



# AGENDA

## TRANSIT ADMINISTRATIVE OVERSIGHT COMMITTEE of the BUTTE COUNTY ASSOCIATION OF GOVERNMENTS (FINANCE WORKSHOP)

Thursday, January 29, 2015  
10:00 a.m.

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

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1. Introductions

### ITEMS FOR INFORMATION

2. FY 2015/16 Preliminary Draft Budget - Julie/Mike
3. Bus Replacement Schedule - Mike
4. Estimated Bus Replacement/Capital Funding Analysis - Julie
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.



## BCAG Transit Administrative Oversight Committee

## Item #2 Information

January 29, 2015

### FY 2015/16 PRELIMINARY DRAFT 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 2015/16 Preliminary Draft 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 2015/16 Preliminary Draft Budget identifies a total operating budget of **\$9,821,940**, including contingency, for both Fixed Route service and Paratransit service in the urban and rural areas of Butte County. This equates to approximately \$283,785 greater than prior year, an increase of 2.98%. This increase is directly tied to the transit services contract, which includes an increase of approximately 4% in the hourly rate. This increase was expected and is consistent with the contracted hourly rate. The following items are major changes from the 2014/15 Budget:

1. Increase of \$300,971 in Purchased Transportation Services.
2. Decrease of \$45,000 for administrative services. Reallocation of the IT position to Transdev.
3. Increase in Fleet Insurance of \$14,425. Increase is directly tied to the transit services contract.
4. Increase of \$60,000 for the maintenance of the transit centers. Increase is to provide Security services for the Oroville Transit Center.
5. Increase of \$41,200 for the Software License agreements. Increase is due to the STREETS software license agreement (Mapping/GPS software for Fixed Route and Paratransit Service).
6. Decrease of \$90,621 for fuel. The decrease is due to the decrease in cost per gallon for fuel.

**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 2015/16 BUDGET

FY 2013/14 ACTUAL COST	FY 2014/15 APPROVED BUDGET	2015/16 DRAFT BUDGET	<i>Difference</i>
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### OPERATING BUDGET

#### OPERATING EXPENSES

ADMINISTRATION				
Communications	\$ -	\$ -	\$ -	\$ -
Printing	19,264	60,000	60,000	-
Transportation and Travel (training)	4,648	4,000	4,000	-
Public Relations	61,653	69,000	69,000	-
Software License	13,788	15,000	56,200	41,200
Paratransit ADA Certification	-	25,000	25,000	-
Support Services	332,845	382,000	337,000	(45,000)
<b>TOTAL ADMINISTRATION</b>	<b>\$ 432,198</b>	<b>\$ 555,000</b>	<b>\$ 551,200</b>	<b>\$ (3,800)</b>
OPERATIONS AND MAINTENANCE				
Fleet Insurance	\$ 376,987	\$ 360,626	\$ 375,051	\$ 14,425
Maintenance - Vehicle	331,627	225,000	225,000	-
Maintenance - Non-vehicle	-	25,000	25,000	-
Transit Center Maintenance	25,265	23,000	83,000	60,000
Bus Stop Signage	5,770	14,600	14,600	-
Transit Center Staffing	14,854	46,100	46,100	-
Lease	21,588	18,000	18,000	-
BRT Ops Facility Lease	-	168,000	168,000	-
Purchased Transportation-Fixed Route Services	3,767,099	3,854,751	4,051,410	196,659
Purchased Transportation-Paratransit Services	2,648,972	2,763,141	2,867,453	104,312
Fuel	1,406,079	1,390,500	1,299,879	(90,621)
<b>TOTAL OPERATIONS AND MAINTENANCE</b>	<b>\$ 8,598,241</b>	<b>\$ 8,888,718</b>	<b>\$ 9,173,493</b>	<b>\$ 284,775</b>
<b>SUB-TOTAL OPERATING EXPENSES</b>	<b>\$ 9,030,439</b>	<b>\$ 9,443,718</b>	<b>\$ 9,724,693</b>	<b>\$ 280,975</b>
<b>APPROPRIATION FOR CONTINGENCIES</b>	<b>\$ -</b>	<b>\$ 94,437</b>	<b>\$ 97,247</b>	<b>\$ 2,810</b>
<b>CAPITAL RESERVE CONTRIBUTIONS</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>
<b>TOTAL OPERATING REQUIREMENTS</b>	<b>\$ 9,030,439</b>	<b>\$ 9,538,155</b>	<b>\$ 9,821,940</b>	<b>\$ 283,785</b>

## FISCAL YEAR 2015/16 BUDGET

FY 2013/14 ACTUAL COST	FY 2014/15 APPROVED BUDGET	2015/16 DRAFT BUDGET	<i>Difference</i>
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### OPERATING BUDGET CONTINUED

**OPERATING REVENUES**

Fixed Route Passenger Fares	\$	1,319,529	\$	1,337,380	\$	1,407,967	\$	70,587
Paratransit Fares		348,241		360,277		353,744		(6,533)

<b>TOTAL OPERATING REVENUE</b>	<b>\$</b>	<b>1,667,770</b>	<b>\$</b>	<b>1,697,657</b>	<b>\$</b>	<b>1,761,711</b>	<b>\$</b>	<b>64,054</b>
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**NON-OPERATING REVENUE**

**LOCAL SUPPORT:**

County	\$	1,244,290	\$	1,446,145	\$	1,522,651	\$	76,506
Biggs		5,420		6,494		7,165		671
Chico		1,838,215		2,090,567		2,178,921		88,354
Gridley		16,354		19,932		21,988		2,056
Oroville		490,575		559,848		585,082		25,234
Paradise		816,306		917,512		944,422		26,910

<b>TOTAL LOCAL SUPPORT</b>	<b>\$</b>	<b>4,411,160</b>	<b>\$</b>	<b>5,040,498</b>	<b>\$</b>	<b>5,260,229</b>	<b>\$</b>	<b>219,731</b>
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FTA GRANTS-OPERATING/OTHER	\$	2,951,509	\$	2,800,000	\$	2,800,000	\$	-
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<b>TOTAL REVENUES</b>	<b>\$</b>	<b>9,030,439</b>	<b>\$</b>	<b>9,538,155</b>	<b>\$</b>	<b>9,821,940</b>	<b>\$</b>	<b>283,785</b>
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## FISCAL YEAR 2015/16 BUDGET

FY 2013/14 ACTUAL COST	FY 2014/15 APPROVED BUDGET	2015/16 DRAFT BUDGET	<i>Difference</i>
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### CAPITAL OUTLAY BUDGET

**CAPITAL OUTLAY**

Construction in Progress - BRT Ops Facility	108,707	-	-
Equipment/ Structures	35,300	-	-
Fixed Route Vehicles	170,753	1,440,000	2,325,000
Paratransit Vehicles	961,716	-	-
<b>TOTAL CAPITAL OUTLAY</b>	<b>\$ 1,276,476</b>	<b>\$ 1,440,000</b>	<b>\$ 2,325,000</b>

**CAPITAL OUTLAY FUNDING SOURCES**

TDA OFF TOP	-	960,000	885,000
TDA CAPITAL RESERVES	335,787	480,000	1,440,000
FTA GRANT 5310	865,462	-	-
PROP 1B FUNDS	75,227	-	-
CMAQ GRANTS - CAPITAL ACQUISITIONS	-	-	-
<b>TOTAL CAPITAL OUTLAY FUNDING SOURCES</b>	<b>\$ 1,276,476</b>	<b>\$ 1,440,000</b>	<b>\$ 2,325,000</b>



## BCAG Transit Administrative Oversight Committee

## Item #3 Information

January 29, 2015

### **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 (71,400 hours annually), 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 2015/16 FY, BCAG will need to purchase five-(5) Fixed Route buses at an estimated cost of \$465,000 each, or a total of \$2,325,000. The buses to be purchased will be a mix of thirty-five foot (35') and 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.

Staff is proposing to fund the purchase of the five-(5) buses using \$1,440,000 from Butte Regional Transit Capital Reserves and \$885,000 from the 2015/16 TDA apportionment.





**FIXED ROUTE  
BUS REPLACEMENT SCHEDULE**

**BUTTE REGIONAL TRANSIT B-LINE  
2015/16 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
1	BCAG	40'	2K7	2000	ORION/ORION V	CNG	709,808	500,000	15	12	2015/16	\$ 465,000.00		\$ 465,000
2	BCAG	40'	9701	1997	GILLIG/PHANTOM	DIESEL	771,750	500,000	18	12	SPARE	\$ -		
3	BCAG	40'	9702	1997	GILLIG/PHANTOM	DIESEL	776,185	500,000	18	12	SPARE	\$ -	N/A	
4	BCAG	40'	9704	1997	GILLIG/PHANTOM	DIESEL	741,402	500,000	18	12	SPARE	\$ -		\$ -
5	BCAG	35'	101	2001	GILLIG/PHANTOM	DIESEL	534,900	500,000	14	12	2015/16	\$ 465,000.00		
6	BCAG	35'	201	2001	GILLIG/PHANTOM	DIESEL	472,436	500,000	14	12	2015/16	\$ 465,000.00		\$ 930,000
7	BCAG	35'	031	2003	GILLIG	DIESEL	468,927	500,000	12	12	2015/16	\$ 465,000.00		
8	BCAG	35'	032	2003	GILLIG	DIESEL	466,165	500,000	12	12	2015/16	\$ 465,000.00		
9	BCAG	35'	033	2003	GILLIG	DIESEL	455,437	500,000	12	12	2016/17	\$ 465,000.00		
10	BCAG	35'	034	2003	GILLIG	DIESEL	446,961	500,000	12	12	2016/17	\$ 465,000.00		
11	BCAG	35'	035	2003	GILLIG	DIESEL	459,048	500,000	12	12	2016/17	\$ 465,000.00		
12	BCAG	35'	036	2003	GILLIG	DIESEL	428,243	500,000	12	12	2016/17	\$ 465,000.00		\$ 2,790,000
13	BCAG	30'	O61	2006	FREIGHTLINER	CNG	100,734	350,000	9	10	2017/18	\$ 480,000.00		
14	BCAG	30'	O62	2006	FREIGHTLINER	CNG	107,895	350,000	9	10	2017/18	\$ 480,000.00		
15	BCAG	30'	O63	2006	FREIGHTLINER	CNG	104,257	350,000	9	10	2017/18	\$ 480,000.00		
16	BCAG	30'	O64	2006	FREIGHTLINER	CNG	91,534	350,000	9	10	2017/18	\$ 480,000.00		\$ 1,920,000
17	BCAG	40'	O81	2008	ORION/ORION VIIMG	CNG	295,630	500,000	7	12	2021/22	\$ 490,000.00		
18	BCAG	40'	O82	2008	ORION/ORION VIIMG	CNG	312,515	500,000	7	12	2021/22	\$ 490,000.00		
19	BCAG	40'	O83	2008	ORION/ORION VIIMG	CNG	292,608	500,000	7	12	2021/22	\$ 490,000.00		
20	BCAG	40'	O84	2008	ORION/ORION VIIMG	CNG	262,872	500,000	7	12	2021/22	\$ 490,000.00		
21	BCAG	40'	O85	2008	ORION/ORION VIIMG	CNG	314,555	500,000	7	12	2021/22	\$ 490,000.00		
22	BCAG	40'	O86	2008	ORION/ORION VIIMG	CNG	300,142	500,000	7	12	2021/22	\$ 490,000.00		
23	BCAG	40'	O87	2008	ORION/ORION VIIMG	CNG	309,216	500,000	7	12	2021/22	\$ 490,000.00		
24	BCAG	40'	O88	2008	ORION/ORION VIIMG	CNG	258,554	500,000	7	12	2021/22	\$ 490,000.00		\$ 3,920,000
25	BCAG	40'	1101	2011	GILLIG/BRT	DIESEL	246,998	500,000	4	12	2024/25	\$ -		
26	BCAG	40'	1102	2011	GILLIG/BRT	DIESEL	227,764	500,000	4	12	2024/25	\$ -		
27	BCAG	35'	1103	2011	GILLIG/BRT	DIESEL	158,753	500,000	4	12	2024/25	\$ -		
28	BCAG	35'	1104	2011	GILLIG/BRT	DIESEL	149,801	500,000	4	12	2024/25	\$ -		
29	BCAG	35'	1105	2011	GILLIG/BRT	DIESEL	138,860	500,000	4	12	2024/25	\$ -		
30	BCAG	35'	1106	2011	GILLIG/BRT	DIESEL	158,074	500,000	4	12	2024/25	\$ -		\$ -
31	BCAG	40'	1401	2014	GILLIG/BRT	DIESEL	19,694	500,000	1	12	2027/28	\$ -		
32	BCAG	40'	1402	2014	GILLIG/BRT	DIESEL	20,209	500,000	1	12	2027/28	\$ -		
33	BCAG	40'	1403	2014	GILLIG/BRT	DIESEL	20,091	500,000	1	12	2027/28	\$ -		
34	BCAG	40'	1404	2014	GILLIG/BRT	DIESEL	13,715	500,000	1	12	2027/28	\$ -		
35	BCAG	40'	1405	2014	GILLIG/BRT	DIESEL	19,664	500,000	1	12	2027/28	\$ -		
36	BCAG	40'	1406	2014	GILLIG/BRT	DIESEL	18,930	500,000	1	12	2027/28	\$ -		\$ -
<b>TOTAL UNFUNDED VEHICLE REPLACEMENT NEED</b>														<b>\$10,025,000</b>

**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.

\* BCAG applying for the 5309 - Ladders of Opportunity Initiative Grant to fund the replacement Year for 2015, 2016, & 2017. (was not awarded)

\* 9700'S will not replace -

PARATRANSIT  
BUS REPLACEMENT SCHEDULE

BUTTE REGIONAL TRANSIT B-LINE  
2015/16 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
1	BCAG	24'	218	2002	FORD E-450	GASOLINE	305,356	200,000	13	7	SPARE	\$ -	REPLACED IN 2013	
2	BCAG	24'	219	2002	FORD E-450	GASOLINE	286,771	200,000	13	7	SPARE	\$ -	REPLACED IN 2013	
3	BCAG	24'	224	2002	FORD E-450	GASOLINE	294,407	200,000	13	7	SPARE	\$ -	REPLACED IN 2013	
4	BCAG	24'	225	2002	FORD E-450	GASOLINE	285,267	200,000	13	7	SPARE	\$ -	REPLACED IN 2013	\$ -
5	BCAG	25'	810	2008	FORD E-450	GASOLINE	157,096	200,000	7	7	2016/17	\$ 65,000.00		
6	BCAG	25'	811	2008	FORD E-450	GASOLINE	153,311	200,000	7	7	2016/17	\$ 65,000.00		
7	BCAG	25'	812	2008	FORD E-450	GASOLINE	142,730	200,000	7	7	2016/17	\$ 65,000.00		
8	BCAG	25'	814	2008	FORD E-450	GASOLINE	123,697	200,000	7	7	2016/17	\$ 65,000.00		
9	BCAG	25'	815	2008	FORD E-450	GASOLINE	134,611	200,000	7	7	2016/17	\$ 65,000.00		
10	BCAG	25'	816	2008	FORD E-450	GASOLINE	140,736	200,000	7	7	2016/17	\$ 65,000.00		
11	BCAG	25'	817	2008	FORD E-450	GASOLINE	126,263	200,000	7	7	2016/17	\$ 65,000.00		\$ 455,000
12	BCAG	25'	104	2010	FORD E-450	GASOLINE	90,485	200,000	5	7	2018/19	\$ 67,000.00		
13	BCAG	25'	105	2010	FORD E-450	GASOLINE	81,608	200,000	5	7	2018/19	\$ 67,000.00		
14	BCAG	25'	106	2010	FORD E-450	GASOLINE	85,780	200,000	5	7	2018/19	\$ 67,000.00		
15	BCAG	25'	107	2010	FORD E-450	GASOLINE	100,235	200,000	5	7	2018/19	\$ 67,000.00		
16	BCAG	25'	108	2010	FORD E-450	GASOLINE	96,186	200,000	5	7	2018/19	\$ 67,000.00		
17	BCAG	25'	109	2010	FORD E-450	GASOLINE	93,238	200,000	5	7	2018/19	\$ 67,000.00		\$ 402,000
18	BCAG	25'	1301	2013	FORD E-450	GASOLINE	12,835	200,000	2	7	2021/22	\$ 69,000.00		
19	BCAG	25'	1302	2013	FORD E-450	GASOLINE	12,613	200,000	2	7	2021/22	\$ 69,000.00		
20	BCAG	25'	1303	2013	FORD E-450	GASOLINE	13,331	200,000	2	7	2021/22	\$ 69,000.00		
21	BCAG	25'	1304	2013	FORD E-450	GASOLINE	8,462	200,000	2	7	2021/22	\$ 69,000.00		
22	BCAG	25'	1305	2013	FORD E-450	GASOLINE	14,993	200,000	2	7	2021/22	\$ 69,000.00		
23	BCAG	25'	1306	2013	FORD E-450	GASOLINE	11,860	200,000	2	7	2021/22	\$ 69,000.00		
24	BCAG	25'	1307	2013	FORD E-450	GASOLINE	14,400	200,000	2	7	2021/22	\$ 69,000.00		
25	BCAG	25'	1308	2013	FORD E-450	GASOLINE	12,843	200,000	2	7	2021/22	\$ 69,000.00		
26	BCAG	25'	1309	2013	FORD E-450	GASOLINE	11,147	200,000	2	7	2021/22	\$ 69,000.00		
27	BCAG	25'	1310	2013	FORD E-450	GASOLINE	14,373	200,000	2	7	2021/22	\$ 69,000.00		
28	BCAG	25'	1311	2013	FORD E-450	GASOLINE	12,624	200,000	2	7	2021/22	\$ 69,000.00		
29	BCAG	25'	1312	2013	FORD E-450	GASOLINE	11,841	200,000	2	7	2021/22	\$ 69,000.00		
30	BCAG	25'	1313	2013	FORD E-450	GASOLINE	12,566	200,000	2	7	2021/22	\$ 69,000.00		
31	BCAG	25'	1314	2013	FORD E-450	GASOLINE	19,694	200,000	2	7	2021/22	\$ 69,000.00		\$ 966,000
<b>TOTAL UNFUNDED VEHICLE REPLACEMENT NEED</b>														<b>\$1,823,000</b>

**NOTES**

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

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

\* We need to increase the spare ratio, can we seek grants for additional bus funding (see above)



## BCAG Transit Administrative Oversight Committee

## Item #4 Information

January 29, 2015

### **BUS REPLACEMENT SCHEDULE AND FUNDING ANALYSIS**

**PREPARED BY: Julie Quinn, Chief Financial Officer**

**ISSUE:** BCAG staff has estimated the bus replacement schedule and outlined the capital funding necessary to cover these costs over the next 8 years. Staff is recommending that capital needs not covered by capital grants be taken off the top of the TDA allocation. At this time no operating funds will be taken off the top. Staff has prepared the attached Bus Replacement Schedule and Funding Analysis for the Transit Administrative Oversight Committee's review and comments.

**DISCUSSION:** BCAG has discussed 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 is recommending that capital needs be taken from TDA funds, to the extent that capital grants are not available.

BCAG staff has prepared an analysis of the potential funding for the busses which will need to be replaced in the next 8 years. Paratransit busses are assumed to be purchased with FTA 5310 grants as has been the case in recent years. At this point in time however there are 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.

The attached analysis is a working document to give insight into the availability of capital reserves and the shortfall in reserves which will need to be covered with current TDA allocations. To the best of our ability, BCAG has attempted to maintain a minimum level of TDA distributed to the jurisdictions, in the amount of \$2M. This must also be balanced with the need to maintain a minimum level of capital reserves. \$3 million has been determined to be the amount needed to cover minor capital needs and cash flow for the transit system. Also, it is assumed that every effort will be made to secure grant funding, thus freeing up TDA for future years. The attached schedule assumes increases of 3% for LTF revenues and transit obligations.

BCAG is also recommending that capital reserve payments, which have historically been included in the operating budget, be included in the capital portion of the budget and taken off the top in conjunction with other capital funding.

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

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

## Bus Replacement Schedule and Funding Analysis

No Fixed Route Grant Funding

	FY 14/15	FY 15/16	FY 16/17	FY 17/18	FY 18/19	FY 19/20	FY 20/21	FY 21/22	FY 22/23	Total
<b>Capital Replacement</b>										
Fixed Route	-	2,325,000	1,860,000	1,920,000	-	-	-	3,920,000	-	10,025,000
Paratransit	-	-	455,000	-	402,000	-	-	966,000	-	1,823,000
	-	2,325,000	2,315,000	1,920,000	402,000	-	-	4,886,000	-	11,848,000
<b>Funding Source</b>										
Reserves	-	1,440,000	930,000	960,000	-	-	-	2,400,000	-	5,730,000
Current TDA off top	-	885,000	930,000	960,000	-	-	-	1,520,000	-	4,295,000
Grant- 5310 Paratransit	-	-	455,000	-	402,000	-	-	966,000	-	1,823,000
	-	2,325,000	2,315,000	1,920,000	402,000	-	-	4,886,000	-	11,848,000

<b>BRT Capital Reserves</b>	FY 14/15	FY 15/16	FY 16/17	FY 17/18	FY 18/19	FY 19/20	FY 20/21	FY 21/22	FY 22/23
Beginning Balance	\$ 3,212,197	\$ 4,372,197	\$ 5,357,197	\$ 4,062,197	\$ 3,262,197	\$ 2,142,197	\$ 2,942,197	\$ 3,742,197	\$ 5,462,197
Capital off the top	960,000	885,000	930,000	960,000	600,000	600,000	600,000	1,520,000	600,000
Capital Reserve payment	300,000	200,000	200,000	200,000	300,000	300,000	300,000	300,000	300,000
Total Capital added	1,260,000	1,085,000	1,130,000	1,160,000	900,000	900,000	900,000	1,820,000	900,000
Capital Reserve used	(100,000)	(100,000)	(2,425,000)	(1,960,000)	(2,020,000)	(100,000)	(100,000)	(100,000)	(4,020,000)
Ending Balance	\$ 4,372,197	\$ 5,357,197	\$ 4,062,197	\$ 3,262,197	\$ 2,142,197	\$ 2,942,197	\$ 3,742,197	\$ 5,462,197	\$ 2,342,197

<b>TDA Fund Balance</b>	FY 14/15	FY 15/16	FY 16/17	FY 17/18	FY 18/19	FY 19/20	FY 20/21	FY 21/22	FY 22/23
Beginning Fund Balance	\$ 1,925,000	\$ 1,203,000	\$ 752,771	\$ 350,235	\$ 13,173	\$ 34,449	\$ 157,014	\$ 383,905	\$ -
TDA Estimate	8,278,000	8,350,000	8,600,500	8,858,515	9,124,270	9,397,999	9,679,939	9,970,337	10,269,447
BCAG/County Auditor	(455,000)	(455,000)	(455,000)	(455,000)	(455,000)	(455,000)	(455,000)	(455,000)	(455,000)
BRT Capital off top	(960,000)	(1,085,000)	(1,130,000)	(1,160,000)	(900,000)	(900,000)	(900,000)	(1,820,000)	(900,000)
TDA before BRT obligation	6,863,000	6,810,000	7,015,500	7,243,515	7,769,270	8,042,999	8,324,939	7,695,337	8,914,447
BRT Operating obligation	(5,340,498)	(5,260,229)	(5,418,036)	(5,580,577)	(5,747,994)	(5,920,434)	(6,098,047)	(6,280,989)	(6,469,418)
Current TDA Available	1,522,502	1,549,771	1,597,464	1,662,938	2,021,276	2,122,564	2,226,891	1,414,348	2,445,029
Fund Balance Used	722,000	450,229	402,536	337,062	-	-	-	383,905	-
Distributed to Cities/County	\$ 2,244,502	\$ 2,000,000	\$ 2,000,000	\$ 2,000,000	\$ 2,000,000	\$ 2,000,000	\$ 2,000,000	\$ 1,798,253	\$ 2,000,000

<b>TDA Available for Jurisdiction budgets</b>	FY 14/15	FY 15/16	FY 16/17	FY 17/18	FY 18/19	FY 19/20	FY 20/21	FY 21/22	FY 22/23	Budgeted %	Actual %
Butte Co	1,310,808	1,201,506	1,201,506	1,201,506	1,201,506	1,201,506	1,201,506	1,080,306	1,201,506	60.08%	53.00%
Biggs	50,466	47,833	47,833	47,833	47,833	47,833	47,833	43,008	47,833	2.39%	1.75%
Chico	758,960	707,610	707,610	707,610	707,610	707,610	707,610	636,231	707,610	35.38%	35.22%
Gridley	207,551	198,105	198,105	198,105	198,105	198,105	198,105	178,121	198,105	9.91%	6.95%
Oroville	(38,012)	(63,242)	(63,242)	(63,242)	(63,242)	(63,242)	(63,242)	(56,863)	(63,242)	-3.16%	1.18%
Paradise	(44,971)	(91,812)	(91,812)	(91,812)	(91,812)	(91,812)	(91,812)	(82,550)	(91,812)	-4.59%	1.90%
	\$ 2,244,802	\$ 2,000,000	\$ 2,000,000	\$ 2,000,000	\$ 2,000,000	\$ 2,000,000	\$ 2,000,000	\$ 1,798,253	\$ 2,000,000		