



AGENDA

TRANSIT ADMINISTRATIVE OVERSIGHT COMMITTEE of the BUTTE COUNTY ASSOCIATION OF GOVERNMENTS

Friday, February 19, 2016
10:00 a.m.

BCAG Conference Room
2580 Sierra Sunrise Terrace, Suite 100, Chico CA
(530) 879-2468

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1. Introductions
 2. Minutes from February 27, 2015 TAOC Meeting

ITEMS FOR INFORMATION

3. FY 2016/17 Proposed Draft Budget - Julie
4. Butte Regional Transit Bus Replacement Schedule - Mike
5. Other Items

PERSONS WISHING TO ADDRESS AGENDA ITEMS OR COMMENT ON ANY ITEM NOT ON THE AGENDA MAY DO SO AT THIS TIME. COMMENTS ARE LIMITED TO THREE MINUTES PER PERSON. PLEASE STATE YOUR NAME AND ADDRESS FOR THE RECORD.

FOR ITEMS NOT ON THE AGENDA, NO ACTION WILL BE TAKEN AT THIS TIME. IF IT REQUIRES ACTION, IT WILL BE REFERRED TO STAFF AND OR PLACED ON THE NEXT AGENDA.

COPIES OF STAFF REPORTS OR OTHER WRITTEN DOCUMENTATION RELATING TO ITEMS OF BUSINESS REFERRED TO ON THE AGENDA ARE ON FILE IN THE OFFICE OF BUTTE COUNTY ASSOCIATION OF GOVERNMENTS (BCAG). PERSONS WITH QUESTIONS CONCERNING AGENDA ITEMS MAY CALL BCAG TO MAKE INQUIRIES REGARDING THE NATURE OF THE ITEM DESCRIBED ON THE AGENDA.



**Butte County Association of Governments
Transit Administrative Oversight Committee (TAOC)
Summary Meeting Minutes
For February 27, 2015**

MEMBERS PRESENT

Linda Herman	City of Chico
Frank Fields	City of Chico
Gina Will	Town of Paradise
Mike Crump	Butte County Public Works

STAFF PRESENT

Julie Quinn	Chief Fiscal Officer
Mike Rosson	Transit Manager

The following minutes are a summary of the TAOC.

The Transit Administrative Oversight Committee (TAOC) of the Butte County Association of Governments (BCAG) was held at the BCAG Conference Room on February 27, 2015, located at 2580 Sierra Sunrise Terrace in Chico.

Item #1 – Introductions

Self-introductions were made

Item #2 – Minutes from January 29, 2015 Finance Workshop Meeting

No comments were received. The committee accepted the minutes.

Item #3 – FY 2015/16 Proposed Draft Budget

Staff presented the Final FY 2015/16 Proposed Draft Budget for the committee's review and comments. Staff's goal was to create a budget, which will continue to provide service at current operating levels yet take into account the need to maximize available TDA funds. The proposed budget attempts to retain the same funding requirements as in the current 2014/15 Budget, which will exercise taking Capital Reserves off the top rather than running through the funding formula. The 2015/16 Proposed Draft Budget identifies a total operating budget

of \$9,743,787, including contingency, for both Fixed Route service and Paratransit service in the urban and rural areas of Butte County. The 2015/16 budget is \$94,368 less than prior year in total dollars; however, when adjusted for capital reserve payments, the increase in operational expense is 2.16%. The increase to the transit services contract hourly rate for the year is approximately 4%. Changes from the preliminary draft include removal of the BRT ops facility lease and an increase in fuel expense to prior year amounts. This equates to \$78,153 less than the preliminary draft from January.

Major changes from the 2014/15 budget were outlined and discussed. It was indicated that the largest increase in this year's budget was increase of \$60,000 for maintenance of the transit centers (security services for the Oroville Transit Center); \$41,200 for the Software License agreements for 'STREETS'; and a decrease of \$168,000 for the BRT ops facility lease (item is tabled until the new facility is operational or until funding mechanisms require such).

Committee asked several highlighted questions on the line items of the budget:

- a) What is the BRT Ops Facility Lease?
 - a. The lease was added last year as part of the funding agreement with the New Market Tax Credit, which seeks funding for the Ops Facility construction. This funding scheme has not yet transpired and as such, the cost of the lease has not been expensed. It was removed until the new facility is operational or until funding mechanisms require.
- b) How does BCAG cover expenses if it goes over budget?
 - a. If expenses go over the Transit Budget, legally the TDA funds are used to cover Transit 1st. Staff pointed out that historically transit expense comes in under budget.
- c) How long to Carry Fund Balance?
 - a. The Fund Balance should not be carried over for a long period. The Fund Balance is used based on First in/First out process.

Staff requested the TAOC support staff's recommendation to the BCAG Board that they adopt the 2015/16 Annual Budget at their May 2015 Board meeting. The committee indicated its support.

Item #4 – Other Items

- 1) The committee mentioned that Route 90 (Homeless Run) was going to the May 2015 Chico City council Meeting to have it removed and allocate the funding to a needed Transit project for City of Chico. Route 90 was set-up to provide transportation from the Jesus Center to the Torres Shelter for meals during the weekday. Now, the Jesus Center and the Torres Shelter both have kitchens and the service is not needed.
- 2) Staff passed out the revised Bus Replacement Schedule to the Committee that includes the Maintenance Cost for the Revenue Vehicles.
- 3) The 2014/2015 TDA expenditure plans will be revised.

- 4) BCAG is looking into getting Smart Cards – Committee was interested if BCAG would begin taking credit card payments. Staff stated BCAG was looking into that function and getting a Transit App in place that would allow the riders to pay via credit card through the Transit App.
- 5) Committee and Staff agreed to meet in January for a Finance Workshop and in February for a final draft. Other meetings during the year will be conducted on an as needed basis, such as Unmet Transit Needs assessment.
- 6) When drafting the agreement for Chico State University, BCAG should add language that will enable a price increase if there are situations, out-of-control of BCAG, which results in extra transit expenses.



BCAG Transit Administrative Oversight Committee

Item #3 Information

February 19, 2016

FY 2016/17 PROPOSED DRAFT TRANSIT BUDGET

PREPARED BY: Michael Rosson, Transit Manager

ISSUE: BCAG is responsible for the preparation of the Annual Budget for Butte Regional Transit (B-Line) which is scheduled for adoption at the BCAG Board of Directors meeting.

DISCUSSION: Staff has prepared the attached 2016/17 Proposed Draft Transit Budget for the Transit Administrative Oversight Committee's review and comments. The final Annual Service Plan and Budget will be presented to the BCAG Board of Directors for adoption.

In summary, the 2016/17 Proposed Draft Budget identifies a total operating budget of **\$9,961,457**, including contingency, for both Fixed Route service and Paratransit service in the urban and rural areas of Butte County. The 2016/17 budget is \$217,670 more than prior year in total dollars, an increase of 2.23%. The increase to the transit services contract hourly rate for the year is approximately 3%.

The following items are major changes from the 2015/16 Budget:

1. Decrease of \$21,600 in Printing and Public Relations.
2. Increase of \$10,000 for ADA certification.
3. Increase in Purchased Transportation of \$236,715. This increase is offset by the decrease of \$46,100 in transit center staff which will now be part of the Transdev contract.
4. Increase of \$60,000 for the maintenance of the transit centers, in part to provide security services for the Oroville Transit Center.
5. Decrease of \$340,500 for Fuel expense due to lower prices and improved contract rates with new facility vender.
6. Increase of \$377,000 for the BRT Ops Facility Operations and Maintenance. This is an estimate of the costs associated with the new facility, such as utilities, facilities maintenance manager, increased insurance and other maintenance costs.

STAFF RECOMMENDATION: Staff requests that committee members review and provide comments on the proposed budget at the committee meeting.

Key Staff: Mike Rosson, Transit Manager
Julie Quinn, Chief Fiscal Officer
Jon Clark, Executive Director

FISCAL YEAR 2016/17 BUDGET

	FY 2014/15 APPROVED BUDGET	FY 2014/15 ACTUAL COST	FY 2015/16 APPROVED BUDGET	FY 2015/16 ACTUAL 2Q COST	2016/17 DRAFT BUDGET	<i>Difference</i>	% CHANGE
OPERATING BUDGET							
OPERATING EXPENSES							
ADMINISTRATION							
Printing and signage	\$ 74,600	\$ 19,887	\$ 74,600	\$ 11,236	\$ 62,000	\$ (12,600)	-16.89%
Training and travel	4,000	4,432	4,000		4,000	-	0.00%
Public Relations	69,000	59,158	69,000	16,415	60,000	(9,000)	-13.04%
Software License/Maintenance	15,000	55,010	56,200	53,240	56,200	-	0.00%
Paratransit ADA Certification	25,000	29,659	25,000	18,922	35,000	10,000	40.00%
Support Services	382,000	313,528	337,000	149,534	337,000	-	0.00%
TOTAL ADMINISTRATION	\$ 569,600	\$ 481,674	\$ 565,800	\$ 249,347	\$ 554,200	\$ (11,600)	-2.05%
OPERATIONS AND MAINTENANCE							
Fleet Insurance	\$ 360,626	\$ 370,355	\$ 375,051	\$ 182,183	\$ 375,051	\$ -	0.00%
Maintenance - Vehicle	225,000	297,394	225,000	136,106	225,000	-	0.00%
Maintenance - Equipment	25,000	25,340	25,000	43,390	25,000	-	
Purchased Transportation-Fixed Route	3,854,751	3,902,731	4,051,410	1,990,756	4,148,678	97,268	2.40%
Purchased Transportation-Paratransit	2,763,141	2,762,639	2,867,453	1,459,398	3,006,900	139,447	4.86%
Fuel	1,390,500	1,201,221	1,390,500	467,971	1,050,000	(340,500)	-24.49%
Transit Center Maintenance- Chico/Oroville	23,000	51,406	83,000	35,086	83,000	-	0.00%
Transit Center Staffing	46,100	46,884	46,100	24,032	-	(46,100)	-100.00%
Transit Center Lease	18,000	19,732	18,000	8,011	18,000	-	0.00%
BRT Facility Operations/Maintenance	168,000	-	-	-	377,000	377,000	
TOTAL OPS AND MAINTENANCE	\$ 8,874,118	\$ 8,677,702	\$ 9,081,514	\$ 4,346,933	\$ 9,308,629	\$ 227,115	2.50%
SUB-TOTAL OPERATING EXPENSES	\$ 9,443,718	\$ 9,159,376	\$ 9,647,314	\$ 4,596,280	\$ 9,862,829	\$ 215,515	2.23%
APPROPRIATION FOR CONTINGENCIES	\$ 94,437	\$ -	\$ 96,473	\$ -	\$ 98,628	\$ 2,155	2.23%
CAPITAL RESERVE CONTRIBUTIONS	\$ 300,000	\$ 300,000	\$ -	\$ -	\$ -	\$ -	
TOTAL OPERATING REQUIREMENTS	\$ 9,838,155	\$ 9,459,376	\$ 9,743,787	\$ 4,596,280	\$ 9,961,457	\$ 217,670	2.23%

FISCAL YEAR 2016/17 BUDGET

FY 2014/15 APPROVED BUDGET	FY 2014/15 ACTUAL COST	FY 2015/16 APPROVED BUDGET	FY 2015/16 ACTUAL 2Q COST	2016/17 DRAFT BUDGET	Difference	% CHANGE
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OPERATING BUDGET CONTINUED

OPERATING REVENUES							
Fixed Route Passenger Fares	\$ 1,337,380	\$ 1,329,344	\$ 1,407,967	\$ 711,084	\$ 1,422,169	\$ 14,202	1.01%
Paratransit Fares	360,277	363,518	353,744	182,613	370,000	16,256	4.60%
TOTAL OPERATING REVENUE	\$ 1,697,657	\$ 1,692,862	\$ 1,761,711	\$ 893,697	\$ 1,792,169	\$ 30,458	1.73%
NON-OPERATING REVENUE							
LOCAL SUPPORT:							
County	\$ 1,535,153	\$ 1,405,942	\$ 1,517,664	\$ 758,832	\$ 1,409,825	\$ (107,839)	-7.11%
Biggs	7,289	6,960	7,999	4,000	6,861	(1,138)	-14.23%
Chico	2,256,705	2,081,911	2,187,388	1,093,694	2,018,177	(169,211)	-7.74%
Gridley	22,371	21,363	24,132	12,066	20,701	(3,431)	-14.22%
Oroville	583,220	545,732	566,501	283,251	542,099	(24,402)	-4.31%
Paradise	935,760	870,249	878,392	439,196	870,468	(7,924)	-0.90%
TOTAL LOCAL SUPPORT	\$ 5,340,498	\$ 4,932,157	\$ 5,182,076	\$ 2,591,038	\$ 4,868,131	\$ (313,945)	-6.06%
FTA GRANTS-OPERATING	\$ 2,800,000	\$ 2,778,044	\$ 2,800,000	\$ -	\$ 3,301,158	\$ 501,158	17.90%
MISCELLANEOUS REVENUE	\$ -	\$ 56,313	\$ -	\$ 21,713	\$ -	\$ -	-
TOTAL REVENUES	\$ 9,838,155	\$ 9,459,376	\$ 9,743,787	\$ 3,484,735	\$ 9,961,458	\$ 217,671	2.23%

CAPITAL OUTLAY BUDGET

CAPITAL OUTLAY							
Capital Reserve Contribution	\$ -	\$ -	\$ 200,000	\$ -	\$ 200,000	\$ -	
Construction in Progress - BRT Ops Facility	-	32,678	-	-	-	-	
Equipment/ Structures	124,858	145,471	-	-	-	-	
Fixed Route Vehicles	2,945,309	2,945,309	2,325,000	-	1,860,000	-	
Paratransit Vehicles	-	-	-	-	-	-	
TOTAL CAPITAL OUTLAY	\$ 3,070,167	\$ 3,123,458	\$ 2,325,000	\$ -	\$ 2,060,000	\$ -	
CAPITAL OUTLAY FUNDING SOURCES							
TDA OFF TOP	\$ -	\$ -	1,085,000	\$ -	1,130,000	\$ -	
TDA CAPITAL RESERVES	-	46,260	1,440,000	-	930,000	-	
FTA GRANT 5339	124,858	99,887	-	-	-	-	
PROP 1B FUNDS	-	32,002	-	-	-	-	
CMAQ CAPITAL GRANTS	2,945,309	2,945,309	-	-	-	-	
TOTAL CAPITAL OUTLAY FUNDING	\$ 3,070,167	\$ 3,123,458	\$ 2,525,000	\$ -	\$ 2,060,000	\$ -	



BCAG Transit Administrative Oversight Committee

Item #4 Information

February 19, 2016

FY 2016/17 Butte Regional Transit Bus Replacement Schedule

PREPARED BY: Michael Rosson, Transit Manager

ISSUE: BCAG staff has a bus replacement schedule for Butte Regional Transit to guide in the acquisition of bus replacements for the Fixed Route and Paratransit systems. The bus replacement schedule identifies the number of buses to be replaced by Fiscal Year, and the costs for acquisition. Adding new buses to the fleet is necessary in order to: 1) maintain a stable working bus fleet; 2) maintain existing operating service levels; 3) to reduce the high cost of maintenance, and; 4) to maintain the FTA recommended 20% spare bus ratio for backup purposes.

DISCUSSION: Attached for the Committees review and comment is Butte Regional Transits Fixed Route and Paratransit bus replacement schedule.

Fixed Route Bus Replacement

The Fixed Route bus replacement schedule for BRT identifies the future bus replacement needs by Fiscal Year, with the estimated replacement cost for acquisition. The bus replacement schedule is used to determine the number of new buses that need to be added to the fleet to maintain the current operating level of Fixed Route service, while also providing sufficient back-up buses, or spare ratio. The Federal Transit Administration (FTA) recommends that transit agencies maintain a spare bus ratio not to exceed 20%.

During the 2016/17 FY, BCAG will need to purchase five-(5) Fixed Route buses at an estimated cost of \$481,000 each, or a total of \$2,405,000. The buses to be purchased will be forty-foot (40') Clean Diesel Gillig buses. As part of the bus replacement schedule, BCAG staff is working to convert the B-Line fixed route bus fleet to Gillig clean diesel buses. The Gillig brand has been the best performing and most reliable buses used to date, and by converting the fleet to the same manufacturer, we hope to reduce maintenance costs over time.

As reflected in the Fixed Route bus replacement schedule, funding for capital bus replacement is going to be an ongoing budget issue over the next several Fiscal Years as BCAG will need to purchase upward of thirteen (13) Fixed Route buses between the 2016/17 through 2018/19 Fiscal Years. BCAG staff will reassess our replacement needs annually, so the number of buses that need to be replaced could go down depending upon the condition of buses in the fleet.

BCAG Transit Administrative Oversight Committee

January 29, 2015

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BCAG is currently stretching the useful life of our buses beyond the FTA recommended ten and twelve year time period, with most buses staying in service up to 14-16 years. For example, the five-(5) buses to be replaced will have been in service for over 14 years before they are retired, or used as backups. The tradeoff of running buses in service longer is that we face higher annual maintenance costs to keep these buses running.

Paratransit Bus Replacement

The Paratransit bus replacement schedule for BRT identifies the future bus replacement needs by Fiscal Year, with the estimated replacement cost for acquisition. The B-Line Paratransit fleet is obviously smaller than the Fixed Route bus fleet, and the cost for vehicle replacement for the Paratransit vans is much less. Paratransit vans cost approximately \$65,000 each.

During the 2016/17 FY, BCAG staff will have a need to purchase upward of seven-(7) Paratransit vans. BCAG Staff will submit a request for the 5310 and 5311 Grant Programs to fund the replacement of the seven-(7) paratransit vans. Fortunately, BCAG has been able to fund paratransit van replacement under the 5311 grant program for several years, and has not had to utilize TDA funding.

We have discussed in prior meetings, the idea of taking all transit, operating and capital, off the top and allocating the remaining funds based on population, as required by TDA regulations. While this is a policy that can be further discussed, at this time BCAG will leave the funding formula intact for the operating budget. The capital needs however, have been pushed aside in the last several years, to allow jurisdictions to maintain certain levels of TDA available for non-transit use. As transit is the primary intention of TDA, BCAG continues to recommend that capital needs be taken from TDA funds, to the extent that capital grants are not available. Paratransit buses are assumed to be purchased with 5310 and 5311 Funding, as has been the case in recent years. At this point in time, there is no capital grants secured for fixed route bus purchases, and thus those purchases are being estimated using Capital Reserves and future TDA taken off the top.

STAFF RECOMMENDATION: Staff requests the Committees review and comment regarding the B-Line Fixed Route and Paratransit bus replacement schedule.

Key Staff: Mike Rosson, Transit Manager
 Julie Quinn, Chief Fiscal Officer
 Jon Clark, Executive Director
 Andy Newsum, Deputy Director

**FIXED ROUTE
BUS REPLACEMENT SCHEDULE**

**BUTTE REGIONAL TRANSIT B-LINE
2016/17 Vehicle Replacement Schedule**

	B-LINE FIXED ROUTE BUSES	BUS LENGTH	BUS #	MFG YR	MAKE	FUEL	FTA Useful Life (MILES)	FTA Approved Replacement Miles	Age of Vehicle	FTA Approved Replacement Year	Anticipated Replacement Fiscal Year	Replacement Cost (Approx)	FUNDED - Replacement Cost	UNFUNDED - Replacement Cost	FIXED ROUTE	MAINT. COST FY15/16
1	BCAG	40'	2K7	2000	ORION/ORION V	CNG	724,966	500,000	16	12	2016/17	\$ 481,000.00		\$ 481,000	061	
2	BCAG	40'	9701	1997	GILLIG/PHANTOM	DIESEL	772,555	500,000	19	12	SPARE	\$ -			062	
3	BCAG	40'	9702	1997	GILLIG/PHANTOM	DIESEL	778,376	500,000	19	12	SPARE	\$ -			063	
4	BCAG	40'	9704	1997	GILLIG/PHANTOM	DIESEL	750,786	500,000	19	12	SPARE	\$ -			064	
5	BCAG	35'	101	2001	GILLIG/PHANTOM	DIESEL	583,189	500,000	15	12	2016/17	\$ 481,000.00			031	\$ 13,109.17
6	BCAG	35'	201	2001	GILLIG/PHANTOM	DIESEL	532,989	500,000	15	12	2016/17	\$ 481,000.00		\$ 962,000	032	
7	BCAG	35'	031	2003	GILLIG	DIESEL	529,196	500,000	13	12	2016/17	\$ 481,000.00			033	\$ 2,725.52
8	BCAG	35'	032	2003	GILLIG	DIESEL	524,896	500,000	13	12	2016/17	\$ 481,000.00			034	
9	BCAG	35'	033	2003	GILLIG	DIESEL	503,259	500,000	13	12	2017/18	\$ 476,000.00			035	
10	BCAG	35'	034	2003	GILLIG	DIESEL	487,755	500,000	13	12	2017/18	\$ 476,000.00			036	
11	BCAG	35'	035	2003	GILLIG	DIESEL	490,324	500,000	13	12	2017/18	\$ 476,000.00			101	
12	BCAG	35'	036	2003	GILLIG	DIESEL	484,887	500,000	13	12	2017/18	\$ 476,000.00		\$ 2,866,000	1101	\$ 25,095.08
13	BCAG	30'	O61	2006	FREIGHTLINER	CNG	104,328	350,000	10	10	2017/18	\$ 476,000.00			1102	\$ 24,861.53
14	BCAG	30'	O62	2006	FREIGHTLINER	CNG	115,450	350,000	10	10	2017/18	\$ 476,000.00			1103	\$ 2,875.12
15	BCAG	30'	O63	2006	FREIGHTLINER	CNG	113,902	350,000	10	10	2017/18	\$ 476,000.00			1104	\$ 2,875.12
16	BCAG	30'	O64	2006	FREIGHTLINER	CNG	102,363	350,000	10	10	2017/18	\$ 476,000.00		\$ 1,904,000	1105	\$ 2,875.12
17	BCAG	40'	O81	2008	ORION/ORION VIIMG	CNG	354,382	500,000	8	12	2021/22	\$ 490,000.00			1106	\$ 2,875.12
18	BCAG	40'	O82	2008	ORION/ORION VIIMG	CNG	365,639	500,000	8	12	2021/22	\$ 490,000.00			201	\$ 9,195.76
19	BCAG	40'	O83	2008	ORION/ORION VIIMG	CNG	346,983	500,000	8	12	2021/22	\$ 490,000.00			301	
20	BCAG	40'	O84	2008	ORION/ORION VIIMG	CNG	323,451	500,000	8	12	2021/22	\$ 490,000.00			9701	
21	BCAG	40'	O85	2008	ORION/ORION VIIMG	CNG	362,109	500,000	8	12	2021/22	\$ 490,000.00			9702	
22	BCAG	40'	O86	2008	ORION/ORION VIIMG	CNG	363,102	500,000	8	12	2021/22	\$ 490,000.00			9704	\$ -
23	BCAG	40'	O87	2008	ORION/ORION VIIMG	CNG	369,127	500,000	8	12	2021/22	\$ 490,000.00			081	\$ 6,229.56
24	BCAG	40'	O88	2008	ORION/ORION VIIMG	CNG	284,915	500,000	8	12	2021/22	\$ 490,000.00		\$ 3,920,000	082	\$ 9,186.51
25	BCAG	40'	1101	2011	GILLIG/BRT	DIESEL	315,342	500,000	5	12	2024/25	\$ -			083	\$ 17,191.66
26	BCAG	40'	1102	2011	GILLIG/BRT	DIESEL	301,264	500,000	5	12	2024/25	\$ -			084	\$ 6,229.56
27	BCAG	35'	1103	2011	GILLIG/BRT	DIESEL	242,951	500,000	5	12	2024/25	\$ -			085	\$ 8,085.71
28	BCAG	35'	1104	2011	GILLIG/BRT	DIESEL	249,838	500,000	5	12	2024/25	\$ -			086	\$ 4,134.75
29	BCAG	35'	1105	2011	GILLIG/BRT	DIESEL	227,385	500,000	5	12	2024/25	\$ -			087	\$ 2,875.12
30	BCAG	35'	1106	2011	GILLIG/BRT	DIESEL	237,564	500,000	5	12	2024/25	\$ -		\$ -	088	\$ 13,837.22
31	BCAG	40'	1401	2014	GILLIG/BRT	DIESEL	90,221	500,000	2	12	2027/28	\$ -			2K1	
32	BCAG	40'	1402	2014	GILLIG/BRT	DIESEL	86,698	500,000	2	12	2027/28	\$ -			2K2	
33	BCAG	40'	1403	2014	GILLIG/BRT	DIESEL	92,816	500,000	2	12	2027/28	\$ -			2K5	
34	BCAG	40'	1404	2014	GILLIG/BRT	DIESEL	78,797	500,000	2	12	2027/28	\$ -			2K6	
35	BCAG	40'	1405	2014	GILLIG/BRT	DIESEL	91,366	500,000	2	12	2027/28	\$ -			2K7	
36	BCAG	40'	1406	2014	GILLIG/BRT	DIESEL	89,790	500,000	2	12	2027/28	\$ -		\$ -	1401	
													TOTAL UNFUNDED VEHICLE REPLACEMENT NEED	\$10,133,000		
TOTAL																\$ 154,257.68

NOTES

* TDA Funds used for bus replacemnt unless other state or federal funds obtained

* BCAG working to convert the fixed route fleet to Gillig Clean Diesel buses to standardise the fleet to make it more cost effective for maintenance and service.

PARATRANSIT
BUS REPLACEMENT SCHEDULE

BUTTE REGIONAL TRANSIT B-LINE
2016/17 Vehicle Replacement Schedule

	B-LINE PARATRANSIT VEHICLES	BUS LENGTH	BUS #	MFG YR	MAKE	FUEL	FTA Useful Life (MILES)	FTA Approved Replacement Miles	Age of Vehicle	FTA Approved Replacement Year	Anticipated Replacement Fiscal Year	Replacement Cost (Approx)	FUNDED - Replacement Cost	UNFUNDED - Replacement Cost	PARATRANSIT	MAINT. COST FY14/15	
1	BCAG	24'	218	2002	FORD E-450	GASOLINE	308,479	200,000	14	7	SPARE	\$ -	REPLACED IN 2013		104		
2	BCAG	24'	219	2002	FORD E-450	GASOLINE	295,793	200,000	14	7	SPARE	\$ -	REPLACED IN 2013		105		
3	BCAG	24'	224	2002	FORD E-450	GASOLINE	298,426	200,000	14	7	SPARE	\$ -	REPLACED IN 2013		106		
4	BCAG	24'	225	2002	FORD E-450	GASOLINE	292,812	200,000	14	7	SPARE	\$ -	REPLACED IN 2013	USED FOR SPARE RATIO	107		
5	BCAG	25'	810	2008	FORD E-450	GASOLINE	184,998	200,000	8	7	2016/17	\$ 65,000.00			108		
6	BCAG	25'	811	2008	FORD E-450	GASOLINE	185,620	200,000	8	7	2016/17	\$ 65,000.00			109		
7	BCAG	25'	812	2008	FORD E-450	GASOLINE	185,760	200,000	8	7	2016/17	\$ 65,000.00			1301	\$ 1,446.42	
8	BCAG	25'	814	2008	FORD E-450	GASOLINE	159,945	200,000	8	7	2016/17	\$ 65,000.00			1302	\$ 1,137.48	
9	BCAG	25'	815	2008	FORD E-450	GASOLINE	182,103	200,000	8	7	2016/17	\$ 65,000.00			1303	\$ 1,137.48	
10	BCAG	25'	816	2008	FORD E-450	GASOLINE	180,068	200,000	8	7	2016/17	\$ 65,000.00			1304		
11	BCAG	25'	817	2008	FORD E-450	GASOLINE	178,857	200,000	8	7	2016/17	\$ 65,000.00		\$ 455,000	1305	\$ 1,137.48	
12	BCAG	25'	104	2010	FORD E-450	GASOLINE	122,376	200,000	6	7	2018/19	\$ 67,000.00			1306	\$ 1,255.06	
13	BCAG	25'	105	2010	FORD E-450	GASOLINE	108,512	200,000	6	7	2018/19	\$ 67,000.00			1307		
14	BCAG	25'	106	2010	FORD E-450	GASOLINE	117,824	200,000	6	7	2018/19	\$ 67,000.00			1308	\$ 1,128.24	
15	BCAG	25'	107	2010	FORD E-450	GASOLINE	131,654	200,000	6	7	2018/19	\$ 67,000.00			1309		
16	BCAG	25'	108	2010	FORD E-450	GASOLINE	136,076	200,000	6	7	2018/19	\$ 67,000.00			1310	\$ 1,137.48	
17	BCAG	25'	109	2010	FORD E-450	GASOLINE	123,522	200,000	6	7	2018/19	\$ 67,000.00		\$ 402,000	1311		
18	BCAG	25'	1301	2013	FORD E-450	GASOLINE	58,811	200,000	3	7	2021/22	\$ 69,000.00			1312		
19	BCAG	25'	1302	2013	FORD E-450	GASOLINE	58,172	200,000	3	7	2021/22	\$ 69,000.00			1313		
20	BCAG	25'	1303	2013	FORD E-450	GASOLINE	56,566	200,000	3	7	2021/22	\$ 69,000.00			1314		
21	BCAG	25'	1304	2013	FORD E-450	GASOLINE	49,171	200,000	3	7	2021/22	\$ 69,000.00			218		
22	BCAG	25'	1305	2013	FORD E-450	GASOLINE	56,826	200,000	3	7	2021/22	\$ 69,000.00			219		
23	BCAG	25'	1306	2013	FORD E-450	GASOLINE	57,242	200,000	3	7	2021/22	\$ 69,000.00			220		
24	BCAG	25'	1307	2013	FORD E-450	GASOLINE	58,345	200,000	3	7	2021/22	\$ 69,000.00			222		
25	BCAG	25'	1308	2013	FORD E-450	GASOLINE	55,301	200,000	3	7	2021/22	\$ 69,000.00			224		
26	BCAG	25'	1309	2013	FORD E-450	GASOLINE	52,973	200,000	3	7	2021/22	\$ 69,000.00			225		
27	BCAG	25'	1310	2013	FORD E-450	GASOLINE	62,916	200,000	3	7	2021/22	\$ 69,000.00			810		
28	BCAG	25'	1311	2013	FORD E-450	GASOLINE	56,458	200,000	3	7	2021/22	\$ 69,000.00			811		
29	BCAG	25'	1312	2013	FORD E-450	GASOLINE	53,461	200,000	3	7	2021/22	\$ 69,000.00			812		
30	BCAG	25'	1313	2013	FORD E-450	GASOLINE	55,496	200,000	3	7	2021/22	\$ 69,000.00			814		
31	BCAG	25'	1314	2013	FORD E-450	GASOLINE	60,424	200,000	3	7	2021/22	\$ 69,000.00		\$ 966,000	815		
TOTAL UNFUNDED VEHICLE REPLACEMENT NEED															\$1,823,000		
TOTAL																\$ 8,379.64	

NOTES

* 2002 Vehicles were replaced - contractor using the vehicles for additional spares

* 5310 & 5311 application for the buses to be replaced in 2016/17