



AGENDA

TRANSIT ADMINISTRATIVE OVERSIGHT COMMITTEE of the BUTTE COUNTY ASSOCIATION OF GOVERNMENTS

**Friday, March 10, 2017
10:00 a.m.**

**BCAG Conference Room
326 Huss Drive, Suite 150, Chico CA
(530) 809-4616**

1. Introductions

ITEMS FOR INFORMATION

2. FY 2017/18 Proposed Draft Budget - **Julie**
3. Butte Regional Transit Bus Replacement Schedule - **Mike**
4. BRT Administration and Maintenance Extension Contract with Transdev - **Mike**
5. Other items - **Julie**



BCAG Transit Administrative Oversight Committee

Item #2 Information

March 10, 2017

FY 2017/18 PROPOSED DRAFT TRANSIT BUDGET

PREPARED BY: Julie Quinn, Chief Fiscal Officer

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

DISCUSSION: Staff has prepared the attached 2017/18 Proposed Draft Transit Budget for the Transit Administrative Oversight Committee's review and comments. The final Annual Service Plan and Budget will be presented to the BCAG Board of Directors for adoption.

In summary, the 2017/18 Proposed Draft Budget identifies a total operating budget of **\$10,168,477**, including contingency, for both Fixed Route service and Paratransit service in the urban and rural areas of Butte County. The 2017/18 budget is \$159,725 more than prior year in total dollars, an increase of 1.60%. The increase to the transit services contract hourly rate for the year is approximately 2.1%.

The following items are major changes from the 2016/17 Budget:

- Decrease of \$12,000 in Printing and Public Relations to bring budget in line with actual costs.
- Increase of \$25,000 for Software License/Maintenance for addition of APC and Remix licenses and increase in price on all licenses.
- Increase of \$22,025 for Communication for Day Wireless radio airtime, previously paid by Transdev. Adjustment included in Transdev rate.
- Decrease of \$45,000 for Vehicle Maintenance due to purchase of new busses.
- Increase in Purchased Transportation of \$150,120 consistent with 2.1% Transdev contract increase.
- Increase of \$10,000 for Fuel expense for increased service hours in urban paratransit. Staff continues to see on-going benefits of on-site fueling.
- Increase of \$8,000 for the BRT Facility Operations and Maintenance. Overall the initial estimates of facility maintenance were on target. Adjustments were made based on actual expense outcomes.

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

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

FISCAL YEAR 2017/18 BUDGET

DRAFT OPERATING BUDGET

	FY 2015/16 APPROVED BUDGET	FY 2015/16 ACTUAL ANNUAL	FY 2016/17 APPROVED BUDGET	FY 2016/17 ACTUAL 2Q COST	2017/18 PROPOSED BUDGET	Difference	% CHANGE
OPERATING EXPENSES							
ADMINISTRATION							
Printing and signage	\$ 74,600	\$ 14,268	\$ 58,000	\$ 8,742	\$ 50,000	\$ (8,000)	-13.79%
Training and travel	4,000	501	4,000	1,272	4,000	-	0.00%
Public Outreach	69,000	38,434	54,000	24,566	50,000	(4,000)	-7.41%
Software License/Maintenance	56,200	69,858	62,000	95,740	107,000	25,000	30.49%
Paratransit ADA Certification	25,000	35,170	35,000	24,241	35,000	-	0.00%
Support Services	337,000	310,854	367,000	220,032	367,000	-	0.00%
TOTAL ADMINISTRATION	\$ 565,800	\$ 469,085	\$ 600,000	\$ 374,593	\$ 613,000	\$ 13,000	2.17%
OPERATIONS AND MAINTENANCE							
Communication	\$ -	\$ -	\$ -	\$ 9,636	\$ 22,025	\$ 22,025	
Fleet Insurance	375,051	367,272	375,051	179,460	375,051	-	0.00%
Maintenance - Vehicle	225,000	203,111	225,000	113,561	180,000	(45,000)	-20.00%
Maintenance - Equipment	25,000	15,955	25,000	14,721	25,000	-	0.00%
Purchased Transportation-Fixed Route	4,051,410	4,019,762	4,129,610	2,057,708	4,195,381	65,771	1.59%
Purchased Transportation-Paratransit	2,913,553	2,924,835	2,991,994	1,483,168	3,076,343	84,349	2.82%
Fuel	1,390,500	938,043	1,050,000	556,920	1,060,000	10,000	0.95%
Transit Center Maintenance- Chico/Oroville	83,000	84,331	83,000	42,841	83,000	-	0.00%
Transit Center Lease	18,000	16,020	18,000	8,010	18,000	-	0.00%
BRT Facility Operations/Maintenance	-	123,757	412,000	177,912	420,000	8,000	1.94%
TOTAL OPS AND MAINTENANCE	\$ 9,081,514	\$ 8,693,086	\$ 9,309,655	\$ 4,634,301	\$ 9,454,800	\$ 145,145	1.56%
SUB-TOTAL OPERATING EXPENSES	\$ 9,647,314	\$ 9,162,171	\$ 9,909,655	\$ 5,008,894	\$ 10,067,800	\$ 158,145	1.60%
APPROPRIATION FOR CONTINGENCIES	\$ 96,473	\$ -	\$ 99,097	\$ -	\$ 100,677	\$ 1,580	1.59%
TOTAL OPERATING REQUIREMENTS	\$ 9,743,787	\$ 9,162,171	\$ 10,008,752	\$ 5,008,894	\$ 10,168,477	\$ 159,725	1.60%
OPERATING REVENUES							
Fixed Route Passenger Fares	\$ 1,407,967	\$ 1,380,438	\$ 1,339,960	\$ 614,405	\$ 1,268,811	\$ (71,149)	-5.31%
Paratransit Fares	353,744	358,513	375,774	179,304	373,808	(2,166)	-0.58%
TOTAL OPERATING REVENUE	\$ 1,761,711	\$ 1,738,951	\$ 1,715,734	\$ 793,709	\$ 1,642,419	\$ (73,315)	-4.27%
NON-OPERATING REVENUE							
LOCAL SUPPORT:							
County	\$ 1,517,664	\$ 1,201,638	\$ 1,441,941	\$ 720,971	\$ 1,480,423	\$ 38,482	2.67%
Biggs	7,999	5,169	7,770	3,885	8,135	365	4.70%
Chico	2,187,388	1,730,431	2,080,290	1,040,145	2,132,394	52,104	2.50%
Gridley	24,132	15,594	21,681	10,841	22,701	1,020	4.70%
Oroville	566,501	464,598	560,438	280,219	571,706	11,268	2.01%
Paradise	878,392	772,874	875,753	437,877	885,504	9,751	1.11%
TOTAL LOCAL SUPPORT	\$ 5,182,076	\$ 4,190,304	\$ 4,987,873	\$ 2,493,937	\$ 5,100,863	\$ 112,990	2.27%
FTA GRANTS-OPERATING	\$ 2,800,000	\$ 3,086,338	\$ 3,305,143	\$ -	\$ 3,425,196	\$ 120,053	3.63%
INTEREST AND OTHER	\$ -	\$ 146,578	\$ -	\$ 21,713	\$ -	\$ -	
TOTAL REVENUES	\$ 9,743,787	\$ 9,162,171	\$ 10,008,750	\$ 3,287,646	\$ 10,168,478	\$ 159,728	1.60%

DRAFT CAPITAL OUTLAY BUDGET

	FY 2015/16 APPROVED BUDGET	FY 2015/16 ACTUAL ANNUAL	FY 2016/17 ESTIMATED BUDGET	FY 2016/17 ACTUAL 2Q COST	2017/18 PROPOSED BUDGET
CAPITAL OUTLAY					
Construction in Progress - BRT Ops Facility	\$ -	\$ 765,770	\$ -	\$ 68,107	\$ -
Equipment/ Structures		581,157		82,987	
Fixed Route Vehicles	-		2,423,000		3,847,000
Paratransit Vehicles	-				-
TOTAL CAPITAL OUTLAY	\$ -	\$ 1,346,927	\$ 2,423,000	\$ 151,074	\$ 3,847,000
CAPITAL OUTLAY FUNDING SOURCES					
RESERVED LTF	\$ -	-	\$ 2,423,000	-	\$ 2,052,000
LTF CAPITAL RESERVES	-	14,875	-	64,500	811,000
PTMISEA		84,948			500,000
FTA GRANT 5307 CAPITAL	-	448,452	-		484,000
CALOES GRANT		798,652		86,574	
TOTAL CAPITAL OUTLAY FUNDING	\$ -	\$ 1,346,927	\$ 2,423,000	\$ 151,074	\$ 3,847,000



BCAG Transit Administrative Oversight Committee

Item #3 Information

March 10, 2017

FY 2017/18 Butte Regional Transit Bus Replacement Schedule

PREPARED BY: Michael Rosson, Transit Manager

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

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

Fixed Route Bus Replacement

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

During the 2016/17 FY, BCAG has submitted an order to Gillig for purchase of five-(5) Fixed Route buses at an estimated cost of \$484,600 each, or a total of \$2,423,000. The buses are forty-foot (40') Clean Diesel Gillig buses. As part of the bus replacement schedule, BCAG staff is working to convert the B-Line fixed route bus fleet to Gillig clean diesel buses. The Gillig brand has been the best performing and most reliable buses used to date, and by converting the fleet to the same manufacturer, we hope to reduce maintenance costs over time.

As reflected in the Fixed Route bus replacement schedule, funding for capital bus replacement is going to be an ongoing budget issue over the next several Fiscal Years as BCAG will need to purchase eight (8) Fixed Route buses during the 2017/2018 Fiscal Year and eight (8) Fixed Route buses during the 2021/2022 Fiscal Year. BCAG staff will reassess our replacement needs annually, so the number of buses that need to be replaced could go down depending upon the condition of buses in the fleet.

BCAG Transit Administrative Oversight Committee

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BCAG is currently stretching the useful life of our buses beyond the FTA recommended ten and twelve year time period, with most buses staying in service up to 14-16 years. For example, the thirteen-(13) buses to be replaced during 2016/2017 and 2017/2018 Fiscal Years will have been in service for over 11 to 16 years before they are retired, or used as backups. The tradeoff of running buses in service longer is that we face higher annual maintenance costs to keep these buses running.

Paratransit Bus Replacement

The Paratransit bus replacement schedule for BRT identifies the future bus replacement needs by Fiscal Year, with the estimated replacement cost for acquisition. The B-Line Paratransit fleet is obviously smaller than the Fixed Route bus fleet, and the cost for vehicle replacement for the Paratransit buses is much less. Paratransit buses cost approximately \$69,000 each.

During the 2018/19 FY, BCAG staff will have a need to purchase six (6) Paratransit buses. BCAG Staff have completed and submitted a request for FFY17 FTA Section 5310 Enhanced Mobility of Seniors & Individuals with Disabilities Grant Program to fund the replacement of the six (6) paratransit buses. BCAG has been able to fund paratransit bus replacement under the 5310-grant program for several years, and has not had to utilize TDA funding. Staff feels the grant submitted will meet the requirements and will be successful in receiving the funding to cover the cost of the replacement of the six (6) paratransit buses.

We have discussed in prior meetings, the idea of taking all transit, operating and capital, off the top and allocating the remaining funds based on population, as required by TDA regulations. While this is a policy that can be further discussed, at this time BCAG will leave the funding formula intact for the operating budget. However, as transit is the primary intention of TDA, BCAG continues to recommend that capital needs are included in the TDA allocations, to the extent that capital grants are not available. Paratransit buses are assumed to be purchased with 5310 Funding, as has been the case in recent years. At this point in time, there are no capital grants secured for Fixed Route bus purchases, and thus those purchases are being estimated using Capital Reserves and future TDA taken off the top.

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

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

**FIXED ROUTE
BUS REPLACEMENT SCHEDULE**

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

	B-LINE FIXED ROUTE BUSES	BUS LENGTH	BUS #	MFG YR	MAKE	FUEL	FTA Useful Life (MILES)	FTA Approved Replacement Miles	Age of Vehicle	FTA Approved Replacement Year	Anticipated Replacement Fiscal Year	Replacement Cost (Approx)	FUNDED - Replacement Cost	UNFUNDED - Replacement Cost	FIXED ROUTE	MAINT. COST FY15 thru FY17
1	BCAG	40'	2K7	2000	ORION/ORION V	CNG	724,966	500,000	17	12	2016/17	\$ 487,000.00	DISPOSITIONED	\$ 487,000	061	replace with 1st order of FY16/17
2	BCAG	40'	9701	1997	GILLIG/PHANTOM	DIESEL	788,246	500,000	20	12	SPARE	\$ -		\$ -	062	
3	BCAG	40'	9704	1997	GILLIG/PHANTOM	DIESEL	768,091	500,000	20	12	SPARE	\$ -		\$ -	063	
4	BCAG	35'	101	2001	GILLIG/PHANTOM	DIESEL	600,649	500,000	16	12	2016/17	\$ 484,000.00			064	
5	BCAG	35'	201	2001	GILLIG/PHANTOM	DIESEL	548,473	500,000	16	12	2017/18	\$ 479,000.00		\$ 963,000	031	\$ 13,109.17
6	BCAG	35'	031	2003	GILLIG	DIESEL	545,969	500,000	14	12	2017/18	\$ 479,000.00			032	
7	BCAG	35'	032	2003	GILLIG	DIESEL	542,468	500,000	14	12	2017/18	\$ 479,000.00			033	\$ 7,627.77
8	BCAG	35'	033	2003	GILLIG	DIESEL	513,491	500,000	14	12	2017/18	\$ 479,000.00			034	
9	BCAG	35'	034	2003	GILLIG	DIESEL	502,464	500,000	14	12	2017/18	\$ 479,000.00			035	\$ 12,476.20
10	BCAG	35'	035	2003	GILLIG	DIESEL	504,549	500,000	14	12	2017/18	\$ 484,000.00			036	\$ 4,469.70
11	BCAG	35'	036	2003	GILLIG	DIESEL	500,107	500,000	14	12	2017/18	\$ 484,000.00		\$ 2,884,000	101	\$ 3,634.70
12	BCAG	30'	O61	2006	FREIGHTLINER	CNG	104,329	350,000	11	10	2016/17	\$ 484,000.00	DISPOSITIONED		1101	\$ 27,066.82
13	BCAG	30'	O62	2006	FREIGHTLINER	CNG	117,985	350,000	11	10	2016/17	\$ 484,000.00			1102	\$ 39,155.11
14	BCAG	30'	O63	2006	FREIGHTLINER	CNG	113,938	350,000	11	10	2016/17	\$ 484,000.00	DISPOSITIONED		1103	\$ 2,875.12
15	BCAG	30'	O64	2006	FREIGHTLINER	CNG	107,037	350,000	11	10	2016/17	\$ 484,000.00		\$ 1,936,000	1104	\$ 2,875.12
16	BCAG	40'	O81	2008	ORION/ORION VIIMG	CNG	384,664	500,000	9	12	2021/22	\$ 490,000.00			1105	\$ 2,875.12
17	BCAG	40'	O82	2008	ORION/ORION VIIMG	CNG	398,472	500,000	9	12	2021/22	\$ 490,000.00			1106	\$ 2,875.12
18	BCAG	40'	O83	2008	ORION/ORION VIIMG	CNG	376,842	500,000	9	12	2021/22	\$ 490,000.00			201	\$ 9,195.76
19	BCAG	40'	O84	2008	ORION/ORION VIIMG	CNG	352,012	500,000	9	12	2021/22	\$ 490,000.00			301	
20	BCAG	40'	O85	2008	ORION/ORION VIIMG	CNG	393,385	500,000	9	12	2021/22	\$ 490,000.00			9701	
21	BCAG	40'	O86	2008	ORION/ORION VIIMG	CNG	387,105	500,000	9	12	2021/22	\$ 490,000.00			9702	
22	BCAG	40'	O87	2008	ORION/ORION VIIMG	CNG	395,950	500,000	9	12	2021/22	\$ 490,000.00			9704	
23	BCAG	40'	O88	2008	ORION/ORION VIIMG	CNG	311,106	500,000	9	12	2021/22	\$ 490,000.00		\$ 3,920,000	081	\$ 9,225.30
24	BCAG	40'	1101	2011	GILLIG/BRT	DIESEL	363,970	500,000	6	12	2024/25	\$ -			082	\$ 9,186.51
25	BCAG	40'	1102	2011	GILLIG/BRT	DIESEL	340,045	500,000	6	12	2024/25	\$ -			083	\$ 43,458.55
26	BCAG	35'	1103	2011	GILLIG/BRT	DIESEL	285,173	500,000	6	12	2024/25	\$ -			084	\$ 28,750.43
27	BCAG	35'	1104	2011	GILLIG/BRT	DIESEL	295,647	500,000	6	12	2024/25	\$ -			085	\$ 8,085.71
28	BCAG	35'	1105	2011	GILLIG/BRT	DIESEL	275,095	500,000	6	12	2024/25	\$ -			086	\$ 16,964.97
29	BCAG	35'	1106	2011	GILLIG/BRT	DIESEL	283,610	500,000	6	12	2024/25	\$ -		\$ -	087	\$ 8,085.71
30	BCAG	40'	1401	2014	GILLIG/BRT	DIESEL	142,623	500,000	3	12	2027/28	\$ -			088	\$ 15,562.31
31	BCAG	40'	1402	2014	GILLIG/BRT	DIESEL	148,704	500,000	3	12	2027/28	\$ -			2K1	
32	BCAG	40'	1403	2014	GILLIG/BRT	DIESEL	142,544	500,000	3	12	2027/28	\$ -			2K2	
33	BCAG	40'	1404	2014	GILLIG/BRT	DIESEL	132,928	500,000	3	12	2027/28	\$ -			2K5	
34	BCAG	40'	1405	2014	GILLIG/BRT	DIESEL	144,038	500,000	3	12	2027/28	\$ -			2K6	
35	BCAG	40'	1406	2014	GILLIG/BRT	DIESEL	131,651	500,000	3	12	2027/28	\$ -		\$ -	2K7	
													TOTAL UNFUNDED VEHICLE REPLACEMENT NEED	\$10,190,000	TOTAL	\$ 267,555.25

NOTES

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

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

PARATRANSIT
BUS REPLACEMENT SCHEDULE

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

	B-LINE PARATRANSIT VEHICLES	BUS LENGTH	BUS #	MFG YR	MAKE	FUEL	FTA Useful Life (MILES)	FTA Approved Replacement Miles	Age of Vehicle	FTA Approved Replacement Year	Anticipated Replacement Fiscal Year	Replacement Cost (Approx)	FUNDED - Replacement Cost	UNFUNDED - Replacement Cost	PARATRANSIT	MAINT. COST FY15 thru FY17		
1	BCAG	24'	218	2002	FORD E-450	GASOLINE	308,479	150,000	15	5	SPARE	\$ -	DISPOSITIONED		104			
2	BCAG	24'	219	2002	FORD E-450	GASOLINE	295,793	150,000	15	5	SPARE	\$ -	Retired from 5310 Funding	USED FOR	105			
3	BCAG	24'	224	2002	FORD E-450	GASOLINE	298,426	150,000	15	5	SPARE	\$ -	Retired from 5310 Funding	SPARE RATIO	106	\$ 3,192.08		
4	BCAG	24'	225	2002	FORD E-450	GASOLINE	292,812	150,000	15	5	SPARE	\$ -	Retired from 5310 Funding		107			
5	BCAG	25'	810	2008	FORD E-450	GASOLINE	184,998	150,000	9	5	N/A	\$ -	Retired from 5310 Funding		108			
6	BCAG	25'	811	2008	FORD E-450	GASOLINE	185,620	150,000	9	5	N/A	\$ -	DISPOSITIONED		109			
7	BCAG	25'	812	2008	FORD E-450	GASOLINE	203,953	150,000	9	5	N/A	\$ -	Retired from 5310 Funding	USED FOR	1301	\$ 1,446.42		
8	BCAG	25'	814	2008	FORD E-450	GASOLINE	179,271	150,000	9	5	N/A	\$ -	Retired from 5310 Funding	SPARE RATIO	1302	\$ 4,449.56		
9	BCAG	25'	815	2008	FORD E-450	GASOLINE	199,885	150,000	9	5	N/A	\$ -	Retired from 5310 Funding		1303	\$ 1,137.48		
10	BCAG	25'	816	2008	FORD E-450	GASOLINE	188,425	150,000	9	5	N/A	\$ -	Retired from 5310 Funding		1304	\$ 3,192.08		
11	BCAG	25'	817	2008	FORD E-450	GASOLINE	201,416	150,000	9	5	N/A	\$ -	Retired from 5310 Funding		1305	\$ 1,137.48		
12	BCAG	25'	104	2010	FORD E-450	GASOLINE	138,763	150,000	7	5	2018/19	\$ 69,000.00			1306	\$ 4,567.14		
13	BCAG	25'	105	2010	FORD E-450	GASOLINE	126,588	150,000	7	5	2018/19	\$ 69,000.00			1307	\$ 3,312.08		
14	BCAG	25'	106	2010	FORD E-450	GASOLINE	134,257	150,000	7	5	2018/19	\$ 69,000.00			1308	\$ 1,128.24		
15	BCAG	25'	107	2010	FORD E-450	GASOLINE	151,361	150,000	7	5	2018/19	\$ 69,000.00			1309			
16	BCAG	25'	108	2010	FORD E-450	GASOLINE	154,806	150,000	7	5	2018/19	\$ 69,000.00			1310	\$ 1,137.48		
17	BCAG	25'	109	2010	FORD E-450	GASOLINE	141,927	150,000	7	5	2018/19	\$ 69,000.00		\$ 414,000	1311	\$ 3,183.08		
18	BCAG	25'	1301	2013	FORD E-450	GASOLINE	82,520	150,000	4	5	2021/22	\$ 69,000.00			1312			
19	BCAG	25'	1302	2013	FORD E-450	GASOLINE	77,958	150,000	4	5	2021/22	\$ 69,000.00			1313	\$ 3,183.08		
20	BCAG	25'	1303	2013	FORD E-450	GASOLINE	81,953	150,000	4	5	2021/22	\$ 69,000.00			1314	\$ 5,384.76		
21	BCAG	25'	1304	2013	FORD E-450	GASOLINE	72,740	150,000	4	5	2021/22	\$ 69,000.00			218			
22	BCAG	25'	1305	2013	FORD E-450	GASOLINE	80,375	150,000	4	5	2021/22	\$ 69,000.00			219			
23	BCAG	25'	1306	2013	FORD E-450	GASOLINE	84,908	150,000	4	5	2021/22	\$ 69,000.00			220			
24	BCAG	25'	1307	2013	FORD E-450	GASOLINE	79,732	150,000	4	5	2021/22	\$ 69,000.00			222			
25	BCAG	25'	1308	2013	FORD E-450	GASOLINE	77,513	150,000	4	5	2021/22	\$ 69,000.00			224			
26	BCAG	25'	1309	2013	FORD E-450	GASOLINE	77,313	150,000	4	5	2021/22	\$ 69,000.00			225			
27	BCAG	25'	1310	2013	FORD E-450	GASOLINE	90,556	150,000	4	5	2021/22	\$ 69,000.00			810			
28	BCAG	25'	1311	2013	FORD E-450	GASOLINE	83,749	150,000	4	5	2021/22	\$ 69,000.00			811			
29	BCAG	25'	1312	2013	FORD E-450	GASOLINE	79,458	150,000	4	5	2021/22	\$ 69,000.00			812			
30	BCAG	25'	1313	2013	FORD E-450	GASOLINE	77,018	150,000	4	5	2021/22	\$ 69,000.00			814			
31	BCAG	25'	1314	2013	FORD E-450	GASOLINE	83,430	150,000	4	5	2021/22	\$ 69,000.00		\$ 966,000	815	\$ 4,294.67		
TOTAL UNFUNDED VEHICLE REPLACEMENT NEED																\$ 1,380,000	816	\$ 3,503.01
TOTAL																	817	
TOTAL																		\$ 44,248.64

NOTES

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

* 5310 application for the buses to be replaced in 2018/19



BCAG Transit Administrative Oversight Committee

Item #4 Information

March 10, 2017

TWO YEAR CONTRACT EXTENSION WITH TRANSDEV FOR MANAGEMENT AND OPERATION OF BUTTE REGIONAL TRANSIT (B-LINE) BUS OPERATIONS

PREPARED BY: Michael Rosson, Transit Manager

ISSUE: BCAG is proposing to utilize the included two (1) year contract options (combined into one two-year agreement) as noted in the Butte County Association of Governments Transit Operations Agreement, pg. 3 sec. 2 (b) Option Extension Term.

DISCUSSION: BCAG, as Butte Regional Transit, has contracted for the Management, Operations and Maintenance of the B-Line public transit system with Transdev for the past five years. The current contract will expire on June 30, 2017. BCAG's current operations agreement is comprised of various financial components involving: an hourly fixed rate (based upon vehicle revenue/service hours), monthly insurance for the B-Line fleet, an hourly fixed rate for Extra Services.

The current Transdev contract includes the following rates:

- Hourly fixed rate (urban and rural bus services): **\$58.62**
- Extra Services hourly rate (e.g. Special Promotion): **\$67.16**

During the first 5-years of the current contract, Transdev met the Key Performance Indicators (KPI) as outlined in the contract. Staff have met with Transdev and agreed that the annual increase of the hourly fixed rate for the extended contract years would use the Consumer Price Index for All Urban Consumers: U.S. City Average All Items (CPI-U) for the most recently concluded calendar year. The CPI-U for the annual increase of the hourly fixed rate is **2.1%** for year 1 (2017/2018) and year 2 (2018/2019) of the extended contract with Transdev. Staff believes this escalation will serve to allow Transdev to maintain a degree of profitability and thus maintain an appropriate degree of attentiveness and resource allocation.

BCAG Transit Administrative Oversight Committee

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The Extension Term rates for Transdev contract are the following:


- FY2017/2018 Hourly fixed rate (urban and rural bus services): **\$59.85**
- FY2017/2018 Hourly fixed rate (urban and rural bus services): **\$61.11**
- Extra Services hourly rate (e.g. Special Promotion): **\$67.16** (Rate will remain the same)

STAFF RECOMMENDATION: Staff requests that committee members review and provide comments on the proposed two (2) year contract extension for Transdev with an effective start date of July 1, 2017.

Key Staff: Michael Rosson, Transit Manager
Jon Clark, Executive Director
Julie Quinn, CFO

**BUTTE COUNTY ASSOCIATION OF GOVERNMENTS
TRANSIT OPERATIONS AGREEMENT**

This AGREEMENT is made this 28 day of June 2012, by and between the BUTTE COUNTY ASSOCIATION OF GOVERNMENTS, hereinafter referred to as "BCAG" and Veolia Transportation, Inc., hereinafter referred to as "CONTRACTOR."

Services 

WITNESSETH:

WHEREAS, CONTRACTOR submitted a proposal dated March 2, 2012 in response to the request for proposals to provide such services in the method and manner and for the costs set forth in the proposal, subsequent clarifications and the "best and final offer"; and,

WHEREAS, BCAG has determined that CONTRACTOR has the management and technical personnel, expertise and other useful assets of sufficient quantity and quality to provide BCAG's transportation services; and,

WHEREAS, the subject RFP is attached to this agreement as **Exhibit E** and CONTRACTOR's proposal is attached as **Exhibit F** and both are by this reference made a part of this agreement;

NOW, THEREFORE, in consideration of the foregoing recital and covenants and agreements of each of the parties, the parties do agree as follows:

1. PURPOSE OF AGREEMENT.

BCAG hereby contracts with CONTRACTOR to manage, operate and maintain specified transportation services upon the terms and conditions hereinafter set forth.

2. TERM OF AGREEMENT.

(a) **Contract Term:** Subject to the terms and conditions of this agreement, the term of this agreement shall be from July 1, 2012 through and including June 30, 2017.

(b) **Optional Extension Term:** BCAG, at its sole discretion, will have the option to extend the terms of this agreement for two (1) year terms. The one year extensions may be acted upon either, individually or in conjunction.

PRICE: The Fixed Hourly Rate shall be arrived at upon the basis of negotiations and mutual agreement, but shall be limited so that the maximum percentage increase in the AGREEMENT budget for each option period, after adjustment for any changes in the level of vehicle revenue hours to be provided, shall be no more than the annual increase in the Consumer Price Index for All Urban Consumers: U.S. City Average All Items (CPI-U) for the most recently concluded calendar year, unless expressly approved otherwise by majority vote in both the Transit Administrative Oversight Committee and the BCAG Board of Directors.