

AGENDA ITEM IV – A

**YUBA-SUTTER TRANSIT AUTHORITY  
MEETING MINUTES  
NOVEMBER 21, 2024**

**I. Call to Order & Roll Call (4:05 p.m.)**

Present: Blaser, Hudson, Kirchner (Chair), Fuhrer and Shaw  
Absent: Bains (Vice Chair), Buttacavoli, and Flores

**II. Public Business from the Floor**

None.

**III. Consent Calendar**

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

**IV. Reports**

**A. NextGen Transit Plan Phase 1 Implementation Alternative.**

Executive Director Mauk presented staff's recommendation to diverge from the approved NextGen Transit Plan Phase 1 to discontinue Route 2 and 5 in favor of microtransit due to recent ridership gains. Mauk explained the staff's preferred alternative is to pilot microtransit as complement to the fixed routes instead of a replacement, effectively extending service to areas that are underserved and connecting passengers to the fixed routes. In addition, staff recommended not making any changes to Route 1 at this time but continuing with the planned extension of all fixed route hours to 8:00 p.m., cancelling the evening DAR and previously approved fare changes. Mauk explained that implementation of this recommendation no longer represented a cost neutral change as microtransit is an additional service on top of the fixed routes.

Mauk stated that per the alternative analysis provided as an attachment, the recommendation is to launch microtransit in Linda and some areas of Olivehurst first, instead of starting in Yuba City. Preliminary planning suggests with the fixed routes in place, microtransit can be extended to most of Olivehurst and Linda with 2 to 3 vehicles. The preliminary analysis assumes additional vehicle service hours for 2 to 3 vehicles a day at an incremental cost increase of approx. \$60 an hour. That equates to approx. \$118,000 in addition to our current service hours. The budget for fiscal year 2025 was approved based on an estimated total of 82,000 vehicle service hours system wide and the operation is on pace to do about 76,000 service hours, so there is room in the existing budget for the additional service projected.

Director Furher inquired about increasing fares with no increase in service for most of the routes. Mauk stated that under the current plan all fixed route hours would still be extended from 6:30 p.m. to 8:00 p.m. which represents an increase in service availability. Mauk also stated the plan is to continue operating Dial-A-Ride as a standalone system. With the extension of fixed route hours until 8:00 p.m., Dial-A-Ride will still

operate until 8:00 p.m. and general public Dial-A-Ride after 8:00 p.m. would be eliminated due to lack of ridership.

Mauk stated the additional recommended action to initiate an update of the NextGen Transit Plan to reassess future phases.

Director Fuhrer made a motion to accept preferred alternative for the NextGen Transit Plan Phase 1 local service implementation, set a public hearing for 4:05 p.m. on Thursday, December 19, 2024 to receive public comments on the alternative, and directed staff to prepare a formal NextGen Transit Plan update for future Board consideration. Director Hudson seconded the motion, and it was carried unanimously.

**B. Vehicle and Signage Rebranding Project Award.**

Mauk stated that with the approval of the NextGen Transit Plan, it was recommended that the Authority rebrand our 30-year-old logo. With the new logo, vehicles, bus stops signs and facilities will need to be updated. Staff issued a competitive RFP and received 3 proposals. The selected contractor is All Star Wraps and the requested action is an award of a contract with a value not to exceed \$220,073.86.

Director Blaser asked if the project included all 63 vehicles and Mauk responded in the affirmative.

Director Kirchner asked for examples of the new logo. Mauk stated that the Board had previewed the new logo at a previous board meeting, but staff did not have an example readily available.

Director Shaw asked if the Board had approved the new rebranding. Mauk stated that no formal action had been taken to approve the new logo.

Director Shaw stated that the rebrand should have been part of a staff report and since it was not, the matter should be tabled until we approve the logo design.

The action to approve the contract was continued to a future meeting pending separate action to approve the logo.

**C. First Quarter FY 2025 Budget Report.**

Mauk stated that we are on pace to provide approx. 76,000 vehicle service hours of service and the budget was based on an estimated 82,000 service hours. The approved FY 2025 operating budget is \$9.6mil and expenditures are generally trending at 25% of budget and revenues at 23%. On the capital side, the primary component is the NextGen Transit Facility project, and we are in the environmental and engineering phases. Mauk stated that fuel costs are under budget (20%) to date and staffing expenses are at 25% of budget.

Mauk explained that Local Transportation Funds (LTF) and federal formula funds are the primary revenue sources for operating and those have been accrued at 25% to date in the financials. However, the agency has not received the equivalent LTF from the member jurisdictions for the current fiscal year. The remaining revenue streams are trending slightly above budget.

**D. First Quarter FY 2025 Performance Report**

Mauk stated that systemwide ridership increased 7.8% over the same period in 2024. We are at about 70% of passenger trips and just over 80% of the level of service compared to pre-covid. Mauk referred to the staff

report showing that the commuter services have rebounded by nearly 40%, and farebox recovery ratio increased to approx. 11%.

**E. Project and Program Updates.**

1. NextGen Transit Facility Project

Mauk reported that staff is working with the consultant team, and we have two general layout options. The environmental work is progressing, and we will be doing some biological and noise surveying in the next couple of weeks. Staff began meeting with FTA Region 9, which is a funding partner for this project and will be updating them monthly about the progress.

2. Caltrans Binney Junction/SR 70 Project Phase 2

Mauk reported that recent discussions involved the potential for a property acquisition by Caltrans rather than a temporary construction easement. Staff have provided Caltrans with the fair market value property appraisal that was done in February to inform the process. Staff has also made the argument that given our particular situation and our unique needs as a transit provider, it's not cost effective and likely not feasible to move the entire operation twice in this process.

Director Kirchner asked if this would be an interim move while the permanent facility is being built. Mauk stated that Caltrans is discussing the option of acquiring the current property and paying us to move somewhere until we build our new facility. Mauk stated that the suggestion was made to Caltrans to delay their construction timeline and lease the facility back to us until we can move to our new property. Mauk stated that we are still in the preliminary information-gathering phase and discussions continue.

3. 2024 Sikh Parade Shuttle Report

Mauk reported on the shuttle service provided during the Sikh Parade on the first Sunday of November using 19 low floor vehicles. 204 service hours were provided, which is 20 hours less than last year. Despite the publicized schedule (8:00 a.m. to 6:00 p.m.) our first bus left with passengers at 7:10 a.m. and the last bus left at 6:20 p.m. A total of 394 round trips were operated for an average of 2 loops per vehicle service hour, and we estimate we had about 26,000 passengers. During mid-morning and late afternoon peak periods, reported wait times were no more than 30-45 minutes. A total of 32 transit staff and volunteers, including your former Executive Director, worked the event all day.

This year staff noted a new issue with a significant amount of foot traffic on Hooper and pedestrians trying to flag the bus down. Some attendees physically blocked the buses and attempted to board and in at least one case, a driver was threatened because they would not stop and pick the person up mid-route. Staff reported the issue to event organizers and law enforcement.

**V. Correspondence / Information**

None

**VI. Other Business**

None

**VII. Adjournment**

The meeting was adjourned at 5:02 p.m.

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