



EXECUTIVE SUMMARY

Adopted May 18, 2023



BACKGROUND

Yuba-Sutter Transit received a \$199,192 Fiscal Year 2021/22 Sustainable Communities Planning Grant from the California Department of Transportation (Caltrans) to develop a Comprehensive Operational Analysis (COA)/Short Range Transit Plan (SRTP). Transit plans are normally conducted every three to five years as a guide for future transit improvements and system modifications. A current transit plan is required to remain eligible for federal funding and the last Yuba-Sutter Transit SRTP was adopted in April 2015. The \$225,000 project budget includes the Caltrans grant and the required local match of \$25,808.

On April 21, 2022, a consulting team led by Innovate Mobility, LLC was selected to develop the now Yuba-Sutter NextGen Transit Plan in close collaboration with the Board of Directors, member jurisdictions, community stakeholders, and the public at large. The resulting plan is expected to shape the Yuba-Sutter Transit system for the next 5 to 10 years through pandemic recovery; construction of a new transit operating, maintenance, and administration facility; and transition to the large-scale operation of zero-emission buses. This top-to-bottom examination of the entire system (local, rural and commuter routes along with the Dial-A-Ride service) will result in recommendations that could include modifications to existing routes, new service areas, alternative service models, and more modern technology-based transportation delivery tools.

The project purpose is to develop an operational plan that will improve the customer travel experience by reducing travel time; improving service frequencies and connections (where possible); and introduce new and innovative transit options (where feasible). Critical to the planning process is the extensive public outreach effort that includes an initial public survey, two rounds of community open houses, stakeholder interviews, general system observations, multiple Board workshops, and on-going solicitation of public input. Three Board workshops on held on October 20th, January 12th, and February 16th, and community open houses were held on October 20th and February 16th.

EXISTING CONDITIONS

Yuba-Sutter Transit provides public transit to the cities in the sister counties of Yuba and Sutter. The majority of the population in these counties live in the cities of Yuba City and Marysville and the unincorporated communities of Linda and Olivehurst. Divided by the Feather and Yuba Rivers, the communities in Yuba and Sutter counties both act as a bedroom community for Sacramento, Placer Counties and beyond.

SERVICE LEVELS

In FY 2019, Yuba-Sutter Transit operated 42,423 revenue hours weekdays and 9,344 on Saturdays on the local fixed route service. Yuba-Sutter Transit also operated 19,911 revenue hours weekdays and 4,380 hours on Saturday for the Dial A Ride service. The Authority operated 14,060 revenue hours on Sacramento Commuter and Midday routes. Rural service accounted for 2,404 revenue hours.

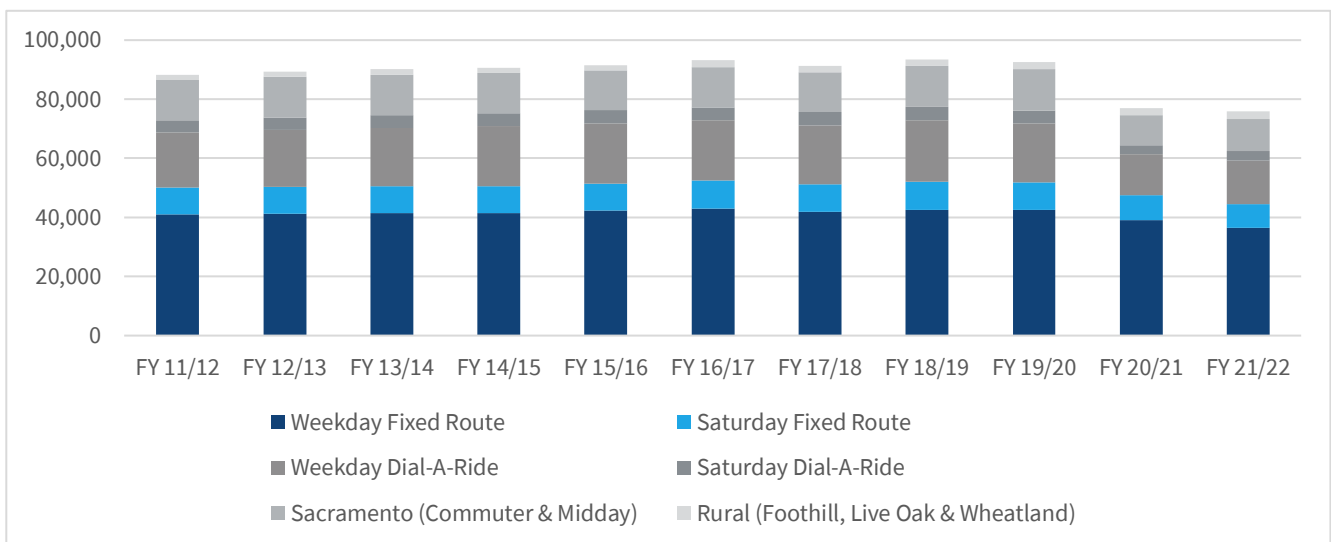


Figure 1 - Service Hours

SYSTEM RIDERSHIP

Like many other agencies throughout the country, COVID-19 had a significant impact on Yuba-Sutter Transit's daily ridership across the entire network. Overall, Yuba-Sutter Transit's ridership is projected to be 38% below pre-pandemic levels in FY 21/22. This does represent a 29% improvement over the previous year's totals. Commuter services have been hit the hardest in terms of ridership drops. Commuter ridership is projected to be 72% below pre-pandemic levels in FY 21/22. This does represent a 50% improvement over FY 20/21 indicating some riders are returning to the service. The Authority is operating 17 of 23 scheduled commuter trips currently.

On the fixed-route side, ridership is projected to be 32% below pre-pandemic levels. This does represent a 25% improvement over FY 20/21. Similarly, ridership on dial-a-ride services is projected to be approximately 28% below FY 19/20, but it appears that ridership on dial-a-ride is rebounding faster than other modes.

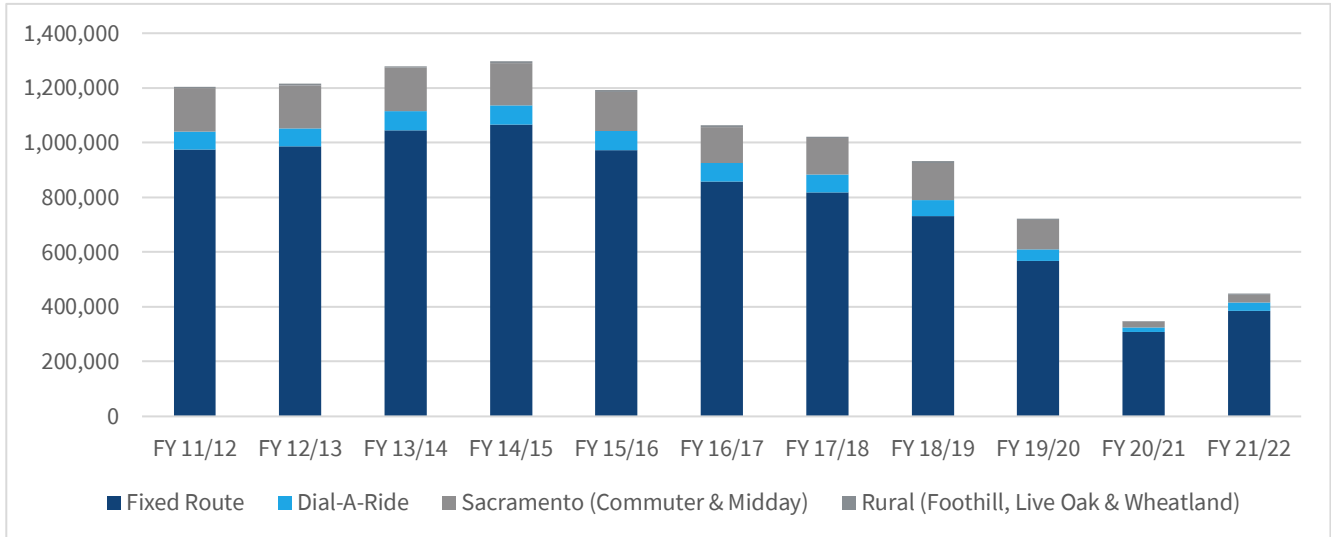


Figure 2 - Passenger Trips by Mode by Year

POST-PANDEMIC TRIP ORIGIN AND DESTINATION

In the post-pandemic time frame, the majority of trips in both counties either originate in or end in Yuba City. However, travel appears to be more significant throughout both counties. There is evidence of new trip intensity from Olivehurst to Linda, within Marysville and between Linda and Yuba City. Overall, there is significantly more travel in Sutter County than prior to the pandemic. Much of this new travel originates within the county itself rather than coming from Yuba City. Although cross-bridge travel between counties still continues to be the largest portion of travel demand in both counties.

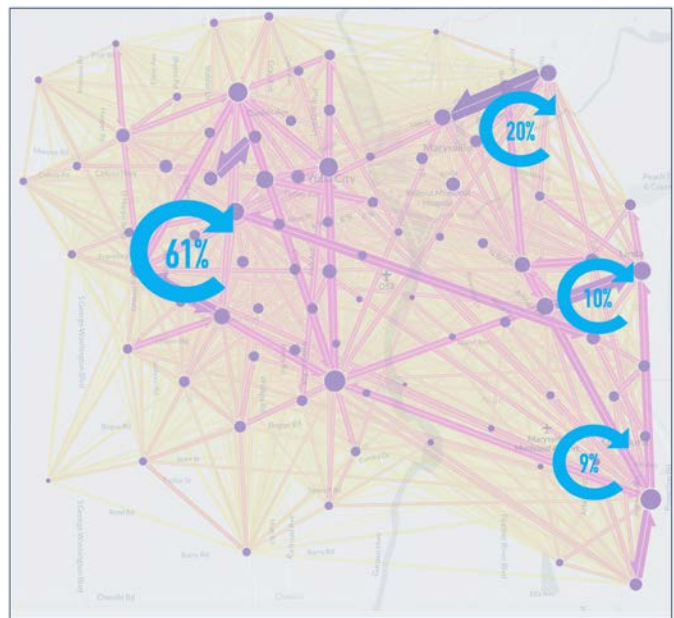


Figure 3 - Post-Pandemic Trip Origin and Destination

TRAVEL PATTERNS FOR VULNERABLE POPULATIONS

The major trip generators for the region where vulnerable populations reside are in North Yuba City, southern Marysville and portions of Linda and Olivehurst. For vulnerable residents, travel times to and from these locations are well over 40 minutes each way. This indicates an opportunity to improve access by introducing new or more direct transit services to better serve these communities.

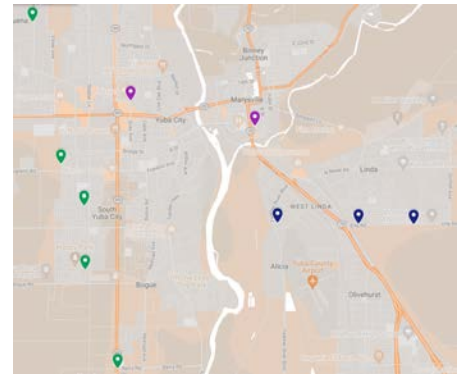


Figure 4 - Travel Time for Vulnerable Populations

SUMMARY

Overall, Yuba-Sutter Transit has faced the same issues that most transit agencies in the U.S. have. From ridership dropping for the five years leading up to the COVID-19 pandemic, to the significant drop in ridership in the pandemic years of 2020 and 2021. While ridership is bouncing back on Yuba-Sutter Transit in 2022, there are still areas for improvement. Based on the findings in the Existing Conditions Report the major areas of focus for the NextGen Transit Plan service recommendations will be:

- 1) Aligning fixed route service provided to service demanded – The NextGen Transit Plan recommendations will look at how people move around the service area now and align Yuba-Sutter Transit’s fixed route services accordingly. In some cases, this will mean changing timetables, others could involve re-routing existing service.
- 2) Introduce new services to support existing fixed routes – New modes such as microtransit may help provide greater coverage in areas where there is no fixed route service or provide a cost-effective replacement for fixed route service if it is underperforming.
- 3) Find solutions to bring back commuter ridership – Commuter services have been the most impacted by the COVID-19 pandemic. While riders are coming back, ridership remains 65-70% below pre-pandemic levels. The NextGen Transit Plan will look at ways to better feed existing services and determine what other opportunities exist to grow ridership.

TRANSIT EFFECTIVENESS

To determine how effective the existing Yuba-Sutter Transit network is in meeting trip demand in the region, this study reviews the proximity of trip generators to existing transit services. Then, potential transit trips were calculated by comparing the total population within ½ mile from each bus stop and total travel demand within that same area, to the actual ridership numbers. This analysis found that a total of 432,470 trips are taken on an average weekday, across all modes of transportation. With all the public transit services available in the area, approximately 57% of these trips could be completed using the current local transit route network (potential trips). Yuba-Sutter Transit’s current route network carries approximately 29% of the total trips taken in the service area, as shown in Figure 1 below. The data indicates that there is some room to increase ridership and utilization of the transit system as it is currently configured, and that there is also a relatively large percentage (43%) of trips that are taking place that are not accessible via public transportation (i.e. more than ½ mile from transit). These trip generators are shown in Figure 2. While this may seem like a large percentage of trips that aren’t covered, there will always be a percentage of trips that are not well suited for fixed route transit for a variety of reasons. There is also a relatively large number of people who will continue to drive, regardless of how efficient the transit network is. In order to make the most effective improvements to the transit network, the additional analysis later in this section will help determine where Yuba Sutter Transit should focus its efforts.

The darker areas in Figure 5 indicate trip generators that are more than ½ mile from a transit stop, making these destinations less accessible using public transit. Assessing the number of trips to these locations will provide insights into where route adjustments or expansions might be the most impactful and will draw the highest numbers of new riders.

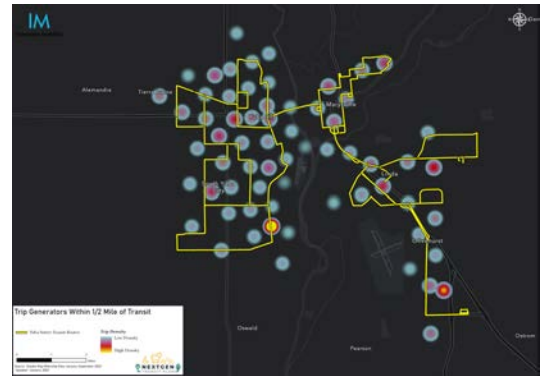


Figure 6 - Trip Generators Currently Served by Transit

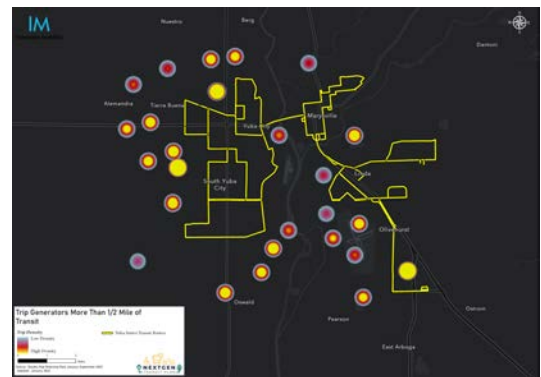


Figure 5 - Trip Generators More than 0.5 Miles from Transit

For example, extending a transit route to the area near the yellow dot on the west side of the map, which appears to be an elder care residential area including a skilled nursing facility, assisted living and an Alzheimer’s care facility, would likely result in increased ridership, as there is a high density of trips starting and ending in that location.

ROUTE PERFORMANCE BENEFIT INDEX

The Route Performance Benefit Index shown in Table 2 was developed to identify which routes, with changes could result in the greatest impact from route adjustments or increases in service frequency. To do this, it takes into consideration several data points, including trip generators, potential vs actual ridership, transit coverage, cost/benefit based on reductions in subsidy per passenger of potential vs actual ridership, and route performance which looks at improvements in productivity (riders per hour) of potential vs actual ridership.

From this we can see that the Yuba City loop (Route 2) has the greatest overall potential for growth, indicating that improvements should be focused on this route. This route has high potential for performance improvements given that transit coverage for this route is currently only about 15%. This comes from the fact that total potential ridership based on population density/proximity to the route is very high, over 430,000 annually, as compared to the number of actual rides, coming in at only about 66,000 per year. Route 2 previously operated at a 30-minute frequency which was decreased to hourly in June 2020. It is not realistic to expect the current or even a significantly improved transit route, can carry 430,000 riders per year. However, the goal of the recommendations section of this report is to attract as much of the potential ridership as possible through changes in travel time, wait time and access to major trip generators.

Table 1 - Route Performance Benefit Index

Route	Hours	Annual Ridership		Potential Ridership		Coverage	Cost/Benefit	Performance	Performance Benefit Index
		Current	Potential	Weekday	Weekend				
Yuba City Loop	6,881	66,483	435,572	1572.5	629.0	15%	1	8	5.7
Southwest Yuba City	3,478	27,492	209,714	757.1	302.8	13%	2	7	4.3
Marysville Loop	6,753	43,089	299,938	1082.8	433.1	14%	2	5	2.6
Yuba City to Yuba College	13,684	156,486	226,157	816.5	326.6	69%	2	4	1.8
Olivehurst to Yuba College	6,884	68,853	112,081	404.6	161.8	61%	3	4	1.5
Linda Shuttle	3,415	25,197	51,325	185.3	74.1	49%	4	4	1.0

RECOMMENDATIONS FRAMEWORK

Given the data presented above, the following four guiding principles helped focus the project team on the service recommendations:

- **Improve Rider Experience:** Provide better information, faster travel time, and connections to previously unserved areas.
- **More Regional Connections:** Connect more communities that are farther away and create a network where riders can seamlessly travel to these locations.
- **Improve Local Access:** Serve new, growing areas and connect them with fast, modern, cost-effective transit solutions.
- **Improve Operating Performance:** Reduce delays from bridge crossings and speed up Routes to ensure layover time and expected travel times.

Based on the above guiding principles, the following framework supports the service recommendations. The framework below defines the new service types and the expected performance standards.

	Crosstown	Community	Commuter
Segment Overview	Crosstown Services service the major communities of Yuba City, Marysville, Linda and Olivehurst	Community services connect smaller, more distant areas with the Crosstown. These services will be technology enabled allowing riders to book online (or via telephone). Paratransit eligible customers will get curb-to-curb service, all others will get connections to mobility hubs and major transfer points.	Peak only outbound and return service to major regional locations. Connect to Crosstown and Community services at hubs.
Performance Standards	12-20 PAX per hour 15%+ farebox recovery 0.75-2 seat turnover per trip	3-7 PAX per hour 10%+ farebox recovery 20%+ trip sharing	25-30 PAX per hour 25%+ farebox recovery 0 seat turnover
Span of Service	6:30am-8:00pm Weekdays 8:00am-6:00pm Saturdays	6:30am-8:00pm Weekdays 8:00am-6:00pm Saturdays	5:20am-5:30pm Weekdays
Frequency/Wait/Travel Time	30-minute frequency	15-30-minute wait time 10-30-minute travel time	Commuter services arrive at pre-scheduled times.
Other	Connects to other segments at mobility hubs	Non-paratransit customers cannot travel to destinations on Crosstown Services (other than to hubs)	
Vehicles req. (at full plan)	5 fixed route	10-11 On Demand+2 Flex+2-3 DAR	8 Commuter Buses

Figure 7 - Service Framework Recommendations

As this is a major functional change, the following section describes each mode and how it is different from today's service framework:

- **Crosstown Service** – This service type replaces what is currently known as “fixed-route”. It will be referred to as both fixed-route and crosstown as they are interchangeable throughout the rest of the report. What is important is the guiding criteria behind what constitutes a crosstown service. Crosstown services should traverse more than one city or community and provide connections at major stops known as “super stops” or “mobility hubs”. These are locations where the Community services can transfer to these Routes. Stop spacing will be based on population density and should operate and no higher than a 30-minute frequency.
- **Community Services** – The Community services segment encompasses what is currently known as “Dial-a-Ride” and “Rural” services. The current dial-a-ride system provides daytime service to ADA-eligible customers **within ¾ of a mile of existing fixed-routes**. Yuba-Sutter Transit goes beyond this ¾ mile requirement with its current dial-a-ride service and includes seniors as an eligible population. As Yuba-Sutter Transit launches its future on-demand zones this will also be under the banner of “Community” services. These services are designed for short point to point service connecting riders to longer crosstown Routes. They also serve less dense populations such as Live Oak, the Foothills, and Wheatland. These services generally operate in an on-demand fashion or flex routing as the current rural service is operated.
- **Commuter Services** – The last criteria of service is Yuba-Sutter Transit’s existing Commuter service. Apart from the expansion to a new destination (Roseville Galleria Transit Center) and consolidation of some schedules, no changes are recommended to this service criteria.

PLAN RECOMMENDATIONS

The plan calls for a phased rollout of changes beginning with a preparatory phase beginning in July 2023. All major changes would be concluded by FY2028 coinciding with the construction completion of Yuba-Sutter Transit's NextGen Transit Facility. Details as to the costing of each phase can be found in the Cost Estimation section of this report.

PHASE 0 – JULY 1, 2023

This phase is about preparing for the deployment of the major service changes by procuring new technology and beginning the recruitment of new staff. The major tasks in this phase are as follows:

- Transit technology continues to evolve at a rate faster than before. As a result, the plan calls for the recruitment of a Transit Technology Manager. Yuba-Sutter Transit is staffed leanly and major changes such as those envisioned by the NextGen Transit Plan call for simultaneous deployment of technology, and service. This combined with the new facility dictates a need for the recruitment of a Transit Technology Manager – the position is planned to come on board by Q2 FY 2024.
- Given the heightened need for community involvement when deploying a large-scale change such as that envisioned by the plan, we are recommending recruiting a Community Relations Manager as well. This position can be delayed to Q4 or later but should be brought on prior to the start of roll out of the Community on-demand zones.
- The plan also calls for beginning the procurement for the technology necessary to support the transition from fixed-route to on-demand service. The technology has become much more widely available in the past 10 years with more than 10 prospective vendors.
- Finally, in Phase 0, it is recommended that Yuba-Sutter Transit consolidate its existing commuter services. This consolidation will include removing the trips that are no longer operated from the schedule as well as reducing one AM and PM trip from the existing schedule to transition it to the new Roseville service which will launch in Phase 1. There is adequate capacity in the commuter schedule to carry current passenger loads as well future loads should ridership on these services grow.

PHASE 1 – AUGUST 1, 2024

Phase 1 of the plan includes major changes in Yuba City including the deployment of the first on-demand Community Zone and expanding the span of service to 8pm 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 Yuba City and Yuba College by up to 20%. In addition, in this phase, the plan recommends deploying the first Community on-demand zone in Yuba City. This zone will replace the existing Routes 2 and 5.
- In Phase 1, the plan recommends deploying new service to the Roseville Galleria Transit Center. The plan calls for one initial trip to be funded by the commuter service consolidation that took place in Phase 0. A second trip can be funded through an intercity grant that Yuba-Sutter Transit can apply for. If this application is successful, the Authority would launch the Roseville service with two trips.
- Yuba-Sutter Transit to begin procurement of 10 electric 14-16 seat “cutaway” buses. These buses are expected to cost between \$350,000 and \$450,000 per vehicle. This procurement is in line with the authority’s fleet replacement plan. The expected delivery time of these vehicles is 18-24 months coinciding with the full deployment of the plan. Yuba-Sutter Transit will begin construction of its NextGen Facility in Summer 2025 with an expected completion date in Fall 2027. Should this schedule change, the authority would need to consider alternatives to the electric vehicles as there will be no charging infrastructure to support these vehicles.
- Finally, in Phase 1, the plan calls for the elimination of the evening Dial-A-Ride service. With the deployment of the Yuba City Community on-demand zone and the expansion of the span of service to 8pm, and the current limited utilization of the evening DAR – the change will not result in a material impact.

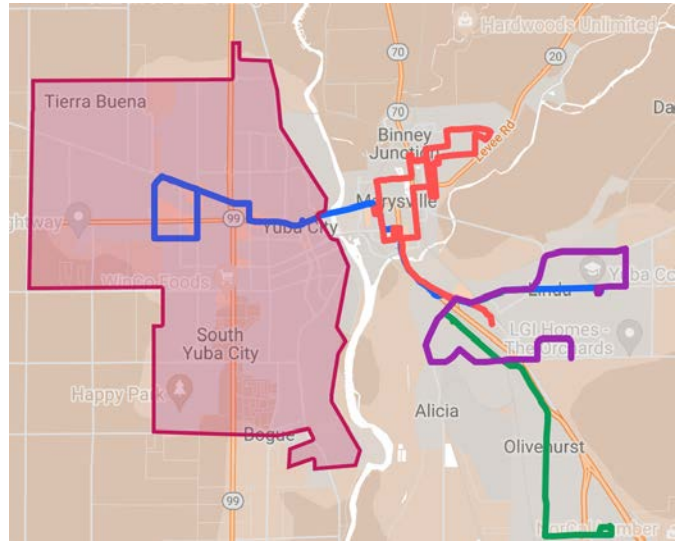


Figure 8 - Phase 1 Proposed Changes

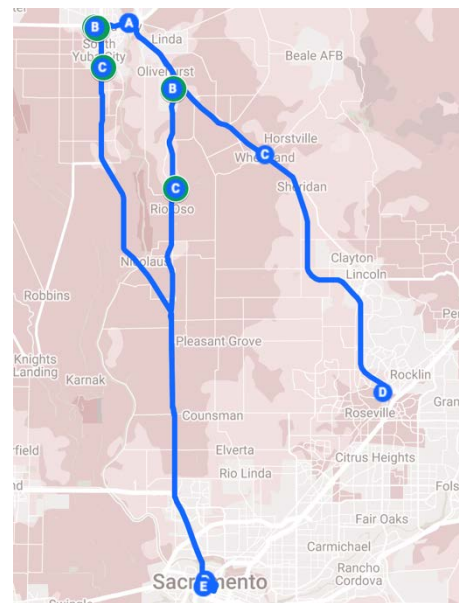


Figure 9 - Phase 1 Commuter Service Map

PHASE 2 – JULY 1, 2025

Phase 2 includes an expansion of the Community on-demand zones to Marysville and Linda and supporting the volunteer driver program in Challenge and Dobbins. The major tasks in this phase include:

- New Community on-demand zones in Marysville and Linda that will replace Routes 4 and 6 in those communities. With these new zones, Route 3 will be truncated at Peachtree Clinic/HHS providing riders from Olivehurst a direct Route to this location.
- With the near full deployment of the Community on-demand zones, the existing DAR/ADA service will be comingled with the new on-demand services providing ADA-eligible residents of Yuba and Sutter Counties a faster and better experience.

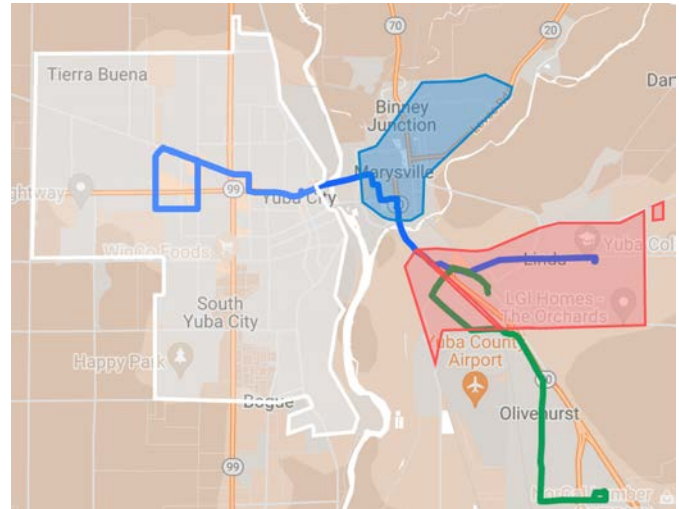


Figure 10 - Phase 2 Proposed Changes

PHASE 3 – JULY 1, 2026

The final phase of the plan recommends the creation of a Community on-demand zone in Olivehurst and expansion of the Roseville service (if necessary and if not funded in a previous phase).

- The final Community on-demand zone in Olivehurst provides residents of that area expanded services over Route 3 increasing the coverage of Yuba-Sutter Transit's services.
- Should the Roseville service be successful, phase 3 of the plan calls for an additional trip to and from the Roseville Galleria Transit Center. This would only be necessary if the grant application the Authority is pursuing is not successful.

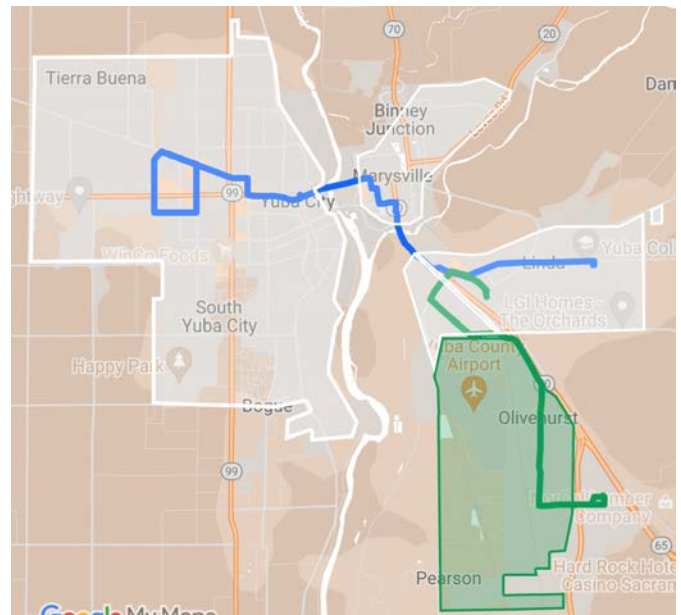


Figure 11 - Phase 3 Proposed Service Changes

PLAN COST ESTIMATION

As stated previously, it was Yuba-Sutter Transit’s goal to redesign service and reallocate existing operational costs with a potential for increasing costs as necessary. The service plan is predicated on increased costs at the beginning of the plan and adjusting costs for inflation. The following table breaks down the major cost drivers of the plan and their anticipated spend date:

Table 2 - Operating Cost Items

Phase.Quarter	Date	Change	Anticipated Cost
FY 2024			
0.1	July 2023	Recruit Transit Technology Manager	\$0.00
0.1	September 2023	Hire Transit Technology Manager	\$104,167
0.1	September 2023	Consolidate Commuter Service	-\$165,269
0.2	January 2024	Recruit Community Relations Manager	\$0.00
0.3	March 2024	Hire Community Relations Manager	\$41,667
0.3	March 2024	Award On-Demand Technology Contract	\$25,000
FY 2024 Total		\$5,565	
FY 2025			
1.1	July 2024	Deploy On-Demand Technology	\$30,450
1.1	July 2024	Full year of staffing costs (annual)	\$250,000
1.1	July 2024	Previous phase service changes	-\$198,293
1.1	August 2024	Streamline route 1. Launch Yuba City Community On-Demand Zone and cancel routes 2,5 and Evening Dial-A-Ride	-\$34,092
1.1	August 2024	Extend service to 8pm (annual)	\$288,750
1.1	September 2024	Launch Roseville Service (2 runs)*	\$583,188
FY 2025 Total		\$920,003	
FY 2026			
2.1	July 2025	On-Demand Technology	\$57,600
2.1	July 2025	Previous phase service changes	\$715,721
2.1	July 2025	Full year of staffing costs (annual)	\$250,000
2.1	August 2025	Launch Linda and Marysville Community On-Demand Zones and cancel routes 4,6.	\$47,579
FY 2026 Total		\$1,070,900	

FY 2027			
3.1	July 2026	Full year of staffing costs (annual)	\$250,000
3.1	July 2026	Previous phase(s) service changes	\$767,725
3.1	August 2026	Launch Olivehurst Community On-Demand Zone. Additional software licenses.	\$213,101
3.1	August 2026	On-Demand Technology	\$72,000
FY 2027 Total		\$1,302,726	

* - Yuba-Sutter Transit will be applying for a competitive grant to expand the Roseville service. Should this application be successful, the Authority could add a second run to the service.

The above table does not include inflation adjustments that are expected to average \$260,000 per year over the life of the plan. Additionally, in FY 2028, Yuba-Sutter Transit is expected to rebid its operating contract and will see between a 7.5% and 10% increase resulting in an additional \$225,000 per year over the life of the plan.

SERVICE PLAN COSTING AND OPERATIONS PROJECTIONS BY PHASE

The following tables break down the service costs by type for the first three years of the plan.

Table 3 – FY 2025 - Phase 1 Service Costing

	Weekday Cost	Saturday Cost	Annual Cost	Annual Hours	Annual Miles
Route 1	\$ 1,364,146	\$ 272,829	\$ 1,636,975	13,113	196,700
Route 3	\$ 688,625	\$ 137,725	\$ 826,350	6,557	104,906
Route 4	\$ 668,969	\$ 133,794	\$ 802,763	6,557	85,236
Route 6	\$ 701,728	\$ 140,346	\$ 842,074	6,557	118,020
DAR/Rural	\$ 1,964,870	\$ 392,974	\$ 2,357,843	21,173	169,380
Commuter	\$ 934,814	\$ -	\$ 934,814	8,325	232,801
On-Demand	\$ 1,335,735	\$ 267,147	\$ 1,602,883	13,113	236,040
		Annual Totals	\$ 9,003,702	75,395	1,153,083
		Cost per Hour	\$ 119.42		

Table 4 - FY 2026 - Phase 2 Service Costing

	Weekday Cost	Saturday Cost	Annual Cost	Annual Hours	Annual Miles
Route 1	\$ 1,374,117	\$ 274,823	\$ 1,648,940	13,113	170,473
Route 3	\$ 1,050,931	\$ 210,186	\$ 1,261,117	6,557	98,350
DAR/Rural	\$ 1,568,347	\$ 313,669	\$ 1,882,017	16,468	131,740
Commuter	\$ 1,485,380	\$ -	\$ 1,485,380	12,949	243,661
On-Demand	\$ 2,743,674	\$ 548,735	\$ 3,292,409	26,227	472,079
		Annual Totals	\$ 9,569,863	75,314	1,103,303
		Cost per Hour	\$ 127.07		

Table 5 – FY 2027 - Phase 3 Service Costing

	Weekday Cost	Saturday Cost	Annual Cost	Annual Hours	Annual Miles
Route 1	\$ 1,450,550	\$ 290,110	\$ 1,740,660	13,113	196,700
Route 3	\$ 732,294	\$ 146,459	\$ 878,752	6,557	104,906
DAR/Rural	\$ 972,647	\$ 194,529	\$ 1,167,176	9,865	78,923
Commuter	\$ 1,532,045	\$ -	\$ 1,532,045	12,949	297,836
On-Demand	\$ 3,550,292	\$ 710,058	\$ 4,260,350	32,783	590,099
		Annual Totals	\$ 9,578,984	75,268	1,268,463
		Cost per Hour	\$ 127.27		

FARE RECOMMENDATIONS

Under the proposed recommendations, Yuba-Sutter Transit would transition away from monthly passes on Crosstown/fixed route and Community services. The Authority would instead create monthly fare caps. These fare caps would act as a makeshift pass and allow riders who ride frequently to still receive a discount for their patronage. Those who ride often (2-3 days per week) would see some level of capping and those who ride infrequently would pay the full fare for each ride. Discounts would still be offered to eligible riders under this scenario. This scenario includes increasing fares in line with the on-demand systems reviewed earlier. Under this option, fares would increase in FY27 when all the Community on-demand zones would be deployed.

Table 6 – Fare Recommendations Key Performance Indicators

	Ridership	Fare Revenue	Productivity	Average Fare	Farebox Recovery	Subsidy per Passenger
FY25	607,413	\$998,337.47	7.9	\$1.64	11%	\$13.44
FY26	634,515	\$956,944.06	8.4	\$1.51	10%	\$12.99
FY27	759,147	\$1,116,342.10	10.1	\$1.47	12%	\$11.15
FY28	762,285	\$1,170,096.42	10.0	\$1.53	12%	\$11.60
FY29	787,804	\$1,209,268.37	10.2	\$1.53	12%	\$11.46
FY30	807,687	\$1,239,788.56	10.3	\$1.53	12%	\$11.43
FY31	828,159	\$1,271,213.34	10.4	\$1.53	12%	\$11.40
FY32	850,754	\$1,305,895.25	10.5	\$1.53	12%	\$11.34
FY33	865,157	\$1,328,003.45	10.5	\$1.53	12%	\$11.41

RECOMMENDED FARE STRUCTURE

The plan recommends implementing a fare increase in FY 27 when the Olivehurst Community on-demand zone launches. In addition to the fare increase, the plan recommends the following changes.

- Eliminate monthly passes and introduce fare capping for monthly (30-day) fares. This must coincide with the future contactless payment technology deployment currently under consideration.
- Increase commuter single ride and monthly fares and eliminate midday discounts. While this is a small change, it would create consistency and simplicity in the structure by reducing fare complexity.

The proposed fare structure would be as follows:

Table 7 – Comparing Proposed Fares to Existing Fares

Fare	Current Fares	FY 2025 Fares	FY 2027 Fares
Crosstown Single Ride/Discount	\$1.50/\$0.75	\$1.50/\$0.75	\$2.00/\$1.00
On-Demand Single Ride /Discount	N/A	\$1.50/\$0.75	\$2.00/\$1.00
Daily Cap/Discount *	\$3.00/\$1.50	\$5.00/\$2.50	\$6.00/\$3.00
Monthly Cap (30-days)/Discount *	N/A	\$50.00/\$25.00	\$60.00/\$30.00
Commuter Single Ride	\$4.50	\$4.50	\$5.00
Commuter Midday Single Ride/Discount	\$4.50/\$2.25	\$4.50	\$5.00
Commuter Monthly Pass/Combined	\$135/\$185	\$135/\$185	\$150/\$200
DAR Single Ride	\$3.00	\$3.00	\$4.00
Evening Dial-a-Ride/Discount	\$4.00/\$2.00	N/A	N/A
Rural Single Ride/Discount	\$3.00/\$1.50	\$3.00/\$1.50	\$4.00/\$2.00
Monthly Pass	\$30/\$15 (temporarily discounted to \$10/\$5)	N/A	N/A

* - Daily and monthly caps do not apply to Dial-a-Ride, Rural, and Commuter fares

Under this proposal, farebox recovery would increase 28% over the base scenario, however, it would still be below the required threshold. This could be offset by inflation being below the expected level and elasticity not materializing. Both are realistic options as the plan includes conservative estimates for both items. Ridership is projected to increase 23% and fares are projected to increase by 56% under this proposed plan over the current fare structure.

RIDERSHIP ESTIMATION

This section covers ridership estimation for the proposed changes in the plan. To set a baseline, a review of existing ridership was completed. Like many other agencies throughout the country, COVID-19 had a significant impact on Yuba-Sutter Transit’s daily ridership across the entire network. Overall, Yuba-Sutter Transit’s ridership is projected to be 46% below pre-pandemic (FY 18/19) levels in FY 22/23. This does represent a 44% improvement over FY 20/21 totals. Commuter services have been hit the hardest in terms of ridership drops. Commuter ridership is projected to be 72% below FY 22/23 levels. This represents a 90% improvement over FY 20/21, indicating some riders are coming back. On the fixed-route side, ridership is projected to be 41% below pre-pandemic levels. This does represent a 40% improvement over FY 20/21. Similarly, ridership on dial-a-ride services is projected to be approximately 51% below FY 19/20 but is over 65% higher than FY 20/21 indicating riders are returning to the service.

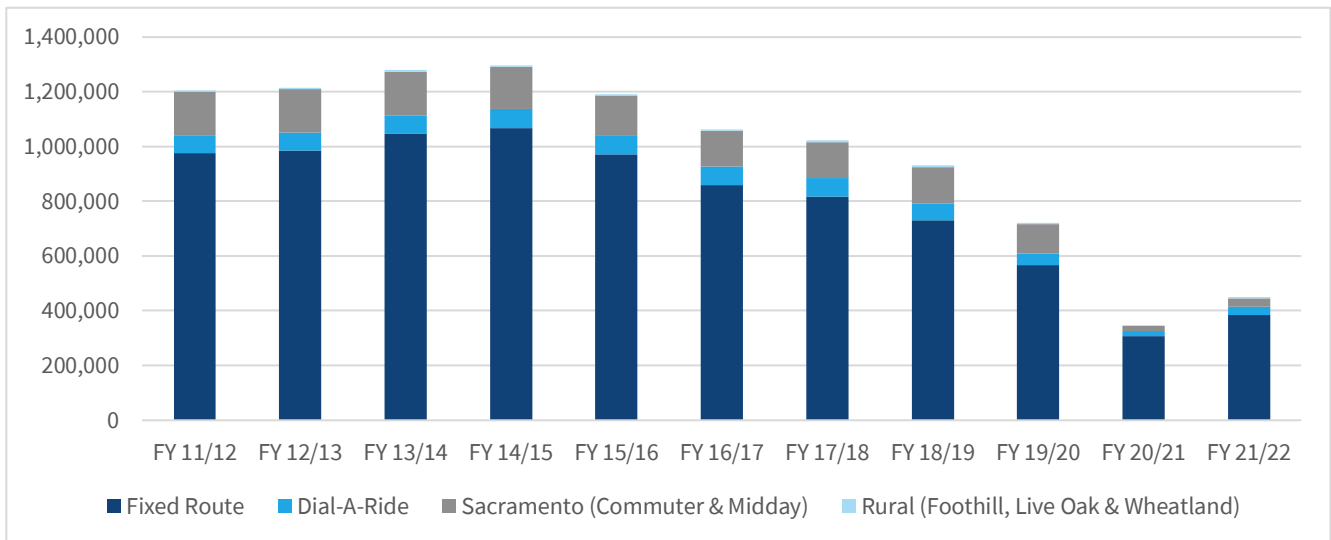


Figure 12 - Passenger Trips by Mode by Year

The plan calls for a dramatic change in the types of services (new on-demand service) offered and a restructuring of modes (Community, Crosstown, and Commuter). Under the proposed plan, ridership would begin rising with Phase 0 and continuing to increase regularly as more demand services are added and travel patterns are met.

Ridership is projected to increase 20% in the first year of the plan as new Yuba City services are launched (FY 2025). By deploying on-demand zones throughout the service area, Yuba-Sutter Transit is projected to see a 40% increase in ridership. To note: The addition of new on-demand services and the changes recommended in this plan will not add any meaningful service hours. In other words, the system will operate more effectively. Productivity systemwide should increase 30-40%. With the fare plan proposed in the Cost Estimation section of this report, both average fares and farebox recovery are projected to increase. While ridership is not projected to return to pre-covid levels during the plan, this is more of a result of current work from home patterns and less service being operated. There is no data to support that work from home levels will drop appreciably during the plan period, however, anecdotally more and more employers are requiring employees to be in the office 3-5 days per week. Should this occur, Yuba-Sutter Transit would see a gradual annual increase of approximately 50,000 trips which would return ridership to FY 14/15 levels before the end of the plan period.

Beyond the next three years, the plan models increasing service each year in line with population and demand growth.

Table 8 – Plan Projected Ridership and Service Levels

	Ridership	Hours	Miles	Fare Revenue	Annual Cost	Productivity	Average Fare	Cost per Hour	Farebox Recovery	Subsidy per Passenger
FY25	607,413	76,781	1,153,083	\$998,337.47	\$ 9,159,499	7.9	\$1.64	\$119.29	11%	\$13.44
FY26	634,515	75,354	1,152,478	\$956,944.06	\$ 9,198,562	8.4	\$1.51	\$122.07	10%	\$12.99
FY27	759,147	75,268	1,268,463	\$1,116,342.10	\$ 9,578,984	10.1	\$1.47	\$127.27	12%	\$11.15
FY28	762,285	76,397	1,282,271	\$1,170,096.42	\$10,014,349	10.0	\$1.53	\$131.08	12%	\$11.60
FY29	787,804	77,543	1,291,895	\$1,209,268.37	\$10,240,799	10.2	\$1.53	\$132.07	12%	\$11.46
FY30	807,687	78,706	1,301,745	\$1,239,788.56	\$10,472,369	10.3	\$1.53	\$133.06	12%	\$11.43
FY31	828,159	79,887	1,311,825	\$1,271,213.34	\$10,709,175	10.4	\$1.53	\$134.05	12%	\$11.40
FY32	850,754	81,085	1,322,136	\$1,305,895.25	\$10,951,336	10.5	\$1.53	\$135.06	12%	\$11.34
FY33	865,157	82,301	1,332,682	\$1,328,003.45	\$11,198,973	10.5	\$1.53	\$136.07	12%	\$11.41