



MEETING NOTICE & AGENDA

DATE: Thursday, September 15, 2022

TIME: 4:00 P.M.

PLACE: Yuba County Government Center
Board of Supervisors Chambers
915 Eighth Street
Marysville, California

A remote option for audience participation is being provided only as a courtesy. Members of the Yuba-Sutter Transit Board of Directors must attend in person. If the remote connection fails for any reason, the meeting will continue as noticed so the public must attend in person to assure access to the meeting.

To join the meeting from your computer, tablet, or smartphone, please use the Zoom Meeting link below.

<https://us02web.zoom.us/j/87401456267?pwd=emlTdm5weEILMXlxRzhiYm1HaIFSUT09>

To join by telephone conference call: 1-669-900-6833

Meeting ID: 874 0145 6267

Password: 928328

The public will be muted by default. The following options are available to speak during the public comment portions of the meeting:

Online: Raise your hand or use the Q&A panel to submit your comments.
Phone: Press *9 to raise your hand or press *6 to send a request to be unmuted to submit comments.

I. Call to Order & Roll Call

Bains, Blaser, Buttacavoli, Fuhrer, Hudson (Chair), Kirchner (Vice-Chair), Micheli and Shaw

II. 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.

III. Consent Calendar

All matters listed under 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 August 18, 2022. (Attachment)
- B. Disbursement List for August 2022. (Attachment)
- C. Monthly Performance Report for August 2022. (Attachment)

IV. Reports

- A. **Next Generation Transit Facility Project Funding and Schedule Update.** (Attachment)

RECOMMENDATION: Direct staff as desired.

B. Draft Feather River Air Quality Management District (FRAQMD) Blue Sky Grant Application for FY 2022/2023.
(Attachment)

RECOMMENDATION: Authorize submittal of a FRAQMD grant application for continuation of the Discount Monthly Bus Pass Program for area youth, seniors, and persons with disabilities as proposed.

C. Project & Program Updates.

1. NextGen Transit Plan (Online Community Survey Now Underway / Community Open House & Board Workshop Set for Thursday, October 20th)
2. Federal Transit Administration (FTA) Triennial Review Close-Out
3. Regional Waste Management Authority (RWMA) Staff Transition
4. FY 2022 Fiscal Audit (Virtual Field Work September 19 – 23)
5. Annual Sacramento Area Council of Governments (SACOG) Unmet Transit Needs Hearings:
In Person – Yuba County Government Center, 1:00 pm, Monday, October 24th
Virtual – 6:00 pm, Tuesday, October 25th

RECOMMENDATION: Information only.

V. Correspondence / Information

VI. Other Business

VII. Adjournment

**THE NEXT REGULAR MEETING IS SCHEDULED FOR THURSDAY, OCTOBER 20, 2022
AT 4:00 P.M. IN THE YUBA COUNTY BOARD OF SUPERVISORS CHAMBERS**

**PLEASE NOTE THAT THE REGULARLY SCHEDULED MEETING ON THURSDAY, NOVEMBER 17, 2022
HAS BEEN CANCELLED**

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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 (TTY) 634-6889 at least 72 hours in advance so such aids or services can be arranged.

AGENDA ITEM III – A

**YUBA-SUTTER TRANSIT AUTHORITY
MEETING MINUTES
AUGUST 18, 2022**

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

In the absence of Chairman Hudson, Vice-Chairman Kirchner called the meeting to order.

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

II. Public Business from the Floor

Ms. Judy Birdsong addressed the board in regards to the Sacramento commuter bus schedule. Ms. Birdsong wants the 5:35 pm bus from P & 5th Streets in Sacramento to Yuba City to leave 10-15 minutes later to accommodate her husband's work schedule. She provided a proposed commuter schedule for this purpose to all board members.

Director Fuhrer thanked Ms. Birdsong for her suggestions and stated that the board will look at her proposed schedule stating that it would be a good thing if a later bus increased ridership.

Martin responded that the 5:35 pm schedule has historically been the least used of the Sacramento Commuter schedules as most of our passengers leave downtown between 3:30 and 4:30 pm. Martin also stated that the commuter schedules have been set over the years through direct passenger input and there has been little demand for service after 5:30 pm. He did note that the NextGen Transit Plan will be an opportunity for riders and non-riders alike to provide their input should they want to change our schedules.

III. Public Hearings

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

Martin stated that a finding from the recent Federal Transit Administration (FTA) Triennial Review requires Yuba-Sutter Transit to provide an opportunity for public comment on the pandemic related service reductions.

Director Kirchner opened the public hearing at 4:24 pm. There were no public comments. Martin noted that staff had received one e-mail prior to the meeting and a copy of that e-mail requesting that weekday service on Route 2 return to half hour frequency has been handed out to all board members. Director Kirchner closed the hearing at 4:24 pm.

Director Shaw asked how many seats are on the bus and Martin answered that the local fixed route buses have 32 seats and are currently operating at around eight passengers per service hour. Director Shaw asked when the NextGen plan recommendations will be brought to the board and Martin stated that they should be brought to board in Spring 2023.

Director Fuhrer made a motion to maintain reduced service levels as temporary suspended service pending further action. Director Shaw seconded the motion and it carried unanimously.

IV. Presentations

Kacey Lizon Deputy Director of The Sacramento Area Council of Governments (SACOG) presented the 2024 Blueprint which outline recommendations for public land use policy and transportation investments strategies for the Sacramento region for the next 30 years. She highlighted how a triple bottom line approach that strives to advance coequal goals in equity, economy, and environment is imperative to prepare the region to meet the complex growth and mobility challenges that we face in the coming decades. She noted the opportunities for public and stakeholder involvement in the regional planning process and the many programs SACOG has available or is developing to support public agencies to implement the region's vision for the future.

Director Blaser requested that the Union Pacific Railroad trestle connecting Yuba and Sutter Counties should be included in the trails plan and Director Fuhrer requested a bike bridge from Olivehurst to Sutter County.

V. Consent Calendar

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

VI. Reports

A. Special Service Authorization for the 2022 Sikh Parade Parking Shuttle.

Martin discussed a request for special service for the 2022 Sikh Parade parking shuttle noting that this service has been provided for many years except in 2020 when the event was cancelled due to the pandemic. The Sikh Temple Gurdwara is requesting the service and committing to a contribution \$21,500 in lieu of passenger fares which is expected to cover the direct operating cost of the service. The parade will be on Sunday, November 6th and the service is expected to include up to 22 buses operating approximately 235 hours of service

Director Shaw made a motion to authorize the operation of a parking lot shuttle service under the proposed terms and conditions as proposed. Director Buttacavoli seconded the motion and it carried unanimously.

B. Feather River Air Quality Management District (FRAQMD) Blue Sky Grant Projects for FY 2022/2023.

Noting that we had just received the FRAQMD notice regarding this annual program and that just \$100,000 will be available for this cycle, Martin recommended just one application be submitted to continue the discount pass program for area seniors, disabled and youth for another year. This program has been very successful over the years and now averages around 8,000 passes sold annually. Applications are due by October 11th.

C. Storer Transit System Drug and Alcohol Policy.

Martin stated that Yuba-Sutter Transit is required to maintain a drug and alcohol regulation and policies consistent with federal standards and that this done through our contractor. The last policy, which was adopted in November 2019, has recently been updated with minor changes and now needs adoption.

Director Shaw made a motion to adopt Resolution No. 10-22 adopting the Storer Transit Systems Drug and Alcohol Policy for the Yuba-Sutter Division effective August 1, 2022. Director Blaser seconded the motion and it carried unanimously.

D. November Meeting Cancellation.

Martin requested that the regular November 17, 2022 Board meeting be cancelled. The date for this meeting conflicts with the annual statewide California Transit Association conference that he regularly attends.

Director Fuhrer made a motion to cancel the regular monthly board meeting of November 17, 2022. Director Shaw seconded the motion and it carried unanimously.

E. FY 2022 Annual Performance Report.

Martin stated that the FY 2022 Annual Performance Report was included in the agenda packet noting that this was the first fiscal year comparison to illustrate how the service and ridership has recovered since the pandemic. Referencing the graphic comparing total system ridership by month over the last four fiscal years, he noted that ridership had increased by an average of 29 percent each month in FY 2022 compared to the same month in FY 2021.

F. Project & Program Updates.

1. Next Generation Transit Facility Project (Grant & Project Announcements)

We have been awarded a \$15 million federal grant under the Rebuilding American Infrastructure with Sustainability & Equity (RAISE) program through the U.S. Department of Transportation. This was our second try at this rather exclusive annual funding program having fallen just a bit short with our 2021 grant application for \$20 million. Historically, about 10 percent of applications are successful each year.

Yuba-Sutter Transit was one of 166 grant recipients for this \$2.2 billion program and just 33 transit-specific projects averaging about \$14.4 million each were selected. Only eight projects were selected from California applicants, one of which was a \$5 million planning grant to study "Mobility Zones" in the six county SACOG region.

Our \$14 million Federal Transit Administration (FTA) Buses and Bus Facilities Program application was not among the grants that were announced this week. A reported \$5+ billion in applications were submitted for the \$1.66 billion that was awarded. Eighteen California projects were selected and almost all of them were for the purchase for ZEBs and related charging/fueling infrastructure. This was our second try at this program, and we will be seeking a post-award consultation as it is likely that we will be making another run at this funding source in 2023.

The RAISE grant award brings the secured funding figure for the NextGen Facility Project to \$26.6 million which is 56% of the \$47.5 million Year-of Expenditure cost estimate that is now being used for this project in the approved Metropolitan Transportation Improvement Plan (MTIP). Committed and anticipated future year revenue from a variety of federal, state, and local sources is expected to increase the funding amount to nearly \$30 million (63%) leaving an estimated unfunded gap of about \$17.5 million.

Based on recent conversations with Caltrans regarding the Binney Junction Highway 70 project, it is now almost certain that this project will not permanently displace us from the current facility. Project construction will, however, require months-long use of significant portions of the bus parking area so some provision for the relocation of the fleet will need to be made beginning as early as 2023. We are now working with Caltrans on temporary construction easements and associated mitigation measures. Staff is planning a funding and project schedule update for the September Board meeting.

2. NextGen Transit Plan (www.yubsutternextgen.com)

A customer and community survey should be available by the end of the month. The availability of the survey will be promoted widely through a variety of platforms, and we will be asking for the assistance of our member jurisdictions to promote the survey through their networks (website, social media, etc.).

The second meeting of the Project Advisory Committee is scheduled for September 7th. Key stakeholder meetings are still be conducted, and the draft Existing Conditions Report will soon be available. The first Community Workshop is planned for October potentially in conjunction with the October Board meeting. The project remains on schedule for completion by the end of FY 2023.

3. Regional Waste Management Authority (RWMA) Staff Transition

The RWMA Board of Directors was supposed to be interviewing an Executive Director candidate as part of their meeting this afternoon, but that meeting was canceled after the candidate withdrew their name at the last minute. Staff is working with member jurisdiction administrators to explore other candidates with the hope of bring someone to the RWMA Board for consideration at their September 15th meeting. The RWMA Management Analyst started work on August 1st.

VI. Correspondence/Information

None

VII. Other Business

None

VIII. Adjournment

The meeting was adjourned at 5:17 p.m.

THE NEXT REGULAR MEETING IS SCHEDULED FOR THURSDAY, SEPTEMBER 15, 2022 AT 4:00 PM IN THE YUBA COUNTY BOARD OF SUPERVISORS CHAMBERS UNLESS OTHERWISE NOTICED.

**AGENDA ITEM III-B
YUBA-SUTTER TRANSIT
DISBURSEMENT LIST
MONTH OF AUGUST 2022**

CHECK NO.	AMOUNT	VENDOR	PURPOSE
EFT	\$ 6,472.61	PERS HEALTH	HEALTH INSURANCE
EFT	\$ 3,482.50	PERS RETIREMENT	RETIREMENT PAYMENT (EMPLOYER SHARE)
EFT	\$ 600.00	CALPERS 457 PLAN	EMPLOYER CONTRIBUTION
EFT	\$ 700.00	CALPERS	FEES FOR GASB-68 REPORTS & SCHEDULES
EFT	\$ 38,749.98	PAYROLL	PAYROLL
EFT	\$ 1,573.75	PRINCIPAL MUTUAL LIFE INSURANCE	L/D/LTD INSURANCE
EFT	\$ 37.12	CALIFORNIA WATER SERVICE	FIRE SUPPRESSION - AUGUST 2022
EFT	\$ 377.19	CALIFORNIA WATER SERVICE	WATER
EFT	\$ 100.00	BRAD HUDSON	BOARD MEETING 7/21/2022
EFT	\$ 100.00	DAVID SHAW	BOARD MEETING 7/21/2022
EFT	\$ 100.00	DON BLASER	BOARD MEETING 7/21/2022
EFT	\$ 100.00	KARM BAINS	BOARD MEETING 7/21/2022
EFT	\$ 100.00	SETH FUHRER	BOARD MEETING 7/21/2022
EFT	\$ 100.00	WADE KIRCHNER	BOARD MEETING 7/21/2022
EFT	\$ 100.00	DAVID SHAW	BOARD MEETING 8/22/2022
EFT	\$ 100.00	DON BLASER	BOARD MEETING 8/22/2022
EFT	\$ 100.00	KARM BAINS	BOARD MEETING 8/22/2022
EFT	\$ 100.00	SETH FUHRER	BOARD MEETING 8/22/2022
EFT	\$ 100.00	WADE KIRCHNER	BOARD MEETING 8/22/2022
EFT	\$ 6,353.97	PG&E	ELECTRIC 6/11/22 - 7/12/22
EFT	\$ 57.88	PG&E	ELECTRIC PARKING LOT LIGHTS JULY 2022
EFT	\$ 56.42	PG&E	GAS JUNE 2022
EFT	\$ 5,567.47	PG&E	ELECTRIC 7/13/22 - 8/11/22
EFT	\$ 55.98	PG&E	ELECTRIC PARKING LOT LIGHTS AUGUST 2022
EFT	\$ 23,657.48	INNOVATE MOBILITY	COA - PROFESSIONAL SERVICES - 6/15/22 - 7/13/22
EFT	\$ 1,703.12	CARDMEMBER SERVICES	CREDIT CARD -SUBSCRIPTIONS, LOGO SHIRT, TRANSIT CERT PROGRAM
EFT	\$ 228.38	UTILITY MANAGEMENT SERVICES	SEWER
EFT	\$ 211.02	PRIMEPAY	PAYROLL FEES - JULY 2022
EFT	\$ 212.25	ELAVON	MERCHANT SERVICE FEE - AUGUST
18069	\$ 299.00	ADVANCED DOCUMENTS CONCEPTS	COPY MACHINE CHARGES JULY 2022
18070	\$ 175.00	ALL SEASONS TREE & TURF CARE	LANDSCAPING & WEED CONTROL JULY 2022
18071	\$ 100.00	BRUCE BUTTACAVOLI	BOARD MEETING 7/21/2022
18072	\$ 178.12	FRANCOTYP-POSTALIA, INC	POSTAGE RENTAL 7/13/22 - 10/12/22
18073	\$ 32,946.95	HUNT & SONS INC	BUS FUEL - DYED DIESEL
18074	\$ 325.00	LETTER PUBLICATIONS INC	TRANSIT ACCESS REPORT YEARLY RENEWAL
18075	\$ 1,500.00	LINDA FIRE PROTECTION DISTRICT	WEED ABATEMENT AT 6035 AVONDALE AVE
18076	\$ 100.00	NICK MICHELI	BOARD MEETING 7/21/2022
18077	\$ 1,100.00	RC JANITORIAL	JANITORIAL SERVICES JULY 2022
18078	\$ 4,426.42	RAMOS OIL COMPANY	BUS FUEL - GAS
18079	\$ 891.81	RICHALL ELECTRIC CO	REPAIR ON EXTERIOR LIGHTS AT FACILITY
18080	\$ 903.78	SC FUELS	DEF FLUID
18081	\$ 55.00	SHELBY'S PEST CONTROL	PEST CONTROL SERVICES - JULY 2022
18082	\$ 487,051.59	STORER TRANSIT SYSTEMS	CONTRACT SERVICES & VEHICLE INSURANCE - 6/22
18083	\$ 450.00	STREAMLINE	WEBSITE SERVICES - AUGUST 2022
18084	\$ 1,916.68	SUTTER COUNTY HUMAN RESOURCES	RECRUITMENT SERVICES - ADMIN ASST I/II
18085	\$ 11.55	SUTTER COUNTY LIBRARY	CONNECT CARD SALES COMMISSION - JULY 2022
18086	\$ 1,650.84	T-MOBILE	WIFI SERVICE ON BUSES - JULY 2022
18087	\$ 7,481.45	TEHAMA TIRE SERVICE INC	TUBES/TIRES
18088	\$ 272.79	TIAA COMMERCIAL FINANCE INC	COPIER LEASE - JULY 2022
18089	\$ 1,200.00	WOW COMMERCIAL MAINTENANCE	PRESSURE WASHING BUS STOPS
18090	\$ 1,750.00	ALLIANT NETWORKING SERVICES INC	IT SERVICES & SECURITY APPLICATION - SEPT 2022
18091	\$ 281.00	APPEAL DEMOCRAT	NOTICE OF PUBLIC HEARING
18091	\$ 666.50	APPEAL DEMOCRAT	SPOTLIGHT ADVERTISING
18092	\$ 100.00	BRUCE BUTTACAVOLI	BOARD MEETING 8/22/2022
18093	\$ 379.37	COMCAST BUSINESS	TELEPHONE SERVICE - AUGUST 2022
18094	\$ 334.65	COMCAST BUSINESS	INTERNET SERVICES - AUGUST 2022
18095	\$ 13,375.00	DOUBLEMAP	ANNUAL SUBSCRIPTION FEES
18096	\$ 357.56	LANDA & SONS GLASS INC	REPLACE GLASS AT SHASTA & ALTURAS
18097	\$ 830.17	QuEST	MAINTENANCE OF BUS STOPS/SHELTERS
18098	\$ 652.52	QUILL CORPORATION	JANITORIAL & OFFICE SUPPLIES
18099	\$ 7,769.58	RAMOS OIL COMPANY	BUS FUEL - GAS
18100	\$ 31,392.73	SC FUELS	BUS FUEL - DYED DIESEL
18101	\$ 1,758.77	SC FUELS	DEF FLUID
18102	\$ 55.00	SHELBY'S PEST CONTROL	PEST CONTROL SERVICES - AUGUST 2022
18103	\$ 250.00	SIMONE REED	VISION RIEMBURSEMENT - SIMONE REED
18104	\$ 1,067.01	SMART MARKETING AND PUBLIC AFFAIRS	PRINTING & FOLDING BROCHURES - RURAL ROUTES
18105	\$ 565.47	STANLEY SECURITY SOLUTIONS INC	SECURITY SERVICES - SEPTEMBER 2022
	\$ 695,818.43		

LAIF

TRANSFERS

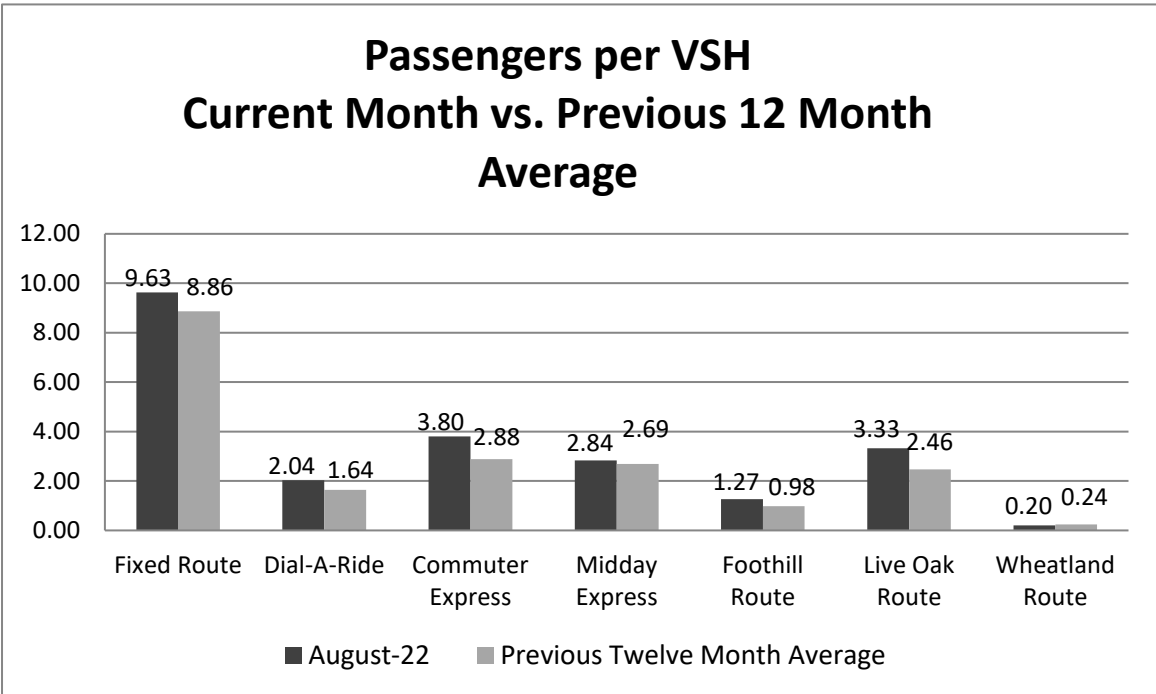
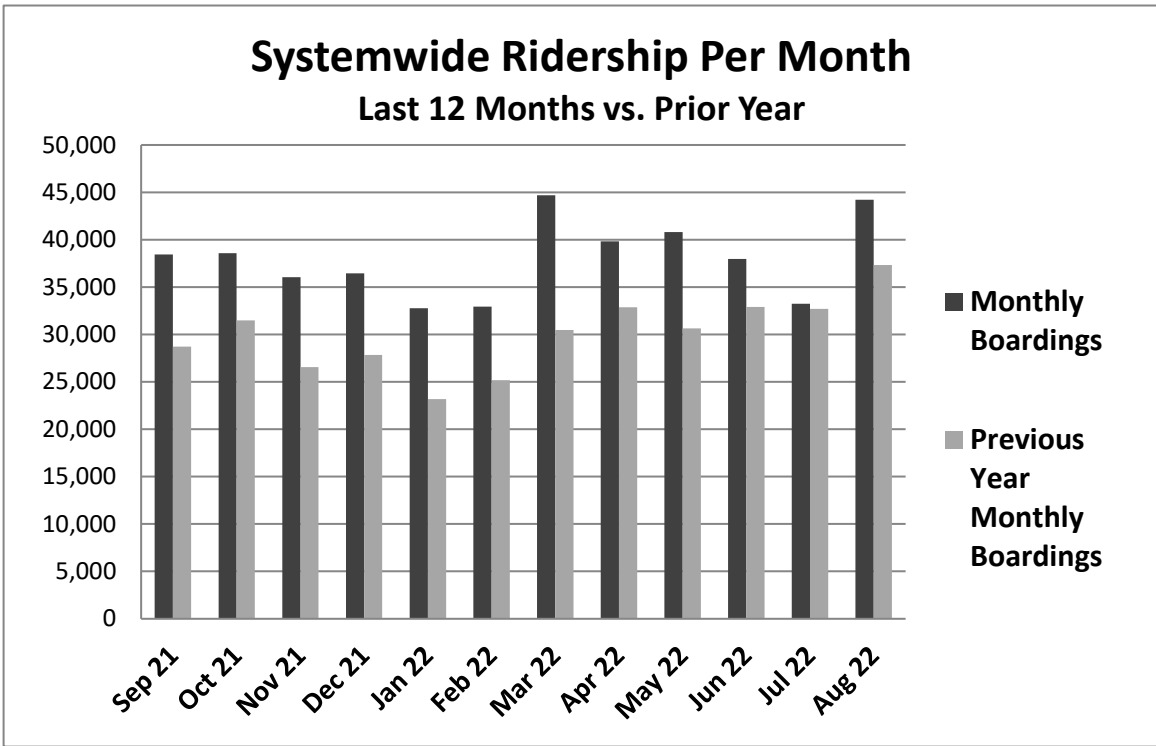
8/4/2022 \$ (450,000.00) FROM LAIF TO CHECKING

AGENDA ITEM III- C

AUGUST 2022 PERFORMANCE REPORT

	August-22	Previous Twelve Month Average	Fiscal YTD	Previous Fiscal YTD
Ridership:				
Fixed Route	37,418	32,182	65,164	58,528
Dial-A-Ride	2,862	2,381	5,240	4,953
Commuter Express	3,036	2,081	5,411	3,409
Midday Express	501	419	858	724
Foothill Route	115	83	257	97
Live Oak Route	284	184	513	326
Wheatland Route	10	11	18	23
Oroville Route	0	0	0	1,971
Total Ridership:	44,226	37,341	77,461	70,031
Vehicle Service Hours:				
Fixed Route	3,886.36	3,631.96	7,434.97	7,454.78
Dial-A-Ride	1,406.22	1,451.91	2,688.92	2,856.56
Commuter Express	798.57	722.25	1,479.84	1,468.05
Midday Express	176.70	155.65	322.90	308.48
Foothill Route	90.55	85.34	170.26	171.46
Live Oak Route	85.31	74.63	158.51	143.45
Wheatland Route	49.69	44.41	92.62	83.08
Oroville Route	0.00	0.00	0.00	644.72
Total VSH's:	6,493.40	6,166.15	12,348.02	13,130.58
Passengers Per Hour:				
Fixed Route	9.63	8.86	8.76	7.85
Dial-A-Ride	2.04	1.64	1.95	1.73
Commuter Express	3.80	2.88	3.66	2.32
Midday Express	2.84	2.69	2.66	2.35
Foothill Route	1.27	0.98	1.51	0.57
Live Oak Route	3.33	2.46	3.24	2.27
Wheatland Route	0.20	0.24	0.19	0.28
Oroville Route	0.00	0.00	0.00	3.06
Total Passengers Per VSH:	6.81	6.06	6.27	5.33

AUGUST 2022 PERFORMANCE REPORT



AGENDA ITEM IV – A
STAFF REPORT

NEXT GENERATION TRANSIT FACILITY PROJECT FUNDING AND SCHEDULE UPDATE

Background

The need to replace the existing Yuba-Sutter Transit maintenance, operations, and administration facility at 2100 B Street in Marysville resulted from the development of the Innovative Clean Transit (ICT) Regulation that was adopted by the California Air Resources Board (CARB) in December 2018. For Yuba-Sutter Transit, the ICT regulation requires that all new medium and heavy-duty buses ordered after December 31, 2028, be zero emission buses (ZEBs) with an interim 25 percent ZEB purchase requirement after December 31, 2025. In anticipation of this regulation, the current facility was analyzed by the planning and engineering firm AECOM for suitability to house and operate ZEBs. That analysis found that space and power constraints limited the facility to just 12 ZEBs after which a new facility would be needed. In addition to the ZEB regulation, the Caltrans B Street (Highway 70) expansion project and the resulting railroad realignment for related overcrossing improvements north and south of the existing transit facility was then expected to render the current facility useless by or before 2025.

In response, Yuba-Sutter Transit applied for and received an Adaptation Planning Grant from Caltrans in 2019 to develop the Yuba-Sutter Transit Resilient Next Generation Transit Facility Plan. In December 2019, the international engineering and planning firm of WSP was hired to conduct this effort which included the development of conceptual design criteria for a replacement facility and the evaluation of candidate sites to house Yuba-Sutter Transit as it converted to ZEB operation and beyond for the next 30 – 50 years. This project began with the consultant team guiding staff through an exercise to establish a vision for the future facility. This fed into the development of the space needs program and design criteria including detailed descriptions of the size and functionality of each room of the envisioned transit facility.

With the future space needs defined, WSP then worked with staff and a local commercial realtor to identify 16 potential sites of sufficient size within proximity (walking distance) of the existing service network. This list was then reduced to 10 reasonably available candidate sites that were then processed through an extensive matrix of parameters that had been developed to score and rank each site. WSP then developed conceptual facility layouts for some of the top ranked sites to determine the relative fit and feasibility of the envisioned transit facility on each. This work was presented by WSP in two working papers at the October 18, 2020 meeting of the Yuba-Sutter Transit Board of Directors which marked the beginning of the public engagement process inviting input from elected and appointed city and county officials; community stakeholders; and the public-at-large.

At the February 18, 2021 meeting, the consultant team presented the funding plan and cash flow analysis for the project which included an exhaustive discussion of a variety of federal, state, regional and local funding options; detailed construction cost estimates; and a cash flow analysis for the development of the three top ranked sites with and without debt financing. These planning level cost estimates and funding plans were primarily for comparing sites as both will be significantly refined during the architectural and engineering process for the selected site. Cost estimates were developed for both the ultimate master planned facility at full build-out for an all-electric fleet as well as for a scaled-down version in the initial build-out featuring the charging infrastructure for just four battery-electric buses. The funding plan was based only on the initial build-out scenario with an allowance for property acquisition under two different funding assumption scenarios – one with no gap in funding to complete the initial project and one using gap financing to complete the initial project due to a funding shortfall.

At the same meeting, an ad hoc committee was established to work with staff on the development of a preferred site recommendation. Based on the combination of lowest purchase price, immediate availability, future flexibility including the option for hydrogen fueling, and ideal location; the ad hoc committee unanimously recommended the property at 6035 Avondale Avenue in Linda as the preferred site for a replacement transit facility. The Board accepted this recommendation at the March 18, 2021 meeting and directed staff to initiate the necessary multi-step process before a final purchase decision could be made. After completing that process, which included a preliminary title report, an appraisal, a Phase I Environmental Site Assessment, and a Categorical Exclusion letter from the Federal Transit Administration (FTA) allowing federal funding to be used on the project, the Board authorized execution of a purchase agreement for the Avondale site at a special meeting on May 28, 2021, and the purchase was recorded on July 21, 2021.

Current Project Status

Caltrans Highway 70 Project

Based on recent conversations regarding the Highway 70 / Binney Junction Complete Streets project, Caltrans is now exploring engineering options that would eliminate the need to permanently displace the existing Yuba-Sutter Transit facility. At a minimum, construction would still likely result in the months long Caltrans use of significant portions of the bus parking and circulation areas of the existing property beginning as early as 2023. To reduce the impact, staff will be working with Caltrans to identify the necessary temporary construction easements and associated mitigation measures that would result. Such measures could include the development and temporary use of the Avondale property or another suitable site for off-site parking and operational staging during portions of the highway project.

The obvious impact of possibly being able to continue using the existing facility beyond 2025 is that it would provide much needed time to fund, design and construct the new facility which will still be necessary for the future large-scale operation of ZEBs. While the completion date could be delayed until closer to 2030 through the strategic scheduling and selection of vehicle replacements, some of the secured funding sources will begin to expire well before that time making any earlier opening date for the new facility more desirable.

Funding

Even before the property was purchased, the effort to secure the necessary funding to design, engineer and construct the new facility was well underway as two major grant applications were submitted prior to the closing date of July 21, 2021. While the funding process continues, much progress has been made. Based on the WSP work, the current conceptual design year-of-expenditure cost estimate for the facility is \$47.5 million, which is the figure that is included in the approved Metropolitan Transportation Improvement Plan (MTIP) listing for this project. As shown in the table below, with no grants currently pending, a total of \$26.6 million (56 percent) has been secured to-date. Most notably, this figure includes \$15 million from a federal Rebuilding American Infrastructure with Sustainability & Equity (RAISE) grant from the U.S. Department of Transportation and \$8.5 million from a state Affordable Housing & Sustainable Communities (AHSC) grant through the Regional Housing Authority.

	<u>Funding Source</u>	<u>Amount</u>	<u>Expires</u>
Federal	Rebuilding American Infrastructure with Sustainability & Equity (RAISE)	\$15,000,000	2031
Federal	Federal Section 5311 (Rural CRRSAA)	963,628	2026
Federal	Federal Section 5311 (Rural Formula)	364,492	2025
State	Affordable Housing and Sustainable Communities (AHSC)	8,500,000	2027
State	Low Carbon Transit Operations Program (LCTOP)	812,681	2028
State	State of Good Repair Fund (SGR)	968,712	2026-30
		<u>\$ 26,609,513</u>	

In addition, staff has identified another \$8.3 million in anticipated funding from state and regional formula and discretionary sources along with the estimated proceeds from the future sale of the existing property. Assuming these funds are all ultimately secured as anticipated, the resulting project funding short fall would be estimated at \$12.6 million (27 percent of the conceptual project cost estimate). Several revenue sources have been identified to potentially bridge this gap the most significant of which would be a third application for a federal Buses & Bus Facilities Program grant in Spring 2023 and a second application for a state Transit & Intercity Rail Capital Program (TIRCP) grant in Spring 2024. As noted above, some of the significant funding sources that have already been secured will begin to lapse in a few years so project timing will be critical to maximize all available revenue.

Project Scope (Design & Engineering)

WSP’s conceptual design and cost estimate for the Next Generation Transit Facility was based on Yuba-Sutter Transit’s pre-pandemic service level extrapolated into the future. Recognizing early that recovery from the pandemic was slow and inconsistent from service to service, Yuba-Sutter Transit received a Caltrans planning grant in 2021 to conduct a top-to-bottom Comprehensive Operational Analysis (CAO) of the existing service network to re-imagine or re-design the operation to optimize available funding for the greatest public benefit. The resulting Yuba-Sutter NextGen Transit Plan is now well underway with draft recommendations expected early next year and Board adoption consideration now planned for April or May 2023. As a result, it would seem prudent to delay facility design and engineering work until the scope and scale of the future transit system and vehicle fleet is known which may result in a lower cost for the new facility at least initially.

Environmental Assessment

While project design and engineering should be delayed until after the service and fleet recommendations from the transit plan can be considered, the environmental (NEPA/CEQA) process should proceed assuming WAP’s conceptual design is suitable for that purpose as that is now likely to be the most intensive use of the project site. Completing this phase of the project now could secure early clearance for development of the site as well as provide critical additional points in future grant applications as another sign of project readiness.

Next Steps

With Board direction, staff will proceed with plans to begin the environmental process for the new facility early in 2023. This effort will require coordination with Yuba County regarding the parameters of that process including the sufficiency of the WSP conceptual design for this purpose. If not, the solicitation for an environmental consultant may also include an engineering contractor to conduct the additional design work that may be necessary to further inform the environmental analysis.

While this process is underway, staff will continue to support the Yuba-Sutter NextGen Transit Plan development which will ultimately make specific recommendations regarding fleet size and composition to support the planned network of transit services over the next five to ten years. As noted above, draft recommendations are expected early in 2023 with Board consideration planned for April or May. The plan will include a recommended service implementation schedule and funding plan to help guide the introduction of new or modified services as well as ZEBs over the planning period. It will also include an analysis of the facility project with recommendations on contract approach, scheduling, and the potential for joint development or other grant related project enhancements on the site. The transit plan consultant, Innovate Mobility, will provide an update on this critical project at the October 20th Board meeting as part of a public open house earlier that afternoon.

Concurrent with the environmental and planning process, staff will continue to seek additional funding for the project as opportunities arise from all reasonable federal, state, and regional sources. With Board direction, this would include accepting inquiries regarding the future sale of the existing facility which could include lease-back provisions until the new facility is ready for occupancy. As part of the ongoing funding process, staff will work with our funding partners to confirm the expiration dates for any funds that have been secured as well as any flexibility that may be available to extend those dates if necessary. Just estimating the total funding need over time is problematic with the recent spike in construction costs, ongoing supply chain issues, an uncertain construction schedule, and the potential for significant unknown environmental mitigation measures. Finally, separate from the obvious cost impact of delaying the project, any delay beyond 2027 will result in increased operating costs as significant portions of the existing diesel and gasoline powered bus fleet will then be operating well beyond their designed life.

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

RECOMMENDATION: Direct staff as desired.

AGENDA ITEM IV – B
STAFF REPORT

**DRAFT FEATHER RIVER AIR QUALITY MANAGEMENT DISTRICT (FRAQMD)
BLUE SKY GRANT APPLICATION FOR FY 2022/2023**

ISSUE

The Feather River Air Quality Management District (FRAQMD) is now accepting proposals for the FY 2022/2023 cycle of Blue Sky (AB 2766) grants. Approximately \$100,000 will be available for allocation in this cycle of funding. The annual allocation for this program has dropped significantly over the last three cycles from the \$250,000 or more that had been allocated previously. Applications are due October 11th with award decisions expected on December 5th. As discussed at the August 18th meeting, staff is recommending just one grant application for a total of \$96,000 in FRAQMD funding to continue the Discount Monthly Bus Pass Program for area youth (ages 5 through 18), seniors (age 65 and over), and eligible persons with disabilities.

BACKGROUND

AB 2766 funds come from a \$4 annual Motor Vehicle Registration Fee that is collected on vehicles registered in Yuba and Sutter Counties to support a wide variety of air pollution reduction activities. Yuba-Sutter Transit has received FRAQMD funding for many projects over the years including discount bus pass programs for youth, seniors and persons with disabilities; local matching funds to expand the commuter and local fixed route bus fleets; local matching funds for the expansion of the Bogue Road Park & Ride Lot; non-advertising bus stop benches and shelters; bike racks for buses; bike lockers at bus stops; a multi-year vanpool subsidy program; enhanced bus stop passenger information materials; and, a Downtown Trolley demonstration service.

Yuba-Sutter Transit last received funding from this program under the FY 2020/2021 cycle to continue the Discount Monthly Pass Program for youth, seniors, and persons with disabilities through March 2022. Due to the ridership impact of the COVID-19 pandemic, the funding that was awarded for that cycle was ultimately combined with the funding from the previous cycle through two grant amendments to extend the existing Discount Monthly Pass Program for youth (ages 5 – 18), seniors (age 65 and over), and persons with disabilities through March 2023. As a result, Yuba-Sutter Transit did not apply for funding from the FY 2021/2022 cycle.

For the five years prior to the FY 2020/2021 cycle, Yuba-Sutter Transit received grant awards from this program at an average of \$144,420 annually for multiple projects each year (\$142,000 in FY 2020, \$142,000 in FY 2019, \$140,000 in FY 2018, \$150,000 in FY 2017, and \$148,100 in FY 2016). Because funding is now so limited, it is important that proposals be limited in number, ranked in priority, and include options for reduced funding levels as the program will likely be over-subscribed,

DISCUSSION

Based on the long-term success of the combined discount monthly bus pass program, staff is again recommending continuation of this program for another twelve months after the existing grant expires at the end of March 2023. Discount monthly passes are normally priced at \$15 each, but with the \$10 FRAQMD-funded discount each pass is sold for just \$5. Through July 2022, the existing discount monthly pass program is averaging around 8,000 passes sold annually. Based on an assumed 20 percent increase in annual ridership and pass sales, staff is projecting the sale of approximately 9,600 discount passes for the proposed 12-month extension of the program. For comparison, local fixed route ridership increased by more than 25 percent from FY 2021 to FY 2022 as it rebounded from the pandemic, but ridership is still well below pre-pandemic levels, so it is expected to continue growing at a rapid pace through FY 2024.

To maintain the current subsidy of \$10 for each discount pass, staff is recommending a request of \$96,000 from FRAQMD to continue the program for another 12 months from April 2023 through March 2024. All other program expenses would again be provided by Yuba-Sutter Transit. An alternative approach would be to increase the out-of-pocket cost for each pass to reduce the FRAQMD subsidy by an equal amount. Depending on the amount of the increase, however, this could have a significant impact on the program through reduced pass sales and ridership especially since the regular \$30 general-public monthly pass is currently priced at just \$10 per month with the difference being provided through a separate state grant program. Due to the size of the recommended request and the small amount of funding available, this is the only project being recommended for Board consideration.

Staff will be prepared at the meeting to discuss the FRAQMD grant program and the proposed project in detail.

RECOMMENDATION: Authorize submittal of a FRAQMD grant application for continuation of the Discount Monthly Bus Pass Program for area youth, seniors, and persons with disabilities as proposed.