



Yuba County Sheriff's Department

Wendell Anderson, Sheriff-Coroner



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August 5th, 2026

The Honorable Steven Berrier
Yuba County Superior Court
215 5th Street, Suite 200
Marysville, CA 95901

RECEIVED

SEP 09 2026

Clerk/Board of Supervisors

RE: Response to 2025/2026 Grand Jury Findings and Recommendations

Dear Judge Berrier:

This letter, provided pursuant to California Penal Code Section 933, in the Yuba County Sheriff's Department's response to the 2025/2026 Grand Jury Final Report- Findings and Recommendations concerning the roles of SROs in our schools and communities. We would like to express our thanks and sincere gratitude to the 2025/2026 Yuba County Grand Jury for their dedication and commitment to the County of Yuba. Please accept the following response to the Grand Jury Findings and Recommendations:

FINDINGS:

F1. The roles and responsibilities of SROs are not formally defined or standardized across participating school sites, resulting in variation in execution and expectations.

Response: YCSO agrees with MJUSD regarding the finding.

While MJUSD acknowledges that the daily operational routine of our three SROs varies based on their specific physical assignments, the district clarifies that their fundamental roles, core responsibilities, and administrative oversight are fully standardized and monitored.

The perceived variation is actually a deliberate, structural design intended to maximize efficiency and resource allocation across the district's unique geography:

- **City-Limits Support (MPD):** The Marysville Police Officer is based at Marysville High School but is available to support three other MJUSD schools within the City of Marysville to include; McKenney, Kynoch, and Covillaud.
- **Emergency Mutual Aid Coordination:** MJUSD operates under a mutual aid understanding. In an emergency, YCSO will immediately cross jurisdictions to provide rapid response and operational support alongside the MPD.

Corrective Action / Implementation Plan:

To satisfy this finding, MJUSD, YCSO, and MPD have collaboratively agreed to the **Standardized MJUSD SRO Role Definition & Duty Matrix** below.

Program Mission Statement: To ensure a safe, secure, and supportive learning environment by balancing proactive law enforcement duties with mentorship and collaborative safety planning, while strictly respecting the boundary between police intervention and administrative discipline.

1. Core Role Classifications (The Triad Model)

Regardless of whether an officer is site-based or mobile, their duties will align with these three pillars:

- **Law Enforcer & Campus Safety Officer:** Serve as the immediate first responder to active threats or criminal activity. Assist administration with student searches *only* when there is reasonable suspicion of weapons, illicit drugs, or contraband threatening campus safety. Cooperate across jurisdictional lines during emergencies.
- **& Student Supporter:** Engage with the student body during non-instructional times to build community trust. Partner with the Director of Student Welfare & Attendance to conduct priority home visits and welfare checks targeting chronic absenteeism. Utilize crisis de-escalation techniques during behavioral health crises.
- **Educator & Safety Advisor:** Deliver classroom presentations on digital citizenship, substance awareness, and traffic safety. Meet weekly with administrators to review, update, and practice school emergency procedures (e.g., active shooter drills, lockdowns).

F2. The SRO program operates with overlapping school-based and law enforcement response frameworks for discipline, behavioral health and crime response. 6 Yuba County Civil Grand Jury 2025-2026 Final Report

Response: YCSO agrees with MJUSD on this finding.

The Sheriff's Department and district maintain a defined boundary between administrative school discipline and law enforcement intervention. SROs and school administrators work collaboratively, but their operational frameworks do not overlap in a manner that compromises student rights or replaces school discipline with law enforcement action.

- **Separation from Discipline:** SROs do not suspend, expel, or determine disciplinary outcomes. School discipline is handled exclusively by site administrators under the California Education Code.
- **Collaboration, Not Overlap:** SROs intervene in student searches only under reasonable suspicion of immediate safety threats (weapons/narcotics). In behavioral health crises, the SRO's role is strictly supportive and protective, ensuring a secure environment so that mental health professionals can safely provide care.

Corrective Action / Implementation Plan:

To eliminate any perception of overlapping frameworks, the district is executing the following measures:

- **Education vs. Enforcement Protocol:** MJUSD and law enforcement leadership outlined an administrative versus enforcement matrix, which will be reviewed with SROs and administrators annually.
- **Administrative Staff Briefings:** During ongoing weekly meetings with all MJUSD school administrators, the Director of Student Welfare & Attendance will reinforce best practices, and review of the matrix below.

THE DISCIPLINE BOUNDARY: STRICTLY ENFORCED	
SCHOOL ADMINISTRATIVE DISCIPLINE (SCHOOL STAFF ONLY)	LAW ENFORCEMENT & SAFETY CRISIS (SRO ROLE)
• Dress Code, Cell phone violations • Classroom Disruptions & tardiness • Insubordination to teachers • Enforcing detentions & suspensions	• Possession of firearms or weapons • Illicit narcotic sales/possession • Criminal acts, assaults, threats • Safety threats & legal violations • Welfare Checks or immediate crisis de-escalation

F3. The SRO program does not utilize standardized performance metrics or a centralized data-driven evaluation framework to assess effectiveness across school sites.

Response: YCSO aligns with MJUSD on this finding.

The district agrees that while the SRO program is managed through weekly administrative meetings and dual-layered oversight, it has historically relied on qualitative assessments rather than a formalized, centralized, data-driven performance metric system.

Corrective Action / Implementation Plan:

Under the direction of the Director of Student Welfare & Attendance and in coordination with law enforcement leadership, the district will develop and implement a framework that will track data across three key pillars:

- **School Climate & Relationship Data:** Annual, anonymous school climate surveys distributed to students, staff, and parents to measure perceptions of school safety and program trust.
- **Proactive vs. Reactive Operational Metrics:** A centralized log tracking the number of safety drills/audits conducted, targeted welfare checks/home visits executed, administrative student searches assisted, and classroom presentations delivered.
- **Diversion and De-escalation Tracking:** Monitoring instances of successful crisis de-escalation and tracking the ratio of school-based administrative interventions versus actual law enforcement citations or arrests, with a clear priority on student diversion.

F4: Oversight and regulation of the SRO program are decentralized, and the Sheriff Department identified the need for additional supervisory structure to support program coordination, consistency and oversight.

Response: YCSO agrees with MJUSD and their response.

Reasoning: The SRO program is not decentralized, nor does it lack supervisory structure. Currently, operational oversight is actively maintained through a structured partnership: MJUSD utilizes the **Director of Student Welfare & Attendance** for administrative and district-level alignment, while both the **Yuba County Sheriff's Office (YCSO)** and the **Marysville Police Department (MPD)** provide dedicated **Sergeants** who directly oversee the daily tactical and law enforcement operations of the SROs. This existing framework ensures consistent coordination and strict oversight.

Corrective Action / Implementation Plan

While the necessary supervisory structure is already fully operational, MJUSD will work with its law enforcement partners within the next fiscal year to explicitly codify and formalize these existing roles in writing:

- **Codified MOU Revision:** MJUSD leadership will collaborate with YCSO and MPD leadership during the next Memorandum of Understanding (MOU) revision cycle to formally document dual-oversight roles already performed by the District's Director of Student Welfare & Attendance and the assigned law enforcement Sergeants.
- **Formalized Command Loop Documentation:** The updated MOU will clearly map out the existing dual-layered command loop to prevent any external ambiguity:
 - **District Oversight:** The Director of Student Welfare & Attendance will continue to govern school-site priorities, student welfare integration, administrative coordination, and home-visit directives.

Law Enforcement Oversight: Assigned Sergeants from YCSO and MPD will continue to manage tactical operations, police training, and compliance with law enforcement agency standards.

- **Standardized Leadership Briefings:** To build upon the current successful structure, the District's Director, the SROs, and the law enforcement Sergeants will formalize a monthly briefing schedule to continuously review program coordination, share data, and proactively maintain operational consistency across all campuses.

RECOMMENDATIONS

R1. The Yuba County Sheriff Department and Marysville Police Department in coordination with participating school districts and Yuba College, should develop and formally document, by December 31, 2026, a standardized role definition for SROs that clearly delineates responsibilities related to law enforcement, student discipline, support, and mentorship.

The Yuba County Sheriff's Department will continue to collaborate with the school districts involved and our Law Enforcement partners to develop and document standardized role definitions for SROs, while also considering that such documentation could limit the roles of our SROs. While structure and expectations are often desired, they cannot completely capture all potential scenarios, circumstances or issues that SROs may face at any given time.

It is not the desire of the Yuba County Sheriff's Department to be involved with the administrative disciplinary matters normally handled by school administrators. The Sheriff's Office is focused on building relationships with staff and students and providing a safe environment for those at the schools within our jurisdiction. We will continue to build relationships and enforce violations of codified laws and regulations within our jurisdiction.

R2. Participating school districts, Yuba College, Yuba County Sheriff Department, and the Marysville Police Department should formalize, by December 31, 2026, written protocols defining roles, responsibilities and decision-making authority related to student discipline, student behavioral health crises and other school-based crisis.

The Yuba County Sheriff's Department will collaborate with our partners, to develop written protocols where applicable and will focus on the health and welfare of those that we serve.

R3. The Yuba County Sheriff Department and the Marysville Police Department, in coordination with participating school districts and Yuba College, should develop and implement, by December 31, 2026, standardized performance metrics to evaluate the effectiveness of the SRO program, including student attendance outcomes, discipline-related referrals, incident response data and school climate indicators.

The Yuba County Sheriff's Department will coordinate with participating schools within our jurisdiction, to consider establishing measurable metrics that evaluate the effectiveness of our SRO program, while also considering that each employee within the Sheriff's Department receives annual performance evaluations currently. The annual performance evaluations consider the employee's assignment and their effectiveness as an employee of the Sheriff's Department.

R4. The Yuba County Sheriff Department and the Marysville Police Department should evaluate, by December 31, 2026, the feasibility of establishing centralized oversight of the SRO program, including consideration of a dedicated supervisory position or unit responsible for program coordination, policy standardization, and performance monitoring across participating jurisdictions.

It has been the desire of the Yuba County Sheriff's Department to maintain a dedicated supervisor solely for the SRO program, to enhance effectiveness and coordination with participating jurisdictions. The Sheriff's Department currently has 10 Sheriff's Operations Sergeant allocated positions and each of those Sergeants has dedicated duties to which they are currently assigned. Short of additional allocated position this recommendation is not feasible. Supervision of the SROs will continue to be addressed with the shift supervisor and the Operations Lieutenant until resources can be addressed through additional allocations and the budget. Each Sergeant in the Operations Division is responsible for their respective oversight of the patrol division shifts and ancillary oversight of special assignments, such as SROs. The Sheriff's Department will work with our partners, to evaluate the need for policy standardization and performance monitoring.

CONCLUSION:

The Yuba County Sheriff's Department is dedicated to the safety and security of our educational institutions. We have and will continue to collaborate with our Law Enforcement partners, educators, and the public to ensure that we are providing the highest level of service possible.

I wish to thank the 2025/2026 Grand Jury for their dedication, devotion and commitment to our community. We find value in the inspection process and despite our disagreement with some of the findings and recommendations we will continue to use the information to improve our performance and service. Please feel free to contact me with any questions or concerns. You can reach me via telephone at 530 749-7779 or via electronic mail at wanderson@co.yuba.ca.us.

Sincerely,



Wendell Anderson
Sheriff-Coroner

cc: Yuba County Board of Supervisors
Yuba County Counsel



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SEP 09 2026

Clerk/Board of Supervisors

August 20, 2026

Honorable Stephen W. Berrier, Presiding Judge
Yuba County Superior Court
215 5th Street, Suite 200
Marysville, CA 95901

RE: Response of the Marysville City Council to the Final Report of the Yuba County Grand Jury (2025-2026)

Dear Judge Berrier,

Pursuant to California Penal Code sections 933 and 933.05, the Marysville City Council hereby submits its formal response to the 2025-2026 Yuba County Civil Grand Jury Final Report entitled 'City of Marysville Street Maintenance – A Bump in the Road.' The City respectfully submits the following responses on behalf of the City Council and City Manager.

I) INTRODUCTION

Street maintenance and rehabilitation have been longstanding priorities of the City Council. Infrastructure, including streets, sidewalks, drainage, water, sewer, facilities, and related public improvements, has been one of the City's six primary strategic priorities for at least the past seven years and remains one of the Council's highest priorities.

Despite the funding challenges facing local agencies throughout California, the City has made substantial progress in improving its transportation infrastructure through a combination of local investment, state and federal grant funding, strategic project delivery, and ongoing maintenance activities.

During the review period and preceding years, the City invested approximately \$3.5 million in General Fund resources toward street rehabilitation projects that were not strong candidates for grant funding. The City also aggressively pursued and secured funding through multiple state and federal programs, including Community Development Block Grant (CDBG), Senate Bill 1 (SB1), and other transportation-related funding sources. Since 2021, the City has been awarded more than \$17 million in outside funding for roadway, pedestrian, bicycle, and related transportation improvements bringing total street infrastructure investment during this period to over \$20 million.

As a result, the City has rehabilitated approximately 20% of its street network during the past six years and anticipates increasing that percentage to approximately 34% by year 2028 through completed, funded, programmed, and active projects. During the same period, the City's Pavement Condition Index (PCI) improved from 56 to 67. See Attachment A – January 20, 2026 Pavement Management Presentation.

The City recognizes that infrastructure needs routinely exceed available funding resources. Nevertheless, the City believes its level of investment, success in securing outside funding, measurable improvements in pavement conditions, and percentage of streets rehabilitated compare favorably with many similarly situated communities.

The City appreciates the efforts of the Yuba County Grand Jury and welcomes recommendations intended to improve municipal operations. However, the City is disappointed that the report does not adequately recognize



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the significant efforts undertaken by the City Council, City staff, and Public Works personnel, nor the substantial local and grant-funded investments made in recent years.

The City further believes portions of the report focus primarily on process concerns and anecdotal complaints without adequately evaluating measurable outcomes, including rehabilitation accomplishments, pavement condition improvements, funding secured, and overall performance. The City also notes that the report does not benchmark Marysville's performance against similarly situated jurisdictions facing comparable infrastructure funding challenges.

The City is proud of the progress achieved and believes the accomplishments outlined herein demonstrate a sustained commitment to infrastructure investment and improvement.

Accordingly, the City respectfully provides the following responses to the Grand Jury's findings and recommendations.

II) REQUIRED RESPONSES TO FINDINGS AND RECOMMENDATIONS

Finding F1

Council Response: Disagree

The Council disagrees with this finding. The City is not required by law, regulation, or professional standard to maintain a formal pavement management plan in any particular format. Infrastructure has been identified by the City Council as one of the City's primary strategic priorities for at least the past seven years. The absence of a standalone pavement management document should not be construed as an absence of planning, prioritization, or commitment to infrastructure investment.

The City evaluates roadway conditions, available funding sources, public safety considerations, traffic volumes, economic development objectives, grant eligibility requirements, and other factors when establishing priorities for street rehabilitation projects.

The Council further notes that the primary challenge facing the City is not identifying roadway needs, but rather obtaining sufficient funding to address those needs. Like most California cities, Marysville faces infrastructure needs that exceed available funding resources. Accordingly, the Council must continually balance street rehabilitation needs against other essential municipal services and infrastructure priorities through the annual budget process.

The Council further notes that the report does not acknowledge the substantial progress made in rehabilitating the City's street network during the review period, nor does it benchmark the City's performance against similarly situated California cities facing similar infrastructure funding challenges.

The allocation of limited public resources among streets, public safety, parks, facilities, economic development, regulatory compliance, and other municipal needs is ultimately a policy decision entrusted to the elected City Council through the annual budget process and other Council actions.

City Manager Response: Disagree in Part



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The City Manager disagrees in part with this finding. While the City does not maintain a standalone pavement management plan document, the City maintains roadway condition information and utilizes that information in conjunction with funding availability, grant opportunities, traffic volumes, public safety considerations, utility coordination requirements, and City Council direction when developing street rehabilitation projects.

The City is currently developing a broader Capital Improvement Program (CIP) process intended to assist with planning and prioritization of infrastructure and facility improvements across multiple City functions. The scope, level of detail, and implementation timeline of such planning efforts will be determined based upon available resources, organizational priorities, and City Council direction.

The City Manager notes that the primary challenge facing the City is not identifying roadway needs, but rather obtaining sufficient funding to address those needs. Like most California cities, Marysville faces infrastructure needs that exceed available funding resources.

Despite these constraints, the City has rehabilitated approximately 20% of its street network during the past six years and anticipates increasing that percentage to approximately 34% by year 2028 through a combination of local, state, and federal funding sources.

Finding F2

Council Response: Disagree

The Council disagrees with this finding. The finding is factually inaccurate. The City maintains systems and procedures for receiving, documenting, assigning, tracking, and responding to maintenance requests.

The report acknowledges only that the Grand Jury identified at least one complaint that was reportedly filed but was not included in a report reviewed by investigators. The report does not identify the complaint, reporting method, date submitted, location, or other information that would permit the City to independently verify or evaluate the assertion. The existence of a complaint that may not have appeared in a particular report does not support the conclusion that the City lacks a centralized tracking system.

City Manager Response: Disagree

The City Manager disagrees with this finding. The City utilizes the iWorQ work order and service request management system to receive, document, assign, track, and close maintenance requests, including street-related concerns.

The report references a complaint that was reportedly filed but was not included in documentation reviewed by investigators. However, the report does not provide sufficient information regarding the specific request, date, reporting method, location, or other information necessary for the City to independently verify or evaluate the assertion. It would be helpful in the future if the Grand Jury provided specific information and/or backup materials as part of its report.

The City maintains a centralized work order and service request management system and processes street-related maintenance requests through that system. While the City continually evaluates opportunities to



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improve public awareness and accessibility of available reporting tools, the City disagrees with the finding that a centralized tracking system does not exist.

Finding F3

Council Response: Disagree in Part

The Council disagrees in part with this finding. Street rehabilitation projects are routinely discussed in public input meetings, budget deliberations, capital improvement planning discussions, grant applications, project approvals, and contract awards.

The Council agrees that opportunities may exist to improve the accessibility and organization of project-related information available on the City's website. However, the Council notes that project schedules are frequently dependent upon grant funding, environmental review, utility coordination, contractor availability, and bid results. Accordingly, project schedules often remain preliminary until construction contracts are awarded.

The Council will continue to evaluate the level of public information it believes is appropriate while balancing the need to provide useful information with the risk of creating expectations regarding projects that remain subject to change.

City Manager Response: Disagree in Part

The City Manager disagrees in part with this finding because communication regarding street maintenance and rehabilitation activities occurs at multiple stages of the project development and implementation process.

First, the City provides opportunities for public input regarding potential projects and priorities through public input meetings, budget discussions, agendaized and noticed public hearings, and other public forums.

Second, the City provides general information regarding funded and anticipated projects through Council agendas, staff reports, budget documents, grant applications, project approvals, and related public documents. At this stage, project schedules are often preliminary and subject to funding availability, grant awards, environmental review, utility coordination, bidding results, and contractor availability.

Third, once projects are funded, awarded, and approaching construction, the City and/or its contractors provide more specific notifications to residents, businesses, and property owners who may be directly affected by construction activities. The City believes it is important to distinguish between preliminary planning information and project schedules that are sufficiently finalized to support construction notifications.

The City agrees that opportunities exist to improve the accessibility and organization of project-related information on its website to inform our constituents of the positive results achieved. The City will continue to evaluate reasonable methods of providing general information regarding anticipated infrastructure projects while recognizing that project schedules frequently change as funding and project development activities evolve.

Finding F4

Council Response: Disagree



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The Council disagrees with this finding. The report does not adequately distinguish between routine maintenance activities and major rehabilitation projects. Routine maintenance activities and major rehabilitation projects involve different funding sources, staffing, scheduling, and operational considerations.

Major street rehabilitation projects are policy decisions evaluated and prioritized through the annual budget process and other Council actions. Project selection is based on roadway condition, available funding, grant eligibility requirements, public safety considerations, traffic volumes, utility coordination opportunities, economic development objectives, and other community priorities.

The Council further notes that the principal challenge facing the City is not identifying roadway needs, but obtaining sufficient funding to address them. Like most California cities, Marysville faces infrastructure needs that substantially exceed available resources.

Infrastructure has been one of the City's six strategic priorities for at least the past seven years. The Council has consistently dedicated significant local resources toward street rehabilitation, including approximately \$3.5 million in General Fund resources for projects that were not strong candidates for outside funding. The City has also aggressively pursued state and federal grants, resulting in more than \$20 million in transportation infrastructure investment since 2021.

The Council believes these measurable accomplishments demonstrate that street rehabilitation has been both planned and prioritized and that available resources have been allocated in a responsible and effective manner.

City Manager Response: Disagree

The City Manager disagrees with this finding. The report does not distinguish between reactive maintenance activities and planned capital rehabilitation projects, which are managed through different operational processes.

Routine maintenance activities, including pothole repairs and localized pavement failures, are operational functions that are performed on an as-needed basis as issues are identified by City staff or reported by the public through the City's work order management system. Because these activities are reactive in nature, they are not performed according to a fixed maintenance schedule.

Reactive maintenance activities are intended to address localized safety concerns, preserve roadway serviceability, and extend pavement life until comprehensive rehabilitation or reconstruction can be funded. They are not a substitute for major rehabilitation of deteriorated streets.

Major street rehabilitation projects are planned separately and are evaluated based upon roadway condition, available funding, grant eligibility requirements, public safety considerations, traffic volumes, utility coordination opportunities, and City Council direction. The timing of these projects is largely dependent upon available funding rather than the identification of roadway needs.

The City continually evaluates opportunities to improve the efficiency and effectiveness of its maintenance operations. Most recently, the City invested in an asphalt grinder attachment, a sweeper attachment for its skid steer, and an asphalt hot box to improve the quality, durability, and efficiency of pavement repairs. Staff also continues to evaluate maintenance materials, repair methods, and equipment that can extend pavement life and improve service delivery.



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The City Manager further notes that the report focuses primarily on anecdotal complaints but does not evaluate measurable operational results, including the City's substantial rehabilitation accomplishments, investments in maintenance operations, success in securing outside funding, or improvements in overall pavement conditions.

Recommendations R1-R4

Recommendation R1

Council Response: Disagree in Part

Respectfully, the Grand Jury's recommendation will not be implemented as stated.

The City Council recognizes the value of planning tools that assist in the evaluation and prioritization of infrastructure investments. However, the City is not required to maintain a formal pavement management plan in any particular format, and the Council believes the appropriate level of planning documentation should be determined by the City based upon available resources, organizational needs, and competing priorities.

Infrastructure has been one of the City's six primary strategic priorities for at least the past seven years, and the City currently evaluates roadway conditions, funding opportunities, public safety considerations, traffic volumes, economic development objectives, grant eligibility requirements, and other factors when establishing rehabilitation priorities.

The Council notes that the primary challenge facing the City is funding availability rather than identification of roadway needs.

City Manager Response: Disagree in Part

Respectfully, the Grand Jury's recommendation will not be implemented as stated.

The City currently evaluates roadway conditions and rehabilitation needs utilizing pavement condition information, staff assessments, funding opportunities, grant eligibility requirements, traffic volumes, public safety considerations, utility coordination opportunities, and other factors.

The City is currently developing a broader Capital Improvement Program (CIP) process intended to assist with planning and prioritization of infrastructure and facility improvements across multiple City functions. The scope, level of detail, and implementation timeline of such planning efforts will be determined based upon available resources, operational priorities, and City Council direction.

The City Manager will continue developing the City's broader Capital Improvement Program and will evaluate the appropriate level of documentation for pavement management and infrastructure planning based upon available resources, organizational priorities, and City Council direction.

Recommendation R2

Council Response: Disagree

The recommendation will not be implemented because a system is already in place.



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The Council notes that the City currently maintains a centralized work order and service request management system for the receipt, assignment, tracking, and completion of maintenance requests.

City Manager Response: Disagree

The recommendation will not be implemented because a system is already in place.

The City currently utilizes the iWorQ work order and service request management system to receive, document, assign, track, and close maintenance requests, including street-related concerns.

The City Manager will continue to evaluate opportunities to improve public awareness and accessibility of available reporting tools.

Recommendation R3

Council Response: Agree in Part

The recommendation has been partially implemented and remains ongoing.

The Council supports continued efforts to improve public access to general information regarding anticipated infrastructure projects. The Council will continue to evaluate the level of public information it believes is appropriate while balancing the need to provide useful information with the risk of creating expectations regarding projects that remain subject to change.

City Manager Response: Agree in Part

The recommendation has been partially implemented and remains ongoing.

The City will continue to evaluate opportunities to improve the accessibility and organization of infrastructure-related information available on the City's website.

The City Manager notes that communication regarding street maintenance and rehabilitation activities occurs at multiple stages, including public input during project development, general project information during planning and funding phases, and targeted notifications to residents and businesses when construction activities are imminent.

Project schedules will generally be presented as preliminary until funding is secured, contracts are awarded, and construction schedules are finalized.

Recommendation R4

Council Response: Disagree

The Council respectfully disagrees with the implication that additional resources should be directed toward one municipal function without considering the impacts on other essential public services and community priorities.

The Council disagrees with this recommendation because it does not adequately recognize the substantial actions already taken by the City to prioritize and fund street maintenance and rehabilitation activities. In recent years, the City has allocated approximately \$3.5 million in General Fund resources toward street rehabilitation



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projects, particularly projects that were not strong candidates for outside grant funding. In addition, the City has aggressively pursued state and federal grant funding opportunities and has successfully secured significant outside funding for transportation and infrastructure improvements.

The Council further notes that the recommendation does not fully recognize the responsibility of elected officials to balance numerous competing municipal priorities within finite financial resources. Each year, the City Council must allocate available resources among public safety, infrastructure, economic development, parks and recreation, regulatory compliance, facilities, and other essential municipal services. These decisions are made through a public budgeting process and are based upon community needs, staff recommendations, available funding sources, legal obligations, and long-term strategic priorities.

Infrastructure has been one of the City's six strategic priorities for at least the past seven years, and the City has consistently dedicated substantial resources toward improving the condition of its street network. However, the Council must continue to balance infrastructure investments against other critical community needs and cannot dedicate additional resources to one service area without considering the impacts on others.

The Council will continue to evaluate infrastructure needs, funding opportunities, and staff recommendations and will allocate resources in a manner it believes best serves the overall interests of the community.

City Manager Response: Disagree

The City Manager disagrees with this recommendation because many of the actions contemplated by the recommendation are already occurring and have been ongoing for several years.

The City routinely evaluates roadway conditions, identifies rehabilitation priorities, pursues grant funding opportunities, develops project recommendations, and implements both maintenance and rehabilitation activities within the resources made available through the budget process. Street rehabilitation projects are regularly presented to the City Council for consideration and funding, and staff actively pursues opportunities to leverage local funds with state and federal grant programs.

The City has rehabilitated approximately 20% of its street network during the past six years and anticipates increasing that percentage to approximately 34% by year 2028 through projects that are completed, under construction, funded, or programmed. In addition, the City has invested in personnel, equipment, and operational improvements intended to improve the efficiency and effectiveness of ongoing maintenance activities.

The City Manager further disagrees with the premise that additional street rehabilitation can be achieved primarily through administrative action, planning documents, or scheduling changes. The City's experience is that the primary constraint is funding availability rather than the identification of roadway needs, project prioritization, or operational responsiveness. Like most California cities, Marysville faces infrastructure needs that exceed available funding resources.

The City will continue to evaluate roadway conditions, pursue outside funding opportunities, improve operational efficiencies, and provide recommendations to the City Council regarding infrastructure investments. The pace of future rehabilitation efforts will continue to be influenced primarily by available funding, grant opportunities, and budgetary decisions made by the City Council through the public budget process.



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III) CONCLUSION

The City appreciates the important role of the Yuba County Civil Grand Jury and welcomes recommendations intended to improve municipal operations. While the City respectfully disagrees with several findings and recommendations contained in the report, it remains committed to making infrastructure one of its highest priorities, investing available local resources, aggressively pursuing outside funding, improving operational efficiencies, and providing recommendations to the City Council that maximize the benefit of limited public resources. The City believes the measurable progress achieved during the past several years demonstrates this ongoing commitment and looks forward to continuing these efforts in partnership with the community.

Attachments:

A – January 20, 2026 Pavement Management Presentation.

Chris Branscum, Mayor

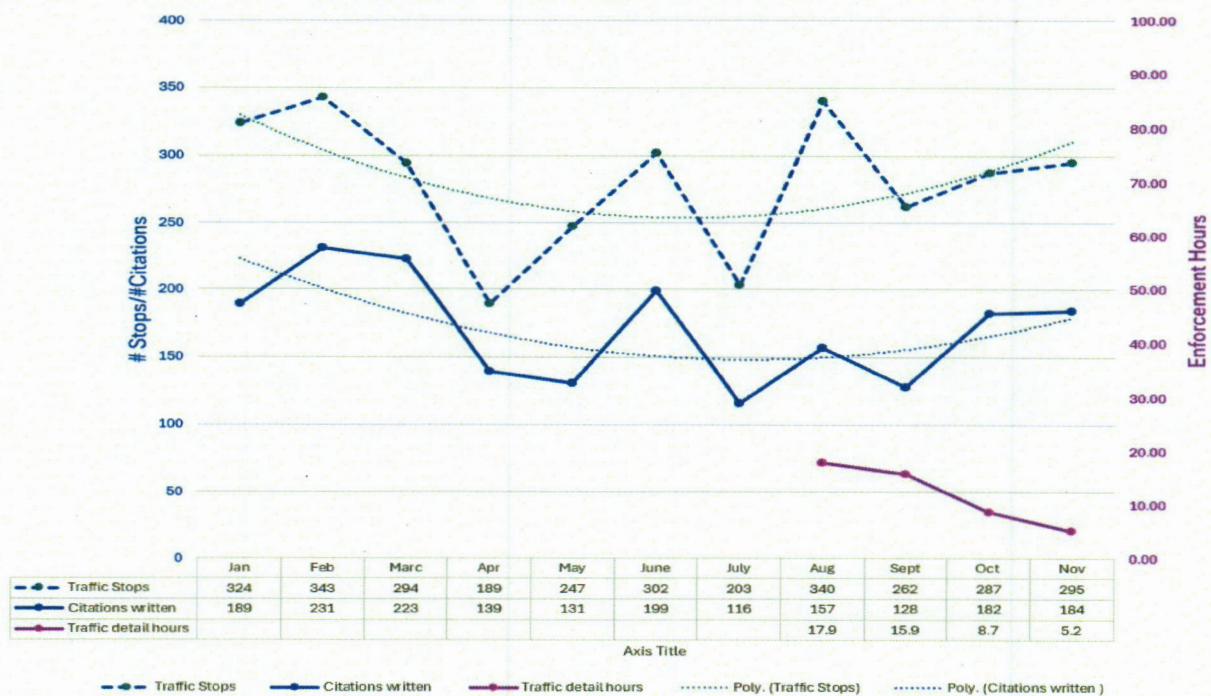
Jim Schaad, City Manager

Traffic and Streets Projects Presentation

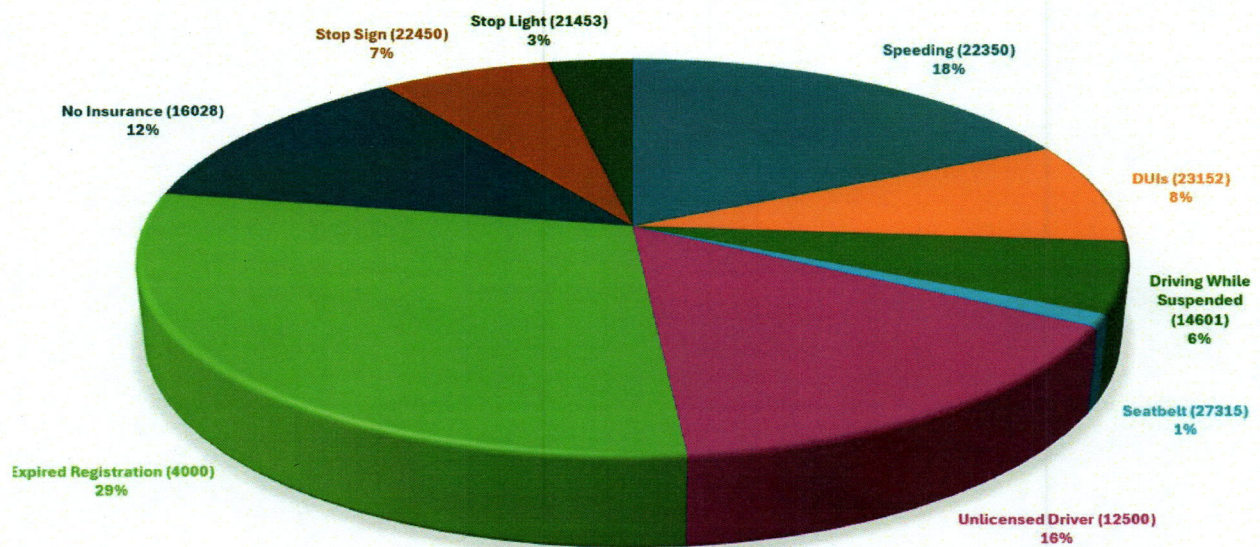
Prepared by the Parking, Traffic and Streets Committee

Traffic Enforcement

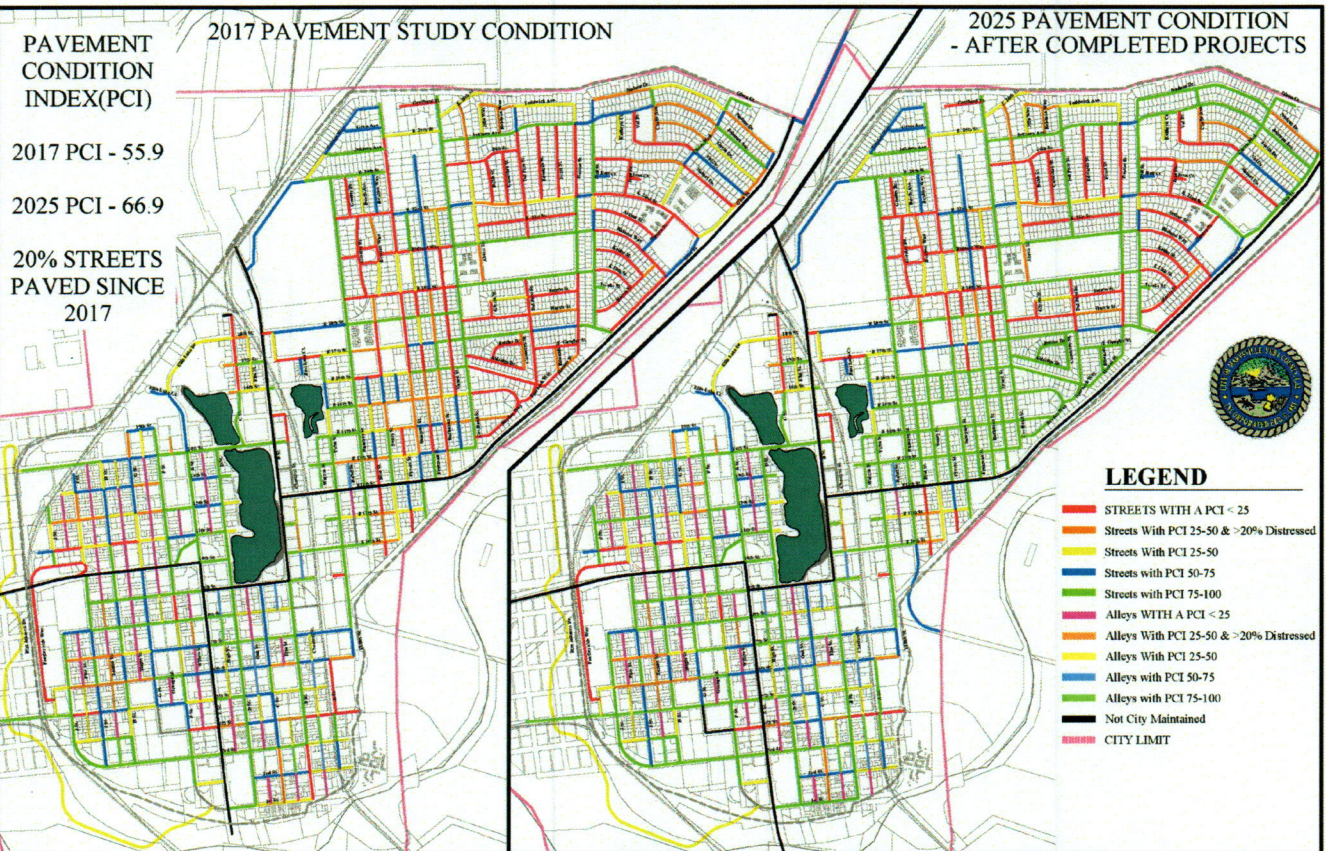
Traffic Enforcement Efforts



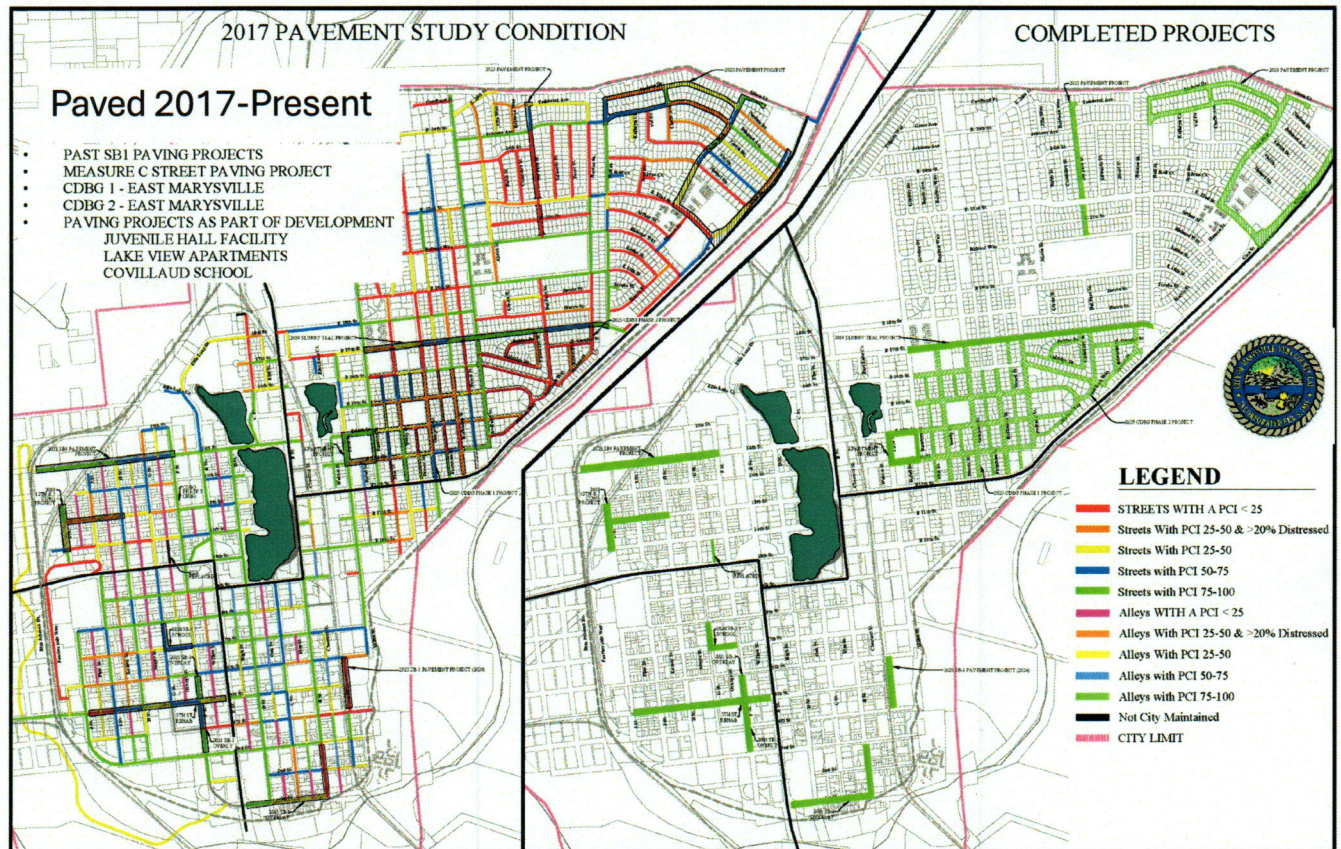
Top Violations

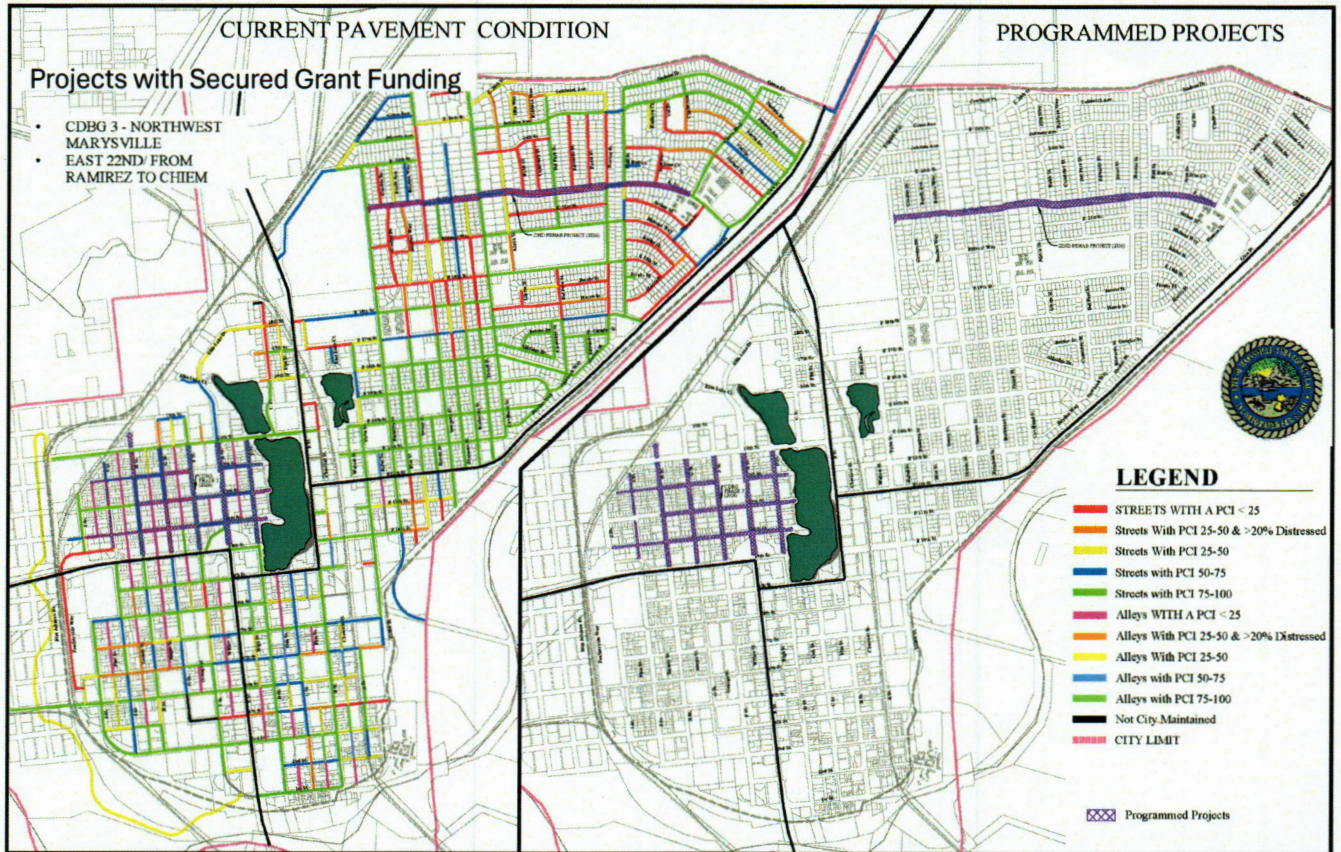


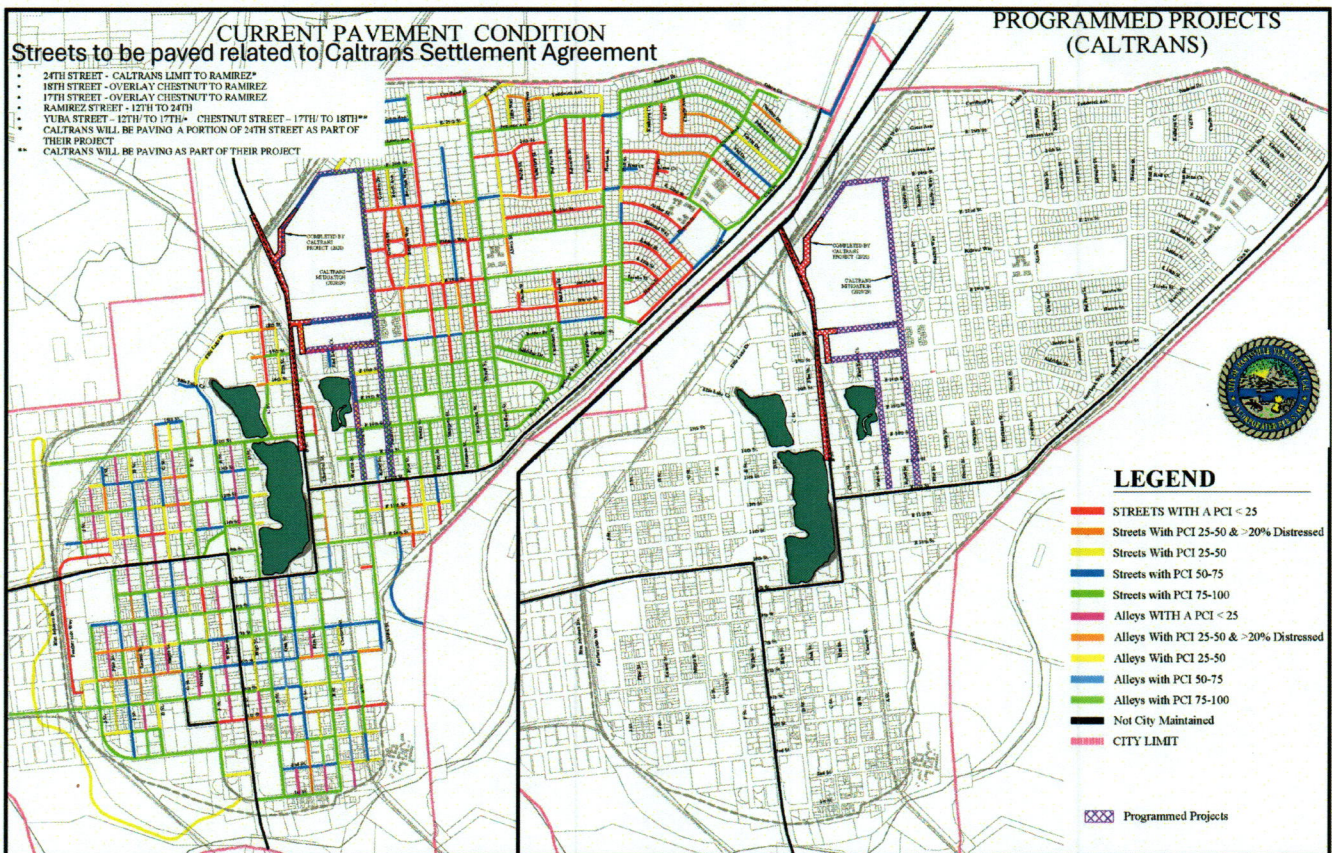
Street Paving Activity



COMPARISON







CURRENT PAVEMENT CONDITION Recommended Streets to be Paved using SB1 Funds

RECOMMENDED PROJECTS



LEGEND

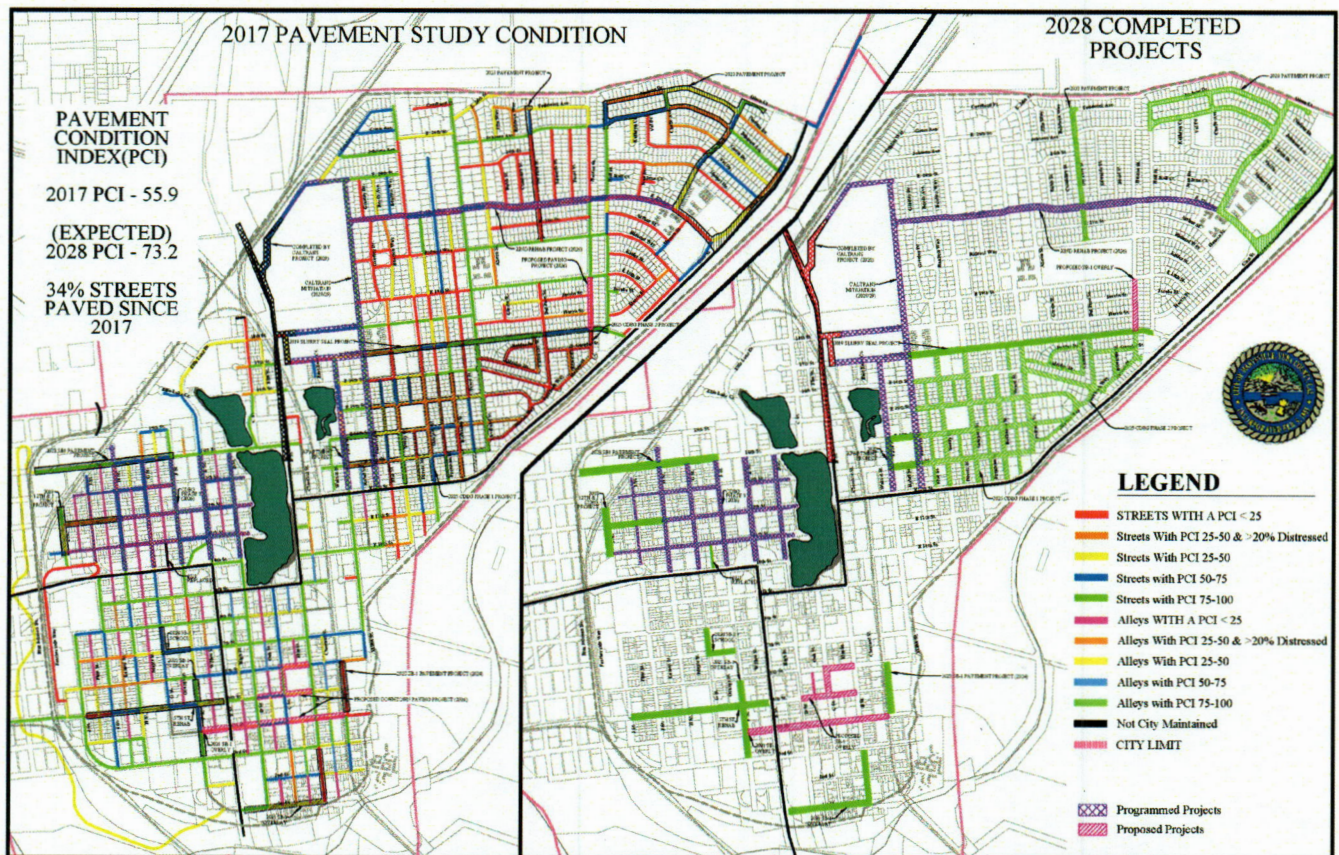
- STREETS WITH A PCI < 25
- Streets With PCI 25-50 & > 20% Distressed
- Streets With PCI 25-50
- Streets with PCI 50-75
- Streets with PCI 75-100
- Alleys WITH A PCI < 25
- Alleys With PCI 25-50 & > 20% Distressed
- Alleys With PCI 25-50
- Alleys with PCI 50-75
- Alleys with PCI 75-100
- Not City Maintained
- CITY LIMIT
- Proposed Projects

DOWNTOWN PAVING PROJECT

- 5TH STREET - B TO C & C STREET - 5TH TO 6TH ** (\$162K)
- 6TH STREET - B ST - C ST* (\$73K)
- 5TH STREET - C ST - D ST* (\$196K)
- 4TH STREET - A ST - E ST (\$264K)
- 4TH STREET - E ST - F ST (\$82K)
- RODARTE WAY (OAK STREET) - 5TH - 6TH ST (\$98K)

*YUBA COUNTY WILL PARTIALLY FUND \$174,000

ADD ALTERNATE PAVING:
• HUSTON 17TH ST - 19TH ST ** (\$250K)
**WOULD BE BID AS AN ADD-ALTERNATIVE AND COMPLETED IF FUNDING ALLOWS



Reconnecting Communities & Neighborhoods (RCN) Grant

A federal grant program (administered by the U.S. Department of Transportation) designed to:

- **Eliminate, mitigate, or lessen the historic impacts of transportation infrastructure** that have created barriers between communities — especially disadvantaged or underserved ones,
- **Reconnect neighborhoods** previously divided by highways, rail lines, or other barriers,
- **Improve safe, equitable access to opportunity and mobility** through multimodal investments (such as new or improved pedestrian/bicycle routes, caps over highways, rail realignments, etc.).
- Marysville was awarded \$500,000 in funding through SACOG
- The City will develop a traffic calming program in Green Zone downtown.

RCN Grant – Work & Outcomes

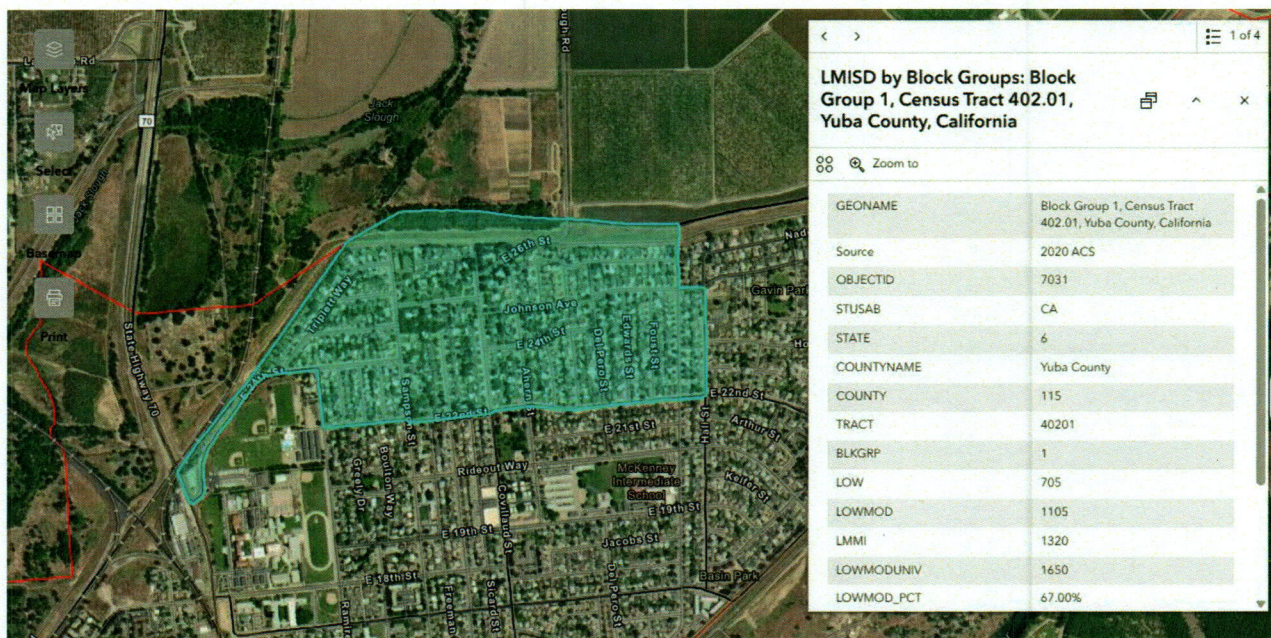
- Develop **consensus concepts** to reconnect areas divided by Hwy 20/70 and improve safety, air quality, and downtown livability
- Coordinate with **Caltrans and the City** on feasible changes within State and City right-of-way
- Identify **multimodal improvements** (transit, bike, pedestrian access) informed by community engagement
- Implement **3 traffic-calming demonstration projects** (pilot or permanent) to test real-world effectiveness
- Deliver a **prioritized roadmap** to guide future capital funding and implementation

Future Opportunities

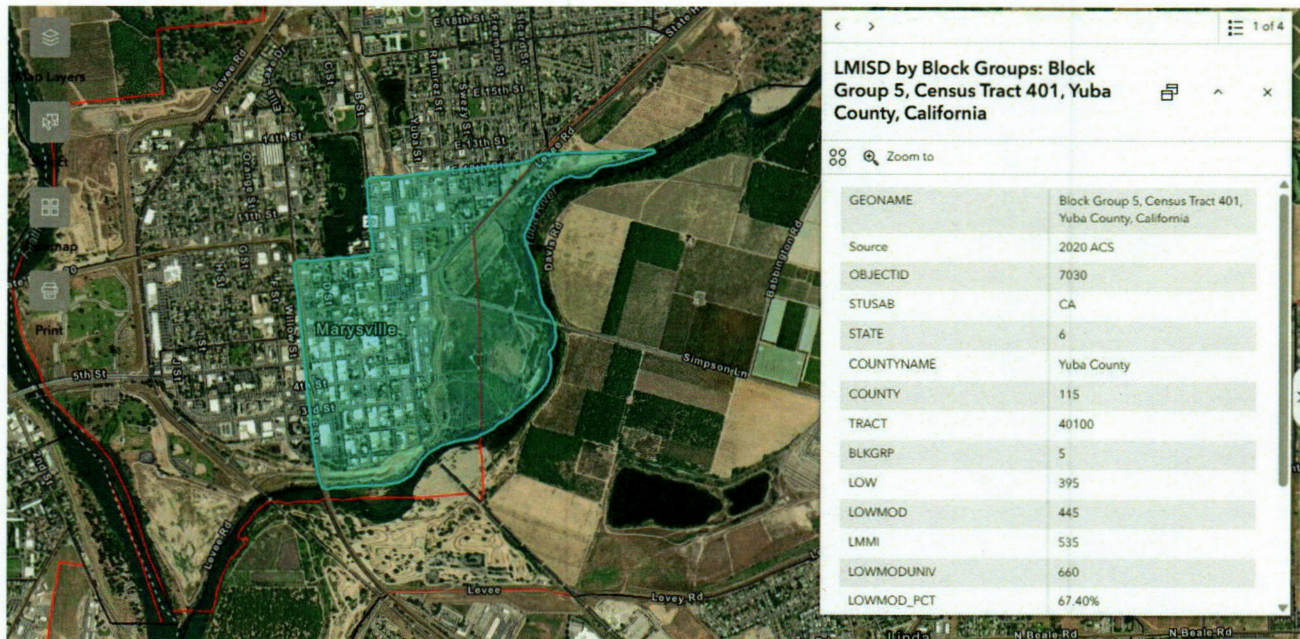
CDBG Future Rounds

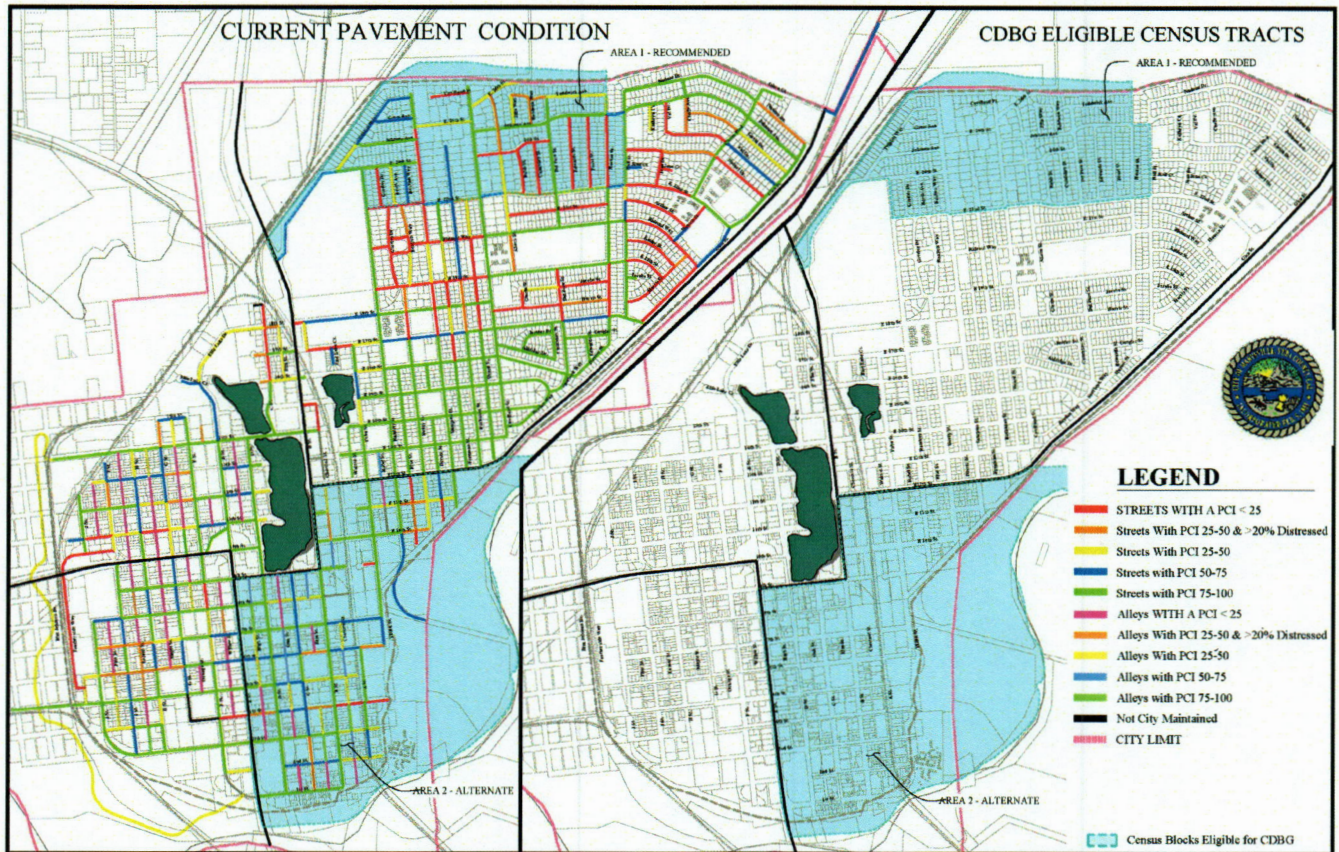
- Recommend continued focus on streets
- 2025 round (due in April) will be competitive, not first-come-first serve
- 2026 round (due Fall 2026) will be back to first-come-first-serve
- 2027 round (date TBD) will also be first-come-first-serve

CDBG Next Round Area #1 (Recommended)



CDBG Next Round Area #2 (2nd choice)





Maintenance & Modernization (M&M)

Funding Opportunity (Likely 2025/26)

- Leverage SACOG's M&M funds to deliver corridor paving + Complete Streets + traffic calming ([good fit for downtown](#))

Types of Projects:

- **Paving/PCI rehab:** mill & overlay, base repairs, restriping.
- **ADA & ped safety:** ADA curb ramps, high-vis/raised crosswalks, bulb-outs, refuge islands, ped-scale lighting.
- **Bike & calming:** buffered/protected lanes, green conflict markings, speed cushions/tables where appropriate, mini-roundabouts/chicanes.

Typical Award Size: \$3–5M (may be reduced based on state budget)

- (scalable with add-alternates).

ATP Funding (Cycle #8) Spring 2027

Typical Activities Funded:

- **Pedestrian facilities:** new/infilling sidewalks, wider sidewalks, curb extensions/bulb-outs, raised crosswalks, high-vis crosswalks, median refuge islands, pedestrian-only phases (LPI/scramble), and accessible curb ramps.
- **Bikeway facilities:** protected bike lanes, buffered lanes, cycletracks, multi-use paths, intersection bike treatments (green conflict markings, bike signals, two-stage turn boxes).
- **Traffic calming & speed management:** lane narrowing/road diets, mini-roundabouts, chicanes, speed humps/tables (where appropriate), gateway treatments, median islands.
- **Safe crossings & signals:** new pedestrian beacons (RRFBs, HAWKs), signal retiming, leading pedestrian intervals, pedestrian countdowns, APS pushbuttons.
- **Lighting & visibility:** pedestrian-scale lighting, enhanced crosswalk lighting, daylighting (no-parking zones at corners).
- **ADA & universal access:** tactile warnings, detectable edges, accessible parking, door-to-door accessible routes to transit/stores/civic buildings.
- **Active transportation support:** secure bike parking, corrals, lockers, wayfinding, street furniture (benches, shade), curb management for deliveries/ride-hail to reduce conflicts.

ATP Funding – Potential Projects

- Additional **Ellis Lake** pathway improvements
(Southern/Western sides)
- **Complete streets/traffic calming** city-wide (Focus on downtown, school zones, and areas identified by mode shift, RCN, RSAP)
- **Bike/Ped tunnel planning** (Initial Feasibility, Schematic Design)
- **Quiet Zones planning** (Feasibility Study)

Potential Train Quiet Zone funding

FRA – Railroad Crossing Elimination (RCE)

Can fund SSMS/ASMs (quad gates, medians/channelization, ped gates/fencing, circuitry), wayside horns; also planning/NEPA/design. *Match*: typically ~20% (higher Fed share possible for DAC/tribal).

FRA – CRISI

Can fund rail safety & reliability projects; good for **design/NEPA/early works** for quiet-zone packages; can fund construction as well. *Match*: often 20–50% (varies; DAC helps).

FHWA – Railway-Highway Crossings (Section 130 via Caltrans/CPUC)

Can fund hazard elimination at **existing at-grade crossings** (devices/signals, gates, surfaces, etc.). *Match*: typically none at the local level in CA programming.

Caltrans – HSIP (Local HSIP)

Can fund proven safety countermeasures (medians, signing/stripping, lighting, some ped devices) on approaches. *Match*: usually low/none; calls ~every 1–2 yrs.

USDOT – Safe Streets & Roads for All (SS4A)

Can fund corridor safety (medians, channelization, RRFB/HAWK near crossings), planning and **implementation**. *Match*: typically 20%.

SACOG – Regional Funding Round (Maintenance & Modernization / Regional Flexible)

Pays for: complete-streets safety + state-of-good-repair on city streets that connect to the crossings; can provide match.

Potential 14th St. Bike/Ped Tunnel Funding

FRA – RCE (selectively)

Can fund **grade separations using a tunnel** where an at-grade conflict is eliminated (highway-rail or **pathway-rail**). Most competitive when it replaces an existing at-grade conflict; less so for a brand-new parallel crossing.

FRA – CRISI

Can fund rail trespass mitigation, safety projects, **design/NEPA** and construction for rail-adjacent safety facilities.

USDOT – RAISE

Can fund multimodal capital with significant local/regional impact (ped tunnels/underpasses are common). *Match*: varies by project/area.

USDOT – Reconnecting Communities & Neighborhoods (RCN)

Can fund planning and construction to **remove/reconnect barriers** (e.g., rail/highways) that split communities.

California – Active Transportation Program (ATP)

Can fund bike/ped facilities and approaches (sidewalk/path connections, ADA, lighting, fencing), and in some cases the **ped facility itself** when it directly serves walking/biking.

California – CPUC/Caltrans Section 190 Grade Separation

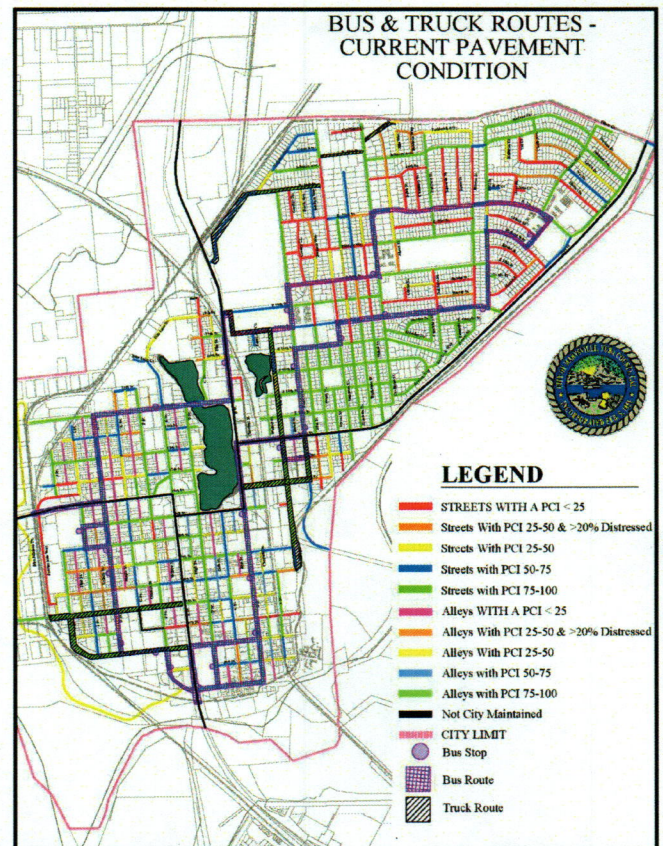
Can fund state funds for **grade separations**; program historically centers on **vehicular** highway-rail separations prioritized by CPUC.

SACOG – Regional Funding (ATP regional set-aside / Flexible)

Can fund regional ATP and flexible funds for active transportation & connectivity; can be match to federal awards.

A Note on Bus and Truck Routes

- Heavy vehicles create excessive wear and tear on city streets.
- Will be discussing bus route wear with the YSTA
- Will recommend removal of truck routes in east Marysville once the Binney Junction project is completed



Recommendations:

- Pursue Various grants to enforce Speeding, DUI, distracted driving, ped/bike safety related violations.
- Use approximately \$850,000 of SB1 and County funding to complete paving of the previously identified downtown streets
- Focus next Maintenance and Modernization grant proposal on the downtown (specific streets TBD)
- Focus next CDBG grant proposal on the area in Northeast Marysville (specific streets TBD)
- Develop two applications for next ATP round (June 22, 2026)
 - Application 1: Downtown Complete Streets / Traffic Calming Package
 - Application 2: Ellis Lake South Path Package (adjacent to Caltrans Highway 20 ROW)
- Apply for the next round of State Recreational Trails Program (RTP) for Ellis Lake Pathway
- Submit a Section 130 Diagnostic Request for quiet zone crossings to the CPUC Rail Crossings Engineering Section
- Use RCN grant results to complete limited traffic calming and complete streets improvements in the downtown area.
- Use RTP, RSAP, bike/ped plan results to develop a comprehensive list of traffic calming and complete streets projects.
- Work to identify funding to do planning, design and environmental work for Train Quiet Zone and 14th Street pedestrian tunnel projects.
- Aggressively Pursue SACOG Maintenance and Modernization and Complete Streets/Traffic Calming projects.