

EXHIBIT A

DRAFT YUBA-SUTTER NEXTGEN TRANSIT PLAN PHASE 1 IMPLEMENTATION PLAN & SCHEDULE REVISED MAY 16, 2024

The adopted Yuba-Sutter NextGen Transit Plan includes operational, capital, staffing, and financial recommendations to effectively address both the current and future local transit needs over the next five to ten years in a financially constrained post-pandemic environment. While this plan is the local blueprint for transit development and operations, the listing of an alternative in the plan does not guarantee implementation nor does rejection prevent future implementation. Each alternative must still be individually evaluated as appropriate prior to approval and implementation.

The key plan service recommendations, which are discussed in detail in the adopted plan, are summarized below. The full implementation plan is broken into four phases over four fiscal years to begin July 2024. When fully implemented, Yuba-Sutter Transit ridership is projected to increase by 45 percent and its coverage area will increase by 60 percent at approximately the same inflation adjusted operating cost compared to FY 2023.

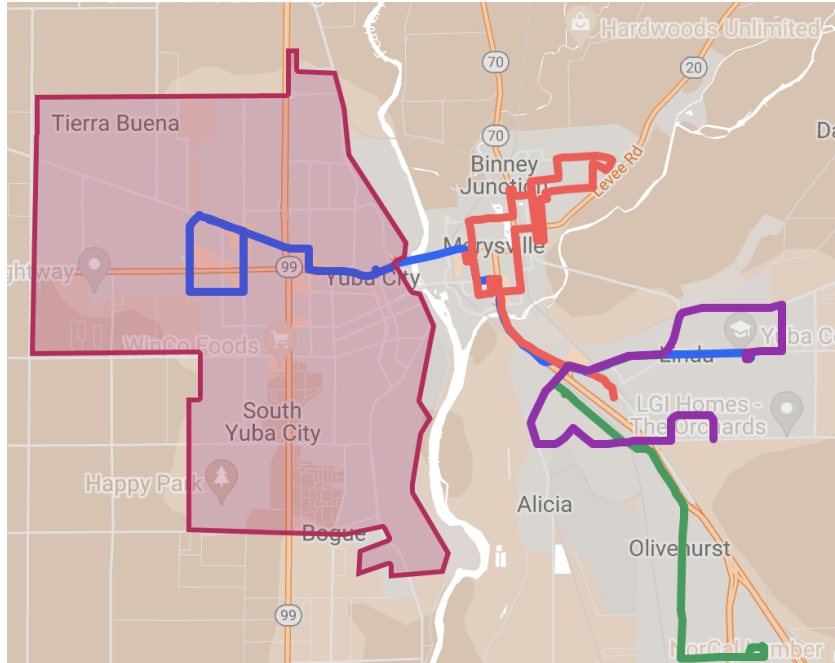
- Implement a new zonal on-demand (microtransit) service in the urban portion of the service area to provide more responsive and accessible local service to the entire urban population.
- Reduce the local fixed route system from six to two routes and streamline the remaining routes to connect the on-demand zones and major trip generators for faster and more direct crosstown service.
- Consolidate and re-set the Sacramento service to better reflect current ridership patterns.
- Create a first-ever Highway 65 service to the Roseville Galleria Transit Center for connections with Roseville Transit and Placer County Transit.
- Develop a Volunteer Driver Program to extend and enhance service in the more rural communities of the region.

Phase 1 (FY 2025)

- Estimated 76,781 annual operating hours.
- Estimated \$115.99 fully loaded cost per hour.
- Estimated \$9.6M annual operating budget.

Phase 1 in the NextGen Transit Plan includes major service changes in Yuba City including the deployment of the first on-demand zone and expanding the span of service from 6:30 to 8:00 p.m. on weekdays. The major tasks in this phase are as follows:

- In Yuba City, the plan recommends streamlining Route 1 to reduce total travel time between west Yuba City and the Yuba College campus in Linda by up to 20 percent. In addition, in this phase, the plan recommends deploying the first on-demand zone in Yuba City. This zone will replace the existing Routes 2 and 5. This service is now expected to commence in November 2024.



- In conjunction with the deployment of the Yuba City on-demand zone, the plan recommends the 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.

Also in Phase 1, the plan recommends launch of a new service to the Roseville Galleria Transit Center that would connect Marysville with southern Placer County for the first time. Initially envisioned as just two round trips (one AM and one PM) each weekday to be funded by the savings from earlier consolidation of the Sacramento service, grant funding for additional trips is now programmed through the FY 2024 Low Carbon Transit Operations Program (LCTOP). The rollout of the Marysville/Roseville service is now planned for the first quarter of the calendar year 2025.

Also in this phase, the plan recommends a restructuring of fares during the first three years of service deployments and a subsequent increase to base fare rates in 2027 when the Phase 3 on-demand zone launch is planned. Given the potential significance of these fare proposals, the NextGen Transit fare policy recommendations will be reassessed in preparation for the necessary public hearing process and future Board consideration.