

## MEETING NOTICE & AGENDA

**DATE:** Thursday, February 20, 2025

**TIME:** 4:00 P.M.

**PLACE:** Board of Supervisors Chambers  
Yuba County Government Center  
915 8<sup>th</sup> Street  
Marysville, California

### I. **Call to Order & Roll Call**

Bains (Vice-Chair), Bradford, Buttacavoli, Cole, Flores, House, Hudson and Kirchner (Chair)

### II. **Presentations**

**A. Sacramento Area Council of Governments (SACOG) Mobility Zones Project.** SACOG staff presentation regarding the Mobility Zones Project. (Attachment)

RECOMMENDATION: Information only.

### III. **Public Business from the Floor**

Members of the public may address the Authority on items of interest that are within the Authority's jurisdiction and are not on the agenda for this meeting. Public comment regarding agenda items will be permitted as each agenda item is considered by the Board.

### IV. **Closed Session**

**A. Conference with Real Property Negotiators**

Property: 2100 B Street, Marysville, CA

Agency Negotiator: Matthew Mauk, Executive Director

Negotiation Parties: Yuba-Sutter Transit Authority and the California Department of Transportation (Caltrans)

Under Negotiation: Price and Terms of Payment

**B. Public Employee Performance Evaluation (Pursuant to Government Code Section 54957)**

Position Title: Executive Director

### V. **Consent Calendar**

All matters listed under the Consent Calendar are considered routine and can be enacted in one motion. There will be no separate discussion of these items prior to the time the Board votes on the motion unless members of the Board, staff, or public request specific items to be discussed or removed from the Consent Calendar for specific action.

**A.** Minutes from the Regular Meeting of January 16, 2025. (Attachment)

**B.** Disbursement List for January 2025. (Attachment)

**C.** Monthly Performance Report for January 2025. (Attachment)

**D.** Feather River Air Quality Management District (FRAQMD) AB 2766 Grant Agreement (Attachment)

**E.** Yuba-Sutter Transit Capitalization Policy Update (Attachment)

**VI. Reports**

**A. Caltrans State Route 70 Binney Junction Roadway and Complete Streets Project Settlement Agreements.**

Approval of settlement agreement, permanent access deed, and relocation property lease necessary for the Caltrans State Route 70 Binney Junction construction project.

RECOMMENDATION: 1) Approve the settlement terms of a Permanent Access Easement Deed and two (2) Temporary Construction Easements, as proposed or amended, and authorize the Chair or designee, to sign said agreements and any other documents necessary to effect the terms of the said agreements.

2) Approve the terms of a property lease with the County of Yuba, as proposed or amended, and authorize the Executive Director to execute said lease.

**B. Yuba-Sutter Transit Executive Director Employment Agreement.**

RECOMMENDATION: Consider an amendment to the Executive Director Employment Agreement, as proposed.

**C. Fiscal Year (FY) 2024 Financial Audit Report. (Attachment)**

RECOMMENDATION: Receive and File the FY 2024 Financial Audit Report, as presented.

**D. FY 2025 Mid-Year Budget Report and FY 2026 Budget Preview. (Attachment)**

RECOMMENDATION: Receive the FY 2025 Mid-Year Budget Report and direct staff regarding the preparation of the FY 2026 Preliminary Budgets.

**E. Draft Sacramento Commuter Service Revision. Consideration of additional commuter service to the May Lee State Office Complex. (Attachment)**

RECOMMENDATION: Approve a Sacramento Commuter Service schedule revision, effective March 31, 2025, as proposed or amended.

**F. FY 2025 Mid-Year Performance Report. (Attachment)**

RECOMMENDATION: Information only.

**G. Project and Program Updates.**

1. NextGen Transit Facility Project
2. NextGen Transit Plan Implementation Update

RECOMMENDATION: Information only.

**VII. Correspondence / Information**

**VIII. Other Business**

**IX. Adjournment**

**THE NEXT REGULAR MEETING IS SCHEDULED FOR THURSDAY, MARCH 20, 2025, AT 4:00 P.M. IN THE BOARD OF SUPERVISORS CHAMBERS, YUBA COUNTY GOVERNMENT CENTER**

If you need assistance to attend the Yuba-Sutter Transit Board Meeting, or if you require auxiliary aids or services, e.g., hearing aids or signing services to make a presentation to the Board, please contact the Yuba-Sutter Transit office at (530) 634-6880 or by email at [info@yubasuttertransit.com](mailto:info@yubasuttertransit.com) at least 72 hours in advance so such aids or services can be arranged.



# MOBILITY ZONES



**steer**

PROGRAM OVERVIEW | YUBA SUTTER TRANSIT BOARD | 20 FEBRUARY 2025



# Presentation agenda

**Project scope**

**Methodology to identify zones**

**Zones in Yuba and Sutter Counties**

**Questions and discussion**





# **Project scope**



# Scope overview

**Define Mobility Zones**

**Improve Travel in the Zones**



# Scope overview

## Define Mobility Zones

- 1 Identify Equity Priority Communities
- 2 Define Mobility Zones

We Are Here

## Improve Travel in the Zones

- 3 Understand needs in each zone
- 4 Prioritize projects for each zone
- 5 Advance six priority projects



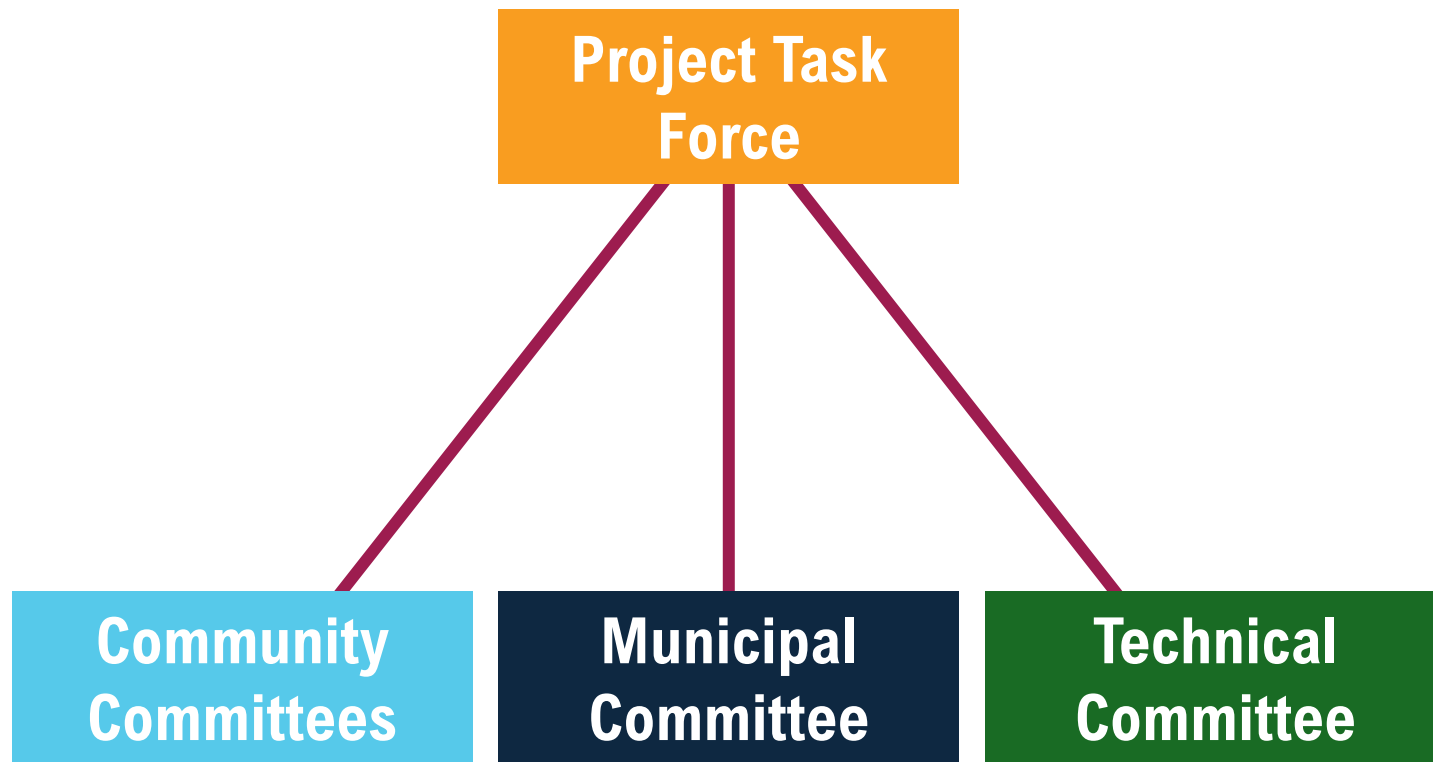


# **Methodology to identify zones**





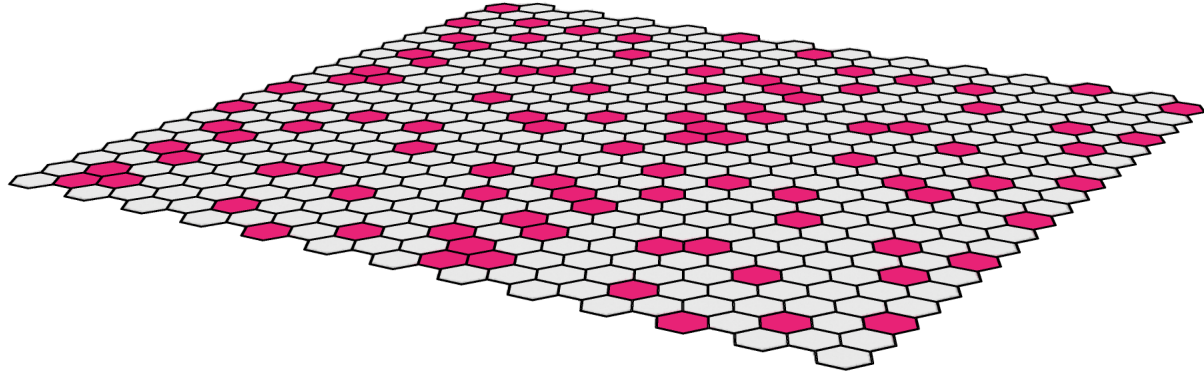
# Collaborative process



# Mapping demographic need

## Areas with equity needs

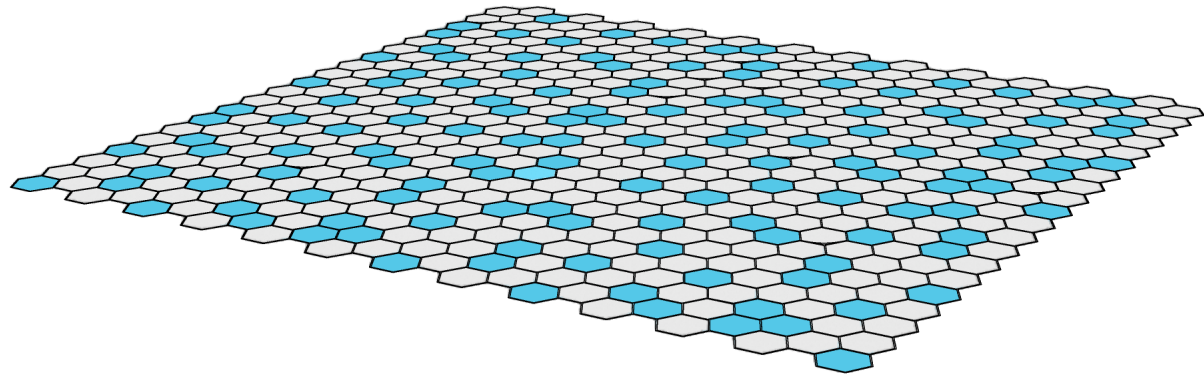
- Income
- Cost of living
- Education level
- Race / ethnicity
- English proficiency
- Pollution burden
- Disability status
- Age (seniors/children)
- Tribal areas



# Mapping transportation need

## Areas with transportation needs and opportunities

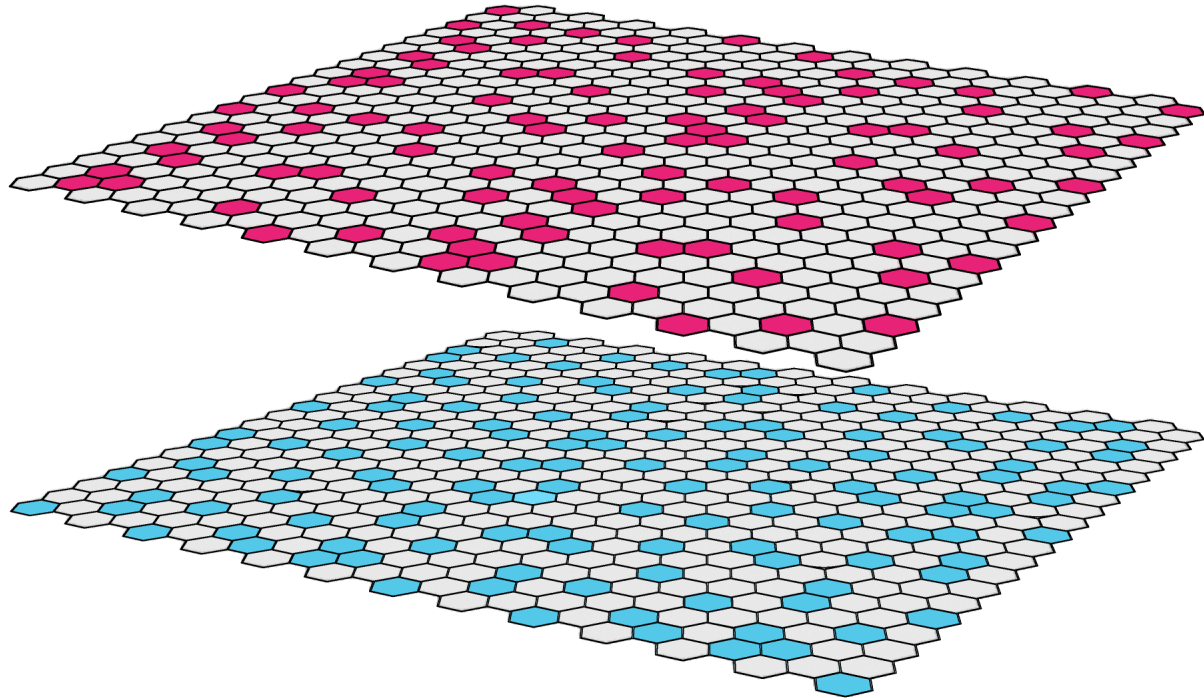
- Car ownership
- Transit service
- Access to parks, libraries, and community centers
- Truck traffic
- Crashes
- Multimodal infrastructure
- Pavement condition



# Adding it all up

Areas with equity  
needs

Areas with transportation  
needs and opportunities

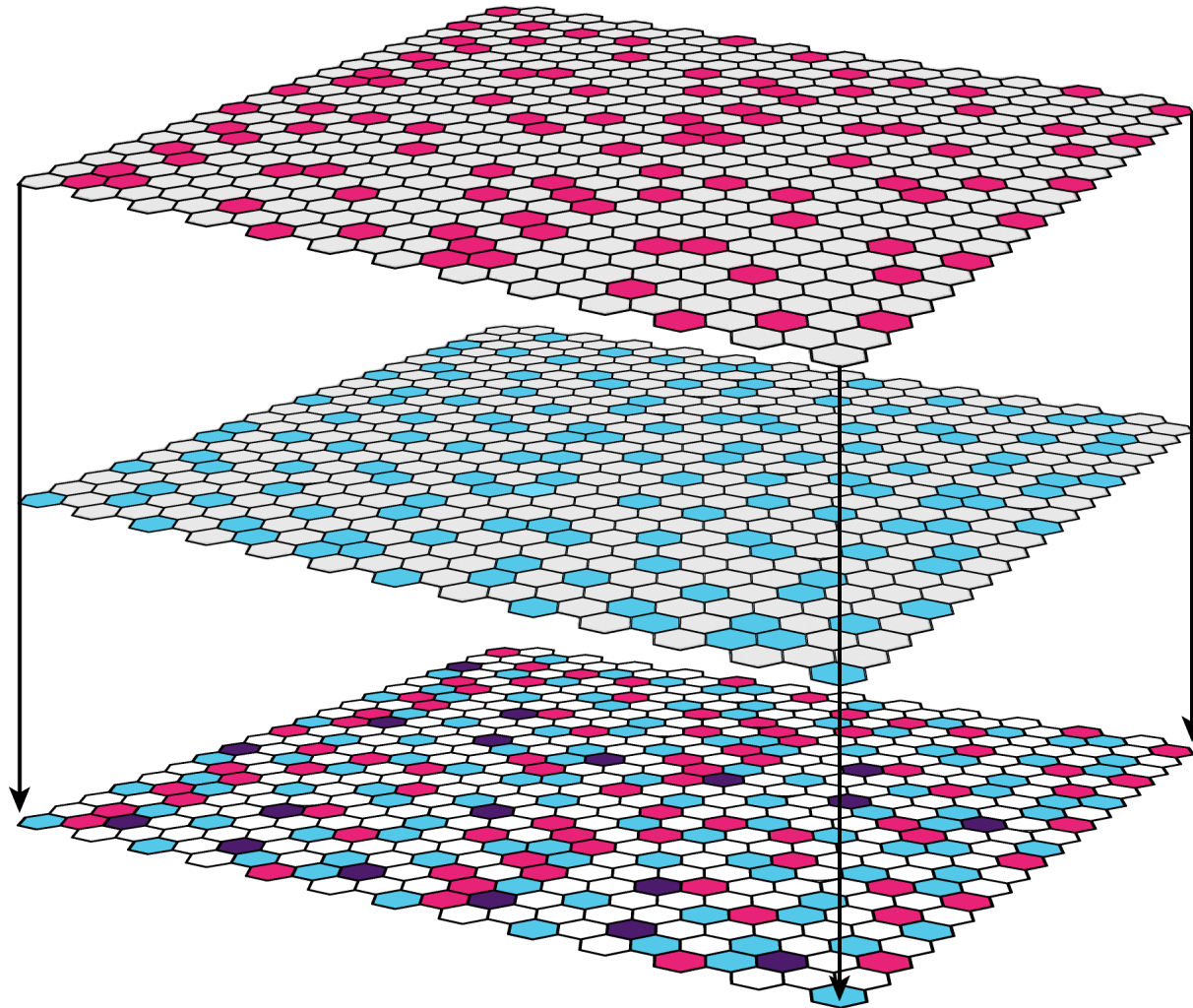


# Adding it all up

Areas with equity  
needs

Areas with transportation  
needs and opportunities

Areas that could be a  
Mobility Zone



# Online mapping tool

## MOBILITY ZONES

> Reference Layers ...

- Mobility Zone Cluster Options - 10 candidates ...
- Equity Priority Communities ...
- Access and Quality of Life Priority Areas ...

10 mi

City of Lincoln, CA, California State Parks, Esri, TomTom, Garmin, Sa... Powered by Esri

**Sacramento, Block Group: 060670072071**

Mobility Zone Rank within County	39
Equity Priority Community	
Number of Criteria	4
High Transit Dependency	0

1 of 3

Linda/Olivehurst

Brownsville

South Yuba City

Northern Auburn

Woodland

Live Oak

Colusa

Grass Valley

Northern Auburn

Georgetown/Coloma/Kelsey

Woodland

Citrus Heights

Ben Ali/Swanston

Sacramento

Western Rancho Cordova/Rosemont



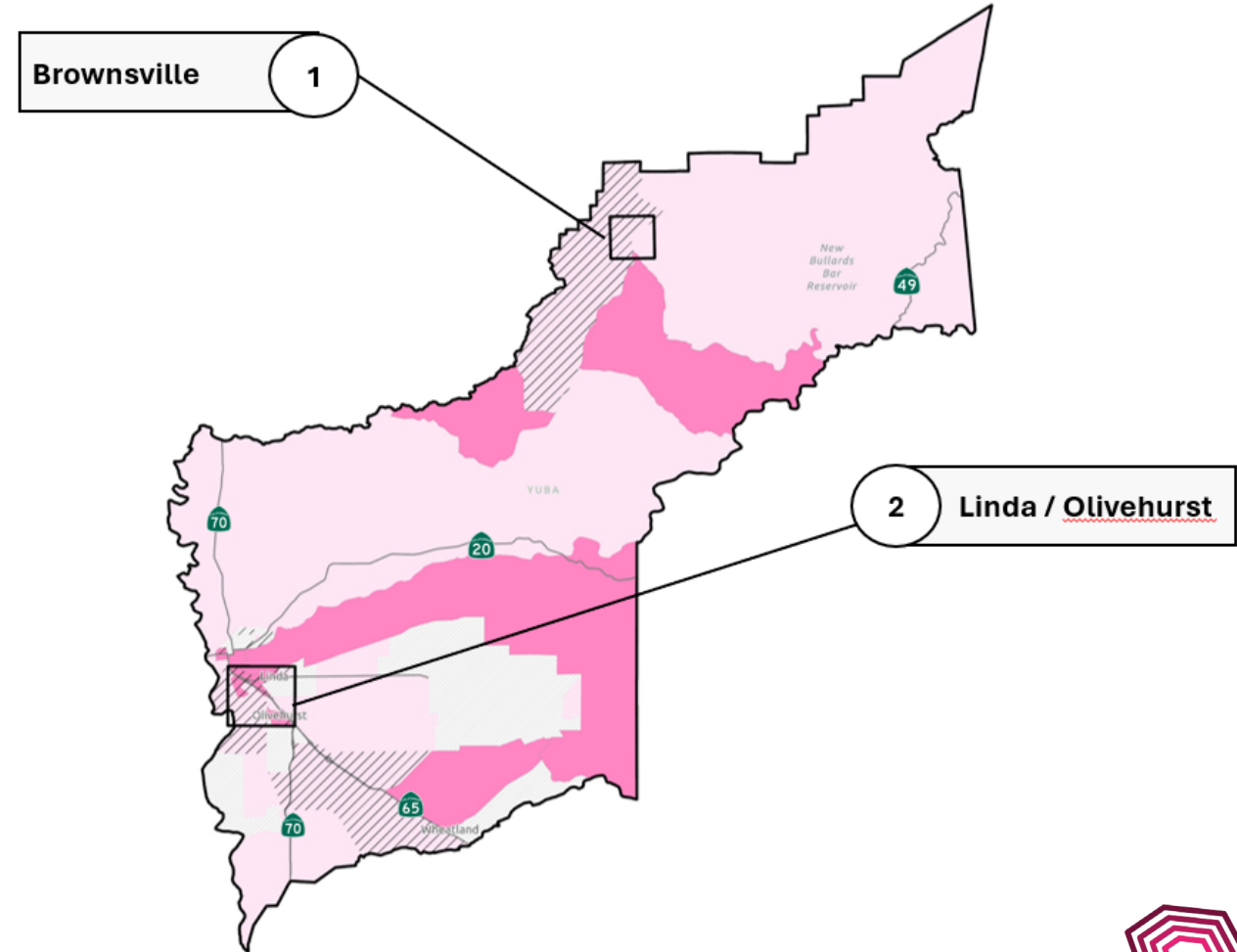
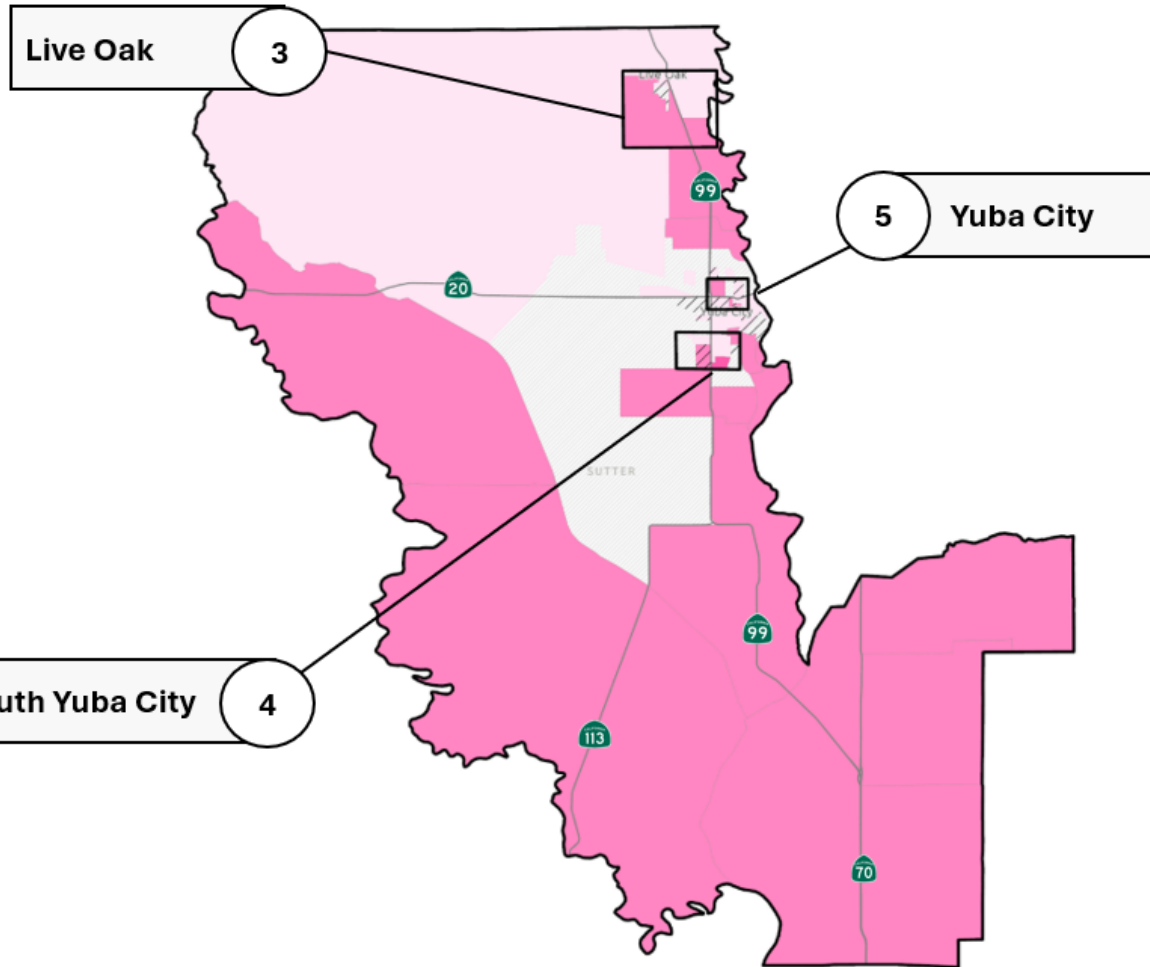




# **Zones in Yuba and Sutter Counties**

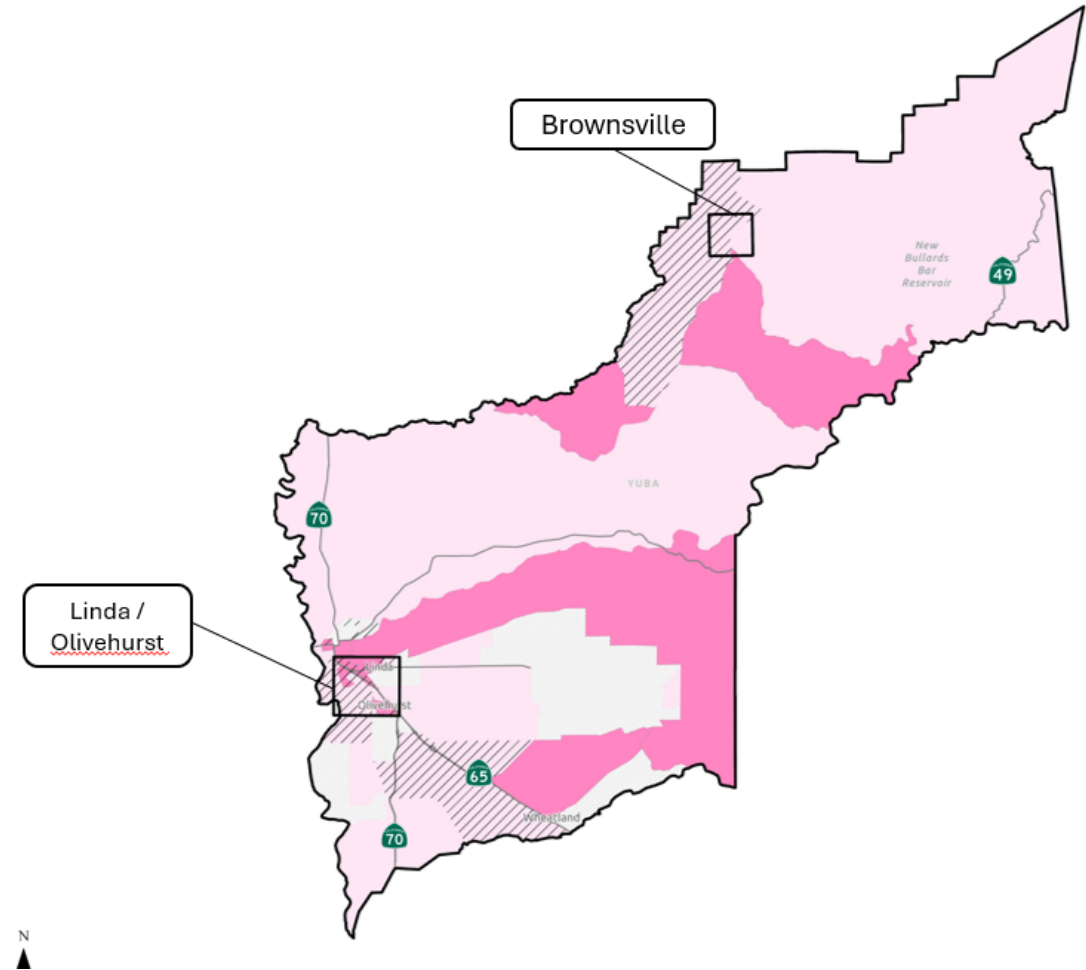
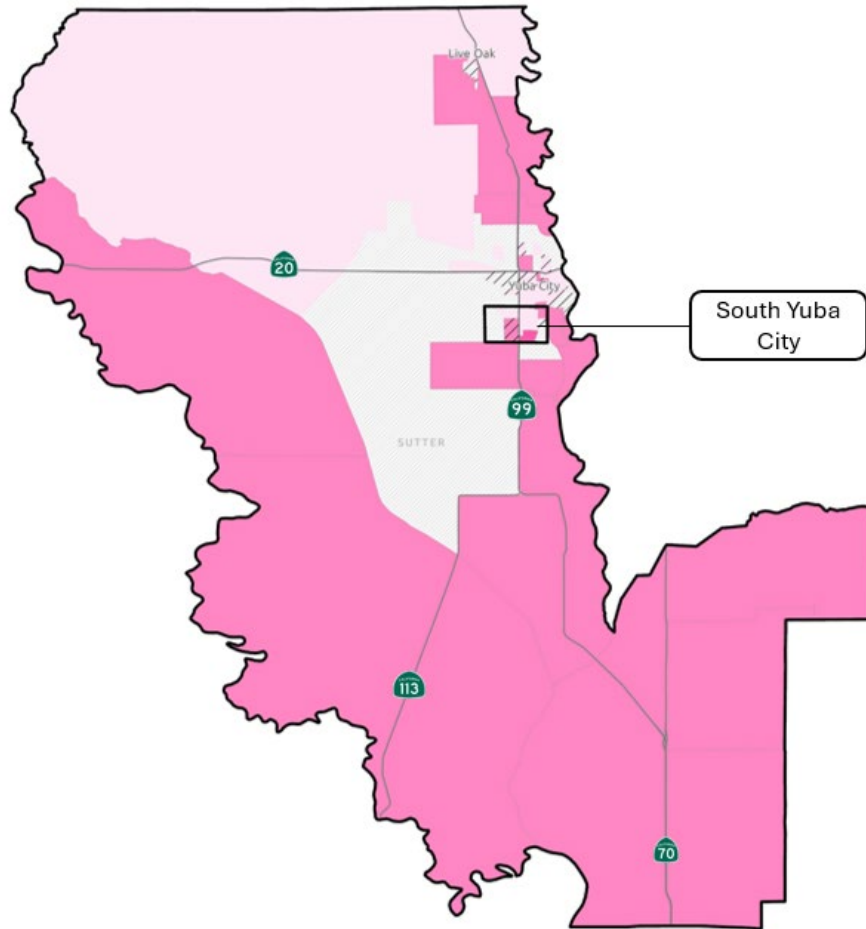


# Identified Mobility Zones

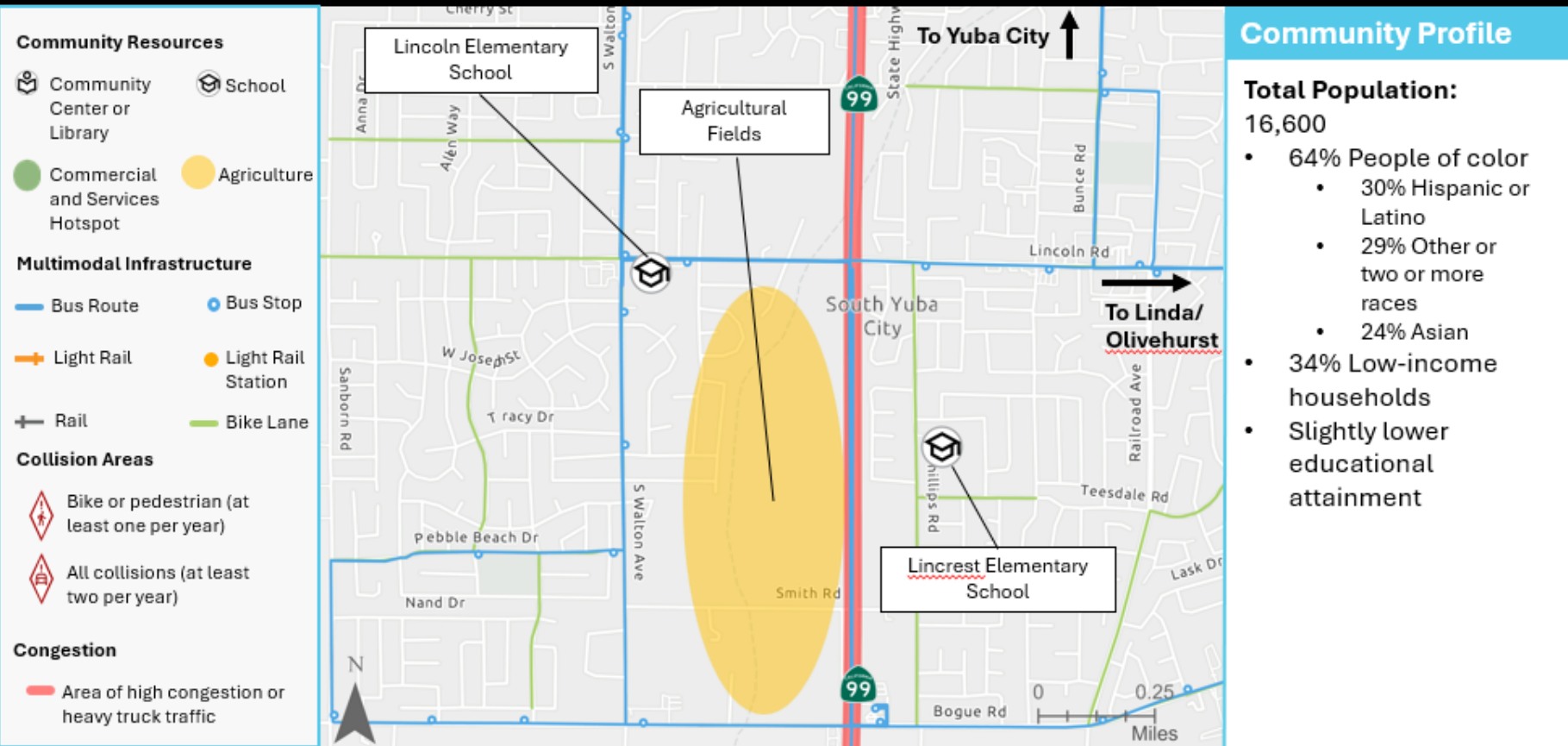




# Prioritized Mobility Zones for Phase 1



# Sutter County: South Yuba City



## Key Challenges

- **Physical Barriers:** SR 99 divides the community, with distances between crossings up to three-quarters of a mile.
- **Multimodal Infrastructure:** Lincoln, S Walton, Richland, and Hunn do not have continuous sidewalks on both sides of the road or are missing sidewalks completely.
- **Access to Destinations:** There are few shops, services, and amenities, and many places are not within walking distance to amenities.
- **Transit:** Two transit routes serve the area but there is only one bus per hour and service does not operate after 7 PM.

## Land Use Profile

- **Suburban**
- Predominantly single-family homes
- Scattered commercial and services along SR 99, Lincoln Rd, and Bogue Rd



# Yuba County: Brownsville

## Community Resources

- Community Center or Library
- School
- Commercial and Services Hotspot
- Airport

## Multimodal Infrastructure

- Bus Route
- Bus Stop
- Light Rail
- Light Rail Station
- Rail
- Bike Lane

## Collision Areas

- Bike or pedestrian (at least one per year)
- All collisions (at least two per year)

## Congestion

- Area of high congestion or heavy truck traffic



## Community Profile

### Total Population: 300

- 5% People of color
- 58% Low-income households
- Significantly more people with a disability
- More older adults
- Slightly lower educational attainment

## Land Use Profile

- **Rural**
- Dispersed commercial and government land uses
- Scattered single-family homes
- Brownsville Airpark

## Key Challenges

- **Proximity to Destinations:** Remote, mountainous area requiring long trips to access jobs, services, and other amenities.
- **Transit:** One transit route with two round-trips every Tu, We, and Th. Senior/ADA Dial-a-Ride and Mountain Transit is not currently offered in the area.
- **Multimodal Infrastructure:** Very low sidewalk coverage around homes and destinations.
- **Safety:** La Porte Road is a winding rural 2-lane road with very narrow shoulders, only one marked crossing at La Porte and Willow Glen, and low visibility for vehicles turning onto and off of La Porte Road.



# Yuba County: Linda / Olivehurst

## Community Resources

- Community Center or Library
- School
- Commercial and Services Hotspot
- Airport

## Multimodal Infrastructure

- Bus Route
- Bus Stop
- Light Rail
- Light Rail Station
- Rail
- Bike Lane

## Collision Areas

- Bike or pedestrian (at least one per year)
- All collisions (at least two per year)

## Congestion

- Area of high congestion or heavy truck traffic



## Community Profile

**Total Population:** 22,300

- 66% People of color
  - 43% Hispanic or Latino
  - 28% Other or some other race
  - 11% Asian
- 47% Low-income households
- Slightly younger population
- Fewer older adults
- Slightly lower educational attainment
- High air pollution burden

## Key Challenges

- Physical Barriers:** SR 70 divides communities and there are limited and unsafe crossings, particularly for people biking and walking.
- Multimodal Infrastructure:** Many roads (Lindhurst, Avonde, Hammonton Smartsville, Arboga) do not have sidewalks and bike lanes are limited and not well connected.
- Transit:** Many transit stops lack shelter and/or seating.
- Proximity to Destinations:** Many residential areas are not within walking distance of shops, services, and amenities.

## Land Use Profile

- Mixed urban / suburban**
- Predominantly single-family homes, with a few apartments
- Commercial area between SR 70 and Lindhurst Ave
- Yuba County Airport
- Yuba College and Beale AFB to the east





# Questions and Discussion





# MOBILITY ZONES



Kathleen Hanley | Project Manager | [khanley@sacog.org](mailto:khanley@sacog.org)





AGENDA ITEM V – A

**YUBA-SUTTER TRANSIT AUTHORITY  
MEETING MINUTES  
JANUARY 16, 2025**

**I. Call to Order & Roll Call (4:00 p.m.)**

Present: Bradford, Buttacavoli (4:31 p.m.), Flores, House, Kirchner (Chair), and Shaw

Absent: Bains and Hudson

**II. Board Business**

**A. Election of Board Officers for 2025.**

Director Flores made a motion to nominate Director Kirchner as Chair. Director Shaw seconded the motion and it carried unanimously.

Director Flores made a motion to nominate Director Bains as Vice-Chair. Director Bradford seconded the motion and it carried unanimously.

**B. Statement of Economic Interest for 2025.**

Executive Director Matthew Mauk noted that this is a reminder of the requirement to file the yearly Form 700 by April 1<sup>st</sup> for ongoing members and within 30 days from appointment for new members or alternates. Director Bradford asked if Form 700 could be updated online and it was confirmed by Janet Frye.

**C. 2024 Annual Executive Director's Report.**

Mauk summarized the written annual report. Ridership had been declining from 2015 until 2020 with the effect of COVID related restrictions. Even though ridership has not fully recovered, it has rebounded by 81 percent. Compared to pre-COVID, the system has seen steady increases in ridership and growth is on pace to reach nearly 70 percent of pre-COVID ridership, despite a two percent decrease in vehicle service hours over the same time period.

Upcoming changes include the extension of local fixed route hours from an end time of 6:30 p.m. to around 8:00 p.m., as part of Phase One of the NextGen Transit Plan. Dial-A-Ride and ADA Paratransit services will also be available until 8:00 p.m. on weekdays. Saturday service hours will remain the same for all services.

Fare increases went into effect on January 1, 2025, and have been well accepted. The local monthly pass price was increased from \$5 to \$10 for discount riders and from \$10 to \$20 for general riders. The actual cost of the passes is higher but is paid down with grant funding including a grant from the Feather River Air Quality Management District (FRAQMD) which was approved for 2025. Funding was recently approved to continue the discounts through the end of the calendar year.

With the board's direction, microtransit services will soon be piloted in Linda and Olivehurst as a complement to fixed route services instead of replacement. The contract with the vendor that will be providing the scheduling software and passenger application is being finalized with the service scheduled to start in the spring. Two to three vehicles will be used to augment the local fixed route service. Staff is working with the consultant to do a formal update of the NextGen Transit Plan for future phases which will be part of the discussion of the budget process for FY 2026. There is a projection of a six percent increase in service hours with the current updates to services and ridership is on pace to show an eight percent increase for FY 2025. Year to date, local fixed route service is up five percent, demand response is up six percent and Sacramento Commuter service is up nearly 40 percent.

Director Shaw asked if the approved revisions included the extension of service hours for demand response services on Friday until 9:30 p.m. to accommodate the Yuba City Senior Center riders. Mauk confirmed. Shaw suggested that as the next phases of the NextGen Transit Plan are being considered, the board might hold some type of public meeting at the Senior Center to be sure that population is receiving the correct information, and the board is addressing any concerns they might have. Director Flores agreed and suggested it be done in a timely manner.

Director House asked if the contractor is prepared to staff the extend service in a reliable manner. Mauk stated that while staffing is tight, there is enough personnel to make the changes happen on January 21, 2025. There were four bid pieces that were added to accommodate the additional service hours.

### **III. Public Business from the Floor**

Margaret Fowler addressed the Board. Fowler lives in the Foothills and is the Chair for the Yuba County Commission on Aging, runs the Seniors on the Go and the Mount Transit in the foothills. She has been talking with Adam Hansen, Planning Manager, and is hoping to coordinate in June to work to connect the system in the foothills with Yuba-Sutter Transit to better serve the community. They are currently running their system with volunteers utilizing two vans similar to an Uber system because seniors in the area are unable to get to established bus stops.

### **IV. Consent Calendar**

Director Flores made a motion to approve the consent calendar. Director Shaw seconded the motion and it carried unanimously.

### **V. Reports**

#### **A. Vehicles and Signage Project Award.**

Mauk presented the vehicle and signage project requesting approval of the capital project for the vehicle branding portion of the rebranding project. In addition, staff asked for the approval of a professional services agreement with the selected vendor. This item was continued from the November and December meetings. Mauk addressed previous concerns and stated that the project is justified and overdue as it has been thirty years since there has been a significant



upgrade to the logo, leaving Yuba-Sutter Transit behind other transit agencies in the region. Mauk stated that the branding refresh is timely to coincide with the updates and expansion of services being implemented under the NextGen Plan, and that a new logo could bring some needed attention to these service improvements. Mauk stated the primary goal is to draw new ridership assuming more people would be inclined to ride a service that looks updated and well maintained. Mauk suggested that the community at large should be considered as the audience and that the transit system should strive to be a source of community pride, and this project would be a step in that direction. The cost of the project is considered fair and reasonable as the cost equates to approximately two percent of one year's budget.

Mauk stated the initial proposal first presented in November was for vinyl wrap of the entire fleet of 55 vehicles, including the Microtransit buses which the board approved, for a total of approximately \$220,000. The contract includes bus stop and shelter signs, which are replaced routinely during the normal course of business.

Mauk explained that there are potential revenue generating opportunities from expanded advertising on vehicles, as discussed in a later agenda item.

Three alternatives were presented, including scaling down the project to the 33 Gilligs and MCIs but excluding the Dial-A-Ride vehicles at a savings of approximately \$30,000. A second option presented is to exclude the oldest vehicles that are closer to being retired. Mauk explained the downside would be inconsistent branding across the fleet. The third option presented would exclude both the Dial-A-Ride and older vehicles, branding approximately one-third of the fleet. Mauk stated staff's recommendation is either the full branding as initially proposed, or the first option presented.

Director Shaw stated that the staff recommendation is reasonable and not choosing the full rebrand would send an inconsistent message to the public. The amount is small compared to the overall budget and there is no tie into the recent fare increases.

Director Bradford stated that he likes the new logo and understands the need for a rebrand as several agencies in the region have completed a rebrand in recent years. He asked if this had already been accounted for in the current budget. Mauk stated that the facility and bus stop signage portion was accounted for in the capital budget as on-going maintenance items. The Microtransit vehicle branding was budgeted as part of the vehicle acquisition project, with \$38,000 of the \$41,000 cost covered by the grant which purchased those vehicles. There are allocated but unobligated State Transit Assistance (STA) funds available for the additional proposed fleet vehicles, therefore completing full funding for the original scope of the project.

Director Shaw made a motion to approve staff recommendation to approve the capital project titled "Vehicle Branding" at the originally proposed scope, and approve a professional services agreement with Allstar Wraps, LLC. Director Flores seconded the motion, and it was carried unanimously.

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

Mauk stated that with the previous action, the additional administrative costs associated with the logo update would be minimal, and staff requests approval of the logo change.

Director Shaw asked if Item B and C could be combined for approval and acceptance of staff's recommendation for both items. Legal Counsel Brant Bordsen stated the items could be combined unless any member of the board wished to split the vote between each item. There was no further discussion from the board regarding the items. Director Shaw made a motion to accept staff's recommendation to adopt the proposed Yuba-Sutter Transit logo/branding and authorize the Executive Director to execute an amendment to the Advertising Services Agreement with Lamar Transit, LLC. Director Flores seconded the motion and it carried unanimously.

**C. Bus and Shelter Advertising Contract Amendment.**

Item C was approved with Item B.

**D. Project and Program Updates.**

1. Caltrans State Route 70 Binney Junction Phase 2

Mauk stated that Caltrans has asked for a temporary construction easement (TCE) while they complete Phase 2 of the State Route 70 Binney Junction project which would require Yuba-Sutter Transit to relocate 2/3 of the fleet to a satellite site. Fixed route service would operate out of the satellite site while Caltrans occupies the north yard and the backend of the south yard of the property at 2100 B Street during construction which is expected to last twelve to fifteen months. These discussions are ongoing. A location has been identified at a former Coca-Cola bottling distribution site located on Yuba County property near the airport. There would be temporary improvements made to the facility to move part of the operation there, which would be reimbursed by Caltrans. Caltrans would pay the lease of the property directly so there would be two TCEs for that project. Caltrans is also asking for a permanent easement so they could maintain a retaining wall being constructed to allow the railroad tracks to be moved closer to the property.

2. NextGen Transit Facility Project

Mauk reported that environmental work is proceeding on the project for the new facility on Avondale Avenue. The design process is on-going, and a design packet may be presented to the board at the February meeting.

**VI. Closed Session**

**A. Public Employee Performance Evaluation (Pursuant to Government Code Section 54957)**

The Board adjourned to closed session at 4:36 p.m.

The Board reconvened at 4:42 p.m. No reportable action was taken.

**VII. Correspondence / Information**

None

**VIII. Other Business**

Director House stated that the Behavioral Health Advisor Board had discussed the idea for the county to consider starting a volunteer sober service for the evenings. He suggested perhaps the new booking software could accommodate a volunteer organization and could be a good partnership to book the rides even if Yuba-Sutter Transit doesn't provide the service. Mauk stated that staff could explore that option.

Director Shaw stated that he will transition to an alternate to the board and Councilmember Toni Cole will be taking his place as Director starting next week.

Chair Kirchner welcomed new members Director Bradford and Director House to the board.

**IX. Adjournment**

Director Flores made a motion to adjourn. Director House seconded the motion and it carried unanimously.

The meeting was adjourned at 5:46 p.m.

**The next regular meeting is scheduled for Thursday, February 20, 2025, at 4:00 p.m. in the Yuba County Board of Supervisors Chambers, unless otherwise noticed.**

AGENDA ITEM V - B  
**YUBA-SUTTER TRANSIT  
DISBURSEMENT LIST  
MONTH OF JANUARY 2025**

CHECK NO.	AMOUNT	VENDOR	PURPOSE
EFT	\$ 10,526.30	CALPERS HEALTH	HEALTH INSURANCE
EFT	\$ 5,199.58	CALPERS RETIREMENT	RETIREMENT PAYMENT (EMPLOYER SHARE)
EFT	\$ 839.00	CALPERS 457 PLAN	EMPLOYER CONTRIBUTION
EFT	\$ 875.53	CYPRESS DENTAL ADMINISTRATORS	DENTAL & VSP INSURANCE - JANUARY 2025
EFT	\$ 52,985.58	PAYROLL	PAYROLL - DECEMBER 2024
EFT	\$ 1,047.09	PRINCIPAL MUTUAL LIFE INSURANCE	L/D/LTD INSURANCE - JANUARY 2025
EFT	\$ 46.47	CALIFORNIA WATER SERVICE	FIRE SUPPRESSION - JANUARY 2025
EFT	\$ 374.01	CALIFORNIA WATER SERVICE	WATER
EFT	\$ 4,979.79	PG&E	ELECTRIC 12/10/2024 - 1/09/2025
EFT	\$ 65.47	PG&E	ELECTRIC #2 PARKING LOT LIGHTS - JAN 2025
EFT	\$ 1,565.92	PG&E	GAS - DECEMBER 2024
EFT	\$ 350.73	MACQUARIE EQUIPMENT CAPITAL INC	COPY MACHINE LEASE - DECEMBER 2024
EFT	\$ 381.00	CALIFORNIA DEPT OF TAX & FEE ADMIN	FUEL TAX: OCT - DEC 2024
EFT	\$ 1,886.40	STATE COMPENSATION INSURANCE FUND	WORKERS COMP PREMIUM 1/01/2025 - 4/01/2025
EFT	\$ 400.00	FRANCOTYP-POSTALIA INC	POSTAGE RESET 1/10/2025
EFT	\$ 432.58	COMCAST BUSINESS	INTERNET SERVICES - JANUARY 2025
EFT	\$ 471.43	COMCAST BUSINESS	TELEPHONE SERVICES - JANUARY 2025
EFT	\$ 8,043.07	RAMOS OIL COMPANY	BUS FUEL - GAS 12/11/2024 - 12/31/2024
EFT	\$ 7,443.89	RAMOS OIL COMPANY	BUS FUEL - GAS 1/01/2025 - 1/20/2025
EFT	\$ 100.00	BRADLEY HUDSON	BOARD MEETING 12/19/2024
EFT	\$ 100.00	DON BLASER	BOARD MEETING 12/19/2024
EFT	\$ 100.00	DAVID SHAW	BOARD MEETING 12/19/2024
EFT	\$ 100.00	KARM BAINS	BOARD MEETING 12/19/2024
EFT	\$ 100.00	SETH FUHRER	BOARD MEETING 12/19/2024
EFT	\$ 100.00	WADE KIRCHNER	BOARD MEETING 12/19/2024
EFT	\$ 100.00	DAVID SHAW	BOARD MEETING 1/16/2025
EFT	\$ 100.00	GARY BRADFORD	BOARD MEETING 1/16/2025
EFT	\$ 100.00	RENICK HOUSE	BOARD MEETING 1/16/2025
EFT	\$ 100.00	WADE KIRCHNER	BOARD MEETING 1/16/2025
EFT	\$ 227.97	UTILITY MANAGEMENT SERVICES	SEWER - JANUARY 2025
EFT	\$ 2,061.57	INNOVATE MOBILITY	ONGOING SUPPORT: 1/03/2025 - 1/09/2025
EFT	\$ 405.34	CALIFORNIA AIR RESOURCES BOARD	CLEAN TRUCK CHECK FILING FEE FOR 13 VEHICLES
EFT	\$ 127.12	PRIMEPAY	PAYROLL FEES - DECEMBER 2024
EFT	\$ 232.86	ELAVON	MERCHANT SERVICE FEE - JANUARY 2025
19077	\$ 327.71	ADVANCED DOCUMENTS CONCEPTS	COPY MACHINE CHARGES - DECEMBER 2024
19078	\$ 175.00	ALL SEASONS TREE & TURF CARE	LANDSCAPING & WEED CONTROL - DECEMBER 2024
19079	\$ 261.50	APPEAL DEMOCRAT	PUBLIC HEARING NOTICE PUBLICATION - 12/8/2024
19080	\$ 100.00	BRUCE BUTTACAVOLI	BOARD MEETING 12/19/2024
19081	\$ 3,446.65	CONNECT CARD REGIONAL SERVICE CENTER	CONNECT CARD SALES - DECEMBER 2024
19082	\$ 757.52	HANCOCK PETROLEUM ENGINEERING	REPLACE HARDWARE ON PUMP #1
19083	\$ 24.46	JANET FRYE	MILEAGE REIMBURSEMENT FY 2025 Q1&2
19084	\$ 30.82	JESSICA SOLIS	MILEAGE REIMBURSEMENT DECEMBER 2024
19085	\$ 1,100.00	RC JANITORIAL	JANITORIAL SERVICES - DECEMBER 2024
19086	\$ 730.68	SC FUELS	DEF FLUID
19087	\$ 1,783.48	SMART MARKETING & PUBLIC AFFAIRS	PRINTING BROCHURES
19088	\$ 527,226.86	STORER TRANSIT SYSTEMS	CONTRACT SERVICES & VEHICLE INSURANCE - 11/2024
19089	\$ 535.00	STREAMLINE	WEBSITE SERVICES - JANUARY 2025
19090	\$ 106.60	SUTTER COUNTY LIBRARY	CONNECT CARD SALES COMMISSION - DECEMBER 2024
19091	\$ 956.95	T-MOBILE	WIFI SERVICES ON BUSES - DECEMBER 2024
19092	\$ 470.40	T-MOBILE	WIFI SERVICES ON BUSES - DECEMBER 2024
19093	\$ 1,056.05	TEHAMA TIRE SERVICE INC	TUBES/TIRES
19094	\$ 54,355.49	AECOM TECHNICAL SERVICES INC	NEXT GEN FACILITY ENGINEERING SERVICES - NOV 2024
19095	\$ 2,150.00	ALLIANT NETWORKING SERVICES INC	IT SERVICES - FEBRUARY 2025
19096	\$ 200.00	APEX PRESSURE WASHING	CLEAN & PRESSURE WASH SHELTER AT LINDA WALMART
19097	\$ 33.00	BIDWELL WATER COMPANY	WATER SERVICE - DECEMBER 2024
19098	\$ 100.00	BRUCE BUTTACAVOLI	BOARD MEETING 1/16/2025
19099	\$ 100.00	DAN FLORES	BOARD MEETING 1/16/2025
19100	\$ 292.58	DAVIS PRINTING & COPYING	LAMINATING FOR SHELTER INSERTS
19101	\$ 21,788.02	FLYERS ENERGY	BUS FUEL: DYED RENEWABLE DIESEL
19102	\$ 1,851.55	QWEST	MAINTENANCE OF BUS STOPS/SHELTERS - 12/24
19103	\$ 323.62	QUILL CORPORATION	OFFICE SUPPLIES: CARDSTOCK, RECEIPT BOOKS, ENVELOPES, POST ITS, LAMINATING POUCHES
19103	\$ 665.61	QUILL CORPORATION	OPERATIONS SUPPLIES: TOILET PAPER, PAPER TOWELS, TRASH BAGS & COINLOK BAGS
19104	\$ 934.14	SC FUELS	DEF FLUID
19105	\$ 589.61	SECURITAS TECHNOLOGY CORPORATION	SECURITY SERVICES: FEBRUARY 2025
19106	\$ 60.00	SHELBY'S PEST CONTROL	PEST CONTROL SERVICES: JANUARY 2025
19107	\$ 219.19	STORER TRANSIT SYSTEMS	SPECIAL EVENT SHUTTLING: S-Y BEHAVIORAL HEALTH
19107	\$ 26,532.70	STORER TRANSIT SYSTEMS	TRANSMISSION REPAIR: #1684
19108	\$ 5,661.65	TEHAMA TIRE SERVICE INC	TUBES/TIRES
19109	\$ 590.00	TELELINK BUSINESS TELEPHONE SYSTEMS	TELEPHONE SERVICES: JANUARY 2025
19110	\$ 18,297.08	THE LE FLORE GROUP	NGTF CONSULTING - DECEMBER 2024
	\$ 775,802.62		

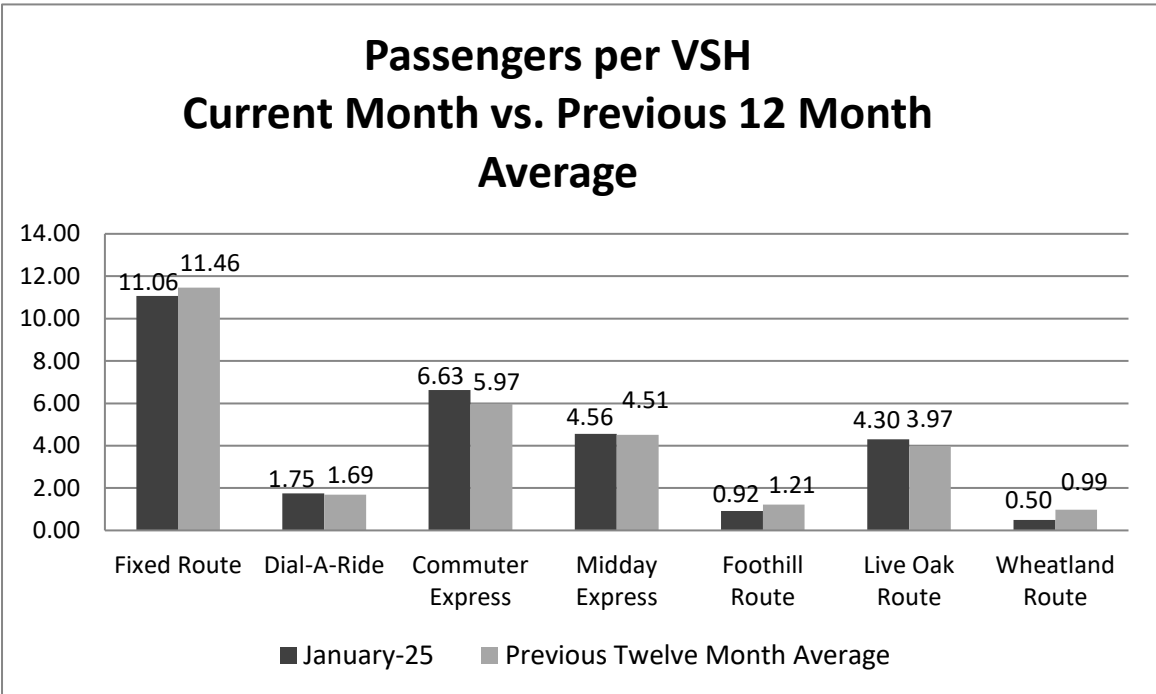
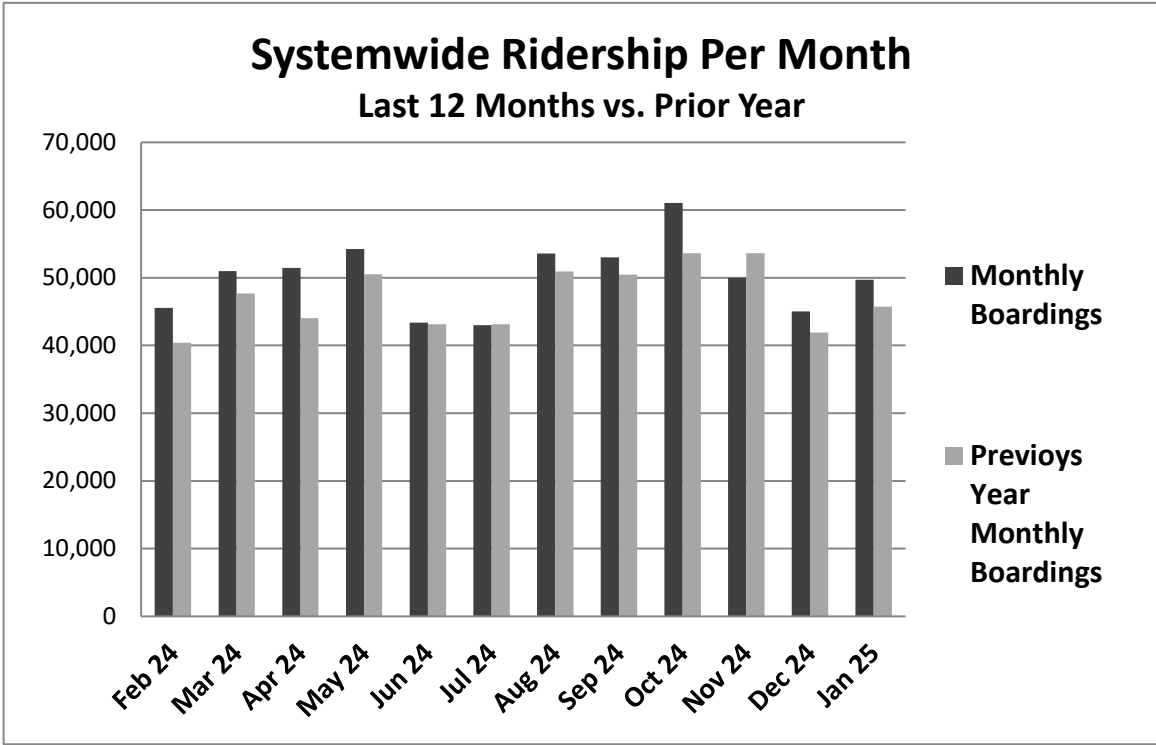
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AGENDA ITEM V - C

**JANUARY 2025 PERFORMANCE REPORT**

	<b>January-25</b>	<b>Previous Twelve Month Average</b>	<b>Fiscal YTD</b>	<b>Previous Fiscal YTD</b>
<b>Ridership:</b>				
Fixed Route	41,922	42,313	299,738	283,809
Dial-A-Ride	2,701	2,662	19,284	17,438
Commuter Express	4,158	3,799	29,249	20,668
Midday Express	520	507	3,621	3,361
Foothill Route	81	105	628	974
Live Oak Route	325	314	2,622	1,979
Wheatland Route	25	51	248	139
<b>Total Ridership:</b>	<b>49,732</b>	<b>49,750</b>	<b>355,390</b>	<b>328,368</b>
<b>Vehicle Service Hours:</b>				
Fixed Route	3,789.57	3,692.36	26,194.47	25,597.40
Dial-A-Ride	1,543.77	1,574.87	11,375.35	11,682.85
Commuter Express	627.39	636.04	4,485.41	4,809.29
Midday Express	114.15	112.33	784.10	966.20
Foothill Route	88.33	86.13	591.16	615.34
Live Oak Route	75.62	79.04	545.43	597.74
Wheatland Route	49.87	52.03	362.53	342.38
<b>Total VSH's:</b>	<b>6,288.70</b>	<b>6,232.80</b>	<b>44,338.45</b>	<b>44,611.20</b>
<b>Passengers Per Hour:</b>				
Fixed Route	11.06	11.46	11.44	11.09
Dial-A-Ride	1.75	1.69	1.70	1.49
Commuter Express	6.63	5.97	6.52	4.30
Midday Express	4.56	4.51	4.62	3.48
Foothill Route	0.92	1.21	1.06	1.58
Live Oak Route	4.30	3.97	4.81	3.31
Wheatland Route	0.50	0.99	0.68	0.41
<b>Total Passengers Per VSH:</b>	<b>7.91</b>	<b>7.98</b>	<b>8.02</b>	<b>7.36</b>

## JANUARY 2025 PERFORMANCE REPORT



AGENDA ITEM V – D  
STAFF REPORT

**FEATHER RIVER AIR QUALITY MANAGEMENT DISTRICT (FRAQMD)  
AB 2766 GRANT AGREEMENT**

RECOMMENDATION: Authorize the Executive Director to execute FRAQMD Grant Agreement #VF24-02.

**Background**

A Yuba-Sutter Transit grant application was approved by the Feather River Air Quality Management District (FRAQMD) in December for the total \$75,000 requested to extend the existing Discount Monthly Pass Program through the end of the calendar year 2025. This extremely successful fare subsidy program has long been supported by FRAQMD funding and would otherwise end on March 31, 2025.

**Discussion**

Attached for Board review and approval is FRAQMD Grant Agreement #VF24-02 to continue the. The primary objective of the Discount Monthly Bus Pass Program continues to be a reduction in vehicle trips and vehicle miles traveled by encouraging youth (ages 5 – 18), seniors (age 65 and over), and eligible persons with disabilities to ride public transportation as much as possible. This is to be accomplished by continuing to reduce the regular \$20 cost of Yuba-Sutter Transit's unlimited discount monthly local and rural fixed route bus pass to just a \$10 selling price using the requested FRAQMD funds to offset half of the lost fare revenue on each pass sold.

The success of this project will be measured by comparing the number of passes sold and the trips provided to prior years whether by individual eligibility category or for all categories combined. Based on current pass sales and ridership trends, as the Yuba-Sutter Transit system continues to approach pre-pandemic ridership levels, the program is expected to result in the sale of up to 7,500 discount monthly bus passes and provide approximately 170,000 passenger trips to area youth, seniors, and persons with disabilities. Each discount pass is valid for unlimited use of Yuba-Sutter Transit's local fixed routes and three rural routes for a calendar month. All related marketing and administrative support expenses will be provided by Yuba-Sutter Transit as an in-kind contribution.

This is a standard FRAQMD grant agreement that will be subject to review by legal counsel prior to the execution. Staff will be prepared at the meeting to discuss both the agreement and the project in detail.

**Fiscal Impact**

Under the attached agreement, FRAQMD will reimburse Yuba-Sutter Transit up to a total amount not to exceed \$75,000 to offset half of the selling price of each discount monthly local and rural fixed route bus pass sold between April 1, 2025, and December 31, 2025.

**Attachments**

FRAQMD Agreement No. VF24-02



541 Washington Avenue  
Yuba City, CA 95991  
(530) 634-7659  
FAX (530) 634-7660  
www.fraqmd.org

Christopher D. Brown, AICP  
Air Pollution Control Officer

*Serving Sutter and Yuba Counties*

January 29, 2025

Matthew Mauk  
Yuba Sutter Transit Authority  
2100 B Street  
Marysville, CA 95901

**RE: VF24-02 BLUE SKY GRANT AGREEMENT**

Dear Matthew Mauk,

Feather River Air Quality Management District (District) has enclosed one copy of the Agreement VF24-02. Please sign the copy of the Agreement and return to FRAQMD. Once the Agreements have been signed by all parties, one Agreement will be returned to you.

If you have any questions, please call me at (530) 634-7659 ext 209.

Sincerely,

Peter Angelonides  
Air Quality Planner

Enclosures: Agreement VF24-02

File: Chron



# AGREEMENT FOR USE OF MOTOR-VEHICLE REGISTRATION SURCHARGE FEES

## FRAQMD Agreement No. VF24-02

This Agreement, dated December 2, 2024, is between the Yuba Sutter Transit Authority (“Participant”), a public agency of the State of California, and the Feather River Air Quality Management District (“FRAQMD”), a body corporate and politic and a public agency of the State of California.

### RECITALS

- A. Participant proposes to continue the Discount Monthly Bus Pass Program, to discount the cost of the monthly bus pass for Yuba and Sutter County area youth, seniors, and eligible persons with disabilities, from April 1, 2025, to December 31, 2025.
- B. As part of its effort to reduce local air pollution from motor vehicles, FRAQMD is willing to fund a portion of this work from revenues it may receive under Chapter 7 of Part 5 of Division 26 (commencing with section 44220) of the Health and Safety Code, subject to the terms and conditions herein.

### TERMS AND CONDITIONS

1. FRAQMD shall pay to Participant a total amount not to exceed \$75,000, within thirty days of receiving Participant's written invoice for the work described in section 2, and the new equipment has been inspected and approved by FRAQMD staff. Payment shall be made exclusively from revenues as specified in section B above, and is conditioned upon such revenues being available. Participant may submit partial invoices as work is completed throughout the term of the Agreement.
2. Participant shall use the funds paid under section 1 solely for the Discount Monthly Bus Pass Program, as further described in Exhibit A, which is attached to this agreement and made part of it.
3. Participant shall include mention of FRAQMD's Blue Sky Program as a funding source for the Discount Monthly Bus Pass Program project in all press releases, advertisements and other public outreach for the Discount Monthly Bus Pass Program project. Participant shall provide FRAQMD notification of all such outreach prior to publication.
4. Participant shall submit a final “Project Evaluation” report that details the results of the Discount Monthly Bus Pass Program project objectives as further described in said Exhibit A, **with the final invoice**, within 90 days of project completion.
5. Participant acknowledges that in order to comply with Chapter 7 of Part 5 of Division 26 (commencing with Section 44220) of the Health and Safety Code the funds paid under section 1 must be used solely to reduce air pollution from motor vehicles, and for related planning, monitoring, enforcement, and technical studies necessary to implement the California Clean Air Act of 1988. Participant agrees to use all funds paid hereunder for such purposes.

6. Participant shall complete the work described in paragraph 2 by **December 31, 2025**. If all or a portion of the work described in paragraph 2 is not complete, the funding allocated to the incomplete portion shall revert to back to the FRAQMD on July 1, 2026. Further, Participant shall refund to FRAQMD any funds paid hereunder which are not expended solely for the work described in paragraph 2, together with accrued interest, within 30 days of FRAQMD's written demand therefore.

7. If Participant requires an amendment to the agreement either to extend the grant beyond December 31, 2025, to complete the work described in paragraph 2, or for any other reason, then an extension request must be received by the FRAQMD no later than November 10, 2025.

8. Participant agrees to indemnify, defend (upon FRAQMD's written request), protect, and hold harmless FRAQMD and FRAQMD's officers, employees, and agents against all liabilities, claims, demands, damages, and costs (including reasonable attorneys' fees and litigation costs through final appeal) that arise in any way from acts or omissions by Participant or Participant's officers, employees, or agents while performing under this agreement. Participant's obligation under this section covers but is not limited to liabilities, claims, demands, damages, and costs arising from injury to, or death of, any person and from damage to, or destruction of, any property. Participant's obligation under this section will survive this agreement.

9. If Participant materially breaches this agreement, then FRAQMD may demand in writing that the breach be cured. If, within ten days after receiving such demand, Participant has failed to cure the breach to FRAQMD's reasonable satisfaction, then FRAQMD may give Participant written notice of termination. Upon such termination, Participant must submit to FRAQMD a final written report prepared in accordance with section 3 and must return to FRAQMD all funds paid under section 1 which have not been expended on the Discount Monthly Bus Pass Program project. As used in this section, "material breach" includes but is not limited to Participant's use of funds paid under section 1 in a manner inconsistent with Chapter 7. FRAQMD's failure to insist on strict performance of this agreement, or to exercise any right or remedy upon breach of this agreement, shall not constitute a waiver of such performance, right, or remedy. No waiver is binding unless in writing, signed by FRAQMD.

10. Participant acknowledges that FRAQMD's sole responsibility concerning the Discount Monthly Bus Pass Program project described in section 2 is to contribute a portion of the program costs. FRAQMD has no responsibility for, or control over, development, implementation, and promotion of the Discount Monthly Bus Pass Program project.

11. All correspondence regarding this agreement, including invoices, payments, and notices, shall be directed to the following persons at the following addresses and phone numbers:

Yuba Sutter Transit Authority

Matthew Mauk, Executive Director  
2100 B Street, Marysville, CA 95901  
(530) 634-6880

FRAQMD:

Christopher D. Brown, AICP, Air Pollution Control Officer  
541 Washington Avenue, Yuba City, California 95991  
(530) 634-7659

If written, correspondence shall be sent either by personal delivery (including overnight delivery service) or by U. S. Mail, postage prepaid and shall be considered delivered when actually received.

12. For a period of three years after final payment to Participant, this agreement shall be subject to the examination and audit of the State Auditor or independent auditor selected by FRAQMD, whether at FRAQMD's request or as part of any audit of FRAQMD, and Participant shall retain copies of all documents and records pertinent to this agreement for such period.

13. This agreement reflects the contributions of both parties and accordingly the provisions of Civil Code section 1654 shall not apply in interpreting this Agreement.

14. This agreement shall be interpreted and applied in accordance with California law. If any conflict arises between sections 1 through 13 and Exhibit A, then sections 1 through 13 shall govern. Any litigation concerning it shall be brought in the Superior Court of Sutter County. The prevailing party in any such litigation shall be entitled to recover reasonable attorneys' fees in addition to any other relief to which it may be entitled.

15. This agreement sets forth the parties' entire understanding regarding the matters set forth in sections 1 through 14. It supersedes all prior agreements and representations, written and oral, and may be modified only by a written agreement signed by Participant and FRAQMD.

APPROVED FOR LEGAL FORM

FEATHER RIVER AIR QUALITY  
MANAGEMENT DISTRICT

By: \_\_\_\_\_  
District Counsel

By: \_\_\_\_\_  
Christopher D. Brown, AICP, APCO

Yuba Sutter Transit Authority

By: \_\_\_\_\_  
Matthew Mauk, Executive Director

EXHIBIT A



Serving Sutter and Yuba Counties

541 Washington Avenue  
Yuba City, CA 95991  
(530) 634-7659  
FAX (530) 634-7660  
[www.fraqmd.org](http://www.fraqmd.org)

Christopher D. Brown, AICP  
Air Pollution Control Officer

**BLUE SKY PROGRAM PROPOSAL APPLICATION FORM AB 2766**  
**Fiscal Year 2024/2025**

PROJECT TITLE Discount Monthly Transit Pass Program  
Agency/Company Name: Yuba-Sutter Transit Authority  
Mailing Address: 2100 B Street, Marysville, CA 95901  
Contact Person Name: Matthew Mauk Title: Executive Director  
Phone Number: (530) 634-6880 Fax Number: (530) 634-6888  
Physical Address (if different from above):

E-Mail Address: matt@yubasuttertransit.com

**FUNDING REQUESTED**

AB2766 Funding: \$ 75,000

**PROJECT TYPE** (check one)

- |   |   |  |
|---|---|--|
| <input type="checkbox"/> Alternative Fuel Infrastructure          | <input type="checkbox"/> Bicycle or Pedestrian        | <input type="checkbox"/> Public Transit              |
| <input type="checkbox"/> Public Education or Outreach             | <input type="checkbox"/> Vanpool/Shuttle              | <input type="checkbox"/> Clean Fuel Vehicle Purchase |
| <input checked="" type="checkbox"/> Public Transit Fare Reduction | <input type="checkbox"/> Employer Rideshare Incentive | <input type="checkbox"/> Other                       |

Authorized Representative who will sign the Grant Agreement:

Name: Matthew Mauk	Title: Executive Director
Signature of Representative: <b>Matthew Mauk</b> <small>Digitally signed by Matthew Mauk Date: 2024.10.18 10:09:45 -07'00'</small>	Date: October 18, 2024



**Applicant Funding Disclosure:**

Has the project in this application been awarded funding or is being considered for funding from another public agency? If yes, please provide agency name, amount of funding, and status of application for funding:

No

**Application Statement:**

All information provided in this application will be used by the FRAQMD to evaluate the eligibility of your proposed project to receive grant funding. The FRAQMD reserves the right to request additional information and can deny the application if such requested information is not provided. An incomplete application is an application that is missing information critical to the evaluation of the project. If the applicant does not respond within 30 days, the application will be automatically terminated.

- I certify to the best of my knowledge that the information contained in this application is true and accurate.
- I certify that the existing vehicles/equipment/engines referred to in this application are operational.
- I understand that all technologies must either be verified or certified by CARB to reduce Oxides of Nitrogen and/or other criteria pollutants.
- I understand that there will be conditions upon receiving grant funding and agree to refund these funds if it is found that at any time the conditions/contract are not met, and if so directed by the District.
- I understand as a participant that programs have limited funds and shall terminate upon depletion of those funds. The FRAQMD shall be under no obligation to honor requests received following depletion of program funding. I acknowledge that in accepting any incentive funding, I will be prohibited from applying for any other form of emission reduction credits from the District.
- In the event that the project does not complete the minimum term of any agreement eventually reached from this application I agree to return to the FRAQMD a pro-rated portion of incentive received based on activity and/or usage up to and including the full amount of the original incentive provided as directed by the FRAQMD. I understand that the FRAQMD may relieve this obligation to return the funds depending on the circumstances.
- I understand I must be in compliance with all applicable federal, state, and local air quality rules and regulations.

**Matthew Mauk** Digitally signed by Matthew Mauk  
Date: 2024.10.18 10:10:09 -07'00'

**Authorized Signature**

October 18, 2024

**Date**

Matthew Mauk

**Authorized Representative's Name**

Executive Director

**Title**

**STATEMENT OF OBJECTIVES** (fill out all sections that are applicable)

Description of Proposal: Extension of the existing Discount Monthly Transit Pass Program for area youth, seniors, and persons with disabilities through December 31, 2025.
Explain the Need for this Project: To reduce vehicle miles traveled by encouraging and reinforcing greater transit ridership among area youth, seniors, and persons with disabilities.
Estimated Emission Reductions/Vehicle Trip Reductions/Project Benefit: Unknown
Estimated Number of People Served: The program is expected to result in the sale of 7,500 monthly bus passes over the last nine months of calendar year 2025, and provide for 170,000 passenger trips.
Regional Benefit of Proposal: Reduced number of vehicle trips and vehicle miles traveled for reduced air emissions and improved air quality.
Describe Previous Funding Received by Project from the Blue Sky Program: Blue Sky grants have been received for similar transit fare reduction projects beginning with youth in September 2005 which was expanded over time to include seniors and persons with disabilities.
Number of Years to Achieve Estimated Emission Reductions/VMT Reductions/Benefits: One Year

**FUNDING REQUEST**

Total Project Costs: \$77,625
List Project Costs by Tasks, Phase, and Alternative Funding Levels (if applicable): Fare Replacement (Sale of 7,500 monthly passes) - \$75,000 / Project Management (15 Hours at \$95/Hr) - \$1,425 / Direct Promotional Expenses - \$1,200 / Total - \$77,625
List all funding sources including direct and in-kind (non-dollar) contributions and sources: Blue Sky Grant - \$75,000 / Yuba-Sutter Transit - \$2,625 / Total - \$77,625
Itemized list of equipment to be purchased and proportion of cost to be funded by Blue Sky Grant: Not applicable
Percent or Amount of Funding Requested that is for Project Administration: 0%
Names of any subcontractors, hourly or daily rates of compensation and number of hours. If specific contractors not yet known, list minimum qualifications: Not applicable

**PROJECT ORGANIZATION** (if not government agency)

Project Proponents Management Structure: Not applicable. Applicant is a public agency.
Project Proponents Tax Status (501 (C) 3, etc.) Not applicable. Applicant is a public agency.
Proposal Monitoring Procedures: Monthly project monitoring will be conducted by comparing the number of passes sold and the number of passenger trips provided to prior years by individual fare category and by all categories combined.
Description of Facilities Available (if applicable): Not Applicable.

**WORK STATEMENT**

*Describe each phase of the work to be performed, including tasks within each phase of work, the sequence of work activities (including starting and completion dates), and how the evaluation and monitoring of the work shall determine effectiveness of the proposal. Include all relevant information including the technology and parties involved. NOTE: The work statement, subject to modification by the Committee, Board, or FRAQMD staff, will be attached to the contract for successful applicants. The final report submitted to the FRAQMD will describe the success in implementing the work statement.*

The proposed project would extend the existing Discount Monthly Transit Pass Program by nine months from April 1, 2025, through December 31, 2025. The requested funds would be used to replace the lost fare revenue that would result from deeply discounting the regular \$20 price (effective January 2025) for unlimited use monthly transit passes for area youth (ages 5 - 18), seniors (age 65 and over), and eligible persons with disabilities to just \$10. Based on current trends, the project is expected to result in the sale of 7,500 discount monthly bus passes and the provision of approximately 170,000 passenger trips.

The primary objective of this project is to reduce the number of vehicle trips and vehicle miles traveled in the Yuba-Sutter area for the purposes of reducing vehicle emissions and improving local air quality. The secondary objective is to continuously introduce and reinforce the use of public transit as a viable alternative mode of transportation to the large and growing population of youth, seniors, and persons with disabilities.

Discount monthly transit passes are accepted on all of Yuba-Sutter Transit's local and rural routes. By the time of project implementation, Yuba-Sutter Transit anticipates launching new, microtransit services to further expand its service area coverage and improve connectivity systemwide. The existing Discount Monthly Transit Pass Program will be extended to these new services, thus expanding the program's appeal and encouraging higher pass usage. When fully implemented, these service improvements and fare program enhancements are projected to increase overall ridership by up to 20%.

All direct and indirect project coordination and promotional expenses will be provided by Yuba-Sutter Transit. Alternative funding levels are possible by changing the proposed project scope (fewer passes), term (fewer months), and/or pass subsidy amount (lower value).

Project Schedule:

Beginning of the Extended Discount Monthly Bus Pass Program - April 1, 2025  
Completion of the Proposed Project Period - December 31, 2025  
Final Report & Project Closeout - March 31, 2026



**ADDITIONAL INFORMATION ON SPECIFIC PROJECT TYPES**

**Alternative fuel infrastructure for CNG, LNG, or EVSE.**

Fueling station address/city/ZIP: <b>Not applicable</b>	
Estimated date of operation:	Total Cost:
Number of vehicles it will serve:	
Regional benefit of project:	
Will the fueling station be accessible to the public? If yes, describe accessibility (24/7; M-F, etc):	

**EMPLOYER RIDESHARE INCENTIVE PROJECTS**

Employer/TMA Name: <b>Not applicable</b>	
Number of employees to be served:	Length of Project:
How will project encourage alternative commute modes:	

**BICYCLE OR PEDESTRIAN FACILITIES OR IMPROVEMENTS**

Description of Location and Major Origins and Destinations (attach map): <b>Not applicable</b>
Commuter or Recreational Focus:
Describe Consistency or Implementation w/Adopted Bicycle or Other Plan:

**EXPANSION OF TRANSIT SERVICES**

Description of Bus Routes and Major Origins, Connections, and Destinations (attach map): <b>Not applicable</b>
For New Service, Estimated Number of Passengers Per Trip:

**PUBLIC EDUCATION/OUTREACH/INFORMATION**

Target Audience: <b>Not applicable</b>
Message to be Delivered:
How Message Results in Reduced Emissions:

**VANPOOL/SHUTTLES**

Describe the Proposed Route (attach map): Not applicable	
Vehicle Capacity:	Vehicle Fuel Type:
Number of Vans/Shuttles:	Daily VMT for Each Van/Shuttle:
Submit copies of manufacture's descriptive literature that includes the vehicle GVWR, engine make, emissions certification or Executive Order (EO) and picture of proposed vehicle.	

**TRANSIT FARE REDUCTION**

Amount of Fare Reduction: \$10 reduction on the sale of each \$20 discount monthly transit pass
Estimated Number of Riders to Benefit: 7,500 passes sold and 170,000 passenger trips provided
Describe Type of Routes, Riders, or Service Eligible for Fare Reduction: Discount monthly transit passes for youth (ages 5 - 18), seniors (age 65 and over), and eligible persons with disabilities are accepted on Yuba-Sutter Transit's local and rural routes serving the Marysville/Yuba City urban area, Live Oak, Wheatland, and the Yuba County foothills. By the time of project implementation, Yuba-Sutter Transit anticipates launching new, microtransit services to further expand it's service area coverage.

**CLEAN FUEL VEHICLES PROJECTS (excluding School buses):**

*Project types include: replacement of existing vehicle with new OEM low-emission vehicle; repowering or retrofitting existing on-road vehicles with cleaner engines or other low-emission technology.*

Existing Vehicle Type: Not applicable	
Existing Vehicle VIN:	
Average Annual Miles Traveled (miles):	
Does the vehicle operate in an <u>AB 1550</u> area? If yes, please indicate address or lat/long coordinates: <a href="https://ww3.arb.ca.gov/cc/capandtrade/auctionproceeds/communityinvestments.htm">https://ww3.arb.ca.gov/cc/capandtrade/auctionproceeds/communityinvestments.htm</a>	
Existing Vehicle Manufacturer:	
Existing Vehicle Model:	
Existing Vehicle Model Year:	Existing Vehicle License Plate:
Existing Vehicle Odometer:	Existing Vehicle GVWR:
Existing Engine Manufacturer:	Existing Engine Model:
Existing Engine Serial Number:	Existing Engine Horsepower:
Existing Engine CARB Executive Order Number:	

Existing Engine Model Year:	Existing Engine Fuel:
New Vehicle Manufacturer:	
New Vehicle VIN, ID Number, or License Plate (if known):	
New Vehicle Model:	New Vehicle Fuel Type:
New Vehicle Model Year:	New Vehicle GVWR:
New Vehicle Type:	Estimated Date of Delivery:
New Engine Manufacturer:	New Engine Model:
New Engine Model Year:	New Engine Horsepower:
New Engine CARB Executive Order Number:	
Incremental Cost of Project (cost difference between conventionally fueled new vehicle and the low emission vehicle):	
Number of Years Project to be under Contract:	

**Project Requirements:**

- i. All new vehicles must be Original Equipment Manufacturer (OEM) and the vehicles (or any conversion kit) must be certified by the California Air Resources Board to be cleaner than the standard (base) gasoline or diesel vehicle.
- ii. Electric vehicles must meet all state and federal standards for on-road operation.
- iii. Submit copies of the new vehicle manufacturer's descriptive literature that includes the engine make and series, certification standard and a picture of the proposed vehicle.
- iv. Submit a copy of existing vehicle registration showing registration in CA for previous 24 months, proof of insurance for previous 24 months, existing engine Executive Order, new vehicle quote from vender, new vehicle warranty information, and new engine/retrofit Executive Order.

AGENDA ITEM V – E  
STAFF REPORT

**YUBA-SUTTER TRANSIT CAPITALIZATION POLICY REVISION**

RECOMMENDATION: Approve the revised capitalization policy as proposed, effective October 1, 2024.

**Background**

The Yuba-Sutter Transit Authority (Authority) threshold for capitalizing a fixed asset is \$5,000. A fixed asset is any capital asset purchase with an effective usable life of one year or more and a cost of \$5,000 or more. Certain repairs of equipment may be capitalized if the repair prolongs the usable life of the capital asset to more than one year. Assets that do not meet the capitalization threshold are expensed in the year they are purchased.

**Discussion**

Effective October 1, 2024, the Federal Office of Management and Budget (OMB) increased the capitalization threshold for equipment from \$5,000 to \$10,000. This threshold applies to any item of nonexpendable personal property with a useful life of one year or more. The OMB's revised guidance is intended to reduce the administrative burden for federal agencies and recipients of federal funds.

Many government agencies align their capitalization thresholds to the federal government's guidance. In accordance with the amendment to the Uniform Guidance increasing the federal capitalization threshold to \$10,000, effective October 1, 2024, staff is now proposing that the Authority's capitalization threshold also be increased from \$5,000 to \$10,000, to coincide with the federal threshold and effective date. This change will be beneficial to the Authority by allowing minor purchases to be expensed when purchased, eliminating the need to individually record and track them as fixed assets over future years.

If approved as proposed, the revised policy would be made effective retroactively to October 1, 2024, to coincide with the federal amendment. Staff will be prepared to discuss the revised policy in detail at the meeting.

**Fiscal Impact**

As depreciation expense is not a budget item, this recommendation would not pose any ongoing impact in terms of the overall budgeted amounts. In the year of acquisition, assets purchased at a cost below the new threshold will be expensed immediately and appear on the operating budget, while assets above the new threshold will be capitalized and depreciated and appear on the capital budget (year of acquisition only). The guidance would, however, impact the required annual financial reporting.

**Attachments**

Yuba-Sutter Transit Authority Capitalization Policy

# **YUBA-SUTTER TRANSIT AUTHORITY CAPITALIZATION POLICY**

Proposed February 20, 2025  
Retroactive to October 1, 2024

The Yuba-Sutter Transit Authority Board of Directors recognizes that it is in the best interest of the Authority to have up-to-date knowledge of Authority fixed assets. Such information will contribute to loss control, allow for an organized replacement program and provide for a complete and up-to-date inventory of major Authority assets.

The objective of the capitalization policy is to provide a tool for controlling property acquisition, availability, transference and disposal.

## **1.0 CAPITALIZATION AND DEPRECIATION THRESHOLD:**

The limit for capitalizing a fixed asset is \$10,000. A fixed asset is any capital asset purchase with an effective usable life of one year or more and a cost of \$10,000 or more. Certain repairs of equipment may be capitalized if the repair prolongs the usable life of the capital asset to more than one year.

## **2.0 DESCRIPTION OF FIXED ASSETS**

Fixed assets include land, buildings, structures and other improvements, equipment or any related capital lease. These items are further defined as follows:

- A. Land includes all parcels purchased or, if acquired by donation, the appraised value on the date received. All expenditures made to acquire land such as purchase price, closing costs, attorney's fees and recording fees shall be capitalized.
- B. Buildings, structures and other improvements include all costs related directly to their acquisition or construction, including materials, labor and overhead costs during construction; attorney and architect's fees and building permits and other related fees. Building alternations will be capitalized when they increase the value or life of the building. All other land improvements having a limited life and requiring ultimate replacement shall be capitalized. This includes grading and landscaping, pavement, sidewalks and other related improvements, which add to the value of the property.
- C. Equipment includes vehicles, office equipment, computer equipment and other equipment of a relatively permanent nature and of significant value.
  1. Relatively permanent nature should be interpreted as having a useful life expectancy of one or more years.
  2. Significant value shall be defined as all equipment acquisitions with an Authority cost of \$10,000 or more. The cost of equipment includes the

purchase price less any discounts received; freight charges; sales, use and transportation taxes and installation charges.

- D. Capital leases include all arrangements to lease land, buildings and structures, or equipment with the Authority intending to assume ownership rights when the lease is paid off. If a purchase would normally meet the fixed asset criteria stated above, it will be accounted for as a fixed asset regardless of the financing arrangement used.
- E. Construction-in-progress includes the cost of construction work undertaken but not yet completed. Finalized costs on completed construction projects will be capitalized to the Building and Land fixed asset account.

### **3.0 TREATMENT OF COSTS SUBSEQUENT TO ACQUISITION**

- A. Maintenance is defined as expenditures which neither materially add to the value of property nor appreciably prolong its life, but merely keep it in an ordinary efficient operating condition. Maintenance costs shall not be capitalized.
- B. Capitalized expenditures are defined as expenditures that materially add to the value or betterment of property/equipment or appreciably extend its life. The cost of capitalized expenditures should be added to the book value of the asset where the original cost of a component being improved can be specifically identified.
- C. Additions are new and separate units or extensions of existing units, with a value of \$10,000 or more and are considered to be fixed assets.

### **4.0 INVENTORY**

- A. At the completion of each fiscal year, the Authority shall complete an inventory of capitalized fixed assets purchased in the fiscal year. The inventory list shall be balanced against the end of fiscal year accounting and financial records.
- B. A complete inventory of capitalized fixed assets shall be performed at least once every two years.

### **5.0 DISPOSAL OF FIXED ASSETS**

- A. Except as provided for in subsection D below, the Board of Directors shall authorize the retirement of fixed assets declared surplus or non-serviceable before staff may dispose of them.
- B. For any item valued over \$1,000, there will be an attempt to secure at least two quotes (bids). The Authority may use a public auction or solicit sealed bids with a published date and time of the bid opening unless otherwise directed by the Board.

- C. After appropriate governing board action to declare surplus, all fixed assets shall be removed from the Authority fixed asset records when sold or otherwise disposed of.
- D. Property found to be beyond economical repair or of nominal value, at the discretion of the Executive Director, shall be disposed of in any manner the Executive Director deems appropriate. Such determination shall exempt those items from requiring surplus authorization as noted above.
- E. Non-perishable personal property that is found by the Authority and not required or adequate for Authority use, shall, if unclaimed for 30 days, be made available to community based organizations engaged in the pursuit of public purposes at the discretion of the Executive Director.

**6.0 DEPRECIATION OF FIXED ASSETS**

- A. As a result of the adoption of Government Accounting Standards Board Statement 34, the Authority is required to depreciate all fixed assets.
- B. The standard depreciable life for each asset class and type is listed below. However, Yuba-Sutter Transit has the authority to interpret the life expectancy of all assets, and make adjustments accordingly, in order to reflect an accurate life expectancy and appropriate depreciation schedule of all assets.

Office Furniture, Fixtures & Equipment	7 years
Information Systems, Computers & Peripheral Equipment	3 years
Data Handling Equipment, Typewriters & Copiers	5 years
Automobiles & Light Trucks/Buses	5 years
Medium-Duty Trucks/Buses & Apparatus	10 years
Heavy-Duty Trucks/Buses	12 years
Trailers and Trailer Mounted Containers	6 years
Land Improvements, i.e. Sidewalks, Fences, Radio Towers	20 years
Bus Shelters	10 years
Bike Lockers	5 years

Method: straight line.

AGENDA ITEM VI – C  
STAFF REPORT

**FISCAL YEAR (FY) 2024 FINANCIAL AUDIT REPORT**

RECOMMENDATION: Receive and File the FY 2024 Financial Audit report, as presented.

**Discussion**

Attached for Board review and acceptance is a copy of Yuba-Sutter Transit's Independent Financial Audit Report and Governance Letter for FY 2024. This report is completed annually on behalf of the Sacramento Area Council of Governments (SACOG) in accordance with the provisions of the State Transportation Development Act. The report was prepared by the firm of Richardson & Company, LLP of Sacramento.

As noted in the financial statements and governance letter, there are no audit findings for the year ended June 30, 2024.

Staff will be prepared to discuss the report in detail at the meeting.

**Attachments**

- 1) Yuba-Sutter Transit Authority Audited Financial Statements and Compliance Reports, June 30, 2024
- 2) Governance Letter for the year ended June 30, 2024



**YUBA-SUTTER TRANSIT AUTHORITY**

Audited Financial Statements  
and Compliance Reports

June 30, 2024

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YUBA-SUTTER TRANSIT AUTHORITY

Audited Financial Statements  
and Compliance Reports

June 30, 2024 and 2023

Audited Financial Statements

Independent Auditor’s Report .....	1
Statements of Net Position.....	4
Statements of Revenues, Expenses and Changes in Net Position.....	5
Statements of Cash Flows.....	6
Notes to Financial Statements .....	7

Required Supplementary Information

Schedule of the Proportionate Share of the Net Pension Liability – Miscellaneous Plan (Unaudited) and Schedule of Contributions to the Pension Plan – Miscellaneous Plan (Unaudited).....	25
Schedule of Changes in the Total OPEB Liability and Related Ratios .....	26
Schedule of Contributions to the OPEB Plan (Unaudited).....	27

Compliance Reports

Independent Auditor’s Report on Internal Control Over Financial Reporting and on Compliance and Other Matters Based on an Audit of Financial Statements Performed in Accordance with <i>Government Auditing Standards</i> , the Transportation Development Act and Other State Program Guidelines .....	28
Independent Auditor’s Report on Compliance for Each Major Program and on Internal Control Over Compliance Required by the Uniform Guidance.....	30
Schedule of Findings and Questioned Costs.....	32
Schedule of Expenditures of Federal Awards.....	34
Notes to Schedule of Expenditures of Federal Awards .....	35

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## INDEPENDENT AUDITOR'S REPORT

To the Board of Directors  
Yuba-Sutter Transit Authority  
Marysville, California

### **Report on the Audit of the Financial Statements**

#### ***Opinion***

We have audited the accompanying financial statements of the Yuba-Sutter Transit Authority (the Authority) as of and for the years ended June 30, 2024 and 2023, and the related notes to the financial statements, which collectively comprise the Authority's basic financial statements as listed in the table of contents.

In our opinion, the financial statements referred to above present fairly, in all material respects, the financial position of the Authority as of June 30, 2024 and 2023, and the changes in financial position and cash flows thereof for the years then ended in accordance with accounting principles generally accepted in the United States of America as well as accounting systems prescribed by the State Controller's Office and state regulations governing special districts.

#### ***Basis for Opinion***

We conducted our audits in accordance with auditing standards generally accepted in the United States of America, the standards applicable to financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States, and the State Controller's Minimum Audit Requirements for California Special Districts. Our responsibilities under those standards are further described in the Auditor's Responsibilities for the Audit of the Financial Statements section of our report. We are required to be independent of the Authority and to meet our other ethical responsibilities, in accordance with the relevant ethical requirements relating to our audits. We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our audit opinion.

#### ***Emphasis-of-Matter***

As discussed in Note K, the accounting method used to recognize State of Good Repair funds was changed during the year ended June 30, 2024. Our opinion is not modified with respect to this matter.

#### ***Responsibilities of Management for the Financial Statements***

Management is responsible for the preparation and fair presentation of these financial statements in accordance with accounting principles generally accepted in the United States of America, and for the design, implementation, and maintenance of internal control relevant to the preparation and fair presentation of financial statements that are free from material misstatement, whether due to fraud or error.

In preparing the financial statements, management is required to evaluate whether there are conditions or events, considered in the aggregate, that raise substantial doubt about the Authority's ability to continue as a going concern for twelve months beyond the financial statement date, including any currently known information that may raise substantial doubt shortly thereafter.

To the Board of Directors  
Yuba-Sutter Transit Authority

### ***Auditor's Responsibilities for the Audit of the Financial Statements***

Our objectives are to obtain reasonable assurance about whether the financial statements as a whole are free from material misstatement, whether due to fraud or error, and to issue an auditor's report that includes our opinion. Reasonable assurance is a high level of assurance but is not absolute assurance and therefore is not a guarantee that an audit conducted in accordance with generally accepted auditing standards and *Government Auditing Standards* will always detect a material misstatement when it exists. The risk of not detecting a material misstatement resulting from fraud is higher than for one resulting from error, as fraud may involve collusion, forgery, intentional omissions, misrepresentations, or the override of internal control. Misstatements are considered material if there is a substantial likelihood that, individually or in the aggregate, they would influence the judgement made by a reasonable user based on the financial statements.

In performing an audit in accordance with generally accepted auditing standards and *Government Auditing Standards*, we:

- Exercise professional judgment and maintain professional skepticism throughout the audit.
- Identify and assess the risks of material misstatement of the financial statements, whether due to fraud or error, and design and perform audit procedures responsive to those risks. Such procedures include examining, on a test basis, evidence regarding the amounts and disclosures in the financial statements.
- Obtain an understanding of internal control relevant to the audit in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the Authority's internal control. Accordingly, no such opinion is expressed.
- Evaluate the appropriateness of accounting policies used and the reasonableness of significant accounting estimates made by management, as well as evaluate the overall presentation of the financial statements.
- Conclude whether, in our judgment, there are conditions or events, considered in the aggregate, that raise substantial doubt about the Authority's ability to continue as a going concern for a reasonable period of time.

We are required to communicate with those charged with governance regarding, among other matters, the planned scope and timing of the audit, significant audit findings, and certain internal control-related matters that we identified during the audit.

### ***Required Supplementary Information***

Accounting principles generally accepted in the United States of America require that the management's discussion and analysis, schedule of the proportionate share of the net pension liability, schedule of contributions to the pension plan, schedule of changes in the net OPEB liability and related ratios and schedule of contributions to the OPEB plan, as listed in the table of contents, be presented to supplement the basic financial statements. Such information, although not a part of the basic financial statements, is required by the Governmental Accounting Standards Board who considers it to be an essential part of financial reporting for placing the basic financial statements in an appropriate operational, economic, or historical context. We have applied certain limited procedures to the required supplementary information in accordance with auditing standards generally accepted in the United States of America, which consisted of inquiries of management about the methods of preparing the information and comparing the information for consistency with management's responses to our inquiries, the basic financial statements, and other knowledge we obtained during our audit of the basic financial statements. We do not express an opinion or provide any assurance on the information because the limited procedures do not provide us with sufficient evidence to express an opinion or provide any assurance.

Management has omitted management's discussion and analysis that accounting principles generally accepted in the United States of America require to be presented to supplement the basic financial statements. Such missing information, although not a required part of the basic financial statements, is required by the Governmental Accounting Standards Board who considers it to be an essential part of financial reporting for placing the basic

To the Board of Directors  
Yuba-Sutter Transit Authority

financial statements in an appropriate operational, economic, or historical context. Our opinion on the basic financial statements is not affected by this missing information.

***Supplementary Information***

Our audit was conducted for the purpose of forming an opinion on the financial statements that collectively comprise the Authority's basic financial statements. The accompanying schedule of expenditures of federal awards, as required by Title 2 U.S. *Code of Federal Regulations* Part 200, *Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards*, is presented for purposes of additional analysis and is not a required part of the basic financial statements. Such information is the responsibility of management and was derived from and relates directly to the underlying accounting and other records used to prepare the basic financial statements. The information has been subjected to the auditing procedures applied in the audit of the basic financial statements and certain additional procedures, including comparing and reconciling such information directly to the underlying accounting and other records used to prepare the basic financial statements or to the basic financial statements themselves, and other additional procedures in accordance with auditing standards generally accepted in the United States of America. In our opinion, the schedule of expenditures of federal awards is fairly stated, in all material respects, in relation to the basic financial statements as a whole.

**Other Reporting Required by *Government Auditing Standards***

In accordance with *Government Auditing Standards*, we have also issued our report dated January 24, 2025 on our consideration of the Authority's internal control over financial reporting and on our tests of its compliance with certain provisions of laws, regulations, contracts, and grant agreements and other matters. The purpose of that report is to describe the scope of our testing of internal control over financial reporting and compliance and the results of that testing, and not to provide an opinion on the effectiveness of the Authority's internal control over financial reporting or on compliance. That report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering the Authority's internal control over financial reporting and compliance.

*Richardson & Company, LLP*

January 24, 2025

YUBA-SUTTER TRANSIT AUTHORITY

STATEMENTS OF NET POSITION

June 30, 2024 and 2023

	2024	2023 (As Restated)
<b>ASSETS AND DEFERRED OUTFLOWS OF RESOURCES</b>		
<b>ASSETS</b>		
<b>CURRENT ASSETS</b>		
Cash and cash equivalents	\$ 2,006,026	\$ 3,289,961
Accounts receivable	14,705	4,223
Interest receivable	30,685	27,736
Due from other governmental agencies	9,598,634	6,440,162
Prepaid expenses and other assets	6,470	18,498
TOTAL CURRENT ASSETS	<u>11,656,520</u>	<u>9,780,580</u>
<b>NONCURRENT ASSETS</b>		
Restricted cash and cash equivalents	1,157,186	819,821
Capital assets:		
Nondepreciable	3,091,735	2,420,391
Depreciable, net	8,562,209	10,305,786
Total Capital Assets	<u>11,653,944</u>	<u>12,726,177</u>
TOTAL NONCURRENT ASSETS	<u>12,811,130</u>	<u>13,545,998</u>
TOTAL ASSETS	<u>24,467,650</u>	<u>23,326,578</u>
<b>DEFERRED OUTFLOWS OF RESOURCES</b>		
Pension plan	260,787	388,030
Other post employment benefits plan	81,047	61,582
TOTAL DEFERRED OUTFLOWS OF RESOURCES	<u>341,834</u>	<u>449,612</u>
TOTAL ASSETS AND DEFERRED OUTFLOWS OF RESOURCES	<u>\$ 24,809,484</u>	<u>\$ 23,776,190</u>
<b>LIABILITIES, DEFERRED INFLOWS OF RESOURCES AND NET POSITION</b>		
<b>LIABILITIES</b>		
<b>CURRENT LIABILITIES</b>		
Accounts payable	\$ 651,349	\$ 570,856
Accrued payroll	59,648	41,786
Accrued compensated absences	52,547	26,283
Unearned revenue	1,157,186	858,167
Deposits payable	26,388	25,075
TOTAL CURRENT LIABILITIES	<u>1,947,118</u>	<u>1,522,167</u>
<b>NONCURRENT LIABILITIES</b>		
Net pension liability	134,414	80,914
Other post employment benefits liability	210,173	166,061
TOTAL LIABILITIES	<u>2,291,705</u>	<u>1,769,142</u>
<b>DEFERRED INFLOWS OF RESOURCES</b>		
Pension plan	71,068	136,510
Other post employment benefits plan	44,923	50,756
TOTAL DEFERRED INFLOWS OF RESOURCES	<u>115,991</u>	<u>187,266</u>
<b>NET POSITION</b>		
Investment in capital assets	11,653,944	12,726,177
Restricted for capital projects	1,749,744	1,468,590
Restricted for operations in specified service areas	312,055	300,177
Unrestricted	8,686,045	7,324,838
TOTAL NET POSITION	<u>22,401,788</u>	<u>21,819,782</u>
TOTAL LIABILITIES, DEFERRED INFLOWS OF RESOURCES AND NET POSITION	<u>\$ 24,809,484</u>	<u>\$ 23,776,190</u>

The accompanying notes are an integral part of these financial statements.



YUBA-SUTTER TRANSIT AUTHORITY

STATEMENTS OF REVENUES, EXPENSES AND CHANGES IN NET POSITION

For the Years Ended June 30, 2024 and 2023

	2024	2023 (As Restated)
OPERATING REVENUES		
Passenger fares	\$ 886,713	\$ 781,222
Special transit fares	30,429	29,784
TOTAL OPERATING REVENUES	<u>917,142</u>	<u>811,006</u>
OPERATING EXPENSES		
Operations		
Purchased transportation	5,864,059	5,625,662
Depreciation	1,728,896	1,745,818
Fuel and lubricants	871,264	870,431
Maintenance and supplies	373,073	314,283
Vehicle insurance	301,219	283,923
Total operations	<u>9,138,511</u>	<u>8,840,117</u>
General administration		
Personnel costs	935,436	1,056,535
Services	134,417	318,081
Utilities	85,704	77,779
Casualty and liability insurance	60,216	34,867
Materials	21,390	8,386
Miscellaneous	50,737	25,273
Total general and administration	<u>1,287,900</u>	<u>1,520,921</u>
TOTAL OPERATING EXPENSES	<u>10,426,411</u>	<u>10,361,038</u>
NET LOSS FROM OPERATIONS	(9,509,269)	(9,550,032)
NONOPERATING REVENUES		
Federal Transit Administration operating grants	2,400,000	2,427,517
Local Transportation Fund	4,000,000	3,900,000
State Transit Assistance and State of Good Repair operating	2,353,084	2,114,176
State operating grants	4,725	286,827
Advertising	59,358	40,787
Other revenues	187,020	161,479
Interest	107,759	83,474
Gain on disposal of capital assets	1,174	
TOTAL NONOPERATING REVENUES	<u>9,113,120</u>	<u>9,014,260</u>
NET INCOME (LOSS) BEFORE CAPITAL CONTRIBUTIONS	(396,149)	(535,772)
CAPITAL CONTRIBUTIONS		
Federal Transit Administration	671,344	
State of Good Repair	306,811	293,586
State Transit Assistance		211,900
State of California PTMISEA grant		550,000
Other capital contribution revenues		6,661
TOTAL CAPITAL CONTRIBUTIONS	<u>978,155</u>	<u>1,062,147</u>
CHANGE IN NET POSITION	582,006	526,375
Net position at beginning of year - as previously reported	21,819,782	20,388,057
Restatement for change in accounting principle - Note K		905,350
Net position at beginning of year - as restated	<u>21,819,782</u>	<u>21,293,407</u>
NET POSITION AT END OF YEAR	<u>\$ 22,401,788</u>	<u>\$ 21,819,782</u>

The accompanying notes are an integral part of these financial statements.

YUBA-SUTTER TRANSIT AUTHORITY

STATEMENTS OF CASH FLOWS

For the Years Ended June 30, 2024 and 2023

	2024	2023 (As Restated)
<b>CASH FLOWS FROM OPERATING ACTIVITIES</b>		
Cash receipts from customers	\$ 906,660	\$ 809,884
Cash paid to suppliers for goods and services	(7,923,546)	(7,734,671)
Cash paid to employees for services	(546,039)	(485,225)
<b>NET CASH USED FOR OPERATING ACTIVITIES</b>	<b>(7,562,925)</b>	<b>(7,410,012)</b>
<b>CASH FLOWS FROM NONCAPITAL FINANCING ACTIVITIES</b>		
Operating grants and subsidies	6,407,340	5,893,977
Other nonoperating revenue	246,378	202,266
<b>NET CASH PROVIDED BY NONCAPITAL FINANCING ACTIVITIES</b>	<b>6,653,718</b>	<b>6,096,243</b>
<b>CASH FLOWS FROM CAPITAL AND RELATED FINANCING ACTIVITIES</b>		
Capital grants received	469,171	1,202,715
Proceeds from sale of capital assets	60,000	
Purchase of capital assets	(671,344)	(643,014)
<b>NET CASH (USED) PROVIDED BY CAPITAL AND RELATED FINANCING ACTIVITIES</b>	<b>(142,173)</b>	<b>559,701</b>
<b>CASH FLOWS FROM INVESTING ACTIVITIES</b>		
Interest earnings received	104,810	64,445
<b>NET CASH PROVIDED BY INVESTING ACTIVITIES</b>	<b>104,810</b>	<b>64,445</b>
<b>DECREASE IN CASH AND CASH EQUIVALENTS</b>	<b>(946,570)</b>	<b>(689,623)</b>
Cash and cash equivalents at beginning of year	4,109,782	4,799,405
<b>CASH AND CASH EQUIVALENTS AT END OF YEAR</b>	<b>\$ 3,163,212</b>	<b>\$ 4,109,782</b>
<b>RECONCILIATION OF CASH AND CASH EQUIVALENTS TO THE BALANCE SHEETS</b>		
Cash and cash equivalents	\$ 2,006,026	\$ 3,289,961
Restricted cash and cash equivalents	1,157,186	819,821
<b>CASH AND CASH EQUIVALENTS AT END OF YEAR</b>	<b>\$ 3,163,212</b>	<b>\$ 4,109,782</b>
<b>RECONCILIATION OF NET LOSS FROM OPERATIONS TO NET CASH USED FOR OPERATING ACTIVITIES:</b>		
Net loss from operations	\$ (9,509,269)	\$ (9,550,032)
Adjustments to reconcile net loss from operations to net cash used for operating activities:		
Depreciation	1,728,896	1,745,818
Changes in operating assets, deferred outflows, liabilities and deferred inflows:		
Accounts receivable	(10,482)	(1,122)
Prepaid expenses	12,028	121
Deferred outflows of resources	107,778	113,586
Accounts payable	36,348	(2,000)
Accrued payroll	17,862	1,530
Accrued compensated absences	26,264	(22,493)
Deposits payable	1,313	25
Net pension liability	53,500	361,211
OPEB liability	44,112	(23,797)
Deferred inflows of resources	(71,275)	(32,859)
<b>NET CASH USED FOR OPERATING ACTIVITIES</b>	<b>\$ (7,562,925)</b>	<b>\$ (7,410,012)</b>

The accompanying notes are an integral part of these financial statements.

YUBA-SUTTER TRANSIT AUTHORITY

NOTES TO FINANCIAL STATEMENTS

June 30, 2024 and 2023

NOTE A – SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES

The financial statements of the Yuba-Sutter Transit Authority (the Authority) have been prepared in conformity with generally accepted accounting principles (GAAP) as applied to government units. The Governmental Accounting Standards Board (GASB) is the accepted standard-setting body for establishing governmental accounting and financial reporting principles. The more significant accounting principles of the Authority are described below.

Description of Reporting Entity: The Authority is a joint powers agency formed by Yuba and Sutter Counties and the Cities of Marysville and Yuba City, to provide transportation services in the Yuba-Sutter Bi-County Area. The Authority is governed by an eight-member Board of Directors consisting of two members each from the Board of Supervisors of the counties of Yuba and Sutter and the City Councils of the cities of Yuba City and Marysville. The Authority operates a wide range of public transit services in both the rural and urbanized areas of Yuba and Sutter Counties, including the cities of Marysville, Yuba City, Wheatland, and Live Oak through the use of a transit contractor. These services include fixed routes and dial-a-ride in the urban areas, rural route deviation service to Live Oak, Wheatland, and the Yuba County foothills, and both commuter and midday service to Sacramento.

Basis of Presentation: The Authority's resources are allocated to and accounted for in these financial statements as an enterprise fund type of the proprietary fund group. Enterprise funds are used to account for operations that are financed and operated in a manner similar to private business enterprises, where the intent of the governing body is that the costs (expenses, including depreciation) of providing goods or services to the general public on a continuing basis be financed or recovered primarily through user charges, or where the governing body has decided that periodic determination of revenues earned, expenses incurred, and/or net income is appropriate for capital maintenance, public policy, management control, accountability, or other policies. Unrestricted net position for the enterprise fund represents the net position available for future operations.

Basis of Accounting: The accounting and financial reporting treatment applied to a fund is determined by its measurement focus. Enterprise funds are accounted for on a flow of economic resources measurement focus. With this measurement focus, all assets, deferred outflows of resources, liabilities and deferred inflows of resources associated with the operation of this fund are included on the statement of net position. Net position is segregated into the investment in capital assets, amounts restricted and amounts unrestricted. Enterprise fund-type operating statements present increases (i.e., revenue) and decreases (i.e., expenses) in net assets.

The Authority uses the accrual basis of accounting. Under this method, revenues are recorded when earned and expenses are recorded at the time liabilities are incurred. Grant revenue is recognized when program expenditures are incurred in accordance with program guidelines. When such funds are received they are recorded as unearned revenues until earned. Transportation Development Act (TDA) revenues are recognized when all eligibility requirements have been met.

Proprietary funds distinguish operating revenues and expenses from non-operating items. Operating revenues and expenses generally result from providing services and producing and delivering goods in connection with a proprietary fund's principal ongoing operations. The principal operating revenues of the Authority are charges to customers for transportation services. Operating expenses include the cost of purchased transportation, fuel and lubricants, administrative expenses, maintenance, insurance and depreciation on capital assets. All revenues and expenses not meeting this definition are reported as non-operating revenues and expenses.

When both restricted and unrestricted resources are available for use, it is the Authority's policy to use restricted resources first, then unrestricted resources as they are needed.

Cash and Cash Equivalents: For the purposes of reporting cash flows, the Authority considers all cash and highly liquid investments purchased with an original maturity of three months or less and the investment in the Local Agency Investment Fund (LAIF) to be cash equivalents.

Restricted Cash and Cash Equivalents: Restricted cash and cash equivalents represents the unexpended amounts received under the Low Carbon Transit Operations Program.

YUBA-SUTTER TRANSIT AUTHORITY

NOTES TO FINANCIAL STATEMENTS (Continued)

June 30, 2024 and 2023

NOTE A – SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (Continued)

**Capital Assets:** Capital assets are valued at historical cost. Capital assets are defined by the Authority as assets with an initial, individual cost of more than \$5,000 and an estimated useful life of one year or more. Provision is made for depreciation on the straight-line method over the estimated useful lives of the assets. The estimated useful lives are as follows:

Buildings and improvements	5-30 years
Vehicles	4-12 years
Equipment	5-10 years

Maintenance and repairs are charged to operations when incurred. Costs of assets sold or retired (and the related amounts of accumulated depreciation) are eliminated from the accounts in the year of sale or retirement and the resulting gain or loss is included in the operating statement.

Right-to-use lease and subscription assets are recognized at the lease/subscription commencement date and represent the right to use an underlying asset for the lease/subscription term. Right-to-use lease/subscription assets are measured at the initial value of the lease/subscription liability plus any payments made to the lessor/vendor before the commencement of the lease/subscription term, less any incentives received at or before the commencement of the term, plus any initial direct costs necessary to place the asset into service. Right-to-use lease/subscription assets are amortized over the shorter of the lease/subscription term or useful life of the underlying asset using the straight-line method. Short-term leases/subscription payments are expensed as incurred. The Authority did not have any leases meeting the recognition criteria of GASB Statement No. 87 or subscriptions meeting the recognition criteria of GASB Statement No. 96 at June 30, 2024, and 2023.

**Unearned Revenue:** Unearned revenue represents resources received before the Authority has legal claim to them (i.e. when cost reimbursement grant revenues are received prior to the incurrence of qualifying expenditures) or when exchange revenues are received before the exchange takes place. Unearned revenue (including unspent interest earned on the unspent grants) consisted of the following at June 30:

	2024	2023
Low Carbon Transit Operations Program	\$ 1,157,186	\$ 819,821
Caltrans		38,346
	<u>\$ 1,157,186</u>	<u>\$ 858,167</u>

**Compensated Absences:** It is the Authority’s policy to permit employees to accumulate earned but unused annual leave benefits up to a maximum of 384 hours. Unused annual leave is paid to the employees upon termination. The Authority considers the entire balance of compensated absences to be a current liability.

**Deferred Outflows and Inflows of Resources:** In addition to assets and liabilities, the statement of net position reports separate sections for deferred outflows and deferred inflows of resources. *Deferred outflows of resources* represent a consumption of net position by the government that is applicable to a future reporting period. *Deferred inflows of resources* represent an acquisition of net position that is applicable to a future reporting period. These amounts will not be recognized as an outflow of resources (expense) or an inflow of resources (revenue) until the earning process is complete. Deferred outflows and inflows of resources represent amounts deferred related to the Authority’s pension and OPEB plan as described in Notes G and H.

**Pension Plan:** For purposes of measuring the net pension liability and deferred outflows/inflows of resources related to the pension plan, and pension expense, information about the fiduciary net position of the Authority’s California Public Employees’ Retirement System (CalPERS) plan (the Plan) and additions to/deductions from the Plan’s fiduciary net position have been determined on the same basis as they are reported by CalPERS. For this purpose, benefit payments (including refunds of employee contributions) are recognized when due and payable in accordance with the benefit terms. Investments are reported at fair value.

YUBA-SUTTER TRANSIT AUTHORITY

NOTES TO FINANCIAL STATEMENTS (Continued)

June 30, 2024 and 2023

NOTE A – SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (Continued)

Postemployment Benefits Other Than Pensions (OPEB): For purposes of measuring the net OPEB liability, deferred outflows of resources and deferred inflows of resources related to OPEB, and OPEB expense, information about the fiduciary net position of the OPEB plan and additions to/deductions from the OPEB plan's fiduciary net position have been determined on the same basis as they were reported by the plan. For this purpose, benefit payments are recognized when due and payable in accordance with the benefit terms.

Restricted Net Position: Restrictions of net position show amounts that are legally restricted for specific uses. The amount restricted for operations in specified service areas is for State Transit Assistance funds claimed on behalf of Wheatland and Live Oak that have not been spent.

Use of Estimates: The preparation of the financial statements in conformity with accounting principles generally accepted in the United States of America requires management to make estimates and assumptions that affect the reported amounts of assets and liabilities and disclosure of contingent assets and liabilities at the date of the financial statements and the reported amounts of revenues and expenses during the reporting period. Actual results could differ from those estimates.

NOTE B – CASH AND CASH EQUIVALENTS

Cash and cash equivalents reported on the balance sheet was as follows at June 30:

	<u>2024</u>	<u>2023</u>
Cash and cash equivalents	\$ 2,006,026	\$ 3,289,961
Restricted cash and cash equivalents	<u>1,157,186</u>	<u>819,821</u>
Total cash and cash equivalents	<u>\$ 3,163,212</u>	<u>\$ 4,109,782</u>

Cash and cash equivalents consisted of the following at June 30:

	<u>2024</u>	<u>2023</u>
Cash on hand	\$ 1,019	\$ 2,984
Deposits in financial institutions:		
Unrestricted	98,950	370,251
Restricted	<u>1,157,186</u>	<u>819,821</u>
Total deposits in financial institutions	1,256,136	1,190,072
Investment in Local Agency Investment Fund (LAIF):		
Unrestricted	<u>1,906,057</u>	<u>2,916,726</u>
Total	<u>1,906,057</u>	<u>2,916,726</u>
Total cash and cash equivalents	<u>\$ 3,163,212</u>	<u>\$ 4,109,782</u>

Investment Policy: California statutes authorize districts to invest idle or surplus funds in a variety of credit instruments as provided for in the California Government Code, Section 53600, Chapter 4 - Financial Affairs. The Authority's investment policy permits investments only in time deposits and the State of California Local Agency Investment Fund (LAIF).

Interest Rate Risk: Interest rate risk is the risk that changes in market interest rates will adversely affect the fair value of an investment. Generally, the longer the maturity of an investment the greater the sensitivity of its fair value to changes in market interest rates. As of June 30, 2024 and 2023, the weighted average maturity of the investments contained in the LAIF investment pool was approximately 217 and 260 days, respectively.

YUBA-SUTTER TRANSIT AUTHORITY

NOTES TO FINANCIAL STATEMENTS (Continued)

June 30, 2024 and 2023

NOTE B – CASH AND CASH EQUIVALENTS (Continued)

Credit Risk: Generally, credit risk is the risk that an issuer of an investment will not fulfill its obligation to the holder of the investment. This is measured by the assignment of a rating by a nationally recognized statistical rating organization. LAIF does not have a rating provided by a nationally recognized statistical rating organization.

Custodial Credit Risk: Custodial credit risk for deposits is the risk that, in the event of the failure of a depository financial institution, a government will not be able to recover its deposits or will not be able to recover collateral securities that are in the possession of an outside party. The California Government Code and the Authority’s investment policy do not contain legal or policy requirements that would limit the exposure to custodial credit risk for deposits, other than the following provision for deposits: The California Government Code requires that a financial institution secure deposits made by state or local governmental units by pledging securities in an undivided collateral pool held by a depository regulated under state law (unless so waived by the governmental unit). The market value of the pledged securities in the collateral pool must equal at least 110% of the total amount deposited by the public agencies. California law also allows financial institutions to secure public agency deposits by pledging first trust deed mortgage notes having a value of 150% of the secured public deposits.

At June 30, 2024 and 2023, the carrying amount of the Authority’s deposits was \$1,256,136 and \$1,190,072 and the balance in financial institutions was \$1,326,373 and \$1,192,121, respectively. Of the balance in financial institutions, \$250,000 was covered by federal depository insurance. The remaining amount was collateralized by securities pledged by the financial institution, but not in the name of the Authority.

Investment in LAIF: LAIF is stated at amortized cost, which approximates fair value. The LAIF is a special fund of the California State Treasury through which local governments may pool investments. The total fair value amount invested by all public agencies in LAIF was \$178,255,132,764, which is managed by the State Treasurer. Of that amount, 3.00% was invested in asset-back securities and structured financial instruments. The Local Investment Advisory Board (the Board) has oversight responsibility for LAIF. The Board consists of five members as designated by State Statute. The fair value of the Authority’s investment in this pool is reported in the accompanying financial statements at amounts based upon the Authority’s pro-rata share of the fair value provided by LAIF for the entire LAIF portfolio (in relation to the amortized cost of that portfolio). The balance available for withdrawal is based on the accounting records maintained by LAIF, which are recorded on an amortized cost basis.

NOTE C – DUE FROM OTHER GOVERNMENTAL AGENCIES

Amounts due from other governmental agencies consisted of the following at June 30:

	2024	2023 (As Restated)
Sacramento Area Council of Governments (STA)	\$ 6,172,916	\$ 3,929,832
Sacramento Area Council of Governments (SGR)	1,432,088	1,125,277
Sacramento Area Council of Governments (LTF)	923,663	365,202
Federal Transit Administration (FTA) grants	520,294	613,000
State Department of Transportation grants (FTA pass-through and other)	351,050	227,136
Other	102,266	106,325
Connect Card Consortium	96,357	73,390
Total due from other governmental agencies	<u>\$ 9,598,634</u>	<u>\$ 6,440,162</u>

YUBA-SUTTER TRANSIT AUTHORITY  
NOTES TO FINANCIAL STATEMENTS (Continued)

June 30, 2024 and 2023

NOTE D – CAPITAL ASSETS

Capital asset activity was as follows for the years ended June 30:

	Balance at July 1, 2023	Additions	Retirements	Balance at June 30, 2024
Capital assets, not being depreciated				
Land	\$ 1,863,730			\$ 1,863,730
Land improvements	6,661			6,661
Work in progress	550,000	\$ 671,344		1,221,344
Total capital assets not being depreciated	<u>2,420,391</u>	<u>671,344</u>		<u>3,091,735</u>
Capital assets, being depreciated:				
Buildings and improvements	4,691,997		\$ (11,554)	4,680,443
Vehicles	19,169,401		(1,056,534)	18,112,867
Maintenance tools and equipment	357,007			357,007
Office equipment	146,732			146,732
Total capital assets being depreciated	<u>24,365,137</u>		<u>(1,068,088)</u>	<u>23,297,049</u>
Less accumulated depreciation for:				
Buildings and improvements	(2,486,142)	(174,361)	6,873	(2,653,630)
Vehicles	(11,248,355)	(1,520,617)	1,046,534	(11,722,438)
Maintenance tools and equipment	(178,327)	(33,713)		(212,040)
Office equipment	(146,527)	(205)		(146,732)
Total accumulated depreciation	<u>(14,059,351)</u>	<u>(1,728,896)</u>	<u>1,053,407</u>	<u>(14,734,840)</u>
Total capital assets being depreciated, net	<u>10,305,786</u>	<u>(1,728,896)</u>	<u>(14,681)</u>	<u>8,562,209</u>
Capital assets, net	<u>\$ 12,726,177</u>	<u>\$ (1,057,552)</u>	<u>\$ (14,681)</u>	<u>\$ 11,653,944</u>
	Balance at July 1, 2022	Additions	Retirements	Balance at June 30, 2023
Capital assets, not being depreciated				
Land	\$ 1,863,730			\$ 1,863,730
Land improvements		\$ 6,661		6,661
Work in progress		550,000		550,000
Total capital assets not being depreciated	<u>1,863,730</u>	<u>556,661</u>		<u>2,420,391</u>
Capital assets, being depreciated:				
Buildings and improvements	4,691,997			4,691,997
Vehicles	19,169,401			19,169,401
Maintenance tools and equipment	291,654	86,353	\$ (21,000)	357,007
Office equipment	146,732			146,732
Total capital assets being depreciated	<u>24,299,784</u>	<u>86,353</u>	<u>(21,000)</u>	<u>24,365,137</u>
Less accumulated depreciation for:				
Buildings and improvements	(2,311,414)	(174,728)		(2,486,142)
Vehicles	(9,711,231)	(1,537,124)		(11,248,355)
Maintenance tools and equipment	(167,825)	(31,502)	21,000	(178,327)
Office equipment	(144,063)	(2,464)		(146,527)
Total accumulated depreciation	<u>(12,334,533)</u>	<u>(1,745,818)</u>	<u>21,000</u>	<u>(14,059,351)</u>
Total capital assets being depreciated, net	<u>11,965,251</u>	<u>(1,659,465)</u>		<u>10,305,786</u>
Capital assets, net	<u>\$ 13,828,981</u>	<u>\$ (1,102,804)</u>	<u>\$ -</u>	<u>\$ 12,726,177</u>

Change in Estimate: During the year ended June 30, 2023, the Authority received notice that the software platform associated with their automatic vehicle location (AVL) equipment will retire completely on June 30, 2024. The Authority had originally estimated a 10-year useful life for the AVL when it was acquired in May 2019. Upon learning that the equipment will not be functional past June 2024, the Authority changed the useful life of the asset to 5 years to match the timing of the accompanying AVL subscription software. Due to this change in estimate, depreciation expense and accumulated depreciation for the year ending June 30, 2023, both increased by \$50,664.

YUBA-SUTTER TRANSIT AUTHORITY  
NOTES TO FINANCIAL STATEMENTS (Continued)

June 30, 2024 and 2023

NOTE E – FARE REVENUE RATIO

The Authority is required by the Sacramento Area Council of Governments (SACOG) to maintain a fare revenue ratio to operating expense ratio of 14.6% in accordance with the Transportation Development Act (TDA). The operating exemption is based on the net operation expense per vehicle service hour. The fare revenue ratios were as follows for the years ended June 30:

	2024	2023
Fare revenues	\$ 917,142	\$ 811,006
Local funds:		
Federal funds	2,400,000	2,427,517
Advertising	59,358	40,787
Other revenues	187,020	161,479
Interest	107,759	83,474
Proceeds from sale of capital assets	15,855	
Total fare revenues and local funds	\$ 3,687,134	\$ 3,524,263
Total operating expenses	\$ 10,426,411	\$ 10,361,038
Less: Pension expense in excess of actuarially determined contribution	(115,301)	(384,466)
Less: OPEB expense in excess of actuarially determined contribution	(18,814)	(33,675)
Less: depreciation	(1,728,896)	(1,745,818)
Net operating expenses	\$ 8,563,400	\$ 8,197,079
Fare revenue ratio	43.06%	42.99%

The Authority complied with the required 14.6% fare revenue for the years ended June 30, 2024 and 2023.

NOTE F – INSURANCE

The Authority is exposed to the ordinary risk of loss in the normal course of business: general liability, automobile, and property. Commercial insurance is purchased to cover these potential areas of risk. There have been no significant reductions in insurance coverage from coverage in the prior fiscal year. Also, there have not been any settlements in excess of the insurance coverage for the past three fiscal years.

NOTE G – PENSION PLAN AND DEFERED COMPENSATION PLAN

Pension Plan Description: All qualified permanent and probationary employees are eligible to participate in the Authority’s cost-sharing multiple employer defined benefit pension plan administered by the California Public Employees’ Retirement System (CalPERS). The Authority participates in the Miscellaneous Risk Pool and the following rate plans:

- Miscellaneous rate plan
- PEPRA Miscellaneous rate plan

Benefit provisions under the Plan are established by State statute and Board resolution. CalPERS issues publicly available reports that include a full description of the pension plan regarding benefit provisions, assumptions and membership information that can be found on the CalPERS website at [www.calpers.ca.gov](http://www.calpers.ca.gov).

Benefits Provided: CalPERS provides service retirement and disability benefits, annual cost of living adjustments and death benefits to plan members, who must be public employees and beneficiaries. Benefits are based on years of credited service, equal to one year of full-time employment. Members with five years of total service are eligible to retire at age 50 (52 for PEPRA Miscellaneous Plan) with statutorily reduced benefits. All members are eligible for



YUBA-SUTTER TRANSIT AUTHORITY

NOTES TO FINANCIAL STATEMENTS (Continued)

June 30, 2024 and 2023

NOTE G – PENSION PLAN AND DEFERRED COMPENSATION PLAN (Continued)

non-duty disability benefits after 5 years of service. The death benefit is one of the following: the 1959 Survivor Benefit level 3, or the Optional Settlement 2W Death Benefit. The cost-of-living adjustments for the Plan are applied as specified by the Public Employees’ Retirement Law. The Plan’s provisions and benefits in effect at June 30, 2024 and 2023 are summarized as follows:

	Miscellaneous	PEPRA Miscellaneous
	Prior to January 1, 2013	On or after January 1, 2013
CalPERS membership date		
Benefit formula (at full retirement)	2.0% @ 55	2.0% @ 62
Benefit vesting schedule	5 years service	5 years service
Benefit payments	Monthly for life	Monthly for life
Retirement age	50 - 63	52 - 67
Final average compensation period	Three years	Three years
Monthly benefits, as a % of eligible compensation	1.426% to 2.418%	1.0% to 2.50%
Required employee contribution rates 2023	7.00%	6.75%
Required employer contribution rates 2023	10.32%	7.47%
Required employee contribution rates 2024	7.00%	7.75%
Required employer contribution rates 2024	11.84%	7.68%

The Miscellaneous rate plan is closed to new members that are not already CalPERS participants. The Miscellaneous rate plan contribution percentages above do not include the required payment of the Employer Unfunded Accrued Liability (UAL). The Authority did not make any UAL contributions to CalPERS during the year ended June 30, 2024. In addition to the contribution rates above, the Authority contributed UAL payments to CalPERS \$3,793 during the year ended June 30, 2023.

Contributions: Section 20814(c) of the California Public Employees’ Retirement Law requires that the employer contribution rates for all public employers be determined on an annual basis by the actuary and shall be effective on the July 1 following notice of a change in the rate. Funding contributions for the Plan are determined annually on an actuarial basis as of June 30 by CalPERS. The actuarially determined rate is the estimated amount necessary to finance the costs of benefits earned by employees during the year, with an additional amount to finance any unfunded accrued liability. The Authority is required to contribute the difference between the actuarially determined rate and the contribution rate of employees. The employer contributions for the Plan were \$53,889 and \$43,149 for the years ended June 30, 2024 and 2023, respectively.

Pension Assets/Liabilities, Pension Expenses and Deferred Outflows/Inflows of Resources Related to Pensions: The Authority reported a net pension liability for its proportionate share of the net pension liability of the Plan of \$134,414 and \$80,914 as of June 30, 2024 and 2023, respectively.

The Authority’s net pension asset/liability for the Plan is measured as the proportionate share of the net pension liability. The net pension liability of the Plan for the years ended June 30, 2024 and 2023 was measured as of June 30, 2023 and 2022, respectively, and the total pension liability for the Plan used to calculate the net pension liability was determined by actuarial valuations as of June 30, 2022 and 2021 rolled forward to June 30, 2023 and 2022, respectively, using standard update procedures. The Authority’s proportion of the net pension liability was based on a projection of the Authority’s long-term share of contributions to the pension plan relative to the projected contributions of all participating employers, actuarially determined.

YUBA-SUTTER TRANSIT AUTHORITY  
NOTES TO FINANCIAL STATEMENTS (Continued)

June 30, 2024 and 2023

NOTE G – PENSION PLAN AND DEFERRED COMPENSATION PLAN (Continued)

The Authority’s proportionate share of the net pension liability at June 30 was as follows:

Proportion - June 30, 2022	-0.01476%
Proportion - June 30, 2023	<u>0.00173%</u>
Change	0.01649%
Proportion - June 30, 2024	<u>0.00269%</u>
Change	0.00096%

For the years ended June 30, 2024 and 2023, the Authority recognized pension expense of \$169,190 and \$427,614, respectively. The Authority reported deferred outflows of resources and deferred inflows of resources related to the Plan from the following sources as of June 30:

	2024		2023	
	Deferred Outflows of Resources	Deferred Inflows of Resources	Deferred Outflows of Resources	Deferred Inflows of Resources
Pension contributions subsequent to measurement date	\$ 53,889		\$ 43,149	
Differences between expected and actual experience	6,867	\$ (1,065)	1,625	\$ (1,088)
Changes in assumptions	8,115		8,291	
Net differences between projected and actual earnings on pension plan investments	21,763		14,821	
Change in employer's proportion	170,153		247,316	(67,583)
Difference between actual contributions and proportionate share of contributions.		(70,003)	72,828	(67,839)
Total	\$ 260,787	\$ (71,068)	\$ 388,030	\$ (136,510)

The amounts above reported as deferred outflows of resources related to contributions subsequent to the measurement date will be recognized as a reduction of the net pension liability in the subsequent fiscal year. Other amounts reported as deferred outflows of resources and deferred inflows of resources related to the Plan will be recognized as pension expense as follows as of June 30:

Year Ended June 30	2024	2023
2024		\$ 78,751
2025	\$ 73,526	72,041
2026	48,672	48,514
2027	13,007	9,065
2028	625	
	\$ 135,830	\$ 208,371

YUBA-SUTTER TRANSIT AUTHORITY  
NOTES TO FINANCIAL STATEMENTS (Continued)

June 30, 2024 and 2023

NOTE G – PENSION PLAN AND DEFERRED COMPENSATION PLAN (Continued)

Actuarial Assumptions: The total pension liabilities in actuarial valuations for the Plan was determined using the following actuarial assumptions at June 30:

	2024	2023
Valuation date	June 30, 2022	June 30, 2021
Measurement date	June 30, 2023	June 30, 2022
Actuarial cost method	Entry-Age Normal Cost Method	
Amortization method	Level percentage of payroll	
Asset valuation method	Market value	
Actuarial assumptions:		
Discount rate	6.90%	6.90%
Inflation	2.30%	2.30%
Payroll growth	2.80%	2.80%
Projected salary increases	0.2% - 7.64% (1)	0.2% - 7.64% (1)
Investment rate of return	6.90%	6.90%
Mortality	CalPERS Table	CalPERS Table

(1) Depending on age, service and type of employment

The mortality table used was developed based on CalPERS-specific data. The rates incorporate Generational Mortality to capture ongoing mortality improvement using 80% of Scale MP 2020 published by Society of Actuaries. For more details on this schedule, please refer to the 2021 Experience Study report that can be found on the CalPERS website. The Experience Study can be found on the CalPERS website under Forms and Publications.

Discount Rate: The discount rate used to measure the total pension liability for PERF C was 6.90% at June 30, 2024 and 2023. The projection of cash flows used to determine the discount rate assumed that contributions from the plan members will be made at the current member contribution rates and that contributions from the employers will be made at statutorily required rates, actuarially determined. Based on those assumptions, the Plan's fiduciary net position was projected to be available to make all projected future benefit payments of current plan members. Therefore, the long-term expected rate of return on plan investments was applied to all periods of projected benefit payments to determine the total pension liability.

The long-term expected rate of return on pension plan investments was determined using a building-block method in which best-estimate ranges of expected future real rates of return (expected returns, net of pension plan investment expense and inflation) were developed for each major asset class.

In determining the long-term expected rate of return, CalPERS took into account both short-term and long-term market return expectations as well as the expected pension fund cash flows. Using historical returns of all the funds' asset classes, expected compound returns were calculated over the short-term (first 10 years) and the long-term (11-60 years) using a building-block approach. Using the expected nominal returns for both short-term and long-term, the present value of benefits was calculated for each fund. The expected rate of return was set by calculating the single equivalent expected return that arrived at the same present value of benefits for cash flows as the one calculated using both short-term and long-term returns. The expected rate of return was then set equivalent to the single equivalent rate calculated above and rounded down to the nearest one quarter of one percent.

YUBA-SUTTER TRANSIT AUTHORITY

NOTES TO FINANCIAL STATEMENTS (Continued)

June 30, 2024 and 2023

NOTE G – PENSION PLAN AND DEFERRED COMPENSATION PLAN (Continued)

The table below reflects the long-term expected real rate of return by asset class for the Plan for the years ended June 30. The rate of return was calculated using the capital market assumptions applied to determine the discount rate and asset allocation. These rates of return are net of administrative expenses.

Asset Class	2024		2023	
	New Strategic Allocation	Real Return Years 1 - 10(a)	New Strategic Allocation	Real Return Years 1 - 10(a)
Global equity - cap-weighted	30.0%	4.54%	30.0%	4.45%
Global equity - non-cap-weighted	12.0%	3.84%	12.0%	3.84%
Private equity	13.0%	7.28%	13.0%	7.28%
Treasury	5.0%	0.27%	5.0%	0.27%
Mortgage-backed securities	5.0%	0.50%	5.0%	0.50%
Investment grade corporates	10.0%	1.56%	10.0%	1.56%
High yield	5.0%	2.27%	5.0%	2.27%
Emerging market debt	5.0%	2.48%	5.0%	2.48%
Private debt	5.0%	3.57%	5.0%	3.57%
Real assets	15.0%	3.21%	15.0%	3.21%
Leverage	-5.0%	-0.59%	-5.0%	-0.59%
Total	100.0%		100.0%	

(a) An expected inflation of 2.30% used for this period. Figures are based on the 2021-22 Asset Liability Management study.

Sensitivity of the Proportionate Share of the Net Pension Liability to Changes in the Discount Rate: The following presents the Authority’s proportionate share of the net pension liability for the Plan, calculated using the discount rate for the Plan, as well as what the Authority’s proportionate share of the net pension liability would be if it were calculated using a discount rate that is 1-percentage point lower or 1-percentage point higher than the current rate:

	2024	2023
1% decrease	5.90%	5.90%
Net pension liability (asset)	\$ 435,193	\$ 363,080
Current discount rate	6.90%	6.90%
Net pension liability (asset)	\$ 134,414	\$ 80,914
1% increase	7.90%	7.90%
Net pension liability (asset)	\$ (113,153)	\$ (151,240)

Pension Plan Fiduciary Net Position: Detailed information about each pension plan’s fiduciary net position is available in the separately issued CalPERS financial reports.

Payable to the Pension Plan: At June 30, 2024 and 2023, the Authority reported a payable of \$8,627 and \$3,970, respectively, for the outstanding amount of contributions to the Plan.

Deferred Compensation Plan: The Authority offers an Internal Revenue Code Section 457 deferred compensation plan, the CalPERS 457 Deferred Compensation Plan, to all permanent employees that are members of CalPERS. The plan is administered by CalPERS.

Benefit terms, including contribution requirements, are established and may be amended by the Board of Directors. The Authority is required to contribute \$200 per month for the Executive Director (changed to 2.5% in July 2023) and \$100 per month for all other permanent employees. Employees are permitted to make contributions to the plan up to applicable Internal Revenue Code limits. Employees immediately vest in the Authority’s and their own contributions and earnings on those contributions. During the years ended June 30, 2024 and 2023, the Authority contributed \$8,519 and \$6,781 and employees contributed \$26,710 and \$40,050, respectively.

YUBA-SUTTER TRANSIT AUTHORITY

NOTES TO FINANCIAL STATEMENTS (Continued)

June 30, 2024 and 2023

NOTE H – OTHER POST-RETIREMENT BENEFITS

**Plan Description:** The Authority administers a single-employer defined benefit postemployment healthcare plan. Healthcare benefits are provided to eligible retirees and their dependents through the California Public Employees’ Retirement System healthcare program (PEMHCA). Benefit provisions are established and may be amended by the Authority. No assets are accumulated in a trust that meets the criteria in paragraph 4 of Statement 75. No prefunding contributions are being made to the Plan.

**Benefits Provided:** The Authority provides a retiree medical contribution for employees who retire within 120 days of separation from the Authority under CalPERS. The Authority’s yearly contribution is capped at the PEMHCA minimum employer contribution, which was \$1,884 and \$1,812 for the years ending June 30, 2024 and 2023. The benefit continues to surviving spouses and dependents. Retirees may select any retiree medical plan and coverage category offered by CalPERS, including spouse and family coverage, but must incur the cost of premiums exceeding the Authority’s contribution.

For employees hired by the Authority before January 1, 2013, upon retirement from Authority service, regular full-time or eligible part-time employees who have reached age fifty (50), have served a minimum of five (5) years of accumulated CalPERS service, may be eligible for benefits. For employees hired by the Authority on or after January 1, 2013, upon retirement from Authority service, regular full-time or eligible part-time employees who have reached age fifty-two (52), have served a minimum of five (5) years of continuous service with the Authority are eligible.

**Employees Covered by Benefit Terms:** As of the actuarial valuation date, the following current and former employees were covered by the benefit terms under the Plan:

	<u>2024</u>	<u>2023</u>
Retired members and beneficiaries currently receiving benefit payments	1	
Inactive participants with deferred benefits but not receiving benefits		2
Active employees	<u>4</u>	<u>5</u>
Total	<u><u>5</u></u>	<u><u>7</u></u>

**Contributions:** The Authority’s Board of Directors has the authority under the California Government Code to establish and amend contribution requirements. The Authority’s contributions during the year ended June 30, 2024 were \$11,002 and consisted of direct payments of insurance premiums of \$1,848 and implied subsidy payments of \$9,154. The Authority made implied subsidy contributions to the plan of \$2,189 during the year ended June 30, 2023.

**Total OPEB Liability:** The Authority's total OPEB liability at June 30, 2024 and 2023 was measured as of June 30, 2023 and 2022, and was determined by an actuarial valuation as of June 30, 2023 and 2021, respectively.

**Actuarial Assumptions and Other Inputs:** The total OPEB liability at the June 30, 2023 and 2022 measurement date was determined using the following actuarial assumptions and other inputs, applied to all periods included in the measurement, unless specified otherwise:

YUBA-SUTTER TRANSIT AUTHORITY  
NOTES TO FINANCIAL STATEMENTS (Continued)

June 30, 2024 and 2023

NOTE H – OTHER POST-RETIREMENT BENEFITS (Continued)

	2024	2023
Valuation date	June 30, 2023	June 30, 2021
Measurement date	June 30, 2023	June 30, 2022
Actuarial cost method	Entry-age normal cost method	Entry-age normal cost method
Actuarial assumptions:		
Inflation	2.62%	2.26%
Salary increases	3.25%	3.25%
Discount rate	3.86%	3.69%
Mortality rate	CalPERS 2021 Experience Study	CalPERS 2017 Experience Study
Healthcare trend rate	Pre-65: 7.88% in 2024, decreasing to an ultimate rate of 4.5% in 2052. Post-65: 4.85% in 2024, decreasing to an ultimate rate of 4.5% in 2052.	Pre-65: 7.6% in 2023, decreasing to an ultimate rate of 4.0% in 2069. Post-65: 5.7% in 2024, decreasing to an ultimate rate of 4.0% in 2069.
Participation rate	100%	100%

Changes in actuarial assumptions in the June 30, 2023 actuarial valuation included the following: The discount rate increased from 3.69% to 3.86%. The average per capital claims cost was updated to reflect the actual 2023 and 2024 premiums. The health care cost trend rate was updated to reflect 2023 industry survey data. The Plan has no assets. Consequently, the discount rate was based on the Fidelity GO AA 20-year municipal index, an index of 20-year, tax-exempt general obligation municipal bonds with an average rating of AA/Aa or higher. Mortality improvement information was derived from the 2021 and 2017 CalPERS experience studies at June 30, 2024 and 2023, respectively. The Experience Study Report may be accessed on the CalPERS website [www.calpers.ca.gov](http://www.calpers.ca.gov) under Forms and Publications.

Changes in the Total OPEB Liability: The changes in the total OPEB liability for the Plan were as follows:

	2024			2023
	Increase (Decrease)			Increase (Decrease)
	Total OPEB Liability	Plan Fiduciary Net Position	Net OPEB Liability	Total OPEB Liability
Balance at July 1	\$ 166,061		\$ 166,061	\$ 189,858
Changes during the year:				
Service cost	19,466		19,466	27,355
Interest	6,840		6,840	4,692
Plan experience	9,431		9,431	
Changes in assumptions	8,708		8,708	(55,844)
Benefit payments	(333)	\$ (333)		
Contributions - employer		333	(333)	
Net change	44,112		44,112	(23,797)
Balance at June 30	\$ 210,173	\$ -	\$ 210,173	\$ 166,061

Sensitivity of the Total OPEB Liability to Changes in the Discount Rate: The following presents the total OPEB liability of the Authority, as well as what the Authority's total OPEB liability would be if it were calculated using a discount rate that is 1 percentage point lower or 1 percentage point higher than the current discount rate:

	2024			2023		
	1% Decrease	Current	1% Increase	1% Decrease	Current	1% Increase
	2.86%	Discount Rate 3.86%	4.86%	2.69%	Discount Rate 3.69%	4.69%
Net OPEB liability	\$ 247,097	\$ 210,173	\$ 180,718	\$ 200,144	\$ 166,061	\$ 139,260

YUBA-SUTTER TRANSIT AUTHORITY

NOTES TO FINANCIAL STATEMENTS (Continued)

June 30, 2024 and 2023

NOTE H – OTHER POST-RETIREMENT BENEFITS (Continued)

Sensitivity of the Total OPEB Liability to Changes in the Healthcare Cost Trend Rates: The following presents the total OPEB liability of the Authority, as well as what the Authority’s total OPEB liability would be if it were calculated using healthcare cost trend rates that are 1 percentage point lower or 1 percentage point higher than the current healthcare cost trend rates:

	2024			2023		
	Current Healthcare Cost Trend Rates			Current Healthcare Cost Trend Rates		
	1% Decrease		1% Increase	1% Decrease		1% Increase
Net OPEB liability	\$ 175,224	\$ 210,173	\$ 255,105	\$ 132,627	\$ 166,061	\$ 210,364

OPEB Expense and Deferred Outflows of Resources and Deferred Inflows of Resources Related to OPEB: For the years ended June 30, 2024 and 2023, the Authority recognized OPEB expense of \$30,150 and \$33,675. At June 30, 2024 and 2023, the Authority reported deferred outflows of resources related to OPEB from the following sources:

	2024		2023	
	Deferred Outflows of Resources	Deferred Inflows of Resources	Deferred Outflows of Resources	Deferred Inflows of Resources
Employer contributions subsequent to measurement date	\$ 11,002			
Differences between actual and expected experience	38,822	\$ (595)	\$ 34,893	\$ (670)
Changes in assumptions	31,223	(44,328)	26,689	(50,086)
Total	\$ 81,047	\$ (44,923)	\$ 61,582	\$ (50,756)

The amount reported as deferred outflows of resources related to contributions after the measurement date will be recognized as a reduction of the net OPEB liability in the following fiscal year. All other amounts are recognized over the expected average remaining service lifetime (EARSL), which was 8.19 and 9.7 years at June 30, 2024 and 2023, respectively, as follows:

Year Ended June 30	2024	2023
2024		\$ 1,628
2025	\$ 3,843	1,628
2026	3,843	1,628
2027	3,843	1,628
2028	3,843	1,628
2029	3,843	1,628
Thereafter	5,907	1,058
	\$ 25,122	\$ 10,826

NOTE I – CONTINGENT LIABILITIES AND COMMITMENTS

Grant Contingency: The Authority has received Federal and State grants for specific purposes that are subject to review and audit by the grantor agencies or their designee. Such audits could lead to a request for reimbursement to the grantor agency for expenditures disallowed under terms of the grant. Based on prior experience, the Authority believes such disallowance, if any, will be immaterial.

YUBA-SUTTER TRANSIT AUTHORITY  
NOTES TO FINANCIAL STATEMENTS (Continued)

June 30, 2024 and 2023

NOTE I – CONTINGENT LIABILITIES AND COMMITMENTS (Continued)

Legal Contingency: The Authority is the party to claims filed in the normal course of business that are expected to be covered by its insurance policies. Management does not believe the claims will have a material adverse impact on the Authority.

Commitments: On August 19, 2019, the Authority entered into a four-year agreement with Storer Transit Systems to provide transit services through September 30, 2023. On May 8, 2023, the Authority extended the contract term for an additional two years from October 1, 2023 through September 30, 2025. The maximum commitment remaining under the agreement was \$9,052,196 and \$1,686,829 at June 30, 2024 and 2023, respectively. One additional two-year option period exists through September 30, 2027.

In March 2024, the Authority also approved a three-year agreement for consulting on procurements to support the Next Generation Transit Facility Project with a not to exceed amount of \$490,000, of which \$31,804 was incurred at June 30, 2024.

Concentration: A significant amount of the Authority’s revenue is obtained under the Transportation Development Act (Local Transportation Fund and State Transit Assistance) and from the Federal Transit Administration. A significant reduction of these revenue sources would have a significant impact on the Authority’s operations.

NOTE J – OTHER STATE GRANTS

PTMISEA: As approved by the voters in the November 2006 general election, Proposition 1B enacts the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006 to authorize \$19.925 billion of state general obligation bonds for specified purposes, including, among other purposes, transit and passenger rail improvements, state-local partnership transportation projects, and transit security projects. Qualifying expenses must be encumbered within three years from the date of the allocation and expended within three years from the date of the encumbrance.

Of the \$19.925 billion of State general obligation bonds authorized by Proposition 1B, \$4 billion was set aside by the State as instructed by the statute as the Public Transportation Modernization Improvement and Service Enhancement Account (PTMISEA). These funds are available to the California Department of Transportation for intercity rail projects and to transit operators in California for rehabilitation, safety or modernization improvements, capital service enhancements or expansions, new capital projects, bus rapid transit improvements or for rolling stock procurement, rehabilitation or replacement. The Authority did not receive any PTMISEA funds during the year ended June 30, 2024. There was \$550,000 in PTMISEA funds received during the year ended June 30, 2023. As of June 30, funds received and expended were verified in the course of the audit as follows:

	2024	2023
Beginning balance	\$ -	\$ -
PTMISEA received		550,000
Expenses incurred:		
Demand response/rural route buses		(550,000)
Unexpended proceeds	\$ -	\$ -

There is no unearned revenue related to PTMISEA funds at June 30, 2024 and 2023.

State of Good Repair: State of Good Repair (SGR) was established by the California Legislature in 2017 by Senate Bill 1. SGR provides public transportation agencies with a consistent and dependable revenue source to invest in the upgrade, repair, and improvement of the transportation infrastructure and improve transportation services. Sacramento Area Council of Governments (SACOG) had previously elected to treat these funds on a cost reimbursement basis, but removed that requirement during the year ended June 30, 2024. See Note K for more information on the impact of this change. SGR funds receivable from and held by SACOG at June 30, 2024 and



YUBA-SUTTER TRANSIT AUTHORITY

NOTES TO FINANCIAL STATEMENTS (Continued)

June 30, 2024 and 2023

NOTE J – OTHER STATE GRANTS (Continued)

2023 were \$1,432,088 and \$1,125,277, respectively. As of June 30, SGR funds received and expended were verified in the course of the audit as follows:

	2024	2023
Beginning balance	\$ -	\$ -
SGR received		73,659
Expenses incurred:		
Surveillance system repairs		(73,659)
Unexpended proceeds	\$ -	\$ -

LCTOP: The Low Carbon Transit Operations Program (LCTOP) was established by the California Legislature in 2014 by Senate Bill 862. The LCTOP provides funds to transit agencies to reduce greenhouse gas emission and improve mobility through operating and capital grants. Projects approved for LCTOP will support bus or rail services, expand intermodal transit facilities, and may include equipment acquisition, fueling, maintenance and other costs to operate those services or facilities, with each project reducing greenhouse gas emissions. The Authority received \$468,001 and \$618,225 of LCTOP funding for the programs in the tables below during the years ended June 30, 2024 and 2023. LCTOP funds received and expended were verified in the course of the audit as follows for the years ended June 30:

	2024			2023				
	Targeted Fare Free Subsidies	Next Generation Transit Facility	Total	Enhanced Sac Com Peak Service	Connect Card Program	Targeted Fare Free Subsidies	Next Generation Transit Facility	Total
Beginning balance		\$ 819,821	\$ 819,821	\$ 76,247	\$ 52,847	\$ 102,157	\$ 194,579	\$ 425,830
LCTOP funds received	\$ 168,001	300,000	468,001				618,225	618,225
Changes in unspent interest		17,271	17,271			(554)	7,017	5,243
Expenses incurred:								
Targeted fare subsidies	(147,907)		(147,907)	(123,833)				(123,833)
Targeted fare subsidies						(101,603)		(101,603)
Connect Card program		(4,041)	(4,041)		(4,041)			(4,041)
Unexpended proceeds, including interest	\$ 20,094	\$ 1,137,092	\$ 1,157,186	\$ -	\$ -	\$ -	\$ 819,821	\$ 819,821

YUBA-SUTTER TRANSIT AUTHORITY

NOTES TO FINANCIAL STATEMENTS (Continued)

June 30, 2024 and 2023

NOTE K – CHANGE IN ACCOUNTING PRINCIPLE

The Authority was previously required by the Sacramento Area Council of Governments (SACOG) to submit invoices for qualifying expenses before receiving State of Good Repair (SGR) funds. As a result, SACOG created a cost-reimbursement eligibility requirement that must be satisfied before SGR expenditures were incurred by SACOG and the asset recognition criteria for revenue was met by claimants under GASB Statement No. 33. SGR program guidelines allow SGR funds to be disbursed after budgeted project costs are submitted by claimants and approved by both SACOG and Caltrans. Consequently, SACOG removed the cost-reimbursement requirement during fiscal year 2024. As a result of this change, the Authority will no longer be required to submit claims supported by actual expenses to receive reimbursement. SACOG now disburses the funds when budgeted project costs are approved by SACOG and Caltrans. SACOG will still require recipients to submit a claim for approved projects prior to disbursing the funds, but this is considered a routine requirement that does not affect the timing of the expenditure recognition under GASB Statement No. 33. This change in accounting principle resulted in an increase in the Authority’s net position as of July 1, 2022, and increases in due from other governmental agencies and capital contributions as of and for the year ended June 30, 2023 as follows:

	Due from Other Governments	Net Position Beginning of Year	Capital Contributions	Net Position End of Year
As of and for the year ended June 30, 2023 - as previously reported	\$ 5,314,885	\$ 20,388,057	\$ 842,220	\$ 20,694,505
Effect of change in accounting principle - accrue State of Good Repair revenue in correct period.	<u>1,125,277</u>	<u>905,350</u>	<u>219,927</u>	<u>1,125,277</u>
As of and for the year ended June 30, 2023 - as restated	<u>\$ 6,440,162</u>	<u>\$ 21,293,407</u>	<u>\$ 1,062,147</u>	<u>\$ 21,819,782</u>

NOTE L – SUBSEQUENT EVENTS

Next Generation Zero-Emissions Projects: The State of California Air Resources Board (CARB) Innovative Clean Transit (ICT) regulation was adopted in December 2018 and mandates that all public transit agencies begin to transition to a zero-emission bus (ZEB) fleet. For the Authority, this requires that a minimum 25% of all covered bus purchases be ZEBs starting in 2026, increasing to 100% in 2029. In June 2023, the Authority submitted the Yuba-Sutter Transit Zero-Emission Bus Roll-Out Plan to CARB detailing its plan to be fully transitioned to ZEBs by 2033, which is 7 full years before the state goal of 2040.

Yuba-Sutter Transit’s current transit facility is a 60-year-old remodeled 7-Up Company bottling plant that is located on State Route (SR) 70 in Yuba County. This facility was purchased and transformed in 1996 into a transit maintenance, operations, and administration facility and then expanded in 2011 to its maximum capacity. Now operating near that capacity with no room for significant growth, it is essential for the Authority to invest in a new build-to-suit transit facility to continue current operations, support an all-ZEB fleet, and allow for future service expansion as demand warrants. In addition, the new facility will allow for the early adoption of ZEBs to significantly advance the environmental benefits of this State initiative.

On July 23, 2021, the Authority closed escrow on a 19.72-acre parcel of land at 6035 Avondale Avenue in Marysville, California for a new transit operations, maintenance, and administration facility using State Transit Assistance (STA) funds of \$903,377. The new Next Generation Zero-Emission Bus Operations, Maintenance, and Administration Facility Project (Project) will replace the existing transit facility and support a zero-emission public bus fleet conversion and future service expansion in the Yuba-Sutter bi-county area. The site also has sufficient space for solar power generation to supplement the Project’s energy needs and for other potential co-developments, such as a mobility hub that could support multiple transportation modes, such as shared vehicles, vehicle charging, and bike or scooter sharing.

YUBA-SUTTER TRANSIT AUTHORITY

NOTES TO FINANCIAL STATEMENTS (Continued)

June 30, 2024 and 2023

NOTE L – SUBSEQUENT EVENTS (Continued)

The current year cost estimate for final Project facility design, environmental assessment, construction, and battery electric bus (BEB) infrastructure is \$55.8 million. This estimate includes all items needed for move into the facility and operation of the first electric buses. As additional electric buses are purchased, additional chargers will be installed. The Authority intends to fund the Project with a mix of federal, state, and local funds and has begun applying for funds at all levels. To date, the Authority has secured over \$51 million, including federal (\$16.3 million), state (\$31.4 million), and regional discretionary grant funds (\$3.5 million). Environmental and preliminary design work commenced in September 2024 and construction is anticipated to begin in fiscal year 2026.

The Authority is planning to sell the current facility and possibly lease the space back as needed until the new facility has been fully constructed. Because the Authority intends to continue using the facility as is until then, it does not believe that the existing facility would need to be evaluated for any effect on the depreciable lives of the facility assets and/or reporting of impairment loss under GASB Statement No 42.

The Authority's existing transit facility is currently being impacted by the California Department of Transportation (Caltrans) SR 70 Binney Junction Roadway Rehabilitation and Complete Streets project to widen and improve SR 70. Caltrans project work began on July 31, 2023, and construction is expected to continue into calendar year 2026. Construction of the SR 70 project requires Caltrans' use of a significant portion of Yuba-Sutter Transit's existing bus parking area, requiring the Authority to park vehicles at an off-site location arranged in coordination with Caltrans. In June 2023, the Authority entered into the first temporary easement agreement with Caltrans for use of the parking area from June 2023 and extended through March 2024. The Authority is currently negotiating additional easement agreements with Caltrans for the second phase of construction and permanent access to the property for future maintenance of the adjacent Caltrans assets.

Contracts approved: The following contracts were approved by the Board of Directors subsequent to June 30, 2024:

Next Generation Transit Facility Architectural and Engineering Design	\$ 1,499,999
On-Demand Scheduling & Dispatching System	352,500
Vehicle wraps, bus stop signs and facility signage	220,074

NOTE M – NEW PRONOUNCEMENTS

In June 2022, the GASB issued Statement No. 100, *Accounting Changes and Error Corrections, an Amendment of GASB Statement No. 62*. This Statement prescribes the accounting and financial reporting for each type of accounting change, including changes in accounting principles, changes in accounting estimates and changes to or within the financial reporting entity, and error corrections. This Statement requires changes in accounting principles and error corrections to be reported retroactively by restating prior periods; requires changes to or within the financial reporting entity be reported by adjusting beginning balances of the current period; and requires changes in accounting estimates to be reported prospectively by recognizing the change in the current period. The requirements of this Statement for changes in accounting principles apply to the implementation of new pronouncements in absence of specific transition provisions in the new pronouncement. This Statement also requires the aggregate amount of adjustments to and restatements of beginning net position, fund balance or fund net position, as applicable, to be displayed by reporting unit in the financial statements. Furthermore, this Statement requires information presented in required supplementary information or supplementary information to be restated for error corrections, if practicable, but not for changes in accounting principles. The provisions of this Statement are effective for accounting changes and error corrections made in fiscal years beginning after June 15, 2023. This statement was implemented during the year ended June 30, 2024, and the Authority reported a change in accounting principle in accordance with this Statement as described in Note K.

In June 2022, the GASB issued Statement No. 101, *Compensated Absences*. This statement requires that liabilities for compensated absences be recognized for leave that has not been used that is attributable to services already rendered, accumulates and is more likely than not to be used for time off or paid in cash or settled through noncash means and leave that has been used but not paid in cash or settled through noncash means. Leave that is more likely

YUBA-SUTTER TRANSIT AUTHORITY

NOTES TO FINANCIAL STATEMENTS (Continued)

June 30, 2024 and 2023

NOTE M – NEW PRONOUNCEMENTS (Continued)

than not to be settled through conversion to defined benefit postemployment benefits should not be included in the liability for compensated absences. This Statement requires that a liability for certain types of compensated absences, including parental leave, military leave and jury duty leave, not be recognized until the leave commences. Certain salary-related payments that are directly and incrementally associated with payments for leave also should be included in the measurement of the liabilities. With respect to financial statements prepared using the current financial resources measurement focus, this Statement requires that expenditures be recognized for the amount that normally would be liquidated with expendable available financial resources. Governments are allowed to disclose the net change in the liability if identified as such in the footnotes to the financial statements. The provisions of this Statement are effective for years beginning after December 15, 2023.

In December 2023, the GASB issued Statement No. 102, *Certain Risk Disclosures*. This Statement requires a government to assess whether a concentration or constraint makes a primary government, or reporting unit that reports a liability for revenue debt, vulnerable to the risk of a substantial impact and to assess whether an event or events associated with a concentration or constraint that could cause the substantial impact have occurred, have begun to occur, or are more likely than not to occur within 12 months of the date the financial statements are issued. If the criteria in the Statement have been met for a concentration or constraint, the government should disclose information in notes to financial statements in sufficient detail to enable users of financial statements understand the nature of the circumstances disclosed and the government's vulnerability to the risk of a substantial impact. The provisions of this Statement are effective for years beginning after June 15, 2024.

In April 2024, the GASB issued Statement No. 103, *Financial Reporting Model Improvements*. This Statement improves key components of the financial reporting model to enhance its effectiveness in providing information that is essential for decision making and assessing a government's accountability, including 1) certain topics and disclosures in Management's Discussion and Analysis; 2) requiring the display of inflows and outflows of unusual and infrequent items to be reported separately as the last presented flow(s) of resources prior to the net change in resources flows in the government-wide, governmental fund, and proprietary fund statement of resources flows; 3) changing the definition of proprietary fund nonoperating revenues and expenses to include subsidies received and provided, contributions to permanent and term endowments, revenues and expenses related to financing, resources from the disposal of capital assets and inventory and investment income and expenses and defines operating revenues and expenses as revenue and expenses other than nonoperating revenue and expenses; 4) requires major component units to be presented separately in the reporting entity's statement of net position and statement of activities if it does not reduce the readability of the statements; and 5) requires budgetary comparison schedules to be reported as Required Supplementary Information (RSI), requires the presentation of variances between original and final budget amounts and final budget and actual amounts in the RSI and requires the explanation of significant variances to be reported in notes to the RSI. The provisions of this Statement are effective for years beginning after June 15, 2025.

In September 2024, the GASB issued Statement No. 104, *Disclosure of Certain Capital Assets*. This Statement requires lease assets recognized in accordance with GASB Statement No. 87, *Leases*, right-to-use assets recognized in accordance with GASB Statement No. 94, *Public-Private and Public-Public Partnerships and Availability Payment Arrangements*, subscription assets recognized in accordance with GASB Statement No. 96, *Subscription-Based Information Technology Arrangements*, and other intangible assets to be disclosed separately in capital assets footnote disclosures. This Statement also requires additional disclosures for capital assets held for sale. A capital asset is a capital asset held for sale if (a) the government has decided to pursue the sale of the capital asset and (b) it is probable that the sale will be finalized within one year of the financial statement date. Governments should disclose the ending historical cost and accumulated depreciation by major class of asset and the carrying amount of debt for which the assets are pledged as collateral by major class of asset held for sale under this Statement. This provisions of this Statement are effective for fiscal years beginning after June 15, 2025.

The Authority is currently analyzing the impact of these new Statements on the Authority's financial statements.

**REQUIRED SUPPLEMENTARY INFORMATION**

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YUBA-SUTTER TRANSIT AUTHORITY  
REQUIRED SUPPLEMENTARY INFORMATION

For the Years Ended June 30, 2024 and 2023

SCHEDULE OF THE PROPORTIONATE SHARE OF THE  
NET PENSION LIABILITY - MISCELLANEOUS PLAN (UNAUDITED)  
Last 10 Years

	2024	2023	2022	2021	2020	2019	2018	2017	2016	2015
Proportion of the net pension liability at measurement date	0.00269%	0.00173%	-0.01476%	0.00049%	0.00917%	0.00898%	0.00903%	0.00890%	0.00895%	0.00392%
Proportionate share of the net pension liability (asset)	\$ 134,414	\$ 80,914	\$ (280,297)	\$ 20,745	\$ 367,031	\$ 338,485	\$ 356,041	\$ 309,326	\$ 245,520	\$ 243,615
Covered payroll for measurement period	\$ 447,721	\$ 411,661	\$ 398,240	\$ 385,549	\$ 371,157	\$ 370,163	\$ 323,320	\$ 301,224	\$ 290,280	\$ 279,533
Proportionate share of the net pension liability as a percentage of covered payroll	30.02%	19.66%	-70.38%	5.38%	98.89%	91.44%	110.12%	102.69%	84.58%	87.15%
Plan fiduciary net position	\$ 2,089,531	\$ 1,989,002	\$ 2,214,866	\$ 1,753,922	\$ 1,312,693	\$ 1,225,636	\$ 1,075,838	\$ 959,081	\$ 923,112	\$ 876,269
Plan fiduciary net position as a percentage of the total pension liability	93.96%	96.09%	114.49%	98.83%	78.15%	78.36%	75.13%	75.61%	78.99%	78.25%
Benefit changes: There were no changes to benefit terms.										
Changes in assumptions:										
Change in discount rate	6.90%	6.90%	7.15%	7.15%	7.15%	7.15%	7.65%	7.65%	7.65%	7.50%

SCHEDULE OF CONTRIBUTIONS TO THE PENSION PLAN - MISCELLANEOUS PLAN (UNAUDITED)  
Last 10 Years

	2024	2023	2022	2021	2020	2019	2018	2017	2016	2015
Contractually required contribution during employer's fiscal year (actuarially determined)	\$ 53,889	\$ 43,149	\$ 41,171	\$ 37,935	\$ 65,976	\$ 58,912	\$ 51,091	\$ 45,090	\$ 40,421	\$ 42,571
Contributions in relation to the actuarially determined contributions	(53,889)	(43,149)	(41,171)	(37,935)	(424,303)	(58,912)	(51,091)	(45,090)	(40,421)	(42,571)
Contribution deficiency (excess)	\$ -	\$ -	\$ -	\$ -	\$ (358,327)	\$ -	\$ -	\$ -	\$ -	\$ -
Covered payroll for employer's fiscal year	\$ 521,557	\$ 447,721	\$ 411,661	\$ 398,240	\$ 385,549	\$ 371,157	\$ 370,163	\$ 323,320	\$ 301,224	\$ 290,280
Contributions as a percentage of covered payroll	10.33%	9.64%	10.00%	9.53%	17.11%	15.87%	13.80%	13.95%	13.42%	14.67%

Notes to Schedule:

Contribution valuation date - June 30	2021	2020	2019	2018	2017	2016	2015	2014	2013	2012
Reporting valuation date - June 30	2022	2021	2020	2019	2018	2017	2016	2015	2014	2013
Reporting measurement date - June 30	2023	2022	2021	2020	2019	2018	2017	2016	2015	2014

Methods and assumptions used to determine contribution rates:

Actuarial method	Entry age normal cost method									
Amortization method	Level percentage of payroll, closed									
Remaining amortization period	Varies, not more than 30 years									
Asset valuation method	Market Value	Market Value	Market Value	Market Value	Market Value	Market Value	Market Value	Market Value	Market Value	15-year smoothed market
Inflation	2.30%	2.50%	2.50%	2.50%	2.625%	2.75%	2.75%	2.75%	2.75%	2.75%
Salary increases	Varies depending on entry age and service									
Investment rate of return and discount rate used to compute contribution rates.	6.80%	7.00%	7.00%	7.00%	7.25%	7.375%	7.50%	7.50%	7.50%	7.50%
Retirement age	50-67. Probabilities of retirement are based on the most recent CalPERS Experience Study.									
Mortality	Most recent CalPERS Experience Study.									

YUBA-SUTTER TRANSIT AUTHORITY

REQUIRED SUPPLEMENTARY INFORMATION (UNAUDITED)  
SCHEDULE OF CHANGES IN THE NET OPEB LIABILITY AND RELATED RATIOS

June 30, 2024

	2024	2023	2022	2021	2020
Service cost	\$ 19,466	\$ 27,355	\$ 18,306	\$ 12,956	\$ 11,483
Interest	6,840	4,692	2,950	3,203	2,770
Differences between expected and actual experience	9,431		43,593	(895)	
Assumption changes	8,708	(55,844)	9,854	21,316	4,213
Benefit payments	(333)				
Net change in total OPEB liability	44,112	(23,797)	74,703	36,580	18,466
Total OPEB liability - beginning	166,061	189,858	115,155	78,575	60,109
Total OPEB liability - ending (a)	\$ 210,173	\$ 166,061	\$ 189,858	\$ 115,155	\$ 78,575
Plan fiduciary net position					
Contributions - employer	\$ 333				
Benefit payments	(333)				
Net change in plan fiduciary net position	-				
Plan fiduciary net position - beginning					
Plan fiduciary net position - ending (b)	\$ -	\$ -	\$ -	\$ -	\$ -
Net OPEB liability - ending (a)-(b)	\$ 210,173	\$ 166,061	\$ 189,858	\$ 115,155	\$ 78,575
Plan fiduciary net position as a percentage of the total OPEB liability	0.00%	0.00%	0.00%	0.00%	0.00%
Covered-employee payroll - measurement period	\$ 421,752	\$ 411,661	\$ 398,240	\$ 385,549	\$ 371,157
Net OPEB liability as a percentage of covered-employee payroll	49.83%	40.34%	47.67%	29.87%	21.17%
Notes to schedule:					
Valuation date - June 30	2023	2021	2021	2019	2019
Measurement date - June 30	2023	2022	2021	2020	2019
Benefit changes:					
PEMHCA minimum payment per month:	\$ 157	\$ 151	\$ 149	\$ 143	\$ 139
Changes of assumptions:					
Discount rate	3.86%	3.69%	2.16%	2.21%	3.50%
Mortality: CalPERS Experience Study date	2021	2017	2017	2017	2017

Note: No assets are accumulated in a trust that meets the criteria in GASB Statement 75, paragraph 4, to pay related benefits.

Omitted years: GASB Statement No. 75 was implemented during the year ended June 30, 2020. No information was available prior to this date. Information will be added prospectively as it becomes available until 10 years are reported.



YUBA-SUTTER TRANSIT AUTHORITY

REQUIRED SUPPLEMENTARY INFORMATION  
 SCHEDULE OF CONTRIBUTIONS TO THE OPEB PLAN (UNAUDITED)  
 LAST TEN FISCAL YEARS

June 30, 2024

	2024	2023	2022	2021	2020
Actuarially determined contribution - employer fiscal year	\$ 11,002	\$ 2,340	\$ 3,516	\$ 2,823	\$ 1,549
Contributions in relation to the actuarially determined contributions	<u>(11,002)</u>	<u>(2,340)</u>	<u>(3,516)</u>	<u>(2,823)</u>	<u>(1,549)</u>
Contribution deficiency (excess)	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>
Covered-employee payroll - employer fiscal year	\$ 521,557	\$ 421,752	\$ 411,661	\$ 398,240	\$ 385,549
Contributions as a percentage of covered-employee payroll	2.11%	0.55%	0.85%	0.71%	0.40%
Notes to schedule:					
Valuation date - June 30	2023	2021	2021	2019	2019
Measurement date - June 30	2023	2022	2021	2020	2019
Methods and assumptions used to determine contribution rates:					
Actuarial cost method			Entry Age Normal Cost Method		
Amortization method			Straight-line amortization		
Asset valuation method			Market value		
Funding Policy			Pay-as-you-go funding		
Discount Rate	3.86%	3.69%	2.16%	2.21%	3.50%
Inflation	2.62%	2.26%	2.26%	2.26%	2.26%
Salary increases	3.25%	3.25%	3.25%	3.25%	3.25%
Retirement age			50 to 75 years		
Healthcare trend:					
Initial rate					
Pre-65	7.88%	7.60%	7.60%	7.20%	7.20%
Post-65	4.85%	5.70%	5.70%	4.60%	4.60%
Trends down to	4.50%	4.00%	4.00%	4.50%	4.50%
Mortality			Latest CalPERS Study		
Participation percentage	100%	100%	100%	100%	100%

Note: No assets are accumulated in a trust that meets the criteria in GASB Statement 75, paragraph 4, to pay related benefits.

Omitted years: GASB Statement No. 75 was implemented during the year ended June 30, 2020. No information was available prior to this date. Information will be added prospectively as it becomes available until 10 years are reported.

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## **COMPLIANCE REPORTS**

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INDEPENDENT AUDITOR'S REPORT ON INTERNAL CONTROL OVER FINANCIAL REPORTING  
AND ON COMPLIANCE AND OTHER MATTERS BASED ON AN AUDIT OF FINANCIAL STATEMENTS  
PERFORMED IN ACCORDANCE WITH *GOVERNMENT AUDITING STANDARDS*, THE TRANSPORTATION  
DEVELOPMENT ACT AND OTHER STATE PROGRAM GUIDELINES

To the Board of Directors  
Yuba-Sutter Transit Authority  
Marysville, California

We have audited, in accordance with auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States, the financial statements of the Yuba-Sutter Transit Authority (the Authority), as of and for the year ended June 30, 2024, and the related notes to the financial statements, which collectively comprise the Authority's basic financial statements, and have issued our report thereon dated January 24, 2025.

**Report on Internal Control over Financial Reporting**

In planning and performing our audit of the financial statements, we considered the Authority's internal control over financial reporting (internal control) as a basis for designing audit procedures that are appropriate in the circumstances for the purpose of expressing our opinion on the financial statements, but not for the purpose of expressing an opinion on the effectiveness of the Authority's internal control. Accordingly, we do not express an opinion on the effectiveness of the Authority's internal control.

A *deficiency in internal control* exists when the design or operation of a control does not allow management or employees, in the normal course of performing their assigned functions, to prevent, or detect and correct, misstatements, on a timely basis. A *material weakness* is a deficiency, or a combination of deficiencies, in internal control, such that there is a reasonable possibility that a material misstatement of the Authority's financial statements will not be prevented, or detected and corrected, on a timely basis. A *significant deficiency* is a deficiency, or a combination of deficiencies, in internal control that is less severe than a material weakness, yet important enough to merit attention by those charged with governance.

Our consideration of internal control was for the limited purpose described in the first paragraph of this section and was not designed to identify all deficiencies in internal control that might be material weaknesses or significant deficiencies. Given these limitations, during our audit we did not identify any deficiencies in internal control that we consider to be material weaknesses. However, material weaknesses or significant deficiencies may exist that were not identified.

**Report on Compliance and Other Matters (including State grant programs)**

As part of obtaining reasonable assurance about whether the Authority's financial statements are free from material misstatement, we performed tests of its compliance with certain provisions of laws, regulations, contracts, and grant agreements, noncompliance with which could have a direct and material effect on the financial statements. Our audit was further made to determine that Transportation Development Act (TDA) Funds allocated and received by the Authority were expended in conformance with the applicable statutes, rules and regulations of the TDA and Section 6667 of the California Code of Regulations. We also tested the receipt and appropriate expenditures of other state grant funds, as presented in Note J of the financial statements, in accordance with State grant program statutes and guidelines. However, providing an opinion on compliance with those provisions was not an objective of our audit and, accordingly, we do not express such an opinion. The results of our tests disclosed no instances of noncompliance or other matters that are required to be reported under *Government Auditing Standards*, the TDA or other state grant program requirements.

To the Board of Directors  
Yuba-Sutter Transit Authority

**Purpose of this Report**

The purpose of this report is solely to describe the scope of our testing of internal control and compliance and the results of that testing, and not to provide an opinion on the effectiveness of the Authority's internal control or on compliance. This report is an integral part of an audit performed in accordance with *Government Auditing Standards*, the TDA and State grant programs in considering the entity's internal control and compliance. Accordingly, this communication is not suitable for any other purpose.

*Richardson & Company, LLP*

January 24, 2025

INDEPENDENT AUDITOR'S REPORT ON COMPLIANCE FOR EACH MAJOR PROGRAM  
AND ON INTERNAL CONTROL OVER COMPLIANCE REQUIRED BY THE UNIFORM GUIDANCE

To the Board of Directors  
Yuba-Sutter Transit Authority  
Marysville, California

**Report on Compliance for Each Major Federal Program**

***Opinion on Each Major Federal Program***

We have audited the Yuba-Sutter Transit Authority's (the Authority) compliance with the types of compliance requirements identified as subject to audit in the OMB *Compliance Supplement* that could have a direct and material effect on each of the Authority's major federal programs for the year ended June 30, 2024. The Authority's major federal programs are identified in the summary of auditor's results section of the accompanying schedule of findings and questioned costs.

In our opinion, the Authority complied, in all material respects, with the types of compliance requirements referred to above that could have a direct and material effect on each of its major federal programs for the year ended June 30, 2024.

***Basis for Opinion on Each Major Federal Program***

We conducted our audit of compliance in accordance with auditing standards generally accepted in the United States of America; the standards applicable to financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States; and the audit requirements of Title 2 U.S. *Code of Federal Regulations* Part 200, *Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards* (Uniform Guidance). Our responsibilities under those standards and the Uniform Guidance are further described in the Auditor's Responsibilities for the Audit of Compliance section of our report.

We are required to be independent of the Authority and to meet our other ethical responsibilities, in accordance with relevant ethical requirements relating to our audit. We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our opinion on compliance for each major federal program. Our audit does not provide a legal determination of the Authority's compliance with the compliance requirements referred to above.

***Responsibilities of Management for Compliance***

Management is responsible for compliance with the requirements referred to above and for the design, implementation, and maintenance of effective internal control over compliance with the requirements of laws, statutes, regulations, rules, and provisions of contracts or grant agreements applicable to the Authority's federal programs.

***Auditor's Responsibilities for the Audit of Compliance***

Our objectives are to obtain reasonable assurance about whether material noncompliance with the compliance requirements referred to above occurred, whether due to fraud or error, and express an opinion on the Authority's compliance based on our audit. Reasonable assurance is a high level of assurance but is not absolute assurance and therefore is not a guarantee that an audit conducted in accordance with generally accepted auditing standards, *Government Auditing Standards*, and the Uniform Guidance will always detect material noncompliance when it exists. The risk of not detecting material noncompliance resulting from fraud is higher than for that resulting from

To the Board of Directors  
Yuba-Sutter Transit Authority

error, as fraud may involve collusion, forgery, intentional omissions, misrepresentations, or the override of internal control. Noncompliance with the compliance requirements referred to above is considered material if there is a substantial likelihood that, individually or in the aggregate, it would influence the judgment made by a reasonable user of the report on compliance about the Authority's compliance with the requirements of each major federal program as a whole.

In performing an audit in accordance with generally accepted auditing standards, *Government Auditing Standards*, and the Uniform Guidance, we:

- Exercise professional judgment and maintain professional skepticism throughout the audit.
- Identify and assess the risks of material noncompliance, whether due to fraud or error, and design and perform audit procedures responsive to those risks. Such procedures include examining, on a test basis, evidence regarding the Authority's compliance with the compliance requirements referred to above and performing such other procedures as we considered necessary in the circumstances.
- Obtain an understanding of the Authority's internal control over compliance relevant to the audit in order to design audit procedures that are appropriate in the circumstances and to test and report on internal control over compliance in accordance with the Uniform Guidance, but not for the purpose of expressing an opinion on the effectiveness of the Authority's internal control over compliance. Accordingly, no such opinion is expressed.

We are required to communicate with those charged with governance regarding, among other matters, the planned scope and timing of the audit and any significant deficiencies and material weaknesses in internal control over compliance that we identified during the audit.

### **Report on Internal Control Over Compliance**

*A deficiency in internal control over compliance* exists when the design or operation of a control over compliance does not allow management or employees, in the normal course of performing their assigned functions, to prevent, or detect and correct, noncompliance with a type of compliance requirement of a federal program on a timely basis. *A material weakness in internal control over compliance* is a deficiency, or combination of deficiencies, in internal control over compliance, such that there is a reasonable possibility that material noncompliance with a type of compliance requirement of a federal program will not be prevented, or detected and corrected, on a timely basis. *A significant deficiency in internal control over compliance* is a deficiency, or a combination of deficiencies, in internal control over compliance with a type of compliance requirement of a federal program that is less severe than a material weakness in internal control over compliance, yet important enough to merit attention by those charged with governance.

Our consideration of internal control over compliance was for the limited purpose described in the Auditor's Responsibilities for the Audit of Compliance section above and was not designed to identify all deficiencies in internal control over compliance that might be material weaknesses or significant deficiencies in internal control over compliance. Given these limitations, during our audit we did not identify any deficiencies in internal control over compliance that we consider to be material weaknesses, as defined above. However, material weaknesses or significant deficiencies in internal control over compliance may exist that were not identified.

Our audit was not designed for the purpose of expressing an opinion on the effectiveness of internal control over compliance. Accordingly, no such opinion is expressed.

The purpose of this report on internal control over compliance is solely to describe the scope of our testing of internal control over compliance and the results of that testing based on the requirements of the Uniform Guidance. Accordingly, this report is not suitable for any other purpose.

*Richardson & Company, LLP*

January 24, 2025



YUBA-SUTTER TRANSIT AUTHORITY  
 SCHEDULE OF FINDINGS AND QUESTIONED COSTS  
 For the Year Ended June 30, 2024

**A. Summary of Auditor's Results**

Financial Statements

- |   |               |
|---|---------------|
| 1. Type of auditor's report issued:   | Unmodified    |
| 2. Internal controls over financial reporting:  |               |
| a. Material weaknesses identified   | No            |
| b. Significant deficiencies identified not considered to be material weaknesses?                    | None Reported |
| 3. Noncompliance material to financial statements under <i>Government Auditing Standards</i> noted? | No            |

Federal Awards

- |  |            |
|--|------------|
| 1. Internal control over major programs:   |            |
| a. Material weaknesses identified?   | No         |
| b. Significant deficiencies identified not considered to be material weaknesses?                                       | No         |
| 2. Type of auditor's report issued on compliance for major programs:   | Unmodified |
| 3. Any audit findings disclosed that are required to be reported in accordance with Circular 2 CFR Section 200.516(a)? | No         |

4. Identification of major programs:

<u>AL Number</u>	<u>Name of Federal Program</u>
20.507 and 20.526	Federal Transit Cluster
20.509	Formula Grants for Rural Areas

- |   |            |
|---|------------|
| 5. Dollar Threshold used to distinguish between Type A and Type B programs? | \$ 750,000 |
| 6. Auditee qualified as a low-risk auditee under 2 CFR Section 200.516(a)?  | No         |

**B. Current Year Findings – Financial Statements**

**Internal Control Over Financial Reporting**

None

**Compliance and Other Matters**

None

YUBA-SUTTER TRANSIT AUTHORITY

SCHEDULE OF FINDINGS AND QUESTIONED COSTS (CONTINUED)

For the Year Ended June 30, 2024

**C. Current year Findings and Questioned Costs – Federal Awards Programs**

None

**D. Prior Year Findings**

None

YUBA-SUTTER TRANSIT AUTHORITY  
SCHEDULE OF EXPENDITURES OF FEDERAL AWARDS  
For the Year Ended June 30, 2024

Federal Grantor/Pass-through Grantor, if Applicable/ Program Title/Grant or Pass-through Number	Federal Assistance Listing (AL) Number	Pass-through Entity Identifying Number/Grant Number	Expenses
<b>U. S. Department of Transportation, Federal Transit Administration</b>			
Federal Transit Cluster			
Federal Transit Formula Grants, Direct Program			
Section 5307	20.507		\$ 2,200,000
Buses and Bus Facilities, Competitive, and Low or No Emissions Programs			
Section 5339	20.526		<u>520,294</u>
Total Federal Transit Cluster			<u>2,720,294</u>
Passed-through the California Department of Transportation			
Formula Grants for Rural Areas			
Section 5311	20.509	64BA22-02089-01	200,000
Section 5311	20.509	64BC21-01680	<u>151,050</u>
Total AL 20.509			<u>351,050</u>
Total passed-through the State of California, Department of Transportation			<u>351,050</u>
<b>Total U. S. Department of Transportation,     Federal Transit Administration</b>			<u>3,071,344</u>
<b>TOTAL FEDERAL AWARDS</b>			<u><u>\$ 3,071,344</u></u>

The accompanying notes to the schedule of expenditures of federal awards are an integral part of this schedule.

YUBA-SUTTER TRANSIT AUTHORITY

NOTES TO SCHEDULE OF EXPENDITURES OF FEDERAL AWARDS

For the Year Ended June 30, 2024

NOTE A – BASIS OF PRESENTATION

The accompanying schedule of expenditures of federal awards (the Schedule) includes the federal grant activity of the Yuba-Sutter Transit Authority under programs of the federal government for the year ended June 30, 2024. The information in this schedule is presented in accordance with the requirements of Title 2 U.S. *Code of Federal Regulations* Part 200, *Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards* (Uniform Guidance). Because the Schedule presents only a selected portion of the Authority's operations, it is not intended to be and does not present the financial position, changes in net position, or cash flows of the Authority.

NOTE B – SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES

Expenses reported on the Schedule are reported on the accrual basis of accounting. Such expenses are recognized following the cost principles contained in the Uniform Guidance, wherein certain types of expenses are not allowable or are limited as to reimbursement.

NOTE C – INDIRECT COSTS

The Authority did not charge indirect costs to its federal programs.

NOTE D – SUBRECIPIENTS

There were no subrecipients of the Authority's programs during the year ended June 30, 2024.



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## GOVERNANCE LETTER

Board of Directors  
Yuba Sutter Transit Authority  
Marysville, California

We have audited the financial statements of the Yuba-Sutter Transit Authority (the Authority) for the year ended June 30, 2024, and have issued our report thereon dated January 24, 2025. Professional standards require that we provide you with the following information about our responsibilities under generally accepted auditing standards, *Government Auditing Standards* and the Uniform Guidance, as well as certain information related to the planned scope and timing of our audit. We have communicated such information in a letter dated August 5, 2024. Professional standards also require that we communicate to you the following information related to our audit.

### Significant Audit Matters

#### *Qualitative Aspects of Accounting Practices*

Management is responsible for the selection and use of appropriate accounting policies. The significant accounting policies used by the Authority are described in Note A to the financial statements. The Authority implemented GASB Statement No. 100, *Accounting Changes and Error Corrections, as an Amendment of GASB No. 62*, during 2024 to report a change in accounting principle relating to the recognition of State of Good Repair funding as described in Note K to the financial statements. The application of existing policies was not changed during the year. We noted no transaction entered into by the Authority during the year for which there is a lack of authoritative guidance or consensus. All significant transactions have been recognized in the financial statements in the proper period.

Accounting estimates are an integral part of the financial statements prepared by management and are based on management's knowledge and experience about past and current events and assumptions about future events. Certain accounting estimates are particularly sensitive because of their significance to the financial statements and because of the possibility that future events affecting them may differ significantly from those expected. The most sensitive estimates affecting the financial statements were the determination of qualifying expenses incurred under grant agreements, which may be changed by the grantor, the computation of the net pension and other postretirement healthcare benefits (OPEB) liabilities and related deferred inflows and outflows, and the useful lives used to calculate depreciation on capital assets. Management's estimate of qualifying expenses incurred under grant agreements is based on management's understanding of the qualifying expenses under the agreements. The pension and OPEB liabilities are based on actuarial valuations and the lives of capital assets is based on past experience and Federal Transit Administration guidance. We evaluated the key factors and assumptions used to develop the estimates in determining that they are reasonable in relation to the financial statements taken as a whole.

Certain financial statement disclosures are particularly sensitive because of their significance to financial statement users. The most sensitive disclosures affecting the financial statements were the disclosures

about the defined benefit pension plan, other post-retirement benefits, contingent liabilities and commitments and state grants described in notes G, H, I and J, respectively.

The financial statement disclosures are neutral, consistent and clear.

*Difficulties Encountered in Performing the Audit*

We encountered no significant difficulties in dealing with management in performing and completing our audit.

*Corrected and Uncorrected Misstatements*

Professional standards require us to accumulate all known and likely misstatements identified during the audit, other than those that are clearly trivial, and communicate them to the appropriate level of management. No audit adjustments were identified during the audit.

*Disagreements with Management*

For purposes of this letter, a disagreement with management is a financial accounting, reporting, or auditing matter, whether or not resolved to our satisfaction, that could be significant to the financial statements or the auditor's report. We are pleased to report that no such disagreements arose during the course of our audit.

*Management Representations*

We have requested certain representations from management that are included in the management representation letter dated January 24, 2025.

*Management Consultations with Other Independent Accountants*

In some cases, management may decide to consult with other accountants about auditing and accounting matters, similar to obtaining a "second opinion" on certain situations. If a consultation involves application of an accounting principle to the Authority's financial statements or a determination of the type of auditor's opinion that may be expressed on those statements, our professional standards require the consulting accountant to check with us to determine that the consultant has all the relevant facts. To our knowledge, there were no such consultations with other accountants.

*Other Audit Findings or Issues*

We generally discuss a variety of matters, including the application of accounting principles and auditing standards, with management each year prior to retention as the Authority's auditors. However, these discussions occurred in the normal course of our professional relationship and our responses were not a condition to our retention.

*Other Matters*

We applied certain limited procedures to required supplementary information (RSI), as reported in the table of contents of the financial statements, the supplements the financial statements. Our procedures consisted of inquires of management regarding the methods of preparing the information and comparing the information for consistency with management's responses to our inquiries, the basic financial statements, and other knowledge we obtained during our audit of the basic financial statements. We did not audit the RSI and do not express an opinion or provide any assurance on the RSI.

We were engaged to report on the schedule of expenditures of federal awards, which accompanies the financial statements but is not RSI. With respect to this supplementary information, we made certain inquiries of management and evaluated the form, content, and methods of preparing the information to determine the information complies with accounting principles generally accepted in the United States of America, the method of preparing it has not changed from the prior period, and the information is appropriate and complete in relation to our audit of the financial statements. We compared and reconciled the supplementary information to the underlying accounting records used to prepare the financial statements or to the financial statements themselves.

Restriction on Use

This information is intended solely for the use of the Board of Directors and management of the Authority and is not intended to be and should not be used by anyone other than these specified parties.

*Richardson & Company, LLP*

January 24, 2025

AGENDA ITEM VI – D  
STAFF REPORT

**FY 2025 MID-YEAR BUDGET REPORT FY 2026 BUDGET PREVIEW**

RECOMMENDATION: Receive the FY 2025 Mid-Year Budget Report and direct staff regarding the preparation of the FY 2026 Preliminary Budgets.

**Background**

The Yuba-Sutter Transit Joint Powers Agreement stipulates that a proposed budget be submitted to the Board by the end of March prior to the start of each fiscal year and that the budget be adopted by the end of May. This adoption schedule provides early notice to the member jurisdictions of the annual apportionment of Local Transportation Fund (LTF) contributions for inclusion in their own budget process.

**Discussion**

The purpose of this agenda item is to provide a mid-year status report on the current budget cycle, to review potential issues related to the upcoming cycle, and to invite input on other issues that the Board would like staff to consider when preparing the preliminary draft budget for presentation at the March meeting.

**Projected Year-End Revenues and Expenses for FY 2025**

Yuba-Sutter Transit's current year-end operating expense and revenue projections by line-item for FY 2025 are attached for Board review. Projected year-end operating expenses for FY 2025 are now expected to be around \$277,600 (3 percent) less than the adopted \$9,647,000 budget. Most notable operations expense fluctuations are fuel and contract operations which both recognize savings due to the projected operation of 80,000 vehicle service hours (VSH) in FY 2025 compared to the budgeted 82,000 VSH. In addition to savings from operating fewer VSH, fuel prices through December have come in at a combined average price of \$9.85 per VSH, which is \$3.15 lower than the budgeted \$13 per VSH. Fuel expenses are currently projected to end the year \$178,000 (17%) below budget. Utilities are up \$6,000 (6 percent) due to increased energy costs. Storer contract operating expenses (vehicle insurance, contract services, and out-of-contract service) are projected down \$84,000 (1 percent) due to operating fewer VSH than budgeted.

On the administration side, expenditures are projected to come in around \$25,000 (2 percent) under budget due mainly to a \$15,000 savings in marketing and promotion expenditures, which will likely materialize in FY 2026. Insurance premiums are projected to come in slightly under budget (\$6,000, 8 percent).

FY 2025 operating revenues include a projected \$93,000 (10% percent) increase in fares; a \$13,000 (33 percent) increase in auxiliary revenue due to increased bus, shelter, and bench advertising; a \$9,000 (450 percent) increase in Non-Transportation Revenue, which includes RWMA contract personnel revenue, and a \$10,000 (24 percent) increase in local cash reimbursements from the increase cost per VSH for Wheatland service. The most notable downward revenue variance is the non-receipt of state cash grants/reimbursements of \$163,000 (100%) that was budgeted from LCTOP for the Roseville Commuter Service which has been delayed until FY 2026 and is also offset by the savings from fuel and contracted operations. Any savings resulting from the combination of lower than budgeted expenses and higher than budgeted revenues will allow more State Transit Assistance (STA) Funds from FY 2025 to be carried over to FY 2026, assuming current trends hold through June.



Capital expenditures projected through the end of the current fiscal year include those necessary for the completion of the environmental phase of the NextGen Transit Facility project (\$1,322,000), completion of the purchased six demand response buses (\$44,600 Federal, STA) that were continued from the prior year (Federal, PTMISEA); the purchase of a staff vehicle (\$36,000 STA); bus wraps (\$187,000 STA); start-up costs for on-demand service technology (\$30,000 STA), budgeted allowances for facility repairs and improvements (\$25,000 STA), bus stop repairs and improvements including branding (\$50,000 STA), and miscellaneous capital expenditures (\$50,000 STA).

#### Federal, State and Local Operating and Capital Funding Outlook for FY 2026 and Beyond

Current federal funding is authorized under the measure called the Infrastructure Investments & Jobs Act (IIJA) which is also known as the Bipartisan Infrastructure Law (BIL). The IIJA significantly increased the total funding authorization over the previous reauthorization measure known as the Fixing America's Surface Transportation (FAST) Act. Yuba-Sutter Transit receives annual apportionments for both urban (Section 5307) and rural (Section 5311) transit assistance which can be used for both operating and capital purposes. In addition to these formula programs, discretionary federal capital program funding has typically been made available for projects such as the Next Generation Transit Facility and future fleet replacement projects.

State Transit Assistance (STA) revenue is the single on-going state transit funding source that Yuba-Sutter Transit has historically used as the primary source of local matching funds for federal capital grants. SB 1 (2017) resulted in a significant expansion in the amount of STA funding available through an increase in the sales tax on diesel and a portion of an increase in vehicle registration fees. STA funds are available exclusively for transit operating or capital purposes with minimal restrictions. Due to the capital needs cited above, staff will continue to be cautious about how much of these funds will be programmed for operating purposes in FY 2026 and beyond.

A major portion of the annual operating budget is funded by Local Transportation Funds (LTF) that are allocated for transit services. LTF revenue is derived from a one-quarter percent sales tax that is returned to the county of origin and distributed to the jurisdictions therein by population. These funds must be used first to meet local transit needs with the remainder, if any, made available for the maintenance of local streets and roads. LTF funds are traditionally used by Yuba-Sutter Transit to balance the annual operating budget after all other available revenue sources have been applied. For FY 2025, \$4 million from this source has been claimed by Yuba-Sutter Transit for operating purposes which represents 45 percent of the combined available LTF apportionment for the four member jurisdictions. As has occurred in prior years, any significant reduction in federal funding and/or the need for a greater share of other funding sources for capital purposes, more LTF revenue will likely be allocated for Yuba-Sutter Transit to balance the operating budget.

#### Operations and Maintenance Contract Extension

The current contract with Storer Transit Systems was extended through September 2025, by the exercising of the first of two, two-year contract options. To exercise the second of these options, Yuba-Sutter Transit must provide a notice of intent to the contractor by May 1<sup>st</sup> and potentially obtain approval from FTA. The base contract provides for cost adjustments during each option year based on changes in the Consumer Price Index with a minimum of two percent and a maximum of four percent each year. Staff is currently in discussions with the contractor regarding such an extension.

#### Temporary Construction Easements and Related Offsite Parking Expenses

The State Route 70 Binney Junction Roadway and Complete Streets Project started in July 2023. The second major phase of construction work on the project will require execution of easements with Caltrans allowing access to significant portions of both the north and south yards. The terms of the easement agreements are the subject of ongoing negotiations with Caltrans and include just compensation for the additional property lease

and operating expenses Yuba-Sutter Transit will incur from storing and dispatching its entire fixed route bus fleet from an offsite location for the duration of planned construction.

#### Funding and Implementation Schedule for the NextGen Transit Facility Project

The Next Generation Transit Facility Site Study resulted in the July 2021 purchase of a 19.7-acre parcel at 6035 Avondale Avenue in Linda. The need for a new, purpose-built operations and maintenance facility resulted primarily from the State's requirement that public transit operators begin integrating zero-emission buses (ZEBs) into their fleets beginning as early as January 2026. The existing undersized and functionally obsolete facility cannot support the large-scale operation of ZEBs. Staff has secured approx. \$51 million of the currently estimated \$55 million funding package from federal, state, regional, and local sources to design and construct the facility. The environmental and preliminary design phase is expected to be completed in spring 2025 and the final design and engineering work will begin shortly after.

#### Funding and Implementation Schedule for Compliance with the Zero-Emission Bus Mandate

The Innovative Clean Transit (ICT) rule that was adopted by the California Air Resources Board (CARB) in 2018 requires that only zero-emission buses (ZEBs) be ordered by public transit operators effective January 1, 2029, with the goal of eliminating internal combustion engines in public transit use by 2040. The first compliance date is January 1, 2026, when 25 percent of all buses ordered must be ZEBs. The ICT rule started a chain-reaction that will impact budget decisions for the next several years including, for Yuba-Sutter Transit, the need for a replacement transit facility. Even if the existing fleet is extended well beyond its useful life, new buses and charging systems (and a new transit facility) will ultimately be necessary. In addition, if funding is available for the new facility and for the incremental cost of ZEBs, the Board has committed to the early transition to ZEB operation by 2035 to position the agency in a more favorable position for competitive grant applications. Staff has secured \$4,945,560 to date and is continually working to develop a funding package from federal, state, regional, and local sources to purchase zero-emission buses.

#### Implementation of the Adopted Yuba-Sutter NextGen Transit Plan

The Yuba-Sutter NextGen Transit Plan (NextGen Plan) adopted in May 2023 includes operational and financial recommendations to address transit needs over the next five to ten years in a post-pandemic environment. While the NextGen Plan is intended to serve as the local blueprint for transit development and operations in the short-term, adoption of the NextGen Plan does not signify approval of all listed recommendations or prevent future implementation of alternatives. As time progresses and conditions change, each recommendation is individually evaluated and approved as appropriate prior to implementation.

The NextGen Plan related focus for the remainder of FY 2025 will be the piloting of an on-demand (microtransit) service beginning in Linda and Olivehurst, updating the Authority's branding and marketing, and preparations for future service initiatives. The next round of potential service changes will be the subject of a NextGen Plan update to be considered by the Board in conjunction with the adoption of the FY 2026 operating budget.

Board input is now requested regarding the above or any other issues for the development of the preliminary draft budget prior to the March meeting. Staff will be prepared at the meeting to discuss these and other budget related issues in more detail as desired.

#### **Attachment**

Yuba-Sutter Transit Authority FY 2025 Mid-Year Budget Review

**YUBA-SUTTER TRANSIT AUTHORITY  
FY 2025 MID-YEAR BUDGET REVIEW**

Prepared 2-11-2025

	FY 2025 Budget	7/1/24-12/31/24 Year to Date	% of Budget	FY 2025 Projected
<b>OPERATING BUDGET</b>				
Operations Expenditures				
Services - Other Maintenance	\$ 263,000	\$ 109,561	42%	\$ 263,000
Fuel and Lubricants	1,066,000	374,882	35%	888,000
Tires and Tubes	75,000	39,464	53%	79,000
Other Materials and Supplies Consumed	123,000	29,465	24%	123,000
Utilities - Electric and Gas	75,000	39,010	52%	80,000
Utilities - Water and Sewer	9,000	4,105	46%	9,000
Utilities - Telephone & Internet <i>(formerly in Administration Expenditures)</i>	11,000	5,860	53%	12,000
Casualty and Liability Costs - Operations	323,000	160,237	50%	323,000
Services - Contract Operations	6,373,000	3,019,930	47%	6,289,000
Services - Out of Contract	20,000	15,469	77%	20,000
Subtotal - Operations	<u>\$ 8,338,000</u>	<u>\$ 3,797,983</u>	46%	<u>\$ 8,086,000</u>
Administration Expenditures				
Salaries and Wages - Admin. Staff	\$ 618,000	\$ 325,015	53%	\$ 618,000
Fringe Benefits - Admin. Staff	277,000	123,358	45%	277,000
Fringe Benefits - Unfunded CalPERS Liability Payments	7,000	6,313	90%	6,400
Services - Accounting	8,000	3,138	39%	8,000
Services - Legal	12,000	3,454	29%	12,000
Services - Printing and Copying	24,000	7,864	33%	24,000
Services - Miscellaneous Professional	110,000	34,506	31%	110,000
Materials and Supplies - Office & Postage	14,000	4,240	30%	14,000
Miscellaneous Expense - Insurance and Bond	75,000	63,813	85%	69,000
Miscellaneous Expense - Dues & Subscriptions	8,000	5,750	72%	7,000
Miscellaneous Expense - Travel and Meetings	10,000	687	7%	10,000
Miscellaneous Expense - Board of Directors	11,000	2,400	22%	8,000
Miscellaneous Expense - Media Adv. and Promo.	130,000	31,215	24%	115,000
Miscellaneous Expense - Other	5,000	1,908	38%	5,000
Subtotal - Administration	<u>\$ 1,309,000</u>	<u>\$ 613,661</u>	47%	<u>\$ 1,283,400</u>
Total Operating Expenditures	<u>\$ 9,647,000</u>	<u>\$ 4,411,644</u>	46%	<u>\$ 9,369,400</u>
Operating Revenue				
Passenger Fares	\$ 919,000	\$ 503,481	55%	\$ 1,012,000
Special Transit Fares	31,000	22,668	73%	31,000
Auxiliary Revenue (Bus, Shelter & Bench Advertising)	40,000	34,105	85%	53,000
Non-Transportation Revenue (Interest)	60,000	32,852	55%	58,000
Non-Transportation Revenue (RWMA, Misc.)	2,000	4,427	221%	11,000
Local Transportation Funds (LTF)	4,000,000	2,000,000	50%	4,000,000
Local Cash Grants/Reimbursements	42,000	26,014	62%	52,000
State Transit Assistance Funds (STA)	1,390,000	323,759	23%	1,152,400
State Cash Grants/Reimbursements	163,000	-		-
General Operating Assistance - FTA Sect. 5307 (Urban)	2,500,000	1,250,000	50%	2,500,000
General Operating Assistance - FTA Sect. 5311 (Rural)	500,000	250,000	50%	500,000
Total Operating Revenue	<u>\$ 9,647,000</u>	<u>\$ 4,447,306</u>	46%	<u>\$ 9,369,400</u>
<b>CAPITAL BUDGET</b>				
Capital Expenditures				
Maintenance and Operations Facility	\$ 4,017,000	\$ 196,779	5%	\$ 1,322,000
Facility Repairs and Improvements (formerly in miscellaneous capital)	50,000	-		25,000
Bus Stop Repairs and Improvements	50,000	-		50,000
Vehicle Purchase/Replacement	45,000	2,880	6%	80,409
Miscellaneous Capital	310,000	-		267,158
Total Capital Expenditures	<u>\$ 4,472,000</u>	<u>\$ 199,659</u>	4%	<u>\$ 1,744,567</u>
Capital Revenues				
Federal (5307, 5310, 5311, 5317, 5339)	\$ 1,328,120	\$ 2,880	0%	\$ 38,105
SACOG - Maintenance & Mobilization	475,000	174,149	37%	300,000
State TIRCP	1,072,648	22,630	2%	1,022,000
State Transit Assistance (STA)	482,352	-	0%	384,462
State Transit Assistance (SGR)	1,113,880	-	0%	-
Total Capital Revenue	<u>\$ 4,472,000</u>	<u>\$ 199,659</u>	4%	<u>\$ 1,744,567</u>

AGENDA ITEM VI – E  
STAFF REPORT

**DRAFT SACRAMENTO COMMUTER SERVICE REVISION**

RECOMMENDATION: Approve a Sacramento Commuter Service schedule revision effective March 31, 2025, as proposed or amended.

**Background**

Yuba-Sutter Transit's Sacramento Commuter service ridership continues to grow and is currently trending at nearly 40% above last year. The Sacramento service schedule was last revised effective November 2023, at which time several temporary, covid-related service suspensions were made permanent and additional service reductions were implemented to better reflect demand. The service operates on weekdays only and is currently comprised of 6 peak morning runs to downtown Sacramento, 2 midday roundtrip runs, and 6 peak afternoon return runs. This is down from a daily peak of 23 scheduled runs operated prior to the pandemic. Sacramento commuter ridership continues to be heaviest on Tuesday through Thursday reflecting the State employee's typical hybrid work schedules.

In April 2024, the California Department of General Services (DGS) officially opened the May Lee State Office Complex (MLSOC) on Richards Blvd. and 7<sup>th</sup> Street in the River District of Sacramento. The 17.3-acre site is part of the DGS Ten-Year Sequencing Plan to renovate and/or replace state office buildings in the downtown Sacramento area and is comprised of four office towers and amenities to accommodate up to 5,000 State workers. Prior to its public opening, Yuba-Sutter Transit began receiving inquiries about potential service to the MLSOC from commuters who had been relocated, or were planning to relocate, to the new worksite.

**Discussion**

In August 2024, staff conducted an online survey targeting current and former riders that returned 164 unique responses with approximately 35% of the respondents indicating they were, or anticipated being, relocated to the MLSOC. Based on the input received, and an analysis of current ridership patterns, the attached draft Sacramento Service Plan was developed to offer a basic level of service to the MLSOC. It was circulated for public review and comment in January and early February.

The key features of the proposed service revisions include:

1. A new supplemental morning run on Tuesdays, Wednesdays and Thursdays only, to the MLSOC and continuing to downtown Sacramento. This run will provide direct service to the MLSOC by 7:30am from the Yuba County Government Center in Marysville, and the Sam's Club and Bogue Rd. Park and Ride facilities in Yuba City, before continuing to the existing downtown stops. This new run has the dual benefit of providing direct service to the MLSOC and is scheduled closely enough to serve as a supplemental option to the existing 399AM run which is currently the most popular morning schedule and nearing capacity on certain peak ridership days.
2. Availability of an additional morning drop-off at the MLSOC by 7:15am, Monday through Friday, on the 270AM run after it serves its regular downtown stops. This routing is designed to provide an additional 5 day-a week morning option to the MLSOC without affecting the existing schedule for downtown riders.

3. An additional two-way service option to MLSOC on the 2<sup>nd</sup> Midday schedule, Monday through Friday, offering pickup and/or drop off at approximately 12:05pm.
4. Two peak afternoon return options from the MLSOC picking up at 4:00pm and 4:25pm, Monday through Friday, on the existing 270PM and 299PM runs, respectively. These options serve both the Yuba County and Sutter County commuters working at the MLSOC, but again without affecting the existing schedule for the majority downtown riders.

In addition to distributing the draft Sacramento Service revision to our email subscribers, the proposed changes were posted on the Yuba-Sutter Transit website, social media, and featured in both the January and February issues of the passenger newsletter, inviting comments by way of another online survey. To date, staff has received primarily positive comments concerning the new service options, indicating the proposed scheduling strikes a good balance of potential usability and scope. Attached is a copy of the draft schedule and a summary of responses to the most recent feedback survey.

If approved as proposed or amended, the revisions to the Sacramento Commuter services will be effective March 31, 2025, marking the first increase in Sacramento commuter service since the pandemic related cuts. Staff will be prepared to discuss the proposal in detail at the meeting.

### **Fiscal Impact**

The proposed Sacramento Commuter schedule revisions will add an estimated 390 vehicle service hours annually to existing service levels, resulting in an incremental increase of approximately \$23,845 annually in variable operating costs. The average fare revenue return ratio for the Sacramento Commuter services is trending at approx. 27% of the cost.

Approval of the proposed Sacramento Commuter service increases will not require an adjustment to the adopted FY 2025 operating budget.

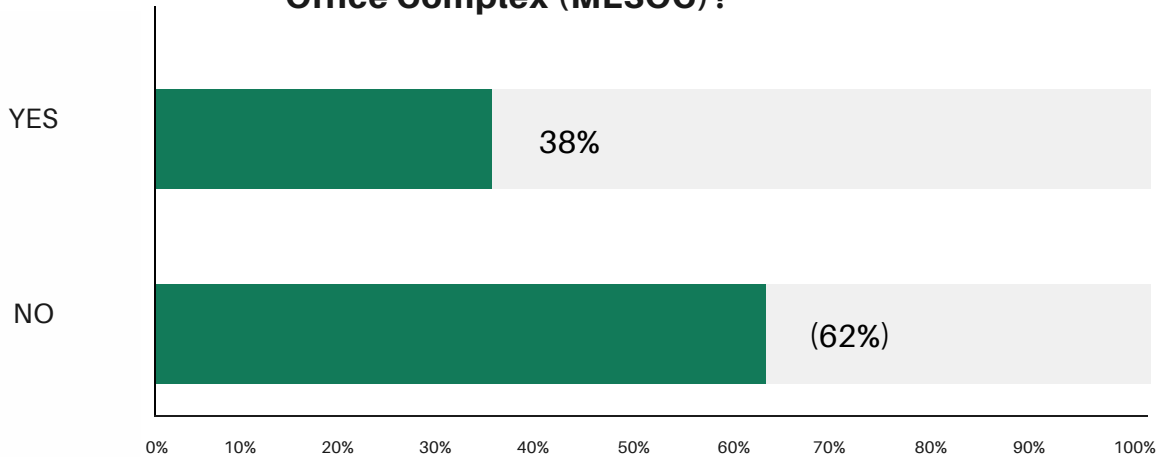
### **Attachments**

- 1) Draft Sacramento Service Schedule
- 2) Online Survey Results Summary

**SACRAMENTO SCHEDULE REVISION SURVEY RESPONSES**

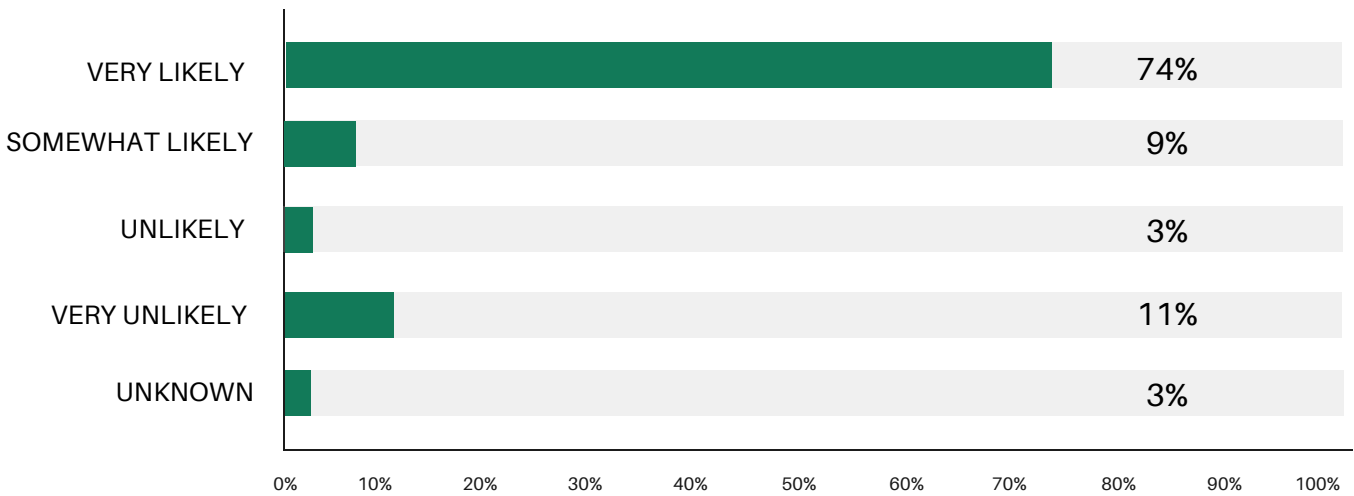
TOTAL RESPONSES: 92

**Question 1: Are you or will you be working at the May Lee State Office Complex (MLSOC)?**



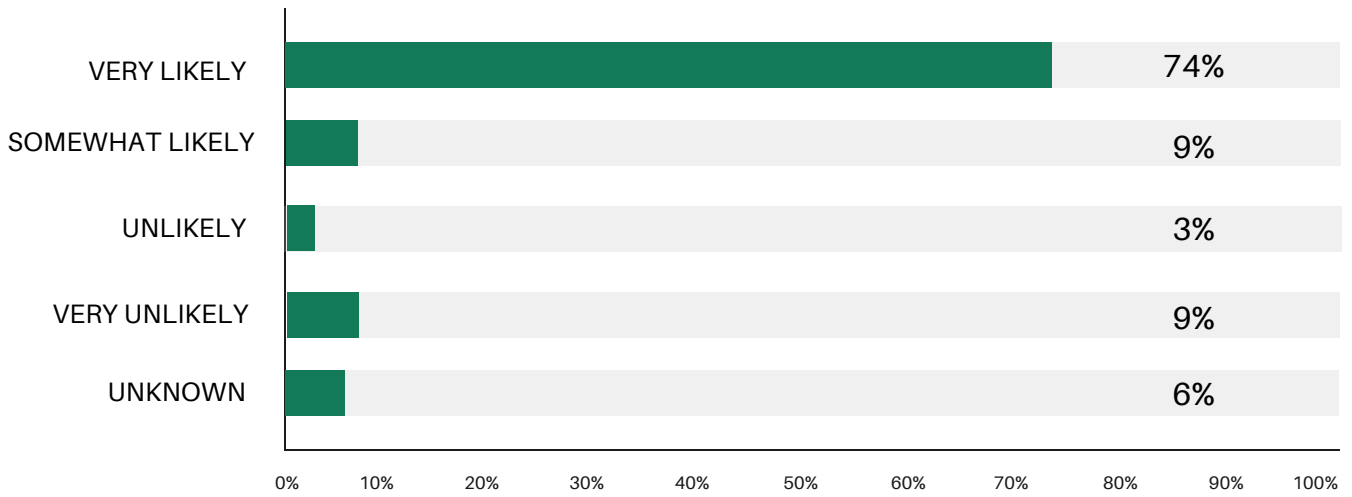
**Question 2: How likely are you to utilize the proposed morning schedule to the MLSOC?**

TOTAL RESPONSES: 35



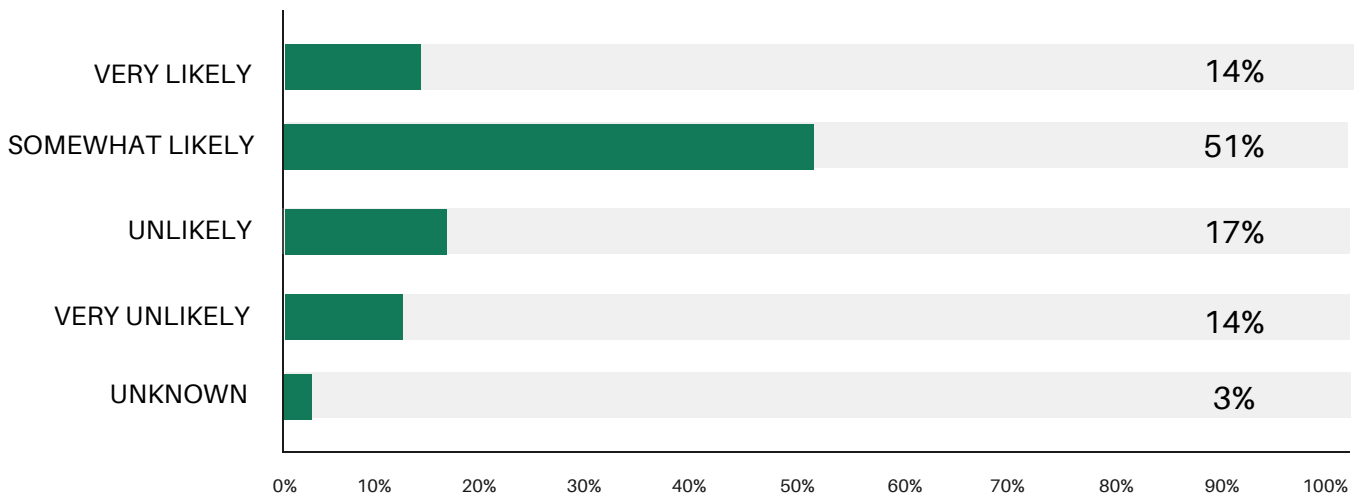
**Question 3: How likely are you to utilize the proposed afternoon schedule to the MLSOC?**

TOTAL RESPONSES: 35



**Question 4: How likely are you to utilize the proposed midday schedule to the MLSOC?**

TOTAL RESPONSES: 35



**Sacramento Survey Responses****Feedback Regarding the Proposed Sacramento Commuter Schedules Revisions****Respondents Below Answered "YES" to Question 1 :Are you or will you be working at the May Lee State Office Complex (MLSOC)?**

<b>DATE</b>	<b>FEEDBACK</b>	<b>NAME</b>
1/29/2025 8:21	Thank you for the proposed schedule. I would like to see it starts as soon as possible.	Li Whalen
1/27/2025 15:35	hi i need to reach May Lee by 730am and get back on for yuba city for 4pm. please add the bus stops for May Lee	Nina Sandhu
1/27/2025 15:33	need drop off from yuba city to May Lee by 730am, my shift is 730am-4pm please have 2nd 99 available in mornings to drop off	Sarang, A
1/27/2025 15:18	please have 2nd 99 available from bogue rd 6:20am to reach may lee 7:30am	Dalbir
1/27/2025 15:17	Hi we commute on the bus from yuba city to MLSOC 3 days a week. Could you please have 2nd 99 from Bogue Rd at 6:25am get us to May Lee by 730am?	Bhavna Sujji
1/27/2025 15:15	Hi we commute on the bus from yuba city to MLSOC 3 days a week for Tax and Fee. Could you please have 2nd 99 from Bogue Rd at 6:25am get us to May Lee by 730am? or move 2nd 99 a little earlier to pick up from Bogue IF it will not reach May Lee by 730am? Our shift is 730am-4pm	Barinder Takhar
1/27/2025 15:14	Hi we commute on the bus from yuba city to MLSOC 3 days a week for Tax and Fee. Could you please have 2nd 99 from Bogue Rd at 6:25am get us to May Lee by 730am? or move 2nd 99 a little earlier to pick up from Bogue IF it will not reach May Lee by 730am? Our shift is 730am-4pm	Aman Mann
1/27/2025 15:13	Hi we commute on the bus from yuba city to MLSOC 3 days a week for Tax and Fee. Could you please have 2nd 99 from Bogue Rd at 6:25am get us to May Lee by 730am? or move 2nd 99 a little earlier to pick up from Bogue IF it will not reach May Lee by 730am? Our shift is 730am-4pm	Tanvir Cloty
1/27/2025 15:11	Hi we commute on the bus from yuba city to MLSOC 3 days a week for Tax and Fee. Could you please have 2nd 99 from Bogue Rd at 6:25am get us to May Lee by 730am? or move 2nd 99 a little earlier to pick up from Bogue IF it will not reach May Lee by 730am? Our shift is 730am-4pm	Jasmine Lahel
1/27/2025 15:04	I need to reach the office at 7:30am (MLSOC) please make sure that 2nd99 morning schedule will pick up from Bogue Rd at listed time 6:25am and arrive at MLSOC by our shift time. many of our shifts are 7:30am-4pm, please ensure we will be getting to office by then	Barkha Tandel



1/27/2025 15:01	I need to reach the office at 7:30am (MLSOC) please make sure that 2nd99 morning schedule will pick up from Bogue Rd at listed time 6:25am and arrive at MLSOC by our shift time. many of our shifts are 7:30am-4pm, please ensure we will be getting to office by then	Jaskiran
1/27/2025 14:55	On the proposed schedule, 3rd 99A should be available Tuesday, Wednesday, and Thursday as many offices are going at least 3 days a week. We need to reach the office at 7:30am!! That would be best, if 3rd99a is not available, for our 3 days then we will have to take 2nd 99 from Bogue Rd and arrive at MLSOC by 730am. As many of our shifts are 7:30am-4pm, please ensure we will be getting to office by 7:25/28am.	Navreet Takhar
1/27/2025 14:48	Please make sure 2nd 99 picks up at Bogue Rd at 6:25am as mentioned in the proposed schedule, and it arrives at MLSOC (Richards Blvd & 7th) by 7:30am. Myself and my colleagues have a shift from 7:30am-4pm	Darshan Mann
1/22/2025 7:24	Thank you, looking forward to take a bus to work	lexi
1/21/2025 7:28	A 3:00 or 3:15 departure would be greatly beneficial.	N/A
1/16/2025 13:00	Great idea to service the MLSOC for state government employees! If it pencils out, then great. If not, then its not unreasonable to have to walk to the Sac Amtrak station to catch a light rail over to the complex. Adds time to the commute but not unreasonable...if there isn't enough demand.	Matt Newman
1/15/2025 20:38	Add route	Carvin
1/15/2025 6:00	I live in Linda and take the hwy 70 commuters and I work 6:30-4:00. Would start work at 6:00 if YST provided transportation then. Leaving MLSOC but going to Yuba City is quite a ways out of my way.	Gordon Webb
1/14/2025 7:51	I appreciate the proposed schedule change. This would make my morning commute much easier.	Daniel Verkuyl
1/13/2025 7:03	Great.	Robert
1/7/2025 21:30	This is awesome hope it could start soon	German Rocha
1/7/2025 18:54	This is good! Thank you for asking residents about this.	Teresa Dunham

1/7/2025 18:34	It would be helpful to pick up on at the park & ride off Feather river earlier to get dropped off at the May Lee Controller building off Richards before 8am. As I work an 8-5pm schedule. A lot of commuters in the area also work that schedule	Sabrina
1/7/2025 13:56	Earlier commute time, I work at 6am. I could possibly do 6:30am.	Jennifer Huynh
1/7/2025 9:13	Thank you for taking this need into consideration.	Kim Gese
1/7/2025 8:48	There should be a direct route from Yuba city to the Maylee complex. Also earlier times for our children play sports. No one wants to be on the bus for an hour and thirty minutes to almost 2 hours.	Alena Dosanjh
1/7/2025 8:42	MLSOC building having more agency's moving in soon, I am sure there will be more commuters in future	Meryem Hampton
1/7/2025 8:30	We would prefer an earlier drop off and pick up similar to the First 99 Bus. Thank you	Kuldeep Dosanjh
1/7/2025 8:08	What you SHOULD do is just add this as a regular stop on all routes in / out prior to 4th and J because the bus can simply loop around MLSOC on Richards, to 7th to Bannon and back to Richards and then on to J St. The loop around our building only takes about 2 minutes at most and then you're right back on Richards heading back downtown to J via I-5. It's that simple. Just do what El Dorado transit is doing and make life simple for all of us.	Tom Wilcox
1/7/2025 8:08	Thanks for considering this!	Clark Floyd
1/7/2025 7:29	The proposed Sacramento commuter schedules are acceptable for my commuting purposes.	David Theiss
1/6/2025 19:24	The proposed drop off and pick up times do not give adequate time for a 8 hour work day. If the MLSOC is th3 last to get dropped off in the morning it should be the last to get picked up at the end of the day.	Danielle Aguinaga
1/6/2025 17:31	Just can't wait for drop/off pick/up at MLSOC to begin. Will be very nice to be back on the bus.	Christina Kashuba

**Respondents Below Answered "NO" to Question 1 :Are you or will you be working at the May Lee State Office Complex (MLSOC)?**

DATE	FEEDBACK	NAME
1/17/2025 10:52	Placing the newly proposed stop after the existing route stops doesn't impact my use of the route other than the potential for more people using the bus.	Adrian Metcalf
2/5/2025 7:50	You need to help them and add the new bus.	Ajitpal Singh
1/15/2025 7:29	I don't think it will affect me so I don't have any comments.	Alexa LoGiudice
1/7/2025 8:11	It would not impact my ridership but I'm pleased if it helps more state works ride	Amanda Martin
1/15/2025 5:45	The proposed schedule is a good idea especially those people working in the MLSOC who are commuting will benefit in the new schedule. I like the idea.	Ana
1/15/2025 7:33	That's nice an additional stop I would like to see a later bus out of Marysville in the evening to Sacramento. Also, please consider changing the route into Natomas. Taking 80 San Francisco into Natomas would be safer and faster for the bus driver. then take the El Camino exit to the Gateway oaks stop. You would avoid all of the merge traffic from incoming 80 merges as the bus tries to merge to garden highway exit. thank you.	Anthony Vassilopoulos
1/14/2025 9:30	Please consider bringing back the 3rd Midday route to allow for flexibility. The 3rd midday route allowed passengers to make appointments near home while still going into the office that day. The current schedule does not allow that flexibility.	Ashley Gobel
1/14/2025 7:17	The proposed schedule looks good.	Carianne Huss
1/8/2025 7:33	I don't have any issues with the proposed changes to accommodate the MLSOC stop. I would like to see another afternoon 99 bus run that is between the current 1st and 2nd 99 bus runs in the afternoon.	Chad Baker
1/26/2025 12:58	The schedule revisions will not directly impact my commute.	Chason Wainwright
1/14/2025 13:57	It would be great to include it in the schedule, but it does not affect me and my schedule.	Cheyann Welsh
1/8/2025 6:48	No feedback	Chris Nair
1/14/2025 9:11	Spouse works there so I'm in for the change.	Christopher Kashuba
1/25/2025 11:07	I think it's a good idea	Dawn Tyler
1/14/2025 9:26	I miss having the 3rd midday bus where I could leave Sac around 2 and get dropped off at Sam's Club.	Dean

1/28/2025 7:49	*I do not see the midday bus listed in the proposed schedule. I REALLY hope the midday bus is not going away. *Can the 3rd 99A bus pick up at Yuba Co. Gov't Center at 6:20am, 6:30am at Walton, and 6:40am at Bogue. This would provide 15 min between the busses (299 & 399) picking up at Walton and Bogue. Shifting the time 5min earlier would be a better mid point between busses and it would get us to Sacramento at a better work starting time of 7:30am. Especially since adding the MLSOC stop. Thank you Yuba-Sutter Transit for the new proposal and allowing public comment!	Emerald Remund
1/24/2025 18:10	It doesn't affect my routes. I think it is a good thing to add more options	Eva-Marie Figlietti
1/15/2025 7:16	I feel as the proposed new spot may work out. If this spot is off of Richard Blvd. & close to the railyards, the driver could take Richards Blvd. all the way down & enter downtown that way. Or, try to navigate through narrow streets to not miss any drop-offs, as well as just getting back on the highway after. However, is the schedule changing drastically to accomodate the proposed stop?	grecia cruz
1/25/2025 8:42	Please add a stop near CalSTRS/ department of general service building as well.	Hardeep
1/6/2025 19:11	If there is an additional bus for 399a and a 399, then okay. But honestly, I think the buses should be 399 and 499. It is confusing otherwise. And the times are really close if there are 4 afternoon 99 buses.	Heather Esemann
1/25/2025 19:44	I still feel the 3rd midday should be brought back.	Helen Riddle
1/25/2025 8:21	Looks good to me. Thank you for serving the community	Hong luu
1/7/2025 15:04	I don't see a gateway oaks pick up or drop off to Marysville Caltrans office. I use this weekly and will have to drastically change my schedule if there is not a bus there. Additionally I saw the pick up from Marysville to bring back to Sacramento was changed to 4:55 and that is also a huge inconvenience. It has already been pushed to 4:10 which is already quite different from the original time. If possible I would like to keep the 6:30am pick up from gateway to Caltrans district 3 office and additionally would like to keep a pick up in the afternoon to get a ride back to gateway. Thank you.	Ian arnold
1/15/2025 15:47	I don't care. The times that are relevant to me seem to be unchanged. I ride the 70 busses for Plumas lake to j and 11th	Isaac valdilles
1/21/2025 8:40	As long as it doesn't affect the schedule for 99 buses to downtown, I support it.	Jake Abbott
1/25/2025 9:55	Useful for young adults and teens who wish to travel to the city but lack the confidence to drive or lack a car	Jennifer Zavala
1/14/2025 15:18	N/A	Jesse Resendez
1/14/2025 8:09	Would love to have a 2:00 hwy 70 bus back.	Johanna Goodlin
1/25/2025 9:18	Please add a 3rd Midday route starting sometime around 1 PM	Karandeep

1/25/2025 7:06	I can not tell by the proposed schedule of there is still going to be a 3 bus for 70 and 99 and if so you should have included the full proposed schedule. I don't know if this survey is only related to the new drop off area on Richards Blvd or if you are affecting others but removing the third buses	Kim McMillan
1/11/2025 18:45	More bus on Tuesday and Wednesday to and from Sacramento City would be nice.	Krestoff
1/26/2025 7:10	The proposed schedule is fine with me. It doesn't interfere with my schedule.	Leo Eustaquio
1/15/2025 14:42	In the AM I need to catch SacRT light rail to Fulsom. It leaves 16th. station at 6:31 am. Any delay and I'm 30 minutes late.	Leonard Huking
1/27/2025 13:26	No comment	Manny Dhatt
1/31/2025 22:03	Would like to see one earlier bus going from sacramento up to Plumas Lake, leaving closer to 3pm	Melanie Gaylord
1/18/2025 15:56	The proposed schedule will have minimal impact to my commute schedule based on the schedule listed on the web site.	Michael Ashby
1/17/2025 12:51	No comment, not affected by proposed schedule changes.	Michael DeSmet
1/7/2025 19:39	Doesn't effect me	Mohammad Chechi
1/7/2025 13:48	Could move the morning service 5 - 10 minutes earlier to allow for most stops to be reached before 7am. MLSO services shouldn't have a significant impact to current routes, so that is appreciated	Nadine Quinn
1/27/2025 10:40	na	Nanci Loftin
1/15/2025 8:11	Does not effect my commute time.	Pakou
1/26/2025 18:08	Add additional Bus in the afternoon between 199 and 299. There is a big gap between 3:30 and 4:30	Parm Randhawa
1/7/2025 8:58	If the ridership numbers are there, then I am all for it. Even if it is just one person, at this point, it could grow as more workers get jobs in the MLSOC area.	Philolis (Phil) Goode
1/7/2025 17:47	Does not impact my route to/from Plumas Lake Park and Ride to J/11	Pristina Zhang
1/14/2025 7:37	Glad to see a northern area bus being added, considered a job in this area before but without bus it was not viable	Richard Fifield
2/5/2025 11:09	I miss a 2pm'ish option on the 70 route to head back home from Sacramento. Right now I have to wait until 3:45pm for the first returning bus route.	Rodolfo Vazquez
1/25/2025 11:50	I ride the bus out to sac every week	Shane
1/14/2025 17:03	I'm happy to see additional buses being added as the existing service is getting crowded.	Shannon Culbertson

1/24/2025 8:31	I am happy with everything is it possible you can have a two buses to Sacramento on Sartuday. Probably jst one in the morning then another one around lunch going down south.	Soko Kumene
1/14/2025 5:25	Don't want to chg the time because perfect schedule on bus route or Don't want longer ride on bus. One hour ride is enough!	Sushila White
1/29/2025 15:18	Maybe move the 2nd 99 up to allow time for it to make it to Downtown before 7:00 am	Todd Fisher
2/2/2025 21:08	The revisions look good.	Tom Weber
1/22/2025 16:16	Can Yuba Sutter look into a fourth 70 in the evening. Your drivers have been great.	vanessa coleman
1/25/2025 8:00	No problem	Virginia Fujioka
1/13/2025 19:37		2 Will
1/14/2025 15:21	None	William Larson

AGENDA ITEM VI – F  
STAFF REPORT

**FY 2025 MID-YEAR PERFORMANCE REPORT**

RECOMMENDATION: Information only.

**Discussion**

Attached is the systemwide performance report for the services operated by Yuba-Sutter Transit for the first half of FY 2025 (July 2024 through December 2024) presented in comparison with the performance for the same period in the previous fiscal year. This report marks the half-way point of the fifth fiscal year since the onset of the COVID-19 pandemic in March 2020, and illustrates the extent to which ridership levels are recovering from the extended impacts of the pandemic.

Systemwide ridership continued its steady growth through the first half of FY 2025, with 305,658 systemwide passenger trips representing an 8.2 percent increase over the same period in FY 2024. For historical perspective, the systemwide ridership was 70% of the 436,533 passenger trips that were provided in first half of FY 2020 (the last pre-pandemic fiscal year). Yuba-Sutter Transit's overall ridership recovery rate generally mirrors that of other transit systems regionally and across the country, especially when comparing similar services. It's worth noting that the commuter services increased 38%, as an increasing number of former commuter riders are reporting to the office in-person at least a few days per week.

Compared to the increase in ridership, the number of vehicle service hours (VSH) operated systemwide was down 1%, or essentially flat, compared to the same period in FY 2024. This indicates a net increase in productivity for the existing services as demonstrated by the 9.4% increase in passengers per VSH. This overall increase was boosted by increases in productivity on all three major service types, including a 3.6% increase on the local fixed routes, a 14% increase on the Dial-A-Ride service, and a 53.4% increase in passengers per VSH on the commuters. The only service to lose ridership relative to service hours was the Foothill Route, on which ridership dropped to just 547 trips during the period. With the increased productivity, the systemwide financial indicators improved in the first half of FY 2025 as well with the farebox recovery ratio increasing marginally from 11.1% to 11.7%.

Looking forward, the positive systemwide month-over-month trend is expected to continue, though ridership is still likely to remain below pre-pandemic levels through the remainder of FY 2025.

Staff will be prepared to discuss the performance summary in detail at the meeting.

**Attachments**

FY 2025 Mid-Year Performance Report

**MID-YEAR PERFORMANCE REPORT  
FISCAL YEAR 2024-2025**

	<b>Passenger Trips</b>	<b>Vehicle Serv. Hours</b>	<b>Pass. Trips Per VSH</b>	<b>Est. Fare Revenue</b>	<b>Fare Rev. Per VSH</b>	<b>Est. Farebox Ratio</b>
<b>Fixed Route:</b>						
July 2024 - December 2024	257,816	22,404.90	11.51	\$321,864	\$14.37	12.2%
July 2023 - December 2023	244,509	21,999.71	11.11	\$297,644	\$13.53	12.9%
Percent Change	5.4%	1.8%	3.6%	8.1%	6.2%	-5.6%
<b>Dial-A-Ride:</b>						
July 2024 - December 2024	16,583	9,831.58	1.69	\$56,799	\$5.78	4.9%
July 2023 - December 2023	15,009	10,132.78	1.48	\$52,525	\$5.18	4.4%
Percent Change	10.5%	-3.0%	14.0%	8.1%	11.5%	11.3%
<b>Sacramento Services (Commuter &amp; Midday):</b>						
July 2024 - December 2024	28,192	4,527.97	6.23	\$145,175	\$32.06	27.2%
July 2023 - December 2023	20,422	5,029.35	4.06	\$105,719	\$21.02	17.8%
Percent Change	38.0%	-10.0%	53.4%	37.3%	52.5%	52.6%
<b>Foothill Route:</b>						
July 2024 - December 2024	547	502.83	1.09	\$405	\$0.81	0.7%
July 2023 - December 2023	849	518.46	1.64	\$800	\$1.54	1.3%
Percent Change	-35.6%	-3.0%	-33.7%	-49.4%	-47.7%	-47.5%
<b>Live Oak Route:</b>						
July 2024 - December 2024	2,297	469.81	4.89	\$1,598	\$3.40	2.9%
July 2023 - December 2023	1,748	513.90	3.40	\$1,292	\$2.51	2.1%
Percent Change	31.4%	-8.6%	43.8%	23.6%	35.5%	37.2%
<b>Wheatland Route:</b>						
July 2024 - December 2024	223	312.66	0.71	\$309	\$0.99	0.8%
July 2023 - December 2023	86	290.82	0.30	\$92	\$0.31	0.3%
Percent Change	159.3%	7.5%	137.7%	235.9%	218.8%	179.2%
<b>Systemwide Summary:</b>						
July 2024 - December 2024	305,658	38,049.75	8.03	\$526,149	\$13.83	11.7%
July 2023 - December 2023	282,623	38,485.02	7.34	\$458,072	\$10.51	11.1%
Percent Change	8.2%	-1.1%	9.4%	14.9%	31.6%	5.6%

Notes:

1. All financial calculations are estimates pending final fiscal audits.