



## MEETING NOTICE & AGENDA

**DATE:** Thursday, September 19, 2024

**TIME:** 4:00 P.M.

**PLACE:** Board of Supervisors Chambers  
Yuba County Government Center  
915 8<sup>th</sup> Street  
Marysville, California

### I. Call to Order & Roll Call

Kirchner (Chair), Bains (Vice-Chair), Blaser, Buttacavoli, Flores, Fuhrer, Hudson, and Shaw

### II. Public Hearings

**A. NextGen Transit Plan Phase 1 Service Changes and Fare Structure.** Public hearing regarding the recommended NextGen Transit Plan Phase 1 local service changes and fare structure. (Attachment)

1. Staff report.
2. Open public hearing.
3. Close public hearing.
4. Board discussion and action.

**RECOMMENDATION:** Approve the NextGen Transit Plan Phase 1 local service and fare structure changes, effective on or about January 1, 2025, as proposed or amended.

### III. Public Business from the Floor

Members of the public may address the Authority on items of interest that are within the Authority's jurisdiction and are not on the agenda for this meeting. Public comment regarding agenda items will be permitted as each agenda item is considered by the Board.

### IV. Consent Calendar

All matters listed under the Consent Calendar are considered routine and can be enacted in one motion. There will be no separate discussion of these items prior to the time the Board votes on the motion unless members of the Board, staff, or public request specific items to be discussed or removed from the Consent Calendar for specific action.

- A. Minutes from the Regular Meeting of July 18, 2024. (Attachment)
- B. Disbursement List for July 2024. (Attachment)
- C. Disbursement List for August 2024. (Attachment)
- D. Monthly Performance Report for July 2024. (Attachment)
- E. Monthly Performance Report for August 2024. (Attachment)

### V. Reports

**A. Computer Aided Dispatch (CAD) Project Award.** Authorization for award of a contract to provide a demand-response scheduling software platform. (Attachment)

**RECOMMENDATION:** Authorize the Executive Director to execute an agreement with Via Mobility, in an amount not to exceed \$352,500, to provide an On-Demand Scheduling & Dispatching System, pending final approval of legal counsel.

- B. Feather River Air Quality Management District (FRAQMD) Blue Sky Grant Application for FY 2025.** Review and consideration of a priority project for the preparation and submittal of annual grant applications. (Attachment)

RECOMMENDATION: Authorize submittal of a FRAQMD Blue Sky grant application for \$75,000 to continue the Discount Monthly Bus Pass Program for area youth, seniors, and eligible persons with disabilities, through the end of the calendar year 2025, as proposed.

- C. FY 2024 Annual Performance Report.** (Attachment)

RECOMMENDATION: Information only.

- D. Project and Program Updates.**

1. Caltrans State Route 70 Binney Junction Phase 2
2. NextGen Transit Facility Project
3. Commuter Survey Results
4. FY 2024 Independent Fiscal Audit Virtual Field Work, September 23<sup>rd</sup> – 27<sup>th</sup>.
5. Annual Sacramento Area Council of Governments (SACOG) Unmet Transit Needs Hearings on Tuesday, October 22<sup>nd</sup> (virtual) and Thursday, October 24<sup>th</sup> (in-person).
6. 2024 Sikh Parade Shuttle

RECOMMENDATION: Information only.

**VI. Correspondence / Information**

**VII. Other Business**

**VIII. Adjournment**

**THE NEXT REGULAR MEETING IS SCHEDULED FOR THURSDAY, OCTOBER 17, 2024, AT 4:00 P.M. IN THE BOARD OF SUPERVISORS CHAMBERS, YUBA COUNTY GOVERNMENT CENTER**

If you need assistance to attend the Yuba-Sutter Transit Board Meeting, or if you require auxiliary aids or services, e.g., hearing aids or signing services to make a presentation to the Board, please contact the Yuba-Sutter Transit office at (530) 634-6880 or by email at [info@yubasuttertransit.com](mailto:info@yubasuttertransit.com) at least 72 hours in advance so such aids or services can be arranged.

AGENDA ITEM II – A  
STAFF REPORT

**NEXTGEN TRANSIT PLAN PHASE 1 SERVICE CHANGES AND FARE STRUCTURE**

**RECOMMENDATION:** Approve the NextGen Transit Plan Phase 1 local service and fare structure changes, effective on or about January 1, 2025, as proposed or amended.

**Background**

The adopted Yuba-Sutter NextGen Transit Plan recommends significant enhancements to local public transit service over the next few years. As envisioned, four of the six existing local fixed routes will be replaced with a community on-demand microtransit service, and the remaining routes streamlined for faster and more direct service. Adoption of the NextGen Plan did not assure execution of all listed recommendations or prevent future implementation of alternatives. Each recommendation must still be individually evaluated as appropriate prior to approval and implementation.

With this item, staff is recommending the Board conduct the second public hearing, close the formal public comment process, and adopt and/or amend the scope of service and fare changes recommended for implementation in FY 2025 in keeping with the NextGen Plan. For reference, the entire adopted NextGen Plan is available on the agency's website at [www.yubasuttertransit.com/nextgen-transit-plan](http://www.yubasuttertransit.com/nextgen-transit-plan).

**Discussion**

The next phase of the NextGen Plan proposes major service changes in Yuba City scheduled for launch in January 2025. These include the deployment of the first on-demand zone and expanding the local route span of service hours from 6:30 to 8:00 p.m. on weekdays. The major elements in this phase are as follows:

- **Streamlining Route 1 to reduce total travel time between Yuba City and the Yuba College campus in Linda.** Under the current proposed routing, stops on Forbes and Gray in Yuba City will be removed from the route. As proposed, four buses are still used to maintain 30-minute frequencies on Route 1.
- **Deploying the first public microtransit services in Yuba City.** This zonal, community on-demand service will replace the existing fixed Routes 2 and 5. It is anticipated that this new service will cover significant travel demand within Yuba City and serve as an effective first-mile/last-mile connection to the new streamlined crosstown fixed route. Plans are for 4-5 vehicles, operating Monday through Saturday, with expected wait times of 15-20 minutes, and connections to new areas north of Butte House (including the Yuba College Sutter Center), west of Harter, and south of Bogue.
- **Expanding the hours of service for all local fixed routes and paratransit services** from 6:30 to 8:00 p.m. on weekdays.
- **Elimination of the lightly used weekday evening Dial-A-Ride service.** This is not considered to have a material impact on the public because of the expanded span of service to 8:00 p.m.

In addition, the Board acted in June to accept an alternative fare structure scenario for consideration at the subsequent public hearings. The proposed fare structure augments existing local fares slightly by adopting a \$1.50/\$0.75 one-way fare for the new on-demand service, maintaining the discount monthly pass program, and increasing the daily cap on local one-way fares. By adopting a simple one-way fare structure for local public services and continuing to offer a monthly pass option for use on both the new on-demand services and remaining fixed routes, this scenario lessens the financial impact on passengers while still increasing projected fare revenues

compared to the baseline. Under the preferred scenario, monthly pass rates are increased in the short term with further increases planned for FY 2027. It is assumed that grant funds will still be utilized to reduce the out-of-pocket costs for riders for the foreseeable future.

The proposed local and rural service fare structure, to be effective January 2025, is as follows:

<b>Fares</b>	<b>Current Fares</b>	<b>2025 Fares</b>
Fixed Route Single Ride/Discount	\$1.50/\$0.75	\$1.50/\$0.75
On-Demand Single Ride/Discount	N/A	\$1.50/\$0.75
Daily Cap/Discount*	\$3.00/\$1.50	\$4.50/\$2.25
Rural Single Ride/Discount	\$3.00/\$1.50	\$3.00/\$1.50
Monthly Pass (Fixed Route & On-Demand) Effective with the sale of January 2025 passes)	\$30/\$15 (temporarily discounted to \$10/\$5)	\$40/\$20 (temporarily discounted to \$20/\$10)

\* Daily caps do not apply to Dial-a-Ride and Rural fares

Attached is a copy of the appropriately posted public hearing notice for this meeting and a transcription of comments received as of publication. Staff will provide a summary of any additional public comments received to date at the meeting and will be prepared to discuss this issue in more detail.

**Fiscal Impact**

Per the adopted Yuba-Sutter NextGen Transit Plan, the net cost impact of the proposed service changes is estimated at \$319,200 annually and the current fare structure recommendations are projected to increase annual fare revenue by an estimated \$190,014. The financial implications of the proposed initiatives have been factored into the FY 2025 Operating Budget that was adopted in May 2024.



**YUBA-SUTTER TRANSIT AUTHORITY  
PUBLIC HEARING NOTICE**

**PROPOSED LOCAL SERVICE and FARE CHANGES**

DATE: Thursday, September 19, 2024  
TIME: 4:00 p.m.  
PLACE: Yuba County Government Center  
Board of Supervisors Chambers  
915 Eighth Street  
Marysville, CA 95901

The Yuba-Sutter Transit Board of Directors has set a hearing for the above date, place, and time to accept public comments on proposed local route and fare changes that, if approved, would become effective on or after January 1, 2025. A complete description of the proposed changes is available online at [www.yubasuttertransit.com/nextgen-transit-plan](http://www.yubasuttertransit.com/nextgen-transit-plan), from the Yuba-Sutter Transit Administrative Office at 2100 B Street, Marysville, CA during normal business hours, or call (530) 634-6880 to request by mail.

Interested persons may submit comments regarding the proposed local route and fare changes, either verbally or in writing, before or at the public hearing. Written comments can be provided by e-mail to [info@yubasuttertransit.com](mailto:info@yubasuttertransit.com), mail to Yuba-Sutter Transit at 2100 B Street, Marysville, CA 95901, or FAX at (530) 634-6888. All written communication must be received prior to the hearing to be considered. Verbal testimony can be provided in person at the hearing or by telephone at (530) 634-6880 prior to the hearing. Please visit [www.yubasuttertransit.com](http://www.yubasuttertransit.com) or call (530) 634-6880 for more information.

**Public Hearing Comments on Proposed Local Route Changes  
(as of 9/13/24 agenda publication date)**

**Verbal comments regarding the proposed service changes. These verbal comments were provided via telephone or in person and transcribed by staff of Yuba-Sutter Transit.**

- 7.19.24 I think we need Route 2 and 5, I mainly use those two routes because I am disabled and do not have a car. The Microtransit isn't too bad, as long as we can request it similar to the Dial- A-Ride.
- 8.16.24 I hope Route 1 continues to the library, that's where I buy the pass for the bus. Extend on-demand service to the community of Sutter.
- 8.23.24 I am concerned that people who don't speak English won't be able to get a ride. Maybe you could run Routes 2 and 5 every other hour.
- 9.3.24 Don't discontinue Dial-A-Ride after 6pm. I won't be able to get home from the Senior Center after Bingo.
- 9.9.24 Don't take away Route 2 or 5. I need those routes to get to doctor appointments, grocery shopping and other errands.
- 9.11.24 It will be difficult to access service, the 4 or 5 vehicles planned will not be enough. It's not feasible. Extremely devastated about the proposed changes.

**Written comments with respect to the proposed service changes. These comments were submitted electronically via SurveyMonkey or emailed to [info@yubasuttertransit.com](mailto:info@yubasuttertransit.com).**

- 7.15.24 As long as the Route 1 goes to Government Center, Alturas and Shasta stop and Yuba City, Walmart and Bel Air stop for my meds and to catch the 4a or 4b to get to East Marysville at the stop on 19th and Covillard St two doors down from my house. If you are doing any changes to the 4 bus in the future. Just have the 4 drive it's path it's doing now but not "going over the bridge. That 4 bus gets me to Dr appointment at the stop by the hospital and gets me to the government center to get 1 bus to get Yuba City for Dr appointments. I do like the time change for the bus.
- That stop for the 4 bus on 19th and Covillard St is two doors down from me. I wouldn't like to walk to a bus stop in the rain windy hot days for a different stop when I have the closest stop ever. The 2 bus would take me to another Dr appointment but as long as you have the Alturas and Shasta stop I'm ok. But it also would get me to the Bel Air stop too.
- 7.15.24 Extending the times of the routes seems perfect to me. ***Original comment submitted in Spanish: Ampliar los horarios de las rutas me parecen perfectos.***
- 7.18.24 If the bus can pick me up closer to my house, I am all for it. The bus stop in front of Walgreens on Walton and Lincoln is almost a mile from my house.
- 7.18.24 How are we to know where the buses go and how to get pick up at either and is it going cost more.
- 7.21.24 How to use Microtransit is not clear. How will we request rides? Do we download an app?
- 7.22.24 We need Route 5 and Route 2a and 2b because other people live on the south side of Yuba City the bus 5 is very independent and bus 2a and 2b who have dr and we have elders who need this bus and
- 7.25.24 There is a 62 unit complex at 4228 HWY 99, Yuba City 95991 Harmony Village. This is a permanent affordable housing complex. Most of the tenants do not have vehicles and depend on the transportation provided by Habitat for Humanity which is 3 days a week leaving them without the ability to go into town over the weekend and such. Would it be possible to extend the Od-Demand Zone to include these residents?

- 8.1.24 Would the on-demand be covered by the monthly passes? I live on Route 2 and use it almost daily.
- 8.21.24 For Route 1, please keep it going to Lassen and Harter. I take the 1 to go to work at River Valley High School. If the stops at those roads are removed, I can't get to work.
- As for Routes 2 and 5, how will people in South Yuba City get around without them?
- 8.21.24 The route changes are not sufficient for the needs of the community. YST needs to expand service into Plumas Lake. There are several kids who attend Marysville High School as well as new apartments being built. The community deserves to be included in the overall public transportation considerations, even at this time.
- 8.22.24 Where is close caption on short videos? We are deaf what is going on? We want to know what is a Microtransit?
- 8.23.24 Route 1 streamline is absolutely amazing, termination of routes 2 and 5 is awful.
- 8.26.24 Do not eliminate Route 2. It's a good city wide run. I use Route 2 to connect to Route 1 as it's a good commuter route for folks living in South Yuba City to the work centers in Marysville.
- 8.26.24 I do not know what all of the current routes are, but the dial-a-ride is necessary to get people safely to their appointments. The extension of hours will help to facilitate those who need work transportation. With so many elderly in Sutter, make available more transportation to/from Sutter.
- 8.26.24 You need direct service to behavioral health on Live Oak Blvd. Also need direct service to Sutter County Welfare Department.
- 8.30.24 We need all of these routes & the bus to the foothills needs to be 5 days a week but those of us that are disabled are barely able to pay for the bus passes as it is.
- 9.3.24 Extending Routes 1, 3, 4, and 6 to operate later than 6:30pm is a great idea and one that I, as an avid rider, would be in favor of completely. I do take issue with eliminating Dial-A-Ride service after 8pm. I rely on Dial-A-Ride to get home from work. I am often scheduled to work as late as 9pm and having Dial-A-Ride available to me after 8pm is essential to my employment. I also know other riders in this same situation that would be negatively affected by Dial-A-Ride ending service at 8pm. Please reconsider ending D-A-R after 8pm. The community needs it.
- 9.3.24 Good idea. what is 'on demand service'?
- 9.4.24 As long as it route 1 drives down Butte house to bel air stop so I can get my medicine and Sam's and Walmart in yuba city. As long as you keep the stops by the mall on gray to Butte house Bel Air Sam's and Walmart I'll be happy.
- 9.5.24 Please add a stop at Plumas Lake Blvd hwy 70 exit . Feather a river above stop is 3 miles away and to far to walk to.
- 9.5.24 I would like the route 1 to still go to Butte house to mall, Bel Air, Sam's and Walmart yuba city stops. stop at government center to catch the 4B or 4A to get to East Marysville to the stop on 19th and covillad stop two house down from me. I hope you keep 4 route. I know you are thinking about getting rid of 4 route but I really hope you don't. I'm two doors down is my closet stop that gets me to the 1 route to yuba city. For appointments and shopping. So route 1 those are the stops I need is altruas stop mall Bel Air Sam's club and Walmart yuba city stops. The only reason I said anything about 4 route is because that route takes me to connect with 1 route at government center.

- 9.5.24 This is not right to close down services but you can do that service for every one and half hours. Please this is worthless for extended the service until 8 o clock because some time 6 o clock bus empty.
- 9.11.24 1:32 P.M.-I am a disabled senior and rely on route 5 to go to work, Winco, health club, and Walmart. I am at a complete loss as to how I will get around. It's not feasible to call for rides throughout the day. I don't know when I need a ride except, I follow the bus schedule and plan accordingly. Canceling these routes will truly be devastating.
- 4:14 P.M. -Matt, Here's an idea.....the mornings are slow. I see that. The afternoons are packed especially when school is out. Standing room only on route 5, as I've experienced. Why not cut the morning route out until 11:00 along with rate increase?  
Thank you for our phone conversation.
- 9.11.24 With the launch of the on-demand zone in Yuba City, I would like the agency to consider extending the Wheatland rural route by one additional stop from the Yuba Co. Govt. Center to Alturas and Shasta in Yuba City. I am requesting this extension of one stop be in both directions (route end and returning route begin).
- In the spirit of the new micro-transit service, this additional stop could be an option that is "available upon request", saving unnecessary, empty bus service miles, and would allow Wheatland riders with Yuba City destinations to transfer smoothly to the on-demand zone. Without this one-stop extension, Wheatland riders with Yuba City destinations will be required to change buses (and pay) at the Yuba Co. Govt. Center, just to cross the bridge to Alturas and Shasta, to then transfer to the on-demand zone service, as well as repeat the three-bus trips for the ride back to Wheatland. Please consider extending the Wheatland service to Yuba City, even if by request only.



**Public Hearing Comments on Proposed Fare Changes  
(as of 9/13/24 agenda publication date)**

**Verbal comments regarding the proposed fare changes. These verbal comments were provided via telephone or in person and transcribed by staff of Yuba-Sutter Transit.**

- 8.16.24            Ok with fair changes, as long as I can use the monthly pass for the on-demand service.
- 7.19.24            I agree with the monthly passes. I understand that everything is increasing, so it makes sense for bus passes to go up as well.

**Written comments with respect to the proposed fare changes. These comments were submitted electronically via SurveyMonkey or emailed to [info@yubasuttertransit.com](mailto:info@yubasuttertransit.com).**

- 7.15.24            Senior and disabled that get the discount monthly pass for \$5.00 right now is good for us because some of us are on fixed income. And it helps us out when prices are low at that price. Even without discount I could afford But the price you want to do might be hard for us. As for me I'm able to afford the \$5 discount monthly pass one but I don't think I will if you raise it
- 7.15.24            The increase in fare and monthly pass seems too much for someone who travels daily. ***Original comment submitted in Spanish: Se me hace mucho el aumento de tarifa y del pase mensual para uno que viaja diario.***
- 7.18.24            If you do not raise the dial-a-ride fare, some of the bus regulars will transfer over to the dial-a-ride and then I will have an even harder time getting a reservation. Also, the Commuter fare needs to be \$5. Finding change is difficult and I no longer have to pay the fare because the State covers state employees for %100 of the fare. So it could be \$10 a ride. It would not make a difference.
- 7.18.24            Is this going hurt the working class pocket.
- 7.21.24            Jumping from \$10 to \$40 is actually psychotic what is wrong with you?
- 8.1.24              So your doubling the price?
- 8.14.24            I don't like the idea of eliminating the route 1 going through Forbes and Plumas. The route 2 already lacks coverage for people and their children to safely get to the places in between the routes. I would also like to propose that the route 6 adds a stop on the route closer to the Yuba Garden Apartments besides the one going one direction. We have a lot of children, handicapped, and elderly riders that have trouble because of the timing of the route only coming through once per hour in that direction. There are no sidewalks for pedestrians, with or without wheels to travel safely along Hammonton-Smartville Road. This last thing is my biggest concern as it is the route I use most with my 4 year old and now I'm expecting a new one and how I will get them around without having a vehicle is very stressful to worry about. Please consider those of us with no other means of transportation in this rural area, as there are no sidewalks, as previously mentioned.
- 8.21.24            The daily cap should remain at \$3.00.
- 8.21.24            Fare changes seem to be proportional to the current times/inflationary costs of fuel, staffing, insurance, etc. Suggest single ride fare is a one-way fair and/or has a time limit for how long the "single ride" lasts. No one needs to sit on the bus while the route is repeated.
- 8.23.24            Price changes are understandable
- 8.26.24            I prefer whole dollar fares as I carry bills and not coins and bus driver doesn't make change. Just go for \$2 instead of \$1.50.

- 8.26.24 The prices should fluctuate due to the cost of fuel.
- 9.3.24 Fares too low
- 9.4.24 I know you want to change rates. I'm on the discount disabled for \$5.00 while grants are available for it. I think you should keep it that way.
- 9.5.24 As for the price for seniors disabled keep it the same as now. Don't raise it. Some people can't afford to pay higher amounts to ride.
- 9.5.24 It's ok to extend the fare because everything expensive but don't close down services Rt 2 and 5 lots people they don't know how to use phone specially Indian and Mexican peoples.
- 9.11.24 Please raise the rate instead of canceling. \$5.00 a month is ridiculously cheap! I'd pay \$20 a month -just don't cancel!

AGENDA ITEM IV – A

**YUBA-SUTTER TRANSIT AUTHORITY  
MEETING MINUTES  
JULY 18, 2024**

**I. Call to Order & Roll Call (4:00 P.M.)**

Present: Blaser, Flores, Hudson and Kirchner (Chair) and Shaw

Absent: Bains (Vice Chair), Buttacavoli, and Fuhrer

**II. Public Hearings**

**A. Federal Transit Administration (FTA) Grant Application for FY 2025.**

Executive Director Mauk stated that the Federal Transit Administration requires that a formal public hearing be held prior to the submission of federal grant applications. Director Kirchner opened the public hearing at 4:03 pm. There was no public comment. Director Bains closed the public hearing at 4:03 pm.

Director Hudson made a motion to authorize the federal funding applications as submitted. Director Flores seconded the motion and it carried unanimously.

**B. NextGen Transit Plan Phase 1 Service Changes and Fare Structure.**

Mauk stated this item is opening the formal public hearing process for the NextGen Plan Phase 1 service changes and fare structure recommendations planned for the launch on or about January 1st.

Staff presented the proposed changes and fare structure recommendations. Phase 1 will include the discontinuation of local routes 2 and 5 in Yuba City, to be replaced with a general public on demand service available in an area encompassing at least the limits of Yuba City and just beyond in some cases. In addition, Route 1 in Yuba City will be streamlined, rerouting it off Plumas Street, Forbes Ave and Gray Ave south of Highway 20, effectively dropping fixed route service to six bidirectional stops between the Alturas and Shasta transfer point and the Yuba Sutter Marketplace.

Weekday hours will be extended for all local services to approximately 8:00 pm, including the remaining local fixed routes and the new on demand service. With the extended system hours, the recommendation also includes a discontinuation of the underutilized weekday evening Dial-A-Ride.

Mauk summarized fare recommendations in Phase 1, including a one-way fare for the on-demand service (same as the fixed route service) of \$1.50 or .75 cents if you qualify for a discount, and a daily cap of three one-way fares. Last month the Board adopted the staff's recommendation to continue offering the monthly passes for fixed routes and the new on demand service with a 25% increase in the base cost.

Director Kirchner opened the public hearing at 4:11 pm.

The first speaker, Heather Esemann, expressed concerns with Route 2 being eliminated because of the vulnerable clients who use the route to get to the Live Oaks Blvd facility and with most riders being senior or disabled they may have issues using the app. The other issue is students who use the bus, are parents going to have to call every single morning to get a ride on the bus.

The next speaker (unidentified) requested Routes 2 and 5 not be replaced or shut down, because Route 2 covers all the essential services, like County services, hospitals or wherever you need to go, and for some people this is their only mode of transportation. Route 2 is also a connector to get on the Route 1 bus. For the majority of the Indian community that use Route 5 are elderly and don't have licenses and it gets them to essential places and also their place of worship.

Director Bains translated questions and answers for attendees in their native language. In response to questions, Director Bains explained that the routes are going to be replaced with on demand buses, wait times are anticipated to be 15 to 20 minutes, and the app will not be the only option for scheduling rides.

Renick House, Supervisor Elect for Yuba County, relayed issues from the Behavioral Health Advisory Board. They are concerned about additional barriers for people to get their Behavioral Health services. At this time if someone is having a behavioral health episode, they can get on a bus that just happens to be there and ride it, but next time they will have to get a phone, book a ride and wait 15 minutes for a ride. Mr. House also thanked the Authority for being responsible with the proposed fare changes.

Next speaker (Donna) stated she rides the 4a and 4b, and she is not sure what the new service is but is requesting not to eliminate Route 4.

Director Kirchner closed the public hearing at 4:27 pm.

Director Shaw acknowledged that we have kept fares low, but inquired as to whether there would be issues in the future if the state stops funding the grants? Director Shaw also asked regarding the potential timeframe for modifying the monthly pass prices, if needed.

Mauk stated that with such a fare change, we would have at least a 60-day period prior to the Board deciding, and then a period before the fare change is implemented, during which the proper public notices would be made.

Director Shaw asked if we needed to modify the existing route to make sure it hits key stops, how long would it take?

Mauk stated that if we are keeping or reinstating stops from an existing or former route, that is an easier fix from a planning standpoint, than it would be to add brand new stops. The plan for conversion from fixed route to the micro transit is to keep all of the existing fixed route stops as available options on the new service. The difference being that you would use the phone app, your desktop, or call into dispatch to get your on-demand ride when needed instead of the route coming every hour.

Mauk also stated that we will not be dropping Dial-A-Ride initially, so they will be working in conjunction. He stated that where there have been capacity issues with Dial-A-Ride as a standalone service, we foresee this micro transit service being added capacity for those same

types of trips. Mauk stated the on-demand service can reach beyond the fixed route service, so rather than having to walk to a fixed bus stop, one could conceivably get picked up right at the end of the block, just down the street, or maybe close to the front of one's house.

Mauk also responded to the issue brought up regarding the students at River Valley and Yuba City high schools, stating that four or five vehicles with a capacity for ten to twelve people each, in the project we will still be able to provide at least as good or better service to the numbers of students that we are currently moving on our fixed route.

Director Hudson stated there still seems to be a shortfall on the educational process of how the new services will work and asked how the public can get educated.

Mauk responded that we have resources on our website about the NextGen Transit Plan with some videos that talk about the micro transit service and how it works. We have hired a new staff member, and have brought on a consulting firm, to help with the marketing effort. We are doing public outreach events, and we are utilizing our email subscriber database and social media to push this information.

Mauk responded to the concern about Route 4, stating that we are not planning to do anything with Route 4 as part of this phase, except for the extension of service hours to later in the evening on weekdays in conjunction with the rest of the system. In Phase 2, a similar micro transit zone is proposed in Marysville, which covers well beyond where Route 4 currently serves.

Director Bains expressed concerns for Punjabi riders not understanding or being misinformed.

Mauk stated that we will have Punjabi materials in written form and to have a few pop-up events so we can meet with the public one on one to discuss the changes and demonstrate what the new options are for them in their native language.

Director Bains requested that this be done before the September 19<sup>th</sup> public hearing.

Director Flores stated that we have done a great job putting all this together. This is a great opportunity that we are presenting to this community and really is worth bragging about and really spreading the word.

Discussion was had regarding the need for the requested action to include setting the September 19<sup>th</sup> public hearing.

Director Shaw made a motion to set a public hearing for the NextGen Transit Plan Phase 1 Service Changes and Fare Structure for the September 19<sup>th</sup> Board meeting as proposed. Director Flores seconded the motion and it carried unanimously.

Mauk gave the Board and meeting attendees a preview of the new Yuba-Sutter Transit logo.

### **III. Public Business from the Floor**

Heather Esemann stated an issue with the driver of the Route 5 bus not waiting for the Route 1 bus to arrive before they drive away, stating she had to wait an hour before the next Route 5, even

though she could see the Route 5 drive away while the Route 1 was stopped. She would like more communication between bus drivers, so this doesn't keep happening.

**IV. Consent Calendar**

Director Bains made a motion to approve the Consent Calendar. Director Hudson seconded the motion, and it was carried unanimously.

**V. Reports**

**A. NextGen Transit Facility Environmental and Preliminary Design Project Award.**

Mauk stated staff's recommendation for authorization to finalize and execute a contract with AECOM Technical Services, Inc., in an amount not to exceed \$1,499,999 to complete environmental review, preliminary engineering in the form of a project manual, and to provide related support services for the NextGen Transit Facility project. The AECOM proposal team is well qualified, and the negotiated price proposal has been determined to be fair and reasonable. If approved, staff and the consultant team will finalize the contract, forward it for legal review and execute it as soon as possible.

Director Flores made a motion to authorize the Executive Director to negotiate and execute an agreement with AECOM Technical Services, Inc., in an amount not to exceed \$1,499,999 to provide environmental review, preliminary engineering documents, and related support services for the NextGen Transit Facility project, pending concurrence by funding partner agencies and final approval of legal counsel. Director Hudson seconded the motion, and it was carried unanimously.

**B. Special Service Authorization for the 2024 Sikh Parade parking Shuttle.**

Mauk discussed the requested action for Board authorization to operate another shuttle service during the 2024 Sikh festival parade in November. A letter (received after agenda publication) with a commitment from Temple representatives for prepayment of \$19,500 in fares was presented. Mauk stated this amount is expected to cover the direct operating cost of the service as we anticipate a commitment of up to 18 vehicles operating for the same hours and to the same locations as in past years.

Director Bains made a motion to authorize the operation of a parking lot shuttle service under the proposed terms and conditions. Director Hudson seconded the motion and it carried unanimously.

**C. Project & Program Updates.**

**1. Caltrans Binney Junction SR70 Project**

Mauk stated we are working towards a September effective date for construction easements and the property lease for the preferred alternative site, which is the former Coke processing plant near the Yuba County Airport. Construction is likely to start no earlier than May 2025 with the part of the construction that affects our facility. Caltrans's staff reported that their headquarters approved the request for early acquisition despite the recent court ruling on the

project's environmental process. However, they are still waiting for approval of the settlement terms of our agreement and have requested backup documentation of our protected costs.

## 2. Legislative Update

Mauk reported on the enactment of the state budget act of 2024 which preserves the \$10.2 million allocated to our facility project by SACOG from SB125, and payments were subsequently unfrozen by the Governor's office.

## VI. Correspondence / Information

## VII. Other Business

Mauk introduced our new Program Analyst, Jessica Solis.

Mauk also stated that our August meeting will likely be canceled unless new business comes up.

Director Bains asked if the public has to come to the public hearing. Legal counsel stated they don't have to come to the meeting in person. They can make their voice heard in other ways including letter or email. Mauk as stated we have opened a survey tool on our website and started distributing information cards on our buses and at our brochure distribution locations.

## VIII. Adjournment

The meeting was adjourned at 4:57 pm.

**The next regular meeting is scheduled for Thursday, September 19, 2024, at 4:00PM in the Yuba County Board of Supervisors Chambers, unless otherwise noticed.**

**AGENDA ITEM IV - B  
YUBA-SUTTER TRANSIT  
DISBURSEMENT LIST  
MONTH OF JULY 2024**

CHECK NO.	AMOUNT	VENDOR	PURPOSE
EFT	\$ 10,990.64	CALPERS HEALTH	HEALTH INSURANCE
EFT	\$ 4,997.33	CALPERS RETIREMENT	RETIREMENT PAYMENT (EMPLOYER SHARE)
EFT	\$ 829.00	CALPERS 457 PLAN	EMPLOYER CONTRIBUTION
EFT	\$ 47,721.12	PAYROLL	PAYROLL
EFT	\$ 16,770.00	GOLDEN STATE RISK MANAGEMENT AUTHORITY	PROPERTY INSURANCE 7/1/2024 - 6/30/2025
EFT	\$ 1,948.95	PRINCIPAL MUTUAL LIFE INSURANCE	L/D/LTD INSURANCE
EFT	\$ 6,313.00	CALPERS RETIREMENT	ANNUAL PAYOFF UNFUNDED LIABILITY FY 2025
EFT	\$ 40.94	CALIFORNIA WATER SERVICE	FIRE SUPPRESSION - JULY 2024
EFT	\$ 419.71	CALIFORNIA WATER SERVICE	WATER
EFT	\$ 450.00	CALIFORNIA DEPT OF TAX AND FEE ADMN	FUEL TAX FOR APR - JUN 2024
EFT	\$ 7,755.18	PG&E	ELECTRIC 6/11/2024 - 7/11/2024
EFT	\$ 65.34	PG&E	ELECTRIC #2 PARKING LOT LIGHTS - JULY 2024
EFT	\$ 51.20	PG&E	GAS - JUNE 2024
EFT	\$ 455.93	COMCAST BUSINESS	TELEPHONE SERVICES - JULY 2024
EFT	\$ 365.62	COMCAST BUSINESS	INTERNET SERVICES - JULY 2024
EFT	\$ 10,883.43	RAMOS OIL COMPANY	BUS FUEL - GAS 6/11/2024 - 6/30/2024
EFT	\$ 5,186.58	RAMOS OIL COMPANY	BUS FUEL - GAS 7/1/2024 - 7/10/2024
EFT	\$ 44,987.17	TACENERGY	BUS FUEL - R99 DYED DIESEL 7/9/2024 & 7/19/2024
EFT	\$ 100.00	BRAD HUDSON	BOARD MEETING - 7/18/2024
EFT	\$ 100.00	DON BLASER	BOARD MEETING - 7/18/2024
EFT	\$ 100.00	DAVID SHAW	BOARD MEETING - 7/18/2024
EFT	\$ 100.00	KARM BAINS	BOARD MEETING - 7/18/2024
EFT	\$ 100.00	WADE KIRCHNER	BOARD MEETING - 7/18/2024
EFT	\$ 350.73	MACQUARIE EQUIPMENT CAPITAL INC	COPY MACHINE LEASE - JUNE 2024
EFT	\$ 1,590.76	CARDMEMBER SERVICES	CREDIT CARD - SUBSCRIPTIONS, TRAINING, CABINET, PARTS FOR COOLER
EFT	\$ 227.97	UTILITY MANAGEMENT SERVICES	SEWER - JULY 2024
EFT	\$ 689.50	STATE COMPENSATION INSURANCE FUND	WORKERS COMP PREMIUM 7/1/2024 - 10/1/2024
EFT	\$ 245.00	PRIMEPAY	PAYROLL FEES - JUNE 2024
EFT	\$ 159.35	ELAVON	MERCHANT SERVICE FEE - JULY 2024
18866	\$ 432.48	ADVANCED DOCUMENTS CONCEPTS	COPY MACHINE CHARGES - JUNE 2024
18867	\$ 175.00	ALL SEASONS TREE & TURF CARE	LANDSCAPING & WEED CONTROL - JUNE 2024
18868	\$ 2,150.00	ALLIANT NETWORKING SERVICES INC	IT SERVICES - JULY 2024
18869	\$ 2,614.36	CONNECT CARD REGIONAL SERVICE CENTER	CONNECT CARD SALES - JUNE 2024
18870	\$ 97.15	JANET FRYE	MILEAGE REIMBURSEMENT - FY 2024 Q4
18871	\$ 310.00	LAMAR ADVERTISING	COMMUTER BUS ADS
18872	\$ 5,532.83	PROSIO COMMUNICATIONS	MARKETING SERVICES - MAY 2024
18873	\$ 1,100.00	RC JANITORIAL	JANITORIAL SERVICES - JUNE 2024
18874	\$ 900.00	RICH, FUIDGE, BORDSEN & GALYEAN INC	LEGAL SERVICES - 5/16/2024 TO 6/15/2024
18875	\$ 23,960.61	SC FUELS	BUS FUEL - R99 DYED DIESEL
18876	\$ 565.47	SECURITAS TECHNOLOGY CORPORATION	SECURITY SERVICES - JULY 2024
18877	\$ 7,483.50	SUTTER BUTTES COMMUNICATION	SERVICE AGREEMENT & REPEATER FEES - 7/24 TO 9/24
18878	\$ 80.86	SUTTER COUNTY LIBRARY	CONNECT CARD SALES COMMISSION - JUN 2024
18879	\$ 1,411.63	T-MOBILE	WIFI SERVICES FOR BUSES - JUNE 2024
18880	\$ 2,880.28	TEHAMA TIRE SERVICE INC	TUBES/TIRES
18881	\$ 474.00	TELELINK BUSINESS TELEPHONE SYSTEMS	UPDATE PHONE EXTENSIONS & ADD NEW EMPLOYEE PHONE
18882	\$ 240.00	ADAM HANSEN	REIMBURSEMENT: VISION FOR ME
18882	\$ 47.57	ADAM HANSEN	REIMBURSEMENT: MILEAGE 1/1/2024 TO 6/30/2024
18884	\$ 659.50	APPEAL DEMOCRAT	NOTICE OF PUBLIC HEARING PUBLICATIONS
18885	\$ 100.00	DAN FLORES	BOARD MEEETING: 7/18/2024
18886	\$ 511.08	LANDA & SONS GLASS INC	FACILITY: REPLACE PLEXIGLASS AT 2100 B ST
18887	\$ 1,850.00	LINDA FIRE PROTECTION DISTRICT	WEED ABATEMENT AT 6035 AVONDALE AVE
18888	\$ 180.00	LISA O'LEARY	REIMBURSEMENT: VISION FOR SO
18889	\$ 4,683.75	PROSIO COMMUNICATIONS	MARKETING SERVICES - JUNE 2024
18890	\$ 780.32	QUILL CORPORATION	JANITORIAL SUPPLES: PAPER TOWELS, TOILET PAPER, TRASH BAGS, HAND SOAP
18891	\$ 967.37	SC FUELS	DEF FLUID: 5/21/2024
18892	\$ 1,918.12	SC FUELS	DEF FLUID: 7/2/2024 & 7/16/2024
18893	\$ 60.00	SHELBY'S PEST CONTROL	PEST CONTROL SERVICES - JULY 2024
18894	\$ 350.00	SIMONE REED	REIMBURSEMENT: VISION FOR SLR & SR
18895	\$ 18,828.07	STORER TRANSIT SYSTEMS	REIMBURSEMENT: REPAIR ON BUS #3236
18896	\$ 503,698.83	STORER TRANSIT SYSTEMS	CONTRACT SERVICES & VEHICLE INSURANCE - 6/2024
18897		VOID	VOID
18898	\$ 9,827.23	THE LE FLORE GROUP	NGTF CONSULTING - JUNE 2024
18899	\$ 4,755.39	TEHAMA TIRE SERVICE INC	TUBES/TIRES
	\$ 763,619.85		

**LAIF  
TRANSFERS**

7/8/2024 \$ 100,000.00 TRANSFER FROM LAIF TO CHECKING



AGENDA ITEM IV - C  
**YUBA-SUTTER TRANSIT**  
**DISBURSEMENT LIST**  
**MONTH OF AUGUST 2024**

CHECK NO.	AMOUNT	VENDOR	PURPOSE
EFT	\$ 10,063.93	CALPERS HEALTH	HEALTH INSURANCE
EFT	\$ 5,199.58	CALPERS RETIREMENT	RETIREMENT PAYMENT (EMPLOYER SHARE)
EFT	\$ 839.00	CALPERS 457 PLAN	EMPLOYER CONTRIBUTION
EFT	\$ 700.00	CALPERS REPORTING & ACCOUNTING SVS	FEES FOR GASB-68 REPORTS & SCHEDULES
EFT	\$ 52,985.58	PAYROLL	PAYROLL
EFT	\$ 1,874.92	PRINCIPAL MUTUAL LIFE INSURANCE	L/D/LTD INSURANCE
EFT	\$ 40.94	CALIFORNIA WATER SERVICE	FIRE SUPPRESSION - AUGUST 2024
EFT	\$ 419.76	CALIFORNIA WATER SERVICE	WATER
EFT	\$ 1,230.00	CALIFORNIA AIR RESOURCES BOARD (CARB)	CLEAN TRUCK CHECK FILING FEE
EFT	\$ 6,615.92	PG&E	ELECTRIC 7/12/2024 - 8/11/2024
EFT	\$ 62.18	PG&E	ELECTRIC #2 PARKING LOT LIGHTS - AUG 2024
EFT	\$ 48.06	PG&E	GAS - JULY 2024
EFT	\$ 365.62	COMCAST BUSINESS	INTERNET SERVICES - AUGUST 2024
EFT	\$ 11,787.76	RAMOS OIL COMPANY	BUS FUEL - GAS 7/11/2024 - 7/31/2024
EFT	\$ 5,395.45	RAMOS OIL COMPANY	BUS FUEL - GAS 8/1/2024 - 8/10/2024
EFT	\$ 400.00	FRANCOTYP-POSTALIA INC	POSTAGE RESET 8/6/2024
EFT	\$ 350.73	MACQUARIE EQUIPMENT CAPITAL INC	COPY MACHINE LEASE - JULY 2024
EFT	\$ 926.43	CARDMEMBER SERVICES	CREDIT CARD - SUBSCRIPTIONS, LANYARDS, PARTS FOR COOLER & ICE MAKER
EFT	\$ 227.97	UTILITY MANAGEMENT SERVICES	SEWER - AUGUST 2024
EFT	\$ 2,519.32	INNOVATE MOBILITY	ONGOING SUPPORT: JUNE 2024
EFT	\$ 2,771.26	INNOVATE MOBILITY	ONGOING SUPPORT: 7/11/2024 TO 8/02/2024
EFT	\$ 259.99	PRIMEPAY	PAYROLL FEES - JULY 2024
EFT	\$ 224.57	ELAVON	MERCHANT SERVICE FEE - AUGUST 2024
18900	\$ 212.52	ADVANCED DOCUMENT CONCEPTS	COPY MACHINE CHARGES - JULY 2024
18901	\$ 175.00	ALL SEASONS TREE & TURF CARE	LANDSCAPING & WEED CONTROL - JULY 2024
18902	\$ 2,732.25	CONNECT CARD REGIONAL SERVICE CENTER	CONNECT CARD SALES - JULY 2024
18903	\$ 178.12	FRANCOTYP-POSTALIA INC	POSTAGE MACHINE RENTAL 7/13/24 - 10/12/24
18904	\$ 756.81	HANCOCK PETROLEUM ENGINEERING	REPAIRS ON PUMP #3 & #2
18905	\$ 16.28	JESSICA SOLIS	MILEAGE - JULY 2024
18906	\$ 50.00	MARYSVILLE POLICE DEPT	FALSE ALARM RESPONSE - 7/28/2024
18907	\$ 386.64	MR ROOTER PLUMBING	FACILITY - CLEAR SEWER LINE BLOCKAGE
18908	\$ 1,851.55	QuEST	MAINTENANCE OF BUS STOPS/SHELTERS - 6/24
18909	\$ 1,100.00	RC JANITORIAL	JANITORIAL SERVICES - JULY 2024
18910	\$ 21,459.44	SC FUELS	BUS FUEL - R99 DYED DIESEL
18911	\$ 971.53	SC FUELS	DEF FLUID
18912	\$ 545.47	SECURITAS TECHNOLOGY CORPORATION	SECURITY SERVICES - AUGUST 2024
18913	\$ 547.91	SMART MARKETING & PUBLIC AFFAIRS	PRINTING 1000 TIP CARDS
18914	\$ 535.00	STREAMLINE	WEBSITE SERVICES - AUGUST 2024
18915	\$ 84.50	SUTTER COUNTY LIBRARY	CONNECT CARD SALES COMMISSION - JULY 2024
18916	\$ 1,170.40	T-MOBILE	WIFI SERVICES FOR BUSES - JULY 2024
18917	\$ 5,932.15	TEHAMA TIRE SERVICE INC	TUBES/TIRES
18918	\$ 420.00	RICH, FUIDGE, BORDSEN & GALYEAN INC	LEGAL SERVICES 6/20/2024 - 6/21/2024
18919	\$ 2,150.00	ALLIANT NETWORKING SERVICES INC	IT SERVICES - SEPTEMBER 2024
18920	\$ 248.50	APPEAL DEMOCRAT	NOTICE OF PUBLIC HEARING ON SEPT 19, 2024
18921	\$ 949.02	CYPRESS DENTAL ADMINISTRATORS	DENTAL & VISION BENEFITS - AUGUST 2024
18922	\$ 125.00	HANCOCK PETROLEUM ENGINEERING	CHECK OPERATION ON PUMPS #1 & #3
18923	\$ 250.00	MATTHEW MAUK	VISION REIMBURSEMENT - AM
18924	\$ 195.70	PREMIER PRINT & MAIL	PRINTING - BUSINESS CARDS - JS
18925	\$ 6,482.83	PROSIO COMMUNICATIONS	MARKETING SERVICES - JULY 2024
18926	\$ 1,851.55	QuEST	MAINTENANCE OF BUS STOPS/SHELTERS - 5/24
18927	\$ 1,851.55	QuEST	MAINTENANCE OF BUS STOPS/SHELTERS - 7/24
18928	\$ 582.27	QUILL CORPORATION	JANITORIAL SUPPLIES: PAPER TOWELS, TOILET PAPER, TRASH BAGS
18929	\$ 1,137.62	SC FUELS	DEF FLUID
18930	\$ 565.47	SECURITAS TECHNOLOGY CORPORATION	SECURITY SERVICES - SEPTEMBER 2024
18931	\$ 137.76	SIMONE REED	VISION REIMBURSEMENT - CR
18932	\$ 1,638.75	STORER TRANSIT SYSTEM	HYDRAULIC JACK FOR SHOP - REIMBURSEMENT
18933	\$ 3,000.44	SUTTER COUNTY HUMAN RESOURCES	RECRUITMENT EXPENSES - PA
18934	\$ 2,294.34	TEHAMA TIRE SERVICE INC	TUBES/TIRES
18935	\$ 12,132.45	THE LE FLORE GROUP	NGTF CONSULTING - JULY 2024
18936	\$ 380.00	THRIFTY ROOTER	LABOR FOR SERVICE - OPERATIONS TOILET
	\$ 180,407.79		

**LAIF  
TRANSFERS**

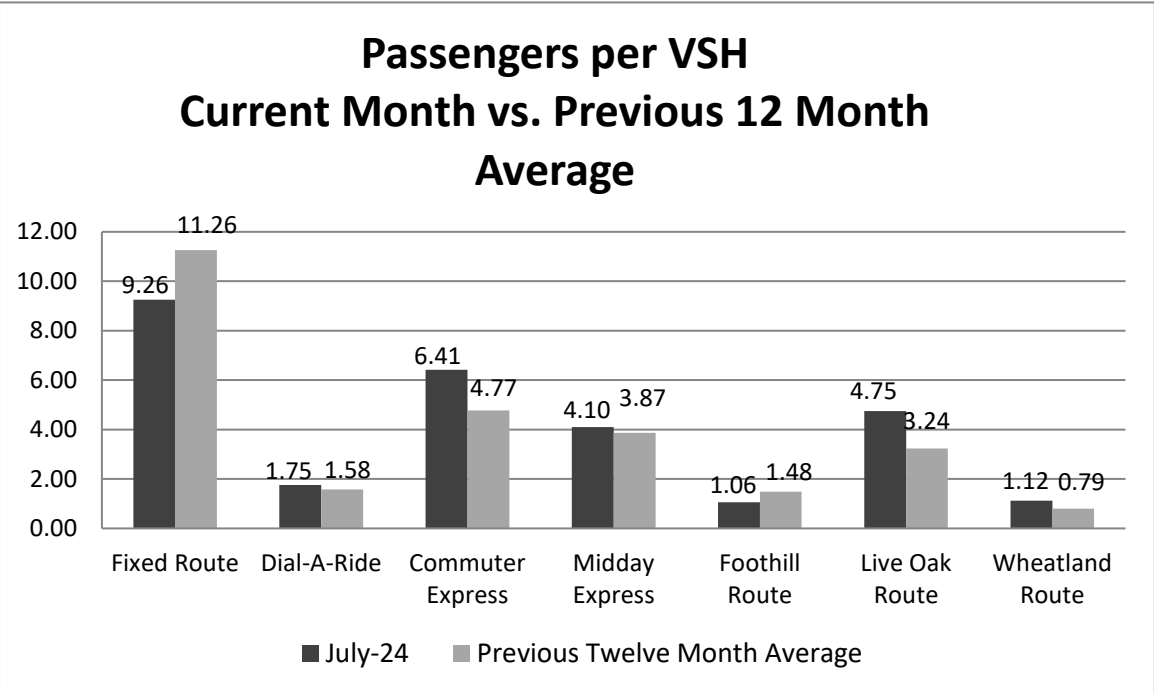
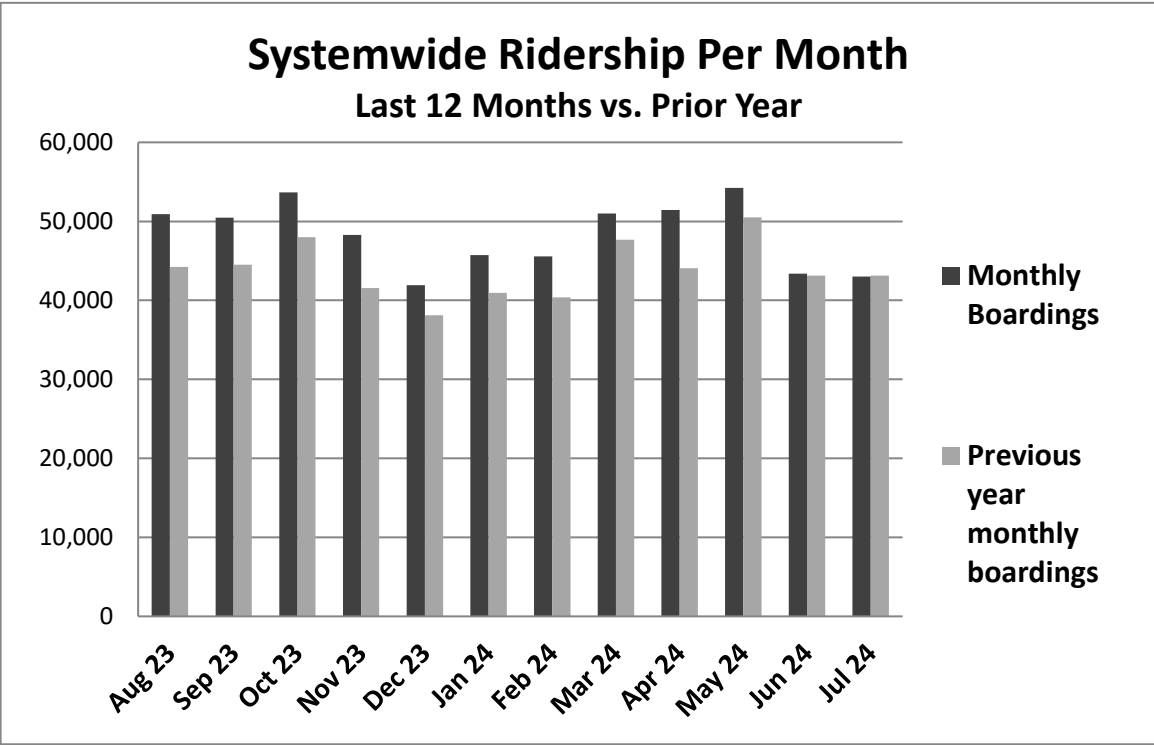
8/5/2024	\$ 75,000.00	TRANSFER FROM LAIF TO CHECKING
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AGENDA ITEM IV - D

**JULY 2024 PERFORMANCE REPORT**

	<b>July-24</b>	<b>Previous Twelve Month Average</b>	<b>Fiscal YTD</b>	<b>Previous Fiscal YTD</b>
<b>Ridership:</b>				
Fixed Route	35,095	41,204	35,095	31,400
Dial-A-Ride	2,664	2,531	2,664	2,402
Commuter Express	4,225	3,164	4,225	2,659
Midday Express	488	494	488	487
Foothill Route	91	130	91	139
Live Oak Route	373	268	373	277
Wheatland Route	64	40	64	9
<b>Total Ridership:</b>	<b>43,000</b>	<b>47,831</b>	<b>43,000</b>	<b>37,373</b>
<b>Vehicle Service Hours:</b>				
Fixed Route	3,791.62	3,658.60	3,791.62	3,565.31
Dial-A-Ride	1,518.63	1,599.97	1,518.63	1,697.30
Commuter Express	658.74	662.61	658.74	699.22
Midday Express	118.88	127.54	118.88	147.03
Foothill Route	85.91	87.43	85.91	73.36
Live Oak Route	78.48	82.72	78.48	82.20
Wheatland Route	57.01	50.21	29.31	41.95
<b>Total VSH's:</b>	<b>6,309.27</b>	<b>6,269.07</b>	<b>6,281.57</b>	<b>6,306.37</b>
<b>Passengers Per Hour:</b>				
Fixed Route	9.26	11.26	9.26	8.81
Dial-A-Ride	1.75	1.58	1.75	1.42
Commuter Express	6.41	4.77	6.41	3.80
Midday Express	4.10	3.87	4.10	3.31
Foothill Route	1.06	1.48	1.06	1.89
Live Oak Route	4.75	3.24	4.75	3.37
Wheatland Route	1.12	0.79	2.18	0.21
<b>Total Passengers Per VSH:</b>	<b>6.82</b>	<b>7.63</b>	<b>6.85</b>	<b>5.93</b>

## JULY 2024 PERFORMANCE REPORT

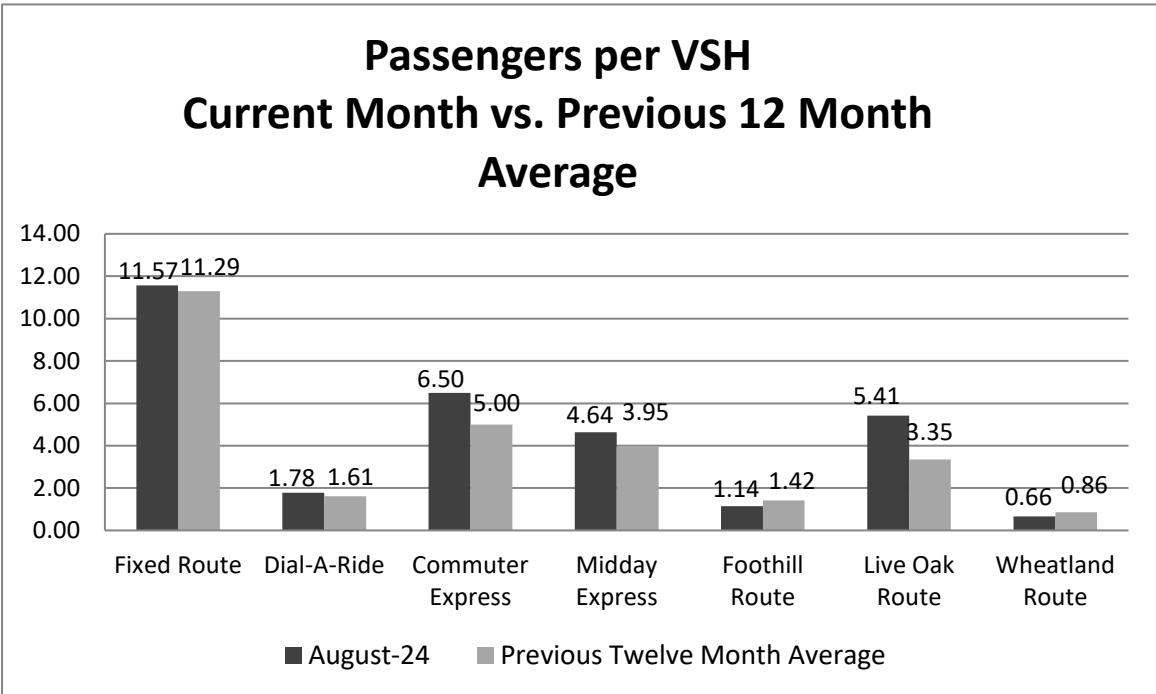
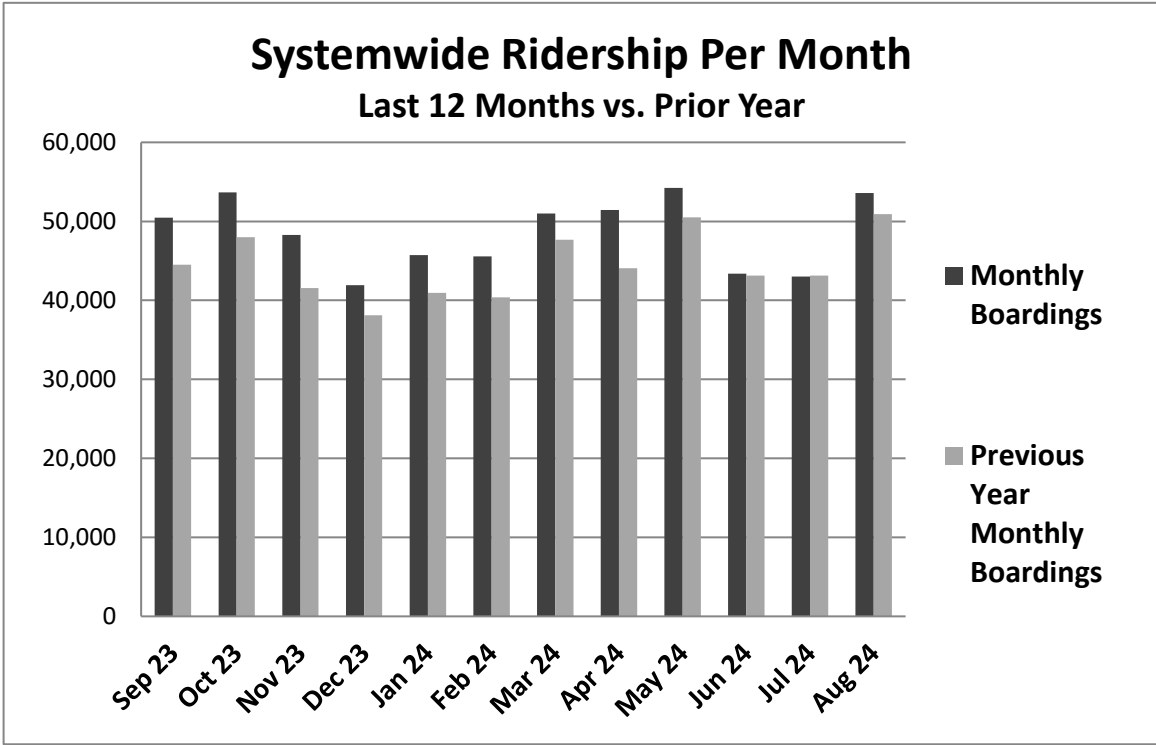


AGENDA ITEM IV - E

**AUGUST 2024 PERFORMANCE REPORT**

<b>Ridership:</b>	<b>August-24</b>	<b>Previous Twelve Month Average</b>	<b>Fiscal YTD</b>	<b>Previous Fiscal YTD</b>
Fixed Route	45,120	41,512	80,215	74,972
Dial-A-Ride	2,948	2,553	5,612	5,346
Commuter Express	4,392	3,294	8,617	5,950
Midday Express	534	494	1,022	1,026
Foothill Route	97	126	188	347
Live Oak Route	447	276	820	623
Wheatland Route	35	44	99	38
<b>Total Ridership:</b>	<b>53,573</b>	<b>48,299</b>	<b>96,573</b>	<b>88,302</b>
<b>Vehicle Service Hours:</b>				
Fixed Route	3,901.33	3,677.45	7,692.95	7,470.87
Dial-A-Ride	1,656.73	1,585.08	3,175.36	3,716.12
Commuter Express	676.00	659.24	1,334.74	1,506.77
Midday Express	115.09	125.19	233.97	317.45
Foothill Route	85.01	88.48	170.92	174.08
Live Oak Route	82.58	82.41	161.06	176.24
Wheatland Route	53.22	51.46	71.52	93.42
<b>Total VSH's:</b>	<b>6,569.96</b>	<b>6,269.31</b>	<b>12,840.52</b>	<b>13,454.95</b>
<b>Passengers Per Hour:</b>				
Fixed Route	11.57	11.29	10.43	10.04
Dial-A-Ride	1.78	1.61	1.77	1.44
Commuter Express	6.50	5.00	6.46	3.95
Midday Express	4.64	3.95	4.37	3.23
Foothill Route	1.14	1.42	1.10	1.99
Live Oak Route	5.41	3.35	5.09	3.53
Wheatland Route	0.66	0.86	1.38	0.41
<b>Total Passengers Per VSH:</b>	<b>8.15</b>	<b>7.70</b>	<b>7.52</b>	<b>6.56</b>

## AUGUST 2024 PERFORMANCE REPORT



AGENDA ITEM V – A  
STAFF REPORT

**COMPUTER AIDED DISPATCH (CAD) PROJECT AWARD**

**RECOMMENDATION:** Authorize the Executive Director to execute an agreement with Via Mobility, in an amount not to exceed \$352,500, to provide an On-Demand Scheduling & Dispatching System, pending final approval of legal counsel.

**Background**

Yuba-Sutter Transit issued Request for Proposals (RFP) No. 24-03 on June 10, 2024, seeking to procure an On-Demand Scheduling & Dispatching System to support the agency's implementation of a microtransit service. The goal is to select a vendor capable of delivering a reliable, user-friendly, and scalable solution that aligns with Yuba-Sutter Transit's operational goals and service area needs. This system will enhance operational efficiency by enabling real-time ride scheduling, seamless integration with existing fixed-route services, and optimized fleet management to meet the anticipated demand for on-demand transportation options in our service area.

The RFP was publicly posted on June 10, and proposals were due by July 11. Yuba-Sutter Transit received a total of 5 proposals by the deadline, with three finalists (Via Mobility, Spare Labs and HBSS Corp/QRyde) being shortlisted for the second round of evaluations based on initial scoring. A panel of evaluators was assembled, comprising staff with expertise in operations, technology, and transit planning. All three firms presented a demonstration of their product and Via and Spare Labs were selected to move on to the final round of evaluation. Both finalists participated in a final round, where they were asked to address specific scenarios relevant to Yuba-Sutter Transit's operational needs, followed by a structured Q&A session.

**Discussion**

The evaluation of each proposal was based on the following criteria as outlined in the RFP: Qualifications and Experience, System Functionality and Technical Solution, Methodology and Approach, Training and Support, Quality of Proposal, Pricing, and Product Demonstration. Firms were then shortlisted again based on the initial round of scoring and invited to present on two specific Yuba-Sutter Transit scenarios to better understand how their product would perform under typical operation environments.

As part of the procurement process, Yuba-Sutter Transit conducted an Independent Cost Estimate (ICE) to assess reasonable pricing for the On-Demand Scheduling & Dispatching System. This estimate was based on historical trends in the microtransit software market, as well as recent deployments of similar systems by transit agencies across the United States. The ICE served as a benchmark to ensure that all proposals were evaluated not only based on technical merit but also on the overall value provided to Yuba-Sutter Transit. After reviewing the proposals, it was determined that Via Mobility's pricing came in below the ICE, offering a competitive advantage without compromising on the quality of service and functionality. Via Mobility's pricing model, coupled with their strong technical capabilities, contributed to their position as the highest-rated proposer in this procurement. Via Mobility's proposal provides a comprehensive solution that meets the operational needs of Yuba-Sutter Transit while remaining cost-effective.

Based on the evaluation process and final scoring, Yuba-Sutter Transit staff recommends awarding the On-Demand Scheduling & Dispatching System contract to Via Mobility. Their solution is best aligned with the agency's operational needs, and their competitive pricing offers significant value. If approved, staff will continue to engage with Via Mobility to finalize the contract terms, allowing for any minor adjustments, subject to final approval of legal counsel. Staff will be prepared to discuss the project and the recommended actions in detail at the meeting.

### **Fiscal Impact**

If approved, the proposed agreement with Via Mobility for the On-Demand Scheduling & Dispatching System will have a total value not to exceed \$352,500, assuming an 18-month initial pilot term and the exercise of three additional one-year options carrying through to June 30, 2029. This contract amount includes a ten percent contingency and estimated costs are within the adopted FY 2024 Capital Budget line item. Additional procurements are anticipated prior to launch of the service for the necessary hardware and complementary GPS vehicle location system.

AGENDA ITEM V – B  
STAFF REPORT

**FEATHER RIVER AIR QUALITY MANAGEMENT DISTRICT (FRAQMD)  
BLUE SKY GRANT APPLICATION FOR FY 2025**

**RECOMMENDATION:** Authorize submittal of a FRAQMD Blue Sky grant application for \$75,000 to continue the Discount Monthly Bus Pass Program for area youth, seniors, and eligible persons with disabilities, through the end of the calendar year 2025, as proposed.

**Background**

The Feather River Air Quality Management District (FRAQMD) is now accepting proposals for the FY 2025 cycle of Blue Sky (AB 2766) grants. Approximately \$116,000 will be available for allocation in this cycle of funding, slightly less than what was made available in 2024. Applications are due October 21<sup>st</sup> with an award decision expected in December. The AB 2766 grant funds come from a \$4 annual motor vehicle registration fee that is collected on vehicles registered in Yuba and Sutter Counties to support a wide variety of air pollution reduction activities.

Yuba-Sutter Transit has received FRAQMD funding for many projects over the years including discount bus pass programs for youth, seniors and persons with disabilities; local matching funds to expand the commuter and local fixed route bus fleets; local matching funds for the expansion of the Bogue Road Park & Ride Lot; non-advertising bus stop benches and shelters; bike racks for buses; bike lockers at bus stops; a multi-year vanpool subsidy program; enhanced bus stop passenger information materials; and, a Downtown Trolley demonstration service. Yuba-Sutter Transit received \$98,000 in funding from this program under the FY 2024 cycle to continue the Discount Monthly Pass Program for youth, seniors, and persons with disabilities through March 2025.

In the five years prior to the FY 2021 cycle, Yuba-Sutter Transit received an average of \$144,420 annually for multiple projects each year (\$142,000 in FY 2020, \$142,000 in FY 2019, \$140,000 in FY 2018, \$150,000 in FY 2017, and \$148,100 in FY 2016). Due to the COVID-19 pandemic, Yuba-Sutter Transit did not apply for FRAQMD funding from the FY 2022 cycle as the funding from the FY 2021 cycle was ultimately combined with surplus funding from an earlier cycle through two grant amendments to extend the Discount Monthly Pass Program through March 2023. Because funding is now so limited, it is important that proposals be limited in number, ranked in priority, and include options for reduced funding levels as the program will likely be over-subscribed.

**Discussion**

Based on the long-term success of the combined Discount Monthly Pass Program, staff is again recommending continuation of this program through the end of 2025. Discount monthly passes are currently priced at \$15 each but are expected to increase to \$20 in January 2025, assuming the implementation of the NextGen Transit Plan Phase 1 recommendations considered earlier in this agenda. With the same \$10 proposed FRAQMD-funded discount, each pass would be sold for just \$10. Under the existing discount monthly pass program, over 9,300 passes were sold from April 2023 through March 2024. Based on an assumed increase in annual ridership and pass sales of approximately 10 percent, staff is projecting the sale of approximately 7,500 discount passes for the proposed 9-month extension of the program. For reference, local fixed route ridership increased 11% in FY 2024 as it continues to rebound from the pandemic. With the implementation of the NextGen Transit Plan, ridership is expected to continue growing at a steady pace.



To maintain the current subsidy of \$10 for each discount pass, staff is recommending a request of \$75,000 from FRAQMD to continue the program for another 9 months through December 2025. All other program expenses would again be provided by Yuba-Sutter Transit. An alternative approach would be to increase the out-of-pocket cost for each pass to reduce the FRAQMD subsidy by an equal amount. Depending on the amount of the increase, however, this could have a significant impact on the program through reduced pass sales and ridership. Due to the size of the recommended request and the small amount of funding available, this is the only project being recommended for Board consideration during this cycle.

Staff will be prepared at the meeting to discuss the FRAQMD grant program and the proposed project in detail.

AGENDA ITEM V – C  
STAFF REPORT

**FY 2024 ANNUAL PERFORMANCE REPORT**

RECOMMENDATION: Information only.

Attached is the systemwide performance report for the services operated by Yuba-Sutter Transit for all of FY 2024 (July 2023 through June 2024) presented in comparison to FY 2023. As with FY 2023, FY 2024 continues to illustrate a steady recovery of ridership from the extended impacts of the pandemic.

Systemwide ridership improved to just under 574,000 trips during the fiscal year, up 11.2 percent over FY 2023. This occurred despite the vehicle service hours (VSH) operated systemwide remaining essentially flat, up just 1.4 percent compared to the same period in FY 2023. Given the higher ridership over a similar number of service hours, systemwide productivity indicators all improved compared to FY 2023, including farebox recovery ratio which increased marginally from 9.9 percent to 10.3 percent.

Looking forward, the positive systemwide ridership growth is expected to continue in FY 2025, although remaining below pre-pandemic levels. This assumption is based on a continued trend toward remote work, wide availability of virtual services, and comparatively low in-person school and support program attendance. In response to these persistent post-pandemic trends, the agency adopted the Yuba-Sutter NextGen Transit Plan (Plan) in May 2023. The Plan will shape the Yuba-Sutter Transit system for the next 5 to 10 years and includes modifications to existing routes, new service areas, alternative service models, and more modern technology-based transportation delivery tools. Initial phases of the Plan's recommendations are already being deployed and when fully implemented, Yuba-Sutter Transit's ridership is projected to increase by 45% and its coverage area increased by 60% at approximately the same operating cost (inflation adjusted).

Staff will be prepared to discuss the performance summary in detail at the meeting.

**ANNUAL PERFORMANCE REPORT  
FISCAL YEAR 2023-2024**

	Passenger Trips	Vehicle Serv. Hours	Pass. Trips Per VSH	Est. Fare Revenue	Fare Rev. Per VSH	Est. Farebox Ratio
<b>Fixed Route:</b>						
July 2023 - June 2024	494,447	43,903.14	11.26	\$587,091	\$13.37	11.3%
July 2022 - June 2023	442,664	43,806.24	10.11	\$520,977	\$11.89	10.8%
Percent Change	11.7%	0.2%	11.4%	12.7%	12.5%	4.9%
<b>Dial-A-Ride:</b>						
July 2023 - June 2024	30,375	19,199.65	1.58	\$103,604	\$5.40	4.6%
July 2022 - June 2023	30,480	17,190.83	1.77	\$91,937	\$5.35	4.9%
Percent Change	-0.3%	11.7%	-10.6%	12.7%	0.9%	-6.7%
<b>Sacramento Services (Commuter &amp; Midday):</b>						
July 2023 - June 2024	43,895	9,481.78	4.63	\$222,541	\$23.47	19.9%
July 2022 - June 2023	38,456	10,636.64	3.62	\$195,181	\$18.35	16.7%
Percent Change	14.1%	-10.9%	27.9%	14.0%	27.9%	19.1%
<b>Foothill Route:</b>						
July 2023 - June 2024	1,556	1,049.17	1.48	\$1,352	\$1.29	1.1%
July 2022 - June 2023	1,383	1,025.89	1.35	\$1,239	\$1.21	1.1%
Percent Change	12.5%	2.3%	9.9%	9.1%	6.5%	-0.8%
<b>Live Oak Route:</b>						
July 2023 - June 2024	3,215	992.62	3.24	\$2,256	\$2.27	1.9%
July 2022 - June 2023	3,235	935.55	3.46	\$2,033	\$2.17	2.0%
Percent Change	-0.6%	6.1%	-6.4%	10.9%	4.7%	-3.7%
<b>Wheatland Route:</b>						
July 2023 - June 2024	478	602.50	0.79	\$299	\$0.50	0.4%
July 2022 - June 2023	158	577.66	0.27	\$139	\$0.24	0.2%
Percent Change	202.5%	4.3%	193.8%	114.7%	106.4%	109.9%
<b>Systemwide Summary:</b>						
July 2023 - June 2024	573,966	75,228.86	7.63	\$917,142	\$12.19	10.3%
July 2022 - June 2023	516,376	74,172.81	6.96	\$811,506	\$10.94	9.9%
Percent Change	11.2%	1.4%	9.6%	13.0%	11.4%	4.4%

## Notes:

1. All financial calculations are estimates pending final fiscal audits.