

## AGENDA ITEM IV-A

### YUBA-SUTTER TRANSIT AUTHORITY MEETING MINUTES NOVEMBER 20, 2025

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

Present: Bains (Vice Chair), Bradford, Buttacavoli, Cole, House, Hudson and Kirchner (Chair)

Absent: Flores

#### II. Public Business from the Floor

None.

#### III. Consent Calendar

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

#### IV. Reports

##### A. Low Floor Cutaway Vehicle Purchase Authorization

Executive Director Mauk stated that with the requested action, staff recommended Board approval to purchase two, low-floor wheelchair accessible cutaways from Model 1 Commercial Vehicles, specifically the 28', (22) passenger, ARBOC Spirit of Mobility models built on the GM 4500 chassis. Mauk stated the fleet expansion vehicles would be used in demand-response and rural services, including the planned Lincoln connector services and the vehicles were recommended based on the relatively large seating capacity, ease of wheelchair accessibility, and demonstrated reliability.

Mauk stated the purchase would be completed under the statewide CalACT/Basin Transit cooperative purchasing agreement and compliant with all applicable state and federal procurement requirements. If approved the purchase would be funded with available federal section 5307 grant funding matched with available STA and be included in the FY 2027 capital budget for adoption in May.

Director Hudson made a motion to authorize the issue of a purchase order with Model 1 Commercial Vehicles, in the amount of \$404,439.89, for purchase and delivery of two (2) low-floor cutaways, as proposed. Director Bradford seconded the motion, and it carried unanimously.

##### B. Innovative Clean Transit Regulation Waiver Request.

Mauk stated that with the requested action, staff are seeking Board support for submitting a waiver request to the California Air Resources Board (CARB) for regulatory relief from the zero-

emission bus purchase requirement in calendar year 2026. Mauk stated that staff believes a waiver request is warranted given the circumstances around the Authority's displacement due to the Caltrans Binney Junction construction project planned to start in the spring of 2026.

Mauk stated its staff's contention that it is impractical and unnecessarily costly to purchase and install charging infrastructure at a temporary leased facility, and the lease agreement with Yuba County airport prohibits it. Mauk reported working with CARB staff and submitting draft language for their internal legal review. Mauk reported that CARB required a letter of support be requested from Caltrans.

Director Hudson made a motion to authorize the submittal of a request to the California Air Resources Board for a waiver of the 2026 zero-emission heavy-duty vehicle purchasing requirement due to the operational impacts of the Caltrans Binney Junction Roadway Rehabilitation and Complete Streets Projects and authorize the Chair to sign a waiver request letter on behalf of the Yuba-Sutter Transit Authority Board of Directors as proposed. Director House seconded the motion, and it carried unanimously.

**C. FY 2027 Caltrans Planning Grant Application**

Mauk stated that with the requested action, staff are seeking approval to submit a planning grant application to Caltrans for the next short- and long-range transit plan. Mauk stated that Yuba-Sutter Transit utilized a similar grant from the Caltrans Sustainable Transportation Planning Program to fund the last Short-Range Transit Plan and Comprehensive Operational Analysis, AKA the NextGen Transit Plan. Mauk stated that if awarded, the proposed plan would be developed as a combined 2028 short- and long-range transit plan covering the 5 to 10-year horizon to properly evaluate current conditions, ridership trends, financial challenges, and to garner public engagement and stakeholder input.

Mauk reported that staff estimates the project budget at \$232,000 and the required local match of cash and in-kind would be up to \$32,783 which would come from TDA funds.

Director House made a motion to authorize the submittal of a Caltrans Sustainable Transportation Planning Program Grant Application as proposed. Director Hudson seconded the motion, and it carried unanimously.

**D. Assignment and Mutual Indemnity Agreement for Receipt of Affordable Housing and Sustainable Communities Grant Funds.**

Mauk stated that on the advice of legal counsel, staff are returning the item to the Board seeking authorization to execute an Assignment Agreement for acceptance of funding from the state's AHSC Grant Program awarded in 2022. Mauk stated that the Assignment (and now Mutual Indemnity) Agreement, in combination with the pre-award cooperative agreement signed back in 2021, establish the basis for a co-funding recipient arrangement with the Sutter Community Affordable Housing Partnership as the developer of the Richland Village Housing Project in Yuba City. Mauk stated that the partnership between the developer and Yuba-Sutter Transit, by way of the successful AHSC grant award, represents \$8.5 mil. in state funding for our NextGen Facility Project and approx. \$21mil. for the developer's housing project. The request for action is being revisited because the earlier version of the agreement the Board

approved in September was subsequently revised by the developers' lenders as a condition of settlement on their project, which is scheduled for December 8th.

Director Bains made a motion to authorize the Executive Director to execute an Assignment and Mutual Indemnity Agreement with Sutter Community Affordable Housing to accept \$8.5 million in grand funding for the NextGen Transit Facility awarded pursuant to the Affordable Housing and Sustainable Communities (AHSC) program and authorize the Executive Director to certify and execute any additional documents necessary for disbursement of the AHSC grant funding as proposed. Director Bradford seconded the motion, and it carried unanimously.

**E. FY 2026 First Quarter Performance Report.**

Mauk stated that the agenda packet includes a breakdown and summary narrative of the amount of service supplied and basic performance metrics for the first full quarter of the current fiscal year, July through September of 2025, compared to the same three months in 2024. Mauk noted that this report reflects the first real leveling off of overall ridership gains since the end of the pandemic. During the performance period, commuter ridership continued to increase but local fixed route ridership dropped off, and Dial-A-Ride ridership and service hours dropped considerably from the year before, leading to an overall decrease of 2% in trips and 3% in passengers per vehicle hour systemwide. Mauk stated that these numbers do not reflect the additional trips and hours attributable to the MOD pilot microtransit service that will be covered in next project report.

**F. Project and Program Updates.**

**1. Mobility on Demand (MOD) Performance Report**

Mauk reported that ridership went up 53% from September to October with 1400 trips, and the best day was 83 trips which was 2.7 passengers per vehicle hours.

Mauk reported that after analyzing the first full quarter of data, 90% of ridership was in the Linda zone. Mauk reported that when compared the same period in 2024 for routes 3 and 6, there was a net loss of ridership. During the same period, MOD added slightly over 3200 trips in the quarter, but route 3 and route 6 combined dropped by a little over 4500 trips, making it a net loss of 1300 passenger boarding between all those services.

Mauk reported that MOD required about 32 vehicle service hours per day in October, the lowest productivity day was 1.4 passengers an hour and the best day was 2.7 passengers per hour. When isolating Route 6 and the Linda MOD service area, overall net ridership went up 6% in September and 9% in October.

**2. Lincoln/Roseville Service Planning**

Mauk reported that staff met with Mercy Housing and Wheatland representatives in late October to discuss potential funding support for the service proposed as a replacement for the current Wheatland route, and Mercy Housing was supportive of the proposed service model and open to revising their agreement with the City of Wheatland to contribute funding at

historic levels. The Wheatland City Manager requested assistance in drafting revisions to their agreement for the parties to consider.

Mauk reported that staff also met with Placer County, Placer County Transit and Roseville Transit in early November to discuss service coordination and the operators agree that the Lincoln park-and-ride lot on Lincoln Blvd/Industrial Ave just off SR 65 will work well as the regional connection point and there are plans to improve the amenities there for the public and drivers. Mauk reported that according to Roseville Transit staff, their new connecting services are not expected to launch until May/June of next year and staff anticipate bringing back a schedule and fare recommendation for Board consideration early next year.

### **3. NextGen Transit Facility Project**

Mauk reported that California's Senate delegation announced the 2025 Federal Bus and Bus Facilities Discretionary Grant awards in a press release on the previous Tuesday, in which it was revealed that Yuba-Sutter Transit received \$12.7 mil. for the NextGen Facility Project. Mauk stated that brings the grand total of funds awarded to the project to \$65.4 mil. and congratulated staff, especially Planning Manager, Adam Hansen, for another substantial grant award.

#### **V. Correspondence / Information**

None.

#### **VI. Other Business**

Mauk reviewed the upcoming Thanksgiving holiday schedule and stated the next regular board meeting is scheduled for December 18, 2025.

#### **VII. Adjournment**

The meeting was adjourned at 4:28 p.m.