

AGENDA ITEM V – A

**YUBA-SUTTER TRANSIT AUTHORITY
MEETING MINUTES
JULY 21, 2022**

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

Present: Bains, Blaser, Buttacavoli, Fuhrer, Hudson (Chair), Kirchner (Vice-Chair), Micheli and Shaw
Absent: None

II. Public Business from the Floor

None.

III. Public Hearings

A. Federal Transit Administration (FTA) Sections 5307, 5311 and 5339 Grant Applications for FY 2022.

Martin stated that federal funding requires that a public hearing be held prior to the submission of federal grant applications. Director Hudson opened the public hearing at 4:02 pm. There was no public comment. Director Hudson closed the Public Hearing at 4:02 pm. Director Shaw made a motion to authorize the federal funding applications as submitted. Director Bains seconded the motion and it carried unanimously.

IV. Consent Calendar

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

V. Reports

A. Transportation Development Act (TDA) Claim for FY 2022/2023

Martin stated that the adopted Yuba-Sutter budget for FY 2023 includes the use of Local Transportation Fund (LTF) and State Transit Assistance (STA) funds. A claim for these funds can now be submitted to the Sacramento Area Council of Governments (SACOG).

Director Bains made a motion to adopt Resolution No. 9-22 approving the Transportation Development Act (TDA) Claim for FY 2022/2023 as proposed. Director Shaw seconded the motion and it carried unanimously.

B. Project Updates/Additions for the 2023 Sacramento Metropolitan Transportation Improvement Plan (MTIP) and the Long-Range Blueprint Plan.

Martin stated that Yuba-Sutter Transit's short and long-range improvement plans are reviewed and updated each year following the adoption of the annual budget. All federally funded operating and capital projects must be included in the five-year Transportation Improvement Plan (TIP) Program of Projects and the capital projects in this program are supposed to flow from the long-range Metropolitan Transportation Plan (MTP).

The most significant project on the horizon is the facility replacement project which is part of the five-year program with a large unfunded budget number. Staff has updated the TIP Program of Projects consistent with the adopted FY 2023 Operating and Capital Budget. The long-range Capital Improvement Plan has been updated for zero-emission bus orders after 2025 and to extend the planning period to 2050 consistent with the horizon for the new 2024 SACOG Blueprint plan. This is the first time this plan includes Zero Emission Buses, also included in the plan is \$45 million facility project.

Director Bains made a motion to adopt Project Updates/Additions for the 2023 Sacramento Metropolitan Transportation Improvement Plan (MTIP) and the Long-Range Blueprint Plan as proposed. Director Blaser seconded the motion and it carried unanimously.

C. Administrative Staff Salary Schedule Adjustments.

Martin stated that the board annually reviews the employee compensation package for possible adjustments. Based on the applicable Consumer Price Index (CPI) and adjustments that have been made by several local jurisdictions and related regional agencies, staff is recommending a 5.0 percent increase in the general staff salary scale effective July 1, 2022. In addition, the compensation package for the Executive Director position is reviewed periodically in relation to other comparable transit agencies most recently in 2019. Based on this review, staff is recommending a 10.0 percent increase in salary for the Executive Director which includes the 5.0 percent general staff salary scale adjustment. If approved as proposed, these increases would result in an estimated combined salary and benefit cost of \$31,241 and this cost was included in the adopted FY 2023 budget.

Director Micheli made a motion to approve staff salary adjustments and adopt the resulting salary schedule as proposed effective July 1, 2022. Director Shaw seconded the motion and it carried unanimously.

D. Federal Zero-Emission Bus (ZEB) Transition Plan.

Martin stated that a Zero-Emission Bus (ZEB) Transition Plan is a requirement of certain grant programs under the Federal Infrastructure Investments & Job Act. This requirement applies to projects that include zero-emission buses and/or facilities. Planning Program Manager Adam Hansen developed the attached plan that was submitted with our recent federal Buses and Bus Facilities Program grant application which is still pending.

The plan summarizes Yuba-Sutter Transit's zero-emission journey to date and describes how it would continue if funding is available to build a replacement transit facility and purchase zero-emission vehicles. The best-case scenario would result in the conversion of Yuba-Sutter Transit's fleet to ZEB technology in 2033. By state regulation, we will not be able to buy heavy-duty non-ZEB buses after December 31, 2028. Martin noted that the total cost for this plan is estimated at \$100 million by 2033, about half of which is the cost of the new facility.

Director Blaser inquired as to the life bus batteries and Martin responded that they last about 12 years for transportation use, but they can still be used for other purposes thereafter.

Director Fuhrer asked if Caltrans was still going to take the current Yuba-Sutter Transit property. Martin responded that we have not heard anything definitive on this issue, but there has been talk of building a retaining wall on our property line which would still have temporary impacts. He continued that the property would still be insufficient to house a ZEB fleet, so it would still need to be replaced only on a later schedule.

E. Project & Program Updates.

1. COVID-19 Impact, Response & Recovery

Martin reported that compared to June 2021, average weekday ridership in June was up 16 percent on the local fixed route service, 53 percent on the Dial-A-Ride service, and 49 percent on the Sacramento service. Compared to pre-pandemic levels, average weekday ridership in June 2022 was just 49 percent of what it was in June 2019.

2. Yuba-Sutter NextGen Transit Plan (www.yubsutternextgen.com)

The project website is live at www.yubasutternextgen.com where updates, work products and input opportunities will be posted. A Project Advisory Committee has been established, key stakeholder meetings are being scheduled/conducted, and the draft Existing Conditions Report is being finalized. Community survey work will commence in August and the first Community Workshops are being planned for October.

3. Regional Waste Management Authority (RWMA) Staff Transition

Martin stated that the RWMA Board of Directors will be interviewing an Executive Director candidate as part of their meeting this afternoon. The Management Analyst position has been filled with a start date of August 1st. The agency might be fully staffed by sometime in September.

4. Next Generation Transit Facility Project (Grant Submissions & Announcements)

- Our \$14.5 million state Transit & Intercity Rail Capital Program (TIRCP) grant application was not among the 23 projects that were announced by the California State Transportation Agency (CalSTA) last week. Approximately \$795 million in state funding was awarded in this biennial cycle for an average of \$34.6 million per project ranging from \$1 to \$177 million in size. Information is not yet available as to how many applications were received, but staff will be requesting a post-award briefing to see how our application can be improved in the future.

From a quick review of the successful projects, despite our inclusion of two replacement battery electric commuter buses, our overall project might not have been big enough or bold enough in comparison to other projects. The sweet spot appears to be projects in the \$25 – \$50 million range that prominently feature some or all the following: enhanced/expanded passenger rail service connections/improvements, large numbers of zero-emission vehicles, and dramatically enhanced/expanded transit services.

There was some good TIRCP news for Yuba-Sutter Transit as the agency was included along with others that provide bus service in downtown Sacramento as part of a \$50 million omnibus project that was awarded to the Capitol Corridor JPA, City of Sacramento, SACOG, Sacramento Regional Transit District, and the Downtown Railyards. The transit specific components of the project include the implementation of an account-based contactless fare payment system for all participating agencies; better integration and expansion of regional commuter bus service in downtown Sacramento with new and enhanced shared bus stop facilities; and a new bus layover facility under the W/X freeway just south of downtown Sacramento.

- Our request to Congressman Garamendi's office for a \$3.76 million Community Project Funding earmark from the FFY 2023 budget for facility engineering and design work did not make the Congressman's list of 15 projects.

- Still awaiting the August award announcements for a \$15 million USDOT RAISE Grant application and a \$14 million FTA Buses and Bus Facilities grant application.
- Still awaiting word from Caltrans on the construction schedule for the Binney Junction Project and whether it might possibly be completed without displacing us from our current facility. We have, however, granted Caltrans permission to conduct core-drilling work on our property within the next few weeks to help them assess their options in this regard.
- Following the August grant announcements, staff is planning a full project update at the September meeting.

VI. Correspondence/Information

None

VII. Other Business

None

VIII. Adjournment

The meeting was adjourned at 4:27 p.m.

THE NEXT REGULAR MEETING IS SCHEDULED FOR THURSDAY, AUGUST 18, 2022 AT 4:00 PM IN THE YUBA COUNTY BOARD OF SUPERVISORS CHAMBERS UNLESS OTHERWISE NOTICED.