



## SPECIAL MEETING NOTICE & AGENDA

**DATE:** Thursday, January 12, 2023

**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/82678076434?pwd=NE10TzZBYkpadGJMbGw5MFFSZ3Rmdz09>

To join by telephone conference call: 1-669-900-6833  
Meeting ID: 826 7807 6434  
Password: 143577

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 is considered by the Board.

### III. Reports

A. Yuba-Sutter NextGen Transit Plan Service Alternatives Workshop. Consultant presentation and Board discussion/direction regarding the preliminary service concepts being considered for the NextGen Transit Plan. (Attachment)

RECOMMENDATION: Direct staff as desired.

### IV. Adjournment

**THE NEXT REGULAR MEETING IS SCHEDULED FOR THURSDAY, JANUARY 19, 2023  
AT 4:00 P.M. IN THE YUBA COUNTY BOARD OF SUPERVISORS CHAMBERS**

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  
STAFF REPORT

**YUBA-SUTTER NEXTGEN TRANSIT PLAN SERVICE ALTERNATIVES WORKSHOP**

**BACKGROUND**

Yuba-Sutter Transit received a \$199,192 Fiscal Year 2021/22 Sustainable Communities Planning Grant from the California Department of Transportation (Caltrans) to develop a Comprehensive Operational Analysis (COA)/Short Range Transit Plan (SRTP). Transit plans are normally conducted every three to five years as a guide for future transit improvements and system modifications. A current transit plan is required to remain eligible for federal funding and the last Yuba-Sutter Transit SRTP was adopted in April 2015. The \$225,000 project budget includes the Caltrans grant and the required local match of \$25,808.

On April 21, 2022, a consulting team led by Innovate Mobility, LLC was selected to develop the now Yuba-Sutter NextGen Transit Plan in close collaboration with the Board of Directors, member jurisdictions, community stakeholders, and the public at large. The resulting plan is expected to shape the Yuba-Sutter Transit system for the next 5 to 10 years through pandemic recovery; construction of a new transit operating, maintenance, and administration facility; and transition to the large-scale operation of zero-emission buses. This top-to-bottom examination of the entire system (local, rural and commuter routes along with the Dial-A-Ride service) will present recommendations that could include modifications to existing routes, new service areas, alternative service models, and more modern technology-based transportation delivery tools.

The project purpose is to develop an operational plan that will improve the customer travel experience by reducing travel time; improving service frequencies and connections (where possible); and introduce new and innovative transit options (where feasible) by getting answers to the following questions:

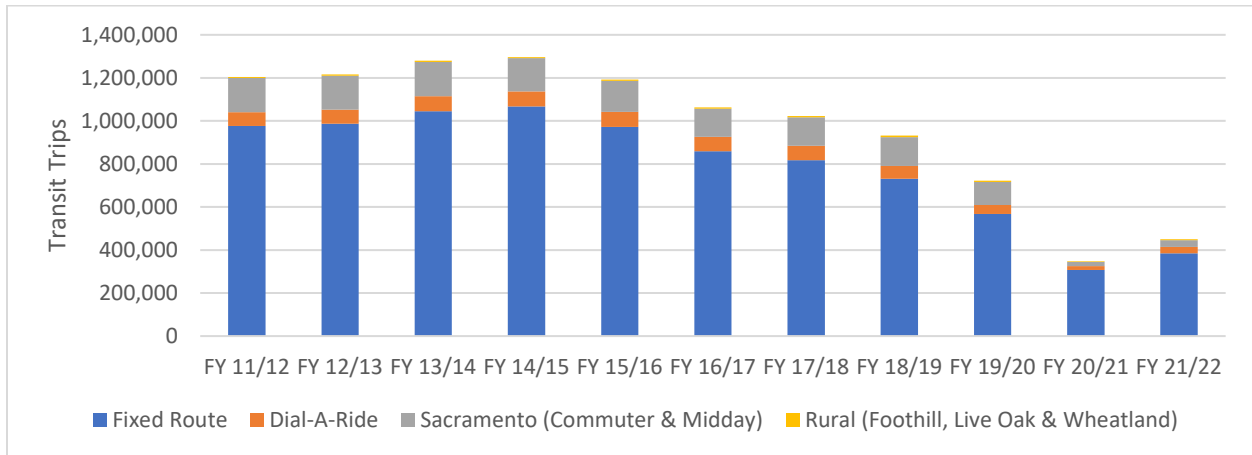
- Who are Yuba-Sutter Transit's current riders and where are potential riders?
- How is the overall system performing and what are areas for improvement?
- How do people travel today, and how has that changed since before the pandemic?
- How can Yuba-Sutter Transit best serve both its current and potential future passengers within its operational and financial capacities?

Meeting as a committee due to the lack of a quorum, an early progress report as provided on October 20, 2022, that included a review of the existing conditions data that was being analyzed as well as an update on public outreach, stakeholder interviews, and general system observations. Critical to the planning process is the extensive public outreach effort that includes an initial public survey, two rounds of community open houses, multiple Board workshops, and on-going solicitation of public input.

**EXISTING CONDITIONS**

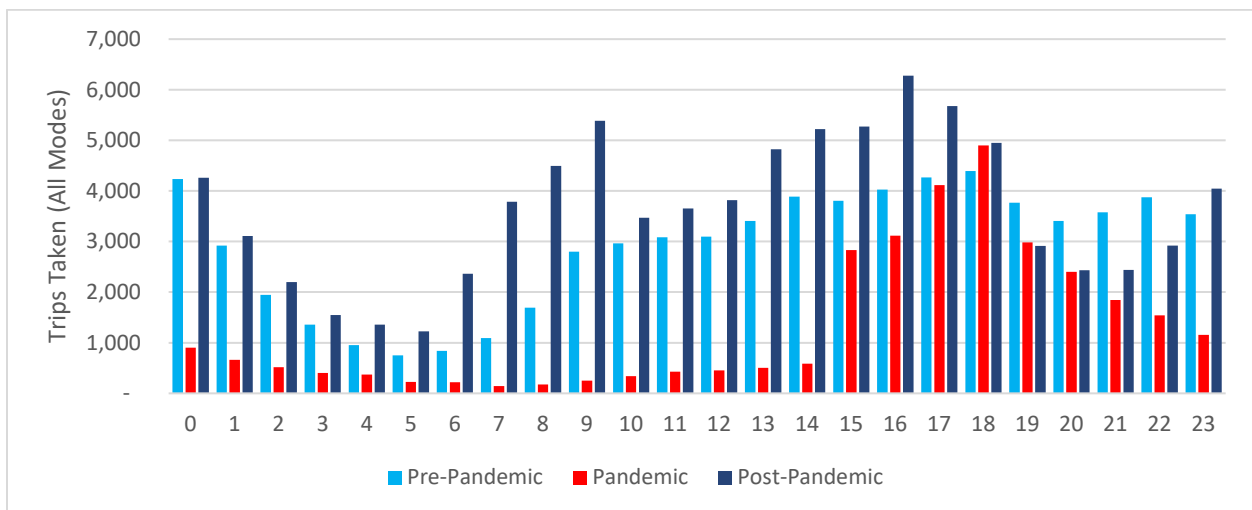
Yuba-Sutter Transit's system is composed of local fixed routes, local Dial-A-Ride, rural fixed routes, and intercity service to downtown Sacramento with each mode designed to serve specific markets. While systemwide transit ridership was significantly impacted by the COVID-19 pandemic, it had already been dropping steadily even prior to the pandemic from the historic high of FY 2015. Though systemwide ridership

has improved since the pandemic low of FY 2021, FY 2023 ridership is still being projected at just 54 percent of what it was in pre-pandemic FY 2019 and 40 percent of the historic system high of FY 2015.



When compared to pre-pandemic ridership levels, recovery has varied significantly from mode to mode. For FY 2023, local fixed route ridership is now being projected at 59 percent of pre-pandemic FY 2019 (40 percent of FY 2015); Dial-A-Ride ridership is projected at 49 percent of FY 2019 (41 percent of FY 2015); rural routes are projected at 65 percent of FY 2019 (90 percent of FY 2015); and the Sacramento service is projected at just 28 percent of FY 2019 (24 percent of FY 2015).

While travel patterns have certainly been impacted by pandemic induced increases in work-from-home, on-line shopping, virtual medicine, and on-line education; the following graph of non-commute travel in Yuba and Sutter counties indicates that more trips are now being taken each day than prior to the pandemic and more of these new trips are taking place earlier in the day.



While Yuba-Sutter Transit’s routes do provide ample coverage of the service, many trips cannot be made on the existing service. In addition, because the major trip generators for the region are in northern Yuba City, southern Marysville, and portions of Linda and Olivehurst, the travel times for the region’s vulnerable residents to and from these locations are well over 40 minutes each way. On average, these equity priority

communities spend over 60 minutes traveling on transit. All of this indicates an opportunity to improve access by introducing new transit services to these communities.

## **ALTERNATIVE SERVICE CONCEPTS**

At this workshop, Innovate Mobility president, Rahul Kumar, will be presenting a series of preliminary service concepts in some level of detail for initial policy and public feedback. These concepts, which are summarized below, have been assembled by the NextGen Transit Plan project team based on an analysis of the available data revolving around the following project goals:

- Improve Rider Experience – Provide better information, faster travel time, and connections to previously unserved areas.
- Provide More Regional Connections – Connect more communities that are farther away and create a network where riders can seamlessly travel to these locations.
- Improve Local Access – Serve new, growing areas and connect them with fast, modern, cost-effective transit solutions.
- Improve Operating Performance – Reduce delays from bridge crossings and speed up routes to ensure layover time and expected travel times.

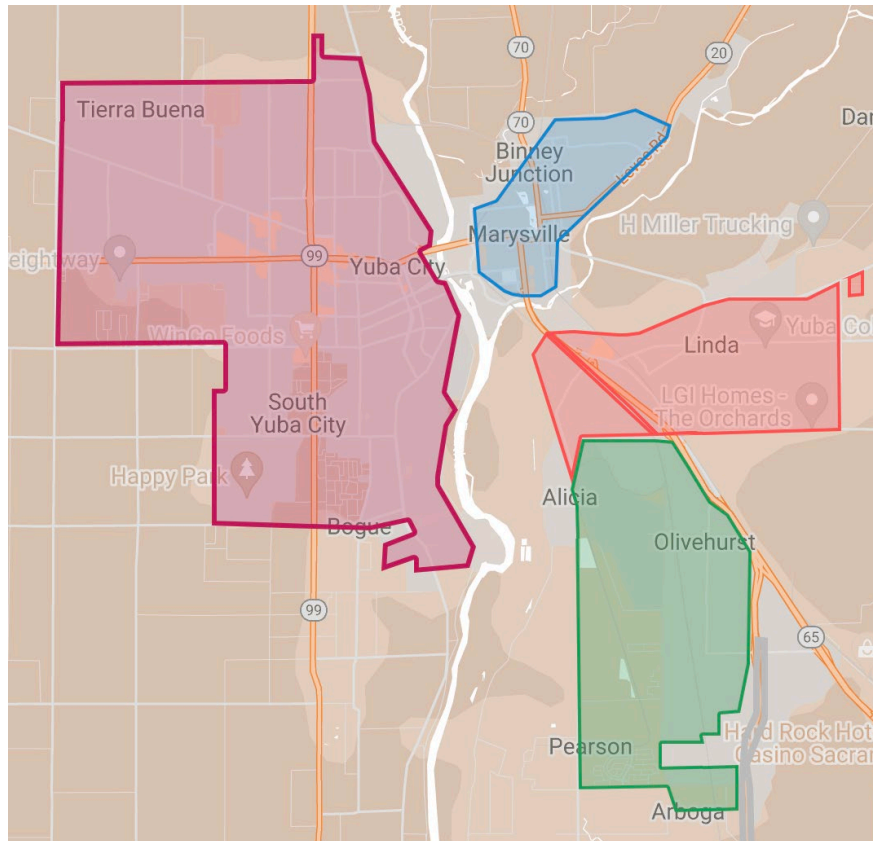
With these goals in mind, the project team believes that rebranding and reimagining the service modes into a single network of services that connect seamlessly, provide fast, frequent connections, and do so at the highest operating level is key.

The network of modes would be rebranded as Core, Community, and Commuter services as outlined below. This rebranding also would serve as a service framework for new routes and future changes with the services moving from one mode to another based upon performance. For example, a Community service that sees increasing ridership could become a Core route, and new areas could be served by Community services until they develop further.

	Core* <small>(*Name not finalized)</small>	Community	Commuter
<b>Segment Overview</b>	Core Services service the major communities of Yuba City, Marysville, Linda and Olivehurst	Community services connect smaller, more distant areas with the core. These services will be technology enabled allowing riders to book online (or via telephone). Paratransit eligible customers will get curb-to-curb service, all others will get connections to mobility hubs and major transfer points.	Peak only outbound and return service to major regional locations. Connect to Core and Community services at hubs.
<b>Performance Standards</b>	12-20 PAX per hour 15%+ farebox recovery 0.75-2 seat turnover per trip	3-7 PAX per hour 10%+ farebox recovery 20%+ trip sharing	25-30 PAX per hour 25%+ farebox recovery 0 seat turnover
<b>Span of Service</b>	6:30am-8:00pm Weekdays 8:00am-6:00pm Saturdays	6:30am-8:00pm Weekdays 8:00am-6:00pm Saturdays	5:20am-5:30pm Weekdays
<b>Frequency/Wait/Travel Time</b>	30-minute frequency	15-30-minute wait time 10-30-minute travel time	Commuter services arrive at pre-scheduled times.
<b>Other</b>	Connects to other segments at mobility hubs	Non-paratransit customers cannot travel to destinations on Core Services (other than to hubs)	
<b>Vehicles required</b>	5 fixed route	10-11 On Demand+2 Flex+2-3 DAR	8 Commuter Buses

## Service Concept 1 – New On-Demand Service

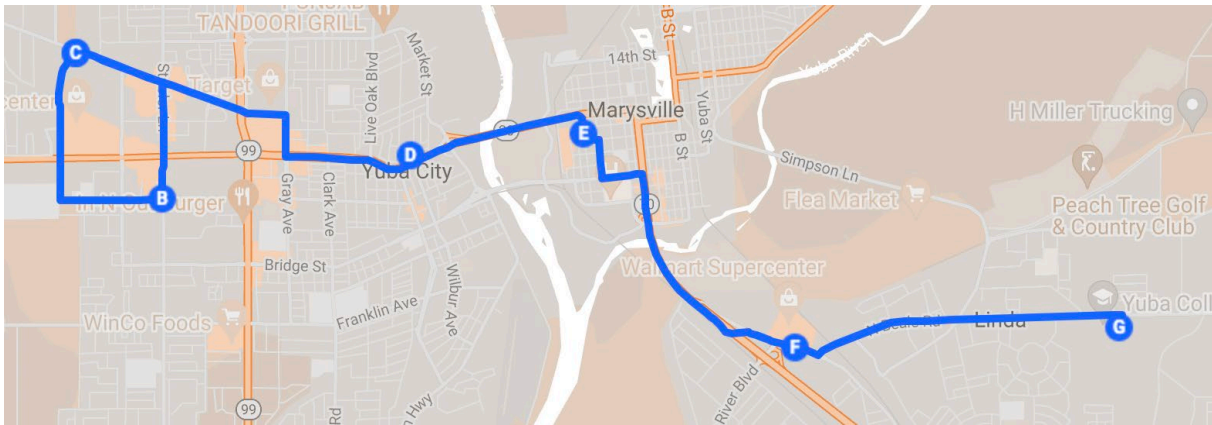
The first service concept would include creating new on-demand transit zones throughout both counties. This Uber Pool like on-demand service would ultimately be operated with smaller vehicles using virtual stops and be hailed using a smartphone application. Users would also be able to select these services via regular telephone, email, text message, and other methods. The trips would be optimized to maximize trip sharing to maximize vehicle utilization. The on-demand service would be integrated with the existing Dial-A-Ride service for ADA compliance purposes and operate throughout Yuba City, Marysville, Linda, and Olivehurst. General public riders traveling outside of a zone would do so using the Core routes. Plumas Lake would be considered for a new Community service zone when there is a higher density of residents.



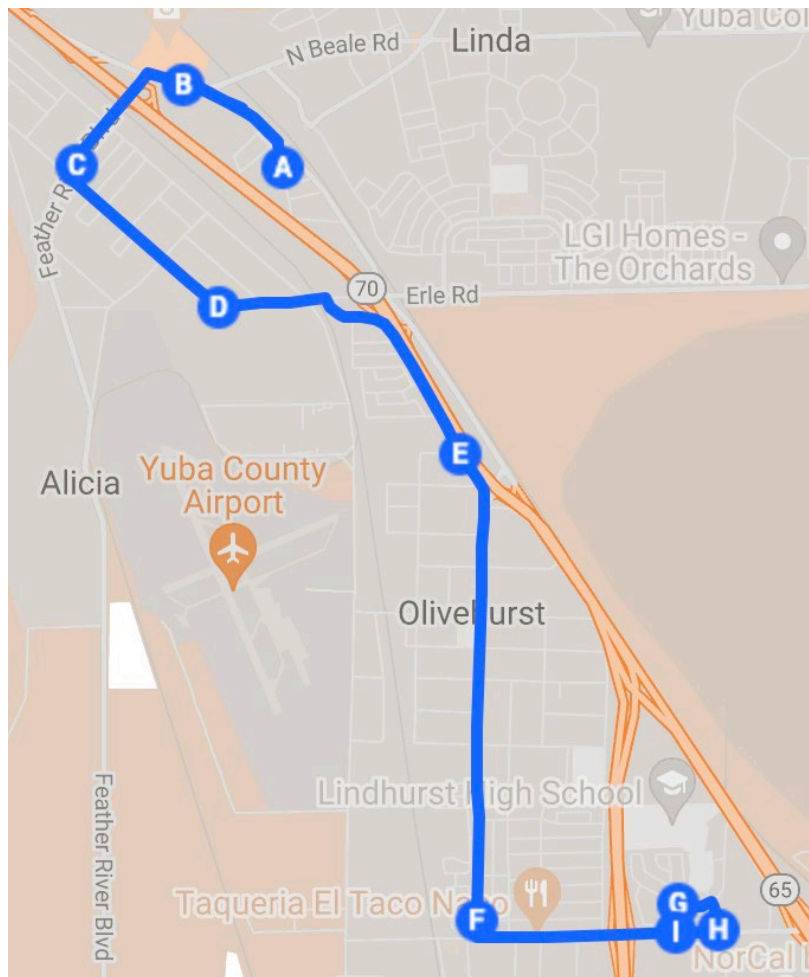
## Service Concept 2 – New Core Routes

With a large portion of travel demand covered by the new on-demand zones, Yuba-Sutter Transit's existing fixed routes would be truncated, changed, or eliminated to free up resources for the on-demand service. The remaining fixed routes would be rebranded as Core routes providing fast, frequent, reliable service between zones and across the urban service area.

The first Core route would follow much of the current Route 1 between Yuba City and Linda serving major trip generators along the way. Riders on the Community services in Yuba City, Marysville, and Linda would connect to this route at key hubs such as the North Beale Transit Center and Yuba College. Even with transfers, riders can expect to see much lower travel times. For example, a student living in Yuba City would save over 30 minutes a day on their commute to Yuba College.



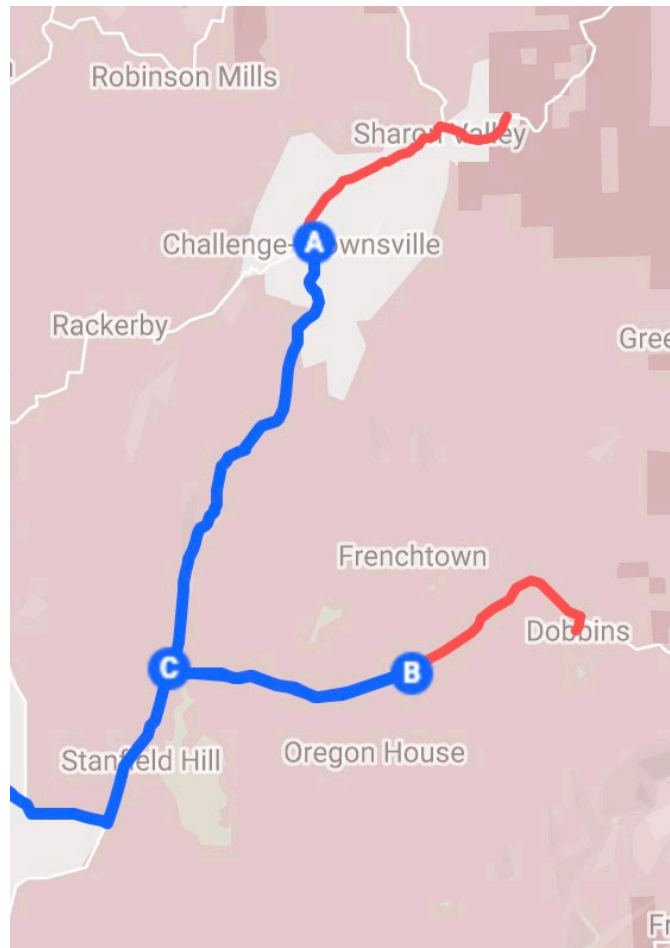
The second Core route would connect Olivehurst to Linda (and the first Core route) following much of the existing Route 3. With a large K-12 population and significant vulnerable communities, the project team believes that a traditional fixed route is a good option for this area.





### **Service Concept 3 – Volunteer Driver Program to Expand Rural Service**

Yuba-Sutter Transit currently provides a route that connects residents in the Yuba County Foothills to the urban area each Tuesday, Wednesday, and Thursday, but service in these areas is difficult and expensive to expand due to geographic or low-population limitations. This service concept involves the provision of technology and training to willing residents of the communities such as Challenge and Dobbins to operate their own volunteer driver programs. The technology would allow these programs to seamlessly connect to Yuba-Sutter Transit’s existing Foothill service.

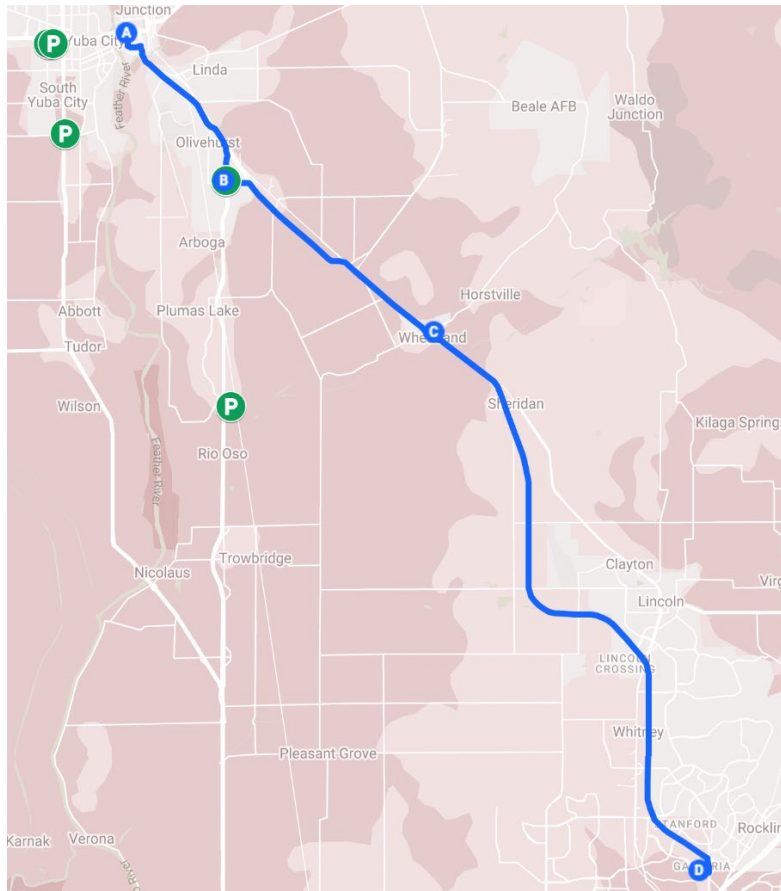


In addition to the new volunteer driver program in the Yuba County Foothills, all three of Yuba-Sutter Transit’s rural services including that which is provided to the Cities of Live Oak and Wheatland would benefit from incorporation of the on-line trip reservation system that would be used for the urban on-demand service.

### **Service Concept 4 – New Service to the Roseville Galleria Transit Center**

Because Sacramento commuter ridership has been the most impacted and the slowest to recover from the pandemic, the project team is recommending reconfiguring the existing Sacramento service and reallocating some of those resources for a demonstration service to the Roseville Galleria Transit Center. This new route would for the first time connect riders from Yuba and Sutter Counties to the services operated by Placer County Transit and Roseville Transit allowing for even greater regional connections.





**NEXT STEPS**

The above concepts were chosen from an exhaustive list of options including modified or increased fixed routes, decreased commuter service, new service areas, etc. Ultimately, these four concepts were selected because, when combined, they appear to best address the project goals discussed previously. The purpose of the January 12<sup>th</sup> workshop is to receive early policy feedback and direction on these concepts; to identify and address any questions about them and why they were developed; to identify and address any potentially fatal flaws; and to receive input on other potential service alternatives that should still be considered.

Based on the consensus direction of the Board, the project team will develop a more detailed set of draft service recommendations for the next round of community open houses on February 16<sup>th</sup> which will include another Board presentation on the same date. The preliminary draft plan is scheduled for presentation at the March 16<sup>th</sup> meeting with the final draft plan expected to be presented for adoption consideration at the April 20<sup>th</sup> meeting.

Staff and members of the project team will be prepared at the meeting to discuss the Yuba-Sutter NextGen Transit Plan in detail. Additional input from the Board and public is always invited through either contacting project staff directly or by providing comments through the project website.

RECOMMENDATION:                    Direct staff as desired.