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California Department of Transportation
Division of Transportation Planning
Office of Regional Planning
1120 N Street
Sacramento CA, 95814

Subject: Chico to Sacramento Inter-City Transit Strategic Plan Strategic Partnerships – Transit Application

Dear Mrs. Priscilla Martinez-Velez:

The Butte County Association of Governments (BCAG)/Butte Regional Transit (BRT) is requesting FY 2020-21 Caltrans Strategic Partnerships – Transit funds to prepare the Chico to Sacramento Inter-City Transit Strategic Plan to identify solutions to provide a regionally significant transit connection between Butte County and Sacramento County.

The Strategic Partnerships – Transit program offers the first chance to integrate the Butte Regional Transit (B-Line) and San Joaquin Joint Powers Authority (SJJPA) Thruway Route 3 systems to one consolidated route between Chico and Sacramento. The Strategic Partnerships – Transit program makes this long-standing need for the missing service attainable. It offers flexibility and funding for all planning components essential for the success of this specialized route in Butte County. We are committed to providing a safe, reliable, and efficient service to the general public in the North State.

There currently is not a reliable inter-regional commuter transit service to meet the needs of several thousand identified riders between the Chico and Sacramento areas. This project will alleviate the continued lack of transportation mode options; limited mass transportation service; and absence of high speed rail in the North State. The project will also be instrumental in mitigated the increased number of single-occupancy vehicles on SR-70, a corridor with significant safety problems without adequate or safe evacuation.

Caltrans, as a long-time standing supporter of multi-modal highway safety, has partnered with BCAG to improve regional safety for decades. Caltrans staff will be a partner in the proposed project by providing expertise on highway safety, review on major deliverables, attending outreach events, and participate in regular check-ins with BCAG, SJJPA, and other project partners.

Should you have any questions or comments regarding our application, please feel free to contact Sara Cain at 530-809-4616 or scain@bcag.org.

Sincerely,



Jon Clark
Executive Director

FY 2020-21
**CALTRANS SUSTAINABLE TRANSPORTATION PLANNING
 STRATEGIC PARTNERSHIPS GRANT APPLICATION**

Select one: Strategic Partnerships (FHWA SPR Part I) Strategic Partnerships – Transit (FTA 5304)

PROJECT TITLE	Chico to Sacramento Inter-City Transit Strategic Plan
PROJECT LOCATION (city and county)	Butte County (Chico, Oroville), Yuba County (Marysville), and City of Sacramento

	APPLICANT	SUB-APPLICANT	SUB-APPLICANT
Organization	Butte County Association of Governments/Butte Regional Transit		
Mailing Address	326 Huss Drive Suite 150		
City	Chico		
Zip Code	95928		
Executive Director/designee and title	Jon Clark, Executive Director		
E-mail Address	jonclark@bcag.org		
Contact Person and title	Sara Cain, Associate Senior Planner		
Contact E-mail Address	scain@bcag.org		
Phone Number	530-809-4616		

FUNDING INFORMATION

Use the Match Calculator to complete this section.

Grant Funds Requested	Local Match - Cash	Local Match - In-Kind	Total Project Cost
\$ 243,457	\$ 31,543	\$	\$ 275,000

**Specific Source of Local Match and Name of Provider
 (i.e., local transportation funds, local sales tax, special bond measures, etc.)**

Transportation Development Act (TDA) Local Transportation Funds (LTF).

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LEGISLATIVE INFORMATION*			
Please list the legislative members in the project area. Attach additional pages if necessary.			
State Senator(s)		Assembly Member(s)	
Name(s)	District	Name(s)	District
Jim Nielsen	4	James Gallagher	3
	-		-
	-		-
	-		-
	-		-
	-		-

*Use the following link to determine the legislators.
<http://findyourrep.legislature.ca.gov/> (search by address)

<p>1A. Project Timeframe (Start and End Dates): July 2020 - June 2022</p>
<p>1B. Project Area Boundaries: Butte County (Chico, Oroville), Yuba County (Marysville), and City of Sacramento</p>
<p>1C. Project Description: Briefly summarize project in a clear and concise manner, including major deliverables, parties involved, and any connections to relevant local, regional, and/or State planning efforts. 150 words maximum (20 points):</p> <p>BCAG, as the MPO/RTPA and owner/operator of Butte Regional Transit, is requesting Caltrans Strategic Partnerships - Transit funds to prepare the Chico to Sacramento Inter-City Transit Strategic Plan to identify solutions to provide a regionally significant transit connection from Butte County and Sacramento County.</p> <p>In partnership with Caltrans District 3 and the San Joaquin Joint Powers Authority (SJJPA), the Study will analyze routing and timing plans, operating and capital costs, fare structure, park and ride opportunities in disadvantaged communities, number and type of buses required, and develop a marketing plan. Community outreach will target multiple disadvantaged communities.</p> <p>The proposed Plan is the result of extensive formal planning efforts including the previous development of a feasibility study to examine the Chico to Sacramento service based on an economic business market analysis. As seen in Attachment 3, the study documented a favorable response by the public with supportive ridership travel projections.</p>

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2. Project Justification: Describe the problems or deficiencies the project is attempting to address, as well as how the project will address the identified problems or deficiencies. Additionally, list the ramifications of not funding this project. This section needs to clearly define the existing issues surrounding the project (e.g., transportation issues, inadequate transit services, impacts of heavy trucking on local streets, air pollution, etc.). Competitive applications support the need for the project with empirical data, describe how this project addresses issues raised, and describe the impact of not funding the project. **Do not exceed the space provided. (20 points):**

There currently is not a reliable inter-regional commuter transit service to meet the needs of several thousand identified riders between the Chico and Sacramento areas. As the owner/operator of Butte Regional Transit, BCAG has the expertise, state of the art facilities, and established contractor to deliver a real, successful, implemented commuter service.

The Strategic Partnerships - Transit Grant offers the first chance for a study to integrate Butte Regional Transit (B-Line) and San Joaquin Joint Powers Authority (SJJPA) services to provide an inter-regional public transportation system designed for the needs of the North State. SJJPA's 2019 Business Plan identified the BCAG-SJJPA partnership as an opportunity to incorporate a portion of the Thruway Bus Route 3 (between Chico and Stockton) into intercity bus service between Chico and Sacramento.

The proposed project provides an opportunity for a missing regional transit route from Chico to Sacramento, improved safety on the State highway system, partnership with multiple agencies including Caltrans, reduce single-occupancy vehicles on SR-70 and SR-99, thus eliminating greenhouse gas emissions and vehicle miles traveled, and provide additional park and ride facilities to accommodate commuters and enhance multi-modal connections serving disadvantaged communities. The Study will also fulfill long-standing requests made by the public as part of the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) and Unmet Transit Needs process to provide a commuter service from Chico to Sacramento.

The Chico to Sacramento Inter-City Transit Strategic Plan (Plan) is a high priority project for BCAG and SJJPA. The Plan will identify feasible options to integrate the B-Line and San Joaquin Rail routes, timing plans, and fare structure needed to support an effective Chico to Sacramento commuter service. Additionally, the Plan will evaluate an existing park and ride (SR-99/SR-32), together with new park and ride locations in disadvantaged communities to support the needs of commuters and improve multi-modal connections. Through this analysis, BCAG, in partnership with SJJPA, Caltrans, and other relevant stakeholders, will have a clearer understanding of the SR-70 and SR-99 improvements that this commuter service can provide the North State region. Attachment 1 contains a map of the proposed study area and park and ride locations.

The ramifications of not funding this project are significant to the North State. The project will alleviate the continued lack of transportation mode options; limited mass transportation service; and absence of high speed rail. This project continues a long-standing investment of state, federal, and local transportation funds on SR-70 and SR-99 while meeting the current emission goals by the State. This project will be instrumental in mitigating the increased number of single-occupancy vehicles on SR-70. Additionally, not funding this project could pose a significant safety threat on SR-70. As seen in Attachment 2, there have been 21 fatalities on SR-70 between Oroville and Marysville since January 1, 2017. There have been 340 crashes and 140 injuries on the corridor from 2004 to 2019. In its current state, SR-70 does not provide adequate or safe evacuation for experienced natural disasters of flood and fire. In particular, the increase in wildfires in Northern California are driving widening improvements to be quickly constructed. The requested funds would provide an alternative mode of transportation to driving alone, thus reducing the number of crashes and improving safety for all users.

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(2. Project Justification Continued)

The project demonstrates Caltrans' commitment in working with its partner agencies to provide innovative and sustainable alternatives to driving alone. The requested funds would remove a significant number of single-occupancy vehicles from the SR-70 and SR-99 corridors while establishing inter-regional transit and rail connections in Butte County (Chico, Oroville), Yuba County (Marysville), and City of Sacramento, and within the State's high-speed rail system. Providing intercity transit for commuters and the general public through the Chico to Sacramento service would help relieve congestion, improve air quality, and provide for a safer alternative mode of transportation for the region. The project also provides an opportunity to improve access to open space and recreational opportunities in the North State.

The North State region is still struggling to recover from the effects of the November 2018 Camp Fire natural disaster that burned almost 19,000 buildings and was the deadliest and most destructive wildfire in California's recorded history. This has created an urgent need for infrastructure improvements within our region; improvements that this study supports. Many Camp Fire survivors that no longer have the luxury or means of owning a car could utilize this service to access medical appointments and jobs in Yuba, Sutter, and Sacramento Counties and Marysville. This project is instrumental in rebuilding the North State after the destructive wildfires displaced nearly 30,000 people. As a result, more people rely on public transit including those who used to commute to Sacramento from Butte County and no longer can as a result of losing everything.

According to the California Healthy Places Index (HPI), large portions of Butte County fall within the less healthy conditions index. There are portions of Oroville that received an HPI score of 1.5% with an economic score of 1.4%. This study will provide additional multi-modal options to residents in this disadvantaged area of Butte County and provide opportunities for residents to access more job opportunities outside of the area.

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3. Grant Specific Objectives: Explain how the proposed project addresses the grant specific objectives of the Strategic Partnerships and Strategic Partnerships - Transit grant program. Applicants should integrate the following Grant Program Considerations (Grant Application Guide, Pages 5-11) in the responses for 3A-3D below, as applicable:

- California Transportation Plan (CTP) 2040
- 2017 RTP Guidelines and Promoting Sustainable Communities in California
- Complete Streets and Smart Mobility Framework
- Climate Ready Transportation
- Addressing Environmental Justice and Disadvantaged Communities
- California Sustainable Freight Action Plan

3A. Explain how the proposal accomplishes the Federal Planning Factors (Grant Application Guide, Pages 22-23) and achieve the Caltrans Mission and the Grant Program Overarching Objectives on Page 4. Applicants should list and explain how the proposed project intends to accomplish the applicable Federal Planning Factors and Grant Program Overarching Objectives, as well as the Caltrans Mission. **Do not exceed the space provided. (5 points):**

The requested funds will accomplish the Federal Planning Factors and achieve the Caltrans Mission and the Grant Program Overarching Objectives by providing a sustainable and innovative inter-regional public transit solution that supports the economic vitality of multiple North State regions, connecting thousands of people in rural communities to jobs and medical services in metropolitan areas, and enabling regional and statewide competitiveness, productivity, and efficiency.

The project will outline feasible solutions to integrate B-Line bus and SJJPA's bus and rail services to improve mode choice of commuters between Chico and Sacramento and connect rural communities to a metropolitan center. The project has the ability to enhance travel and tourism while preserving the existing State highway system on SR-70 and SR-99. SJJPA and BCAG are both established mass transit owners and operators.

As mentioned previously, safety is of paramount concern on State highways in the North State. As seen in Attachment 2, driving on SR-70 is becoming increasingly unsafe and alternative and innovative solutions, such as this project, are needed to make the system safer. The project will provide an opportunity for BCAG to promote efficient system management and operation with the help of its key stakeholders, including Caltrans District 3 and SJJPA. The study will analyze existing and new park and ride locations in disadvantaged areas, improving multi-modal connections. The study will adhere to SB 862 which establishes the programmatic goal to provide at least 25 percent of available funding to projects that provide a direct, meaningful, and assured benefit to disadvantaged and low income communities, consistent with the objectives of SB 535 and AB 1550.

BCAG has met with Caltrans Headquarters and District 3 staff to discuss the proposed project and receive feedback how it can be better tailored to achieve the Caltrans Mission, Vision, Goals, and Values. The project will make SR-70 and SR-99 safer for all users while improving inter-regional public transportation to make the system more integrated and efficient. The project is in line with the State's mission to make public transportation systems more sustainable as it will reduce greenhouse gas emissions and vehicle miles traveled on approximately 100 miles (in each direction) between Chico and Sacramento. The project shows Caltrans' commitment to utilizing leadership, collaboration and strategic partnerships to develop an integrated transportation system that provides reliable and accessible mobility for travelers.

The project addresses the six goals of the California Transportation Plan 2040 (CTP 2040) by improving public transit and providing connections to future high speed rail lines, improving State highways, reducing transportation-system deaths and injuries, and improving public health by reducing pollution. The project has been requested on multiple occasions during the RTP/SCS development and will help BCAG achieve RTP/SCS greenhouse gas reduction targets.

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3B. Explain how the proposal partners with Caltrans to identify and address statewide, interregional, or regional transportation deficiencies in the State highway system (or multimodal transportation system for transit-focused projects). Applicants should clearly define how Caltrans will be a partner in the proposed project, as appropriate for the project.

Do not exceed the space provided. (5 points):

Caltrans, as a long-time standing supporter of multi-modal highway safety, has partnered with BCAG to improve regional safety for decades. BCAG has discussed the proposed project with Caltrans Headquarters and District 3 staff to ensure the project addresses interregional and statewide deficiencies. This proposal was also shared with Caltrans Headquarters and District 3 staff prior to the October 11 submittal. Caltrans staff will be a partner in the proposed project by providing expertise on highway safety, review on major deliverables, attending outreach events, and participate in regular check-ins with BCAG and SJJPA. BCAG has partnered with Caltrans staff for many years on the SR-70 widening project and looks forward to pursuing transit mitigations to offset increased greenhouse gas emissions and vehicle miles traveled.

3C. Explain how the proposal strengthens government-to-government relationships. Applicants should outline the entities involved with the proposed project and how partnerships will be strengthened as a result. **Do not exceed the space provided. (5 points):**

This project provides a unique opportunity for Caltrans to partner with multiple transit agencies to enhance the integration of two systems to provide an important inter-regional route. BCAG has coordinated the proposed study with SJJPA, who manages the operations of the San Joaquin rail service. The SJJPA is a partner on the project and has indicated a willingness to provide operations funding support because it would allow them to reduce their daily bus throughway service provided between Chico and Sacramento, and eventually to the Sacramento Airport.

BCAG will also coordinate with Sacramento Regional Transit District (SacRT) and Sacramento Area Council of Governments (SACOG) to identify bus stop and maintenance locations in Sacramento County. Both agencies have provided letters of support and requested Strategic Partnerships funds. BCAG will also work with its existing advisory committees, Caltrans, and other partners to successfully market and vet the proposed service.

BCAG received several letters of support including the Cities of Chico and Marysville mayors, non-profit organizations, and transit agencies attesting to the importance of receiving funds from this program. See Attachment 4 for letters of support.

3D. Explain how the proposal results in programmed system improvements. Applicants should discuss next steps for project implementation, including timing for programming improvements that would result from the planning effort. **Do not exceed the space provided. (5 points):**

The study will result in a feasible, innovative, and sustainable Plan to integrate the two transit systems for improved mode choice to the public. Once the study is completed in June 2022, for the next steps, BCAG will coordinate with SJJPA and Caltrans to procure or lease buses to provide service between Chico and Sacramento. It is estimated that by June 2023, the commuter service will be available to the public.

As the owner/operator of Butte Regional Transit, BCAG has the expertise, state of the art facilities, and established contractor to deliver a real, successful, implemented commuter service to increase regional transit ridership.

Upon award, the project funds will be added to BCAG's FY 2020-2021 Overall Work Plan. Any capital purchases using FTA funds will be included in the Federal Transportation Improvement Plan (FTIP).

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4. Project Management (40 points): See Scope of Work and Project Timeline samples and checklists for requirements (Grant Application Guide, Pages 54-60), also available upon request.

4A. Scope of Work in required Microsoft Word format (20 points)
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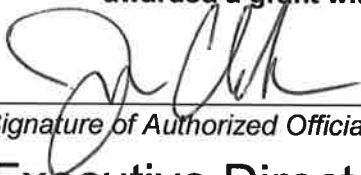
4B. Project Timeline in required Microsoft Excel format (20 points)
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Application Signature Page

If selected for funding, the information contained in this application will become the foundation of the contract with Caltrans.

To the best of my knowledge, all information contained in this application is true and correct. If awarded a grant with Caltrans, I agree that I will adhere to the program guidelines.



Signature of Authorized Official (Applicant)

Executive Director

Title

Jon Clark

Print Name

9-26-19

Date

Signature of Authorized Official (Sub-Applicant)

Print Name

Title

Date

Signature of Authorized Official (Sub-Applicant)

Print Name

Title

Date



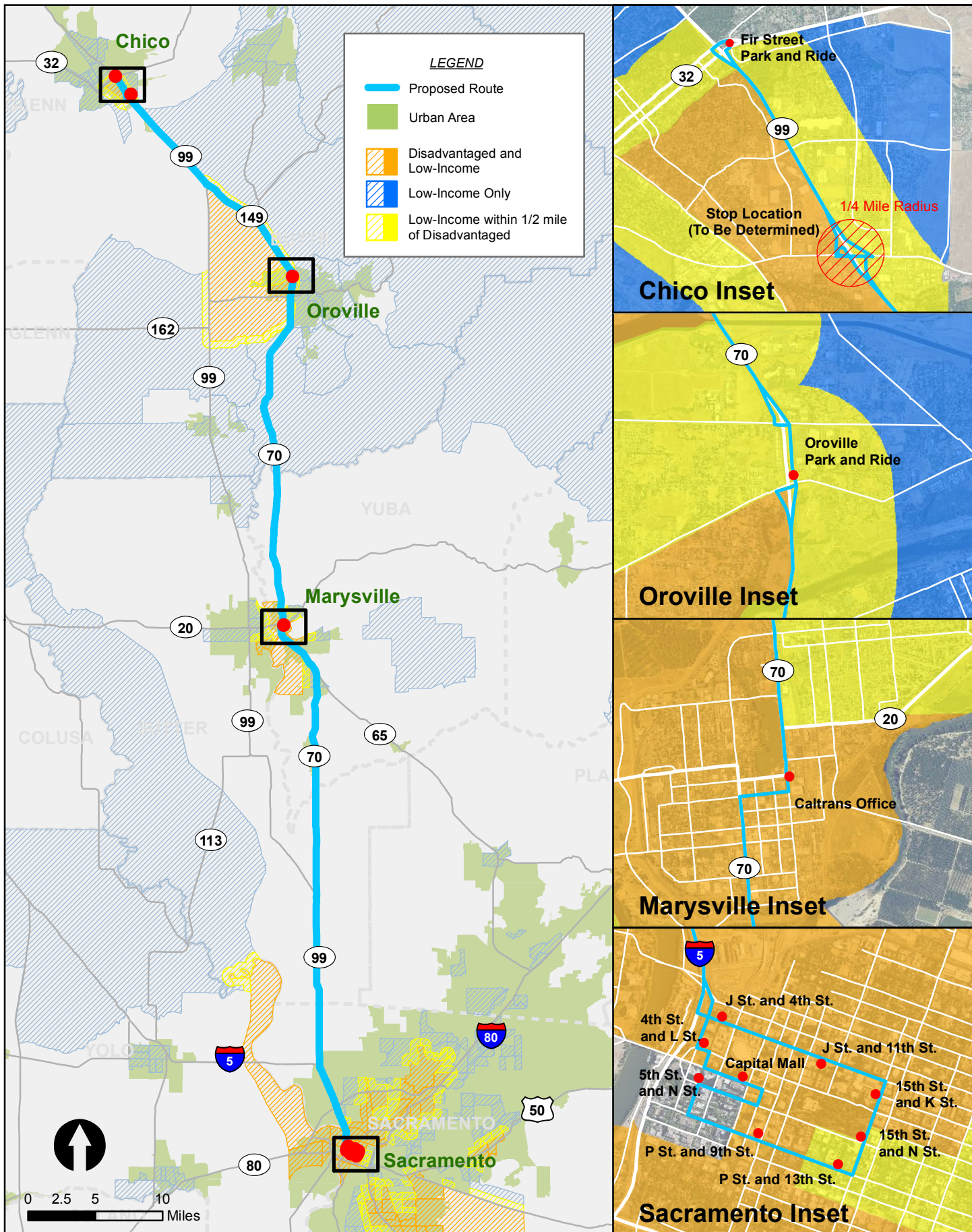
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BCAG Chico to Sacramento Inter-City Transit Strategic Plan
Strategic Partnerships – Transit Application

ATTACHMENT 1:

CHICO TO SACRAMENTO INTER-CITY TRANSIT STRATEGIC PLAN STUDY AREA

Attachment 1: Chico to Sacramento Inter-City Transit Strategic Plan Study Area





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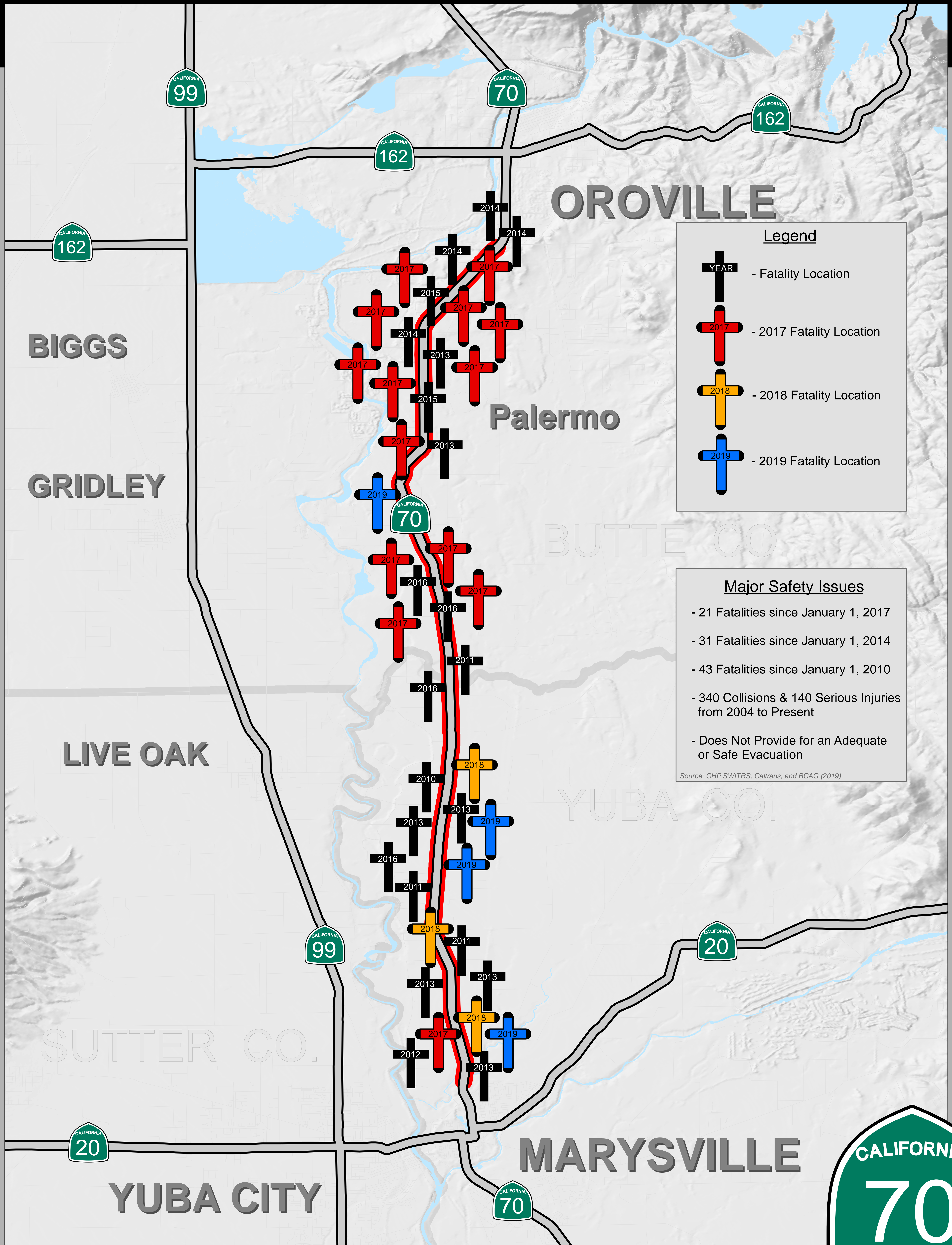
BCAG Chico to Sacramento Inter-City Transit Strategic Plan
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ATTACHMENT 2:
HIGHWAY 70 FATALITIES
2010-2019

HIGHWAY 70 FATALITIES

MARYSVILLE TO OROVILLE

2010 - 2019



Last Updated: July 23, 2019





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BCAG Chico to Sacramento Inter-City Transit Strategic Plan
Strategic Partnerships – Transit Application

ATTACHMENT 3:

BUTTE COUNTY INTER-CITY COMMUTER BUS FEASIBILITY STUDY



**TRANSPORTATION PLANNING AND
TRAFFIC ENGINEERING CONSULTANTS**

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Post Office Box 5875
Tahoe City, California 96145
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MEMORANDUM

DATE: November 21, 2014

TO: Andy Newsum, Butte County Association of Governments

FROM: Kristina Svensk, AICP and Gordon Shaw, PE, AICP

SUBJECT: Butte County Commuter Bus Recommended Service Plan

This memorandum presents the recommended plan for commuter-oriented transit service between Chico and Sacramento, via Oroville and Marysville. It builds upon the two technical memoranda developed in the course of our study, which are provided as Attachments A and B.

Following an examination of the existing conditions of transit service and potential needs / demand for commuter service (Attachment A), a number of service alternatives were evaluated (Attachment B). Based on a detailed analysis of the alternatives, a recommended plan was developed and is presented in this memo. The plan focuses on one refined service option, and presents all relevant details including operating characteristics, financial characteristics, and capital requirements for a three-year plan period. The first portion of this memo presents a brief overview of the alternatives that were evaluated, while the second portion presents the recommended plan.

SUMMARY OF ALTERNATIVES

A total of five individual service elements were initially reviewed during the study, in addition to two service packages that combined various elements. Table 1, below, summarizes the service elements, including cost, ridership, and revenue estimates. Detailed analysis of these alternatives can be found in Attachment B: *Technical Memorandum Two*.

Individual Service Elements

The following service elements were first considered individually:

- **Chico – Oroville – Marysville – Sacramento:** This service would provide two morning and two afternoon runs between Chico and Sacramento, with stops in Oroville
-

TABLE 1: Butte County - Sacramento Commuter Transit Service Alternatives

	Daily Service Quantities			Annual Service Quantities			Daily Ridership (1-Way Passenger-Trips) (2)		Annual Ridership (1-Way Passenger-Trips) (2)		Annual Farebox Revenue (2)	Annual Operating Subsidy			
	In-Service Vehicle-Hours	Driver Deadhead Hours	In-Service Vehicle-Miles	Days per Year	In-Service Vehicle-Hours	Driver Deadhead Hours	In-Service Vehicle-Miles	Sacramento	Marysville/Yuba City	Total			Sacramento	Marysville/Yuba City	Total
Individual Service Elements															
Chico – Oroville – Marysville – Sacramento Service: 2 AM and 2 PM runs	12.10	5.53	564	254	3,073	1,405	143,256	77	2	79	19,600	500	20,100	\$149,000	\$230,000
Chico – Gridley – Yuba City – Sacramento Service: 2 AM and 2 PM runs	11.50	5.33	540	254	2,921	1,355	137,160	76	3	79	19,300	800	20,100	\$148,000	\$214,000
Add Mid-day round-trip Chico-Oroville – Marysville to connect with YST service	2.37	0.00	104	254	601	0	26,416	22	2	24	5,600	500	6,100	\$23,000	\$44,000
Add Mid-day round-trip Chico-Gridley-Marysville to connect with YST service	2.33	0.00	98	254	593	0	24,892	19	4	23	4,900	1,000	5,900	\$22,000	\$43,000
Extend One Mid-Day B-Line Route 20 Run from Oroville to Marysville to connect with YST service	1.23	0.00	64	254	313	0	16,256	22	2	24	5,600	500	6,100	\$23,000	\$15,000
Overall Service Scenarios															
Chico – Oroville – Marysville – Sacramento Service: 2 AM and 2 PM runs With Mid-Day Route 20 Service to Marysville	13.33	5.53	628	3,386	1,405	159,512	\$417,000	99	4	103	25,200	1,000	26,200	\$172,000	\$245,000
Chico – Gridley – Yuba City – Sacramento Service: 2 AM and 2 PM runs With Mid-Day Route 20 Service to Marysville	12.73	5.33	604	3,234	1,355	153,416	\$400,000	98	5	103	24,900	1,300	26,200	\$171,000	\$229,000
Note 1: Applying forecasted FY 2013-14 cost factors. Note 2: Reflecting full potential ridership, not typically achieved until the third year of a new transit service.															

and Marysville. The route would operate down SR 70 to Marysville, and follow SR 70 / SR 99 to downtown Sacramento. Service would begin at the existing park-and-ride lot in Chico on Fir Street and would stop at an additional new park-and-ride location before heading south to Oroville. Once in Oroville, a stop would be made at the existing park-and-ride located at the intersection of 3rd Street and Grand Street, adjacent to the highway. A stop in Marysville at the Caltrans District 3 office would be made before continuing on to Sacramento. Under this alternative, the vehicle from the first morning run would “layover” in Sacramento until the first afternoon run back to downtown from Chico; the driver would return to Chico via the second morning run, which would provide service from Sacramento to Chico for any reverse commuters (or persons needing to travel to Marysville, Oroville or Chico).

- **Chico – Gridley – Yuba City – Sacramento:** This alternative is identical to the previous alternative, except that the route operates along the SR 99 corridor through Durham, Gridley and Yuba City rather than the SR 70 corridor. Under this alternative, the travel time would be slightly longer than the Oroville – Marysville option, despite the shorter route. This service would also begin at the Fir Street park-and-ride lot in Chico, followed by a new stop location before traveling to Gridley on SR 99. A new park-and-ride would likely have to be established for the bus stop in Gridley, preferable at the intersection of SR 99 and SR 142 (Oroville Dam Boulevard). From Gridley, the bus would stop at the Caltrans office in Marysville, followed by designated stops in downtown Sacramento. As with the previous alternative, the driver of the first bus would store the vehicle in Sacramento and return to Chico with the second morning bus, before returning the Sacramento for the Chico-bound afternoon runs.
- **Add Mid-day Round-Trip Chico – Oroville – Marysville:** This alternative component was based upon peer commuter systems operating in Sacramento, whose data suggested that providing a mid-day service would benefit overall service quality and ridership. Benefits include the ability to work flexible hours (i.e. half-day), emergency ride home opportunities, and higher potential for non-commuter ridership. Under this alternative, B-Line would operate a single mid-day run between Chico and Marysville via Oroville. The Marysville stop would be located at the Yuba County Government Center, and transfers to Yuba/Sutter Transit services would be available to passengers, including routes to Sacramento.
- **Add Mid-day Round-Trip Chico – Gridley – Marysville:** As with the previous alternative, this option would provide a mid-day run operated by B-Line between Chico and Marysville, with a stop in Gridley on the way. The Marysville stop would be consistent with the previous alternative, and would also be timed to allow for transfers to Yuba/Sutter Transit routes.
- **Extend One Mid-Day B-Line Route 20 Run from Oroville – Marysville:** Rather than operating a new mid-day run from Chico to Marysville, another less costly option would be to operate a single daily run between Oroville and Marysville, as an extension of Route 20. Due to potential coordination issues depending on direction, either an existing Route 20 run would need to be modified or an additional southbound run

added. Either of these would help to avoid a long wait and transfer in Oroville in the southbound direction, which would impact the convenience of the service and the ability to transfer in Marysville. As this option was found to be significantly more cost effective than duplicating service between Chico and Oroville, this option was used for the service scenarios discussed below.

Overall Service Scenarios

The selected individual service elements were then evaluated as part of the following comprehensive scenarios:

- **Chico – Oroville – Marysville – Sacramento with Mid-Day Route 20 Service:** This service scenario combines the Chico to Sacramento service, via Oroville / SR 70, with the Mid-Day Route 20 service element. Two runs would be operated in the AM period and two runs in the PM period, in addition to one mid-day run of existing Route 20 service that extends service to Marysville. Connections to Yuba / Sutter Transit would be available in Marysville for B-Line passengers.
- **Chico – Gridley – Yuba City – Sacramento Service with Mid-Day Route 20 Service:** This scenario would consist of two runs operated in the AM commute period and two runs in the PM commute period along the SR 99 corridor between Chico and Sacramento. Additionally, a mid-day run of existing Route 20 service between Chico and Oroville would be extended to Marysville to provide direct connections to Yuba/Sutter Transit. Passengers could connect with Yuba / Sutter Transit in Yuba City to routes serving Marysville, where transfers could be made to the B-Line Route 20 service.

Alternative Performance Measure Analysis

Table 2 presents an analysis of the various alternatives, for three key transit performance measures:

- **Passenger-trips per vehicle service-hour** is a key measure of service effectiveness. As indicated, the commute period alternative would carry 6.5 to 6.9 passenger-trips per vehicle service-hour. This figure is highest for the mid-day service extension of Route 20 to Marysville, at a net increase of 19.5 passenger-trips per additional hour operated.
- The **operating subsidy per passenger-trip** measures the cost efficiency of public transit funding. The commuter services would require \$10.65 to \$11.44 per passenger-trip. The mid-day services would be substantially more effective, as low as \$2.46 per passenger-trip for Route 20 extension to Marysville.
- The **farebox return ratio** is the ration of passenger fares (including monthly pass sales revenue) divided by the operating cost. It is the key measure required by the Transportation Development Act. This measure is calculated to be 39 to 41 percent for the commute-only alternatives, up to 61 percent for the incremental extension of Route 20 to Marysville. Note that these figures consider marginal operating costs only, and do not include any allocated fixed costs in the denominator.

TABLE 2: Service Alternatives Performance Measures

	Trips per Vehicle Service Hour	Subsidy per Passenger-Trip	Farebox Return Ratio
Individual Service Elements			
Chico – Oroville – Marysville – Sacramento Service: 2 AM and 2 PM runs	6.5	\$11.44	39%
Chico – Gridley – Yuba City – Sacramento Service: 2 AM and 2 PM runs	6.9	\$10.65	41%
Add Mid-day round-trip Chico-Oroville – Marysville to connect with Yuba-Sutter Transit service	10.1	\$7.21	34%
Add Mid-day round-trip Chico-Gridley-Marysville to connect with Yuba-Sutter Transit service	9.9	\$7.29	34%
Extend One Mid-Day B-Line Route 20 Run from Oroville to Marysville to Connect with Yuba-Sutter Transit Service	19.5	\$2.46	61%
Overall Service Packages			
Chico – Oroville – Marysville – Sacramento Service: 2 AM and 2 PM runs With Mid-Day Route 20 Service to Marysville	7.7	\$9.35	41%
Chico – Gridley – Yuba City – Sacramento Service: 2 AM and 2 PM runs With Mid-Day Route 20 Service to Marysville	8.1	\$8.74	43%
<i>Source: LSC Transportation Consultants, Inc., 2013</i>			

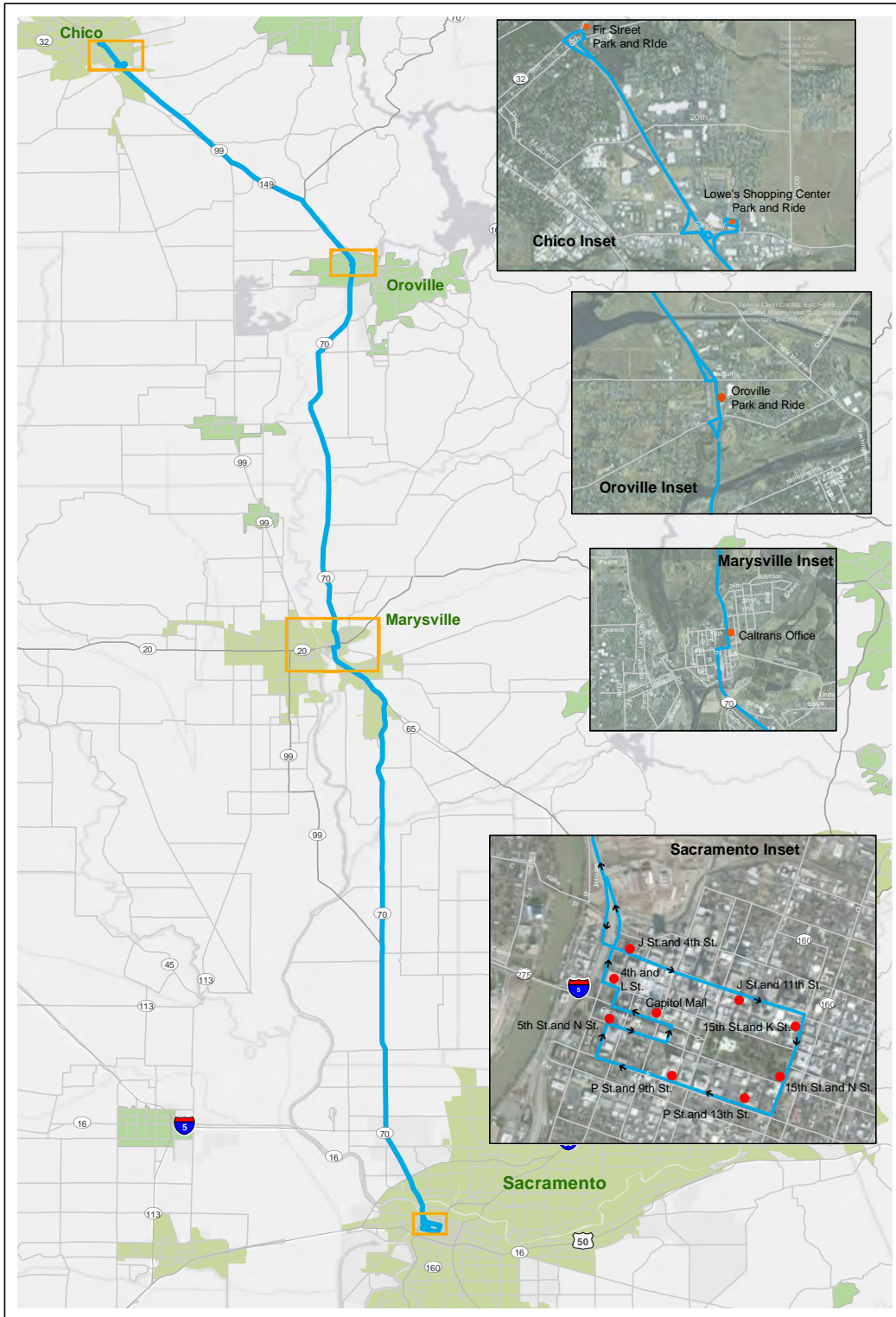
RECOMMENDED SERVICE PLAN

Chico – Oroville – Marysville – Sacramento Service: 2 AM and 2 PM runs

Based on the previous alternatives analysis, the recommended service plan for Butte County's commuter service is to operate two southbound runs for the morning commute period and two northbound runs in the evening commute period. While the mid-day connection to Marysville was found to provide benefits, it is not included in the initial plan due to limitations on operating funding. Details of this plan are as follows, and are shown graphically in Figure 1:

- Service will begin at the Fir Street Park-and-Ride Lot, and then head south on SR 70. This stop is served by B-Line Routes 5 and 20, providing the option of using local bus service.

Figure 1
Chico-Oroville-Marysville-Sacramento Commuter Route



— Chico-Oroville-Marysville-Sacramento Commuter Route



- A second stop will be served at a new park-and-ride location at the Lowe's shopping center at the intersection of Forest Avenue and Skyway Blvd, before returning to SR 99 / SR 70 towards Oroville. B-Line Routes 5, 15, 20 and 40/41 also serve this area.
- A stop will be located in Oroville at the existing park-and-ride situated at the corner of 3rd Street and Grand Avenue. (This stop is also served by B-Line Routes 20 and 24, providing connection opportunities). The vehicle would exit SR 70 at Nelson Avenue, turn left onto Nelson Avenue, and turn right on 3rd Street, stopping at the park-and-ride lot. After, the bus would turn right on Grant Avenue to access southbound SR 70.
- The bus continues on SR 70 to Marysville, where it will stop at the Caltrans District 3 building, located on B Street between 7th Street and 9th Street. The existing stop at B Street and 9th Street used by Yuba/Sutter Transit (Route 4) would be utilized; after stopping, the vehicle would turn right onto 8th Street and left onto E Street/SR 70 south towards Sacramento.
- The bus would exit the highway in Sacramento to access J Street, where it would make two stops before turning onto 15th Street, followed by P Street, then up to L Street and back to the highway. Stops, as shown in Figure 1, are consistent with those served by Yuba/Sutter Transit and El Dorado Transit, among others. The specific stops consist of the following:
 - J Street and 4th Street
 - J Street and 11th Street
 - 15th Street and K Street
 - 15th Street and N Street
 - P Street and 13th Street
 - P Street and 9th Street
 - 5th Street and O Street
 - Capitol Mall between 7th and 8th Streets
 - 4th Street and L Street

Table 3 presents a reasonable service schedule to be used as guidance; the schedule should be finalized once stops and layover parking are negotiated and confirmed with Sacramento RT. Commute period schedule times are selected based upon the AM arrival times and PM departure times in Sacramento that generate the greatest ridership on existing commuter services. These times provide for an 8-hour to 9-hour work day in Sacramento.

As shown in the schedule, there are two morning runs into Sacramento, however only one bus returns to Chico. To reduce deadhead hours/miles associated with both vehicles returning after the morning runs, one vehicle will be stored in Sacramento until the afternoon return trips. After completing the first morning run, the driver would travel to a layover location for the vehicle. Sacramento RT currently provides this opportunity for other regional commuter transit services, such as El Dorado Transit. Currently, this location is near the Capital City Freeway, between Capitol Avenue and N Street. Should this location be approved for the B-Line vehicle, the driver could access a Sac RT transit route on N Street, where they could coordinate for a pick-up on the second Sacramento inbound B-Line bus (i.e. at the one of the P Street stops or at 5th St and N St.). The first driver would return to Chico on the second bus, which provides a run in the reverse direction. In the afternoon, the driver of the second run would ride down on the first afternoon run and would complete the last Chico-bound run.

TABLE 3: Recommended Schedule for Chico - Oroville - Marysville - Sacramento Service

Southbound				
Chico (Fir Street Park and Ride)	5:25 AM	5:55 AM	--	1:35 PM
Chico (Lowe's Parking Lot - Forest A	5:31 AM	6:01 AM		1:41 PM
Oroville (Park and Ride)	5:56 AM	6:26 AM	--	2:06 PM
Marysville (Caltrans)	6:28 AM	6:58 AM	--	2:38 PM
J St & 4th St	7:18 AM	7:48 AM	--	3:28 PM
J St & 11th St	7:21 AM	7:51 AM	--	3:31 PM
15th St & K St	7:24 AM	7:54 AM	--	3:34 PM
15th St & N St	7:27 AM	7:57 AM	--	3:37 PM
P St & 13th St	7:30 AM	8:00 AM	--	3:40 PM
P St & 9th St	7:33 AM	8:03 AM	--	3:43 PM
5th St & N St	7:35 AM	8:05 AM	--	3:45 PM
Capitol Mall	7:38 AM	8:08 AM	--	3:48 PM
4th St & L St	7:41 AM	8:11 AM	--	3:51 PM
Northbound				
J St & 4th St	8:25 AM	--	4:05 PM	4:35 PM
J St & 11th St	8:28 AM	--	4:08 PM	4:38 PM
15th St & K St	8:31 AM	--	4:11 PM	4:41 PM
15th St & N St	8:34 AM	--	4:14 PM	4:44 PM
P St & 13th St	8:37 AM	--	4:17 PM	4:47 PM
P St & 9th St	8:40 AM	--	4:20 PM	4:50 PM
5th St & N St	8:42 AM	--	4:22 PM	4:52 PM
Capitol Mall	8:45 AM	--	4:25 PM	4:55 PM
4th St & L St	8:48 AM	--	4:28 PM	4:58 PM
Marysville (Caltrans)	9:38 AM	--	5:18 PM	5:48 PM
Oroville (Park and Ride)	10:10 AM	--	5:50 PM	6:20 PM
Chico (Lowe's Parking Lot - Forest A	10:35 AM	--	6:15 PM	6:45 PM
Chico (Fir Street Park and Ride)	10:41 AM	--	6:21 PM	6:51 PM
<i>Source: LSC Transportation Consultants, Inc.</i>				

In total, this service would require 13.6 in-service vehicle-hours per day, and travel 569.4 vehicle-miles per day, as shown in Table 4. The second driver (not driving the off-direction run) would be paid for their travel time as well as the added wait time (over standard break time) in Sacramento. This totals 6.0 additional driver pay hours per day.

TABLE 4: Butte-Sacramento Commuter Service Base Operating Characteristics

	Daily	Annual
In-Service Vehicle Miles	569.4	144,628
In-Service Vehicle Hours	13.6	3,454
Driver Deadhead Hours	6.0	1,524
Ridership Estimate	79.0	20,100
Fare Revenue	--	\$149,000
Operating Cost	--	\$400,000
Operating Subsidy	--	\$251,000
PERFORMANCE ANALYSIS		
Passenger-Trips per Vehicle Service-Hour		5.82
Operating Subsidy per Passenger-Trip		\$12.49
Farebox Return Ratio		37%
<i>Source: LSC Transportation Consultants, Inc.</i>		

Service should be provided five days per week (Monday through Friday). Based upon the holiday schedule that has proven appropriate for other commuter transit services serving Sacramento, no service should be provided on the following days:

- New Years Day
- Martin Luther King's Birthday
- President's Day
- Memorial Day
- Independence Day
- Labor Day
- Veterans Day
- Thanksgiving Day
- Day After Thanksgiving
- Christmas Day

Ridership Estimate

Ridership that would be generated by this plan is estimated by considering the total potential ridership (which reflects the quality of service provided at existing peer commuter transit systems serving downtown Sacramento, as well as Butte – Sacramento travel patterns) and applying a series of factors to reflect the quality of service that would be provided under this

alternative compared to that of the peer systems. Details regarding the methodology can be found in Attachment B.

As shown in Table 4, ridership (once full potential is realized) is estimated to total roughly 20,100 one-way trips annually, or 79 passenger-trips per day. Nearly all of the ridership (an estimated 97 percent) is associated with Sacramento-bound passengers. These figures reflect full potential ridership, once the service is well-established. Typically, new transit services do not achieve full ridership until the third year of operation, as it takes several years for potential passengers to become fully aware of the service, and to make changes in their daily habits needed to use transit service. While the proportion of full ridership that would occur in the first few years of service depends on marketing efforts, ridership is typically 60 to 70 percent of ultimate ridership in the first year of service, and 90 percent in the second year. Conservatively assuming 60 percent for the first year, this equates to:

- Year One – 12,060 one-way passenger-trips
- Year Two – 18,090 one-way passenger-trips
- Year Three and Beyond – 20,100 one-way passenger-trips

Fare Revenue

A reasonable fare for the service was determined based upon a review of the fares charged for similar commuter services in the Sacramento region, considering the relative distances. Recommended fares are as follows:

- One-way trip between Butte County and Sacramento \$10
- Monthly pass between Butte County and Sacramento \$300
- One-way trip between Butte County and Marysville \$5
- Monthly pass between Butte County and Marysville \$150
- One-way trip between Sacramento and Marysville \$5

Applying the recommended fares identified above, and conservatively assuming 100 percent monthly pass ridership, the average fare per one-way passenger trip would be \$7.50 for passengers traveling to/from Sacramento, and \$3.75 for passengers traveling to/from Marysville. The resulting estimated annual fare revenue (based on full ridership realization) totals \$149,000 per year, as shown in Table 4.

Operating Costs

Operating costs for the commuter service were based on the following equation, with specific figures provided by the current transit provider:

$$\text{Operating Costs} = \$67.38 \times 3,454 \text{ vehicle service hours} + \\ \$21.00 \times 1,528 \text{ driver deadhead hours}$$

The resulting figure is roughly \$265,000 annually for transit provider costs. Adding in the other operating costs for fuel, BCAG staff time and marketing efforts, the total base operating cost is

estimated to be \$400,000 per year. Subtracting the estimated fare revenue yields an operating subsidy requirement of roughly \$251,000 per year. Note that these figures do not include the cost to lease vehicles, as recommended for the pilot program. An approximate cost to lease the three vehicles is roughly \$250,000 on a yearly basis. As such, with the vehicle lease included, total costs on a yearly basis for the commuter program would equal \$650,000 per year. These figures are estimates based on current conditions, and have the potential to change as the program and agreements are finalized.

Service Plan Performance Analysis

Transit services are typically considered based upon the following performance measures:

- **Passenger-trips per vehicle service-hour** is a key measure of service effectiveness. As indicated, the plan would carry roughly 5.82 passengers per hour. While this is relatively low compared with local urban services, it reflects the long travel times of the individual passengers.
- The **operating subsidy per passenger-trip** measures the cost efficiency of public transit funding. The plan would cost roughly \$12.49 per passenger-trip. Note that this is exclusive of the costs associated with leasing the vehicles.
- The **farebox return ratio** is the ratio of passenger fares (including monthly pass sales revenue) divided by the operating cost. It is the key measure required by the Transportation Development Act. This measure is calculated to be 37 percent for the recommended plan. Note that these figures consider marginal operating costs only, and do not include any allocated fixed costs in the denominator.

RECOMMENDED CAPITAL PLAN

Bus Fleet Expansion

The vehicle requirements for commuter services are very different than the standard vehicles used for local services. As the travel length is significantly longer with commuter routes, providing increased comfort and amenities is key in encouraging people to choose transit over personal vehicles. On commuter buses, or “over-the-road coaches”, these amenities typically include:

- Forward facing seats with higher seat backs and armrests
- Lighting at each seat, controlled by the passenger
- Climate control at each seat
- Wi Fi
- Luggage racks

Depending on the make and model of vehicle purchased, other common amenities include reclining seats, footrests and audio/video components. Front bicycle racks are also beneficial, particularly if storage beneath the seats is not available. (If bicycles are allowed to be placed in

the below-seating storage area, tie-downs should be used to avoid them moving around the storage bin in transit.)

As discussed above, it is recommended that BCAG lease the vehicles through Veolia Transportation (the current operator for B-Line services), a move that would minimize capital investments during the first three “pilot years”. Should the program be successful, BCAG should consider purchasing vehicles for future service operations. BCAG would need to lease/purchase a minimum of 2 vehicles for operations and one additional vehicle for back up, for a total of 3 vehicles. Vehicles would need to be 35-foot to 40-foot buses to accommodate the number of passengers on each route, as well as allowing for additional space. As mentioned previously, the estimated cost to lease the needed vehicles through the current operator is roughly \$250,000 per year.

Park and Ride Facilities

Departures for the Sacramento service would occur prior to the daily start of the current B-Line fixed route system; as a result, using transit to get to the commuter service is not possible and a large majority of riders will arrive at the transit stop by auto.

The plan will utilize the existing lots along the service corridor in Chico (Fir Street lot) and Oroville (lot at 3rd St and Grand Ave). In addition to these facilities, an additional lot should be added in the southern portion of the Chico area, as the Fir Street lot is nearly at capacity with current services and as a location near the departing side of an urban area is typically found to be preferable to park-and-ride commuters (as it can minimize total travel time). While there are a number of commercial centers that potentially could provide this function, a preferred location (and the location assumed for the plan) is at the Lowe’s shopping center at the southwest corner of Notre Dame Blvd and Forest Avenue. Buses would access the parking location by exiting SR 99 at Skyway Rd, making a left onto Notre Dame Blvd and another left into the second access driveway. After traveling through the parking lot, buses would exit at Forest Avenue, turn right onto Notre Dame Blvd, and turn right onto Skyway Rd to access the highway. Potential routing through the parking area is shown in Figure 2. Key advantages of this site include:

- Proximity to SR 99;
- Dedicated “roadway” within the parking lot, which allows the bus to travel freely without interfering with vehicles parking;
- Existing 10 foot sidewalk that allows for a waiting location as well as adequate wheelchair boarding location, in addition to existing lighting; and
- Bus access/travel pattern is visible from parking locations, so passengers can see the vehicle coming in advance from their parked cars.



As shown in the figure, the bus will stop along the existing sidewalk/curb before exiting out onto Forest Avenue. Due to the double exiting travel lane (one through lane and one dedicated right turn lane) the bus has room to stop along the curb for boarding/alighting without excessively impeding the travel of other drivers trying to exit.

BCAG will need to negotiate an agreement with shopping center land owner to use this portion of the parking lot as a park-and-ride facility. As part of this, a study may need to be conducted that analyzes the existing parking utilization of the lot, particularly in the proposed location.

Signage

The final capital element is the need for new signage at stop locations (park-and-ride locations and downtown Sacramento stops). BCAG will need to coordinate with Sacramento RT to provide B-Line information on the signage in the downtown transit core area, as well as to get general approval to use the proposed stops to ensure coordination with other services. A total of 14 signs is estimated, including those in downtown Sacramento.

Downtown Area Daytime Bus Storage

The service plan results in storage of one bus over the mid-day period in downtown Sacramento. At present, other commuter services have an arrangement with Sacramento RT to store buses beneath the Capital Center Freeway (near P Street and 29th Street). A similar agreement would need to be developed between B-Line and Sacramento RT.

RECOMMENDED INSTITUTIONAL AND MANAGEMENT PLAN

Operate Commuter Bus as Short-Term Pilot Program with Contractor

BCAG should operate the project as a pilot project for the initial three year period to allow for both the BCAG and the public to gauge the effectiveness of the service without fully committing to a long-term project and funding at the start. There are two benefits to initially operating the service in this manner, from the agency's perspective: 1) a large funding commitment is not required up front for capital items, staff, etc., and 2) if the project is not successful or does not meet minimum performance standards, it can just be eliminated and the agency is not left with buses they can no longer use.

The service will be operated through a contractor (as an amendment to the existing service contract), with the service contractor providing the necessary three-bus fleet. If the service proves successful and is approved for long term operation, the agency should include the service into a single service contract and/or obtain vehicles. Costs for the contracted service, as proposed by the existing service provider, have been discussed in previous sections.

Marketing for Commuter Services

The new service will need to be marketed to a wide audience, so as to maximize ridership and farebox revenue potential. Recommended outlets include:

- Local media – newspapers, radio and television ads
- Social media – relevant Facebook and Twitter accounts, email lists, etc.
- Public agency websites – BCAG, Butte County and local City government websites
- Private agencies and businesses, including the Chamber of Commerce
- Local colleges – CSU Chico and Butte College
- Sacramento employers – Caltrans, State government offices
- Transportation Management Associations (TMAs) – Yuba/Sutter TMA, Sacramento TMA

A simple but effective marketing strategy would be signage or flyers distributed at existing park-and-ride lots. Greater detailed discussion regarding each of these sources can be found in Attachment B (*Technical Memorandum 2*).

Coordination of Services with Yuba/Sutter Transit

The recommended service plan includes a stop in Marysville, which will require coordination with Yuba / Sutter Transit to ensure both services work in concert with one another. Discussions between agencies should include agreements for use of bus stops, mutual assist (such as if vehicles break down in route and maintenance is required), maintenance emergencies and other similar scenarios.

Coordinate and Communicate with Sacramento RT

BCAG/B-Line must also coordinate with Sacramento RT, as the service would be entering their jurisdiction and using their system's stops. Coordination with Sacramento RT includes developing agreements that allow B-Line to operate services in the downtown area (similar agreements are in place with Yuba / Sutter Transit and El Dorado Transit), as well as an agreement for use of stops and coordination with the other services in the area, and optimally for mid-day storage.

Develop and Implement Performance Monitoring and Goals

As with any new service, it is important to have performance goals and measures in place so that the service can effectively be evaluated. The following goals, performance measures, and standards are designed to reflect the adopted policy statements of the region. Goals establish general direction for policies and operation and are value-driven providing long-range perspective. Standards are quantifiable observable measures that reflect achievement of the goals. The performance measures provide the mechanism for judging whether or not the standards have been met.

Three major goals are identified: a service efficiency goal (reflecting efficient use of financial resources), a service effectiveness goal (reflecting effectiveness in serving passengers), and a service quality goal. These measures can be used to determine whether the service is meeting minimum goals, something that is particularly important in the case of operating a pilot program.

Standards are provided as appropriate, based upon observed performance of similar commuter services in California.

Service Efficiency Goal

To maximize the level of services that can be provided within the financial resources associated with the provision of transit services. The standards should not be strictly applied to new routes for the first two years of service, so long as 60 percent of standard is achieved after one full year of service and a favorable trend is maintained.)

Farebox Recovery Ratio Standard – The ratio of farebox income to operating costs should meet or exceed 30 percent.

Subsidy Standard – The public operation/administrative subsidy per passenger-trip for service should not exceed \$15, and should be adjusted annually to account for inflation.

Service Effectiveness Goal

To maximize the ridership potential of B-Line's potential commuter service. (The standards should not be strictly applied to new routes for the first two years of service so long as 60 percent of standard is achieved after one year and a favorable trend is maintained.)

Service Effectiveness Standard – Serve a minimum of 5 passenger-trips per vehicle service hour.

Service Quality Goal

To provide safe, reliable, and convenient transit services.

Service Availability Standard – Provide transit service to employment centers that can support commuter service consistent with the service efficiency and effectiveness goals.

On-Time Performance Standard – 90 percent of all trips should be operated "on-time," defined as not departing early, and no more than 5 minutes late.

Missed Trips Standard – The proportion of runs not operated or more than 15 minutes late should be no more than 1 percent.

THREE-YEAR COMMUTER SERVICE PLAN SUMMARY

Table 5 presents the operating characteristics for the commuter service plan for the three-year pilot program period. As shown in the table, the total costs are roughly \$1.97 million, while a total of \$1.6 million in operated subsidy is required for the three years. On a year by year basis, costs decrease as revenues increase (mainly from full realization of ridership and the associated farebox) and initial expenses for capital and marketing items decrease. Assumptions for this plan are as follows:

- Transit provider costs are based upon revenue hours operated plus the cost for driver deadhead, and will increase each year with inflation. In total, transit provider costs for operating the service are estimated to total \$819,090 over the three-year period.
- Fuel costs are estimated to total \$270,000 over the plan period, or \$90,000 per year.
- Marketing costs will total \$55,000 for the plan period. The first year reflects a higher figure for typical start-up costs and more aggressive campaigning, while subsequent years are assumed to only require ongoing maintenance costs, such as printing and fees for advertising.
- Monitoring of the program and contract, as well as Caltrans reporting for the grant funding, will require BCAG staff time. This is assumed to roughly \$20,000 per year, for a total of \$60,000.
- The plan assumes that vehicles will be leased through the current service provider, at the estimated cost of \$250,000 for the appropriate vehicles. In total, this equates to \$750,000 for the entire plan period.
- New bus stop signage is a first-year only expense, estimated at roughly \$3,500 for the new 14 signs.
- A financial agreement will need to be made between the landowner and BCAG for use of an existing parking lot in Chico for the new park-and-ride location. The plan has estimated a cost of \$5,000, totaling \$15,000 over the three-year program period. Not that this is just an estimate, and could likely change.
- Ridership reflects a gradual full-realization over the program period, with 100 percent ridership occurring in year three. As such, farebox revenues increase each year, and will total \$372,000 over the three-year period.

Funding beyond what is shown for farebox revenue has not been included for the purposes of this plan. Potential funding for operating could be obtained from the Transit and Intercity Rail Capital Program grant through Caltrans, which is geared towards projects/services that reduce greenhouse gas emissions. This funding source could be used for both operating and capital, and requires a minimum allocation request of \$500,000 per year (or \$1.5 million over the three-year period). Should this grant program be awarded to BCAG, the local subsidy required per

year would range from \$69,500 in Year 1 to \$12,140 in Year 3; overall, the total amount of subsidy required to cover the three-year plan is roughly \$100,590.

TABLE 5: Financial Plan for 3-Year Pilot Program

Chico to Sacramento Commuter Bus Service

	Year 1	Year 2	Year 3	Total 3-Year Plan Period
Operating Cost	\$400,000	\$397,950	\$406,140	\$1,204,090
<i>Transit Provider Costs</i>	\$265,000	\$272,950	\$281,140	\$819,090
<i>Estimated Fuel Costs</i>	\$90,000	\$90,000	\$90,000	\$270,000
<i>Marketing Costs</i>	\$25,000	\$15,000	\$15,000	\$55,000
<i>BCAG Staff Time</i>	\$20,000	\$20,000	\$20,000	\$60,000
Vehicle Lease Cost	\$250,000	\$250,000	\$250,000	\$750,000
Other Capital Costs	\$8,500	\$5,000	\$5,000	\$18,500
<i>Bus Stop Signage</i>	\$3,500	--	--	\$3,500
<i>New Park-and-Ride Lease</i>	\$5,000	\$5,000	\$5,000	\$15,000
Total Cost	\$658,500	\$652,950	\$661,140	\$1,972,590
Ridership	12,060	18,090	20,100	50,250
Farebox Revenue	\$89,000	\$134,000	\$149,000	\$372,000
Total Local Subsidy Required	\$569,500	\$518,950	\$512,140	\$1,600,590

Source: LSC Transportation Consultants Inc., 2014



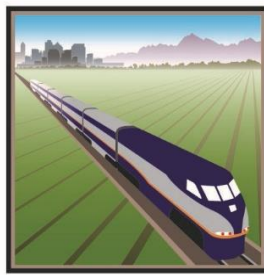
326 Huss Drive, Suite 150
Chico, California 95928
(530) 809-4616 FAX (530) 879-2444
www.bcag.org

BCAG Chico to Sacramento Inter-City Transit Strategic Plan
Strategic Partnerships – Transit Application

ATTACHMENT 4:

LETTERS OF SUPPORT

Supervisor **Vito Chiesa**, Chair, Stanislaus County
Councilmember **Patrick Hume**, Vice-Chair, City of Elk Grove
Supervisor **Scott Haggerty**, Vice-Chair, Alameda County
Councilmember **Kevin Romick**, City of Oakley
Supervisor **Rodrigo Espinoza**, Merced County
Councilmember **Bob Johnson**, City of Lodi
Supervisor **Doug Verboon**, Kings County
Supervisor **Brett Frazier**, Madera County
Supervisor **Sal Quintero**, Fresno County
Supervisor **Amy Shuklian**, Tulare County



San Joaquin **Joint Powers Authority**

Alternate **Richard O'Brien**, City of Riverbank
Alternate **Don Nottoli**, Sacramento County

Alternate **David Hudson**, City of San Ramon
Alternate **Daron McDaniel**, Merced County
Alternate **Bob Elliott**, San Joaquin County
Alternate **Francisco Ramirez**, City of Hanford
Alternate **Andrew Medellin**, City of Madera
Alternate **Rey Leon**, City of Huron
Alternate **Bob Link**, City of Visalia

September 19, 2019

Butte County Association of Governments/Butte Regional Transit
326 Huss Drive Suite 150
Chico, CA 95928
ATTN: Jon Clark, Executive Director

Subject: Letter of Support for BCAG's FY 2020-21 Caltrans Strategic Partnership Grant
Application for the Chico to Sacramento Thruway Strategic Plan

Dear Mr. Jon Clark:

The San Joaquin Joint Powers Authority (SJJPA) supports the Chico to Sacramento Thruway Strategic Plan. This project promises to provide a critical connection between rural northern California and the urbanized Sacramento region and critical transportation connections such as the Sacramento International Airport and Amtrak rail services. Butte County is an isolated rural county but still relies heavily on the connection with more urbanized areas.

SJJPA believes the Chico to Sacramento service will provide a vital and needed connection to the Amtrak San Joaquin rail service in Sacramento for travelers from the rural and small urban areas of Northern California, supporting our efforts to increase ridership.

This project would remove a significant number of single-occupancy vehicles from SR 70 corridor & SR 99 corridor and make meaningful transit and rail connections in Butte County, Yuba-Sutter, Marysville, Sacramento, and the state's high-speed rail system. In addition to providing daily opportunities for access to Butte, Yolo, and Sacramento counties, the proposed project would help address greenhouse gas emission targets as required by the State. BCAG has and continues to invest in significant financial resources to transit and hopes the Strategic Partnership Grant recognizes and supports the request for funds.

In addition, transit has become increasingly significant in this region's sustainable communities' strategy for addressing greenhouse gas emission targets as required by the State.

MEMBER AGENCIES

Alameda County - Contra Costa County Transportation Authority - Fresno Council of Governments - Kings County Association of Governments - Madera County Transportation Commission
Merced County Association of Governments - Sacramento Regional Transit - San Joaquin Regional Rail Commission - Stanislaus Council of Governments - Tulare County Association of Governments

SJJPA enthusiastically supports the proposed project and the pursuit of Caltrans' Sustainable Transportation Planning funds as they will improve public transportation connectivity between Butte County and Sacramento. Thank you for considering the grant application.

Sincerely,

A handwritten signature in black ink that reads "Vito Chiesa". The signature is written in a cursive style with a large initial "V" and a long, sweeping underline.

Vito Chiesa

Chair



MAYOR RANDALL STONE

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Randall.Stone@ChicoCA.gov

September 23, 2019

Jon Clark

Butte County Association of Governments / Butte Regional Transit

326 Huss Drive Suite 150

Chico, CA 95928

RE: Letter of Support for BCAG's FY 2020-21 Caltrans Strategic Partnership Grant Application for the Chico to Sacramento Thruway Strategic Plan

Dear Mr. Clark:

As the Mayor of the City of Chico, I am writing in support of BCAG's application for the Chico to Sacramento Thruway Strategic Plan. This project promises to provide a critical connection between rural northern California and the urbanized Sacramento region and critical transportation connections such as the Sacramento International Airport and Amtrak rail services. Butte County is an isolated rural county but still relies heavily on the connection with more urbanized areas.

Chico is the largest urbanized area in California not yet served by a continuous four lane highway or freeway. As such, there is a real concern for our residents who are required to travel our rural two-lane highways, SR-70 and SR-99, between Chico and Sacramento. Providing intercity transit for commuters and the general public would help relieve congestion, improve air quality and would provide for a safer alternative mode of transportation for the region.

The proposed project would remove a significant number of single-occupancy vehicles from SR 70 corridor & SR 99 corridor and make meaningful transit and rail connections in Butte County, Yuba-Sutter, Marysville, Sacramento, and the state's high-speed rail system. In addition to providing daily opportunities for access to Butte, Yolo, and Sacramento counties, the proposed project would help address greenhouse gas emission targets as required by the State. BCAG has and continues to invest in significant financial resources to transit and hopes the Strategic Partnership Grant recognizes and supports the request for funds.

I enthusiastically support the proposed project and the pursuit of Caltrans' Sustainable Transportation Planning funds as they will improve public transportation connectivity between Butte County and Sacramento. Thank you for considering the grant application.

Sincerely,

Randall Stone, MPA
Mayor



CITY OF MARYSVILLE

526 "C" Street • P.O. Box 150 • Marysville, CA 95901 • (530)749-3901 • Fax (530)749-3992

September 19, 2019

Butte County Association of Governments/Butte Regional Transit
326 Huss Drive Suite 150
Chico, CA 95928
ATTN: Jon Clark, Executive Director

Subject: Letter of Support for BCAG's FY 2020-21 Caltrans Strategic Partnership Grant Application for the Chico to Sacramento Thruway Strategic Plan

Dear Mr. Jon Clark:

As the Mayor of the City of Marysville, I am writing in support of BCAG's application for the Chico to Sacramento Thruway Strategic Plan. This project promises to provide a critical connection between rural northern California and the urbanized Sacramento region and critical transportation connections such as the Sacramento International Airport and Amtrak rail services. Butte County is an isolated rural county but still relies heavily on the connection with more urbanized areas.

This project would remove a significant number of single-occupancy vehicles from SR 70 corridor & SR 99 corridor and make meaningful transit and rail connections in Butte County, Yuba-Sutter, Marysville, Sacramento, and the state's high-speed rail system. In addition to providing daily opportunities for access to Butte, Yolo, and Sacramento counties, the proposed project would help address greenhouse gas emission targets as required by the State. BCAG has and continues to invest in significant financial resources to transit and hopes the Strategic Partnership Grant recognizes and supports the request for funds.

In addition, transit has become increasingly significant in this region's sustainable communities' strategy for addressing greenhouse gas emission targets as required by the State.

I enthusiastically support the proposed project and the pursuit of Caltrans' Sustainable Transportation Planning funds as they will improve public transportation connectivity between Butte County, Marysville, and Sacramento. Thank you for considering the grant application.

Sincerely,

Ricky Samayoa, Mayor



Regional Transit

September 26, 2019

Butte County Association of Governments/Butte Regional Transit
ATTN: Jon Clark, Executive Director
326 Huss Drive Suite 150
Chico, California 95928

RE: Support for Butte County Association Governments FY 2020-21 Caltrans Strategic Partnership Grant Application for the Chico to Sacramento Thruway Strategic Plan

Dear Mr. Clark:

As the General Manager/CEO of the Sacramento Regional Transit District (SacRT), I am writing in support of Butte County Association of Government's (BCAG) application for the Chico to Sacramento Thruway Strategic Plan.

BCAG's project promises to provide a critical connection between rural northern California and the urbanized Sacramento region and critical transportation connections such as the Sacramento International Airport and Amtrak rail services. Butte County is an isolated rural county which relies heavily on the connection with more urbanized areas.

This project would remove a significant number of single-occupancy vehicles from SR 70 corridor & SR 99 corridor to make meaningful transit and rail connections in Butte County, Yuba-Sutter, Marysville, Sacramento, and the state's future high-speed rail system. In addition to providing daily opportunities for access to Butte, Yolo, and Sacramento counties, the proposed project would help address greenhouse gas emission targets as required by the State. BCAG has and continues to invest in significant financial resources to transit and hopes the Strategic Partnership Grant recognizes and supports the request for funds.

In addition, public transit has become increasingly significant in this region's sustainable communities' strategy for addressing greenhouse gas emission targets as required by the State.

Again, I support the proposed project and the pursuit of Caltrans' Sustainable Transportation Planning funds as they will improve public transportation connectivity between Butte County and Sacramento. Thank you for considering this grant application.

Sincerely,

Henry Li
General Manager/CEO

**Sacramento Regional
Transit District**
A Public Transit Agency
and Equal Opportunity Employer

Administrative Offices
1400 29th Street
Sacramento, CA 95816
916-321-2800

Mailing Address
P.O. Box 2110
Sacramento, CA 95812-2110

Human Resources
2810 O Street
Sacramento, CA 95816
916-556-0299

**Customer Service &
Sales Center**
1225 R Street
Sacramento, CA 95811

**Route, Schedule & Fare
Information**
916-321-BUSS (2877)
TDD 916-483-HEAR (4327)
sacrt.com

Public Transit Since 1973



1255 East Street, Suite 202 • Redding, CA 96001 • (530) 262-6190 • Fax: (530) 262-6189
E-mail: srta@srta.ca.gov • Website: www.srta.ca.gov

Daniel S. Little, Executive Director

September 19, 2019

Butte County Association of Governments/Butte Regional Transit
326 Huss Drive Suite 150
Chico, CA 95928
ATTN: Jon Clark, Executive Director

Subject: BCAG's FY 2020-21 Chico to Sacramento Thruway Strategic Plan

Dear Mr. Jon Clark:

The Shasta Regional Transportation Agency (SRTA) is pleased to support the Chico to Sacramento Thruway Strategic Plan in Butte County. Like Shasta, Butte is an isolated rural county and still relies heavily on services afforded in large urban areas. This project will provide details for a critical connection between rural northern California and the urbanized Sacramento region, including critical transportation connections to the Sacramento International Airport and Amtrak San Joaquins and Capital Corridor trains. SRTA looks forward to coordinating BCAG's proposed service with the Salmon Runner and Valley Feeder, linking North State communities to the State's intercity transportation network, improving access and increasing rail ridership.

This project would remove a significant number of single-occupancy vehicles from State Route 70 and 99 corridors and make meaningful transit and rail connections in Butte County, Yuba-Sutter, Marysville, Sacramento, and the state's high-speed rail system. In addition to providing daily opportunities for access to Butte, Yolo, and Sacramento counties, the proposed project would help address greenhouse gas emission targets as required by the State. BCAG has and continues to invest significant financial resources in transit and hopes the Strategic Partnership Grant recognizes and supports the request for funds.

SRTA plans to implement the Salmon Runner between Redding and Sacramento along the Interstate 5 corridor, directly serving the counties of Shasta, Tehama, Glenn, and Colusa with a valley feeder service connecting to Glenn County to Chico. BCAG's proposed service and the Salmon Runner will complement each other and provide access to Sacramento, the Bay Area, and the rest of California.

SRTA enthusiastically supports the proposed project and BCAG's pursuit of Caltrans' Sustainable Transportation Planning funds as they will improve public transportation connectivity between the North State and Sacramento. Thank you for considering the grant application.

Sincerely,

A handwritten signature in blue ink that reads "Dan Little". The signature is written in a cursive, flowing style.

Daniel S. Little, AICP, Executive Director



September 23, 2019

Butte County Association of Governments/Butte Regional Transit
326 Huss Drive Suite 150
Chico, CA 95928
ATTN: Jon Clark, Executive Director

Subject: Letter of Support for BCAG's FY 2020-21 Caltrans Strategic Partnership Grant
Application for the Chico to Sacramento Thruway Strategic Plan

Dear Mr. Jon Clark:

As the Executive Officer of the Redding Area Bus Authority (RABA), I am writing in support of BCAG's application for the Chico to Sacramento Thruway Strategic Plan. This project promises to provide a critical connection between rural northern California and the urbanized Sacramento region and critical transportation connections such as the Sacramento International Airport and Amtrak rail services. Butte County is an isolated rural county but still relies heavily on the connection with more urbanized areas.

This project would remove a significant number of single-occupancy vehicles from SR 70 corridor & SR 99 corridor and make meaningful transit and rail connections in Butte County, Yuba-Sutter, Marysville, Sacramento, and the state's high-speed rail system. In addition to providing daily opportunities for access to Butte, Yolo, and Sacramento counties, the proposed project would help address greenhouse gas emission targets as required by the State. BCAG has and continues to invest in significant financial resources to transit and hopes the Strategic Partnership Grant recognizes and supports the request for funds.

RABA is pleased to support the proposed project and the pursuit of Caltrans' Sustainable Transportation Planning funds as they will improve public transportation connectivity between Butte County and Sacramento. Thank you for considering the grant application.

Sincerely,

A handwritten signature in black ink, appearing to read "CA", is written over a faint, circular watermark or background.

Chuck Aukland, P.E.
Executive Officer

REDDING AREA BUS AUTHORITY (www.RABARide.com)

777 CYPRESS AVENUE, REDDING, CALIFORNIA 96001-3396 • (530) 225-4170 • FAX (530) 245-7024



BUTTE COUNTY
DEPARTMENT OF AGRICULTURE / WEIGHTS & MEASURES
316 NELSON AVE.
OROVILLE, CA 95965
T: (530) 552-4100 F: (530) 538-7594
butteag@buttecounty.net

Louie B. Mendoza Jr.
Agricultural Commissioner / Sealer

Katharine Quist
Assistant Agricultural Commissioner / Sealer

September 19, 2019

Butte County Association of Governments/Butte Regional Transit
326 Huss Drive Suite 150
Chico, CA 95928
ATTN: Jon Clark, Executive Director

Subject: Letter of Support for BCAG's FY 2020-21 Caltrans Strategic Partnership Grant
Application for the Chico to Sacramento Thruway Strategic Plan

Dear Mr. Jon Clark:

As the Agricultural Commissioner of Butte County, I am writing in support of BCAG's application for the Chico to Sacramento Thruway Strategic Plan. This project promises to provide a critical connection between rural northern California and the urbanized Sacramento region and critical transportation connections such as the Sacramento International Airport and Amtrak rail services. Butte County is an isolated rural county but still relies heavily on the connection with more urbanized areas.

Butte County Agricultural Commissioner primary goal and purpose of all county Agricultural Commissioner's statewide is "To Promote and To Protect" agriculture. The number one industry in Butte County is agriculture, which provides a very significant base to the county's economy. The promotion and protection of Butte County agriculture is accomplished through educational outreach and enforcement of the law. The local expertise is utilized to uniformly administer the following statewide programs here in Butte County. The department believes the proposed project will promote and protect the continued production and prosperity of agriculture in Butte County by providing Environmental, Connectivity, and Out-reach benefits.

The Chico to Sacramento Thruway Strategic Plan has extreme significance for the North Region, but particularly for the transit dependent residents of Butte County.

The proposed project would achieve the following:

- Improved connectivity for residents in Butte County to Yolo and Sacramento Counties & cities in-between
- Implement CalSTA objectives to reduce Greenhouse Gas Emissions, Vehicles Miles Traveled, and increase transit ridership
- Provide access to the Downtown Sacramento, Sacramento International Airport, job opportunities that would otherwise not be available, and access to medical and other services that are not provided within the county
- Remove a significant number of single-occupancy vehicles from SR 70 corridor & SR 99 corridor
- Make meaningful transit and rail connections in Butte County, Yuba-Sutter, Marysville, Sacramento, and the state's high-speed rail system

We enthusiastically support the proposed project and the pursuit of Caltrans' Sustainable Transportation Planning funds as they will improve public transportation connectivity between Butte County and Sacramento. Thank you for considering the grant application.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Louie B. Mendoza Jr.', with a long horizontal flourish extending to the right.

Louie B. Mendoza Jr.
Agricultural Commissioner/Sealer



PUBLIC WORKS DEPARTMENT
ENGINEERING DIVISION

411 Main Street, 2nd Floor
P.O. Box 3420
Chico, CA 95927-3420

Phone: (530) 879-6900
Fax: (530) 895-4899
www.ci.chico.ca.us

September 19, 2019

Butte County Association of Governments/Butte Regional Transit
326 Huss Drive Suite 150
Chico, CA 95928
ATTN: Jon Clark, Executive Director

Subject: Letter of Support for BCAG's FY 2020-21 Caltrans Strategic Partnership Grant
Application for the Chico to Sacramento Thruway Strategic Plan

Dear Mr. Jon Clark:

As the Director of Public Works – Engineering for the City of Chico, I am writing in support of BCAG's application for the Chico to Sacramento Thruway Strategic Plan. This project promises to provide a critical connection between rural northern California and the urbanized Sacramento region and critical transportation connections such as the Sacramento International Airport and Amtrak rail services. Butte County is an isolated rural county but still relies heavily on the connection with more urbanized areas.

Chico is the largest urbanized area in California not yet served by a continuous four lane highway or freeway. As such, there is a real concern for our residents who are required to travel our rural two-lane highways, SR-70 and SR-99, between Chico and Sacramento.

The proposed project would remove a significant number of single-occupancy vehicles from SR 70 corridor & SR 99 corridor and make meaningful transit and rail connections in Butte County, Yuba-Sutter, Marysville, Sacramento, and the state's high-speed rail system. In addition to providing daily opportunities for access to Butte, Yolo, and Sacramento counties, the proposed project would help address greenhouse gas emission targets as required by the State. BCAG has and continues to invest in significant financial resources to transit and hopes the Strategic Partnership Grant recognizes and supports the request for funds.

We enthusiastically support the proposed project and the pursuit of Caltrans' Sustainable Transportation Planning funds as they will improve public transportation connectivity between Butte County and Sacramento. Thank you for considering the grant application.

Sincerely,

Brendan Ottoboni, Director of Public Works – Engineering



Department of Public Works

Dennis Schmidt, Director
Radley Ott, Assistant Director

7 County Center Drive
Oroville, California 95965

T: 530.538.7681
F: 530.538.7171

www.buttecounty.net/publicworks

September 18, 2019

Butte County Association of Governments/Butte Regional Transit
326 Huss Drive Suite 150
Chico, CA 95928
ATTN: Jon Clark, Executive Director

Subject: Letter of Support for BCAG's FY 2020-21 Caltrans Strategic Partnership Grant Application for the Chico to Sacramento Thruway Strategic Plan

Dear Mr. Jon Clark:

As the Public Works Director of the Butte County Department of Public Works, I am writing in support of BCAG's application for the Chico to Sacramento Thruway Strategic Plan. This project promises to provide a critical connection between rural northern California and the urbanized Sacramento region and critical transportation connections such as the Sacramento International Airport and Amtrak rail services. Butte County is an isolated rural county but still relies heavily on the connection with more urbanized areas.

Chico is the largest urbanized area in California not yet served by a continuous four lane highway or freeway. As such, there is a real concern for our residents who are required to travel our rural two-lane highways, SR-70 and SR-99, between Chico and Sacramento.

The proposed project would remove a significant number of single-occupancy vehicles from SR 70 corridor & SR 99 corridor and make meaningful transit and rail connections in Butte County, Yuba-Sutter, Marysville, Sacramento, and the state's high-speed rail system. In addition to providing daily opportunities for access to Butte, Yolo, and Sacramento counties, the proposed project would help address greenhouse gas emission targets as required by the State. BCAG has and continues to invest in significant financial resources to transit and hopes the Strategic Partnership Grant recognizes and supports the request for funds.

I enthusiastically support the proposed project and the pursuit of Caltrans' Sustainable Transportation Planning funds as they will improve public transportation connectivity between Butte County and Sacramento. Thank you for considering the grant application.

Sincerely,

Dennis Schmidt,

Director of Public Works



City of Oroville

PUBLIC WORKS DEPARTMENT

*Bill LaGrone, Assistant
City Administrator*

1735 Montgomery Street

Oroville, CA 95965-4897

(530) 538-2401 – FAX (530) 538-2426

www.cityoforoville.org

September 18, 2019

Butte County Association of Governments/Butte Regional Transit
326 Huss Drive Suite 150
Chico, CA 95928
ATTN: Jon Clark, Executive Director

Subject: Letter of Support for BCAG's FY 2020-21 Caltrans Strategic Partnership Grant Application for the Chico to Sacramento Thruway Strategic Plan

Dear Mr. Jon Clark:

As the Contract City Engineer of the City of Oroville, I am writing in support of BCAG's application for the Chico to Sacramento Thruway Strategic Plan. This project promises to provide a critical connection between rural northern California and the urbanized Sacramento region and critical transportation connections such as the Sacramento International Airport and Amtrak rail services. Butte County is an isolated rural county but still relies heavily on the connection with more urbanized areas.

Chico is the largest urbanized area in California not yet served by a continuous four lane highway or freeway. As such, there is a real concern for our Oroville residents who are required to travel our rural two-lane highways, SR-70 and SR-99, between Chico and Sacramento.

The proposed project would remove a significant number of single-occupancy vehicles from SR 70 corridor & SR 99 corridor and make meaningful transit and rail connections in Butte County, Yuba-Sutter, Marysville, Sacramento, and the state's high-speed rail system. In addition to providing daily opportunities for access to Butte, Yolo, and Sacramento counties, the proposed project would help address greenhouse gas emission targets as required by the State. BCAG has and continues to invest in significant financial resources to transit and hopes the Strategic Partnership Grant recognizes and supports the request for funds.

I enthusiastically support the proposed project and the pursuit of Caltrans' Sustainable Transportation Planning funds as they will improve public transportation connectivity between Butte County and Sacramento. Thank you for considering the grant application.

Sincerely,

Mike Massaro, Contract City Engineer, City of Oroville



TOWN OF PARADISE

5555 SKYWAY • PARADISE, CALIFORNIA 95969-4931
TELEPHONE (530) 872-6291 FAX (530) 877-5059
www.townofparadise.com

September 20, 2019

Butte County Association of Governments/Butte Regional Transit
326 Huss Drive Suite 150
Chico, CA 95928
ATTN: Jon Clark, Executive Director

Subject: Letter of Support for BCAG's FY 2020-21 Caltrans Strategic Partnership Grant
Application for the Chico to Sacramento Thruway Strategic Plan

Dear Mr. Jon Clark:

As the Interim Town Engineer of the Town of Paradise, I am writing in support of BCAG's application for the Chico to Sacramento Thruway Strategic Plan. This project promises to provide a critical connection between rural northern California and the urbanized Sacramento region and critical transportation connections such as the Sacramento International Airport and Amtrak rail services. Butte County is an isolated rural county but still relies heavily on the connection with more urbanized areas.

Chico is the largest urbanized area in California not yet served by a continuous four lane highway or freeway. As such, there is a real concern for our residents who are required to travel our rural two-lane highways, SR-70 and SR-99, between Chico and Sacramento.

The proposed project would remove a significant number of single-occupancy vehicles from SR 70 corridor & SR 99 corridor and make meaningful transit and rail connections in Butte County, Yuba-Sutter, Marysville, Sacramento, and the state's high-speed rail system. In addition to providing daily opportunities for access to Butte, Yolo, and Sacramento counties, the proposed project would help address greenhouse gas emission targets as required by the State. BCAG has and continues to invest in significant financial resources to transit and hopes the Strategic Partnership Grant recognizes and supports the request for funds.

I enthusiastically support the proposed project and the pursuit of Caltrans' Sustainable Transportation Planning funds as they will improve public transportation connectivity between Butte County and Sacramento. Thank you for considering the grant application.

Sincerely,

James Pangburn, Interim Town Engineer



CITY OF BIGGS

465 C STREET
P.O. BOX 307
BIGGS, CALIFORNIA 95917
WWW.BIGGS-CA.GOV
(530) 868-5493

September 24, 2019

Butte County Association of Governments/Butte Regional Transit
326 Huss Drive Suite 150
Chico, CA 95928

Subject: Letter of Support for BCAG's FY 2020-21 Caltrans Strategic Partnership Grant Application
for the Chico to Sacramento Thruway Strategic Plan

Dear Mr. Jon Clark:

As the City Administrator of the City of Biggs, I am writing in support of BCAG's application for the Chico to Sacramento Thruway Strategic Plan. This project promises to provide a critical connection between rural northern California and the urbanized Sacramento region and critical transportation connections such as the Sacramento International Airport and Amtrak rail services. Butte County is an isolated rural county but still relies heavily on the connection with more urbanized areas.

The proposed project will achieve California State Transportation Agency (CalSTA) objectives to 1) reduce emissions of greenhouse gases; 2) increase transit ridership; 3) integrate with commuter rail service, including with the high-speed rail system; and 4) improve transit safety.

Chico is the largest urbanized area in California not yet served by a continuous four lane highway or freeway. As such, we have a real concern for our residents who are required to travel our rural two-lane highways between Chico and Sacramento. Providing intercity transit for commuters and the general public would help relieve congestion, improve air quality and would provide for a safer alternative mode of transportation for the region.

The proposed project would remove a significant number of single-occupancy vehicles from SR 70 corridor & SR 99 corridor and make meaningful transit and rail connections in Butte County, Yuba-Sutter, Marysville, Sacramento, and the state's high-speed rail system. In addition to providing daily opportunities for access to Butte, Yolo, and Sacramento counties, the proposed project would help address greenhouse gas emission targets as required by the State. BCAG has and continues to invest in significant financial resources to transit and hopes the Strategic Partnership Grant recognizes and supports the request for funds.

I enthusiastically support the proposed project and the pursuit of Caltrans' Sustainable Transportation Planning funds as they will improve public transportation connectivity between Butte County and Sacramento. Thank you for considering the grant application.

Sincerely,

Mark Sorensen, City Administrator



North State Super Region

1255 East Street, Suite 202, Redding, CA 96001
(530) 265-3202 nssr16@gmail.com
www.superregion.org
Mike Woodman, Chair

October 4, 2019

Butte County Association of Governments/Butte Regional Transit
326 Huss Drive Suite 150
Chico, CA 95928
ATTN: Jon Clark, Executive Director

Subject: Letter of Support for BCAG's FY 2020-21 Caltrans Strategic Partnership Grant Application for the Chico to Sacramento Thruway Strategic Plan

Dear Mr. Clark:

The North State Super Region (NSSR) is a partnership representing the sixteen Northern Regional Transportation Planning Agencies in California; which represents 26% of total land area; and contains 37% of California's state and federal roads. The NSSR has a unified goal to support transportation investments within this megaregion that improve the economy, the efficiency of the movement of people and goods, and safety.

The NSSR supports BCAG's application for the Chico to Sacramento Thruway Strategic Plan. This project promises to provide a critical connection between rural northern California and the urbanized Sacramento region and critical transportation connections such as the Sacramento International Airport and Amtrak rail services. Butte County is an isolated rural county but still relies heavily on the connection with more urbanized areas.

This project would remove a significant number of single-occupancy vehicles from SR 70 corridor & SR 99 corridor and make meaningful transit and rail connections in Butte County, Yuba-Sutter, Marysville, Sacramento, and provide connections to Amtrak rail services and in the future the state's high-speed rail system. In addition to providing daily opportunities for access to Butte, Yolo, and Sacramento counties, the proposed project would reduce vehicle miles traveled (VMT) on congested highways and help address greenhouse gas emission (GHG) reduction targets as required by the State. BCAG has and continues to invest significant financial resources to the provision of public transportation and hopes the Strategic Partnership Grant recognizes and supports the request for funding.

The proposed project will achieve California State Transportation Agency (CalSTA) objectives to 1) reduce emissions of greenhouse gases; 2) increase transit ridership; 3) integrate with commuter rail service, including with the high-speed rail system; and 4) improve transit safety. Additionally, the project supports the long-range goal of

- Jon Clark**
Butte County Assn. of Governments
- Scott Lanphier**
Colusa County Transportation Comm.
- Tamera Leighton**
Del Norte Local Transportation Comm.
- Cole Grube**
Glenn County Transportation Comm.
- Marcella Clem**
Humboldt Co Assn of Governments
- Lisa Davey-Bates**
Lake Co City/Area Planning Comm.
- John Clerici**
Lassen County Transportation Comm.
- Nephele Barrett**
Mendocino County Council of Govts
- Debbie Pedersen**
Modoc County Transportation Comm.
- Daniel Landon**
Nevada County Transportation Comm.
- Daniel S. Little**
Shasta County SRTA/MPO
- Tim Beals**
Sierra County Transportation Comm.
- Melissa Cummins**
Siskiyou County Local Trans. Comm.
- Tim McSorely**
Tehama County Transportation Comm.
- Richard Tippett**
Trinity County Transportation Comm.
- Robert Perreault**
Plumas County Transportation Comm.

the 2018 California Rail Plan to have Intergovernmental coordination between passenger rail service and service delivery agencies.

The NSSR supports the proposed project and the BCAG's pursuit of a Caltrans' Strategic Partnership Grant Application funding as the project will improve public transportation connectivity between Butte County and Sacramento, reduce VMT and GHG emissions, and provide interregional mobility options for disadvantage communities. Thank you for considering the grant application.

Sincerely,



Mike Woodman, Deputy Executive Director
Nevada County Transportation Commission
Chair, North State Super Region

629 Entler Avenue, Suite 15
Chico, CA 95928

(530) 332-9400
(530) 332-9417 Fax



W. JAMES WAGONER
Air Pollution Control Officer

STEPHEN ERTLE
Assistant Air Pollution Control Officer

September 24, 2019

Butte County Association of Governments/Butte Regional Transit
326 Huss Drive Suite 150
Chico, CA 95928
ATTN: Jon Clark, Executive Director

Subject: Letter of Support for BCAG's FY 2020-21 Caltrans Strategic Partnership Grant Application for the Chico to Sacramento Thruway Strategic Plan

Dear Mr. Jon Clark:

The Butte County Air Quality Management District (BCAQMD) supports BCAG's Strategic Partnership Grant Application for the Chico to Sacramento Thruway Strategic Plan. This project promises to provide a critical connection between rural northern California and the urbanized Sacramento region and critical transportation connections such as the Sacramento International Airport and Amtrak rail services.

This project would remove a significant number of single-occupancy vehicles from SR 70 corridor & SR 99 corridor. This would result in reduced emissions of smog-forming pollutants and greenhouse gases. Butte County remains in nonattainment of federal ozone standards primarily due to vehicle emissions in urbanized areas south of Butte County. BCAG has and continues to invest in significant financial resources to transit and hopes the Strategic Partnership Grant recognizes and supports the request for funds.

BCAQMD enthusiastically supports the proposed project and the pursuit of Caltrans' Sustainable Transportation Planning funds as they will improve public transportation connectivity between Butte County and Sacramento. Thank you for considering the grant application.

Sincerely,


W. James Wagoner
Air Pollution Control Officer



September 18, 2019

Butte County Association of Governments/Butte Regional Transit
326 Huss Drive Suite 150
Chico, CA 95928
ATTN: Jon Clark, Executive Director

Subject: Letter of Support for BCAG's FY 2020-21 Caltrans Strategic Partnership Grant Application for the Chico to Sacramento Thruway Strategic Plan

Dear Mr. Jon Clark:

The California Association for Coordinated Transportation (CALACT) supports BCAG's Strategic Partnership Grant Application for the Chico to Sacramento Thruway Strategic Plan. This project promises to provide a critical connection between rural northern California and the urbanized Sacramento region and critical transportation connections such as the Sacramento International Airport and Amtrak rail services. Butte County is an isolated rural county but still relies heavily on the connection with more urbanized areas.

This project would remove a significant number of single-occupancy vehicles from SR 70 corridor & SR 99 corridor and make meaningful transit and rail connections in Butte County, Yuba-Sutter, Marysville, Sacramento, and the state's high-speed rail system. In addition to providing daily opportunities for access to Butte, Yolo, and Sacramento counties, the proposed project would help address greenhouse gas emission targets as required by the State. BCAG has and continues to invest in significant financial resources to transit and hopes the Strategic Partnership Grant recognizes and supports the request for funds.

CALACT is a statewide, non-profit organization that has represented the interests of small, rural, and specialized transportation providers since 1984. Our mission is to promote professional excellence, stimulate ideas and advocate for effective community transportation.

CALACT enthusiastically supports the proposed project and the pursuit of Caltrans' Sustainable Transportation Planning funds as they will improve public transportation connectivity between Butte County and Sacramento. Thank you for considering the grant application.

Sincerely,

Jacklyn Montgomery, Executive Director

CALACT



September 20, 2019

Butte County Association of Governments (BCAG)/Butte Regional Transit
326 Huss Drive Suite 150
Chico, CA 95928
ATTN: Jon Clark, Executive Director

Subject: Letter of Support for BCAG's FY 2020-21 Caltrans Strategic Partnership Grant Application for the Chico to Sacramento Thruway Strategic Plan

Dear Mr. Jon Clark:

The California State University, Chico (Chico State) supports BCAG's Strategic Partnership Grant Application for the Chico to Sacramento Thruway Strategic Plan. This project promises to provide a critical connection between rural northern California and the urbanized Sacramento region and critical transportation connections such as the Sacramento International Airport and Amtrak rail services. Butte County is an isolated rural county but still relies heavily on the connection with more urbanized areas.

This project would remove a significant number of single-occupancy vehicles from SR 70 corridor & SR 99 corridor and make meaningful transit and rail connections in Butte County, Yuba-Sutter, Marysville, Sacramento, and the state's high-speed rail system. In addition to providing daily opportunities for access to Butte, Yolo, and Sacramento counties, the proposed project would help address greenhouse gas emission targets as required by the State. BCAG has and continues to invest in significant financial resources to transit and hopes the Strategic Partnership Grant recognizes and supports the request for funds.

Chico State sees its distinctive residential context as an opportunity to create an active, diverse, healthy, caring, innovative, and sustainable learning and working environment. We aim to create a vital and collaborative living and learning experience for students who will appreciate and embrace the local, regional, and global communities of which we are all a part. We believe the proposed project fits within our vision as well as has extreme significance for the students of Chico State and the residents in Butte County.

Chico State enthusiastically supports the proposed project and the pursuit of Caltrans' Sustainable Transportation Planning funds as they will improve public transportation connectivity between Butte County and Sacramento. Thank you for considering the grant application.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Cheri Chastain', with a long horizontal flourish extending to the right.

Cheri Chastain
Campus Sustainability Manager
California State University, Chico
cchastain@csuchico.edu
530-898-3875



Administration 530.846.3631
Finance / Utilities 530.846.5695
Public Works / Electric 530.846.3631
Fax 530.846.3229

September 24, 2019

Butte County Association of Governments/Butte Regional Transit
326 Huss Drive, Suite 150
Chico, CA 95928
ATTN: Jon Clark, Executive Director

Subject: Letter of Support for BCAG's FY 2020-21 Caltrans Strategic Partnership Grant Application for the Chico to Sacramento Thruway Strategic Plan

Greetings, Mr. Clark:

As the City Administrator of the City of Gridley, I am writing in support of BCAG's application for the Chico to Sacramento Thruway Strategic Plan. This project promises to provide a critical connection between rural northern California and the urbanized Sacramento region and critical transportation connections such as the Sacramento International Airport and Amtrak rail services. Butte County is an isolated rural county but still relies heavily on the connection with more urbanized areas.

The proposed project will achieve California State Transportation Agency (CalSTA) objectives to 1) reduce emissions of greenhouse gases; 2) increase transit ridership; 3) integrate with commuter rail service, including with the high-speed rail system; and 4) improve transit safety.

Chico is the largest urbanized area in California not yet served by a continuous four lane highway or freeway. As such, we have a real concern for our residents who are required to travel our rural two-lane highways between Chico and Sacramento. Providing intercity transit for commuters and the general public would help relieve congestion, improve air quality and would provide for a safer alternative mode of transportation for the region.

The proposed project would remove a significant number of single-occupancy vehicles from SR 70 corridor & SR 99 corridor and make meaningful transit and rail connections in Butte County, Yuba-Sutter, Marysville, Sacramento, and the state's high-speed rail system. In addition to providing daily opportunities for access to Butte, Yolo, and Sacramento counties, the proposed project would help address greenhouse gas emission targets as required by the State. BCAG has and continues to invest in significant financial resources to transit and hopes the Strategic Partnership Grant recognizes and supports the request for funds.

I enthusiastically support the proposed project and the pursuit of Caltrans' Sustainable Transportation Planning funds as they will improve public transportation connectivity between Butte County and Sacramento. Thank you for considering the grant application.

Sincerely,

Paul Eckert
City Administrator

September 26, 2019



Butte County Association of Governments/Butte Regional Transit
326 Huss Drive Suite 150
Chico, CA 95928
ATTN: Jon Clark, Executive Director

Subject: Letter of Support for BCAG's FY 2020-21 Caltrans Strategic Partnership Grant Application for the Chico to Sacramento Thruway Strategic Plan

Dear Mr. Jon Clark:

Work Training Center, Inc. (WTC) supports BCAG's application for the Chico to Sacramento Thruway Strategic Plan. This project promises to provide a critical connection between rural northern California and the urbanized Sacramento region and critical transportation connections such as the Sacramento International Airport and Amtrak rail services. Butte County is an isolated rural county but still relies heavily on the connection with more urbanized areas.

This project would remove a significant number of single-occupancy vehicles from SR 70 corridor & SR 99 corridor and make meaningful transit and rail connections in Butte County, Yuba-Sutter, Marysville, Sacramento, and the state's high-speed rail system. In addition to providing daily opportunities for access to Butte, Yolo, and Sacramento counties, the proposed project would help address greenhouse gas emission targets as required by the State. BCAG has and continues to invest in significant financial resources to transit and hopes the Strategic Partnership Grant recognizes and supports the request for funds.

WTC was started in 1949 to serve adults with developmental disabilities in Chico. The mission of WTC is to assist and support people with disabilities to enhance the quality of their lives through increased independence in work and leisure activities.

WTC enthusiastically supports the proposed project and the pursuit of Caltrans' Sustainable Transportation Planning funds as they will improve public transportation connectivity between Butte County and Sacramento. Thank you for considering the grant application.

Sincerely,

A handwritten signature in black ink that reads "Cameron Wise".

Cameron Wise, Director of Operations

MAIN OFFICE
2255 FAIR STREET, CHICO, CA 95928
WWW.WTCINC.ORG 530-343-7994

Help Central Inc

Butte County Information and Referral
Connecting People to Health and Human Services

September 24, 2019

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Chico, CA 95928
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Dear Mr. Jon Clark:

Help Central Inc./Butte 211 (Help Central) supports BCAG's application for the Chico to Sacramento Thruway Strategic Plan. This project promises to provide a critical connection between rural northern California and the urbanized Sacramento region and critical transportation connections such as the Sacramento International Airport and Amtrak rail services. Butte County is an isolated rural county but still relies heavily on the connection with more urbanized areas.

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Help Central is a local non-profit organization established to facilitate and improve public access to essential health and human services. We work with partner agencies, such as BCAG, to create a caring community that links individuals and families to the support services they need. Help Central and BCAG have worked together to ensure Butte County residents are aware and able to access B-Line services available to them.

Help Central enthusiastically supports the proposed project and the pursuit of Caltrans' Sustainable Transportation Planning funds as they will improve public transportation connectivity between Butte County and Sacramento. Thank you for considering the grant application.

Sincerely,



Tara Sullivan-Hames, Executive Director

Help Central Inc.

tsullivanhames@ncen.org

530-774-2191