

AGENDA ITEM IV – A

YUBA-SUTTER TRANSIT AUTHORITY MEETING MINUTES JUNE 18, 2020

I. Call to Order & Roll Call (4:00 pm)

Present: Cardoza, Fletcher, Hudson, Leahy, Samayoa, Shaw, Sullenger (4:06) and Whiteaker (Chair)

Absent: None

II. Public Business from the Floor

None.

III. Consent Calendar

Director Cardoza made a motion to approve the consent calendar. Director Fletcher seconded the motion and it carried unanimously.

IV. Reports

A. COVID-19 Impacts, Response & Outlook.

Martin discussed the COVID-19 impact on transit services in the area and the agency response. While ridership on the rural, Sacramento and Dial-A-Ride services has changed little from the low numbers that were seen at the end of March, ridership on the local fixed route system has since jumped by almost 60 percent. This increase combined with the staff imposed on-board capacity limit of 12 persons on local fixed route buses has resulted in riders being left at a bus stop because the bus is at capacity. As a result, front door boarding has been reinstated since the buses are equipped with plexiglass “sneeze guards” to allow for a more efficient passenger flow on and off the bus. In addition, the Route 1 Express service was added on June 12th to provide additional capacity on this busy route. The Express serves just five major bus stops on this busy route – the North Beale Transit Center in Linda; D and 2nd Streets and the Yuba County Government Center in Marysville; and, the Shasta and Alturas stop and the Walton Terminal in Yuba City. Martin also noted that new state guidelines require all bus drivers to wear a face covering as well as all passengers while on or waiting for a bus.

Martin stated that staff is now recommending the reinstatement of fare collection on all local fixed route services starting July 1st. This move is expected to free up space on the system and reduce the number of passengers being passed up by reducing non-essential travel. To mitigate the financial impact of this change, as previously approved by the Board of Directors, the general local fixed and rural route bus pass will be reduced from \$30 to just \$10 a month starting in July using State Low Carbon Transit Operations Program (LCTOP) funding for the difference. Discount monthly bus passes will remain \$5 under the on-going Feather River Air Quality Management District (FRAQMD) grant program. Rural routes and Dial-a-Ride services would remain fare free at this time and fare collection was never suspended on the Sacramento services.

Regarding the new State face covering guidance, Director Cardoza stated that he believes that the drivers should request that riders wear a mask and state why, but that they should not be confrontational to maintain

the drivers' safety and welfare. Director Fletcher agreed stating that he thought the driver should not have to be an enforcer of the requirement. Director Samayoa concurred with these positions and recommended signage on the buses about the regulations, as well as understanding that there may be those that have limitations and are unable to wear a mask.

In response to the new Route 1 Express, Director Samayoa expressed support for the service stating that we should consider adding even more buses during heavy commute times if the data supports it. He also asked how the drivers would know if someone was on the bus without a destination. Martin stated that drivers are familiar with their regular passengers. Renick House, General Manager for Storer Transit System, stated that the drivers are regularly asking the passengers what their destination is so that they will know when they should be exiting the bus. Director Samayoa also asked if the Public Health Department would have some funding available to help with advertising and signage. Martin responded that we do have a lot of informational signage on and inside buses including some provided by the CDC and the local Public Health Officer.

Director Samayoa made a motion to authorize the reinstatement of fares starting July 1, 2020 as proposed. Director Cardoza seconded the motion and it carried unanimously.

B. Transportation Development Act (TDA) Claim for FY 2020/2021.

Martin presented the annual authorization request to submit the Transportation Development Act Claim to the Sacramento Area Council of Governments (SACOG) in accordance with the adopted budget for FY 2021. Due to the available CARES Act funding, Martin stated that all the STA funds have been allocated this year for capital and operating reserve. He noted that STA and LTF funds are expected to be reduced for both FY 2020 and FY 2021 so this claim will set the upper limit on those funding sources.

Director Leahy made a motion to adopt Resolution No. 7-20 authorizing the submittal of Yuba-Sutter Transit's FY 2020/2021 TDA Claim as proposed. Director Shaw seconded the motion and it carried unanimously.

C. Project Updates/Additions for the Sacramento Metropolitan Transportation Improvement Plan (TIP) and the Metropolitan Transportation Plan (MTP).

Martin presented the Transportation Improvement Program (TIP) for the five-year period including FY 2021 through FY 2025. CARES Act funds are identified in FY 2021. All projects that are requesting Federal funds are listed. The adoption of the five-year plan is not restrictive as any further action would require approval from the Board.

The long-range Capital Improvement Plan (CIP) is a 20-year plan for inclusion in SACOG's Metropolitan Transportation Plan is generally consistent with the last plan. Not yet incorporated into this plan is a specific strategy for complying with the Zero Emission Bus (ZEB) requirement from the California Air Resources Board. The only major change in the CIP is that the facility replacement project has been moved up by five years to 2030 and the cost has been increased by \$5 million in anticipation which is believed essential to comply with the ZEB requirement. which is believed to be essential. Martin also mentioned that he just received word that the Caltrans grant to conduct a systemwide operational assessment was not awarded to Yuba-Sutter Transit.

Director Cardoza made a motion to approve the revised Capital Improvement Plan and the FY 2021 – FY 2025 Transportation Improvement Plan as proposed. Director Fletcher seconded the motion and it carried unanimously.

D. Project & Program Updates

1. Caltrans Planning Grant – Comprehensive Operational Analysis

Martin previously mentioned that the Caltrans Planning Grant for a Comprehensive Operational Analysis which was not awarded to Yuba-Sutter Transit. He noted that an application for this project would be submitted again next year.

2. Next Generation Transit Facility Plan

Martin stated that a design charrette for the Next Generation Transit Facility Study has just been completed to review different types of layouts and how they fit on different properties. The consultants, WSP, will look at the ten optional sites to determine which sites would work best based upon several factors including operational, financial, environmental and access issues. The first working paper should be presented to the board in the next few months.

3. Yuba College Shuttle (Summer Schedule Cancelled)

Martin stated that the Yuba College Shuttle Service has been suspended due to the cancellation of most in-person classes at Yuba College for the Summer Semester. The next opportunity to operate the service will be for the Fall Semester.

V. Correspondence/Information

None.

VI. Other Business

None.

VII. Adjournment

The meeting was adjourned at 4:26 pm.

THE NEXT REGULAR MEETING IS SCHEDULED FOR THURSDAY, JULY 16, 2020 AT 4:00PM IN THE YUBA COUNTY BOARD OF SUPERVISORS CHAMBERS UNLESS OTHERWISE NOTICED.