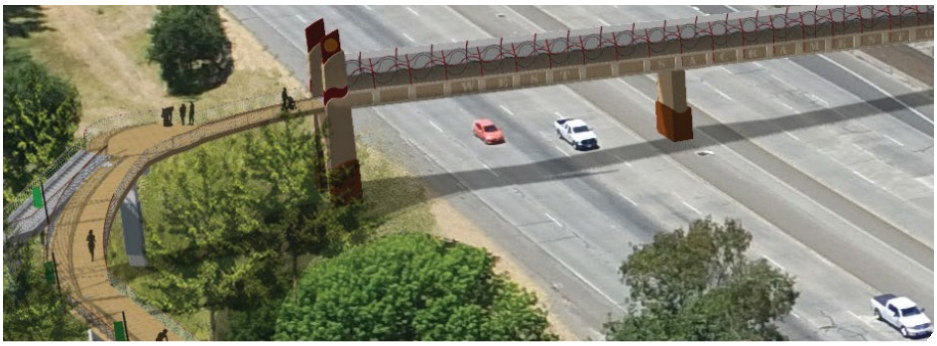
Table 3-5 Mobility Implementation Programs		2023-2025	2026-2028	2029-2040	Annual	Ongoing
¼ mile area by, for example, adding compact housing that is walkable to existing employment, retail, and commercial services.	and 1 is the full suite of complementary land uses, which would generally include single-family residential, multi-family residential, retail, services, recreation, and institutional. VMT reduction would range from 8 percent for a project or walkable area with 90 percent single-family residential and 10 percent multi-family residential to 30 percent for a project or walkable area that includes 25 percent single-family residential 25 percent multi-family residential, 25 percent retail, and 25 percent institutional uses.					
 Source: Base map from Google Earth, modified by AECOM, February 2023 **Existing VMT per Capita, Household-Generated VMT**	 Source: Base map from Google Earth, modified by AECOM, February 2023 **Figure M-2: 2040 VMT per Capita, Household-Generated VMT**					
Implements Which Policy(ies)	M-1.1, M-1.2, M-1.3, M-1.4, M-1.8, M-1.9, M-1.10, M-1.11, M-1.12, M-1.13, M-1.14, M-2.1, M-2.2, M-2.4, M-2.5, M-2.7, M-2.8, M-2.9, M-2.10, M-2.12, M-3.1, M-3.6, M-3.7, M-4.1, M-4.3, M-4.4, M-4.5, M-4.7, M-4.8, M-4.9, M-4.15, M-5.1, M-5.2, M-5.3, M-5.4, M-5.5, M-5.6, M-5.8, M-5.9, M-5.10, M-6.1, M-6.2, M-6.3, M-6.4, M-6.5, M-6.6, M-6.10, M-7.5, M-7.6, M-7.7, M-7.11, M-7.12, M-8.1, M-8.2, M-8.3, M-8.5, M-8.6, M-8.7					
Responsible Department(s)	Community Development					
Supporting Department(s)	Public Works					

Table 3-5 Mobility Implementation Programs		2023-2025	2026-2028	2029-2040	Annual	Ongoing
14. The City shall prepare a project study report in conjunction with the California Department of Transportation (Caltrans) that re-envisions the state highway system in West Sacramento and the streets in the Jefferson Boulevard and Interstate 80 business loop interchange area for all modes of transportation. The project study area should include the entire interchange and areas bounded by Westacre Road to the west, West Capitol Avenue to the north, 15th Street to the south, and 5th Street to east. The report will include recommendations to reduce barriers and improve connectivity and safety for walking, rolling, bicycling, and other non-vehicular transportation modes between the Bridge District, Central Business District, and City's transit hub. Co-benefits may include additional land made available for low-VMT development.		✓				
Implements Which Policy(ies)	M-1.1, M-1.2, M-1.3, M-1.5, M-1.6, M-1.9, M-1.10, M-2.2, M-2.4, M-2.10, M-3.1, M-3.6, M-5.2, M-6.1, M-6.2, M-6.3, M-6.7					
Responsible Department(s)	Community Development					
Supporting Department(s)	Economic Development and Housing					
15. The City shall continue its efforts to manage neighborhood traffic by incorporating traffic control measures and other improvements into existing and new residential and mixed-use neighborhoods. *(MPSP/SO)*		✓				
Implements Which Policy(ies)	M-1.5, M-3.6, M-3.7, M-3.8					
Responsible Department(s)	Community Development, Capitol Projects					
Supporting Department(s)	Police					
16. The City shall conduct a study to identify gaps in transit service provided within the city and strategies to fill them. Based on findings from the study, the City shall work with Yolobus and Sacramento RT to fill identified gaps and provide better transit service. *(PSR)*		✓				
Implements Which Policy(ies)	M-4.1, M-4.2, M-4.4, M-4.7, M-4.8, M-4.9, M-4.13					
Responsible Department(s)	Community Development					
Supporting Department(s)						
17. The City shall, in coordination with the City of Sacramento and SACOG, work with Sacramento Regional Transit District (SacRT) to establish Light Rail Transit (LRT) service and stations between Sacramento Valley Station and Sutter Health Park and develop a plan for implementing future extensions of LRT service within West Sacramento. *(IGC)*				✓		
Implements Which Policy(ies)	M-4.9					
Responsible Department(s)	Community Development					
Supporting Department(s)	Capital Projects, Economic Development and Housing, City Manager's Office					
18. The City shall review and update the Zoning Code to require bicycle support facilities (*e.g.,* bicycle racks, personal lockers, and other bicycle support facilities) as a part of large development and redevelopment projects. *(IGC)*		✓				
Implements Which Policy(ies)	M-1.3, M-5.8, M-5.9					

Table 3-5 Mobility Implementation Programs		2023-2025	2026-2028	2029-2040	Annual	Ongoing
Responsible Department(s)	Community Development					
Supporting Department(s)	N/A					
19. The City shall conduct a study to identify underused rights-of-way, such as street lanes, drainage canals, and railroad corridors, to convert to bikeways and/or pedestrian-ways. Based on findings from the study, the City shall prepare list of rights-of-ways that should be prioritized for conversion and prepare a strategy to acquire and develop them into additional bike and pedestrian paths. *(PSR)*		✓				
Implements Which Policy(ies)	M-5.10					
Responsible Department(s)	Community Development					
Department(s)	Capital Projects, Parks, Economic Development and Housing					
20. The City shall conduct a study of current parking requirements to evaluate options for dedicated parking spaces for car-sharing and incentives (*e.g.,* receive credit for meeting the "parking minimum" zoning requirements). Based on findings from the study, the City will update parking standards, and consider the use of parking benefit districts that invest parking meter revenues in bicycle and pedestrian infrastructure, features, and amenities. *(PSR)*		✓				
Implements Which Policy(ies)	M-7.1, M-7.2, M-7.4, M-7.5, M-7.7, M-7.8, M-7.9					
Responsible Department(s)	Community Development					
Supporting Department(s)	Economic Development and Housing					
21. The City shall investigate alternatives to the current residential permit parking policy that would provide alternative time restrictions to allow non-residents to park in controlled areas during the day for commercial reasons in residential permit parking areas. *(RDR/PSR)*		✓				
Implements Which Policy(ies)	M-7.1					
Responsible Department(s)	Economic Development and Housing					
Supporting Department(s)	Community Development, Capital Projects					
22. The City shall review and update the Zoning Code to require the provision of prime parking spaces for carpool and alternative energy vehicles. *(RDR)*		✓				
Implements Which Policy(ies)	M-7.8					
Responsible Department(s)	Community Development					
Supporting Department(s)	N/A					
23. The City shall update and enhance its Transportation System Management Ordinance consistent with the policies of the General Plan. *(RDR)*		✓				
Implements Which Policy(ies)	M-8.1, M-8.5					
Responsible Department(s)	Community Development					
Supporting Department(s)	N/A					

	**Table 3-5**	**Mobility Implementation Programs**	2023-2025	2026-2028	2029-2040	Annual	Ongoing
24. The City shall develop and implement Intelligent Transportation Systems Technology to manage vehicles, loads, and routes, improve safety, and reduce vehicle wear, transportation times, and fuel costs. *(MPSP)*			X				
Implements Which Policy(ies)	M-8.4						
Responsible Department(s)	Community Development						
Supporting Department(s)	Capital Projects						
25. The City shall update the city's official truck routes consistent with the General Plan policies and standards including minimizing the impacts of truck traffic, deliveries, and staging in residential and mixed-use areas. *(RDR)*			X				
Implements Which Policy(ies)	M-9.4						
Responsible Department(s)	Capital Projects						
Supporting Department(s)	Community Development, Police						



POLICY DOCUMENT PART 2
MOBILITY ELEMENT

West Sacramento's transportation network reflects the ~~city's~~ City's commitment to ~~developing~~ a connected, efficient, multi-modal system that facilitates the community's economic, environmental, and social objectives. The Mobility Element contains policies that ~~will~~ support increased densities and a mix of uses in multi-modal districts, help walking become more practical ~~for short trips~~, support bicycling for both short- and long-distance trips, and improve transit frequency and destination options. These changes in the land use and transportation framework will ~~to serve highly frequented destinations~~reduce vehicle dependency and household transportation costs, conserve energy resources, reduce greenhouse gas and air pollutant emissions, ~~and air pollution,~~ and decrease ~~do so while continuing to accommodate auto mobility~~vehicle miles travel~~l~~ed (VMT). Creating complete streets is a particular focus of the Mobility Element. The ~~element~~ Element also includes policies related to parking, goods movement, and the Port of West Sacramento. Additional policies that address connectivity and the provision of pedestrian ways, bicycle routes, transit, and road facilities can be found in the Land Use Element and the Urban Structure and Design Element.

Multi-Modal System

Multi-modal transportation systems ~~seek to~~ accommodate various modes and enhance connections among modes so each can fill its optimal role in the overall transportation system. The policies in this section seek to create a transportation system in West Sacramento and the region that is paired with supportive development patterns to accommodate~~s~~ walking, bicycling, ~~automobile~~transit use, and vehicular travel~~, public transit~~, while encouraging infill development and benefitting community and environmental health.

One important part of the transportation planning process is estimating travel demand. This is important for planning new transportation facilities and modifications to existing facilities, but also as a baseline for examining ways to reduce vehicular travel demand by making it safer and more practical for more people to reach destinations on foot, by bicycle, or via transit. The most common way to measure vehicular travel demand is according to the number of vehicle miles traveled (VMT). Since transportation is the biggest source of greenhouse gas (GHG) emissions, a top source of other air pollutants, and the top energy user, finding ways to reduce VMT is critical for a community's environmental and energy conservation goals. While VMT in itself is not an environmental impact, ~~. However,~~ increases in VMT could result in associated adverse physical environmental impacts, such as those related to ~~greenhouse gas~~ GHG emissions, criteria air pollutants, ~~(GHG)~~ and transportation-related noise. And since transportation is the second highest household expense, increasing non-personal vehicle transportation options in the city will help free up income to be spent on healthcare, housing, other needs.[1]

General Plan policies that prioritize ~~Implementation of the City's CAP and applicable Housing Element policies targeting redevelopment in low-VMT areas reduces VMT by reducing directly associated adverse physical environmental impacts such as through encouraging~~ compact, mixed-use, transit-oriented infill development ~~helps to~~ reduce VMT by placing more people in areas where getting around without a car is more practical. ~~to maximize walkability and promote the use of public and active transport options.~~ Facilitating infill development in walkable communities with high-quality public transit reduces the need for passenger vehicles.

The Sacramento Area Council of Governments (SACOG) identifies several areas within West Sacramento that are VMT efficient. This includes Transit Priority Areas (areas within one-half mile of a major transit stop that is existing or planned) near the Sacramento River, I-80, and US-50, and Harbor Boulevard[2]. SACOG identifies areas generally north of the Deep Water Ship Channel and east of I-80 having between 50 and 85 percent of regional average residential VMT per capita. Targeting development in these areas, matched with supportive pedestrian, bicycle, and transit facilities reduces VMT and associated adverse impacts.

~~VMT in itself is not an environmental impact. However, increases in VMT could result in associated adverse physical environmental impacts, such as greenhouse gas emissions (GHG) and transportation-related noise. Implementation of the City's CAP and applicable Housing Element policies targeting redevelopment in low-VMT areas reduces VMT by reducing directly associated adverse physical environmental impacts such as through encouraging compact, mixed-use, transit-oriented development to maximize walkability and promote the use of public and active transport options. Facilitating infill development in walkable communities with high-quality public transit reduces the need for passenger vehicles.~~

GOAL M-1

To develop and maintain a multi-modal integrated transportation system that provides for the safe

[1] US Bureau of Labor Statistics. https://www.bls.gov/cex/tables/geographic/mean/cu-region-2-year-average-2021.pdf

[2]

and efficient movement of people and goods, supports vibrant neighborhoods and business districts, and reduces air pollution and greenhouse gas (GHG) emissions from vehicle miles traveled (VMT).

M-1.1 Connectivity and Access

The City shall strive to ~~develop~~ maintain a comprehensive, safe, and fully integrated multimodal transportation system that connects residents, visitors, and employees to the city and region through all available modes including connected vehicles, car/bikeshare, and autonomous modes. The multimodal transportation system shall support ~~new~~ infill development ~~through facilitating~~by ensuring convenient and safe walking, bicycling, and transit ~~use~~access. *(MPSP)*

M-1.2 Multi-Modal Corridors and Hubs

Consistent with the City's Mobility Action Plan, t~~T~~he City shall maintain ~~establish~~ multi-modal ~~corridors and~~ hubs within and between urban centers and along major corridors to support a variety of travel modes while providing amenities, such as bicycle parking and wayfinding features. *(RDR/MPSP)*

M-1.3 Reduce Vehicle Miles Travel~~l~~led

The City shall ~~endeavor to~~ reduce vehicle miles travelled (VMT) and dependence on fossil fuels by continuing to develop a comprehensive multi-modal transportation system that includes more transit, bicycle, and pedestrian routes, and compact, mixed-use development, including ~~that includes more transit, bicycle, and pedestrian routes, as well as facilitates~~ infill development ~~of uses, such as common goods and services, that reduce commute distances and shorten trips~~that supports non-private vehicle trips. *(RDR/MPSP)*

M-1.~~X~~4 Priority~~i~~ze Infill Development

The City shall focus and expedite bicycle-, pedestrian-, and transit-supportive infill development in ~~SB 743~~ Transit Priority Areas and other low-VMT areas.

M-1.45 Public Involvement

The City shall ~~continue to involve~~work closely with the public, especially disadvantaged communities and those traditionally underserved by transportation services ~~and disadvantaged communities~~, and ~~seek public input~~collaborate on transportation issues, needs, projects, and processes from the early stage of the planning process. *(PI)*

M-1.56 Transportation Planning Efforts

The City shall continue to participate in State, regional, and local transportation planning efforts to ~~insure~~ ensure coordination of the expansion and improvement of the region's transportation system. *(IGC)*

M-1.67 Regional Communication

The City shall continue to develop formal and informal lines of communication between adjacent jurisdictions to ensure cooperation in the development of transportation systems that cross jurisdictional boundaries. *(IGC)*

M-1.78 Multi- M~~m~~odal Access

As part of the site design during design review for new developments, the City shall incorporate multi-modal access to residential areas, civic and commercial centers, employment centers, transit stops/stations, schools, parks, recreation areas, and tourist attractions. *(RDR)*

M-1.89 Overcoming Barriers to Accessibility

To improve safe and accessible multimodal connections ~~T~~the City shall strive to remove and minimize the effects of natural and manmade barriers, such as the Capital City Freeway, railways, Sacramento River, highway/interstate interchanges and associated ~~pproach~~ ramps, and the Deep Water Ship Channel~~, on accessibility between and within existing neighborhoods and districts.~~ *(RDR/MPSP)*

M-1.910 Eliminate Gaps

The City shall strive to eliminate roadway, public transit, bikeway, and pedestrian way gaps between

neighborhoods and districts to create a completely connected city. *(RDR/MPSP)*

M-1.~~10~~11Multi-Modal Transportation Center
The City shall maintain a multi-modal transportation center as a hub for all local and regional transportation systems. *(PSR)*

M-1.~~11~~12 Transportation Impact Studies
The City shall maintain guidelines for Transportation Impact Studies for new developments that identify, evaluate, and address transportation impacts ~~on all modes of travel~~of new development. *(RDR/PSR)*

M-1.~~12~~13 Off-site Improvements
The City shall require new developments to ~~finance and construct~~ contribute to all off-site circulation improvements necessary to ~~mitigate~~ accommodate ~~a~~ the project's ~~multi-modal~~ transportation demands~~, and level of service, and impacts~~. *(RDR/FB)*

M-1.~~13~~ 14 Fair Share Circulation Improvements
The City shall ensure, through a combination of traffic impact fees and other funding mechanisms, that new development pays its fair share of the costs of circulation improvements for all transportation modes according to projects' VMT impacts. *(RDR/FB)*

Complete Streets

~~Complete streets are designed and operated to enable safe access and efficient movement, and create a favorable experience.~~ Complete streets accommodate pedestrian, bicycle, and transit access, as well as vehicular access and create a safer transportation system for all modes of transit. To ensure a varied and viable range of transportation options, people must feel comfortable and secure on the street, no matter the mode of travel. For decades, however, streets were designed to move cars quickly and efficiently, prioritizing driving speed and convenience without regard to the impact on the safety and convenience of other modes of transportation.

Complete streets ~~also~~ provide a high degree~~s~~ of "connectivity" – a term which describes the degree to which there are multiple routes available to reach ~~serve the same origins and~~ destinations. A highly connected street pattern offers dense system of parallel routes, both east-west and north-south, with many streets providing through connections; no cul-de-sacs, dead-ends, or looped streets; frequent intersections; and, frequent points of access. Highly connected streets are convenient for pedestrians, bicyclists, and drivers and can reduce travel times for emergency responders.

The policies in this section provide guidance on how West Sacramento's streets can be designed to meet the needs of pedestrians, bicyclists, motorists, and public transportation users of all ages and physical abilities~~, as well as older people, children, and persons with disabilities~~. At the same time, there is no one design for complete streets. Different neighborhoods and districts in the city will have unique elements and features that, when combined, should enable all users to move safely along and across the complete street. Additionally, the City will need to monitor the emergence of ~~New technologies, such as~~ autonomous vehicles, ~~will emerge~~and manage the transportation network accordingly.

GOAL M-2

To provide complete streets that accommodate driving, walking, bicycling, and public transit and are designed to enable safe, attractive, and comfortable access and travel for all users.

M-2.1 Complete Streets Standards
The City shall develop, maintain, and implement complete streets standards that ~~are applicable to~~serve adjacent land uses and are context sensitive to nearby neighborhoods and districts. *(MPSP)*

M-2.2 Connectivity and Balance
The City shall preserve and continue to develop a comprehensive, integrated, and connected network of streets that balance walking and bicycling with public transit, ~~automobiles~~vehicles, and trucks. *(MPSP)*

M-2.3 Adequate Rights-of-Way
The City shall ensure that all new roadway projects and major reconstruction projects provide appropriate

and adequate rights-of-way for all users, including bicyclists, pedestrians, transit riders, and motorists, except where pedestrians and bicyclists are prohibited by law from using a given facility. Dedication and improvements of full rights-of-way shall not be required in existing developed areas where the City determines that such improvements are either infeasible or undesirable. Other deviations from these standards shall be permitted upon a determination that safe and adequate access and circulation are preserved by such deviations. *(RDR)*

M-2.4 Accessibility

The City shall endeavor to ensure that all streets are safe and accessible to people with disabilities and others with limited mobility. Streets shall be designed and reconstructed to meet the requirements of the Americans with Disabilities Act (ADA). *(RDR)*

M-2.5 Street Amenities

The City shall require ~~public~~ transit, bicycle, and pedestrian amenities in street design to promote ~~the~~ walking, bicycling, and ~~public~~ transit use and complement the context of nearby centers, corridors, and neighborhoods. ~~*(RDR) The City shall ensure, to the extent feasible.*~~ *(RDR)*

M-2.6 Street Greening

The City shall require ~~consistent~~ landscaping, including street trees, ~~and~~ landscaped medians, and sidewalks, in street design ~~that~~ to minimize~~s~~ runoff, provide shade, and create~~s~~ an inviting environment. *(RDR)*

M-2.7 Complete Streets Requirements

The City, to the extent feasible, shall require that all new street construction and reconstruction ~~be~~ is designed to achieve complete streets. Exceptions to complete streets design shall require approval of the Planning Commission. *(RDR)*

M-2.8 More Complete Streets

The City, in consideration of emergency vehicle and refuse collection needs, shall identify streets that can be more "complete," or that have excess vehicular capacity, and could accommodate ~~such as~~ a reduction in the number or width of travel lanes, ~~with consideration for emergency vehicle and refuse collection operations,~~ and protected bicycle lanes. This could include ~~, including~~ placement of on-street parking adjacent to the vehicular travelway and the bicycle lane adjacent to the curb and sidewalk. *(PSR)*

M-2.9 Street Design Standards

The City shall require that streets be dedicated, widened, extended, and constructed to provide for a well-connected, walkable community, ~~(~~preferably using a grid or modified grid design~~)~~, according to City street design standards and complete streets concepts. New residential, retail and service, and mixed-use ~~property subdivisions will generally be required~~ developments should ~~to~~ provide relatively short blocks and multiple internal connections between residences and destinations, as well as multiple connections to existing and planned development in adjacent areas. *(RDR)*

M-2.10 Existing Streets Retrofits

Based on available funding and staff resources, the City shall retrofit existing streets with new bikeways, enhanced sidewalks, on-street parking, and street trees ~~and exclusive transit lanes~~. *(MPSP)*

M-2.11 Complete Bridges

The City shall ensure, to the extent feasible, that bridges and overpasses include infrastructure, features, and amenities to provide a continuous unbroken system of complete streets within the city and ~~to provide~~ a welcoming entrance at the city's gateways. *(RDR)*

M-2.12 Adequate Travel and Crossing of Rights of Way~~s~~

The City shall ensure that, in constructing and reconstructing streets, that adequate rights-of-way and crossing of rights-of-way ~~be~~ is provided for all users including bicyclists, pedestrians, transit riders, and motorists. *(RDR)*

M-2.13 Vision Zero ~~Reduce Conflicts~~

The City shall utilize a data driven, "vision zero" approach to eliminate all traffic fatalities and severe

injuries by 2040 and endeavor to ensure that bicycle, pedestrian, and public transit facilities are constructed to eliminate ~~minimize~~ fatalities and severe conflicts among bicyclists, pedestrians, transit operators/users, and motorists. *(RDR)*

M-2.14 Minimal Driveways and Curb Cuts

The City shall strive to minimize the number of driveways and curb cuts along ~~streets~~ Arterials to limit unsafe conditions and enhance the experience of walking and bicycling. The City shall strive to consolidate existing driveways for adjacent users where possible and remove unused driveways. ***(RDR)***

Streets and Roadways

Building on the concepts of a multi-modal transportation system and complete streets, policies in this section provide for streets that are designed to balance the diverse needs of pedestrians, bicyclists, transit riders, and motorists. Streets are categorized according to both function and typology, considering the surrounding land use context. Street improvements are designed to minimize environmental and neighborhood impacts.

GOAL M-3

To develop and maintain a street and highway system that promotes safe, efficient, and reliable movement of people and goods by multiple transportation modes and routes, reduces air quality impacts and GHG emissions, and minimizes traffic noise impacts.

M-3.1 Safe and Efficient

The City shall ensure that the ~~roadway~~ street system, street designs, and access provide for ~~redundant (i.e.,~~ multiple routes to reach destinations~~)~~, and the safe~~,~~ and efficient movement of goods and people. *(MPSP)*

M-3.2 ~~Automobile~~ Vehicular Level of Service

~~"~~For planning purposes, ~~T~~the City shall endeavor to maintain a vehicular Level of Service "C" on all streets within the City, except at intersections and on roadway segments within one-quarter mile of a freeway interchange or bridge crossing of the Deep Water Ship Channel, barge canal, or Sacramento River, where a Level of Service "D" shall be deemed acceptable, and within pedestrian oriented, high~~-~~density, mixed~~-~~use areas, such as the Pioneer Bluff and Stone Lock Reuse Master Plan area, Bridge District Specific Plan area, ~~the~~ Washington District Specific Plan area, and Sacramento Avenue and West Capitol Avenue corridors east of Harbor Boulevard~~and West Capitol Avenue from Harbor Blvd~~Boulevard~~. east~~, where a vehicular Level of Service "E" shall be deemed acceptable. ~~For purposes of CEQA impact analyses, Level of Service shall be considered as part of General Plan consistency. For purposes of CEQA impact analyses, SB 743 does not preclude the City from maintaining LOS policies in its General Plan. However, SB 743 does preclude the City from utilizing LOS as a measure of transportation impacts under CEQA.~~ *(RDR)*

M-3.3 Level of Service Flexibility

The City shall, on a case-by-case basis, allow for lower ~~automobile~~ vehicle level of service if other transportation goals (i.e., creation of complete streets) will be met; other modes *(i.e.,* walking, bicycling, and public transit) ~~are~~ would be negatively impacted by improvements ~~that would be~~ required to maintain ~~auto~~ the vehicular LOS; ~~and~~ or the land use context ~~and character~~ warrants deviation~~s~~. Exceptions to the vehicular level of service ~~standards~~ operating goals shall require the approval of the City Council. *(RDR)*

M-3.4 Multi-modal Roadway Level of Service

The City shall develop, maintain, and implement multi-modal level of service (LOS) ~~roadway standards~~ operating goals to ~~measure~~ more appropriately balance ~~trade-offs~~ among modes ~~and/or create a more balanced transportation system~~. The City shall endeavor to achieve levels of service for bikeways, pedestrian ways, and public transit that are at least as efficient as the ~~automobile~~ vehicular LOS. *(RDR/MPSP)*

~~M-3.5 High Volume Uses~~

~~The City shall direct land uses that generate high traffic volumes to areas near multi-modal transportation corridors and public transit facilities to~~

~~minimize vehicle use, congestion, and delay. *(RDR/MPSP)*~~

~~**M-3.6 Major Intersection Delays**~~

~~The City shall design major intersections to minimize long vehicle delays and reduce emissions "hot spots", with consideration to the impacts to bicycle and pedestrian movement. *(RDR/MPSP)*~~

M-3.~~7~~65 Roundabouts

The City shall consider roundabouts as an intersection traffic control option ~~with demonstrated~~with demonstrated air quality and safety benefits, where deemed feasible and appropriate. *(RDR/MPSP)*

M-3.x~~76 8~~ Connected Grid

The City shall preserve and continue to promote grid-based roadway systems, where appropriate, that distribute traffic evenly and avoid~~s~~ excessive traffic in any given area. *(RDR/MPSP)*

M-3.x~~87 9~~ Local Neighborhood Streets

The City shall require local streets that primarily serve residential neighborhoods to be designed to include visual cues ~~that have been demonstrated to discourage~~ encourage low ~~-~~speeds ~~(maximum 25 mph)~~of no greater than 25 miles per hour, but ideally no greater than 15 miles per hour ~~vehicular through traffic and to reduce and prevent unsafe traffic speeds~~. *(RDR)*

M-3.x~~98 10~~ Traffic Calming

The City shall support the installation of traffic calming features on streets with high pedestrian traffic and along neighborhood streets. *(RDR/MPSP)*

M-3.x~~109 11~~ Maintenance

The City shall strive to maintain streets in a condition which is safe for travel, consistent with current design standards. *(RDR/MPSP)*

~~**M-3.x1110 12Neighborhood Electric Vehicles & Autonomous Vehicles**~~

~~The City shall encourage developments and street systems that support the safe use of Neighborhood Electric Vehicles (NEV) and autonomous vehicles. *(RDR/MPSP)*~~

M-3.x~~12110 13~~Emergency Service Coordination

The City shall coordinate development and maintenance of all transportation facilities with emergency service providers to ensure continued emergency service operation and service levels. *(RDR/MPSP)*

M-3.x~~1321 14~~Adequate Southport Area Access

The City shall ensure ~~that~~ adequate access to the Southport area ~~is provided at all times~~ as new major development occurs in the Southport area, including through the construction of ~~such as~~ the Enterprise ~~Boulevard Crossing~~Boulevard Crossing~~Bridge~~. *(RDR/MPSP)*

M-3.x~~143215~~ Bridge Carrying Capacity

The City shall work with Caltrans and the City of Sacramento to ~~improve~~ maintain the pedestrian capacity and increase the~~,~~ bicycle~~,~~ and transit~~,~~ capacity of the Tower Bridge ~~and the C Street Bridge/I Street Bridge replacement, and in the development of future bridges~~. *(MPSP/IGC)*

M-3.x~~1543 16~~ Freeport Bridge Improvements

The City shall support improvements to the Freeport Bridge to ~~provide~~ improve~~d~~ access to the southern part of West Sacramento.

Circulation Diagram & Standards

The Circulation Diagram (Figure M-1) depicts the official ~~classification~~ Functional Classification of existing and proposed streets and roads within West Sacramento. All new streets and roadways and ~~roadway~~ widenings ~~are assumed to~~should be constructed to ~~a width adequate to~~ serve ~~the~~ projected traffic volumes at safe speeds and support multi-modal travel. The following paragraphs define the ~~various types of roadways in the~~ classification system:

- **Local ~~Roadways~~ Streets** are intended to serve adjacent properties ~~only~~. They carry ~~very little, if~~

any, through traffic, and generally carry very low traffic volumes. While normally discontinuous in alignment, many of West Sacramento's local roadways are laid out in a grid system, making through travel possible, but not desirable. S, are designed to reduce vehicular speeds, and have speed limits on local roadways normally dothat do not exceed 25 miles per hour. Transit bus service is not typically provided on Local RoadwaysStreets. With the low traffic volumes and low speeds, bicycles are accommodated, typically without the need for special lane markings or signage. Sidewalks are and on-street parking are provided on both sides of the street. Parking is generally provided on both sides of the street.? Local roadways are not depicted on the Circulation Diagram. Local Streets can be designated as active transportation through-routes.

- **Collectors** Roadways are intended to "collect" traffic from local roadways streets and carry itdistribute to roadways higher in the street classification hierarchy (*e.g.,* arterials). Collectors roadways also serve adjacent properties. They generally carry light to moderate traffic volumes on two lanes, and vehicular speed limits are typically maintained in the 25 to 35 miles per hour range. Bicycles should be accommodated by a bike lane a minimum of five feet in width (six feet in width if adjacent to on-street parking.), preferably with a physical buffer, separating from adjacent vehicle traffic. For pedestrian connectivity, sidewalks should be provided on both sides of the street. On-street parking can be provided on collector roadwaysCollectors. Few roads in West Sacramento can definitively be classified as collector roadways, since many local streets, in their grid layout, feed directly to arterial roads. Roadways designated as collectors on the Circulation Diagram include, among others, F Street, Michigan Blvd., Bryte Avenue, Park Blvd., Stonegate Drive, Golden Gate Drive, Oakland Bay Drive, and Higgins Road.

- **Minor Arterials** Roadways are fed by local Local Streets and collector roadsCollectors, provide intra city circulation and connection to regional roadways, and often carry heavy traffic volumes. Although their primary purpose is to move heavy volumes of traffic, Minor Arterials Roadways often serve adjacent properties, especially in commercial areas. Speed limits on Minor Arterials typically Roadways often range from 35 to 45 miles per hour. Bicycles should be accommodated by bike lanes a minimum of six feet in width, ideally preferably with a physical buffer, physical or stripped, separating from adjacent vehicle traffic. For pedestrian connectivity, sidewalks should be provided on both sides of the street. Transit stops should allow for bus pullouts as to not impede the movement of vehicle traffic. On-street parking should not be allowed. In locations with relatively high pedestrian and bicycle use, Minor Arterial design will promote relatively lower speeds.Roadways designated as minor arterials on the Circulation Diagram include, among others, Kegle Drive, the western end of West Capitol Avenue, and the southern end of Jefferson Blvd.

- **Major Arterials** Roadways are fed by local, collector, and minor arterial roadways, provide for major cross-town and regional travel, and carry larger volumes of traffic. They are divided roadways of four or six lanes with a large median area which is used for auxiliary lane purposes at intersections. There should be no direct access to adjacent properties unless no reasonable alternatives exist. Such direct access should be limited to right turn-in and right turn-out movements only. Speed limits on Major Arterials roadways are typically at least 40 miles per hour. Bicycles should be accommodated by bike lanes a minimum ofat least 6 feet in width, ideally with a physical buffer, physical or stripped, separating from adjacent vehicle traffic (if not allowed by roadway constraints, a striped buffer is sufficient). For pedestrian connectivity, sidewalks should be provided on both sides of the street. Transit stops should allow for bus pullouts as to not impede the movement of vehicle traffic. On-street parking should not be allowed. In locations with relatively high pedestrian and bicycle use, Major Arterial

design will promote relatively lower speeds.~~Roadways classified as major arterials on the Circulation Diagram include, among others, Jefferson Blvd., Harbor Blvd., Sacramento Avenue, and West Capitol Avenue.~~

- **Freeways/Interstates** serve intracity and intercity travel. They provide no direct access to adjacent properties, but rather are fed traffic from ~~c~~Collectors or ~~arterial roadways~~Arterials through the use of access ramps and, therefore, do not have at-grade intersections. Freeways provide connections to other regional highways and are capable of carrying heavy traffic volumes. Speed limits on freeways are usually the highest allowed by law. Bicycles and pedestrians are not allowed on freeways. Capitol City Freeway (U.S. 50/Business 80) and I-80 serve this function in West Sacramento.

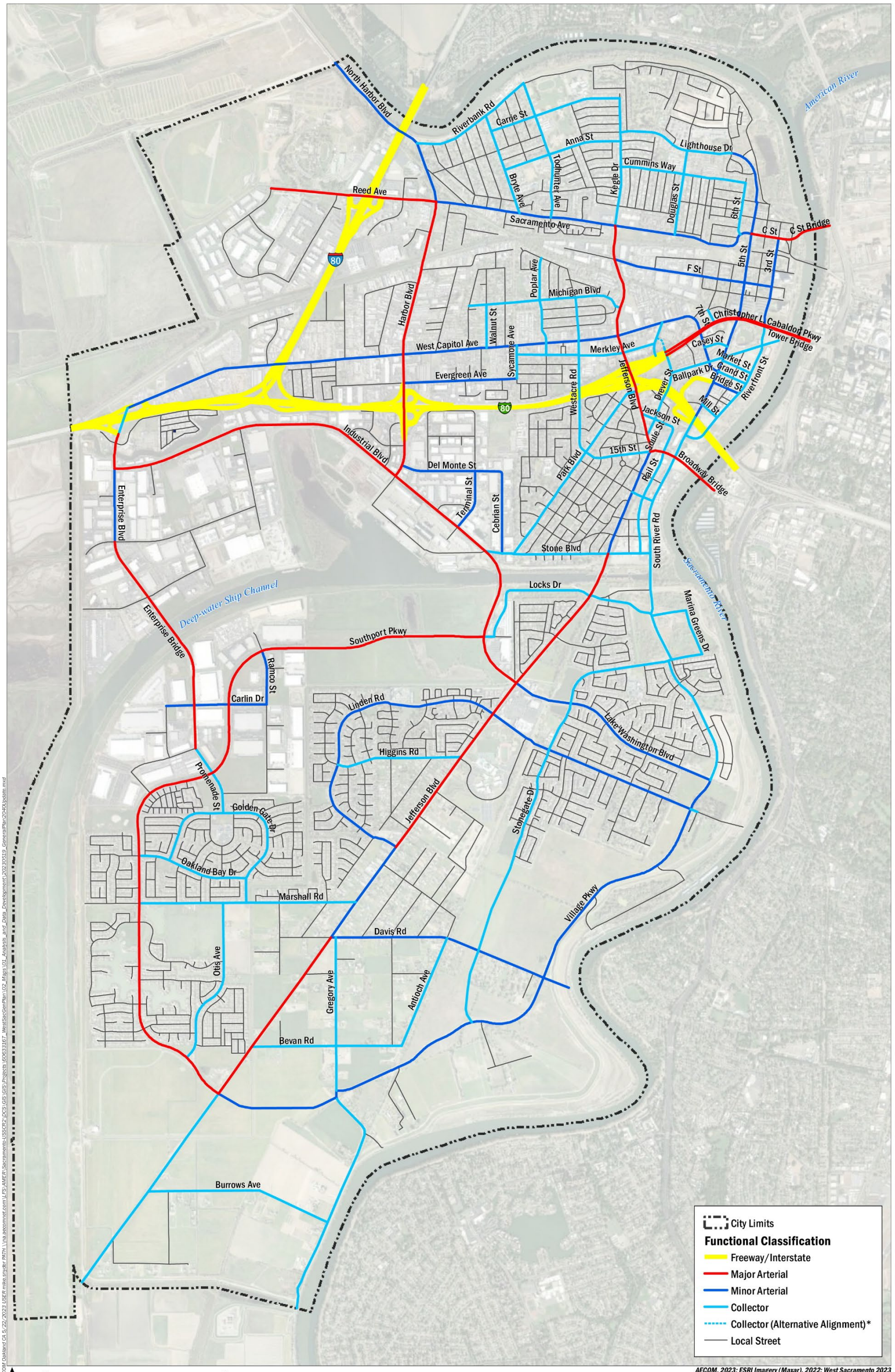


Figure M-21. Functional Roadway Classifications
City of West Sacramento

Note: *The connection Drever Street north to Merkley Avenue is an alternative alignment – the primary connection in this area would be El Rancho Court to Cabaldon Parkway.

Public Transit

Policies in this section strive to foster increased transit use through the provision of new service lines and the extension of existing lines, increased frequency of service, and the provision of direct pedestrian and bicycle access to transit station area. This section also focuses on increasing access to ~~new regional~~ transit services such as high speed rail, regional rail, streetcars, light rail, ~~new~~ bus routes between urban centers, micro-transit, and neighborhood bus service.

GOAL M-4

To support and maintain a range of public and private transit systems that are responsive to the needs of all residents and employees and allow efficient and safe travel throughout the city and region.

M-4.1 Access to Public Transit

The City shall strive to ensure that all residents have access to adequate and safe public transit options that offer alternative travel choices to private vehicle use, reduce dependence on fossil fuels, and increase physical activity. *(MPSP)*

M-4.2 Affordable Public Transit

The City shall work with the Yolo County Transit District (Yolobus) to provide adequate and affordable public transit choices, including expanded bus, microtransit, and paratransit routes and service. *(MPSP/IGC)*

M-4.3 Transit Priority

The City shall consider the use of transit- preferential measures, such as signal priority, bypass lanes, and queue jumps, to improve transit service reliability. *(MPSP/SO)*

M-4.4 Transit Stops

The City shall work with Yolobus to maintain transit system operations that provide~~s~~ accessible and convenient service to West Sacramento residents and employees, particularly during peak commute times~~transit stops along transit corridors at a minimum of ½-mile intervals and 15-minute headways during peak periods~~. *(MPSP/IGC)*

M-4.5 Transit-friendly Streets

The City shall ensure that new streets install infrastructure, features, and amenities that support transit use; are safe, convenient, clean, and efficient; are clearly marked and accessible; and include shelters, benches, and adequate lighting. *(RDR/MPSP)*

M-4.6 Unified Traveler Information System

The City shall work with transit providers in developing and maintaining a unified traveler information system that provides current information on transit service including on-demand dynamic routing, as well as other modal applications. *(MPSP/IGC)*

M-4.7 Yolobus

The City shall work with Yolobus to ensure that intercity and inter-regional bus service is responsive to local needs. *(IGC)*

M-4.8 Feeder-Bus Connections

The City shall work ~~with Sacramento~~with Sacramento Regional Transit District (SacRT), Yolobus, and the City of Sacramento to ~~establish a feeder bus system to~~ connect West Sacramento residents with the Sacramento multi-modal station and SacRT light rail system. *(IGC)*

M-4.9 Light Rail/Street Cars

The City shall cooperate with ~~Sacramento Regional Transit District (RT),~~SacRT, Yolobus, Yolo ~~TMA~~Commute, and the City of Sacramento to support and actively pursue extension of light rail/street cars into West Sacramento to serve the Civic Center/Central Business District, the Washington neighborhood, and the Bridge District, Pioneer Bluff, and Stone Lock. Considerations for future extensions should be given to areas where higher-density, mixed-use development patterns will support light rail and/or streetcar ridership, such as

such as into Southport Town CenterPioneer Bluff. *(MPSP/IGC)*

M-4.10 Private Transit

The City shall encourage privately-owned transit systems, such as taxicabs, employer shuttles, ridesharing services, microtransit, and private bus companies, to provide convenient transfers to and from public transit systems. *(JP)*

M-4.11 Clean Private Transit

The City shall encourage privately-owned transit systems to use gas-electric hybrid, zero emission-electric, or other alternative fuel vehicles. *(JP)*

M-4.12 Private Water Transportation Services

The City shall support development of private water transportation services and docks, where appropriate, along the Sacramento River. *(RDR)*

M-4.13 Paratransit

The City shall support provision of paratransit services and other demand response services for those unable to use conventional transit. *(JP)*

M-4.14 Park- and- Ride

The City shall cooperate with Caltrans and Yolobus in the development of park-and-ride facilities near major transportation corridors. *(MPSP/IGC)*

M-4.15 Promote Transit

The City shall encourage public transit providers and private event sponsors to promote the ways that mass transit and excursions can serve West Sacramento locations and events. *(MPSP/IGC)*

M-4.16 High Speed Rail

The City shall support the establishment of high-speed rail service connecting the Bay Area and southern California with the Sacramento area. *(MPSP)*

Bicycle System

Policies in this section support the construction of a comprehensive citywide bikeway network that includes support facilities, such as convenient and secure bicycle parking. This section seeks to increase trips taken by bicycling and to ensure the safety of bicyclists and convenience of reaching daily destinations via bicycle.

GOAL 5

To develop and maintain a safe, comprehensive, and integrated bicycle system and bicycle support facilities throughout the city.

M-5.1 Bike, and Pedestrian, and Trails Plan

The City shall maintain and implement a Bike and Pedestrian PlanBicycle, Pedestrian, and Trails Master Plan that identifies priority improvements. requires nNew development shall be required to be consistent with the applicable portions of the Plan as well as the goals and policies of the General Plan. *(MPSP)*

M-5.23 Bicycle Routes

The City shall develop, adopt and implementmaintain and improve a safe and convenient network of identified bicycle routes connecting residential areas with recreation, parks, scenic areas, the riverfront, schools, the Central Business District, public facilities, shopping, and employment areas within the city. *(MPSP)*

M-5.43 Regional Bicycle System & Bike Sharing Coordination

The City shall cooperate with surrounding jurisdictions and SACOG in designing and implementing a regionally -connected bikeway system, including bike sharing. *(MPSP/IGC)*

M-5.54 Connections between New Development and Bikeways

The City shall ensure that new commercial and residential development projects provide frequent and direct connections to the nearest bikewaysexisting and planned bicycle facilities. *(RDR)*

M-5.~~6~~5 Appropriate Bikeways
The City shall ensure that, to the maximum extent possible, an appropriate system of low-stress bikeways that encourages cyclists of all skill levels that includes Class I, II, ~~and~~ III, and IV facilities is maintained in appropriate areas of the city. *(RDR/MPSP)*

M-5.~~7~~6 Coexistence
The City shall limit designated and marked on-street bicycle routes to those streets where ~~the available~~ traffic volumes and speeds permit safe coexistence of bicycle and motor vehicle traffic. The City shall ~~and~~ implement design changes to reduce vehicle speeds in areas where bicycle access is important for reaching daily destinations. *(RDR/MPSP)*

M-5.~~8~~7 Bicycle Safety
The City shall ~~require~~ consider ~~that~~ bicycle safety ~~be considered~~ when implementing improvements for ~~automobile~~ vehicle traffic operations, including setting speed limits and implementing complete street improvement projects. *(RDR/MPSP)*

M-5.~~9~~8 Public Bicycle Parking Facilities
The City shall ensure that bicycle parking facilities are installed at all new major public facilities, business and employment sites, and shopping centers. *(RDR/SO)*

M-5.~~10~~9 Bike Support Facilities
The City shall require that new large development and redevelopment projects (*e.g.,* employment centers, educational institutions, recreational and retail destinations, and commercial centers) provide secure, weatherproof bicycle parking (*i.e.,* short-term bicycle parking for visitors and long-term bicycle parking for residents or employees), personal lockers, showers, and other bicycle-support facilities. *(RDR)*

M-5.~~11~~10 Conversion of Underused Facilities
The City shall convert underused rights-of-way along roadways, drainage canals, and railroad corridors to bikeways wherever ~~possible~~ feasible and desirable. *(RDR/MPSP)*

M-5.~~12~~11 Bike Safety for Children
The City shall support infrastructure and programs ~~and develop~~in partnership~~s~~ with the ~~WUSD~~ Washington Unified School District that encourage children to bike safely to school. *(*MPSP*/IGC)*

M-5.~~13~~12 Phasing
The City shall ensure that bikeways connecting to the existing bikeway system be provided in the first phase of all major phased developments. *(RDR)*

Walkability

Policies in this section seek to promote West Sacramento as a pedestrian-friendly city through safe, walkable neighborhoods and districts. This section provides for the development of a continuous pedestrian network with sidewalks that are enjoyable places to walk. Residents will be encouraged to integrate walking into their daily activities to promote a healthier lifestyle and energy resource conservation.

GOAL M-6

Develop and maintain a safe, accessible, and integrated pedestrian system that promotes walking.

M-6.1 Cohesive Network
The City shall ~~develop~~ maintain a cohesive pedestrian network of public sidewalks and street crossings that makes walking a convenient and safe way to travel. *(MPSP)*

M-6.2 Continuous Network
The City shall provide a continuous pedestrian network in existing neighborhoods and require a continuous pedestrian network in new neighborhoods that facilitates convenient pedestrian travel free of major impediments and obstacles. *(RDR/MPSP)*

M-6.3 Pedestrian-friendly Streets
The City shall ensure that new streets in areas of high pedestrian activity support safe and attractive travel by providing features and amenities such as separated sidewalks, bicycle lanes and separated paths, pedestrian signals, street trees, seatings, and pedestrian-scaled lighting. *(RDR/MPSP)*

M-6.4 Building Design
The City shall ensure that new buildings are designed to engage the street and encourage walking through design features such as placing the building with entrances facing the street and providing connections to sidewalks. If parking is provided, it shall generally be behind or on the side of buildings. *(RDR)*

M-6.5 Connecting Destinations
The City shall require new subdivisions and large-scale developments to include safe pedestrian walkways that provide direct links between streets and major destinations such as transit stops and stations, residential areas, schools, parks, and retail, and servicesshopping centers. *(RDR)*

M-6.6 Large-scale Redevelopment
When large industrial blocks are redeveloped with more urban uses, the City shall ensure that connectivity is provided through direct and safe pedestrian connections. *(RDR)*

M-6.7 Safe Pedestrian Crossings
The City shall improve pedestrian safety at intersections and mid-block locations by providing pedestrian treatments such as well-marked pedestrian crossings, bulbouts, or median refuges that reduce crossing widths, and/or audible pedestrian signals. *(RDR/MPSP)*

M-6.8 Speed Management Policies
The City shall develop and implement speed management policies that support driving speeds on all city streets that are safe for pedestrians. *(MPSP)*

M-6.9 Safe Sidewalks
The City shall develop safe and convenient pedestrian ways that are universally accessible, adequately illuminated, and properly designed to reduce conflicts between motor vehicles and pedestrians. *(RDR/MPSP)*

M-6.10 Completion of Sidewalk System
The City shall attempt over time to fill anyidentify gaps in the sidewalk systems of existing neighborhoods and seek funding to close these gaps. *(MPSP)*

Parking

Policies in this section focus on providing sufficient parking for businesses, while protecting adjacent neighborhoods and the environment, and minimizing space devoted to temporary vehicle storage that could providebe devoted to housing, economic development, or another productive use. This section supports reduced parking requirements, where appropriate, to promote walkable communities and non-automobile vehicular forms of transportation. , maximizes on-street parking and minimizes the need for surface parking through the use of parking management tools, and applies parking pricing in appropriate locations.

GOAL M-7

To develop and manage both on- and off-street parking systems that balance citywide goals of economic development, livable neighborhoods, and public safety.

M-7.1 Parking
The City shall develop and manage a comprehensive on- and off-street parking system that reflects the true cost of private vehicle use, supports the use of alternative non-vehicular transportation, and employs best available technologies. (*MPSP*)

M-7.2 ~~Mobility~~ Access over Parking
The City shall ensure that the primary purpose of streets ~~be the mobility of~~is access for people and goods movement, and that on-street parking be a secondary and subordinate use only, unless such on-street parking has been established by the City as an integral design component. If travel demands dictate, on-street parking may be eliminated, either permanently or temporarily, to improve multi-modal ~~mobility~~ access~~for all modes of travel~~. *(RDR/MPSP)*

M-7.3 Replacement of Lost Parking
If construction of additional traffic lanes or creation of bikeways/lanes necessitates removal of on-street parking spaces, the City ~~shall ensure that the lost on-street spaces are replaced with an appropriate number of off-street spaces within~~should examine options for adding parking in the same vicinity, when feasible, unless such replacement is deemed unnecessary through a parking study. *(RDR/MPSP)*

M-7.4 Parking for New Development
The City shall require provision of adequate off-street parking, as needed, for ~~in conjunction with all~~ new developments. The adequacy and appropriateness of parking requirements in the Zoning ~~Ordinance~~ Code shall be periodically reevaluated~~ and may be revised for a particular planning area by adoption of a Planned Development overlay pursuant to the Zoning Ordinance~~. *(RDR)*

M-7.5 Reduce Minimum Parking Standards
The City shall eliminate or reduce minimum parking standards for private vehicles in transit-oriented developments, mixed-use developments, and developments in relatively high-density areas~~ over time~~, while ~~increasing and~~ maintaining adequate parking for shared vehicles, ~~alternative energy vehicles,~~ bicycles, and other alternative modes of transportation. The City will consider waiving off-street parking requirements for new developments in other areas when sufficient evidence is provided that parking is not necessary at the rate suggested by City standards. *(RDR)*

M-7.6 Parking Cash-out
The City shall consider requiring new office developments with more than 50 employees to offer a parking "cash-out" program to ~~discourage private vehicle use~~encourage commute modes other than a private vehicle. *(RDR)*

M-7.7 Reduction of Parking Areas
The City shall strive to reduce the amount of land devoted to parking through such measures as development of parking structures, mechanical parking applications, the application of shared parking for mixed-use developments, and the implementation of Transportation Demand Management plans to reduce parking needs. *(RDR/MPSP)*

M-7.8 Electric/Alternative Fuel Vehicle Parking
The City shall require new large commercial and retail developments, large employment centers, high-use public buildings, and parking structures to provide parking for electric vehicles and electric vehicle charging infrastructure. Priority parking shall be provided for vehicles using alternative fuels~~The City shall consider priority parking for vehicles using alternative fuels~~. *(RDR)*

~~**M-7.9 Electric Vehicle Charging Infrastructure**~~
~~The City shall require new large commercial and retail developments, large employment centers, high-use public buildings, and parking structures to provide priority electric vehicle charging infrastructure. *(RDR)*~~

M-7.~~10~~9 Identify Parking Deficiencies and Conflicts
The City shall monitor parking supply and utilization to identify deficiencies or conflicts as they develop, particularly for public parking areas in the urban areas. *(PSR)*

M-7.~~11~~10 Shared Parking

The City shall encourage the use of shared parking programs as conditions of approval in mixed-use and transit-oriented neighborhoods and districts as a part of the overall parking management strategy. *(RDR)*

M-7.~~12~~11 Unbundled Parking

The City shall consider using unbundled parking *(i.e.,* require parking to be paid for separately and not included in the base rent) as conditions of approval for residential and/or commercial space as a part of the overall parking management strategy. *(RDR)*

M-7.~~13~~12 Pricing

The City shall use parking pricing and performance parking to discourage parking congestion. *(MPSP)*

M-7.~~14~~13 Event Parking

The City shall encourage and support efforts to reduce on-site parking demand and increase public transit at large events through reduced peripheral parking rates, discount transit passes, discount parking, or incentives for carpooling~~,~~ and bicycle parking. *(MPSP)*

M-7.~~15~~14 Truck Parking

The City shall prohibit on-street truck parking where such parking restricts adequate sight distances or otherwise poses a potentially hazardous situation. *(RDR)*

M-7.~~16~~15 Parking Improvements

All required parking shall be located on durable and dustless surfaces except those spaces provided for temporary or seasonal use. *(RDR)*

M-7.~~17~~~~18~~6 Safe Parking Facilities

All parking facilities shall be designed and maintained to provide natural and/or electronic surveillance in accordance with CPTED principles.

Transportation Demand Management

Policies in this section seek to reduce travel demand (specifically that of single-occupancy private vehicles), and to re-direct travel demand to other areas or times in order to cost-effectively increase roadway capacity.

GOAL M-8

To use Transportation Demand Management as a means to improve system efficiency and reduce dependence on motor vehicles and traffic congestion, and expand travel options and choices.

M-8.1 Transportation Demand and System Management Tools

The City shall use Transportation Demand Management tools and programs (*e.g.,* alternative work schedules, telecommuting, ridesharing) on a citywide basis to encourage and create incentives for the use of alternate travel modes. *(MPSP)*

M-8.2 Enhance Mobility Options

The City shall maintain and enhance mobility options by supporting public and private transportation projects that facilitate Transportation Demand Management. *(MPSP/IGC/JP)*

M-8.3 Alternative Transportation Commute Choices

The City shall coordinate with Yolo ~~County Transportation Management Association~~Commute efforts to encourage alternative transportation commute choices. *(IGC)*

M-8.4 Emerging Technology

The City shall use emerging transportation technologies and services to increase transportation system efficiency. *(MPSP/SO)*

M-8.5 Transportation System Management Ordinance

The City shall maintain and implement the local Transportation System Management (TSM) ordinance to distinguish between the infrastructure and facilities to be provided by developers and the trip reduction incentives and programs to be implemented by employers. *(RDR)*

M-8.6 Private TDM Programs

The City shall encourage existing major employers to develop and implement Transportation Demand Management programs to reduce peak period trip generation, such as on-site amenities, pedestrian and bicycle friendly design, and access to transit. *(RDR/JP)*

M-8.7 Mitigation through TDM Programs

The City shall consider Transportation Demand Management programs with achievable trip reduction goals as partial mitigation for development project traffic and air quality impacts. *(RDR)*

Goods Movement

Policies in this section support the movement of goods via rail, truck, and marine (*i.e.,* Port of West Sacramento) modes. This section also seeks to reduce the impacts of rail and truck operations on adjacent neighborhoods and sensitive land uses.

GOAL M-9

To provide an efficient system for goods movement that adequately serves the industrial and commercial areas of the cCity while protecting residents from potentially adverse impacts.

M-9.1 Efficient Goods Movement

The City shall support infrastructure improvements and the use of emerging technologies that facilitate the clearance, timely movement, and security of trade, including facilities for the efficient intermodal transfer of goods byetween truck and, rail. , Goods movement by marine at the Port of West Sacramento shall be evaluated with respect to potential conflicts with the City's mobility network, and any conflicts shall be reconciled and/or mitigated to the extent possible. air transportation modes. *(RDR/MPSP)*

M-9.2 Goods Movement by Rail

The City shall work with railroad operators to facilitate the transport by rail of goods through the city. The City shall monitor short-line rail activity and look for opportunities to minimize its impact on residents and the City's mobility network, and shall exercise its land use authority to minimize conflicts between rail operations and sensitive land uses. To the extent practicable, the City shall require that grade separation of main line railroads and Major Arterial Streets, particularly those of six four lanes or more. The City shall maximize the use of available State and Federal federal funds for grade-separated railroad crossings and encourage railroad companies to pay their equitable share of any such projects. *(RDR/JP)*

M-9.3 Minimize Freight Trains during Peak Hours

The City shall work with railroad operators and their customers to coordinate schedules to keep freight trains from crossing City streets during peak travel hours. *(MPSP/JP)*

M-9.4 Truck Traffic Route Update

The City shall update maintain and enforce the city's official truck route designations, consistent with for consistency with the General Plan's policies and standards. *(RDR/MPSP)*

M-9.5 Off-Peak Deliveries

In residential, commercial, or and mixed-use areas, the City shall encourage business owners to schedule deliveries at off-peak traffic periods. *(RDR)*

M-9.6 Rail Relocation

The City shall work with railroad companies, rail-dependent industries, and property owners in developing an overall strategy for rail lines in West

Sacramento, including ~~plans for the development of alternative rail access,~~ a schedule for abandonment of certain rail lines, plans for the ultimate use of abandoned railroad rights-of-way, and possible City acquisition of abandoned railroad rights-of-way. *(MPSP/JP)*

M-9.7 Quiet Zones

The City shall work to establish quiet zones at all eligible rail crossings.

M-9.8 Deep Water Ship Channel

The City shall support sustaining federal funding for maintenance dredging to maintain the current depth of the Deep Water Ship Channel to support existing ~~and future~~ maritime business at the Port of West Sacramento. *(MPSP/IGC)*

Table 3-5 Mobility Implementation Programs		2019-2023	2019-2026	2024-2029	Annual	Ongoing
Mobility Implementation Program 1. The City shall update its street design standards consistent with complete streets concepts. *(RDR/MPSP)*						
Implements Which Policy(ies)	M-2.1, M-2.~~7~~3, M-2.4, M-2.5, M-2.~~9~~7, M-2.8, M-2.11, M-2.12, M-4.5, M-5.5, M-5.6, ~~M-3.1, M-3.10~~7, M-6.3, M-6.~~7~~6		X			
Responsible Department(s)	~~Public Works~~Community Development					
Supporting Department(s)	~~Community Development~~ Capital Projects					
Mobility Implementation Program 2. The City shall prepare a study that identifies roadway, bikeway, and pedestrian-way gaps between neighborhoods and ~~districts~~destinations. Based on findings from the study, the City shall develop a list of connectivity deficiencies and use the list to prioritize transportation infrastructure planning. *(PSR)*		X				
Implements Which Policy(ies)	M-1.1, M-1.~~9~~10, M-5.3, M-6.10					
Responsible Department(s)	Community Development ~~Parks~~					
Supporting Department(s)	Capital Projects ~~ommunity Development~~					
Mobility Implementation Program 3. The City shall prepare and adopt a methodology that identifies the process for determining which non-vehicular transportation and transit improvements will be implemented where the level of service policy is not accomplished. *(PSR)*			X			
Implements Which Policy(ies)	M-3.~~4~~2, M-3.4					
Responsible Department(s)	Community Development ~~Public Works~~					
Supporting Department(s)	~~Community Development~~Capital Projects					
Mobility Implementation Program 4. The City shall conduct a study to identify major barriers to connectivity and to appropriate means and locations for overcoming those barriers, including potential river crossings. Based on findings from the study, the City shall develop a list of barriers and prepare options for overcoming barriers through future transportation infrastructure planning. *(PSR)*		X				
Implements Which Policy(ies)	M-1.~~8~~9, M-9.6					
Responsible Department(s)	Community Development ~~Public Works~~					
Supporting Department(s)	Capital Projects~~Community Development~~					
Mobility Implementation Program 5. The City shall submit periodic reports to the City Council that summarizes traffic collision data at the top collision locations for ~~automobiles,~~ vehicles, bicycles, and pedestrians, and recommend countermeasures where needed. *(PSR)*						X
Implements Which Policy(ies)	M-1.5, M-2.13, M-3.1, M-5.6, ~~M-3.1,~~ M-5.~~8~~7, M-5.11, M-6.~~7~~3, M-6.7, M-6.8, M-6.9					
Responsible Department(s)	Police					
Supporting Department(s)	Public Works, Community Development					

Table 3-5 Mobility Implementation Programs		2019-2023	2019-2026	2024-2029	Annual	Ongoing
Mobility Implementation Program 6. The City will develop, maintain, and implement a Comprehensive Safety Action Plan, a data-driven effort to improve the safety of West Sacramento streets and roads for pedestrians and cyclists. The Comprehensive Safety Action Plan will examine data related to transportation deaths and injuries and identify the factors. The Plan will identify proven safety countermeasures involving education, engineering, enforcement, and evaluation, and the City will collaborate with nonprofit partners, the business community, and/or other public agencies and service organizations to implement the Plan's recommendations. ~~Mobility Implementation Program 6. The City will conduct a study to evaluate the feasibility of car sharing in West Sacramento and options for partnering with the City of Sacramento and City Car Share or a similar car sharing program. Based on findings from the study, the City shall consider conducting a car sharing pilot program.~~ *(PSR)*		~~X~~				X
Implements Which Policy(ies) ~~Implements Which Policy(ies)~~	M-1.1, M-2.1, M-2.2, M-2.5, M-2.7, M-2.8, M-2.9, M-2.10, M-2.12, M-2.13, M-3.4, M-3.~~8~~7, M-3.~~9~~8, M-3.~~10~~9, M-5.2, M-5.6, M-5.7, M-5.11, M-6.3, M-6.5, M-6.7, M-6.8, M-6.9, M-6.10~~M-1.1, M-7.7~~					
Responsible Department(s) ~~Responsible Department(s)~~	Community Development ~~Public Works~~					
Supporting Department(s) ~~Supporting Department(s)~~	Public Works Operations and Maintenance, Capital Projects~~N/A~~					
Mobility Implementation Program 7. The City shall regularly use the City's public communication tools (website, social media applications~~, City Lights newsletter~~, cable access television, utility bills, Commissions, etc.) to educate the public and City staff on low carbon transportation alternatives. *(SO/PI)*						X
Implements Which Policy(ies)	M-1.5, M-8.1					
Responsible Department(s)	City Manager's Office					
Supporting Department(s)	Community Development ~~N/A~~					
Mobility Implementation Program 8. The City shall conduct a study to identify new, dedicated funding sources for maintenance, operation, and management of the multi-modal transportation system. Based on findings from the study, the City shall consider modifying its fees and pursuing additional funding sources. *(PSR)*			X			
Implements Which Policy(ies)	M-1.12, M-1.13, M-~~3.11~~91.14					
Responsible Department(s)	~~Public Works~~Capital Projects					
Supporting Department(s)	Community Development					
Mobility Implementation Program 9. The City shall conduct a study to identify streets that lack complete streets infrastructure and amenities. Based on findings from the Study, the City shall list of those streets that should be prioritized to create a citywide network of complete streets and use the list in transportation infrastructure planning. *(PSR)*			X			
Implements Which Policy(ies)	M-2.~~10~~8, M-6.10					
Responsible Department(s)	~~Public Works~~Capital Projects					
Supporting Department(s)	Community Development					

Table 3-5 Mobility Implementation Programs		2021-2023	2024-2026	2027-2029	Annual	Ongoing
Mobility Implementation Program 10. The City shall establish and maintain a Complete Streets Advisory Committee comprised of City staff to review the design of all new street construction and reconstruction. *(SO/PI)*						
Implements Which Policy(ies)	M-2.1, M-2.3, M-2.4, M-2.5, M-2.7, M-2.8, M-2.11, M-2.12, M-4.5, M-5.5, M-5.6, M-6.3, M-6.6		✓			✓
Responsible Department(s)	~~P~~Capital Projects ~~ublic Works~~					
Supporting Department(s)	Community Development					
Mobility Implementation Program 11. The City shall expand the city's existing wayfinding programs to other areas of the city and improve wayfinding signage. *(MPSP)*						
Implements Which Policy(ies)	M-1.2, M-~~5.36~~, M-~~6.37~~		✓			
Responsible Department(s)	~~Parks~~Capital Projects					
Supporting Department(s)	Community Development					
Mobility Implementation Program 12. The City shall review and update the Bicycle, ~~and~~ Pedestrian, and Trails Master Plan at least every five years. *(MPSP)*						
Implements Which Policy(ies)	M-5.1		✓	✓		
Responsible Department(s)	~~Public Works~~Community Development					
Supporting Department(s)	~~Capitol~~Capital Projects ~~ommunity Development~~, Parks					
Mobility Implementation Program 13. The City shall update the existing transportation impact fee program to reflect new and revised policies related to reducing VMT, such as supporting increased travel by walking, bicycling, and transit. ~~The City shall update its traffic fee study and traffic impact study guidelines to reflect new level of service standard.~~ The relative amount of transportation impacts fees shall be determined by the relative vehicular transportation demand (VMT) of the identified projects, as determined by the by the expected VMT based on project location ~~within a low-VMT area of the City~~, the density/intensity of the project, mix of uses in the immediate vicinity, proximity to regional destination, and other relevant factors. *(RDR)*		~~✓~~	~~✓~~	✓		
Implements Which Policy(ies)	M-1.3, M-1.14~~M-3.2, M-3.3, M-3.4~~					
Responsible Department(s)	~~Public Works~~ Community Development					
Supporting Department(s)	Capital Projects, ~~Community~~ Economic Development and Housing					

Table 3-5 Mobility Implementation Programs		2016-2023	2019-2026	2024-2029	Annual	Ongoing
Mobility Implementation Program 14. The City shall develop and implement a VMT Reduction Program that ~~would~~ includes VMT-reduction strategies. Projects and plans in Transit Priority Areas and in low-VMT areas are exempt from this VMT Reduction Program. Low-VMT areas for the purpose of this program are those identified by the City or by the Sacramento Area Council of Governments to produce VMT per capita or per employee that is 85 percent or less of the existing or future VMT rate for the City or the region. Figures M-2 and M-3 show in green examples of relatively low-VMT locations in West Sacramento, though the most up-to-date available information should be used to determine project sites that are not subject to the City's VMT reduction program. Residential projects that provide at least 50 percent of proposed units as deed-restricted for lower-income households and/or that can demonstrate project-level VMT is 15% below regional average are exempt from this VMT reduction program. Public facilities and infrastructure projects, active transportation projects, and projects that would generate or attract fewer than 110 trips per day are exempt from the VMT Reduction Program. Local serving retail and commercial services of less than 50,000 square feet in gross building area are also exempt. The City's VMT Reduction Program will require proposed land development projects to incorporate, as feasible, reasonable, and applicable, the below listed strategies to reduce travel demand and associated adverse physical environmental impacts, such as greenhouse gas emissions and transportation-related noise. Quantified VMT reductions should be based on the guidance in this Implementation Program and an assessment of specific characteristics of future projects relative to ~~the substantial~~ guidance available in academic literature. The below list of VMT reduction measures are not exhaustive, and other measures that reduce VMT could be developed on a case-by-case basis. This project-focused VMT Reduction Program will complement VMT reduction Actions pursued by the City in the Climate Action Plan, such as allocating funding to expand the active transportation and micro-mobility network. Enforcement for non-physical reduction strategies below ~~would~~ could include requiring project applicants to make publicly available (i.e., permanent signage at the site or on a website) ~~all elected~~ VMT reduction measure commitments. ~~Commitments should include relevant VMT reduction measures, implementation timelines, performance metrics, and appropriate project points of contacts to address any questions or concerns and provide feedback.~~		✓				
VMT REDUCTION MEASURE	**EFFICACY***					
14-1. Employer Commute Trip Reduction Program. Employer provides information, coordination, and marketing for incentives and services that discourage single occupancy vehicle trips and encourage carpooling, taking transit, walking, and biking. Implement a marketing strategy to promote the Commute Trip Reduction Program - employees about their travel choices to the employment location beyond driving such as carpooling, taking transit, walking, and biking. Employer provides platform for coordinating carpooling and a guaranteed ride home.	Up to 4 percent reduction in commute-related VMT.					
14-2. Employer Ridesharing Program. Involves transportation management association with funding requirements for employers. Encourages carpooled vehicle trips in place of single-occupied vehicle trips, with designated preferred parking spaces for ridesharing vehicles, adequate passenger loading and unloading and waiting areas for ridesharing vehicles, and an app or website for coordinating rides.	Up to 8 percent reduction in commute-related VMT.					
14-3. Subsidized Transit Program. Employer or multi-family property owner provides subsidized transit – either reduced cost or free for employees and/or residents.	Up to 5.5 percent reduction in commute related VMT – either residential or employee VMT or both in a mixed-use project.					
14-4. Employer End-of-Trip Bicycle Facilities. Install and maintain bike parking, bike lockers, showers, and personal lockers. Provide in proportion to commuting bicyclists. Including marketing to encourage use of facilities and on-site bicycle repair tools. Post signage and information on how to use secure parking and personal lockers.	Up to 4.4 percent reduction in commute-related VMT.					

Table 3-5 Mobility Implementation Programs		2019-2023	2019-2026	2024-2029	Annual	Ongoing
14-5. Employer-Sponsored Vanpool Program. Provide vehicle/s for 5 to 15 people and either hired dedicated drivers or incentives for employees to serve in this capacity. Focus on groups of employees that have a similar origin and destination. Provide preferred parking for employees that vanpool.	Up to 20.4 percent reduction in commute-related VMT.					
14-6. Employee Parking Cash Out Program. Program would provide "cash out" for employees that agree not to use employer provided parking in exchange for a monthly payout of the avoided cost of that parking place.	Up to 12 percent reduction in commute-related VMT.					
14-7. Price Workplace Parking. Charge employees to park at place of work and validate parking only for guests. Provide marketing and education regarding available alternatives to driving to work. Ensure that other transportation options are available, convenient, and have competitive travel times. Combine with other VMT Reduction Measures, as needed, to ensure viable alternatives.	Up to 20.0 percent reduction in commute-related VMT.					
~~**14-8. Reduce Residential Parking Supply.** For new residential project, or residential portion of a mixed-use project, provide off-street parking in an amount that is less than, for example, what would be the calculated demand using the ITE Parking Generation Manual, which would range from 1 space per unit for 1-bedroom, multi-family units to 2.6 spaces per unit for 3-bedroom, single-family units.~~ **14-8. Implement Reduced Parking Supply Strategy.** For new residential projects, or residential portion of a mixed-use projects, provide off-street parking in an amount that is less than, for example, what would be the calculated demand using the ITE Parking Generation Manual, which would range from 1 space per unit for 1-bedroom, multi-family units to 2.6 spaces per unit for 3-bedroom, single-family units. For new Commercial/Employment uses, provide parking in an amount no more than 0.7 spaces per 1,000 sq. ft. of new development. Further, design parking areas to provide "preferential" parking spaces for carpools and vanpools.	Up to 13.7 percent reduction in household-generated VMT.					
14-9. Unbundled Residential Parking. Separate parking costs from total rent for a multi-family residential property requiring those who wish to purchase parking spaces to do so at an additional cost. Ensure viable alternatives for travel to meet daily needs for residents that opt out of on-site parking.	Up to 15.7 percent reduction in household-generated VMT.					
14-10. Pro-Rata Contribution. Projects may also contribute impact fees at a level necessary to reduce a project's VMT per capita or per employee to 85 percent or less than the citywide or regional average. This would require the City to develop a nexus and range of project types that would reduce VMT within West Sacramento, though impact fees contributed for a project do not need to reduce VMT in the same area as the project site. The City may also allow projects to construct and dedicate to the City or other public agency facilities shown to reduce VMT, such as active transportation projects, projects to fill sidewalk gaps in West Sacramento near important destinations, and other VMT-reducing facilities.	To be determined by the City.					
14-11. Improve Network Connectivity. ~~For~~This measure could be relevant to infill developments or new developments with property subdivisions, and involves a relatively more connected transportation network that allows multiple routes between homes and nearby destinations. In general, a grid street network or modified grid is the ideal arrangement for a highly connected transportation network. The degree of connectivity is measured according to intersection density, but would also involve relatively short block lengths. ~~new or development projects, design an improved project with relatively higher density of intersections compared to the original unimproved proposed project. The improved~~	~~To be determined by the City~~Intersection Density: Up to ~~6~~17 percent reduction in VMT, based on ~~relative~~ intersection density ~~percentage increase compared to existing intersection density percentage increase in project area~~within project site and immediately adjacent intersections. VMT reduction would range from approximately 1 percent for 40 intersections per square mile to 17 percent for 87 intersections per square mile.					

 Table 3-5 Mobility Implementation Programs		2019-2023	2019-2026	2024-2029	Annual	Ongoing
~~project could include building a new grid street network in a subdivision, retrofitting an existing street network to improve connectivity (i.e. converting cul-de-sacs to grid streets or constructing a bicycle and pedestrian accessible tunnel or bridge), design maximum block lengths of no more than 600 feet, or include pedestrian connections at least every 300 feet.~~						
14-12. Increase Housing Density. For new or redevelopment housing projects, design an improved project with relatively higher density of dwelling units in an area that supports bicycle, pedestrian, and/or transit access to reach daily destinations.	~~Up to 30 percent reduction in household generated VMT~~ Up to a 30-percent reduction, with a 1-percent reduction awarded for 9 units per acre and ~~Housing Density: VMT reduction would range from approximately Between 0.8 percent and 30 percent reduction in VMT, with a 0.8 percent reduction assigned at 8.5 units per acre and~~a 30-percent reduction ~~at~~for 40 units per acre.~~-~~					
14-13. Increase Employment Density. For new or redevelopment projects, design an improved project with higher density of jobs when compared to the average job density within 0.5-mile radius to encourage shorter and fewer commute trips. ~~-~~	~~Up to 30 percent reduction in employment generated VMT acre and 30 percent reduction at 40 units per acre.~~ ~~Employment Density:~~Up to a 30-percent reduction in VMT with a 1-percent reduction at 22 jobs per acre ~~Between 3 percent~~ and 30 ~~–~~percent reduction ~~in VMT, with a 3 percent assigned at 25 jobs per acre and 30 percent reduction at 100~~at 70 jobs per acre.					
14-14. Land Use Mix. For new or redevelopment projects, include a variety of land uses such as residential, office, retail, services, recreation, and education, mixed in close proximity (within ¼ mile). Or, propose a project that would diversify the existing land use mix within a ¼ mile area by, for example, adding compact housing that is walkable to existing employment, retail, and commercial services.	Up to a 30-percent reduction in VMT, based on the relative degree of land use mix. One way to calculate the VMT reduction associated with land use mix would be to use a land use index of 0.09 to 1, where 0.09 is a single land use and 1 is the full suite of complementary land uses, which would generally include single-family residential, multi-family residential, retail, services, recreation, and institutional. VMT reduction would range from 8 percent for a project or walkable area with 90 percent single-family residential and 10 percent multi-family residential to 30 percent for a project or walkable area that includes 25 percent single-family residential 25 percent multi-family residential, 25 percent retail, and 25 percent institutional uses.					

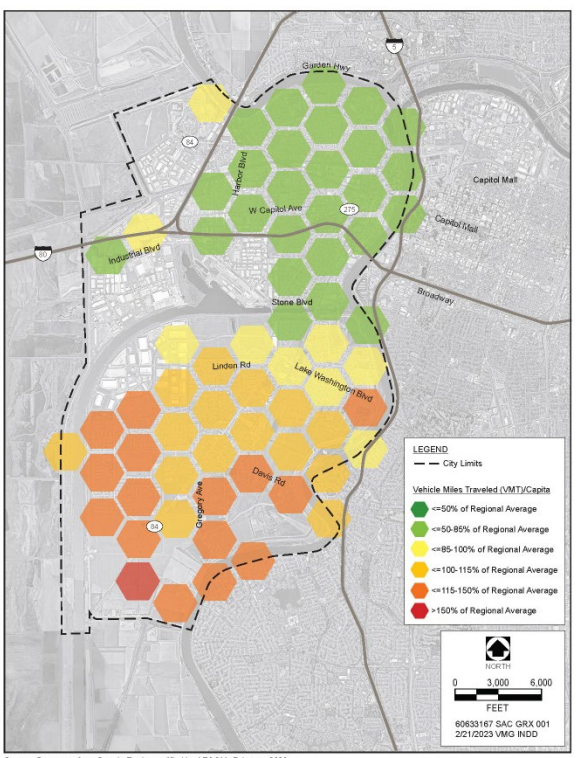
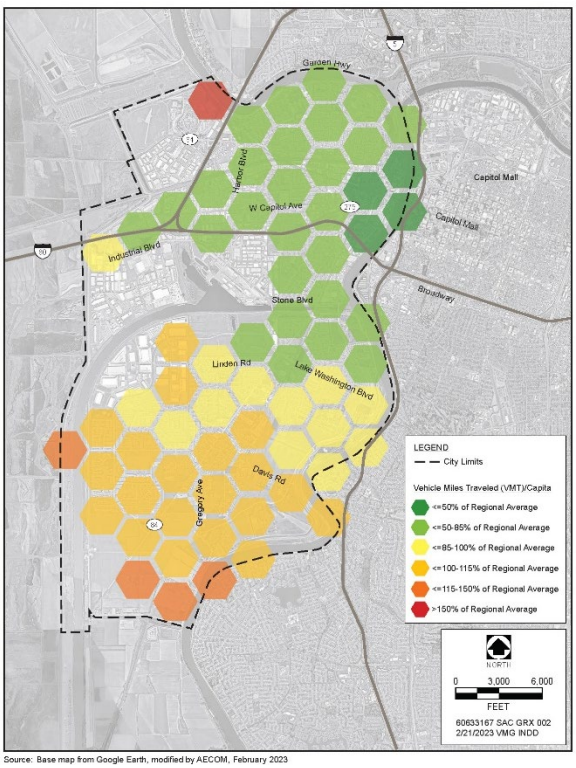
Table 3-5 Mobility Implementation Programs	2023 - 2026	2026 - 2029	2029 - 2031	Annual	Ongoing
 Source: Base map from Google Earth, modified by AECOM, February 2023					
Existing VMT per Capita, Household-Generated VMT					
Figure M-2:  Source: Base map from Google Earth, modified by AECOM, February 2023					
Figure 3: 2040 VMT per Capita, Household-Generated VMT					
Implements Which Policy(ies)	M-1.1, M-1.2, M-1.3, M-1.4, M-1.8, M-1.9, M-1.10, M-1.11, M-1.12, M-1.13, M-1.14, M-2.1, M-2.2, M-2.4, M-2.5, M-2.7, M-2.8, M-2.9, M-2.10, M-2.12, M-3.1, M-3.6, M-3.7, M-4.1, M-4.3, M-4.4, M-4.5, M-4.7, M-4.8, M-4.9, M-4.15, M-5.1, M-5.2, M-5.3, M-5.4, M-5.5, M-5.6, M-5.8, M-5.9, M-5.10, M-6.1, M-6.2, M-6.3, M-6.4, M-6.5, M-6.6, M-6.10, M-7.5, M-7.6, M-7.7, M-7.~~12~~11, M-7.~~13~~12, M-8.1, M-8.2, M-8.3, M-8.5, M-8.6, M-8.7					
Responsible Department(s)	Community Development				
Supporting Department(s)	Public Works				

Table 3-5 Mobility Implementation Programs		2019-2023	2019-2026	2024-2029	Annual	Ongoing
14. The City shall prepare a project study report in conjunction with the California Department of Transportation (Caltrans) that re-envisions the state highway system in West Sacramento and the streets in the Jefferson Boulevard and Interstate 80 business loop interchange area for all modes of transportation. The project study area should include the entire interchange and areas bounded by Westacre Road to the west, West Capitol Avenue to the north, 15th Street to the south, and 5th Street to east. The report will include recommendations to reduce barriers and improve connectivity and safety for walking, rolling, bicycling, and other non-vehicular transportation modes between the Bridge District, Central Business District, and City's transit hub. Co-benefits may include additional land made available for low-VMT development. ~~conduct a study to identify appropriate routes and roadway markings/signage for Neighborhood Electric Vehicles (NEVs) within the between urban districts and along corridors. Based on findings from the study, the City shall consider preparing a NEV transportation plan and designating certain roadways for NEVs and installing appropriate infrastructure and signage. *(PSR)*~~						
Implements Which Policy(ies)	~~M-~~M-1.1, M-1.2, M-1.3, M-1.5, M-1.6, M-1.9, M-1.10, M-2.2, M-2.4, M-2.10, M-3.1, M-3.6, M-5.2, M-6.1, M-6.2, M-6.3, M-6.7~~3.10~~					
Responsible Department(s)	Community Development~~Public Works~~					
Supporting Department(s)	Economic Development and Housing ~~Police; Community Development~~					
15. The City shall continue its efforts to manage neighborhood traffic by incorporating traffic control measures and other improvements into existing and new residential and mixed-use neighborhoods. *(MPSP/SO)*						
Implements Which Policy(ies)	M-1.5, M-3.6, M-3.7, M-3.8, ~~M-3.9, M-3.10~~					
Responsible Department(s)	Community Development ~~(new)~~, ~~Public Works (existing)~~Capitol Projects					
Supporting Department(s)	Police					
16. The City shall conduct a study to identify gaps in transit service provided within the city and strategies to fill them. Based on findings from the study, the City shall work with Yolobus and Sacramento RT to fill identified gaps and provide better transit service. *(PSR)*						
Implements Which Policy(ies)	M-4.1, M-4.2, ~~M-4.3,~~ M-4.4, M-4.~~6~~7, M-4.~~7~~8, M-4.~~8~~9, M-4.13					
Responsible Department(s)	~~Public Works~~Community Development					
Supporting Department(s)	~~Community Development~~					
17. The City shall, in coordination with the City of Sacramento and SACOG, work with Sacramento Regional Transit District (SacRT) to establish Light Rail Transit (LRT) service and stations between Sacramento Valley Station and Sutter Health Park ~~develop a streetcar system~~ and develop a plan for implementing future ~~the~~ extensions of ~~light rail~~LRT service within West Sacramento. *(IGC)*						
Implements Which Policy(ies)	M-4.9					
Responsible Department(s)	~~Public Works~~Community Development					
Supporting Department(s)	~~Capitol~~Capital Projects~~ommunity Development~~, Economic Development~~&~~ and Housing, City Manager's Office					

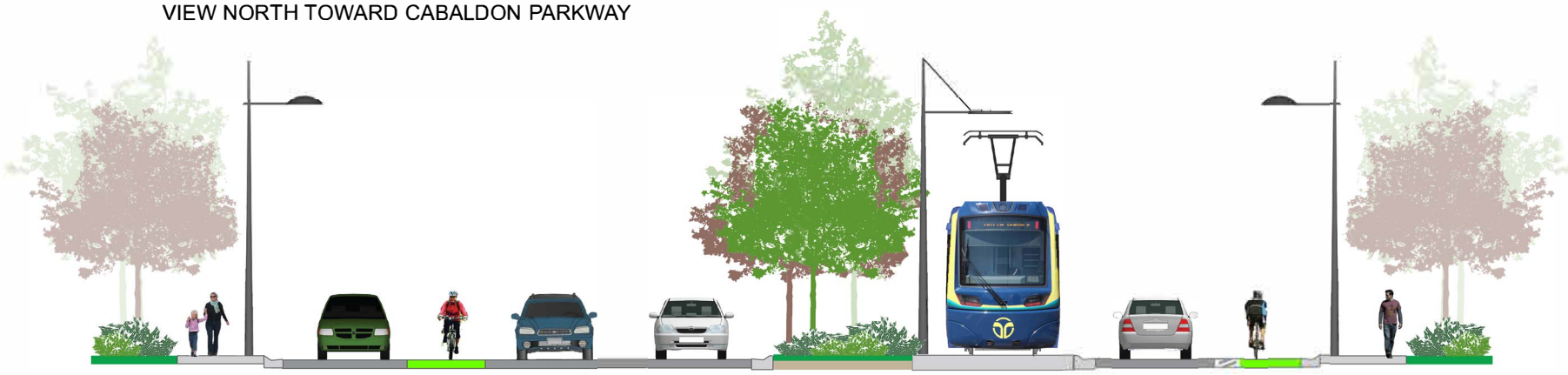
Table 3-5 Mobility Implementation Programs		2016-2023	2019-2026	2021-2029	Annual	Ongoing
18. The City shall review and update the Zoning ~~Ordinance~~ Code to require bicycle support facilities (*e.g.,* bicycle racks, personal lockers, and other bicycle support facilities) as a part of large development and redevelopment projects. *(IGC)*						
Implements Which Policy(ies)	M-1.3, M-5.~~9~~8, M-5.9, ~~M-5.10~~	✓				
Responsible Department(s)	Community Development					
Supporting Department(s)	N/A ~~Public Works~~					
19. The City shall conduct a study to identify underused rights-of-way, such as street lanes, drainage canals, and railroad corridors, to convert to bikeways and/or pedestrian-ways. Based on findings from the study, the City shall prepare list of rights-of-ways that should be prioritized for conversion and prepare a strategy to acquire and develop them into additional bike and pedestrian paths. *(PSR)*						
Implements Which Policy(ies)	M-5.~~11~~10	✓				
Responsible Department(s)	~~Public Works~~Community Development					
Department(s)	~~Capitol~~Capital Projects ~~Community Development~~, Parks, Economic Development ~~&~~ and Housing					
20. The City shall conduct a study of current parking requirements to evaluate options for dedicated parking spaces for car-sharing and incentives (*e.g.,* receive credit for meeting the "parking minimum" zoning requirements). Based on findings from the study, the City ~~shall consider updating~~will update parking standards, and consider the use of parking benefit districts that invest parking meter revenues in bicycle and pedestrian infrastructure, features, and amenities. *(PSR)*						
Implements Which Policy(ies)	M-7.1, M-7.2, M-7.4, M-7.5, M-7.7, M-7.8, M-7.~~10~~9, ~~M-7.12~~	✓				
Responsible Department(s)	Community Development ~~Public Works~~					
Supporting Department(s)	~~Community Development,~~ Economic Development ~~&~~ and Housing					
21. The City shall investigate alternatives to the current residential permit parking policy that would provide alternative time restrictions to allow non-residents to park in controlled areas during the day for commercial reasons in residential permit parking areas. *(RDR/PSR)*						
Implements Which Policy(ies)	M-7.1	✓				
Responsible Department(s)	Economic Development ~~&~~and Housing~~Public Works~~					
Supporting Department(s)	Community Development, Capit~~o~~al Projects ~~Economic Development & Housing~~					
22. The City shall review and update the Zoning ~~Ordinance~~ Code to require the provision of prime parking spaces for carpool and alternative energy ~~automobiles~~ vehicles. *(RDR)*						
Implements Which Policy(ies)	M-7.8	✓				
Responsible Department(s)	Community Development					
Supporting Department(s)	N/A					
23. The City shall update and enhance its Transportation System Management Ordinance consistent with the policies of the General Plan. *(RDR)*		✓				

Table 3-5 Mobility Implementation Programs		2019-2023	2019-2026	2024-2029	Annual	Ongoing
Implements Which Policy(ies)	M-8.1, M-8.5					
Responsible Department(s)	Community Development~~Public Works~~					
Supporting Department(s)	N/A ~~Community Development~~					
24. The City shall develop and implement Intelligent Transportation Systems Technology to manage vehicles, loads, and routes, improve safety, and reduce vehicle wear, transportation times, and fuel costs. *(MPSP)*		X				
Implements Which Policy(ies)	M-8.4					
Responsible Department(s)	~~Public Works~~Community Development					
Supporting Department(s)	Capital Projects ~~Community Development~~					
25. The City shall update the city's official truck routes consistent with the General Plan policies and standards including minimizing the impacts of truck traffic, deliveries, and staging in residential and mixed-use areas. *(RDR)*		X				
Implements Which Policy(ies)	M-9.4					
Responsible Department(s)	Capital Projects ~~Public Works~~					
Supporting Department(s)	Community Development, Police					

DREVER STREET
BETWEEN BALLPARK DRIVE AND CABALDON PARKWAY

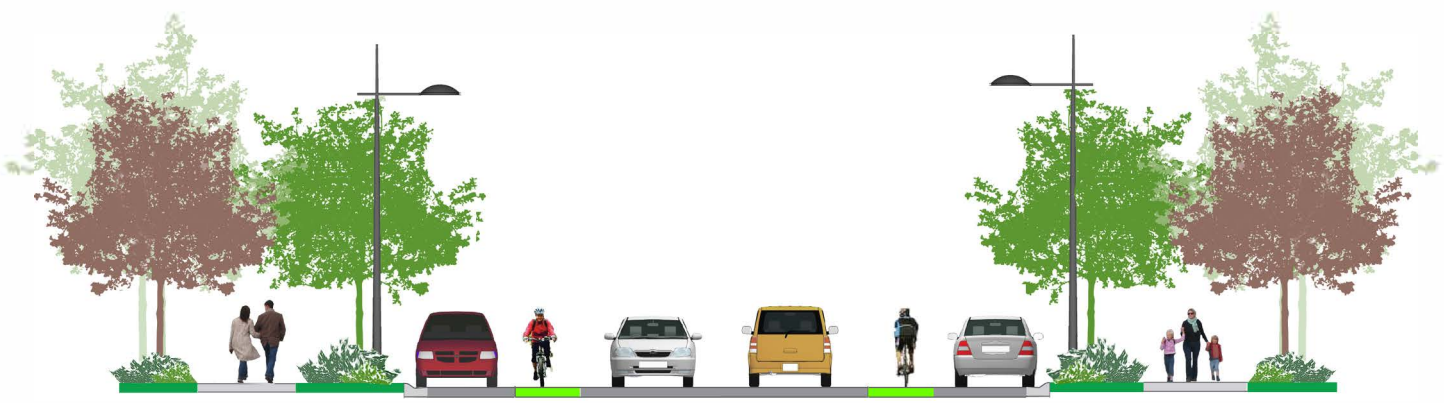
106.5-Foot
Right-of-Way

DREVER STREET/BALLPARK DRIVE INTERSECTION
VIEW NORTH TOWARD CABALDON PARKWAY



106.5-Foot
Right-of-Way

DREVER STREET
BETWEEN BALLPARK DRIVE AND JEFFERSON BOULEVARD (EXTENSION OF EXISTING ROW)



80-Foot
Right-of-Way

TRANSPORTATION, MOBILITY & INFRASTRUCTURE COMMISSION **AGENDA REPORT**

MEETING DATE: June 5, 2023 **ITEM # 6**

SUBJECT:

CONSIDERATION OF 1-YEAR CONTRACT RENEWAL WITH NOMAD TRANSIT LLC FOR CONTINUED OPERATION OF THE WEST SACRAMENTO ON-DEMAND RIDESHARE PROGRAM AND DISCUSSION ON THE GOALS OF THE ON-DEMAND RIDESHARE PROGRAM

INITIATED OR REQUESTED BY:

[ ] Board [X] Staff

[ ] Other

REPORT COORDINATED OR PREPARED BY:

Stephanie Chhan, Senior Transportation Planner

Department
Community Development Department

ATTACHMENT [X] Yes [ ] No [ ] Information [X] Direction [ ] Action

OBJECTIVE

The purpose of this report is to provide the Transportation, Mobility, and Infrastructure Commission information regarding the Fiscal Year 2023-2024 contract extension and fee schedule for the City of West Sacramento's On-Demand Rideshare Program. The City is currently on the fourth of fifth City Council approved annual contract extensions with NoMad Transit LLC, a wholly own subsidiary of Via Transportation, Inc., to provide flexible on-demand transit. Staff is presenting the fee schedule for the fifth and final one-year extension and updated goals for the On-Demand Rideshare Program.

RECOMMENDED ACTION

Staff respectfully recommends that the Transportation, Mobility, and Infrastructure Commission:

1) Recommends City Council adopt the operational and budget approach proposed by staff to support a 1-year extension of the contract with NoMad Transit LLC to continue operating the West Sacramento On-Demand Rideshare program; and
2) Receive a presentation on the the City's On-Demand Rideshare Program and provide comments and/or policy recommendations for the City Council. Recommendations to the City Council may include comments on roles and responsibilities of the City, feedback on the proposed features and service parameters, and recommendations on funding source(s) and limit.

BACKGROUND

The West Sacramento On-Demand Rideshare Program was launched as a 1-Year Pilot on May 14, 2018 following robust Transportation, Mobility, and Infrastructure (TMI) Commission and City Council engagement dating back to June 2016. The program was initially developed in response to Council direction to explore a more flexible, innovative public transit model that better served resident needs, as fixed route bus service continued to experience increased costs along with declining ridership. Following the success of the Pilot program, on May 1, 2019, the City Council unanimously approved an Amended and Restated Contract continuing the rideshare program.

As part of this agenda item staff will provide updates on the program, findings from the Sacramento Area Council of Government's Transportation Development Act triennial performance audit, the proposed fee schedule for the fifth and final contract extension with NoMad Transit LLC, and a presentation on the goals of the City's On-Demand Rideshare Program.

ANALYSIS

Ridership in Review

On June 15, 2022, the City Council approved a contract of $2,741,254 – comprised of $2,395,191 of Transportation Development Act funds, $69,014 Fiscal Year (FY) 2021-22 year fare revenues, and $277,049 of anticipated FY 2022-23 fare revenue reinvestment – with NoMad Transit LLC to support the On-Demand Rideshare Program operations and allocated $115,000 to fund staff time and materials for fiscal year 2022-23.

Since launch through April 2023, Via has provided a total of over 649,000 rides throughout West Sacramento for over 13,600 unique accounts. Of the 13,600+ accounts, more than 560, or approximately 5 percent, are senior or disabled account holders. On average, pick-up estimated time of arrival is approximately 12.8 minutes, deviation between estimated time of arrival and actual pick-up time is 0.9 minutes, and 86 percent of vehicles are within 5 minutes of estimated pick up time. Riders walk an average of 318.5 feet to be picked up and trips are an average of 3.3 miles and 10.2 minutes per ride. Since the launch top pick-up and drop-off destinations include River City High School, Riverpoint Marketplace, Southport Town Center, Raley's, the West Sacramento Recreation Center, and Savannah at Southport apartments.

Between July 2022 – April 2023, the service has completed over 157,000 rides - averaging of 3,622 weekly rides, 593 weekday daily rides, and 328 weekend daily rides. Currently, over 600 unique riders are using the service weekly. Senior/Disabled ridership comprises an average of approximately 379 weekly rides. Recent high ridership has lead to 28.1 percent of requests in March 2023 and 25 percent of requests in April 2023 with 21+ minute estimated time of arrivals. Average pick-up time for FY 2022-23 is 14 minutes, deviation between estimated time of arrival and actual time of arrival is approximately 1.3 minutes, and 87 percent of vehicles are within 5 minutes of estimated pick up time. NoMad Transit LLC indicated the longest distance a customer would walk to meet a vehicle is 1/10 mile, or approximately 500 feet, although most walking distances will be shorter than the maximum and some may even be door-to-door if it is optimal for the network. For Fiscal Year 2022-23, the average pick up walking distance was 320.7 feet. For FY 2022-23, top pick-up and drop-off locations include: River City High School, Riverpoint Marketplace, Southport Town Center, Raley's, the West Sacramento Recreation Center, Savannah at Southport apartments, Tower Bridge Gateway, and Lighthouse Bar and Grill.

ViaPass is a discounted weekly frequent rider program that offers riders up to four rides a day, seven days a week for $15. Seniors 62+ and individuals with eligible disabilities receive a 50 percent discount off the ViaPass price. This frequent rider program effectively provides a 50 percent discount on regular fares and 70 percent discount on top of already discounted fares. ViaPass users take 2.5 times more rides than non-pass riders. Approximately 26 percent of weekly active users hold a ViaPass and 48 percent of all weekly rides are taken using ViaPass.

Transportation Development Act Triennial Performance Audit

The Transportation Development Act (TDA) is administered by the California Department of Transportation (Caltrans) and provides two sources of public transportation funding for local governments, Local Transportation Funds (LTF) and State Transit Assistance (STA) funds. The funds are intended for the development and support of public transportation needs that exist in California and are allocated to counties based on population, taxable sales, and transit performance. TDA funds are primarily intended to support public transit services but can support a wide variety of transportation programs including planning activities, pedestrian and bicycle facilities, road rehabilitation or other community transit, bus and rail projects. However, STA funds have more restrictive criteria and regulations that must be met in order to fund eligible expenses. The Sacramento Area Council of Governments (SACOG) is the administrator of TDA funds for the City of West Sacramento, and the City must annually submit a claim for review and approval by the SACOG Board of Directors to claim its allocations of TDA funds.

Because the City of West Sacramento funds the On-Demand Rideshare Program with TDA funds, the City is subject to compliance with TDA requirements. SACOG recently completed a TDA triennial performance audit on the City's On-Demand Rideshare Program. The goal of the audit is to provide a means of evaluating performance and to enhance performance by making recommendations for improvement. The audit measures performance against TDA's established criteria and focuses on management's planning and control system. It also evaluates an agency's degree of compliance with established policies and procedures as outlined in the TDA statutes.

The "Triennial Performance Audit of City of West Sacramento – Via Rideshare" is provided in Attachment 1. Of the compliance requirements pertaining to West Sacramento, the City fully complied with five requirements. The City was found not in compliance with regard to the submittal of the annual Transit Operators' Financial Transactions Reports to the State Controller and was partially compliant with regard to reporting of performance

measures (vehicle service hours and miles/full-time employee equivalents). Four additional compliance requirements did not apply to West Sacramento (i.e., annual CHP terminal inspections, rural/urban farebox recovery ratios, and use of federal funding).

Staff has been in coordination with the State Controller's Office and will submit an annual report beginning in Fiscal Year (FY) 2022-23, which is due in January 2024. Additionally, staff has coordinated with Nomad Transit LLC to incorporate the TDA performance metrics as a requirement to be regularly reported to the City through the contract amendment with proposed FY 2023-24 fee schedule. The performance metric reports do not affect the contract cost with Nomad Transit LLC.

Continued use of TDA funding means that the City is considered a transit operator and is subject to TDA compliance requirements for continued receipt of TDA funds. The California Department of Transportation (Caltrans) Performance Audit Guidebook contains a checklist of 11 measures taken from the Public Utilities Code and California Code of Regulations. These measures and the City's compliance with them are detailed in "Triennial Performance Audit of City of West Sacramento – Via Rideshare," Attachment 1.

Preliminary FY 2023-24 Budget
This section provides a review of the West Sacramento On-Demand Rideshare Program's preliminary proposed budget and operational approach to be submitted to Council on June 7, 2023. The primary purpose of adopting Amendment No. 5 renewing the fee schedule for the upcoming operational year, is to ensure that the projected costs, levels of service (quantity of projected "Driver Hours") and fare revenue are incorporated into the current and binding contract with NoMad Transit LLC, which is utilized for monthly billing purposes.

Via provided two fee schedule scenarios for staff consideration (Attachment 2). The operational model proposed for FY 2023-24 assumes few changes from FY 2022-23, but the scenarios provided options for two service demand scenarios. Scenario 1 assumes the same level of demand as FY 2022-23 with some natural growth, whereas Scenario 2 increases vehicle and driver hours to support a 10 percent increase in demand from FY 2022-23. Recent ridership has increased past pre-COVID highs, reaching 18,570 completed rides in March 2023 and 16,322 completed rides in April 2023 as compared to 15,975 completed rides in February 2020. Utilization (completed rides/net driver hours) is currently 3.9 for July 2022 – April 2023, as compared to a utilization of 2.0 for July 2019 – April 2020. With sustained growth on the On-Demand Rideshare Program, staff is proposing a fee schedule based on Scenario 2 with additional driver hours to maintain service standards.

The proposed FY 2023-24 fees are similar to previous years but have increased to accommodate a new regulatory fee and inflation. Via is passing onto the City the Public Utilities Commission Transportation Reimbursement Account (PUCTRA) regulatory fees enacted as of January 1, 2023. The fee schedule also proposes higher projected driver hours and an estimated 2.98 percent increase for vehicle hour rates and 3.01 percent increase in service hour rates to account for inflation.

Recent advancements in Via's software and application platform allow for the integration of public transit data, providing riders with the option to select Via or another mode of transportation, such as Yolobus. Staff plans to pursue this advancement and integrate mobility-as-a-service features into the City's Via application platform. This will provide benefits to riders, allowing easy route planning and the possibility to plan trips using multiple transport methods. This may allow the City to better handle demand for the rideshare program within the contract budget, while continuing to encourage people to use alternative transportation.

The following table summarizes the features of the On-Demand Rideshare Program and a comparison of the current program versus the proposed 2023-24 program:

	FY 2022-23 On-Demand Rideshare Program	Proposed: FY 2023-24 On-Demand Rideshare Program
Fleet Supply	No Proposed Changes	
Hours of Operation	No Proposed Changes	
Driver Hours	Term: 12 months Projected: 46,800 hrs Estimate: 46,800 hrs[1]	Term: 12 months Projected: 57,200 hrs
Customer Support Hours	Projected: 5,980 hrs Estimate: 5,980 hrs[1]	Projected: 5,980 hrs
Contract Rate	Operations: $50.72 Customer Support (1.25 FTE): $36.88	Operations: $52.23 Customer Support (1.25 FTE): $37.99
COVID Cleaning	$63,816	$0
Regulatory Fees	Access for All - $0.10 cents per ride	Access for All - $0.10 cents per ride PUCTRA Regulatory Fee – 0.3 percent of gross intrastate revenue plus quarterly/annual fees
Ridership	*Projected:* 192,000 Estimate: 190,000[1]	Projected: 220,000
Cost per Ride[2]	Projected: $14.87 Estimate: $15.03[1]	Projected: $15.52
Contract Budget	Projected: $2,741,254 ($2,395,191 of TDA funds, $69,014 of FY 21-22 fare revenue, $277,049.00 of FY 22-23 fare revenue) Estimate Spent: $2,741,254[1]	Projected: $3,301,372 ($150,000 of FY 22-23 fare revenue, $313,642 of FY 23-24 fare revenue, and $2,837,730 of TDA funds)

[1] Inclusive of estimates for May – June 2023.
[2] Inclusive of City staff time estimated costs.

Attachment 3 provides draft proposed contract Amendment No. 5 which includes administrative amendments to the contract and the proposed fee schedule for FY 2023-24. Via assumes a fare revenue reinvestment that supports the service. Should actual fare revenues collected exceed the estimated amount in the projected budget, the additional fare revenues will be reinvested toward the next fiscal year's program operations. Fare revenue assumptions consider standard-price fares, discounts, and ViaPass. The projected fare revenue for FY 2023-24 is $313,642 to support the program. Via's projected average net fare per ride for FY 2023/24 is $1.42, which is 1 percent less than the projected average net fare per ride of $1.44 assumed in the FY 2022-23 budget. The program budget proposes $2,987,730, inclusive of FY 2022-23 anticipated remaining fare revenues, from the City to support the FY 2023-24 program. This is an increase of $560,118 as compared to the FY 2022-23 program budget of $2,464,205.

In addition to fare revenue reinvestment, the On-Demand Rideshare program is supported by local TDA funds. The City must annually submit a claim for review and approval by the SACOG Board of Directors to claim its allocation of TDA funds. Upon SACOG approval of the TDA Claim, Yolo County disburses the allocation request to the City. Currently, the City has approximately a $2.69 million unearned remaining balance of carryover TDA funds from previous fiscal years. For FY 2023-24, staff anticipates an apportionment of $3,794,876 in Local Transportation Funds and $630,458 in State Transit Assistance Funds per the Yolo County Estimated Findings of Apportionment released in March 2023 (Attachment 4). The Yolo County Transportation District (YoloTD) FY 2023-24 proposed budget, scheduled to be approved by the YoloTD Board of Directors in June 2023, includes the City's share of expenditures for YoloTD administrative fee, fixed route operations, and paratransit service for the City, totaling $3,030,803. At the end of the FY 2022-23 contract term, staff will determine the precise amount

of remaining FY 2022-23 Via funds and fare revenue to apply toward the FY 2023-24 expenses. Staff will seek City Council authorization for staff to submit a claim for the Via program budget, less the total amount of FY 2022-23 fare revenue and contract rollover in the On-Demand Rideshare Program from FY 2022-23, and $115,000 for City staff time and materials to support the program in the FY 2023-24 annual TDA claim.

Goals for the On-Demand Rideshare Program
The City's contract with NoMad Transit LLC allows for one more extension for FY 2023-24, after which the contract ends. Staff is preparing a Request for Information for City Council consideration to solicit information from a broad pool of qualified private and public mobility service providers, including Transportation Network Companies (TNCs), to provide microtransit service to the City. Given the progress and evolution of the On-Demand Rideshare Program since its inception, staff has proposed revisions to the goals for the On-Demand Rideshare Program.

The goals developed in 2018 for the On-Demand Rideshare Program are as follows:

- Provide a safe, reliable, demand responsive flexible transportation service
- Maintain or improve the productivity and cost-effectiveness of the existing transit network
- Reduce single occupancy vehicle trips and greenhouse gas (GHG) emissions from transportation
- Connect underserved residents to key destinations/amenities and alternative modes
- Close first- and last- mile gaps at and around key transit hubs and destinations
- Increase linked multi-modal and active transportation trips

Staff proposes the following goals moving forward:

- Provide safe, reliable, and accessible on-demand transportation service
- Connect areas poorly serviced by transit to key destinations/amenities
- Increase awareness of and provide convenient connections to multi-modal and active transportation options
- Close first- and last- mile gaps at and around key transit hubs to support regional trips
- Maintain a productive, cost-effective, and sustainable microtransit service
- Gather data to complement, support, and advance existing and future transit options

Environmental Considerations
This project is exempt from CEQA as it can be seen with certainty that there is no possibility the activity in question may have a significant effect on the environment (State CEQA Guidelines Section 15061 (b)(3)). The fundamental definition of a "significant effect" under CEQA is "a substantial adverse change in physical conditions". Per this definition, it is clear that the operation of up to eleven (11) 6-passenger shared-ride vehicles utilizing existing infrastructure with the intent of encouraging pooling and reducing traffic impacts by shifting community members out of higher VMT (Vehicle Miles Travelled) generating modes (i.e. single occupancy driving or ride-hailing) does not constitute a significant impact.

Moreover, the project is within the scope of the EIR prepared for the General Plan 2035, and no new or substantially more adverse impacts would occur through the implementation of the proposed project. The project directly implements multiple Mobility Element Policies aimed at providing a multi-modal transportation system that supports various modes and benefits community and environmental health. As a result, no new environmental document is required, consistent with State CEQA Guidelines Section 15162 and 15168(c)(2).

Strategic Plan Integration
This project advances the 2022 Strategic Plan goals of "Mobility & Connectivity" as part of the City's "Mobility Action Plan Implementation" management agenda.

Alternatives
The Commission's primary alternatives to staff's recommendations are:

1. Receive staff's presentation, provide feedback for City Council's consideration.
2. Request staff to return with the presentation at a later date.
3. Decline to hear the presentation.

Alternative 1 is the recommended action. Alternatives 2 and 3 are not recommended as the presentation will be brought to City Council without Commission input to maintain service with NoMad Transit LLC for Fiscal Year 23-24.

Coordination and Review
This report was prepared by the Transportation & Mobility Division of the Community Development Department and received review from the Finance Department, City Attorney's Office, and City Manager's Office.

Budget/Cost Impact
Amendment No. 5 to the Amended & Restated Contract with NoMad Transit LLC establishes the Fee Schedule for FY 2023-24 with an annual City obligation in an amount not to exceed $2,987,730 toward operating costs, as shown. A total of $115,000 in City staff costs is also included, consistent with the staff allocation included in the program budgets previous fiscal years.

Staff estimates an allocation request of up to $3,102,730 in TDA funds [Budget Unit 202-9220-5259], offset by an estimated $150,000 in projected FY 2022-23 fare revenues to support the 1-year renewal request.

Expenses	
Contract for Services with NoMad Transit LLC:	$2,987,730
City Staff Time & Materials:	$115,000
Total FY 2023-24 Program Expenses	**$3,102,730**
Funding Sources	
FY 2022-23 Fare Revenues	$150,000
FY 2023-24 TDA Allocation	$2,952,730
Total	**$3,102,730**

Exclusive of the estimated FY 2023-24 TDA apportionment (Attachment 4), the City's current unrestricted TDA reserve balance is approximately $2.70 million. Estimated FY 2023-24 allocation brings the TDA balance approximately to $7.12 million. Staff is awaiting more concrete FY 2022-23 Via fare revenue & cost savings, as well as YoloTD's budget update for the City's share of fixed-route and paratransit costs to finalize the FY 2023-24 TDA Claim. Based on the LTF Findings of Apportionment, planning fees to be paid to SACOG by the City of West Sacramento is $113,846. Based on YoloTD's preliminary budget, the City's contribution to YoloTD for fixed route, paratransit, and administrative costs is $3,030,803. Staff anticipates that additional funding sources other than TDA may be needed to support the On-Demand Transportation Program should the program continue beyond FY 2023-24.

ATTACHMENTS
1. Fiscal Year 2019-2021 Triennial Performance Audit of City of West Sacramento – Via Rideshare
2. Via Proposed Fee Schedule Scenarios
3. Amendment No. 5 to the Amended and Restated Contract with NoMad Transit LLC
4. Fiscal Year 2023-24 Transportation Development Act Preliminary Findings of Apportionment

FY 2019-2021

TRIENNIAL PERFORMANCE AUDIT OF CITY OF WEST SACRAMENTO – VIA RIDESHARE

SUBMITTED TO

SACOG

SACRAMENTO AREA COUNCIL
OF GOVERNMENTS

CITY OF WEST SACRAMENTO

SUBMITTED BY

Michael Baker INTERNATIONAL

Final

December 2022

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Executive Summary

The Sacramento Area Council of Governments (SACOG) engaged the Michael Baker International audit team (Michael Baker) to conduct the Transportation Development Act (TDA) triennial performance audit of the nine public transit operators under its jurisdiction. The performance audit serves to ensure accountability in the use of public transportation revenue. This performance audit is conducted for Via Rideshare in West Sacramento (City, West Sacramento, or Via), covering the most recent triennial period, fiscal years 2018–19 through 2020–21.

The audit includes a review of the following areas:

- Compliance with TDA requirements
- Status of prior audit recommendations
- Transit system performance trends
- Functional review

From the review, recommendations were developed to improve the operational efficiency and effectiveness of Via Rideshare.

Compliance with TDA Requirements

Of the nine compliance requirements pertaining to West Sacramento, the City fully complied with five requirements. The City was found not in compliance with regard to the submittal of the annual Transit Operators' Financial Transactions Reports to the State Controller and was partially compliant with regard to reporting of performance measures (vehicle service hours and miles/full-time employee equivalents). Four additional compliance requirements did not apply to West Sacramento (i.e., annual CHP terminal inspections, rural/urban farebox recovery ratios, and use of federal funding).

Status of Prior Audit Recommendations

There were no prior audit recommendations. This report constitutes the first triennial performance audit of the operator.

Transit System Performance Trends

1. Fare revenues for transit services provided by the Yolo County Transportation District (YCTD, District), to which the City contributes, are collected by the District. The fare revenue ratio for the YCTD is reported in the District's financial statements. The YCTD is subject to a 15 percent system-wide ratio that the system meets, and which has been formalized by SACOG. Based on audited and internal reporting data, the YCTD's system-wide farebox recovery ratio was 22.78

percent in FY 2019; 14.54 percent in FY 2020; and 13.20 percent in FY 2021.[1] The average system-wide farebox recovery ratio was 16.84 percent.

2. Operating costs increased by 156.9 percent from the first full year of operation in FY 2019 to FY 2021. On an average annual basis, costs increased 75.7 percent, with the highest increase of 147.7 percent occurring in FY 2020. This increase can be attributed to higher customer service costs as ridership increased as well as an increase of over 10,000 service hours from FY 2019 to FY 2020. Additionally, COVID-19 related costs (frequent cleanings/disinfectants, PPE supplies, applying and maintaining partitions, etc.) increased operating costs beginning in FY 2020. Operating costs only increased 3.7 percent from FY 2020 to FY 2021, while driver hours remained relatively constant.

3. Ridership increased 20.2 percent from 92,063 rides during FY 2019 to 110,661 rides during FY 2021. Ridership reached 139,340 in FY 2020 before the effects of the COVID-19 pandemic began impacting this indicator. On an average annual basis, ridership increased 15.4 percent with an increase of 51.4 percent occurring in FY 2020 and a decrease of 20.6 percent in FY 2021, a reflection of the effects of the pandemic on ridership.

4. The provision of vehicle service hours and miles both exhibited increases from FY 2019 to FY 2021 as the program expanded past its pilot year. Vehicle service hours increased 31.7 percent and vehicle service miles increased 20.8 percent. Both indicators saw their peak in FY 2020 before exhibiting decreases in FY 2021 due to the effects of the pandemic on service.

5. Operating cost per passenger, an indicator of cost effectiveness, increased 113.7 percent from $6.81 during FY 2019 to $14.56 during FY 2021. The trend is indicative of the outpacing of operating expenses compared to ridership, exacerbated by the effects of the pandemic on ridership as well as the pandemic's effect on operating costs as discussed above.

6. Operating cost per hour, an indicator of cost efficiency, increased 95 percent from $24.49 during FY 2019 to $47.75 during FY 2021. The trend in this indicator is reflective of the increase in operating costs outpacing the increase in vehicle service hours, exacerbated by the effects of the pandemic on service as well as the pandemic's effect on operating costs as discussed above.

Functional Review

1. Via Rideshare is a network-optimized, on-demand rideshare service operating within the city limits of West Sacramento. Through the initial pilot program, Via provided an on-demand rideshare service for a period of one year, with 10 Mercedes Metris vans rented at no cost to

[1] Assembly Bill 90, passed into law and signed by the governor in June 2020 in response to the COVID-19 pandemic impacts, prohibits the imposition of penalties on a transit operator that does not maintain the required ratio of fare revenues to operating cost during FY 2019–20 or FY 2020–21.

the City by Nomad Transit LLC, a subsidiary of Via Transportation, Inc. Riders are able to book a ride using a smart phone app and over the phone. The pilot service launched on May 14, 2018.

2. The City's rideshare program is administered by a senior transportation planner in the Community Development Department and by a team composed of a partner success manager, general manager, and local field manager. On January 17, 2018, the City Council approved a contract with NoMad Transit LLC, a wholly owned subsidiary of Via Transportation, Inc., in the amount of $720,000 for a one-year pilot. This original contract was amended in February 2019 to utilize $90,000 in fare revenues. The contract may be extended annually up to five additional years. The contract is reviewed annually.

3. Via Rideshare driver partners are classified as independent contractors. All driver partners undergo thorough criminal background checks before driving on the Via platform. Applicants may complete their applications, provide required documentation, and sign required agreements through Via's Driver Portal (https://my.drivewithvia.com/). Candidate screening consists of a four-step process. The number of driver partners available for West Sacramento Via Rideshare ranges between 20 and 40 drivers.

4. Vehicle maintenance is the responsibility of the driver partners. The driver partners conduct pre- and post-inspections on the vehicle at the Via Rideshare staging lot. The inspections involve drivers taking photos of the exterior and interior of the vehicle and uploading them to the Via Driver Portal. The Rideshare vans are parked along the northern perimeter of the lot composed of 16 spaces.

5. West Sacramento's Via Rideshare is marketed through several media, including a rider's guide, mobile app, and a dedicated web page on the City of West Sacramento website (https://www.cityofwestsacramento.org/via). Other fare media and promotions include the Via Pass and discounts to senior citizens and disabled people. The service is branded with the City's Tower Bridge logo.

Recommendations

Performance Audit Recommendation	Background	Timeline
1. Complete the annual Transit Operators' Financial Transactions Report for submittal to the State Controller.	Pursuant to Public Utilities Code Section 99243, transit operators are required to submit an annual report, called the Transit Operators' Financial Transactions Report, to the regional transportation planning agency (RTPA) based upon the Uniform System of Accounts and Records established by the State Controller. This report is due within seven months after the end of the fiscal year (on or before January 31). The report shall contain underlying data from audited financial statements	High Priority

Performance Audit Recommendation	Background	Timeline
	prepared in accordance with generally accepted accounting principles, if this data is available. In lieu of submitting the Transit Operators' Financial Transactions Report, the City of West Sacramento completed and submitted the Cities' Financial Transactions Report to the State Controller during the audit period. The Cities' Financial Transactions Report does not include financial and operating data that pertain to the Via Rideshare service. It is recommended that commencing with FY 2022, the City use the Transit Operators' Financial Transactions Report for reporting transit financial and operational data. The City would need to set up an account through the Local Government Financial Reporting System as a transit operator. See link: https://lgrsonline.sco.ca.gov/Account/Login?RememberMe=False&Optentitytype=TRS. General instructions for reporting transit expenditures, revenues and operating data are found at the link: https://www.sco.ca.gov/Files-ARD-Local/LocRep/TO_FTR_Instructions_20-21.pdf.	
2. Ensure that performance measures are consistent with TDA statute definitions, in particular with regard to vehicle service hours and mileage as well as employee hours.	The auditor queried the Via Rideshare contractor about how vehicle service hours and miles are reported. It was revealed that vehicle service hours and miles are recorded when the vehicles leave the staging yard, which would include deadhead hours and mileage. According to the TDA statute, actual vehicle revenue hours are: The hours that vehicles travel while in revenue service. Vehicle revenue hours include layover/recovery time but exclude deadhead, training operators prior to revenue service and road tests, as well as school bus and charter services. Actual vehicle revenue miles are: The miles that vehicles travel while in revenue service. Vehicle revenue miles exclude deadhead, training	High Priority

Performance Audit Recommendation	Background	Timeline
	operators prior to revenue service and road as well as school bus and charter services. In addition, vehicle service hours per employee data were not calculated due to the unavailability of full-time equivalent (FTE) data, which would be reported in the Transit Operators' Financial Transactions Report. Proper calculation of this measure is based on the number of employee FTEs using employee pay hours from the State Controller Report and dividing by 2,000 hours. In lieu of submitting the Transit Operators' Financial Transactions Report, the City of West Sacramento completed and submitted the Cities' Financial Transactions Report to the State Controller. It is recommended that the contractor have the driver partners begin to record vehicle revenue hours and miles according to TDA definitions including starting at the first customer pickup and ending at the last customer drop-off, including layover/recovery. Layover and recovery are "out-of-service" time allowances allocated to a vehicle at a certain location or locations along the route, generally at a terminal location. Layover time is rest or "break" time allocated to the operator somewhere along the line, usually at a terminal location at the end of a trip. Recovery time can be thought of as "buffer" break time built into the schedule. It may or may not be used by the operator. In addition, it is suggested that the City work closely with Via Rideshare to ensure the accuracy of the operating data reported.	
3. Insert TDA and transit reporting standards in the Via Transportation contract.	Building upon the above recommendations for the City and contractor to follow TDA definitions in tracking and collecting key performance data, the requirements to properly report operations data should be added to the conditions in the service contract. While dashboard measures are listed in the contract of available information for City use, they do not specify or define how the data are to be presented. For example, the contract should include defining vehicle revenue hours and miles separately from total vehicle revenue hours	Medium Priority

Performance Audit Recommendation	Background	Timeline
	and miles according to TDA, which the City or contractor can then determine transit cost efficiency and effectiveness measures that comply with TDA and transit industry reporting standards. Of the available metrics complimenting those already being collected by the City and discussed with Via Transportation, the following are suggested measures that the City should require to be calculated and reported in regular intervals, such as monthly, quarterly, and annually. • Passengers per revenue hour • Passengers per revenue mile • Operating cost per revenue hour • Operating cost per revenue mile • Operating cost per passenger • Accidents/Vehicle roadcalls/breakdowns • On-time performance • Passenger complaints and compliments These key measures create additional dashboard indicators that mirror public transit operations from which service goals and standards could be formed to better measure productivity over time. For example, a goal standard for passengers per revenue hour and cost per revenue hour could be a rolling 6 to 12 month average under TDA definitions. The City should work with the contractor to develop productivity standards using these measures to build a log of operational efficiency and effectiveness tracking. Section IV of this audit provides the TDA required measures as a starting point.	

Section I

Introduction

California's Transportation Development Act (TDA) requires that a triennial performance audit be conducted of public transit entities and transit service claimants that receive TDA revenues. The performance audit serves to ensure accountability in the use of public transportation revenue.

The Sacramento Area Council of Governments (SACOG) engaged the Michael Baker International audit team (Michael Baker) to conduct the TDA triennial performance audit of the nine public transit operators and transit service claimants under its jurisdiction. This performance audit is conducted for Via Rideshare in West Sacramento (City, West Sacramento, or Via) covering the most recent triennial period, fiscal years 2018–19 through 2020–21.

The purpose of the performance audit is to evaluate Via Rideshare's effectiveness and efficiency in its use of TDA funds to provide public transportation in its service area. This evaluation is required as a condition for continued receipt of these funds for public transportation purposes. In addition, the audit evaluates Via Rideshare's compliance with the conditions specified in the California Public Utilities Code (PUC). This task involves ascertaining whether Via Rideshare is meeting the PUC's reporting requirements. Moreover, the audit includes calculations of transit service performance indicators and a detailed review of the transit administrative functions. From the analysis that has been undertaken, a set of recommendations has been made which is intended to improve the performance of transit operations.

In summary, this TDA audit affords the opportunity for an independent, constructive, and objective evaluation of the organization and its operations that otherwise might not be available. The methodology for the audit included in-person and virtual interviews with management and the contract operator, collection and review of agency documents, data analysis, and on-site observations. The *Performance Audit Guidebook for Transit Operators and Regional Transportation Planning Entities*, published by the California Department of Transportation (Caltrans), was used to guide in the development and conduct of the audit.

Overview of the Transit System

Originally founded in 2012, Via Transportation is a transportation services technology provider primarily focused on delivering on-demand and pre-scheduled shared rides, optimizing fixed routes, and providing multimodal and intermodal transit technology. Via's algorithm matches multiple passengers heading in the same direction and books them into a single vehicle. Shared rides are usually from corner-to-corner to streamline vehicle routes, requiring passengers to walk to a nearby pickup point, indicated on the app. Via primarily operates in partnership with a local transit authority, government entity, university, school district, taxi fleet, or private organization. The operational partnerships use Via's technology, but allow organizations to use their own

vehicle fleets, supply their own drivers, and provide their own live service staff. Partners may also choose to have Via supply these resources, including full vehicle and operational management. Those who opt for a turnkey solution run by Via, this is in partnership with 3rd party vehicle partners and independent contracters.

In 2018, the City of West Sacramento launched the Via program as a one-year pilot, following robust Transportation, Mobility, and Infrastructure (TMI) Commission and City Council engagement dating back to June 2016. Following a competitive procurement, the City selected NoMad Transit LLC, a wholly owned subsidiary of Via Transportation Inc., to pilot a shared, on-demand transportation service with flexible stops, schedules, and fleet supply. While primary goals of the program included enhanced mobility, increased pooled rides, and improved quality of life, the concept of right-sizing vehicles and making the supply of service demand-responsive was also designed to capture cost efficiencies by regularly adapting the amount of service based on historical and projected ridership trends.

West Sacramento is the third largest city of the four incorporated cities in Yolo County. The city lies directly adjacent to the City of Sacramento, separated by the Sacramento River. The city has a total land area of 21.43 square miles. Originally a collection of various fishing and farming communities cumulatively known as “East Yolo,” the communities officially incorporated as the City of West Sacramento in 1987. Based on the 2020 US Census, the city’s population was 53,915. Based on the 2020 ACS 5-Year Estimate Data, 5,932 or 11.1 percent of the city’s population was age 65 or older. The 2022 population is estimated to be 52,837 as reported by the California Department of Finance.

System Characteristics

Via Rideshare is a rideshare service, allowing residents to catch a ride anywhere in the City of West Sacramento for an affordable, flat fare. Passengers can book a ride using the free Via app. Customers enter their pickup and drop-off locations and a vehicle will pick them up at their doorstep or within a block or two. Those who don't have a smartphone or tablet can book a ride by phone.

Customers are able to view estimated wait times when they enter their pickup and drop-off locations in the Via app (or over the phone) before approving any payments. Wait times will vary depending on nearby driver availability, but on average a Via van should arrive within 10-15 minutes. Riders typically don't wait longer than 30 minutes to be picked up.

Via Rideshare vehicles are wheelchair accessible in accordance with the Americans with Disabilities Act (ADA) of 1990. Customers requiring a wheelchair-accessible vehicle can go to the home page on the Via app and slide the wheelchair accessible button. Passengers making requests by phone should inform the customer service representative. Once the wheelchair accessible button is selected or a customer service representative is informed, an accessible vehicle will be sent each time the rider requests a ride. Via vans have ample space for walkers, canes, or other

mobility devices to be stored. Riders can simply inform their Via driver should they need assistance loading or unloading the vehicle.

Via Rideshare operates between 6:00 a.m. and 11:00 p.m. Monday through Friday; 9:00 a.m. and 11:00 p.m. on Saturdays; and 8:00 a.m. and 8:00 p.m. on Sundays. Service operates year-round including holidays.

Fares

Via Rideshare is a cashless service. Customers pay by a credit, debit, or prepaid credit card, which is entered when they set up an account on the Via app using a smartphone or tablet. Customers who wish to book rides over the phone can call Via at 916-318-5101 to have an account set up. The fare structure is shown in Table I-1.

Table I-1
Via Rideshare Fare Schedule

Fare Categories	Audit Period
Regular Fare (one-way trip)	$3.50
Senior & Disabled Riders	$1.75
Additional Riders	$1.00
ViaPass Weekly Pass (up to 4 rides a day)	$15.00
ViaPass Weekly Pass Senior & Disabled	$7.50

Source: City of West Sacramento

People age 62+ or with a qualifying disability may receive a 50 percent discount. To obtain a senior or disabled rider discount, riders must verify their eligibility in person at one of the following City of West Sacramento facilities:

- City Hall Utility Billing (Monday-Friday, 9 a.m.-5 p.m.)
- Community Center (Monday-Friday, 9 a.m.-5 p.m.)
- Recreation Center (Monday/Wednesday/Friday 9 a.m.-11 a.m., or Tuesday/Thursday 6 p.m.-8 p.m., or by appointment 916-617-4770)

For a senior discount, riders must provide at least one of the following forms of documentation:

- Valid driver's license, US passport, military ID or DMV issued ID card
- Valid Yolobus or SacRT Discount Rider pass with photo ID on the card (Connect Card)
- Valid Medicare card
- Current senior membership on file at the West Sacramento Recreation Center

For a disabled rider discount, riders must provide at least one of the following forms of documentation:

- Current Medicare card or a Medicare, SSI, or SSDI award letter
- Current DMV issued Disabled Person or Disabled Veteran placard ID
- Valid Yolobus or SacRT Discount Rider pass with photo ID on the card (Connect Card)

- Proof of current ADA Paratransit eligibility through Yolobus or SacRT

If none of the above are available, riders must complete the Disabled Rider Account Application, which will require a healthcare professional to complete a verification form on their behalf. After staff verifies eligible disability, riders will receive a discount code.

Fleet

The City of West Sacramento is supplied with a fleet through the wholly owned subsidiary of Via Transportation Inc., NoMad Transit LLC, and are rented directly by the independent contracted driver partners. Services were initially contracted for a one-year pilot program on May 14, 2018. The original fleet for the one-year pilot program comprised solely Mercedes Metris vans, totaling seven vehicles, including one wheelchair accessible vehicle. On May 1, 2019, the City Council approved an amended and restated contract continuing the program through June 30, 2020, which included fleet and service hour expansion supported by a $2.02 million allocation from the Transportation Development Act Fund. As of 2021, the fleet now includes 17 vehicles (14 Mercedes Metris and 3 Toyota Sienna), including 6 wheelchair accessible vehicles. The contract was later extended through 2022. Table I-2 shows the vehicle fleet information.

Table I-2
Via Rideshare Fleet

Year	Make & Model	Quantity	Seating Capacity
2018	Mercedes Metris	6	6
2019	Mercedes Metris	8	6
2020	Toyota Sienna	3	6
Total		**17**	

Source: Via Rideshare – NoMad Transit LLC

NoMad Transit LLC. Services transitioned away from the Mercedes Metris vehicles following the audit period and the fleet is now composed of Toyota Sienna vehicles. In August 2022, the City announced that the on-demand fleet will be undergoing a transition to hybrid vehicles. Introduction of the hybrid electric vehicles to the Via Rideshare fleet follows recent research from Via that found that the service has reduced travel emissions in West Sacramento by 22 percent when compared to the transit modes that were available before the service launched.

Section II

Operator Compliance Requirements

This section of the audit report contains the analysis of West Sacramento's ability to comply with state requirements for continued receipt of TDA funds. The evaluation uses Caltrans's *Performance Audit Guidebook* to assess transit operators. The guidebook contains a checklist of 11 measures taken from relevant sections of the PUC and the California Code of Regulations. Each requirement is discussed in the table below, including a description of the system's efforts to comply with the requirements. In addition, the findings from the compliance review are described in the text following the table.

Table II-1
Operator Compliance Requirements Matrix

Operator Compliance Requirements	Reference	Compliance Efforts
The transit operator submitted annual reports to the RTPA based upon the Uniform System of Accounts and Records established by the State Controller. Report is due within seven (7) months after the end of the fiscal year (on or before January 31). The report shall contain underlying data from audited financial statements prepared in accordance with generally accepted accounting principles, if this data is available.	Public Utilities Code, Section 99243	Completion/submittal dates: FY 2019: *SCO Report not submitted* FY 2020: *SCO Report not submitted* FY 2021: *SCO Report not submitted* *In lieu of submitting the Transit Operators' Financial Transactions Report, the City of West Sacramento completed and submitted the Cities' Financial Transactions Report to the State Controller. The Cities' Financial Transactions Report does not include financial and operating data that pertain to Via Rideshare. It is recommended that commencing with FY 2022, the City use the Transit Operators' Financial Transactions Report. **Conclusion: Not in Compliance.**
The operator has submitted annual fiscal and compliance audits to the RTPA and to the State	Public Utilities Code, Section 99245	Completion/submittal dates: FY 2019: December 23, 2019 FY 2020: December 17, 2020

Table II-1 Operator Compliance Requirements Matrix		
Operator Compliance Requirements	**Reference**	**Compliance Efforts**
Controller within 180 days following the end of the fiscal year (Dec. 27) or has received the appropriate 90-day extension by the RTPA allowed by law.		FY 2021: February 8, 2022 The FY 2021 annual fiscal and compliance audit was submitted within the 90-day extension period granted by SACOG as allowed by law. **Conclusion: Complied.**
The CHP has, within the 13 months prior to each TDA claim submitted by an operator, certified the operator's compliance with Vehicle Code Section 1808.1 following a CHP inspection of the operator's terminal.	Public Utilities Code, Section 99251 B	Due to the size of the vehicles operated, the City is exempt from the CHP Transit Operator Compliance Program, in which the CHP conducts inspections within the 13 months prior to each TDA claim. Since the vehicles accommodate six seated passengers, one wheelchair passenger, and the driver, they do not meet the definition of a transit bus as defined in Section 642 of the California Vehicle Code (CVC). Routine maintenance and inspections of vehicles are arranged through Via Rideshare driver partners as a condition of the Via Transportation contract. **Conclusion: Not applicable.**
The operator's claim for TDA funds is submitted in compliance with rules and regulations adopted by the RTPA for such claims.	Public Utilities Code, Section 99261	Each Yolo County Transportation District (YCTD, District) member jurisdiction submits their own separate Local Transportation Fund claim to SACOG. As a condition of approval, the City of West Sacramento's annual claims for Local Transportation Funds are

Table II-1 Operator Compliance Requirements Matrix		
Operator Compliance Requirements	**Reference**	**Compliance Efforts**
		submitted in compliance with the rules and regulations adopted by SACOG. The YCTD as the transit operator submits claims for State Transit Assistance in compliance with the rules and regulations adopted by SACOG. **Conclusion: Complied.**
If an operator serves urbanized and non-urbanized areas, it has maintained a ratio of fare revenues to operating costs at least equal to the ratio determined by the rules and regulations adopted by the RTPA.	Public Utilities Code, Section 99270.1	Transit operators are required to maintain a fare revenue to operating expenses ratio in order to be eligible for TDA funding. Fare revenues for transit services provided by the YCTD, to which the City contributes, are collected by the District. The fare revenue ratio for the YCTD is reported in the District's financial statements. During the audit period, the YCTD was subject to a formalized 15 percent system-wide farebox ratio as per SACOG TDA Guidelines. However, the City's audited financial statements and compliance reports do not provide a breakdown of the rideshare service's farebox ratio. The system-wide farebox ratios based on audited and internal data are as follows: FY 2019: 22.78% FY 2020: 14.54% FY 2021: 13.20% *Source: FY 2019-2021 City of West Sacramento Transportation Development Act Fund - Audited Financial Statements and*

Table II-1 Operator Compliance Requirements Matrix		
Operator Compliance Requirements	**Reference**	**Compliance Efforts**
		Compliance Reports and FY 2019–2021 Yolo County Transportation District - Audited Financial Statements and Compliance Reports **Conclusion: Complied.**
The operator's operating budget has not increased by more than 15% over the preceding year, nor is there a substantial increase or decrease in the scope of operations or capital budget provisions for major new fixed facilities unless the operator has reasonably supported and substantiated the change(s).	Public Utilities Code, Section 99266	Percentage change in the City's Via Rideshare's operating budget: FY 2019: *Service inception* FY 2020: +218.0% FY 2021: -35.6% The increase in the FY 2020 operating budget is attributed to the pilot's service expansion as stipulated in the amended and restated contract for service dated May 1, 2019. The decrease in the FY 2021 operating budget is attributed to reductions in the total number of Via Rideshare service hours to meet lower demand due to the COVID-19 pandemic, resulting in cost savings through the fiscal year. *Source: City of West Sacramento TDA Claims – Annual Project and Expenditure Plan* **Conclusion: Complied.**
The operator's definitions of performance measures are consistent with Public Utilities Code Section 99247, including (a) operating cost, (b) operating cost per	Public Utilities Code, Section 99247	A review of internal performance data reports and interviews with the Via Rideshare field manager revealed that vehicle service hours and miles are recorded when the vehicles leave the staging yard,

Table II-1 Operator Compliance Requirements Matrix		
Operator Compliance Requirements	**Reference**	**Compliance Efforts**
passenger, (c) operating cost per vehicle service hour, (d) passengers per vehicle service hour, (e) passengers per vehicle service mile, (f) total passengers, (g) transit vehicle, (h) vehicle service hours, (i) vehicle service miles, and (j) vehicle service hours per employee.		which would include deadhead hours and mileage. In addition, vehicle service hours per employee data were not calculated due to the unavailability of full-time equivalent (FTE) data, which would be reported in the Transit Operators' Financial Transactions Report. Proper calculation of this measure is based on the number of employee FTEs using employee pay hours from the State Controller Report and dividing by 2,000. In lieu of submitting the Transit Operators' Financial Transactions Report, the City of West Sacramento completed and submitted the Cities' Financial Transactions Report to the State Controller. The Cities' Financial Transactions Report does not include financial and operating data that pertain to Via Rideshare. **Conclusion: Partial Compliance.**
If the operator serves an urbanized area, it has maintained a ratio of fare revenues to operating costs at least equal to one-fifth (20 percent), unless it is in a county with a population of less than 500,000, in which case it must maintain a ratio of fare revenues to operating costs of at least equal to three-twentieths	Public Utilities Code, Sections 99268.2, 99268.3, 99268.12, 99270.1	Transit operators are required to maintain a fare revenue to operating expenses ratio in order to be eligible for TDA funding. Fare revenues for transit services provided by the YCTD, to which the City contributes, are collected by the District. The fare revenue ratio for the YCTD is reported in the District's financial statements. This requirement is not applicable, as West Sacramento falls under the YCTD, which serves both

Table II-1 Operator Compliance Requirements Matrix		
Operator Compliance Requirements	**Reference**	**Compliance Efforts**
(15 percent), if so determined by the RTPA.		urban and rural areas subject to SACOG's farebox policy. **Conclusion: Not Applicable.**
If the operator serves a rural area, or provides exclusive services to elderly and disabled persons, it has maintained a ratio of fare revenues to operating costs at least equal to one-tenth (10 percent).	Public Utilities Code, Sections 99268.2, 99268.4, 99268.5	Via Rideshare does not serve a rural area. Fare revenues for transit services provided by the YCTD, to which the City contributes, are collected by the YCTD. The fare revenue ratio for the YCTD is reported in the District's financial statements. *Source: FY 2019-2021 City of West Sacramento Transportation Development Act Fund - Audited Financial Statements and Compliance Reports* **Conclusion: Not Applicable.**
The current cost of the operator's retirement system is fully funded with respect to the officers and employees of its public transportation system, or the operator is implementing a plan approved by the RTPA which will fully fund the retirement system within 40 years.	Public Utilities Code, Section 99271	The City of West Sacramento contributes to its employees' retirement through the California Public Employees Retirement System (CalPERS). To be eligible for TDA funds, the annual TDA claims form requires a sign-off from the transit claimant to comply with standard assurances, one of which is that the agency's retirement system is funded. The passage of Proposition 22 requires that all licensed transportation network companies (TNCs) in the State of California provide new benefits and protections for drivers.

Table II-1 Operator Compliance Requirements Matrix		
Operator Compliance Requirements	**Reference**	**Compliance Efforts**
		Conclusion: Complied.
If the operator receives state transit assistance funds, the operator makes full use of funds available to it under the Urban Mass Transportation Act of 1964 before TDA claims are granted.	California Code of Regulations, Section 6754(a)(3)	The City of West Sacramento is a recipient of State Transit Assistance funds which are provided to another transit provider of service within the city limits (YCTD). West Sacramento does not utilize Federal Transit Administration funds. **Conclusion: Not Applicable.**

Findings and Observations from Operator Compliance Requirements Matrix

1. Of the nine compliance requirements pertaining to West Sacramento, the City fully complied with five requirements. The City was found not in compliance with regard to the submittal of the annual Transit Operators Financial Transactions Reports to the State Controller and was partially compliant with regard to reporting of performance measures (vehicle service hours and miles/full-time employee equivalents). Four additional compliance requirements did not apply to West Sacramento (i.e., annual CHP terminal inspections, rural/urban farebox recovery ratios, and use of federal funding).

2. Fare revenues for transit services provided by the YCTD, to which the City contributes, are collected by the District. The fare revenue ratio for the YCTD is reported in the District's financial statements. The YCTD is subject to a 15 percent system-wide ratio that the system meets, and which has been formalized by SACOG. The *City of West Sacramento Transportation Development Act Fund - Audited Financial Statements and Compliance Reports* do not provide a breakdown of the rideshare service's farebox ratio. Based on audited and internal reporting data, the YCTD's system-wide farebox recovery ratio was 22.78 percent in FY 2019; 14.54 percent in FY 2020; and 13.20 percent in FY 2021.[2] The average system-wide farebox recovery ratio was 16.84 percent.

3. Due to the size of the vehicles operated, the City's rideshare program is exempt from the CHP Transit Operator Compliance Program, in which the CHP conducts inspections within the 13 months prior to each TDA claim. Vehicle maintenance is the responsibility of Via Rideshare's driver partners as a condition in Via Transportation's contract.

4. The operating budget exhibited notable fluctuations during the audit period. There was an increase of 218 percent in FY 2020 followed by a decrease of 35.6 percent in FY 2021. The increase in the FY 2020 operating budget is attributed to the pilot's service expansion as stipulated in the amended and restated contract for service dated May 1, 2019. The decrease in the FY 2021 operating budget is attributed to reductions in the total number of Via Rideshare service hours to meet lower demand due to the COVID-19 pandemic, resulting in cost savings through the fiscal year.

[2] Assembly Bill 90, passed into law and signed by the governor in June 2020 in response to the COVID-19 pandemic impacts, prohibits the imposition of penalties on a transit operator that does not maintain the required ratio of fare revenues to operating cost during FY 2019–20 or FY 2020–21.

Section III

Prior Triennial Performance Recommendations

There were no prior audit recommendations. This report constitutes the first triennial performance audit of the operator.

Section IV

TDA Performance Indicators

This section reviews Via Rideshare's performance in providing transit service to the community in an efficient and effective manner. The TDA requires that at least five specific performance indicators be reported, which are contained in the following table. Farebox recovery ratio is not one of the five specific indicators but is a requirement for continued TDA funding. Therefore, farebox calculation is also included. Two additional performance indicators, operating cost per mile and average fare per passenger, are included as well. Findings from the analysis are contained in the section following the tables.

Table IV-1 provides the performance indicators for Via Rideshare. Operating costs and passenger fares, which determine the farebox recovery ratio calculation, are derived from financial data provided by the City and Via Rideshare. Graphs are also provided to depict the trends in the indicators.

It is noted that the vehicle service (revenue) hours and miles data is based on collection methods by Via which start at the vehicle staging lot. These data are not consistent with TDA definitions but are still used to calculate the performance indicators in this section. A recommendation is provided to adjust the recording of revenue hours and miles according to TDA.

Table IV-1
West Sacramento – Via Rideshare TDA Performance Indicators

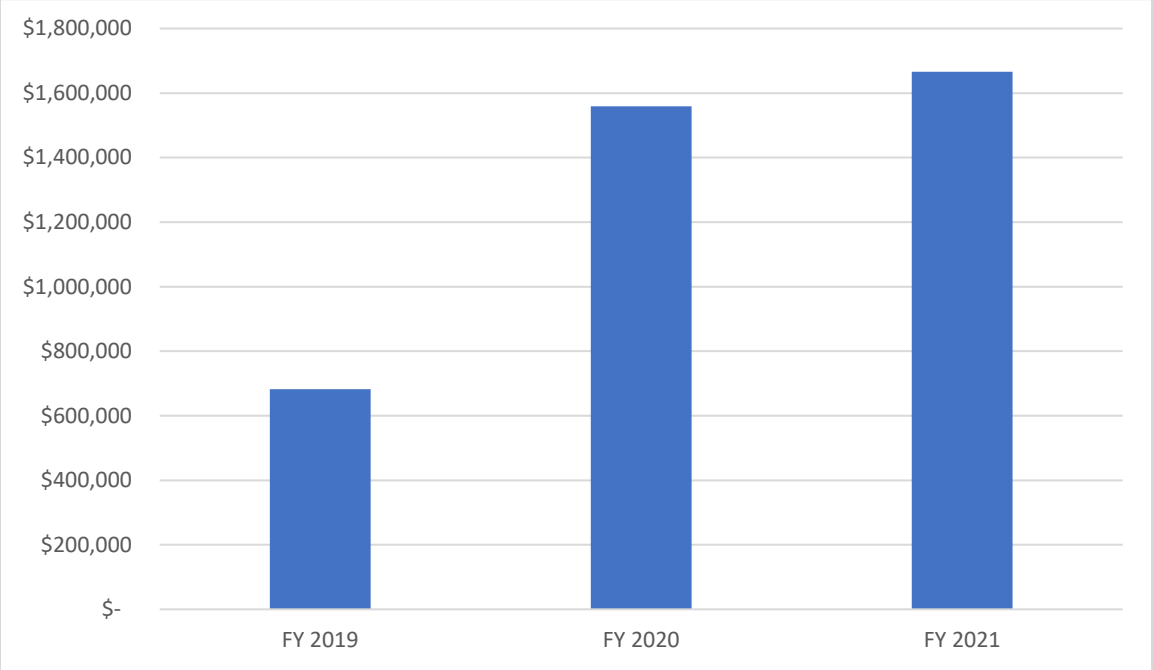
Performance Data and Indicators		Audit Period			*% Change FY 2019-2021*
		FY 2019	**FY 2020**	**FY 2021**	
Fully Loaded Cost		$682,123	$1,558,540	$1,666,140	***144.3%***
Operating Cost[1]		$627,123	$1,553,406	$1,611,140	***156.9%***
Total Passengers		92,063	139,340	110,661	***20.2%***
Vehicle Service Hours		25,611	36,254	33,740	***31.7%***
Vehicle Service Miles		411,934	559,346	497,482	***20.8%***
Passenger Fares[2]		$142,844	$225,872	$212,634	***48.9%***
Operating Cost per Passenger		$6.81	$11.15	$14.56	***113.7%***
Operating Cost per Vehicle Service Hour		$24.49	$42.85	$47.75	***95.0%***
Operating Cost per Vehicle Service Mile		$1.52	$2.78	$3.24	***112.7%***
Passengers per Vehicle Service Hour		3.6	3.8	3.3	***-8.8%***
Passengers per Vehicle Service Mile		0.22	0.25	0.22	***-0.5%***
Average Fare per Passenger		$1.55	$1.62	$1.92	***23.8%***
Fare Recovery Ratio		22.78%	14.54%	13.20%	***-42.1%***
Consumer Price Index - (CPI-CA)		3.0%	1.7%	4.2%	***9.1%***

Source: Via Rideshare West Sacramento Internal Audit; Via Rideshare West Sacramento Budget FY 2018-2021

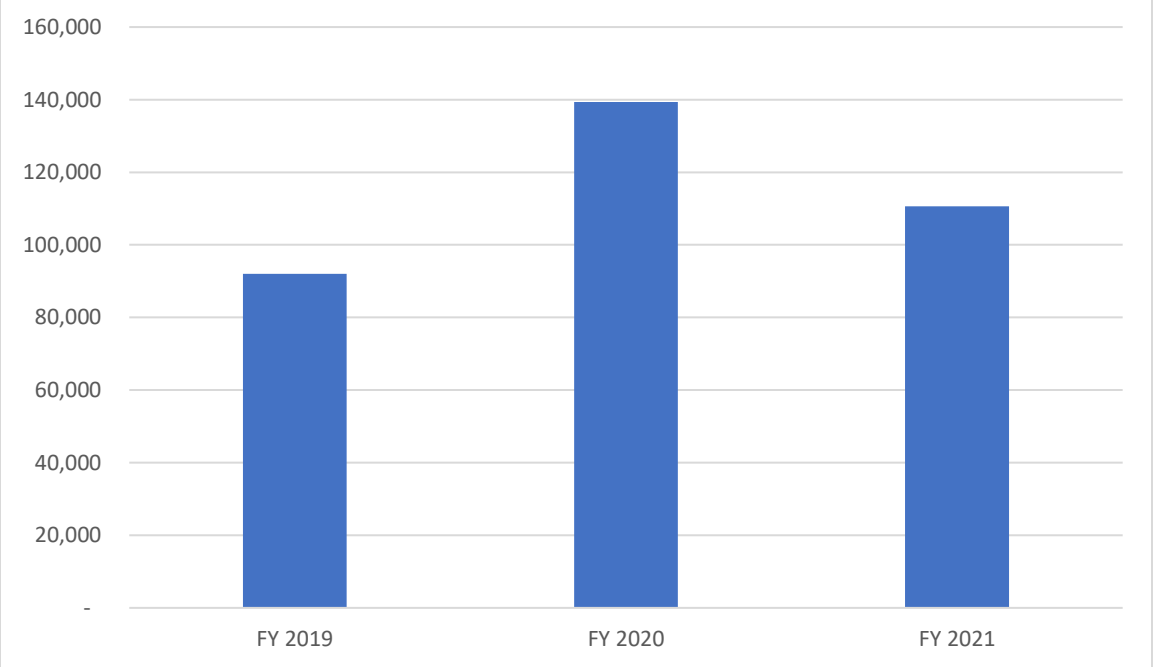
[1]Excludes food bank delivery hours & one-time service and supply planning fees

[2]Excludes tips

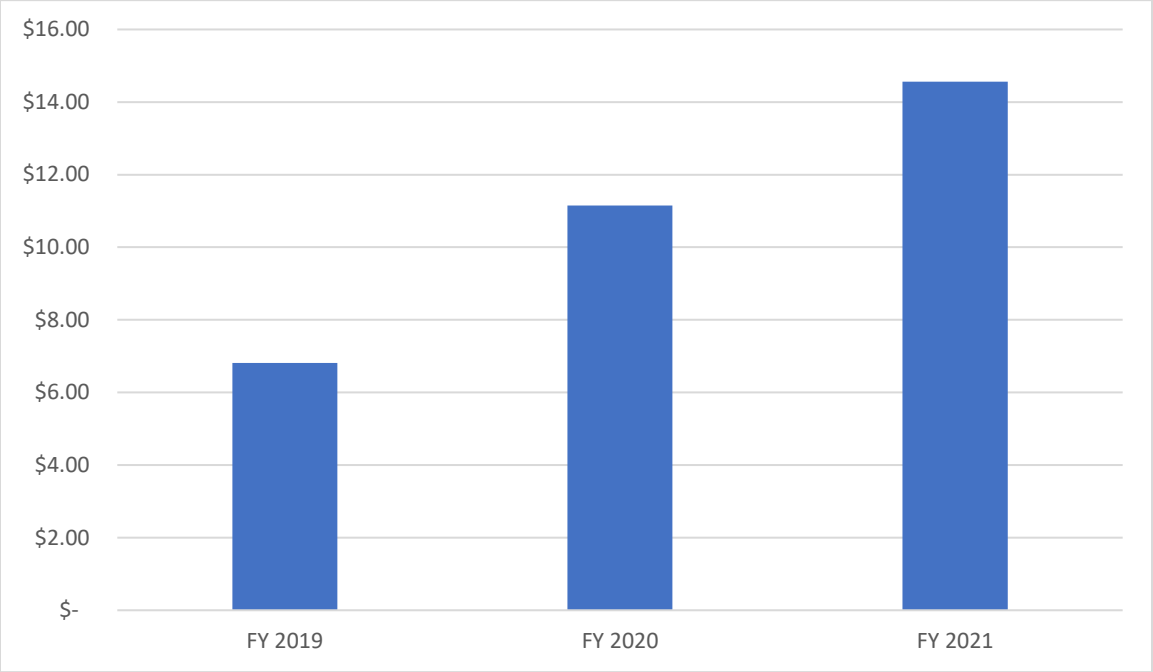
Graph IV-1
Operating Costs



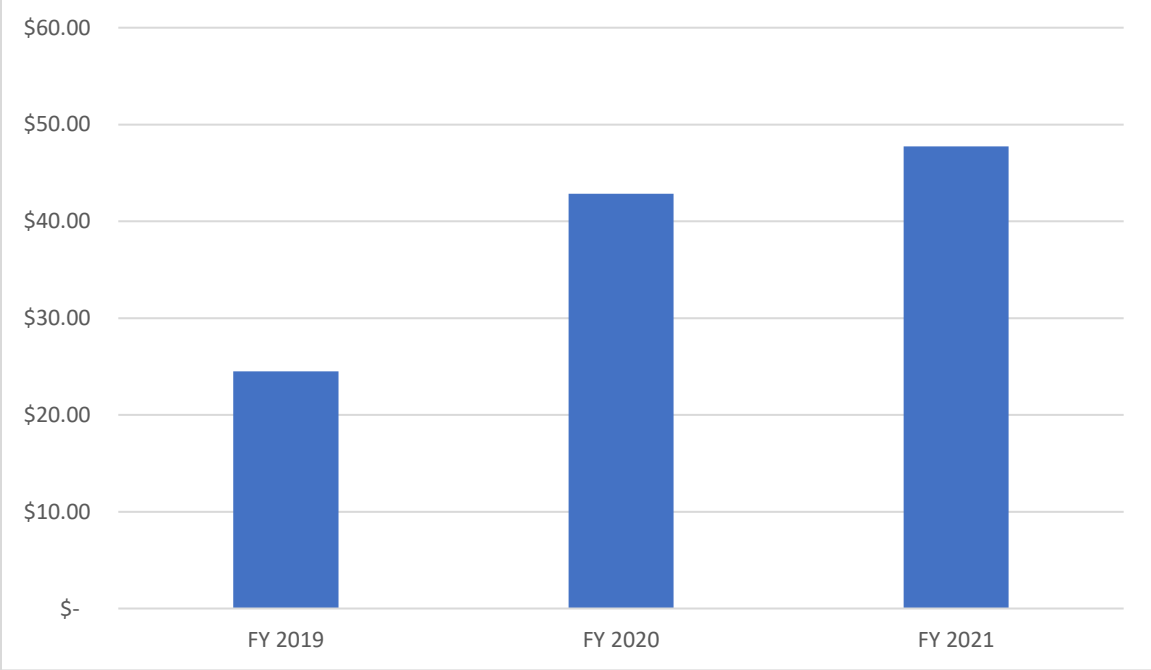
Graph IV-2
Ridership



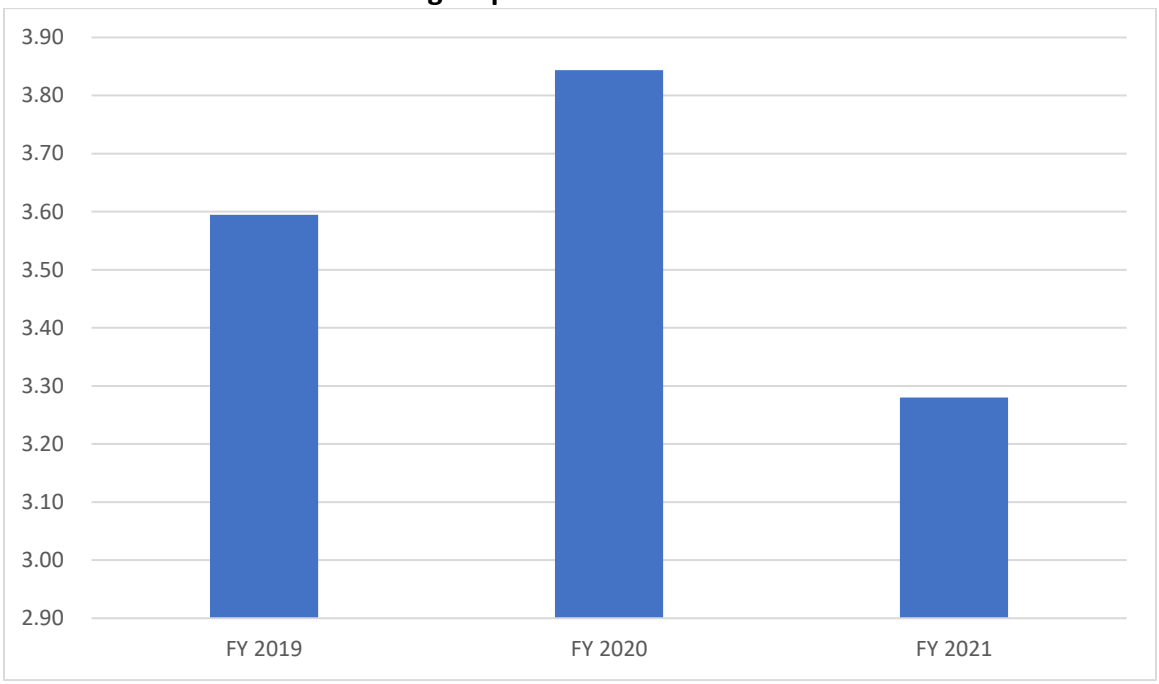
Graph IV-3
Operating Cost per Passenger



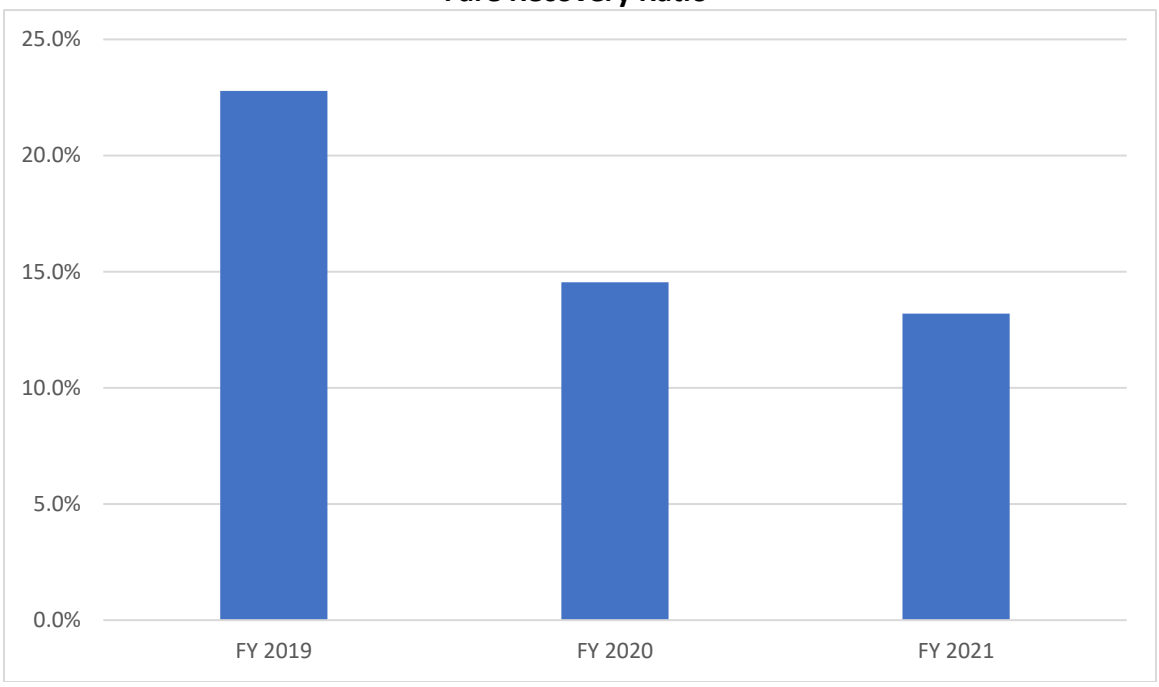
Graph IV-4
Operating Cost per Vehicle Service Hour



Graph IV-5
Passengers per Vehicle Service Hour



Graph IV-6
Fare Recovery Ratio



Findings from Verification of TDA Performance Indicators

1. Operating costs increased by 156.9 percent from the first full year of operation in FY 2019 to FY 2021. On an average annual basis, costs increased 75.7 percent, with the highest increase of 147.7 percent occurring in FY 2020. This increase can be attributed to higher customer service costs as ridership increased as well as an increase of over 10,000 service hours from FY 2019 to FY 2020. Additionally, COVID-19 related costs (frequent cleanings/disinfectants, PPE supplies, applying and maintaining partitions, etc.) increased operating costs beginning in FY 2020. Operating costs only increased 3.7 percent from FY 2020 to FY 2021, while driver hours remained relatively constant.

2. Ridership increased 20.2 percent from 92,063 rides during FY 2019 to 110,661 rides during FY 2021. Ridership reached 139,340 in FY 2020 before the effects of the COVID-19 pandemic began impacting this indicator. On an average annual basis, ridership increased 15.4 percent with an increase of 51.4 percent occurring in FY 2020 and a decrease of 20.6 percent in FY 2021, a reflection of the effects of the pandemic on ridership.

3. The provision of vehicle service hours and miles both exhibited increases from FY 2019 to FY 2021 as the program expanded past its pilot year. Vehicle service hours increased 31.7 percent and vehicle service miles increased 20.8 percent. Both indicators saw their peak in FY 2020 before exhibiting decreases in FY 2021 due to the effects of the pandemic on service.

4. Operating cost per passenger, an indicator of cost effectiveness, increased 113.7 percent from $6.81 during FY 2019 to $14.56 during FY 2021. The trend is indicative of the outpacing of operating expenses compared to ridership, exacerbated by the effects of the pandemic on ridership as well as the pandemic's effect on operating costs as discussed above.

5. Operating cost per hour, an indicator of cost efficiency, increased 95 percent from $24.49 during FY 2019 to $47.75 during FY 2021. The trend in this indicator is reflective of the increase in operating costs outpacing the increase in vehicle service hours, exacerbated by the effects of the pandemic on service as well as the pandemic's effect on operating costs as discussed above.

6. Passengers per hour, which measures the effectiveness of the service delivered, decreased by 8.8 percent from 3.6 passengers during FY 2019 to 3.3 passengers per hour during FY 2021. Passengers per hour increased to 3.8 passengers per hour in FY 2020 before the effects of the pandemic on ridership can be seen in FY 2021.

7. Fare revenues for transit services provided by the YCTD, to which the City contributes, are collected by the District. The fare revenue ratio for the YCTD is reported in the District's financial statements. The YCTD is subject to a 15 percent system-wide ratio that the system meets, and which has been formalized by SACOG. There was a 42.1 percent decrease in

the farebox recovery ratio from 22.78 percent in FY 2019 to 13.2 percent in FY 2021. The increases seen in operating costs outpaced the increases seen in fare revenue, which explains the decreases seen in the farebox recovery during the audit period.

Section V

Review of Operator Functions

This section provides an in-depth review of various functions within Via Rideshare. The review highlights accomplishments, issues, and/or challenges that were determined during the audit period. The following functions were reviewed at the City of West Sacramento City Hall and the Via Rideshare staging yard in West Sacramento:

- Operations
- Maintenance
- Planning
- Marketing
- General Administration and Management

Within some departments are sub-functions that require review as well, such as Grants Administration that falls under General Administration.

Operations

Via Rideshare is a network-optimized, on-demand rideshare service operating within the city limits of West Sacramento. Through the initial pilot program, Via provided an on-demand rideshare service for a period of one year, with 10 Mercedes Metris vans rented at no cost to the City by Nomad Transit LLC, a subsidiary of Via Transportation, Inc. The vans are driven by independently contracted TNC drivers. Riders are able to book a ride using a smartphone app or by phone. The pilot service launched on May 14, 2018.

Rides are tendered through the Via Rideshare app, which can be downloaded on an Apple or Android smartphone or a mobile tablet. Once the app is downloaded and an account is created, the device's location services is activated so the app can identify the pickup location. The user enters their destination and requests a ride. After the ride is scheduled, the user goes to the pickup location at the scheduled time. Without a smartphone, one can sign up for an account and book rides through a phone call.

The Via service is managed by a team composed of a partner success manager , general manager, and local field manager. The role of the partner success manager is to collaborate with the City in the use of Via's proprietary software (SaaS). The general manager's role is to manage Via's operation in West Sacramento and interface with City staff. The field manager's role is to oversee and provide support to the driver partners in the field and at the Via staging lot. Onboarding and support of the driver partners is done by the Driver Ops team in combination with the field manager.

The pilot was implemented in three phases. The first phase involved the preliminary service design, planning, and preparation wherein the acquisition and customization of all labor, equipment, technology, and materials necessary to launch the service took place (over a two- to four-week period). The second phase involved the initial launch period during the first four to six weeks, wherein service parameters were subject to slight adjustments and scaled up over time in concert with initial market analysis and service promotions. Phase three involved the full launch over an 11-month period, wherein changes to the service parameters were limited and performance was continually monitored and reported quarterly.

Throughout the life of the pilot, staff received ridership reports and held weekly to biweekly calls with the Via general manager to stay abreast of the performance of the pilot and facilitate the deployment and expansion of the service. Starting with the initial launch, three quarterly performance reports are provided by Via to staff no later than one month following each consecutive three months of service.

Initial ridership for July 2018 was 3,480, which grew to approximately 16,000 rides by February 2020. With the onset of the COVID-19 pandemic, ridership reached its lowest point during the audit period with only 450 riders requesting the service. Although total riders was low, the service has an active ViaPass ridership base and completed over 5,000 rides in April 2020.

Fares are processed through Braintree, an online payment processor that is integrated into the Via Rideshare app. Braintree provides merchant account, payment gateway, and credit card storage services for online merchants.

COVID-19 Pandemic Impacts

As impacts from the novel coronavirus started to be realized in California, a state of emergency was declared on March 4, 2020. Subsequently, a mandatory statewide shelter-in-place order was implemented on March 19. In response, Via Rideshare implemented measures and protocols to mitigate the spread of the virus for its West Sacramento operation. In addition, the contract operator had extensive COVID-19 protocols in accordance with the Federal Transit Administration and the Centers for Disease Control and Prevention. Personal protective equipment has been made readily available.

During the pandemic, there were no changes in service hours; however, capacity constraints were implemented on the vehicles to just three passengers as well as masking requirements. Via Rideshare increased its fleet size in order to maintain a high level of service. Food delivery and local food bank support services were implemented to maintain driver and vehicle utilization. Additional safety measures included daily vehicle cleaning and the installation of driver barriers.

Personnel

Via Rideshare driver partners are classified as independent contractors. All driver partners undergo thorough criminal background checks before driving on the Via platform. Applicants may complete their applications, provide required documentation, and sign required agreements through Via's Driver Portal (https://my.drivewithvia.com/). Candidate screening consists of a four-step process:

1. Create a profile.
2. Upload documents (driver's license, insurance, etc.).
3. Attend virtual on-boarding session.
4. Download Via Driver App to accept rides.

On average, drivers can earn up to $17.50 an hour. Driver partners can earn an extra $300 after completing on-boarding and driving 10 hours. The number of driver partners available for West Sacramento Via Rideshare ranges between 20 and 40 drivers. Drivers are free to choose their work hours and Via has not experienced any issue with driver availability not meeting ridership demands. Independent contractors driver partners do not receive performance evaluations or performance management, and NoMad does not monitor or evaluate driver partners' performance. Negative feedback may result in adverse action only in the event that a driver partner has violated their independent contractor agreement or a regulatory standard maintained by law. Pay & promos are subject to change, however, the team ensures that pay meets the requirements of Proposition 22.

Maintenance

Vehicle maintenance is the responsibility of the driver partners. The driver partners conduct pre- and post-inspections on the vehicle at the Via Rideshare staging lot. The inspections involve drivers taking photos of the exterior and interior of the vehicle and uploading them to the Via Driver Portal.

The entrance to the staging lot is located across from 1800 South River Road in West Sacramento with only one point of ingress and egress. The 5-acre lot is City-owned and situated along the Sacramento River just north of the City Corporation Yard. There are no buildings or driver facilities on the site, although the City may consider providing a portable restroom for the drivers. The entrance to the lot has a gate with a lock combination and drivers are given information from the app to unlock the vehicles. The Rideshare vans are parked along the northern perimeter of the lot composed of 16 spaces. Via Rideshare recently received delivery of five new Toyota Sienna accessibility vans equipped with wheelchair ramps. In addition, Via Rideshare has been in the process of replacing its fleet with hybrid vehicles. As of August 2022, 8 of the City's 16 Via vans had been switched to hybrid models.

Due to the size of the vehicles operated for the Via Rideshare service, the City is exempt from the CHP Transit Operator Compliance Program, in which the CHP conducts inspections within the 13

months prior to each TDA claim. Since the vehicles accommodate six seated passengers, one wheelchair passenger, and the driver, they do not meet the definition of a transit bus as defined in Section 642 of the California Vehicle Code. Routine maintenance and inspections of vehicles are arranged through Via Rideshare driver partners and subject to contract stipulations with the City.

Planning

The impetus for the rideshare pilot was due to declines in fixed-route service in the City over a five-year period while operating costs per passenger grew. Though transit has been seen as a viable option for many and most residents live within 0.25-0.50 of a mile of a transit stop, ridership has continued to decline. Low-density suburban routes have seen poor ridership because of long travel times and small transit catchment areas. In addition, transit stops lacked complementary multimodal options to help transit riders complete the first and last few miles to and from destinations.

City staff developed a strategy that initiated development of the West Sacramento Mobility Action Plan (MAP), a prioritized set of near- to long-term investments to guide the implementation of a robust multimodal mobility network. The MAP sought to optimize transit network efficiency, define a role for alternative and emerging mobility services (both public and private), and support West Sacramento's preparedness in integrating future transportation technologies.

Two near-term pilot projects were proposed to feed into the West Sacramento MAP strategy. The first pilot project identified was a downtown shuttle that would modify an existing YCTD route to provide peak hour service to the Bridge District and downtown Sacramento. The second pilot project identified involved a flexible transportation or micro-transit service that integrates emerging on-demand technologies utilized by TNCs.

On June 23, 2017, the City released a Request for Proposals (RFP) per Council authorization to implement the second pilot, soliciting innovative transit solutions from a broad pool of qualified private and public mobility service providers, including TNCs, to assist with the design, launch, operations, maintenance, marketing, and evaluation of an on-demand micro-transit service.

Staff received ten proposals in response to the RFP. An evaluation panel was assembled to identify a shortlist to interview in August 2017 and select a successful proposal by early September. Staff returned to Council in October to request an award of contract. Based on the selection criteria, the panel unanimously determined Via Transportation, Inc. to be the top-ranking proposal. This selection was confirmed in concept by the City Council at its November 1, 2017, meeting when staff presented an overview of the services set forth by Via in their response to the June 2017 RFP.

Marketing

West Sacramento’s Via Rideshare is marketed through several media. When the rideshare pilot was first launched, a flyer was produced and distributed to promote the service and the associated app that offered two free rides with a promotional code. The City and Via also produced a rider’s

guide that provided guidance on how to utilize the service and the app. The service is branded with the City's Tower Bridge logo.

Via Rideshare has a dedicated web page on the City of West Sacramento website (https://www.cityofwestsacramento.org/via), which features information about fares, hours of operation, links to download the Via iOS (Apple) and Android apps, frequently asked questions, customer service inquiries, and accommodations for disabled persons. The web page also has a link to the Via website (https://ridewithvia.com/) that provides more information about the transportation technology company. In addition to the apps, there is a call-in number that allows users to book trips.

Other fare media and promotions include the Via Pass and discounts to senior citizens and persons with disabilities. Senior and disabled riders can get a discount code by calling or emailing the designated contact at the City's Community Development Department. The City conducted a customer satisfaction survey six months after the launch of the pilot. The service has been well received since inception and even received a Helen Putnam Award for Excellence from the California League of Cities in 2019.

In October 2018, the City staff held a training session on how to utilize Via Rideshare. The training was held at the Bryte Memorial VFW Post and covered various aspects on how the service worked. The presentation covered:

- Signing up for a Via account;
- Requesting a senior (62+) or disabled rider discount;
- Booking rides by phone or smartphone; and
- Requesting a wheelchair-accessible vehicle.

The City has been in discussions on how to utilize Via to transport residents to the community pool in the Recreation Center at 2801 Jefferson Boulevard.

General Administration and Management

West Sacramento is a general law city incorporated on January 1, 1987, from the unincorporated Yolo County communities of Bryte, Broderick, and West Sacramento and functions under a council-manager form of government. The West Sacramento City Council serves as the City's main legislative body with five elected representatives including a directly elected mayor. City Council members are elected at large and serve a four-year term and the mayor serves a two-year term. The City Council generally convenes on the first and third Wednesday of every month beginning at 7:00 p.m. at West Sacramento Civic Center located at 1110 West Capitol Avenue.

The City's rideshare program is administered by a senior transportation planner in the Community Development Department. On January 17, 2018, the City Council approved a contract with NoMad Transit LLC, a wholly owned subsidiary of Via Transportation, Inc., in the amount of $720,000 for a one-year pilot. There was an amendment entered on Feb 20, 2019 to utilize $90,000 in fare revenues. The contract may be extended annually up to five additional years.The service contract was amended and restated on May 1, 2019, to reflect changes and extend the term for one year from May 14, 2019, through June 30, 2020. The contract is reviewed annually.

There were two subsequent contract amendments executed during the audit period. On June 17, 2020, the City Council approved Amendment No. 1, extending the term of the contract through June 30, 2022. The passage of Proposition 22, the App-Based Drivers as Contractors and Labor Policies Initiative, by voters in November 2020 required that all licensed TNCs in the State of California provide new benefits and protections for drivers. The contract was amended on January 20, 2021, to demonstrate compliance with Proposition 22 as well as the marginal increase to the rate the City paid to the contractor for operating the rideshare service on behalf of the City, effective retroactively from December 16, 2020, through the term of the most recent contract.

The primary source of transit funding support is derived from the Local Transportation Fund (LTF) and State Transit Assistance (STA) fund. The City submits the annual TDA claim for funds to SACOG. TDA claims are based on the City's annual budget projections and are prepared by the Transportation and Mobility Division of the Capital Projects and Transportation Department, in conjunction with the YCTD budget process. A portion of LTF revenues is used to support the Via Rideshare service under Article 8. Based on the data contained in the City of West Sacramento TDA claim packets and the City's finance department, LTF revenues allocated during the audit period were $2,377,223 in FY 2019; $2,888,398 in FY 2020; and $2,971,944 in FY 2021. STA revenues allocated were $372,608 in FY 2019; $525,540 in FY 2020; and $282,114 in FY 2021.

Based on the annual project and expenditure plan contained in the TDA claims, the City allocated the following amounts towards the operation of Via Rideshare: $599,001 in FY 2019; $1,905,000 in FY 2020; and $1,227,395 in FY 2021. In lieu of the Transit Operators' Financial Transactions Reports sent to the State Controller, the City has been preparing and submitting the Cities' Financial Transactions Report. The Cities' Financial Transactions Report does not include financial and operating data that pertain to the Via Rideshare service. It is recommended that commencing with FY 2022, the City use the Transit Operators' Financial Transactions Report for reporting transit financial and operational data.

Grants Administration

Grant management for the Via Rideshare is administered by the City's Finance Department. The Via Rideshare pilot does not receive federal funding and has relied primarily on TDA funding. Other than the TDA, the pilot was initially funded through local Measure E, which is a 0.25-cent general sales tax approved by City voters in November 2016 and a $149,000 SACOG Transportation Demand Management Innovative Mobility Program grant. The City can reinvest surplus revenues and cost savings, which have ranged from $200,000 to $300,000. According to the service

contract, all unspent fare revenues generated and remaining with the contractor, which would have already been remitted to the City, are reinvested toward next year's operations.

Section VI

Findings

The following summarizes the findings obtained from this triennial audit covering fiscal years 2019 through 2021. A set of recommendations is then provided.

1. Of the nine compliance requirements pertaining to West Sacramento, the City fully complied with five requirements. The City was found not in compliance with regard to the submittal of the annual Transit Operators' Financial Transactions Reports to the State Controller and was partially compliant with regard to reporting of performance measures (vehicle service hours and miles/full-time employee equivalents). Four additional compliance requirements did not apply to West Sacramento (i.e., annual CHP terminal inspections, rural/urban farebox recovery ratios, and use of federal funding).

2. Fare revenues for transit services provided by the YCTD, to which the City contributes, are collected by the District. The fare revenue ratio for the YCTD is reported in the District's financial statements. The YCTD is subject to a 15 percent system-wide ratio that the system meets, and which has been formalized by SACOG. The *City of West Sacramento Transportation Development Act Fund - Audited Financial Statements and Compliance Reports* do not provide a breakdown of the rideshare service's farebox ratio. Based on audited and internal reporting data, the YCTD's system-wide farebox recovery ratio was 22.78 percent in FY 2019; 14.54 percent in FY 2020; and 13.20 percent in FY 2021.[3] The average system-wide farebox recovery ratio was 16.84 percent.

3. Due to the size of the vehicles operated, the City's rideshare program is exempt from the CHP Transit Operator Compliance Program, in which the CHP conducts inspections within the 13 months prior to each TDA claim. Vehicle maintenance is the responsibility of Via Rideshare's driver partners as a condition in Via Transportation's contract.

4. The operating budget exhibited notable fluctuations during the audit period. There was an increase of 218 percent increase in FY 2020 followed by a decrease of 35.6 percent in FY 2021. The increase in the FY 2020 operating budget is attributed to the pilot's service expansion as stipulated in the amended and restated contract for service dated May 1, 2019. The decrease in the FY 2021 operating budget is attributed to reductions in the total number of Via Rideshare service hours to meet lower demand due to the COVID-19 pandemic, resulting in cost savings through the fiscal year.

[3] Assembly Bill 90, passed into law and signed by the governor in June 2020 in response to the COVID-19 pandemic impacts, prohibits the imposition of penalties on a transit operator that does not maintain the required ratio of fare revenues to operating cost during FY 2019–20 or FY 2020–21.

5. There were no prior audit recommendations. This report constitutes the first triennial performance audit of the operator.

6. Operating costs increased by 156.9 percent from the first full year of operation in FY 2019 to FY 2021. On an average annual basis, costs increased 75.7 percent, with the highest increase of 147.7 percent occurring in FY 2020. This increase can be attributed to higher customer service costs as ridership increased as well as an increase of over 10,000 service hours from FY 2019 to FY 2020. Additionally, COVID-19 related costs (frequent cleanings/disinfectants, PPE supplies, applying and maintaining partitions, etc.) increased operating costs beginning in FY 2020. Operating costs only increased 3.7 percent from FY 2020 to FY 2021, while driver hours remained relatively constant.

7. Ridership increased 20.2 percent from 92,063 trips during FY 2019 to 110,661 trips during FY 2021. Ridership reached 139,340 in FY 2020 before the effects of the COVID-19 pandemic began impacting this indicator. On an average annual basis, ridership increased 15.4 percent with an increase of 51.4 percent occurring in FY 2020 and a decrease of 20.6 percent in FY 2021, a reflection of the effects of the pandemic on ridership.

8. The provision of vehicle service hours and miles both exhibited increases from FY 2019 to FY 2021 as the program expanded past its pilot year. Vehicle service hours increased 31.7 percent and vehicle service miles increased 20.8 percent. Both indicators saw their peak in FY 2020 before exhibiting decreases in FY 2021 due to the effects of the pandemic on service.

9. Operating cost per passenger, an indicator of cost effectiveness, increased 113.7 percent from $6.81 during FY 2019 to $14.56 during FY 2021. The trend is indicative of the outpacing of operating expenses compared to ridership, exacerbated by the effects of the pandemic on ridership as well as the pandemic's effect on operating costs as discussed above.

10. Operating cost per hour, an indicator of cost efficiency, increased 95 percent from $24.49 during FY 2019 to $47.75 during FY 2021. The trend in this indicator is reflective of the increase in operating costs outpacing the increase in vehicle service hours, exacerbated by the effects of the pandemic on service as well as the pandemic's effect on operating costs as discussed above.

11. Via Rideshare is a network-optimized, on-demand rideshare service operating within the city limits of West Sacramento. Through the initial pilot program, Via provided an on-demand rideshare service for a period of one year, with 10 Mercedes Metris vans rented at no cost to the City by Nomad Transit LLC, a subsidiary of Via Transportation, Inc. Riders are able to book a ride using a smart phone app and over the phone. The pilot service launched on May 14, 2018.

12. The City's rideshare program is administered by a senior transportation planner in the Community Development Department and by a team composed of a partner success manager, general manager, and local field manager. On January 17, 2018, the City Council approved a

contract with NoMad Transit LLC, a wholly owned subsidiary of Via Transportation, Inc., in the amount of $720,000 for a one-year pilot. There was an amendment entered on Feb 20, 2019 to utilize $90,000 in fare revenues. The contract may be extended annually up to five additional years. The contract is reviewed annually.

13. Via Rideshare driver partners are classified as independent contractors. All driver partners undergo thorough criminal background checks before driving on the Via platform. Applicants may complete their applications, provide required documentation, and sign required agreements through Via's Driver Portal (https://my.drivewithvia.com/). Candidate screening consists of a four-step process. The number of driver partners available for West Sacramento Via Rideshare ranges between 20 and 40 drivers.

14. Vehicle maintenance is the responsibility of the driver partners. The driver partners conduct pre- and post-inspections on the vehicle at the Via Rideshare staging lot. The inspections involve drivers taking photos of the exterior and interior of the vehicle and uploading them to the Via Driver Portal. The Rideshare vans are parked along the northern perimeter of the lot composed of 16 spaces.

15. West Sacramento's Via Rideshare is marketed through several media, including a rider's guide, mobile app, and a dedicated web page on the City of West Sacramento website (https://www.cityofwestsacramento.org/via). Other fare media and promotions include the Via Pass and discounts to senior citizens and disabled people. The service is branded with the City's Tower Bridge logo.

Recommendations

1. **Complete the annual Transit Operators' Financial Transactions Report for submittal to the State Controller. (High Priority - Compliance Requirement)**

   Pursuant to Public Utilities Code, Section 99243 (a), transit operators are required to submit an annual report, called the Transit Operators' Financial Transactions Report, to the regional transportation planning agency (RTPA) based upon the Uniform System of Accounts and Records established by the State Controller. This report is due within seven months after the end of the fiscal year (on or before January 31). The report shall contain underlying data from audited financial statements prepared in accordance with generally accepted accounting principles, if this data is available.

   In lieu of submitting the Transit Operators' Financial Transactions Report, the City of West Sacramento completed and submitted the Cities' Financial Transactions Report to the State Controller during the audit period. The Cities' Financial Transactions Report does not include financial and operating data that pertain to the Via Rideshare service. It is recommended that commencing with FY 2022, the City use the Transit Operators' Financial Transactions Report for reporting transit financial and operational data. The City would need to set up an account through the Local Government Financial Reporting System as a transit operator. See link: https://lgrsonline.sco.ca.gov/Account/Login?RememberMe=False&Optentitytype=TRS. General instructions for reporting transit expenditures, revenues and operating data are found at the link: https://www.sco.ca.gov/Files-ARD-Local/LocRep/TO_FTR_Instructions_20-21.pdf.

2. **Ensure that performance measures are consistent with TDA statute definitions, in particular with regard to vehicle service hours and mileage as well as employee hours. (High Priority)**

   The auditor queried the Via Rideshare contractor about how vehicle service hours and miles are reported. It was revealed that vehicle service hours and miles are recorded when the vehicles leave the staging yard, which would include deadhead hours and mileage. According to the TDA statute, actual vehicle revenue hours are:

   > The hours that vehicles travel while in revenue service. Vehicle revenue hours include layover/recovery time but exclude deadhead, training operators prior to revenue service and road tests, as well as school bus and charter services.

   Actual vehicle revenue miles are:

   > The miles that vehicles travel while in revenue service. Vehicle revenue miles exclude deadhead, training operators prior to revenue service and road as well as school bus and charter services.

In addition, vehicle service hours per employee data were not calculated due to the unavailability of full-time equivalent (FTE) data, which would be reported in the Transit Operators' Financial Transactions Report. Proper calculation of this measure is based on the number of employee FTEs using employee pay hours from the State Controller Report and dividing by 2,000 hours. In lieu of submitting the Transit Operators' Financial Transactions Report, the City of West Sacramento completed and submitted the Cities' Financial Transactions Report to the State Controller.

It is recommended that the contractor have the driver partners begin to record vehicle revenue hours and miles according to TDA definitions including starting at the first customer pickup and ending at the last customer drop-off, including layover/recovery. Layover and recovery are "out-of-service" time allowances allocated to a vehicle at a certain location or locations along the route, generally at a terminal location. Layover time is rest or "break" time allocated to the operator somewhere along the line, usually at a terminal location at the end of a trip. Recovery time can be thought of as "buffer" break time built into the schedule. It may or may not be used by the operator. In addition, it is suggested that the City work closely with Via Rideshare to ensure the accuracy of the operating data reported.

3. Insert TDA and transit reporting standards in the Via Transportation contract. (Medium priority)

Building upon the above recommendations for the City and contractor to follow TDA definitions in tracking and collecting key performance data, the requirements to properly report operations data should be added to the conditions in the service contract. While dashboard measures are listed in the contract of available information for City use, they do not specify or define how the data are to be presented. For example, the contract should include defining vehicle revenue hours and miles separately from total vehicle revenue hours and miles according to TDA, which the City or contractor can then determine transit cost efficiency and effectiveness measures that comply with TDA and transit industry reporting standards.

Of the available metrics complimenting those already being collected by the City and discussed with Via Transportation, the following are suggested measures that the City should require to be calculated and reported in regular intervals, such as monthly, quarterly, and annually.

- Passengers per revenue hour
- Passengers per revenue mile
- Operating cost per revenue hour
- Operating cost per revenue mile
- Operating cost per passenger
- Accidents/Vehicle roadcalls/breakdowns
- On-time performance
- Passenger complaints and compliments

These key measures create additional dashboard indicators that mirror public transit operations from which service goals and standards could be formed to better measure productivity over time. For example, a goal standard for passengers per revenue hour and cost per revenue hour could be a rolling 6 to 12 month average under TDA definitions. The City should work with the contractor to develop productivity standards using these measures to build a log of operational efficiency and effectiveness tracking. Section IV of this audit provides the TDA required measures as a starting point.

Attachment 2

Scenario 1

	WSC Via Year 6 Contract Value			
	Price per Driver Hour	**Price per Service Hour**	**Price per Ride**	**Total Not-to-Exceed Price (12 Months)**
Year 6 Service Planning*	N/A	N/A	N/A	$55,000
Supply Planning*	N/A	N/A	N/A	$0
Total Upfront Costs				***$55,000***
Project Management	$3.55	N/A	N/A	$177,500
Performance Monitoring and Reporting	$0.72	N/A	N/A	$36,000
Marketing & Promotions Plan and Implementation	$0.14	N/A	N/A	$7,000
Program Operations**	$47.82	N/A	N/A	$2,391,000
Total Cost per Driver Hour	***$52.23***			***$2,611,500***
Customer Service (1.25 FTE X $30.39 per hour)	N/A	$37.99	N/A	$227,180
Total Cost per Service Hour		***$37.99***		***$227,180***
Estimated Access for All Regulatory Fee***			***$0.10***	***$17,254***
Total Cost to West Sacramento (Incl. Fare Revenue), Before PUCTRA Fees				**$2,910,934**
Estimated PUCTRA Regulatory Fee*****				***$8,758***
Total Cost to West Sacramento (Incl. Fare Revenue), Incl. PUCTRA Fees				**$2,919,692**
Sources of Funding:				
Fare Revenue				$248,972
Funding from City of West Sacramento (Excl. Fare Revenue)				$2,670,720
Total				**$2,919,692**
Driver Hours Summary:				
Total Implied Driver Hours				50,000
Implied Driver Hours (Weekly)				962
Service Hours Summary:				
Total Implied Service Hours				5,980
Total Implied Service Hours (Weekly)				115

* Items to be invoiced in full upon the start of Year 6.

** Includes driver pay, vehicle cost (incl. WAV retrofits and spares where applicable), insurance, dedicated IT operations and supply admin, technology access, local & central operations support, T&E, rent, and office expenses.

*** TNC Access for All Fees to be invoiced to West Sacramento on a pass through basis.

**** PUCTRA Fees to be invoiced to West Sacramento on a pass through basis.

Scenario 2

	WSC Via Year 6 Contract Value			
	Price per Driver Hour	**Price per Service Hour**	**Price per Ride**	**Total Not-to-Exceed Price (12 Months)**
Year 6 Service Planning*	N/A	N/A	N/A	$55,000
Supply Planning*	N/A	N/A	N/A	$0
Total Upfront Costs				***$55,000***
Project Management	$3.55	N/A	N/A	$203,060
Performance Monitoring and Reporting	$0.72	N/A	N/A	$41,184
Marketing & Promotions Plan and Implementation	$0.14	N/A	N/A	$8,008
Program Operations**	$47.82	N/A	N/A	$2,735,304
Total Cost per Driver Hour	***$52.23***			***$2,987,556***
Customer Service (1.25 FTE X $30.39 per hour)	N/A	$37.99	N/A	$227,180
Total Cost per Service Hour		***$37.99***		***$227,180***
Estimated Access for All Regulatory Fee*			***$0.10***	***$21,736***
Total Cost to West Sacramento (Incl. Fare Revenue), Before PUCTRA Fees				**$3,291,472**
Estimated PUCTRA Regulatory Fee**				***$9,899***
Total Cost to West Sacramento (Incl. Fare Revenue), Incl. PUCTRA Fees				**$3,301,372**
Sources of Funding:				
Fare Revenue				$313,642
Funding from City of West Sacramento (Excl. Fare Revenue)				$2,987,730
Total				**$3,301,372**
Driver Hours Summary:				
Total Implied Driver Hours				57,200
Implied Driver Hours (Weekly)				1,100
Service Hours Summary:				
Total Implied Service Hours				5,980
Total Implied Service Hours (Weekly)				115

* Items to be invoiced in full upon the start of Year 6.

** Includes driver pay, vehicle cost (incl. WAV retrofits and spares where applicable), insurance, dedicated IT operations and supply admin, technology access, local & central operations support, T&E, rent, and office expenses.

*** TNC Access for All Fees to be invoiced to West Sacramento on a pass through basis.

**** PUCTRA Fees to be invoiced to West Sacramento on a pass through basis.

AMENDMENT NO. 5
to the
AMENDED AND RESTATED CONTRACT FOR SERVICES
between the
CITY OF WEST SACRAMENTO
and
NOMAD TRANSIT LLC
Dated May 1, 2019

This Amendment No. 5 (the "Amendment") to the Amended and Restated Contract for Services dated May 1, 2019 (the "Existing Contract") by and between the City of West Sacramento ("the City") and NoMad Transit LLC ("the Contractor") is made and entered into this July 1, 2023. Except as expressly amended herein, the Existing Contract is in full force and effect.

RECITALS

WHEREAS, on January 17th, 2018, the City awarded a contract to NoMad Transit LLC, a wholly owned subsidiary of Via Transportation, Inc., for a one (1) year Pilot operation based on the Contractor's proposal submitted in response to the City's Request for Proposals dated May 26, 2017; and

WHEREAS, the January 17th, 2018 executed agreement provided that, by mutual agreement, the Contract may be extended annually for a total of up to five (5) additional years; and

WHEREAS, the City Council approved an Amended and Restated Contract on May 1, 2019 to NoMad Transit LLC, a wholly owned subsidiary of Via Transportation Inc., to continue operations of the West Sacramento On-Demand Rideshare program, launched on May 14, 2018; and

WHEREAS, whereas the May 1, 2019, awarded contract has an expiration date of June 30, 2020, after which operations would otherwise cease and provided that, by mutual agreement, the Contract may be extended annually for a total of up to four (4) additional years; and

WHEREAS, on June 17, 2020, the City Council approved a 2-year contract renewal with NoMad Transit LLC to continue operations of the West Sacramento On-Demand Rideshare program from July 1, 2020 through June 30, 2022; and

WHEREAS, on July 14, 2021, the City Council approved an amendment to the contract with NoMad Transit LLC establishing the schedule of fees for fiscal year 2021/22; and

WHEREAS, on June 15, 2022, the City Council approved a 1-year contract renewal with NoMad Transit LLC to continue operations of the West Sacramento On-Demand Rideshare program from July 1, 2022 through June 30, 2023; and

WHEREAS, on June 7, 2023, the City Council approved an amendment on a 1-year contract renewal with NoMad Transit LLC to continue operations of the West Sacramento On-Demand Rideshare program from July 1, 2023 through June 30, 2024; and

WHEREAS, the City and Contractor desire to modify the Existing Contract as provided herein.

NOW, THEREFORE, IT IS MUTUALLY AGREED by the parties hereto to amend said

agreement as set forth below. Stricken text (indicated textually in the same manner as the following example: ~~stricken text~~) is to be deleted and bold and underlined text (indicated textually in the same manner as the following example: **Bold and underlined text**) is to be added as follows:

Part I: Amendments

A. Amendments to Existing Contract Provisions

1. Section 2.A is revised as follows: “The services of Contractor are to commence on May 14, 2019 and terminate on June 30, 2024 and shall be undertaken and completed in accordance with the service parameters set forth by Exhibit "A"…”

2. **Section 4.A** is revised as follows: “The Contractor shall be paid monthly in arrears for the actual fees, costs and expenses, including but not limited to purchased transportation services, and otherwise as set forth in the Schedule of Fees, which in no event shall total compensation exceed the Funding from City of West Sacramento (Excl. Fare Revenue) as identified in Exhibit “B”, without City’s prior written approval…”

3. **Section 4.B** is revised as follows: “Said amounts shall be paid by City upon submittal of Contractor’s monthly invoices provided in accordance with Task 1.3, and in no event later than 30 days from its receipt thereof.”

4. **Section 4.H.** is revised as follows: “At the expiration or earlier termination of the Contract, all unspent service revenue remaining with the Contractor shall be remitted to the City within sixty (60) days. In the event that actual fare revenues collected exceed the estimated amount stated in Exhibit “B”, all additional fare revenues will be reinvested toward the FY 2023/24 Program operations such that the total amount payable by the City (Section 4A) is reduced by an equivalent amount, unless otherwise directed by the City. Should the actual 2023/24 fare revenues collected be less than the estimated amount stated in Exhibit “B”, the City shall not be billed in excess of the total amount payable by the City (Section 4A) and the Parties shall discuss in good faith how to adapt the services in light of the lower budget and shall mutually agree upon any resulting changes to the services.

5. **Section 4.I.** is revised as follows: All unspent fare revenues generated by the Program between July 1, 2022 and June 30, 2023 remaining with the Contractor, and which would have otherwise been remitted directly to the City, shall be reinvested toward the FY 2023/24 Program operations and such amount shall be credited towards the invoice(s) payable by the City during FY 2023/24 until all such unspent fare revenues have been credited.

6. **Section 4.J.** is revised as follows: Exclusive of fare referenced in Section I above, the total amount of fare revenue reinvested during the FY 2023/24 Program shall not exceed **three hundred thirteen thousand six hundred forty two ($313,642)** dollars as stated in Exhibit ~~"C"~~ **"B". The estimated fare revenues from FY 2022-23 to be reinvested in FY 2023-24 shall be one hundred fifty thousand ($150,000) dollars and additional funding from the City shall not exceed two million, eight hundred thirty-seven thousand, seven hundred thirty ($2,837,730) dollars.** In no event shall the total combined compensation of reinvested fare revenues and payments made by the City for **FY 2023/24** exceed **three million, three hundred, and one thousand and three hundred seventy-two dollars ($3,301,372)** without City's prior written approval**.**

B. Amendments to Contract Exhibits

1. Exhibit A to the Existing Contract is hereby renamed "FY 2023/24 Scope of Work" and is amended as follows:

Task 4.1 Ridership Data Reports is revised as follows: The following shall be added at the end:

The Contractor shall assist the City in tracking and collecting key performance data such that City can review performance metrics consistent with the Transportation Development Act (TDA). This data shall be provided to the City quarterly and shall include the following metrics:

- **Vehicle revenue hours - The hours that vehicles are scheduled to or actually travel while in revenue service. Vehicle revenue hours include: layover/recovery time. Vehicle revenue hours exclude: deadhead, operator training, vehicle maintenance testing; and other non-revenue uses of vehicles.**
- **Vehicle revenue miles - The miles that vehicles are scheduled to or actually travel while in revenue service. Vehicle revenue miles include: layover/recovery time. Vehicle revenue hours exclude: deadhead, operator training, vehicle maintenance testing; and other non-revenue uses of vehicles.**
- **Passengers per Revenue Hour**
- **Passengers per Revenue Mile**
- **Accidents**
- **On-time performance**
- **Passenger complaints and compliments**

2. Exhibit B to the Existing Contract – FY 2022/23 SCHEDULE OF FEES is hereby replaced by the attached "FY 2023/24 SCHEDULE OF FEES"

Part II: Remaining Terms Unchanged.

Except as expressly revised herein, the Existing Contract remains in full force and effect. In the event of a conflict between the Existing Contract and the terms of this Amendment No. 5, the terms set forth herein shall control.

IN WITNESS WHEREOF the parties hereto have executed this Agreement to be effective as of June 7, 2023.

CITY OF WEST SACRAMENTO

By: _____

Aaron Laurel, City Manager

NoMad Transit LLC

By: _____

Erin Abrams, Manager

APPROVED AS TO FORM

By: _____

Jeffrey Mitchell, City Attorney

ATTEST:

By: _____

Jennifer Cusmir, City Clerk

Exhibit B: FY 2023/24 Schedule of Fees

	WSC Via Year 6 Contract Value			
	Price per Driver Hour	**Price per Service Hour**	**Price per Ride**	**Total Not-to-Exceed Price (12 Months)**
Year 6 Service Planning*	**N/A**	**N/A**	**N/A**	**$55,000**
Supply Planning*	**N/A**	**N/A**	**N/A**	**$0**
Total Upfront Costs				**$55,000**
Project Management	**$3.55**	**N/A**	**N/A**	**$203,060**
Performance Monitoring and Reporting	**$0.72**	**N/A**	**N/A**	**$41,184**
Marketing & Promotions Plan and Implementation	**$0.14**	**N/A**	**N/A**	**$8,008**
Program Operations**	**$47.82**	**N/A**	**N/A**	**$2,735,304**
Total Cost per Driver Hour	**$52.23**			**$2,987,556**
Customer Service (1.25 FTE X $30.39 per hour)	**N/A**	**$37.99**	**N/A**	**$227,180**
Total Cost per Service Hour		**$37.99**		**$227,180**
Estimated Access for All Regulatory Fee***			**$0.10**	**$21,736**
Total Cost to West Sacramento (Incl. Fare Revenue), Before PUCTRA Fees				**$3,291,472**
Estimated PUCTRA Regulatory Fee******				**$9,899**
Total Cost to West Sacramento (Incl. Fare Revenue), Incl. PUCTRA Fees				**$3,301,372**
Sources of Funding:				
Fare Revenue from FY 22 23				$150,000
Fare Revenue from FY 23 24				$313,642
Funding from City of West Sacramento (Excl. Fare Revenue)				**$2,837,730**
Total				**$3,301,372**
Driver Hours Summary:				
Total Implied Driver Hours				**57,200**
Implied Driver Hours (Weekly)				**1,100**
Service Hours Summary:				
Total Implied Service Hours				**5,980**
Total Implied Service Hours (Weekly)				**115**

*** Items to be invoiced in full upon the start of Year 6.**

**** Includes driver pay, vehicle cost (incl. WAV retrofits and spares where applicable), insurance, dedicated IT operations and supply admin, technology access, local & central operations support, T&E, rent, and office expenses.**

***** TNC Access for All Fees to be invoiced to West Sacramento on a pass through basis.**

****** PUCTRA Fees to be invoiced to West Sacramento on a pass through basis.**

AMENDMENT NO. 5
to the
AMENDED AND RESTATED CONTRACT FOR SERVICES
between the
CITY OF WEST SACRAMENTO
and
NOMAD TRANSIT LLC
Dated May 1, 2019

This Amendment No. 5 (the "Amendment") to the Amended and Restated Contract for Services dated May 1, 2019 (the "Existing Contract") by and between the City of West Sacramento ("the City") and NoMad Transit LLC ("the Contractor") is made and entered into this July 1, 2023. Except as expressly amended herein, the Existing Contract is in full force and effect.

RECITALS

WHEREAS, on January 17th, 2018, the City awarded a contract to NoMad Transit LLC, a wholly owned subsidiary of Via Transportation, Inc., for a one (1) year Pilot operation based on the Contractor's proposal submitted in response to the City's Request for Proposals dated May 26, 2017; and

WHEREAS, the January 17th, 2018 executed agreement provided that, by mutual agreement, the Contract may be extended annually for a total of up to five (5) additional years; and

WHEREAS, the City Council approved an Amended and Restated Contract on May 1, 2019 to NoMad Transit LLC, a wholly owned subsidiary of Via Transportation Inc., to continue operations of the West Sacramento On-Demand Rideshare program, launched on May 14, 2018; and

WHEREAS, whereas the May 1, 2019, awarded contract has an expiration date of June 30, 2020, after which operations would otherwise cease and provided that, by mutual agreement, the Contract may be extended annually for a total of up to four (4) additional years; and

WHEREAS, on June 17, 2020, the City Council approved a 2-year contract renewal with NoMad Transit LLC to continue operations of the West Sacramento On-Demand Rideshare program from July 1, 2020 through June 30, 2022; and

WHEREAS, on July 14, 2021, the City Council approved an amendment to the contract with NoMad Transit LLC establishing the schedule of fees for fiscal year 2021/22; and

WHEREAS, on June 15, 2022, the City Council approved a 1-year contract renewal with NoMad Transit LLC to continue operations of the West Sacramento On-Demand Rideshare program from July 1, 2022 through June 30, 2023; and

WHEREAS, on June 7, 2023, the City Council approved an amendment on a 1-year contract renewal with NoMad Transit LLC to continue operations of the West Sacramento On-Demand Rideshare program from July 1, 2023 through June 30, 2024; and

WHEREAS, the City and Contractor desire to modify the Existing Contract as provided herein.

NOW, THEREFORE, IT IS MUTUALLY AGREED by the parties hereto to amend said

agreement as set forth below. Stricken text (indicated textually in the same manner as the following example: ~~stricken text~~) is to be deleted and bold and underlined text (indicated textually in the same manner as the following example: **Bold and underlined text**) is to be added as follows:

Part I: Amendments

A. Amendments to Existing Contract Provisions

1. Section 2.A is revised as follows: “The services of Contractor are to commence on May 14, 2019 and terminate on June 30, 2024 and shall be undertaken and completed in accordance with the service parameters set forth by Exhibit "A"…”

2. **Section 4.A** is revised as follows: “The Contractor shall be paid monthly in arrears for the actual fees, costs and expenses, including but not limited to purchased transportation services, and otherwise as set forth in the Schedule of Fees, which in no event shall total compensation exceed the Funding from City of West Sacramento (Excl. Fare Revenue) as identified in Exhibit “B”, without City’s prior written approval…”

3. **Section 4.B** is revised as follows: “Said amounts shall be paid by City upon submittal of Contractor’s monthly invoices provided in accordance with Task 1.3, and in no event later than 30 days from its receipt thereof.”

4. **Section 4.H.** is revised as follows: “At the expiration or earlier termination of the Contract, all unspent service revenue remaining with the Contractor shall be remitted to the City within sixty (60) days. In the event that actual fare revenues collected exceed the estimated amount stated in Exhibit “B”, all additional fare revenues will be reinvested toward the FY 2023/24 Program operations such that the total amount payable by the City (Section 4A) is reduced by an equivalent amount, unless otherwise directed by the City. Should the actual 2023/24 fare revenues collected be less than the estimated amount stated in Exhibit “B”, the City shall not be billed in excess of the total amount payable by the City (Section 4A) and the Parties shall discuss in good faith how to adapt the services in light of the lower budget and shall mutually agree upon any resulting changes to the services.

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1. Exhibit A to the Existing Contract is hereby renamed "FY 2023/24 Scope of Work" and is amended as follows:

Task 4.1 Ridership Data Reports is revised as follows: The following shall be added at the end:

The Contractor shall assist the City in tracking and collecting key performance data such that City can review performance metrics consistent with the Transportation Development Act (TDA). This data shall be provided to the City quarterly and shall include the following metrics:

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- **Passengers per Revenue Mile**
- **Accidents**
- **On-time performance**
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2. Exhibit B to the Existing Contract – FY 2022/23 SCHEDULE OF FEES is hereby replaced by the attached "FY 2023/24 SCHEDULE OF FEES"

Part II: Remaining Terms Unchanged.

Except as expressly revised herein, the Existing Contract remains in full force and effect. In the event of a conflict between the Existing Contract and the terms of this Amendment No. 5, the terms set forth herein shall control.

IN WITNESS WHEREOF the parties hereto have executed this Agreement to be effective as of June 7, 2023.

CITY OF WEST SACRAMENTO

By: _____

Aaron Laurel, City Manager

NoMad Transit LLC

By: _____

Erin Abrams, Manager

APPROVED AS TO FORM

By: _____

Jeffrey Mitchell, City Attorney

ATTEST:

By: _____

Jennifer Cusmir, City Clerk

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Supply Planning*	**N/A**	**N/A**	**N/A**	**$0**
Total Upfront Costs				**$55,000**
Project Management	**$3.55**	**N/A**	**N/A**	**$203,060**
Performance Monitoring and Reporting	**$0.72**	**N/A**	**N/A**	**$41,184**
Marketing & Promotions Plan and Implementation	**$0.14**	**N/A**	**N/A**	**$8,008**
Program Operations**	**$47.82**	**N/A**	**N/A**	**$2,735,304**
Total Cost per Driver Hour	**$52.23**			**$2,987,556**
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Total Cost per Service Hour		**$37.99**		**$227,180**
Estimated Access for All Regulatory Fee***			**$0.10**	**$21,736**
Total Cost to West Sacramento (Incl. Fare Revenue), Before PUCTRA Fees				**$3,291,472**
Estimated PUCTRA Regulatory Fee******				**$9,899**
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Funding from City of West Sacramento (Excl. Fare Revenue)				**$2,837,730**
Total				**$3,301,372**
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Total Implied Service Hours (Weekly)				**115**

*** Items to be invoiced in full upon the start of Year 6.**

**** Includes driver pay, vehicle cost (incl. WAV retrofits and spares where applicable), insurance, dedicated IT operations and supply admin, technology access, local & central operations support, T&E, rent, and office expenses.**

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****** PUCTRA Fees to be invoiced to West Sacramento on a pass through basis.**

Attachment A

COUNTY OF SACRAMENTO
March 2023
FINDINGS OF APPORTIONMENT
LOCAL TRANSPORTATION FUNDS (LTF)
Fiscal Year 2023-2024

County's Estimated June 30, 2023 Balance	$0
Local Transportation Fund Income 2023-2024	$109,000,000
Less: County Administrative Costs	-$22,000
Less: SACOG Administrative Costs	-$1,217,284
Balance for Allocation	$107,760,716

Jurisdication	Population 1/	% of Total Population County	Finding of Apportionment	SACOG Planning	Available to Jurisdiction	Pedestrians & Bicycles 2/	Available to Jurisdiction for Article 4 and Article 8
Sacramento County (Unincorporated)	604,272	38.33%	$41,301,560	$64,430	$41,237,130	$826,031	$2,040,297
Citrus Heights	86,367	5.48%	$5,903,123	$0	$5,903,123	$118,062	$0
Elk Grove	176,972	11.22%	$12,095,910	$0	$12,095,910	$241,918	$0
Folsom	84,592	5.37%	$5,781,803	$0	$5,781,803	$115,636	$0
Galt	25,239	1.60%	$1,725,068	$51,752	$1,673,316	$34,501	$1,638,814
Isleton	780	0.05%	$53,312	$1,599	$51,713	$1,066	$50,647
Rancho Cordova	80,359	5.10%	$5,492,480	$0	$5,492,480	$109,850	$0
City of Sacramento	518,037	32.86%	$35,407,459	$0	$35,407,459	$708,149	$0
TOTALS	1,576,618	**100.00%**	$107,760,716	$117,782	$107,642,934	$2,155,214	$3,729,758

SACRAMENTO REGIONAL TRANSIT DISTRICT and PARATRANSIT

Jurisdication	Finding of Apportionment	Finding of Apportionment Less Ped & Bicycle	% of Population Within SRTD District	Allocation of Finding of Apportionment	SACOG Planning	Amount Available for To Paratransit, Inc.	Amount Available To SRTD
Sacramento County (Unincorporated)	$41,301,560	$40,475,529	94.8%	$38,370,801	$1,174,616	$1,918,540	$35,277,645
Rancho Cordova	$5,492,480	$5,382,631	100%	$5,382,631	$164,774	$269,132	$4,948,725
City of Sacramento	$35,407,459	$34,699,310	100%	$34,699,310	$1,062,224	$1,734,966	$31,902,121
City of Citrus Heights	$5,903,123	$5,785,060	100%	$5,785,060	$177,094	$289,253	$5,318,714
City of Folsom	$5,781,803	$5,666,167	100%	$5,666,167	$173,454	$283,308	$5,209,404
City of Elk Grove	$12,095,910	$11,853,992	100%	$11,853,992	$362,877	$592,700	$10,898,415
TOTALS	**$105,982,336**	**$103,862,689**		**$101,757,961**	**$3,115,040**	**$5,087,898**	**$93,555,024**
PI-30%		**$1,526,369**					
SacRT=70%		**$3,561,529**	**$97,116,552**				

Regional Transit	$97,116,552
Paratransit	$1,526,369
SACOG	$3,232,821
Ped/Bike	$2,155,214
Other Jurisdictions	$3,729,758
Total	$107,760,716

1. Sources: Report E-5, Department of Finance, Demographic Research Unit, 2022

2. Amount available to jurisdictions for pedestrian and bicycle purposes (Article 3,Section 99233.3)

Attachment A

COUNTY OF SUTTER
March 2023
FINDINGS OF APPORTIONMENT
LOCAL TRANSPORTATION FUNDS (LTF)
Fiscal Year 2022-2023

County's Estimated June 30, 2023 Balance	$270,819
Local Transportation Fund Income 2023-2024	5,899,559
Less: County Administrative Costs	-2,500
Less: SACOG Administrative Costs	-68,895
Balance for Allocation	$6,098,983

Jurisdication	Population 1/	% of Total Population County	Finding of Apportionment	SACOG Planning	Available to Jurisdiction for Article 4 and Article 8 2/
Sutter County (Unincorporated)	20,088	20.26%	$1,235,729	$37,072	$1,198,657
Live Oak	9,394	9.48%	$577,879	$17,336	$560,543
Yuba City	69,663	70.26%	$4,285,374	$128,561	$4,156,813
TOTALS	99,145	**100.00%**	$6,098,983	$182,969	$5,916,013

1. Sources: Report E-5, Department of Finance, Demographic Research Unit, 2022

2. Funds available for projects and programs under Article 4 and Article 8.
All or a portion may be available to the Sutter County depending on outcome of unmet needs finding.

Attachment A

COUNTY OF YOLO
March 2023
FINDINGS OF APPORTIONMENT
LOCAL TRANSPORTATION FUNDS (LTF)
Fiscal Year 2022-2023

County's Estimated June 30, 2023 Balance	$2,791,516	$16,074,020
Local Transportation Fund Income 2023-2024	13,282,504	
Less: County Administrative Costs	-10,000	
Less: SACOG Administrative Costs	-179,435	
Balance for Allocation	$15,884,585	

Jurisdication	Population 1/	% of Total Population County	Finding of Apportionment	SACOG Planning	Available to Jurisdiction for Article 4 and Article 8 2/
Yolo County (Unincorporated)	35,900	16.23%	$2,578,422	$77,353	$2,501,069
Davis	64,869	29.33%	$4,659,043	$139,771	$4,519,271
West Sacramento	52,837	23.89%	$3,794,876	$113,846	$3,681,030
Winters	7,422	3.36%	$533,065	$15,992	$517,073
Woodland	60,137	27.19%	$4,319,179	$129,575	$4,189,604
TOTALS	221,165	**100.00%**	$15,884,585	$476,538	$15,408,047

1. Sources: Report E-5, Department of Finance, Demographic Research Unit, 2022

2. Funds available for projects and programs under Article 4 and Article 8.
All or a portion may be available to the Yolo County depending on outcome of unmet needs finding.

Attachment A

COUNTY OF YUBA
March 2023
FINDINGS OF APPORTIONMENT
LOCAL TRANSPORTATION FUNDS (LTF)
Fiscal Year 2023-2024

County's Estimated June 30, 2023 Balance	$262,662	2,813,676
Local Transportation Fund Income 2023-2024	2,551,014	
Less: County Administrative Costs	-750	
Less: SACOG Administrative Costs	-31,420	
Balance for Allocation	$2,781,506	

Jurisdication	Population 1/	% of Total Population County	Finding of Apportionment	SACOG Planning	Available to Jurisdiction for Article 4 and Article 8 2/
Yuba County (Unincorporated)	65,787	79.96%	$2,224,089	$66,723	$2,157,366
Marysville	12,824	15.59%	$433,546	$13,006	$420,540
Wheatland	3,664	4.45%	$123,870	$3,716	$120,154
TOTALS	82,275	**100.00%**	$2,781,506	$83,445	$2,698,060

1. Sources: Report E-5, Department of Finance, Demographic Research Unit, 2022

2. Funds available for projects and programs under Article 4 and Article 8.
All or a portion may be available to the Yuba County depending on outcome of unmet needs finding.

Fiscal Year 2023-2024-March

County	Administration Fees	Planning Fees	Total Fees
Sacramento	$1,217,284	$3,232,822	$4,450,106
Sutter	$68,895	$182,969	$251,864
Yolo	$179,435	$476,537	$655,972
Yuba	$31,420	$83,445	$114,865
Total	**$1,497,034**	**$3,975,773**	**$5,472,807**

FY22-23-Includes Sac. County revisions	$5,187,707
difference	$285,100
Change in revenue estimates	5.50%

Attachment A

March 2023
SACRAMENTO AREA COUNCIL OF GOVERNMENTS
Regional Share of Statewide PUC Allocation: $31,719,397
ALLOCATION OF STATE TRANSIT ASSISTANCE FUNDS (STA)
Fiscal Year 2023-2024
PUBLIC UTILITY CODE SECTION 99313 & 99314

JURISDICTION	POPULATION	1/	POPULATION AS A % OF TOTAL	ALLOCATION PUC 99313	2/	ALLOCATION PUC 99314	2/	STA Total
SACRAMENTO COUNTY								
Unincorporated	604,272		30.53%	**$7,210,256**	3/	**$97,600**		**$7,307,856**
Citrus Heights-SacRT	86,367		4.36%	**$1,030,543**	4/			**$1,030,543**
Elk Grove-SacRT	176,972		8.94%	**$2,111,654**	4/	**$0**		**$2,111,654**
Folsom-SacRT	84,592		4.27%	**$1,009,363**	4/	**$0**		**$1,009,363**
Galt	25,239		1.28%	**$301,155**				**$301,155**
Isleton	780		0.04%	**$9,307**				**$9,307**
Rancho Cordova-SacRT	80,359		4.06%	**$958,855**	4/			**$958,855**
Sacramento-SacRT	518,037		26.17%	**$6,181,288**	4/			**$6,181,288**
Sacramento Regional Transit District	NA		NA	**NA**		**$7,267,691**		**$7,267,691**
YOLO COUNTY								
Unincorporated	35,900		1.81%	**$428,364**				**$428,364**
Davis	64,869		3.28%	**$774,026**		**$242,764**		**$1,016,790**
West Sacramento	52,837		2.67%	**$630,458**				**$630,458**
Winters	7,422		0.37%	**$88,560**				**$88,560**
Woodland	60,137		3.04%	**$717,563**				**$717,563**
Yolo County Transportation District	NA		NA	**NA**		**$384,950**		**$384,950**
SUTTER COUNTY								
Unincorporated	20,088		1.01%	**$239,693**	5/			**$239,693**
Live Oak	9,394		0.47%	**$112,090**	5/			**$112,090**
Yuba City	69,663		3.52%	**$831,228**	5/			**$831,228**
YUBA COUNTY								
Unincorporated	65,787		3.32%	**$784,979**	5/			**$784,979**
Marysville	12,824		0.65%	**$153,018**	5/			**$153,018**
Wheatland	3,664		0.19%	**$43,719**	5/			**$43,719**
Yuba-Sutter Transit Authority	NA		NA	**NA**		**$110,271**		**$110,271**
TOTAL	**1,979,203**		**100.00%**	**$23,616,121**	6/	**$8,103,276**		**$31,719,397**

		% in RT District	Transfer to SRTD	Sacramento County
County of Sacramento Total	$7,210,256	96.4%	**$6,950,687**	**$259,569**
Rancho Cordova City Total	$958,855	100.0%	**$958,855**	
Sacramento City Total	$6,181,288	100.0%	**$6,181,288**	
Citrus Heights City Total	$1,030,543	100.0%	**$1,030,543**	
Folsom City Total	$1,009,363	100.0%	**$1,009,363**	
Elk Grove City total	$2,111,654	100.0%	**$2,111,654**	
Available to SRTD	$18,242,390	**Total**	**$18,242,390**	
Available to County of Sacramento	$259,569	**99314**	**$7,267,691**	
Available to Yuba-Sutter Transit Authority	$2,274,998	Total Allocation	25,510,081	

1. Sources: Report E-5, Department of Finance, Demographic Research Unit, 2022
2. Entire amount must be used for transportation planning and mass transportation purposes.
3. 96.4% is reserved for Sacramento Regional Transit District.
4. 100% is reserved for Sacramento Regional Transit District.
5. 100% is reserved for Yuba-Sutter Transit Authority.
6. This is the total PUC Section 99313 Allocation to SACOG for the fiscal year