

CITY OF WEST SACRAMENTO
REGULAR MEETING OF THE TRANSPORTATION, MOBILITY, & INFRASTRUCTURE COMMISSION
MARCH 7, 2022 AGENDA

Valerie Zimmer, Chair

Danny Thirakul, Vice-Chair
Roy Sianez, Commissioner
Sheila Johnston, Commissioner
Samar Lichtenstein, Commissioner

Abteen Kashkouli, Commissioner
Rob Gunn, Commissioner
Tom Hastain, Alternate Commissioner

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

6:00 PM Call to Order

Pursuant to the Governor's Executive Order N-29-20, members of the West Sacramento Transportation, Mobility, & Infrastructure Commission and staff will participate in this meeting via a teleconference. To reduce the spread of COVID-19, members of the public are asked to watch the meeting via Wave Cable Channel 20 and to submit comments in writing by 5:00 PM on March 7, 2022.

To submit a comment in writing, please email Tanyaf@cityofwestsacramento.org and write "Public Comment" in the subject line. In the body of the email, include the item number and/or title of the item as well as your comments. **All comments received by 5:00 PM will be provided to the Transportation, Mobility, & Infrastructure Commission and posted on the website.** The comments submitted shall become part of the record of the meeting.

To make a verbal comment during the meeting, join the meeting using the Zoom meeting link or the phone number, below. The Chair will request public comment during Item 1a, prior to the first item on Consent, and after the staff presentation for any other item on the agenda. Once the Chair has announced the public comment period, if you would like to make a comment please do one of the following: (1) If you are joining the meeting via zoom, press the "raise a hand" button; OR (2) if you are joining the meeting by phone, press *9. When it is your turn to comment, the Chair or the Clerk will call you by name or phone number and City staff will unmute your microphone. You will have three minutes to speak. Once your public comment has ended, you will be muted again.

Join by Electronic Device:

<https://westsacramento.zoom.us/j/87194936216?pwd=emlyM0NZZ1ZsbC9pYINlcmRpQ1luZz09>

Meeting ID: 871 9493 6216

Passcode: 980039

Join by Phone:

1-253-215-8782

Meeting ID: 871 9493 6216

Passcode: 980039

GENERAL ADMINISTRATION FUNCTION – PART I

- A. ELECTION OF TRANSPORTATION, MOBILITY, AND INFRASTRUCTURE COMMISSION CHAIR AND VICE-CHAIR FOR 2022**
- B. PRESENTATIONS BY THE PUBLIC ON MATTERS NOT ON THE AGENDA WITHIN THE JURISDICTION OF THE COMMISSION.**
The Commission is prohibited from discussing issues not on the agenda brought to them at this time.
- C. DISCLOSURE OF EX PARTE COMMUNICATIONS.**
Transportation, Mobility, & Infrastructure Commissioners should disclose any communications they have had on the agenda items at this time.

CONSENT AGENDA

- 2. CONSIDERATION OF APPROVAL OF THE MINUTES OF THE NOVEMBER 1, 2021 TRANSPORTATION, MOBILITY, & INFRASTRUCTURE COMMISSION (MIERZWAK)**

REGULAR AGENDA

3. Update On The West Sacramento On-Demand Rideshare Program (Chhan)

Comment: The purpose of this report is to provide an update to the Transportation, Mobility and Infrastructure (TMI) Commission on the West Sacramento On-Demand Rideshare program.

Recommendation: Staff respectfully recommends that the TMI Commission receive staff's updates on the West Sacramento On-Demand Rideshare program.

If you need special assistance to participate in this meeting, please contact the Community Development Department, (916) 617-4645. 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 II

4. A. Transportation, Mobility, & Infrastructure Commission Calendar. The next regular meeting of the Commission is scheduled for May 2, 2022.
- B. Reports from City Staff
- C. Future Agenda Item Requests by Transportation, Mobility, & Infrastructure Commission
- D. Adjourn

I, Katie Rodgers, Clerk of the Transportation, Mobility, & Infrastructure Commission, declare under penalty of perjury that the foregoing agenda for the March 7, 2022 meeting of the Transportation, Mobility, & Infrastructure Commission was posted on March 2, 2022, in the office of the City Clerk, 1110 West Capitol Avenue, West Sacramento, CA, and was available for public review.

DocuSigned by:

Katie Rodgers

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Katie Rodgers,
Commission Clerk

All public materials related to items on this agenda submitted to the Commission after distribution of the agenda packet are available for public inspection in the Community Development 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.

Planning Commission meetings are broadcast live on Wave Cable Channel 20, and rerun the following Friday 12:00 p.m., and the following Sunday at 3:00 p.m. The agenda and agenda reports are available on the City's website at www.cityofwestsacramento.org

DRAFT

**CITY OF WEST SACRAMENTO
TRANSPORTATION, MOBILITY, & INFRASTRUCTURE COMMISSION
August 2, 2021
Minutes**

The Transportation, Mobility, & Infrastructure Commission meeting was conducted via teleconference pursuant to Government Code section 54953(e). On October 20, 2021, the City Council adopted Resolution 21-80 confirming that a statewide state of emergency continues to exist because of COVID-19 virus pandemic, and that the Yolo County Public Health Officer continues to recommend measures to promote social distancing. The Council and City staff shall take all actions required by Section 54953(e) to protect public access and right to comment. Members of the public are asked to watch the meeting via Wave Cable Channel 20 and to submit comments in writing by 5:00 PM on November 1, 2021.

To submit a comment in writing, please email Benjaminm@cityofwestsacramento.org and write "Public Comment" in the subject line. In the body of the email, include the item number and/or title of the item as well as your comments. **All comments received by 5:00 PM will be provided to the Transportation, Mobility, & Infrastructure Commission and posted on the website.** The comments submitted shall become part of the record of the meeting.

The regular meeting was called to order at 6:01 PM. Commissioners Lichtenstein was absent Alternate Commissioner Hastain was in attendance. Chairperson Zimmer presided.

Entry No. 1

Heard General Administration Functions as follows:

- A. There were no presentations by the public on matters not on the agenda.
None
- B. Ex Parte Communications:
None

Entry No. 2

Approved the minutes of the August 2, 2021, meeting of the Transportation, Mobility, & Infrastructure Commission.

MOTION: Hastain	SECOND: Gunn	AYES: Thirakul, Sianez, Johnston, Kashkouli, Zimmer
NOES: None	ABSTAIN: None	ABSENT: Lichtenstein

THIRAKUL: Aye SIANEZ: Aye JOHNSTON: Aye KASHKOULI: Aye GUNN: Aye HASTAIN: Aye ZIMMER: Aye

The item passed.

Entry No. 3

Heard the presentation on reestablishment and changing of speed limits on certain streets within the City of West Sacramento. receive comments from the public.

Commissioner Samar Lichtenstein

Commissioner Shelia Johnston and other TMI Commissioners~
October 28, 2021

To my fellow Commission Members and City Staff,

I am unfortunately unable to attend the November 1, 2021 Transportation, Mobility, and Infrastructure Commission Meeting. However, I do have some concerns with Agenda Item #3 (Citywide Speed Survey Project), which I highlight below:

The Traffic Engineer and City Staff have determined that four segments are justified in having increased speed limits. Of these, I am most concerned with the proposed increased speed limit on F street between 8th and 2nd. With an Actual Accident Rate of 134.47, this segment is the most dangerous of those included for study and greatly exceeds the statewide average of 1.46.

Furthermore, approved infill development will increase residential density in this area.

This includes the Kind Project, a soon-to-be completed apartment complex with 148 units and 39 parking spaces. If the City genuinely wants to encourage active transportation, and decrease vehicular and pedestrian accidents, adding residential units without considering safety impacts is deeply misguided.

As a resident of Washington, I have sadly become too familiar with the sound of sirens along F Street. F Street needs traffic calming measures, including an all way stop at F and 4th and a lighted pedestrian walkway at F and 5th. We do not need increased speed limits. To that end, I would like to ask staff the following questions:

1. How will AB 43 (Friedman) impact the recommendations included in this report? Specifically, how will the safety of vulnerable populations be considered?
2. How has the Capital Projects Department engaged with the Community Development Department to ensure that speed limit increases are consistent with future planned development, resident safety, and climate action goals?

Thank you,
Commissioner Samar Lichtenstein
AB 43

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Ruth Pagano-Trn

The intersection at Southport Parkway and Bridgeway Lakes Drive is unsafe for pedestrians and bicyclists. This intersection has been reported time and time again to the City that it is difficult and dangerous to cross. The response from the City has been consistent-- due to the fact that no one has died there or been seriously injured or that according to Capitol Project staff research, "historically there has only been one ped/bicyclist accident (reported 5/31/14-- in a letter sent by DCM Jon Robinson), safety at this intersection is not a priority for the City. Mr. Robinson has also said that adding controlled crosswalks in this location would slow traffic to Jefferson, "exacerbating existing congestion issues there." Lastly, he said that in 2022 this area is scheduled for new paint and signs and optional (possibly) rectangular rapid flashing beacons.

I'm no expert in traffic but here this is the bottom line and what Mr. Robinson fails to understand. Increasing the safety of this intersection is not an option and must happen now. This intersection runs to a CITY PARK and currently has no proper lighting, no real reflectors, and extremely poor signage. It is only a matter of time before someone gets seriously injured or tragically killed. I am tired of the City not addressing the fact that the northbound lane of this intersection has no stops for about a mile or more prior to approaching this crosswalk so motorists can reach extremely high speeds.

Students are also having to cross to ride or bike to school basically across a 40-50 mile per hour roadway. There is little to NO traffic enforcement in this area-- and I have lived here for over 15 years so this is not a guess, this is first-hand experience. Please tell Mr. Robinson to ask about that data-- how many speeders are given tickets or how much enforcement happens on Southport Parkway in this area.

Lastly, the response that making this intersection safe is going to somehow lead to congestion on Jefferson is ludicrous and embarrassing coming from a City Manager. There are flashing crosswalks on Linden (by target) AND less than a quarter mile away on Lake Washington by the Fire Dept. Those roadways dump directly onto Jefferson so he just contradicted himself and the intersection that I am referring to is not even within a mile of Jefferson. Most cars continue onto Southport Parkway any how.,

It is truly disappointing and embarrassing that the City would not want to have added safety measures to the Boathouse Park--- a place where hundreds of residents walk and play at each weekend and even enjoy throughout the week. I am saddened that I have to write this formally in the hopes that maybe someone from the City will actually take the time to drive down on the weekend and observe for themselves the speed of drivers on the Parkway and the danger to those trying to get to the Park by dodging between cars or waiting at the "crosswalk" that FEW stop at because they cannot see because it is NOT clearly defined and as a driver, I do not blame them.

Respectfully,
Ruth Pagano-Trn

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Chas Alamo

Honorable Transportation, Mobility, and Infrastructure Commissioners:

I strongly encourage the commission to insist that the Council delay consideration of the higher speed limits presented in today's Agenda Item #3. The new, higher speed limit recommendations are based on (1) an outdated methodology that (2) ignores the complexities of community development and (3) has very recently been reformed by a new state law. Much is at stake: according to the CDC, fast-moving vehicles are more likely to hit pedestrians and, when they do, are more likely to kill. Although small changes to speed limits may seem minor, they are not. About 3 in 10 pedestrians die when struck by vehicles going 35 miles per hour. But nearly 7 in 10 die when the vehicle is traveling 40 miles per hour. A strong admonition of the proposed speed limit increases would send a clear message to the City Council and the community that West Sacramento prioritizes the safety of non-vehicle road users over the convenience of drivers.

Below I outline key concerns with the study adoption:

First, the methodology. Existing state law directs cities to set speed limits based on the "the normal flow of traffic" (the so-called "85th percentile rule"), on the assumption that drivers drive responsibly. This is a comically faulty assumption. As we can all attest, many drivers drive irresponsibly fast. This methodology rewards speeding drivers by building their unsafe driving habits into posted speed limits. This leads to what is known as "speed creep," where surface street speed limits gradually increase over time. For this reason, it comes as no surprise that all the suggested changes are to increase posted speed limits and none of the changes would be to lower limits.

Second, the speed revisions do not take into account long-standing community concerns about these segments or future community development plans that might greatly impact nearby road users. I will use the proposed speed limit increase at F St between 2nd and 8th as an example. First, the terminus of this segment (the CalSTRS building roundabout) is widely known and problematic "side show" car location with regular racing, donuts, and the smell of burning rubber. Drivers here often speed down 4th street unsafely as they depart. Increasing the speed limit would do nothing but encourage this activity. Second, two large dense housing developments are being constructed along this corridor (4th and G and 5th and F). Increasing speed limits now before these developments are in place may be premature, given how many additional non-car road users will be along this corridor. Finally, the intersection at 5th and F street is a well-known accident zone. Increasing incoming speed to that intersection would work at cross purposes with other efforts to make that area safe for all road users.

Third, and finally, a recently enacted state law gives the city—for the first time—an option to rethink surface street speed limits. Assembly Bill 43, signed by Governor Newsom in October, gives cities new authority to reject the "85th percentile rule" speed limit determination in high-accident areas and along safety corridors. For the first time, West Sacramento now has the opportunity to dictate road speeds that are consistent with its priorities of ending vehicular violence and encouraging low-carbon transportation and mobility options.

For these reasons I urge the commission to send a clear message to the council and the community that West Sacramento will not thoughtlessly adopt higher speed limits that run counter to its pursuit of safe streets and climate-conscience mobility.

Thank you for the opportunity to contribute,

Chas Alamo
Washington District

The Commission provided commentary and feedback to staff.

Entry No. 4

Heard the presentation on the City's Climate Action Plan Update. receive comments from the public.

The Commission provided commentary and feedback to staff.

Transportation, Mobility, & Infrastructure Commission Meeting Minutes
November 1, 2021
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Informal Discussion

Commission Secretary McCoy announced that Sarah Stand will be leaving the City but he has a verbal agreement with a candidate to fill the Senior Planner position. He also announced that this would be the last meeting of the year. Commissioner Johnston requested and update on the role of the Traffic Committee plays in local government. Secretary McCoy stated that a presentation was presented last year but he is willing to reproduce the report or clarify the report or he would send the report and additional information to commissioners who wish to receive more detailed information.

MOTION: Hastain
NOES: None

SECOND: Sianez
ABSTAIN: None

AYES: Thirakul, Johnsto, Kashkouli, Gunn, Zimmer
ABSENT: Lichtenstein

Meeting adjourned

The meeting adjourned at 8:43 PM

DocuSigned by:

Benjamin Mierzwak

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Benjamin Mierzwak, Commission Clerk

Minutes approved as presented by a majority vote of the Commission on March 7, 2022.

Tanya Flores, Clerk to the Commission

MEETING DATE: March 7, 2022		ITEM # 3	
SUBJECT: UPDATE ON THE WEST SACRAMENTO ON-DEMAND RIDESHARE PROGRAM			
INITIATED OR REQUESTED BY: <input type="checkbox"/> Commission <input checked="" type="checkbox"/> Staff <input type="checkbox"/> Other		REPORT COORDINATED OR PREPARED BY: Stephanie Chhan, Senior Transportation Planner Community Development Department	
ATTACHMENT <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input checked="" type="checkbox"/> Information	<input type="checkbox"/> Direction	<input type="checkbox"/> Action

OBJECTIVE

The purpose of this report is to provide an update to the Transportation, Mobility and Infrastructure (TMI) Commission on the West Sacramento On-Demand Rideshare program.

RECOMMENDED ACTION

Staff respectfully recommends that the TMI Commission receive staff’s updates on the West Sacramento On-Demand Rideshare program.

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. 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 historic and projected ridership trends.

Since launching, the program has received broad community support, and user surveys have demonstrated successful performance across a range of human-centered indicators, as presented to the TMI Commission on March 4, 2019. Following its first year of operations, the City received multiple awards at the local, state, and national level for the community impacts of the program. With the recommendation of TMI Commission, City Council approved significant fleet and service hour expansions in 2019 and has annually extended and allocated funding to continue operating the On-Demand Rideshare.

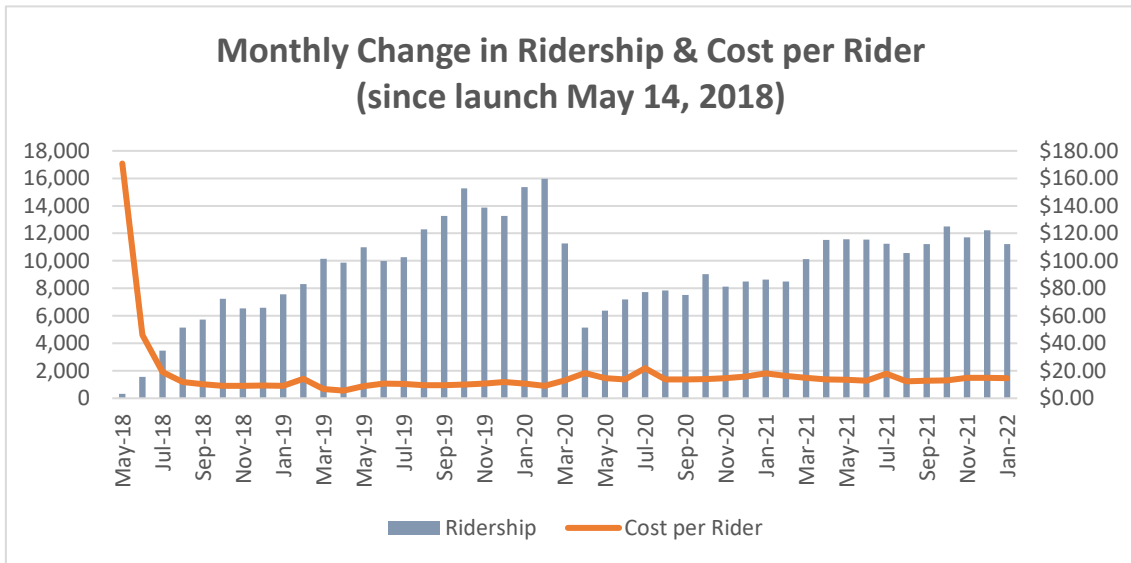
The purpose of this item is to provide a status update on the West Sacramento On-Demand Rideshare program. A general performance review, discussion of impacts from the pandemic, an update of the 2022 Via Survey, and information on vehicle fleet transition are also presented.

ANALYSIS

This section provides a review of the West Sacramento On-Demand program’s performance since launching, impacts of the COVID-19 pandemic on ridership, and details on the 2022 Via Survey.

Ridership in Review

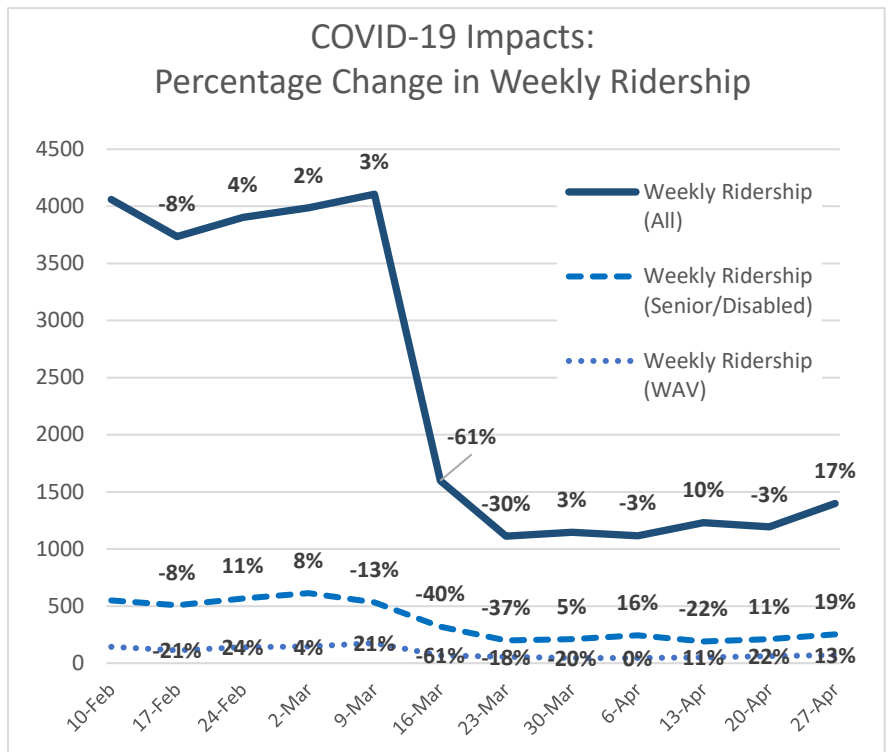
Since launch, Via has provided a total of over 434,000 rides throughout West Sacramento for over 11,100 unique accounts. Of the 11,100+ accounts, more than 560, or approximately 5%, are senior or disabled account holders. On average, riders wait approximately 12 minutes for a vehicle to arrive and 89% of vehicles are on time. Riders’ average trips are 2.88 miles and 9.95 minutes per ride.



COVID-19 Impacts

From January 1 – March 15, 2020, **average weekday ridership surpassed 600 rides**, with a **record 758 rides** completed in one day. In March 2020, the Coronavirus and related stay-at-home order issued by the State and Yolo County resulted in a roughly 70% drop in ridership on West Sacramento On-Demand. Whereas roughly 700 unique riders were utilizing the service prior to COVID-19, roughly 250 unique riders depended on the rideshare service during the initial months of the crisis. Since the rideshare program was designed to be demand responsive, only deploying as many vehicles as needed to maintain a baseline level of service, the City was able to quickly reduce the 11 vehicle fleet down to a maximum of 5 vehicles operating the same week the shelter in place order was issued. Various measures were also taken to communicate to both drivers and riders regarding steps taken to ensure cleanliness and safety of the vehicles, limiting the number of passengers to allow physical distance, and requiring face coverings, consistent with the Yolo County public health order.

Though a significant drop in ridership by Senior and Disabled account holders occurred in parallel to overall ridership, they did so at a slightly lower rate, with a comparative 60% drop in Senior/Disabled and wheelchair access vehicles (WAV) rides. Unsurprisingly, trips taken during the shelter in place period have been almost exclusively to/from commercial centers with major grocers, department stores and restaurants, including Riverpoint Plaza, Town Center Plaza, Lowe's Plaza, Country West Shopping Center (Harbor Boulevard & West Capitol Avenue), and Raley's.



2021/2022 Ridership Review

As the state began to reopen and the state lifted the stay-at-home order for the Sacramento region in January 2021, ridership has begun to return to pre-pandemic levels. During last six months (August 2021 – January 2022), ridership has averaged at 2,689 weekly rides, 433 weekday rides, and 260 weekend rides. Similarly, Senior/Disabled ridership has rebounded to an average of approximately 379 weekly rides. Currently, over 600 unique riders are using the service weekly. Over 1,000 users completed at least one ride on Via in the month of February. Via ridership is showing signs of rebounding – overall ridership is approximately 20% below pre-COVID levels and Senior/Disabled ridership is approximately 25% below pre-COVID levels. More recently, February ridership averaged 420 rides per day – the highest since the stay-at-home order and other COVID-19 health and safety precautions enacted in March 2020.

The OnDemand program's ridership has rebounded more quickly than Yolo County Transit District's (YCTD) fixed-route service, where ridership as of December 2021 is approximately 40% below pre-COVID levels. On January 2, 2022, the Yolo County Transit District discontinued Routes 35 and 39 in Southport and replace these two routes with a new Route 37 that operates on weekdays only. Additionally, YCTD discontinued Route 241. These changes were recommended as part of the YoloGo Study, a multi-year effort to determine how Yolobus transit services can better serve the County and were ultimately approved by the YCTD Board of Directors in April 2021. Via OnDemand service was promoted on the discontinued routes and along some higher boarding/alighting stops, continuing to serve West Sacramento transit riders through Yolobus service changes.

Yolo County fully reopened businesses and activities in accordance with the State's June 15, 2021 reopening plans – Beyond the Blueprint – and thereby allowed Yolo County businesses and activities to fully eliminate capacity limits and remove local restrictions on business operations. Similarly, Yolo County Transit District and Sacramento Regional Transit removed passenger capacity limits on June 15, 2021. Despite the full reopening of businesses and activities in the County, the City has maintained health and safety precautions on the Via service. As ridership has begun to rebound to pre-pandemic levels, Via is now currently operating at a target of 13 active vehicles, because the 3-passenger max is still in place. The City will remove passenger capacity limits on Via consistent with the County and transit operators' actions to better serve increasing ridership with the available fleet supply as more businesses begin in-person operations in the upcoming months. By federal law, the Transportation Security Administration has extended the face mask requirement on all transportation networks through March 18, 2022. Staff will continue to monitor appropriate health and safety requirements for passengers and make updates to the Via On-Demand service as needed.

2022 Rider Survey & ViaPass Price Assessment

Similar to the user survey conducted in November 2018, the City released an updated user survey in February 2022 to assess Via ridership to evaluate how, if at all, use of the platform has changed since expanding and maturing. Although the pandemic is ongoing, the City is entering its 5th year of operating West Sacramento On-Demand and staff believed it was the appropriate time to conduct a survey as ridership continues to rebound. The City has promoted the survey on social media platforms, shared notifications to Via account holders, and provided hard copy surveys at the Recreation Center and Community Center. The City has encouraged respondents with the chance to win a \$50 Visa gift card. A copy of the 2022 Via survey questions is included in Attachment 1. The City plans to close the survey on March 13, 2022, and to return to the TMI Commission with a workshop on the survey results in May 2022.

Staff will also utilize this opportunity to better understand the rider demographics associated with frequent riders. Dependent on the results of the survey staff may propose, for TMI and City Council consideration, a potential price increase to the ViaPass, a discounted weekly frequent rider program, to better recoup a significant loss of fare revenues associated with the large share of rides (40%) taken using ViaPass. Staff's report may evaluate multiple price options, as appropriate, alongside key users and possible ridership impacts if changes to ViaPass are recommended.

Proposed FY 2022/23 Budget Allocation and Contract Renewal

On February 2, 2022, City Council adopted Resolution 22-10, requesting authorization to execute and submit an amendment to the FY2021-22 Transportation Development Act (TDA) Claim Packet to the Sacramento Area Council of Governments (SACOG). The amendment was needed to correct for an administrative error in the West Sacramento On-Demand budget during the most recent claim cycle. The amendment corrected the Local Transportation Funds used as revenue by the City to fund Via operations. This will not affect operations for the remainder of the fiscal year, but staff does not anticipate rollover from FY21-22.

On May 20, 2020, City Council adopted a 2-year contract extension to continue operating the On-Demand Rideshare program through June 30, 2022. With the oncoming contract expiration, staff will return to TMI Commission with a proposed budget allocation and contract renewal following release of TDA apportionments from SACOG, and projections regarding fare revenues and rollover from FY2021-22 funds.

Changes to Via Fleet Vehicle

In February 2022, Via notified City staff that VMAC Auto Leasing, the current vehicle provider of Via in West Sacramento, is exiting the West Sacramento market. Via plans to transition to Voyager Global Mobility (VGM) as the vehicle provider, which they currently partner with in other markets such as Miami, Florida, Salt Lake City, Utah, Roanoke, Virginia, and Jersey City, New Jersey.

VGM was unable to offer Mercedes Metris due to supply-chain issues and provided 2020 Toyota Siennas. Due to supply chain issues, hybrid Siennas could not be acquired, however, Via is committed to providing hybrid Siennas as soon as possible. City staff were receptive to this change given that the VGM provides the opportunity to transition toward electrification more easily. Moving to a hybrid Sienna fleet aligns the Via program with the Mayors' Commission on Climate Change and the City's forthcoming Climate Action Plan, which aim to achieve

carbon neutrality in both West Sacramento and Sacramento by 2045. VGM has more ready access to electric vehicles (EV) and is currently providing Tesla vehicles to some of their clients. As electrification efforts move forward, staff will seek opportunities for funding to install EV charging stations at the Via fleet parking lot. Furthermore, the shift to a Sienna fleet will likely improve the service within the City as Via has experienced less maintenance and repair times, as well as more readily accessible vehicle parts with Siennas in their other markets.

With this fleet transition, Via ensured no disruption to service and operations and maintained the current branding on the temporary Sienna and Chrysler Pacifica fleet. The transition began the week of February 21, 2022. All vehicles were branded either with the current vehicle wrap, or temporarily with large, branded magnets on both sides of vehicle, for passenger identification purposes. Furthermore, notifications were sent to riders regarding vehicle identification during the transition to reduce confusion. A schedule of the fleet transition is provided in Attachment 2.

Environmental Considerations

On July 14, 2021, the City Council found approval of Amendment No. 2 to the Amended & Restated Contract with NoMad Transit LLC through FY 21/22 rideshare operations to be exempt from the California Environmental Quality Act (CEQA) under the General Rule exception provided for by Section § 15061(b)(3). No additional environmental review is required for this as it is an informational update.

Unless otherwise directed, staff will return to TMI Commission and Council with an appropriate recommendation for FY 2022/23 in support of a 1-Year contract renewal and budget allocation.

Strategic Plan Integration

This project advances the 2021 Strategic Plan goals of “Mobility & Connectivity” as part of the City’s “Mobility Action Plan Implementation” policy agenda.

Alternatives

Staff respectfully recommends that the TMI Commission receive staff’s updates on the West Sacramento On-Demand Rideshare program. Alternatively, the TMI Commission may direct staff to return at a later date.

Coordination and Review

This report was prepared by the Transportation & Mobility Division of the Community Development Department.

Budget/Cost Impact

Preliminary budget impacts anticipated to support FY 2022/23 operations are currently under development and will be shared with TMI Commission and City Council in late spring/early summer 2022.

ATTACHMENT(S)

1. 2022 Via Survey Questions
2. Via Hybrid Sienna Fleet Transition Schedule

2022 Via Survey Questions

Thank you for your participation. After you fully complete the survey (10 mins), you will have the chance to enter to win a \$50 Visa Gift Card. The survey closes on March 13th 2022.

How many Via Rideshare trips (one-way) have you taken in the past 30 days?

What do you primarily use Via Rideshare for? (Select all that apply.)

- | | |
|---|---|
| <input type="checkbox"/> Commute to/from Work or School | <input type="checkbox"/> Bars and Restaurants |
| <input type="checkbox"/> Groceries and Shopping | <input type="checkbox"/> Transport Children or Other Family Members |
| <input type="checkbox"/> Medical or Dental Appointments | <input type="checkbox"/> Alternative Transport When Personal Vehicle is Unavailable |
| <input type="checkbox"/> Social and Recreational Activities | <input type="checkbox"/> I Have not Used Via Rideshare |
| <input type="checkbox"/> Other (Please Specify) | |

If you had not used Via Rideshare, which other transportation options would you have used instead?

Please select all that apply.

- | | |
|--|---|
| <input type="checkbox"/> None. I wouldn't have taken the trip at all if Via was not available. | <input type="checkbox"/> Taxi or Uber/Lyft |
| <input type="checkbox"/> Walk or Wheelchair | <input type="checkbox"/> Carpool/Vanpool |
| <input type="checkbox"/> Bus | <input type="checkbox"/> Drive Alone |
| <input type="checkbox"/> Personal Bike/Scooter/Skateboard | <input type="checkbox"/> Paratransit or Medical Support Service |
| <input type="checkbox"/> Bike or Scooter Share | <input type="checkbox"/> I Have Not Used Via Rideshare |
| <input type="checkbox"/> Driven by a Friend/Family Member/Coworker | |
| <input type="checkbox"/> Other (Please Specify) | |

As a result of your Via Rideshare use, how have your transportation choices changed, if at all?

If an answer doesn't apply to you, select "N/A".

	Greatly Decreased	Slightly Decreased	No Change/Stayed the Same	Slightly Increased	Greatly Increased	N/A
How often you drive your own car alone?	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
How often you ride the bus?	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
How often you use paratransit services?	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
How often you walk or bicycle?	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
How often you leave your home?	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Overall satisfaction with the City's transportation system?	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Do you use Via to connect to other forms of transit (e.g. buses, trains, e-bikes, e-scooters) more than once per month?

- Yes
- No

If Yes, Please Specify Typical Connection

It would be helpful to know a bit more about you. Are you a:

- Resident (Please Specify Neighborhood or Main Cross Streets Below)
- Work or Student in West Sacramento, but Live Elsewhere
- Visitor
- Other (Please Specify Below)

If you selected Resident or Other, please provide additional detail below:

What is your age?

- 13-17
- 18-21
- 22-29
- 30-39
- 40-49
- 50-59
- 60-69
- 70-79
- 80+

Which gender do you identify with?

- Female
- Male
- I Prefer Not to Say
- I Prefer to Self-Identify

What is your total annual household income?

- Less than \$10,000
- \$10,000 to \$14,999
- \$15,000 to \$24,999
- \$25,000 to \$34,999
- \$35,000 to \$49,999
- \$50,000 to \$74,999
- \$75,000 to \$99,999
- \$100,000 to \$149,999
- \$150,000 to 199,999
- \$200,000 or more

What is the highest level of school you have completed or the highest degree you have received?

- Less than high school degree
- High school degree or equivalent (e.g., GED)
- Some college but no degree
- Associate degree
- Bachelor degree
- Graduate or Professional Degree
- Doctoral or Other Advanced Degree

Are you of Hispanic, Latino, or Spanish origin?

- Yes
- No
- Prefer Not to Answer/Unknown

How would you describe yourself? Please select all that apply.

- American Indian or Alaska Native
- Asian or Asian American
- Black or African American
- Native Hawaiian or Other Pacific Islander
- Not Listed/Prefer to Self-Identify
- White or Caucasian
- Race Unknown
- Prefer Not to Answer

Which of the following categories best describes your employment status?

- Employed, working full-time
- Employed, working part-time
- Student, full-time or part-time
- Contract/Temporarily Employed
- Looking after Family/Home
- Not employed, looking for work
- Not employed, NOT looking for work
- Retired
- Disabled, not able to work
- Other (Please Specify)

- Prefer Not to Answer

How many personal vehicles are in your household?

0

1

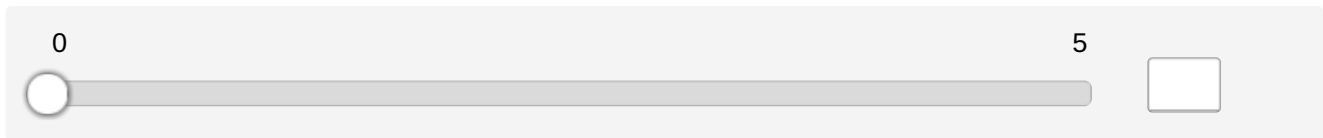
2

3+

How do you normally book your rides on Via?

- Via Smartphone App
- Phone Booking Option (Call to Book)
- I Have Not Booked a Ride on Via

Overall, how satisfied have you been with West Sacramento's Via Rideshare service?



Are there any aspects of the Via Rideshare service you'd like to see **change or improved upon**? Please provide any additional feedback you would like to share with the City of West Sacramento below. (Optional)

Would you like to be entered to win a \$50 Visa Gift Cards for your participation in this survey?

- Yes
- No

Please complete the form below to be entered to win a free \$50 Via Gift Card. Your contact information will only be used to notify you if you win.

ZIP/Postal Code

Email Address

Phone Number

Via Fleet Transition Schedule

In mid-February 2022 VMAC, the current Via fleet supplier, notifies Via of their intention to exit from the market. The City of West Sacramento and Via agree to transition from Metrises to hybrid vehicles with the following schedule.

Activity	Timeframe
With the immediate goal of maintaining operational continuity and reliability, Via transitioned from Metrises to a temporary fleet of VGM's Pacificas and Siennas.	Completed week of 2/21
VGM will procure above mentioned hybrids.	Targeted delivery in Q2 2022
Via will schedule an extended workshop mid-March with City staff to discuss a transition to a fully electric/Zero-emission vehicle (ZEV) fleet.	Targeting week of 3/7