

AGENDA ITEM II – A
STAFF REPORT

DRAFT NEXT GENERATION TRANSIT FACILITY PLAN

Background

Yuba-Sutter Transit received an Adaptation Planning Grant from Caltrans in 2019 to develop the Yuba-Sutter Transit Resilient Next Generation Transit Facility Plan. The need for this plan resulted from the December 2018 adoption of the Innovative Clean Transit Regulation by the California Air Resources Board. This regulation now requires that all new buses purchased in 2029 or thereafter be zero emission buses (ZEBs). In anticipation of this regulation, the current facility was earlier analyzed for suitability to house and operate ZEBs. That analysis found that space and power constraints limited the facility to just 12 ZEBs after which a new facility would be needed. In addition, the fully funded B Street (Highway 70) expansion project and the resulting railroad realignment for the necessary overcrossing improvements is now expected to render the current facility useless by or before 2025.

In December 2019, the international planning and engineering firm of WSP was hired to conduct the planning process to develop conceptual design criteria for a replacement facility and to evaluate candidate sites to house Yuba-Sutter Transit for the next 30 – 50 years. This \$200,000 project started with the interviewing of Yuba-Sutter Transit and Storer Transit Systems staff about the space needs for the current and projected future systems. This information was fed into the development of the Space Needs Program that has been incorporated into Working Paper #2 (Design Criteria) which includes detailed descriptions of the size and functionality of each room of the envisioned transit facility to serve as a guide for the future design and engineering work that will be necessary.

Once the space needs were clearly defined, WSP worked with staff and a local commercial realtor to identify 16 potential sites of sufficient size within proximity (walking distance) of the existing service network. This list was then reduced to 10 candidate sites that were then processed through an extensive matrix of parameters that had been developed to score and rank each site. The analysis and steps taken to select the top three sites are included in Working Paper #1 (Site Selection). Using the facility design criteria, WSP then developed several facility lay-out concepts for some of the top ranked sites to determine the relative fit and feasibility of the envisioned transit facility on each site. Several layouts were shown in Working Paper #2.

The WSP consultant team presented Working Papers #1 and #2 at the October 15, 2020 meeting for Board review and input. This meeting also marked the beginning of the public engagement process that was made more difficult by the on-going pandemic. To facilitate that process, a short project video (see website link below) was created to introduce the project and highlight the top ranked sites for public input. That video has since been posted on the Yuba-Sutter Transit website along with the two working papers and all were publicized in a press release and in Yuba-Sutter Transit's newsletter inviting input from elected and appointed city and county officials as well as community stakeholders and the public-at-large.

Discussion

The WSP team will be at the February 18th meeting to present the final draft Next Generation Transit Facility Study. Due to the recent turnover among the Board of Directors, this presentation will cover the earlier work as well as the new work that has been done since the October meeting. The new work includes the development of detailed construction cost estimates for each of the top three sites along with a potential funding plan for each. It is critical that the consultant's cost estimates and funding plans be viewed as planning/conceptual level documents that are intended primarily for site comparison purposes to assist in the site selection process.

The cost and funding plan will be refined significantly during the engineering and design process following the purchase of a site. For the immediate purpose, cost estimates were developed for both the ultimate master planned facility at full build-out for an all-electric fleet as well as for a scaled-down version featuring much less charging infrastructure which would be anticipated in the initial build-out. The funding plan for each site is based only on the initial build-out scenario with an allowance for property acquisition under two different funding assumption scenarios. The first scenario assumes that there will be no gap in funding to complete the initial project while the second scenario assumes the use of gap financing to complete the initial project due to a shortfall in grant funding.

For ease of reference, the top ranked sites are identified below along with their score from the site selection matrix and the estimated combined initial build-out with site acquisition costs (rounded).

Site 3 – 6035 Avondale Avenue, Linda
Site Matrix Score of 365 / Initial Site Build-Out Estimate of \$48.7 million

Site 7 – Goldfields Parkway & North Beale Road, Linda
Site Matrix Score of 312 / Initial Site Build-Out Estimate of \$55.7 million

Site 12 – 1441 East Onstott Road, Yuba City
Site Matrix Score of 303 / Initial Site Build-Out Estimate of \$53.2 million
[The cost estimate for this site was corrected at the meeting to \$55.2 million.]

Due to their size, the final draft plan is available in hard-copy for review in the Yuba-Sutter Transit office or electronically in three section on the Yuba-Sutter Transit website at the links below. In addition to the final draft plan, a fourth link to the introductory project video is also provided below for reference. This video includes an overview of the top sites being considered. The original Working Papers #1 and #2 are also still available on the Yuba-Sutter Transit website.

Recommendation

The consultant has provided an excellent foundation for the selection of a site and the ultimate development of a new transit facility, but there is more to be done before a preferred site is recommended for Board consideration. For this reason, staff is now recommending the appointment of an ad hoc committee of up to four members to work with staff on the development of a preferred site recommendation for Board consideration as early as the March 18th meeting.

WSP and Yuba-Sutter Transit staff will be prepared at the meeting to review and discuss this project and the cost estimates and funding plan in as much detail as desired.

RECOMMENDATION: Direct staff as desired.

Attachments/Links:

Section 1 – Site Selection & Climate Resiliency (w/site selection matrix)

<https://www.yubasuttertransit.com/files/d7f2b01da/WSP+NextGen+Section+1+Final.pdf>

Section 2 – Final Design Criteria (w/sample site layouts)

<https://www.yubasuttertransit.com/files/0c919e025/WSP+NextGen+Section+2+Final.pdf>

Section 3 – Funding Plan and Cash Flow Analysis (w/detailed construction cost estimates)

<https://www.yubasuttertransit.com/files/3b39261d3/WSP+NextGen+Section+3+Final+with+Appendix+A+Costs.pdf>

Introductory Project Video

<https://vimeo.com/456312609/16d9e15314>