



BCAG
BUTTE COUNTY ASSOCIATION
OF GOVERNMENTS

Proposal for Chico to Sacramento Commuter Bus Service



B Line
Butte Regional Transit

Chico to Sacramento Intercity Commuter Bus Service

Background

The Butte County Association of Governments (BCAG) is the owner/operator of Butte Regional Transit or the B-Line.

BCAG is also the Regional Transportation Planning Agency (RTPA) and Metropolitan Planning Organization (MPO) for Butte County. BCAG is the only transit operator in the state that is also an RTPA & MPO for their region.

In April 2016 BCAG completed construction of a new \$35 million Butte Regional Transit Operations & Maintenance in Chico California. The new Operations & Maintenance facility includes over 51,000 square feet of new buildings for maintenance, operations, fueling, bus wash, administration and a board room/meeting facility.



BCAG's nonprofit entity *Butte Regional Transportation Corporation*, is currently working on the design and construction adding solar arrays to the bus parking areas that is

intended to achieve 100% power generation. Funding for the solar project is being developed through the New Market Tax Credit program and should be completed by fall 2018.

Purpose & Need for Intercity Commuter Bus Service

In 2014 BCAG completed the ***Butte County Inter-City Commuter Bus Feasibility Study*** examining the feasibility of providing daily commuter passenger bus service between Chico and Downtown Sacramento, a commute distance of approximately 100 miles per direction.

Based on the study, it was identified that approximately 3,086 residents in Butte County commute daily to jobs in Sacramento County, with 1,570 working within the City of Sacramento, and 689 working within in the Downtown area of the City.

As a result of the number of daily commuters and estimated farebox recovery, a daily commuter bus service is feasible with a three-year pilot program being implemented as a first phase.

Proposed Intercity Commuter Bus Service from Chico to Sacramento

The Chico to Sacramento service would include two morning runs starting from a park-and-ride facility in the City of Chico. The first bus would depart at 5:25 a.m. with a second bus departing at 5:55 a.m.

The bus would travel south on State Route 70 with stops at the City of Oroville, the City of Marysville (Caltrans District 3) then travel on to Sacramento.

Once reaching Sacramento, the bus would exit at J Street, where it would first stop at the Sacramento Valley Station followed by these locations:

- o J Street and 4th Street
- o J Street and 11th Street
- o 15th Street and K Street
- o 15th Street and N Street
- o P Street and 13th Street
- o P Street and 9th Street
- o 5th Street and O Street
- o Capitol Mall between 7th and 8th Streets
- o 4th Street and L Street

(See route map next page)

The afternoon return runs to Chico would be at 4:05 p.m. and at 4:35 p.m.

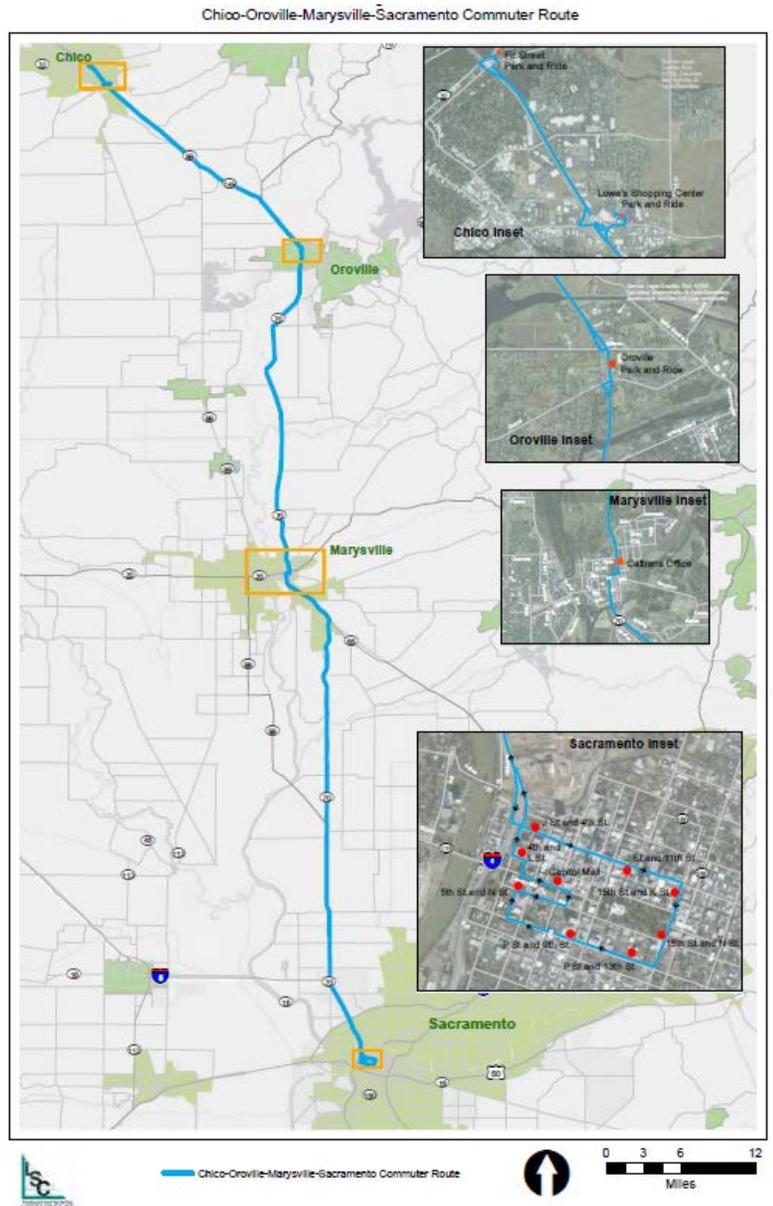
Proposed Route & Schedule Chico to Sacramento Intercity Commuter Bus Service

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

Source: LSC Transportation Consultants, Inc.

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.



Estimated Ridership for Chico to Sacramento Commuter Bus Service

It is estimated the proposed Chico to Sacramento commuter service would have 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 would occur in the first few years of service and 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

Recommended Bus Fleet

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
- Passenger controlled lighting at each seat
- ADA Accessibility
- Lavatory
- Climate control at each seat
- Wi Fi
- Luggage racks

Depending on the make and model of vehicle purchased or leased, other common amenities include reclining seats, footrests and audio/video components.

Vehicles would need to be 40-foot to 45-foot buses to accommodate the number of passengers on each route, as well as allowing for additional space. It is recommended at least three vehicles be purchased to provide the service, two for Daily operations and a third for back-up. BCAG is recommending Hybrid Coaches that uses the latest in clean-diesel engine technology from Cummins along with the Allison Ep50 Electric Drive Propulsion System. This will provide lower noise levels and Zero-Emissions.

Financial Plan for 3 Year Pilot Program

Line Item	3-Year Cost
Operations & Maintenance	\$ 1,950,000
General Expenses	\$ 20,000
Capital (3 MCI Hybrid Coach Buses)	\$ 2,745,000
Total Cost	\$4,715,000
Farebox Revenue	395,000
Total Funding Needed	\$4,320,000

Project Contacts

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