

BUTTE COUNTY ASSOCIATION
OF GOVERNMENTS



BOARD OF DIRECTORS MEETING
FEBRUARY 27, 2020

Acronyms for Butte County Association of Governments

ACRONYM	MEANING
AB	Assembly Bill
ACOE	Army Corps of Engineers
AFR	Accident Frequency Ratio
APS	Alternative Planning Strategy
AQMD	Air Quality Management District
ARB	Air Resource Board
AVL	Automatic Vehicle Location
BCAG	Butte County Association of Governments
CALCOG	California Association Council of Governments
CARB	California Air Resource Board
CEQA	California Environmental Quality Act
CMAQ	Congestion Mitigation & Air Quality
CON	Construction
CTC	California Transportation Commission
CTIPS	California Transportation Improvement Program System
DFG	California Department of Fish and Game
DOT	Department of Transportation
EIR	Environmental Impact Report
EMFAC	Emissions Factors
EPA	Environmental Protection Agency
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
FTIP	Federal Transportation Improvement Program
FY	Fiscal Year
GARVEE	Grant Anticipation Revenue Vehicle Program
GhG	Greenhouse Gas Emissions
GIC	Geographical Information Center
GIS	Geographic Information Systems
GPS	Global Positional Satellite
HCP	Habitat Conservation Plan
IIP	Interregional Improvement Program
IPG	Intermodal Planning Group
ITIP	Interregional Transportation Improvement Program
ITS	Intelligent Transportation Systems
JPA	Joint Powers Agreement
LAFCO	Local Agency Formation Commission
LTF	Local Transportation Fund
MPO	Metropolitan Planning Organization
NAAQS	National Air Quality Standards
NCCP	Natural Community Conservation Plan
NEPA	National Environmental Policy Act
NMFS	National Marine Fisheries Service (Also NOAA Fisheries)

ACRONYM	MEANING
NOAA	National Oceanic and Atmospheric Administration Fisheries (Also NMFS)
OWP	Overall Work Program
PA&ED	Project Approval & Environmental Document
PDT	Project Development Team
PEER	Permit Engineering Evaluation Report
PL	Federal Planning Funds
PPH	Passengers Per Revenue Hour
PLH	Public Lands Highway
PPM	Planning Programming & Monitoring
PPNO	Project Programming Number
PS&E	Plans, Specifications & Estimates
PSR	Project Study Report
PTMISEA	Public Transportation Modernization Improvement and Service Enhancement Account
PUC	Public Utilities Code
R/W	Right of Way
RFP	Request for Proposals
RHNA	Regional Housing Needs Allocation
RHNP	Regional Housing Needs Plan
RIP	Regional Improvement Program
RTAC	Regional Target Advisory Committee
RTIP	Regional Transportation Improvement Program
RTP	Regional Transportation Plan
RTPA	Regional Transportation Planning Agency
SACOG	Sacramento Area Council of Governments
SAFETEA-LU	Safe Accountable Flexible Efficient Transportation Equity Act: A Legacy for Users
SCEA	Sustainable Community Environmental Assessment
SCS	Sustainable Community Strategy
SDP	Strategic Deployment Plan
SHOPP	State Highway Operation Protection Program
SSTAC	Social Services Transportation Advisory Council
STA	State Transit Assistance
STIP	State Transportation Improvement Program
TAC	Transportation Advisory Committee
TAOC	Transit Administrative Oversight Committee
TCRP	Transportation Congestion Relief Program
TDA	Transportation Development Act
TE	Transportation Enhancements
TIP	Transportation Improvement Program
TPP	Transit Priority Project
TSGP	Transit Security Grant Program
USACE	United States Army Corps of Engineers
USFWS	United States Fish and Wildlife Service
UTN	Unmet Transit Needs
WE	Work Element



BCAG Board of Directors

February 27, 2020
9:00 a.m.



BCAG Board Room

326 Huss Drive, Suite 100
Chico, CA 95928

BCAG BOARD MEETING LIVE STREAM

<https://tinyurl.com/bcagbod>

1. Pledge of Allegiance
2. Roll Call
3. Election of Chair and Vice Chair for the 2020 Calendar Year

Members of the public may comment on any item on the agenda at the time the item is taken up by the Board of Directors. We ask that members of the public come forward to be recognized by the Chair, state your name and address for the record, and keep remarks brief.

CONSENT AGENDA

4. Approval of Minutes from the December 12, 2019 BCAG Board of Directors Meeting (Attachment) – **Victoria**
5. Approval of Resolution 2019/20-13 for Advance Allocation of Regional Early Action Planning Grant Planning Funds (Attachment) – **Chris**
6. Approval of Resolution 2019/2020-11 Authorizing BCAG's 2019/20 Federal Transit Administration (FTA) 5311 Program Application (Attachment) - **Sara**
7. Approval of Resolution 2019/20-12 Authorizing BCAG's 2020/21 Federal Transit Administration (FTA) Section 5311(f) Program Application (Attachment) – **Sara**
8. Approval of Amendment #2 for the 2019/20 Overall Work Program (OWP) & Budget (Attachment) – **Julie**
9. Approval of Revised Finding of Apportionment for the 2019/20 Transportation Development Act (TDA) Funds (Attachment) - **Julie**

ITEMS REMOVED FROM CONSENT AGENDA – *If Any*

ITEMS FOR ACTION

10. Acceptance of BCAG and Transportation Development Act (TDA) Audits for the Year Ending June 30, 2019 (Attachment) – **Julie**

ITEMS FOR INFORMATION

11. 2020 Regional Transportation Improvement Program (RTIP) Update – **Ivan**
12. 2020/21 Unmet Transit Needs Process (Attachment) – **Jim**
13. 2020 Sustainable Communities Strategy (SCS) Update (Attachment) - **Brian**
14. FY 2019 Triennial Review of The Butte County Association of Governments (BCAG) as Prepared by the Federal Transit Administration (FTA) (Attachment) - **Andy**
15. Butte Regional Transit (B-Line) Quarterly Progress Report for 2nd Quarter 2019/20 FY (Attachment) – **Jim**

ITEMS FROM THE FLOOR

15. Members of the public may present items to the BCAG Board of Directors, but no action will be taken other than placement on a future agenda.

ADJOURN TO CLOSED SESSION (**Item will be sent separately**)

16. Public Employee Annual Evaluation – (Government Code 54957)
Executive Director

ADJOURNMENT

17. The next meeting of the BCAG Board of Directors has been scheduled for Thursday, March 26, 2020, **at the BCAG Board Room.**

*Copies of staff reports or other written documentation relating to items of the business referred to on the agenda are on file at the office of the Butte County Association of Governments (BCAG).
Persons with questions concerning agenda items may call BCAG at (530) 809-4616.*

Any handouts presented by speakers are to be distributed to the Board by the Clerk of the Board.

BUTTE COUNTY ASSOCIATION
OF GOVERNMENTS



BOARD OF DIRECTORS MEETING
ITEM #4



**DRAFT MEETING MINUTES
OF THE BUTTE COUNTY
ASSOCIATION OF GOVERNMENTS
DECEMBER 12, 2019**

The following minutes are a summary of actions taken by the Board of Directors. A digital recording of the actual meeting is available at BCAG’s office located at 326 Huss Drive, Suite 150, Chico, CA.

Board Member Connelly called the meeting to order at 9:00 a.m. at the BCAG Board Room, 326 Huss Drive, Suite 100, Chico CA.

MEMBERS PRESENT

Tami Ritter	Supervisor	District 3
Angela Thompson (9:07 am)	Councilmember	City of Biggs
Randall Stone	Mayor	City of Chico
Bill Connelly	Supervisor	District 1
Debra Lucero	Supervisor	District 2
Doug Teeter (9:06 am)	Supervisor	District 5
Jody Jones	Councilmember	Town of Paradise
Steve Lambert	Supervisor	District 4
Quintin Crye	Councilmember	City of Gridley

MEMBERS ABSENT

Chuck Reynolds	Mayor	City of Oroville
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STAFF PRESENT

Jon Clark	Executive Director
Andy Newsum	Deputy Director
Ivan Garcia	Transportation Programming Specialist
Chris Devine	Planning Manager
Brian Lasagna	Regional Analyst
Victoria Proctor	Administrative Assistant
Sara Cain	Associate Senior Planner
Cheryl Massae	Human Resources Manager
Julie Quinn	Chief Fiscal Officer

OTHERS PRESENT

- Linda Furr, League of Women Voters
- Lance Atencio, Transdev
- Chuck Krauer, Carpenters Local 1599

1. **Pledge of Allegiance**
2. **Roll Call**

CONSENT AGENDA

3. Approval of Minutes from the October 24, 2019 BCAG Board of Directors Meeting
4. Approval of Resolution 2019/20-07 Authorizing the Federal Funding under FTA Section 5339 (49 U.S.C. Section 5339) with Caltrans
5. Approval of 2019 Federal Transportation Improvement Program (FTIP) Amendment #3
6. Approval of Amendment #7 to the 2016 Regional Transportation Plan (RTP/Sustainable Communities Strategy (SCS) for Consistency with the 2019 FTIP
7. Approval of Revised 2019 Disadvantaged Business Enterprise (DBE) Program

On motion by Board Member Stone and seconded by Board Member Jones, the Consent Agenda was unanimously approved.

ITEMS FOR ACTION

8: Acceptance of MAP-21 Performance Measure – 2020 Safety (PM1)

Staff informed the Board that Caltrans has established statewide safety performance targets for 2020 at the end of August 2019 and that MPOs have six months to establish their own targets or agree to plan and program projects to contribute toward the state target. Staff reviewed the data and targets with the BCAG TAC in December 2019. Based on this review by the TAC, Staff recommended the Board accept the state performance targets.

There was general discussion between Staff and the Board regarding these targets and potential failure to meet those target amounts. On motion by Board Member Ritter and seconded by Board Member Stone, the MAP-21 Performance Measures for 2020 were unanimously accepted.

9: Approval of Resolution 2019/20-10 for Advance Allocation of Regional Early Action Planning Grant Planning Funds

Staff informed the Board that BCAG is eligible to apply for an advance allocation of up to 25% of the Regional Early Action Planning grand program funds. REAP funding will help accelerate housing production in California by cities and counties and facilitate

BCAG Board of Directors Meeting – Item #4

February 27, 2020

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compliance with the Regional Housing Needs Assessment which is administered by BCAG and the California Department of Housing and Community Development.

Board Members Thompson and Teeter arrived during Staff's presentation of this item. There was general discussion between Staff and the Board about the benefits of REAP and what areas this growth would focus on.

On motion by Board Member Stone and seconded by Board Member Lucero, Resolution 2019/20-10 requesting Advance Allocation of REAP planning funds was unanimously approved.

10: Approval of the 2020 Regional Transportation Improvement Program (RTIP) for Butte County - REVISED

Staff presented the Board with a revised version of this memo as the funding recommendations changed last minute due to a CTC meeting on December 11, 2019. Staff informed the Board that BCAG is required to prepare and adopt a Regional Transportation Improvement Plan (RTIP) for the 2020 year in preparation for the 2020 State Transportation Improvement Plan (STIP).

There was general discussion about the allocations recommended by Staff in the RTIP and specifically who would contribute what amounts to funding the remaining portion of SR 70 that needs to be expanded.

On motion by Board Member Jones and seconded by Board Member Ritter, the 2020 RTIP was approved unanimously.

11: 2020 Calendar Year BCAG Board Meeting Schedule

Staff presented for the Board's approval the list of meeting dates for the 2020 calendar year. There was general discussion between Staff and the Board about the need of this item to be an action item. It was agreed that in future this will be a non-action item.

On motion by Board Member Stone and seconded by Board Member Lucero, the 2020 BCAG Board Meeting Schedule was unanimously approved, pending the date change for March 2020 from March 26 to March 28, 2020.

ITEMS FOR INFORMATION

12: Update on the Butte Regional Conservation Plan

Staff provided an update for the Board on the current state of the Butte Regional Conservation Plan. The final BRCP and EIS/EIR were submitted to the state and federal wildlife agencies in June 2019, however the U.S. Fish and Wildlife Service regional office has declined to forward it to the U.S. Department of Interior. As there's been no comment from the USFWS regional office, and the farm bureau has not changed their

BCAG Board of Directors Meeting – Item #4

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stance, there is no change in the status of the BRCP.

There was general discussion between Staff and the Board regarding the current status of the BRCP. This item was presented for information purposes only.

13: Butte Regional Transit (B-Line) Quarterly Progress Report for 1st Quarter 2019/20 FY

Staff presented the Board with the B-Line 1st Quarter Report for the 2019/20 Fiscal Year. Fares were down as expected due to schools being closed for the first half of the quarter and the fare increase not taking effect until September 1, 2019. Accidents were higher than expected for the quarter, however they are only slightly above average when factoring in the previous 12-month period.

There was general discussion between Staff and the Board regarding the areas where we are not making the TDA farebox recovery requirements. The Board suggested the possibility of asking for exemption from farebox requirements for 3-5 years to allow for recovery from the Camp Fire.

ITEMS FROM THE FLOOR

14: There were no items from the floor.

ADJOURNMENT

With no further items to discuss, the BCAG Board meeting adjourned at 10:40 AM.

Attest:

Jon Clark, Executive Director

Victoria Proctor, Board Clerk

Butte County Association of Governments

BUTTE COUNTY ASSOCIATION
OF GOVERNMENTS



BOARD OF DIRECTORS MEETING
ITEM #5



BCAG BOARD OF DIRECTORS

Item #5 Consent

February 27, 2020

APPROVAL OF RESOLUTION 2019/2020-13 FOR ADVANCE ALLOCATION OF REGIONAL EARLY ACTION PLANNING GRANT PLANNING FUNDS

PREPARED BY: Chris Devine, Planning Manager

ISSUE: A resolution was approved by the BCAG Board of Directors, at the December 2019 meeting, accepting the 25% advance allocation of Regional Early Action Planning (REAP) grant funds. A new resolution must now be approved by the Board due to a calculating error.

DISCUSSION: A resolution was approved by the BCAG Board of Directors at the December 2019 meeting accepting the 25% advance allocation of Regional Early Action Planning (REAP) grant funds. In January 2020, staff at the California Department of Housing and Community Development (HCD) noted an error in their allocation methodology that resulted in BCAG's full funding allocation being reduced from \$1,067,175 to \$883,334.

The new 25% advance allocation amount is \$220,833. A new resolution is required to be approved by the Board identifying the corrected funding amount.

STAFF RECOMMENDATION: Staff recommends the BCAG Board approve resolution 2019/2020-13.

Key Staff: Chris Devine, Planning Manager
Jon Clark, Executive Director



**BUTTE COUNTY ASSOCIATION OF GOVERNMENTS
RESOLUTION NO 2019/2020-13**



**RESOLUTION OF THE BUTTE COUNTY ASSOCIATION OF GOVERNMENTS
AUTHORIZING THE EXECUTIVE DIRECTOR TO ENTER INTO, EXECUTE AND
DELIVER A STATE OF CALIFORNIA STANDARD AGREEMENT TO SECURE THE
REGIONAL EARLY ACTION PLANNING GRANT ADVANCE ALLOCATION**

The Board of Directors of the Butte County Association of Governments (“BCAG” or “Applicant”) hereby consents to, adopts and ratifies the following resolution:

- A. **WHEREAS**, the State of California (the “State”), Department of Housing and Community Development (“Department”) is authorized to provide up to \$125,000,000 to Councils of Governments and Fiscal Agents of Multiagency Working Groups (“Applicant”) under the Regional Early Action Planning grant program (REAP), the regional component of the Local Government Planning Support Grants Program (as described in Health and Safety Code section 50515.02).
- B. **WHEREAS** the Department issued a Notice and Request for Advance Allocation in October 2019 for Regional Early Action Planning grants available to Councils of Government and Fiscal Agents of Multiagency Working Groups;
- C. **WHEREAS** Applicant is a Council of Governments or Fiscal Agent of a Multiagency Working Group eligible to submit a Request for Advance Allocation pursuant to Health and Safety Code section 50515.02(d)(3) to develop and accelerate the implementation of the requirements contained in the Council of Governments or Multiagency Working Group’s application pursuant to Health and Safety Code section 50515.02(d)(1) including the development of an education and outreach strategy related to the sixth cycle regional housing need allocation.
- D. **WHEREAS** the Department shall approve the advance allocation request, subject to the terms and conditions of Eligibility, Guidelines, NOFAs, Program requirements, and the Standard Agreement by and between the Department and Local Government Planning Support Grant Recipients;

NOW THEREFORE BE IT RESOLVED THAT:

1. The Butte County Association of Governments is hereby authorized and directed to request an advance allocation not to exceed \$220,833 (up to 25% of the amount allocated pursuant to Health and Safety Code section 50515.02(b) consistent with the methodology described in 50515.03(a)).
2. The BCAG Executive Director is authorized to execute the Advance Allocation Request, on behalf of the Butte County Association of Governments as required by the Department for receipt of REAP funds.
3. When BCAG receives an advance allocation of REAP funds in the authorized amount of \$220,883 from the Department pursuant to the above referenced Advanced Allocation Request, it represents and certifies that it will use all such funds only for eligible activities as set forth in Health and Safety Code section 50515.02(d)(1), as approved by the Department and in accordance with all REAP requirements, guidelines, all applicable state and federal statutes, rules, regulations, and the Standard Agreement executed by and between the Applicant (BCAG) and the Department.
4. The BCAG Executive Director is authorized to enter into, execute and deliver a State of California Standard Agreement for the amount of \$220,883 and any and all other documents required or deemed necessary or appropriate to evidence and secure the REAP advance allocation, BCAG's obligations related thereto and all amendments the Department deems necessary and in accordance with REAP.

PASSED AND ADOPTED by the Butte County Association of Governments Board of Directors, State of California, at a regular meeting of said Board Meeting held on the 27th day of February 2020 by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

APPROVED:

BILL CONNELLY, CHAIR
BUTTE COUNTY ASSOCIATION OF GOVERNMENTS

ATTEST:

ANDY NEWSUM, DEPUTY DIRECTOR
BUTTE COUNTY ASSOCIATION OF GOVERNMENTS

BUTTE COUNTY ASSOCIATION
OF GOVERNMENTS



BOARD OF DIRECTORS MEETING
ITEM #6



BCAG BOARD OF DIRECTORS

Item #6 Consent

February 27, 2020

APPROVAL OF RESOLUTION 2019/2020-11 AUTHORIZING BCAG's 2019/20 FEDERAL TRANSIT ADMINISTRATION (FTA) SECTION 5311 PROGRAM APPLICATION

PREPARED BY: Sara Cain, Associate Senior Planner

ISSUE: BCAG has applied for the FY 2019/2020 Federal Transit Administration Section 5311 Program for non-urbanized operating assistance. BCAG was allocated \$737,498 for operating assistance in rural areas of Butte County.

DISCUSSION: The Federal Transit Administration (FTA) Section 5311 Intercity Bus Program in California is designed to address the “intercity bus transportation needs of the entire state” by supporting projects that provide transportation between non-urbanized areas and urbanized areas that result in connections of greater regional, statewide, and national significance. Under FTA Section 5311, project funds are available to provide supplemental financial support to transit operators and to facilitate the most efficient and effective use of available federal funds in support of providing rural intercity transportation services.

Staff has utilized prior Section 5311 grants for operating assistance for public transportation services in rural areas of Butte County. Part of the goal of the FTA Section 5311 funding is to provide financial assistance to help carry out national goals related to mobility for all, including: seniors, individuals with disabilities, and low-income individuals. The funding will enhance the access of people in non-urbanized areas to health care, shopping, education, employment, public services, and recreation. If awarded, this will apply to Butte Regional Transit's Operating Budget for FY 2019/2020.

If funded, this project will be included in the Federal Transportation Improvement Program (FTIP) for Butte County. The 5311 application requires a Board Resolution be included.

STAFF RECOMMENDATION: Staff is recommending the BCAG Board of Directors approve Resolution No. 2019/2020–11, authorizing BCAG to file and execute applications to aid in the financing of capital/operating assistance projects pursuant to Section 5311 of the Federal Transit Act (FTA C 9040.1F and FTA C 9050.1).

Key Staff: Jon Clark, Executive Director
Sara Cain, Associate Senior Planner
Julie Quinn, Chief Fiscal Officer



**BUTTE COUNTY ASSOCIATION OF GOVERNMENTS
RESOLUTION NO 2019-20 -11**



**RESOLUTION OF THE BUTTE COUNTY ASSOCIATION OF GOVERNMENTS
AUTHORIZING THE FEDERAL FUNDING UNDER FTA SECTION 5311 (49 U.S.C.
SECTION 5311) WITH CALIFORNIA DEPARTMENT OF TRANSPORTATION**

WHEREAS, the U. S. Department of Transportation is authorized to make grants to states through the Federal Transit Administration to support capital/operating assistance projects for non-urbanized public transportation systems under Section 5311 of the Federal Transit Act (**FTA C 9040.1F and FTA C 9050.1**); and

WHEREAS, the California Department of Transportation (Department) has been designated by the Governor of the State of California to administer Section 5311 grants for transportation projects for the general public for the rural transit and intercity bus; and

WHEREAS, the Butte County Association of Governments (BCAG) desires to apply for said financial assistance to permit operation of service in Butte County and;

WHEREAS, BCAG has, to the maximum extent feasible, coordinated with other transportation providers and users in the region (including social service agencies).

NOW, THEREFORE, BE IT RESOLVED AND ORDERED by the Butte County Association of Governments (BCAG) Board of Directors does hereby authorize the Executive Director to file and execute applications on behalf of with the Department to aid in the financing of capital/operating assistance projects pursuant to Section 5311 of the Federal Transit Act (**FTA C 9040.1F and FTA C 9050.1**), as amended.

BE IT FURTHER RESOLVED that the Executive Director and Deputy Director are authorized to execute and file all certification of assurances, contracts or agreements or any other document required by the Department;

That the Executive Director, Deputy Director, and Associate Senior Planner are authorized to provide additional information as the Department may require in connection with the application for the Section 5311 projects; and

That the Executive Director and Deputy Director are authorized to submit and approve request for reimbursement of funds from the Department for the Section 5311 project(s).

PASSED AND ADOPTED by the Butte County Association of Governments on the 27th day of February 2020 by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

APPROVED:

BILL CONNELLY, CHAIR
BUTTE COUNTY ASSOCIATION OF GOVERNMENTS

ATTEST:

JON A. CLARK, EXECUTIVE DIRECTOR
BUTTE COUNTY ASSOCIATION OF GOVERNMENTS

BUTTE COUNTY ASSOCIATION
OF GOVERNMENTS



BOARD OF DIRECTORS MEETING
ITEM #7



BCAG BOARD OF DIRECTORS

Item #7 Consent

February 27, 2020

APPROVAL OF RESOLUTION 2019/2020-11 AUTHORIZING BCAG's 2020/21 FEDERAL TRANSIT ADMINISTRATION (FTA) SECTION 5311(f) PROGRAM APPLICATION

PREPARED BY: Sara Cain, Associate Senior Planner

ISSUE: BCAG has applied for the FY 2020/2021 Federal Transit Administration Section 5311(f) Intercity Bus Program. BCAG requested \$300,000 in operating assistance for Butte Regional Transit (B-Line) Route 20 which operates between Chico and Oroville.

DISCUSSION: The FTA Section 5311(f) rural intercity bus program in California is designed to address the "intercity bus transportation needs of the entire state" by supporting projects that provide transportation between non-urbanized areas and urbanized areas that result in connections of greater regional, statewide, and national significance. Under FTA Section 5311, project funds are available to provide supplemental financial support to transit operators and to facilitate the most efficient and effective use of available federal funds in support of providing rural intercity transportation services. Approximately \$4.9 million in 5311(f) will be available for FY 2020/21. Successful projects are expected announced by Caltrans by May 1, 2020.

Staff has utilized prior Section 5311(f) grants for operating assistance for public transportation services in rural areas of Butte County. Part of the goal of the FTA Section 5311 funding is to provide financial assistance to help carry out national goals related to mobility for all, including: seniors, individuals with disabilities, and low-income individuals. The funding will enhance the access of people in non-urbanized areas to health care, shopping, education, employment, public services, and recreation. If awarded, this will apply to Butte Regional Transit's Operating Budget for FY 2020/2021.

If funded, this project will be included in the Federal Transportation Improvement Program (FTIP) for Butte County. The 5311(f) application requires a Board Resolution be included.

STAFF RECOMMENDATION: Staff is recommending the BCAG Board of Directors approve Resolution No. 2019/2020-12, authorizing BCAG to file and execute applications to aid in the financing of capital/operating assistance projects pursuant to Section 5311(f) of the Federal Transit Act (FTA C 9040.1F and FTA C 9050.1).

Key Staff: Jon Clark, Executive Director
Sara Cain, Associate Senior Planner
Julie Quinn, Chief Fiscal Officer



**BUTTE COUNTY ASSOCIATION OF GOVERNMENTS
RESOLUTION NO 2019-20 -12**



**RESOLUTION OF THE BUTTE COUNTY ASSOCIATION OF GOVERNMENTS
AUTHORIZING THE FEDERAL FUNDING UNDER FTA SECTION 5311 (49 U.S.C.
SECTION 5311) WITH CALIFORNIA DEPARTMENT OF TRANSPORTATION**

WHEREAS, the U. S. Department of Transportation is authorized to make grants to states through the Federal Transit Administration to support capital/operating assistance projects for non-urbanized public transportation systems under Section 5311 of the Federal Transit Act (**FTA C 9040.1F and FTA C 9050.1**); and

WHEREAS, the California Department of Transportation (Department) has been designated by the Governor of the State of California to administer Section 5311 grants for transportation projects for the general public for the rural transit and intercity bus; and

WHEREAS, Butte County Association of Governments (BCAG) desires to apply for said financial assistance to permit operation of continued support for Route 20 in Butte County; and

WHEREAS, BCAG has, to the maximum extent feasible, coordinated with other transportation providers and users in the region (including social service agencies).

NOW, THEREFORE, BE IT RESOLVED AND ORDERED by the Butte County Association of Governments (BCAG) Board of Directors does hereby authorize the Executive Director to file and execute applications on behalf of with the Department to aid in the financing of capital/operating assistance projects pursuant to Section 5311 of the Federal Transit Act (**FTA C 9040.1F and FTA C 9050.1**), as amended.

BE IT FURTHER RESOLVED that the Executive Director and Deputy Director are authorized to execute and file all certification of assurances, contracts or agreements or any other document required by the Department;

That the Executive Director, Deputy Director, and Associate Senior Planner are authorized to provide additional information as the Department may require in connection with the application for the Section 5311 projects; and

That the Executive Director and Deputy Director are authorized to submit and approve request for reimbursement of funds from the Department for the Section 5311 project(s).

PASSED AND ADOPTED by the Butte County Association of Governments on the 27th day of February 2020 by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

APPROVED:

BILL CONNELLY, CHAIR
BUTTE COUNTY ASSOCIATION OF GOVERNMENTS

ATTEST:

JON A. CLARK, EXECUTIVE DIRECTOR
BUTTE COUNTY ASSOCIATION OF GOVERNMENTS

BUTTE COUNTY ASSOCIATION
OF GOVERNMENTS



BOARD OF DIRECTORS MEETING
ITEM #8



BCAG BOARD OF DIRECTORS

Item #8 Consent

February 27, 2020

APPROVAL OF AMENDMENT #2 FOR THE 2019/20 OVERALL WORK PROGRAM (OWP) & BUDGET

PREPARED BY: Julie Quinn, Chief Fiscal Officer

ISSUE: BCAG Chief Fiscal Officer is requesting the BCAG Board of Directors approval of an amendment with an effective date of February 1, 2020 for the 2019/20 OWP & Budget.

DISCUSSION: Amendment #2 of the 2019/20 OWP & Budget adds the award of the California Department of Housing and Community Development (HCD) grant funds for Regional Early Action Planning (REAP). It also adjusts personnel budgets in certain Work Elements (WE) to be more in line with budgeted tasks.

The following changes are:

- WE 20-108 *Regional Housing Needs*; addition of HCD grant funds for Regional Early Action Planning (REAP). See attached WE for description of tasks and products.
- WE 20-102 *Regional Transportation Model*; Additional salary time needed to complete tasks.
- WE 20-103 *Regional Geographic Information Systems (GIS) Maintenance & Coordination*; Additional salary time needed to complete tasks.
- WE 20-106 *Regional Transportation Plan*; Additional salary time needed to complete tasks.
- WE 20-114 *Butte Regional Conservation Plan*; shifting time from this work element to cover the housing needs project.

Attached is a summary of adjustments to the 2019/20 OWP & Budget by work element.

STAFF RECOMMENDATION: Approve Amendment #2 of the 2019/20 Overall Work Program & Budget.

Key Staff: Julie Quinn, Chief Fiscal Officer
Jon Clark, Executive Director

FISCAL YEAR 2019/20
SUMMARY OF OWP AMENDMENT 2 (NO OWPA AMENDMENT)

20-108 REGIONAL HOUSING NEEDS			
	PRIOR	AMENDED	NET CHANGE
FED HIGHWAY PLANNING	6,205	-	(6,205)
LTF PLANNING MATCH	804	-	(804)
REAP (Regional Early Action Planning)	-	220,833	220,833
TOTAL REVENUE	7,009	220,833	213,824
SALARIES & BENEFITS	3,856	28,267	24,411
INDIRECT	3,153	23,066	19,913
CONSULTANTS/OTHER DIRECT	-	169,500	169,500
TOTAL EXPENDITURES	7,009	220,833	213,824

20-102 REGIONAL TRAFFIC MODEL			
	PRIOR	AMENDED	NET CHANGE
FED HIGHWAY PLANNING	96,078	100,181	4,103
LTF PLANNING MATCH	12,448	12,980	532
TOTAL REVENUE	108,526	113,161	4,635
SALARIES & BENEFITS	11,567	14,116	2,549
INDIRECT	9,459	11,545	2,086
CONSULTANTS/OTHER DIRECT	87,500	87,500	-
TOTAL EXPENDITURES	108,526	113,161	4,635

20-103 REGIONAL GIS MAINTENANCE			
	PRIOR	AMENDED	NET CHANGE
FED HIGHWAY PLANNING	59,337	63,439	4,102
LTF PLANNING MATCH	7,689	8,219	530
TOTAL REVENUE	67,026	71,658	4,632
SALARIES & BENEFITS	11,567	14,115	2,548
INDIRECT	9,459	11,543	2,084
CONSULTANTS/OTHER DIRECT	46,000	46,000	-
TOTAL EXPENDITURES	67,026	71,658	4,632

20-106 RTIP			
	PRIOR	AMENDED	NET CHANGE
FED HIGHWAY PLANNING	16,028	19,028	3,000
LTF PLANNING MATCH	2,077	2,465	388
TOTAL REVENUE	18,105	21,493	3,388
SALARIES & BENEFITS	9,960	11,823	1,863
INDIRECT	8,145	9,670	1,525
TOTAL EXPENDITURES	18,105	21,493	3,388

20-114 BUTTE REGIONAL CONSERVATION PLAN (BRCP)			
	PRIOR	AMENDED	NET CHANGE
FED HIGHWAY PLANNING	20,000	15,000	(5,000)
LTF PLANNING MATCH	107,920	100,208	(7,712)
SECTION 6 USFWS	47,000	47,000	-
TOTAL REVENUE	174,920	162,208	(12,712)
SALARIES & BENEFITS	39,839	32,839	(7,000)
INDIRECT	32,581	26,869	(5,712)
CONSULTANTS	102,500	102,500	-
TOTAL EXPENDITURES	174,920	162,208	(12,712)

NET CHANGE IN BUDGET REVENUE:			
	PRIOR	AMENDED	NET CHANGE
FED HIGHWAY PLANNING	1,254,308	1,254,308	-
LTF PLANNING MATCH	574,573	567,507	(7,066)
REAP Dept of Housing & Comm Dev	-	220,833	220,833
NET BUDGET REVENUE CHANGE			213,767
OWP REVENUE- A1			4,738,366
OWP REVENUE- A2			4,952,133



WORK ELEMENT 20-108

Regional Housing Needs Plan

OBJECTIVE: Update the state required Regional Housing Needs Plan (RHNP) for Butte County.

DESCRIPTION: BCAG is required to prepare a Regional Housing Needs Plan (RHNP) for the Butte County region. The RHNP identifies the region's allocation of the statewide housing need between 2020-2030, as provided by the Department of Housing and Community Development (HCD), and then identifies how this housing need will be allocated to the cities, town and county within the region.

The RHNP allocates to cities, town and the county their "fair share" of the region's projected housing needs by household income group covering the eight to ten year period of the plan. Each jurisdiction must then use their regional "fair share" housing allocation as the goal when updating their General Plan Housing Element. The next RHNP for Butte County is due to the state in December 2020.

The RHNP is a key component to the development of BCAG's regional transportation model and the Regional Transportation Plan (RTP) and Sustainable Communities Strategy (SCS). Housing is one of the primary data sets used in building the transportation models current and future land use scenarios, and preparation of the federally required air quality conformity determination. While the RHNP is a state requirement, the RHNP is key to the planning requirements BCAG must fulfill as the region's MPO, in accordance with 23 USC 134 (h)(1).

During the 2019/20 fiscal year, BCAG will initiate the development of the 2020 RHNP through an initial consultation with HCD, establishing outreach to the local governments, and conducting a request for proposals to retain a qualified consultant team who can assist BCAG with successfully updating of the BCAG RHNP, including obtaining and analyzing data from local jurisdictions, preparing the updated allocation methodology, and increasing education and outreach with BCAG member jurisdictions to improve their ability to meet the sixth cycle of RHNA.

The RHNP will be developed in cooperation with the cities, town and county through the BCAG Planning Directors Group. The group will meet as needed to work with BCAG staff on preparation of the RHNP update. BCAG will also engage with this group to coordinate on how best to utilize grant funds to increase local housing production consistent with recent state legislation.

PREVIOUS WORK: BCAG last updated the RHNP in 2012.

TASKS

- 1) Consult with HCD about regional allocation – December 2019;
- 2) Coordinate with member jurisdictions on RHNP Update and grant applications – October 2019 through May 2020;
- 3) Retain qualified consultant team to assist with 2020 RHNP update – February/March 2019;
- 4) Establish outreach to local governments – January 2020;
- 5) Obtain and analyze data from local jurisdictions – February/March 2020;
- 6) Work with consultant team and BCAG Planning Directors Group to prepare proposed methodology –April 2020 through June 2020;
- 7) Issue proposed methodology for public comment – June 2020.

PRODUCTS

- 1) Attendance at HCD allocation meetings – December 2019;
- 2) Correspondence with local governments – January 2020;
- 3) Database of local jurisdictions' existing inventory – March 2020;
- 4) Meeting agenda items and notes – April 2020 through June 2020;
- 5) Proposed allocation methodology – June 2020.

WORK ELEMENT 20-108 FUNDING SUMMARY			
PERSONNEL		PERSON MONTHS	
REGIONAL ANALYST		.5	
PLANNING MANAGER		1.5	
ASSOCIATE SENIOR PLANNER		.5	
EXECUTIVE DIRECTOR		.5	
TOTAL PERSON MONTHS		3.0	
REVENUES		EXPENDITURES	
DEPARTMENT OF HOUSING & COMMUNITY DEVELOPMENT (HCD) GRANT:		PERSONNEL	28,267
REGIONAL EARLY ACTION PLANNING GRANT (REAP)	220,833	INDIRECT EXPENSE	23,066
		CONSULTANT	169,500
TOTAL	\$220,833	TOTAL	\$220,833

BUTTE COUNTY ASSOCIATION
OF GOVERNMENTS



BOARD OF DIRECTORS MEETING
ITEM #9



BCAG BOARD OF DIRECTORS

Item #9 Consent

February 27, 2020

APPROVAL OF REVISED FINDINGS OF APPORTIONMENT FOR 2019/20 TRANSPORTATION DEVELOPMENT ACT (TDA) FUNDS

PREPARED BY: Julie Quinn, Chief Fiscal Officer

ISSUE: The State Controller's Office has reduced the State Transit Assistance (STA) estimate by \$244,550 and BCAG has determined the 18/19 Local Transportation Funds (LTF) carryover to 19/20. Therefore, a revised Findings of Apportionment can be made.

DISCUSSION: The State Controller's Office made initial estimates in January of 2019 for the 2019-20 fiscal year STA receipts. In August the SCO reduced the estimate from \$2,330,517 to \$2,085,967. BCAG has determined that STA fund balances are sufficient to cover the funding reduction of \$244,550 and therefore no change in apportionments will be made to Transit Operators' STA funding.

After closing the 18/19 fiscal year, the carryover of LTF funds available for transit operations is \$1,173,205. These funds are applied to current year operations; therefore, BRT Operations requires less of the current year funding and shows a reduction of LTF.

The reduction to BRT Operations is redistributed to the jurisdiction's apportionment in the current year, as it represents overpayment from prior year jurisdiction payments to BRT Operations. The carryover is more than double the amount of normal because actual service cost in the 18/19 fiscal year was substantially lower than budgeted services due to the Camp Fire. BCAG anticipates that carryover amounts will continue at prior year levels moving forward and this will be a one-time adjustment at this level.

STAFF RECOMMENDATION: Staff requests the Board approve the revised 19/20 Findings of Apportionment.

Key staff: Julie Quinn, BCAG Chief Fiscal Officer
Iván García, Transportation Programming Specialist

**STATE TRANSIT ASSISTANCE FUND (STA)
and
LOCAL TRANSPORTATION FUND (LTF)
Fiscal Year 2019/20
Findings of Apportionment**

DRAFT to BCAG Board on 2/27/2020

STA - Total Funds = \$ 2,330,517

Jurisdiction	PUC 99313	PUC 99314	2019/20	
			Allocation	
BRT OPERATIONS	\$ 2,122,590	\$ 120,509	\$ 2,243,099	-
BUTTE CO			\$ -	-
BIGGS			\$ -	-
CHICO			\$ -	-
GRIDLEY FLYER	\$ 86,000	\$ 1,418	\$ 87,418	-
OROVILLE			\$ -	-
PARADISE			\$ -	-
TOTAL	2,208,590	\$ 121,927	\$ 2,330,517	\$ -

STA Source: Estimate of State Controller's Office November 2019; plus \$244,550 Fund Balance

LTF - Total Funds = \$ 10,333,151

Jurisdiction	Population	Pop %	2019/20	Change in TDA Aug 19 Revised Finding
	0		Allocation	
BCAG/Admin	N/A	N/A	\$ 550,000	-
BC AUDITOR/Admin	N/A	N/A	\$ 10,000	-
BRT CAPITAL			\$ 2,100,000	-
BRT OPERATIONS	N/A	N/A	\$ 1,835,661	(1,173,205)
BUTTE CO	81,707	35.90%	\$ 2,095,430	421,135
BIGGS	1,913	0.84%	\$ 49,060	9,860
CHICO	92,348	40.57%	\$ 2,368,325	475,980
GRIDLEY	6,937	3.05%	\$ 177,904	35,755
OROVILLE	18,144	7.97%	\$ 465,315	93,518
PARADISE	26,572	11.67%	\$ 681,456	136,957
TOTAL	227,621	100.00%	\$10,333,151	\$ -

LTF Source: Butte County Auditor's Office estimate of \$9,033,151 for FY 19/20 plus \$1,300,000 Fund Balance

Source: Population - Department of Finance Report E-1 for Jan 1, 2018

FY 19-20 Agency Apportionments for STA and LTF				Change in TDA Aug 19 Revised Finding
AGENCY	STA	LTF	TOTAL	
BCAG		\$ 550,000	\$ 550,000	
AUDITOR		\$ 10,000	\$ 10,000	
BUTTE REGIONAL TRANSIT	\$ 2,243,099	\$ 3,935,661	\$ 6,178,760	\$ (1,173,205)
BUTTE CO		\$ 2,095,430	\$ 2,095,430	\$ 421,135
BIGGS		\$ 49,060	\$ 49,060	\$ 9,860
CHICO		\$ 2,368,325	\$ 2,368,325	\$ 475,980
GRIDLEY	\$ 87,418	\$ 177,904	\$ 265,322	\$ 35,755
OROVILLE		\$ 465,315	\$ 465,315	\$ 93,518
PARADISE		\$ 681,456	\$ 681,456	\$ 136,957
TOTAL	\$ 2,330,517	\$ 10,333,151	\$ 12,663,668	\$ -

Change in Funding:		FY 19/20 Aug 2019 Finding	FY 19/20 Feb 2020 Finding	Change in TDA
	STA	\$ 2,330,517	2,330,517	\$ -
	LTF	\$ 10,333,151	10,333,151	-
				\$ -
Change in Distribution:				
	BRT	\$ 7,351,965	6,178,760	\$ (1,173,205)
	Jurisdictions	\$ 4,751,703	5,924,908	1,173,205
				\$ -

BUTTE COUNTY ASSOCIATION
OF GOVERNMENTS



BOARD OF DIRECTORS MEETING
ITEM #10



BCAG BOARD OF DIRECTORS

Item #10 Action

February 27, 2020

ACCEPTANCE OF BCAG FISCAL AUDITS AND TDA AUDITS FOR CITIES, TOWN AND COUNTY FOR THE YEAR ENDING JUNE 30, 2019

PREPARED BY: Julie Quinn, Chief Fiscal Officer

ISSUE: BCAG is required to prepare a fiscal audit annually. In addition, BCAG prepares the fiscal and compliance audits for the Transportation Development Act (TDA) claimants for both Local Transportation Funds (LTF) and State Transit Assistance (STA) funds. BCAG's fiscal audit and the TDA audits are presented to the BCAG Board for acceptance.

DISCUSSION: BCAG Audit: In accordance with State and Federal regulations, BCAG's financial statements and supplemental information have been audited by independent auditors, Richardson & Company, certified public accountants. Included in the agenda packet is a copy of the BCAG audit for the fiscal year ending June 30, 2019. Ingrid Sheipline, of Richardson & Company, will be on hand to review the audit and answer any questions.

- The Independent Auditor's Report located on page 1 shows an unmodified (clean) opinion.
- A review of the fiscal year is presented in the Management's Discussion and Analysis located on pages 3-12.
- The Independent Auditors' Reports on Internal Control and Compliance begins on page 55.
- The Schedule of Findings and Questioned Costs on pages 59-60 indicates that there were no financial statement findings or major federal award program findings in the BCAG audit.
- Independent Auditors' Management Letter and a Required Statement of Accounting Standards are included.

TDA Audits: BCAG annually budgets for the preparation of the required TDA audits for each of the claimants. The audit covers receipt and use of TDA funds for each of the cities, town and county, as well as the City of Gridley Senior Taxi Fund. Each board member should have a copy of their jurisdiction's TDA audit included in the agenda packet. There were no current findings associated with the TDA audits; however, the auditors make suggestions in the Independent Auditors' Management Letter regarding improvements to the process. Staff works with the jurisdictions to incorporate the suggestions.

BCAG Board of Directors Meeting – Item #10

February 27, 2020

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STAFF RECOMMENDATION: The Chief Fiscal Officer requests the BCAG Board of Directors accept the BCAG annual fiscal audit and the TDA audits prepared for the claimants for the fiscal year ending June 30, 2019.

Key staff: Julie Quinn, Chief Fiscal Officer
Jon Clark, Executive Director

BUTTE COUNTY ASSOCIATION
OF GOVERNMENTS



BOARD OF DIRECTORS MEETING
ITEM #11



BCAG Board of Directors

Item #11 Information

February 27, 2020

2020 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM (RTIP) FOR BUTTE COUNTY – UPDATE

PREPARED BY: Ivan Garcia, Transportation Programming Specialist

ISSUE: The BCAG Board adopted the 2020 Regional Transportation Improvement Program on December 12, 2019. The RTIP recommendations approved by the BCAG Board were not accepted by the California Transportation Commission (CTC) and Caltrans.

DISCUSSION: On December 11, 2019, Chair Connelly, Vice Chair Jones and BCAG staff met with California State Transportation Agency Secretary David Kim, Caltrans Director Toks Omishakin, CTC Executive Director Susan Bransen and other state representatives regarding the State Route 70 Corridor in Yuba County.

BCAG had been informed that due to a lack of programming capacity, the SR 70 would likely not be recommended for funding in the 2020 STIP. The purpose of the meeting in Sacramento was to communicate the safety concerns of the region and the urgency to complete the corridor and to propose a scaled down “Phase 1” approach. Based on the meeting with all involved, a revised recommended approach appeared to be unofficially agreed to. The revised recommendations were presented and approved by the BCAG Board on December 12, 2019 and summarized in Table 1:

Table 1 - 2020 RTIP Recommendations Approved – December 12, 2019
(Dollars x 1,000)

AGENCY	RIP PROJECT RECOMMENDATIONS	***BCAG*** FUNDING RECOMMENDATION RIP ONLY	Caltrans IIP Funds	Yuba County (SACOG)	TOTALS
BCAG/ Caltrans/ SACOG	SR 70 Passing Lanes – Segment 4&5. Laurellen Rd in Yuba County to the Yuba/Butte County Line. 9.6 miles. Phase 1 – Add North Bound Lane Only.	\$6,000	\$7,500	\$4,000	\$17,500
BCAG	Planning Programming and Monitoring (PPM)	\$ 565			\$ 565
TOTAL 2020 RTIP RECOMMENDATIONS		\$ 6,565	\$7,500	\$4,000	\$18,065

BCAG Board of Directors Meeting – Item #10

February 27, 2020

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The Phase 1 project proposed by BCAG and Caltrans District 3 entailed completing the north bound only passing lane from Laurellen Rd to the Yuba/Butte County line. This approach enabled Caltrans to deliver this STIP project alongside the funded State Highway Operations and Protection Project (SHOPP) and combine contracts for cost savings. This recommendation was made provided that CalSTA and Caltrans would agree to complete the southbound passing lane in a future STIP cycle.

The draft Caltrans Interregional Transportation Improvement Program (ITIP) was released on December 17, 2019. The State Route 70 Corridor was not included. The reasons provided originally of insufficient funding capacity did not change. In addition, staff was informed that because Caltrans did not include the project in the ITIP, BCAG was unable to propose a jointly funded project. The STIP guidelines would not allow a jointly funded project if the project was not proposed by Caltrans.

On January 30, 2020 the Northern California ITIP Hearing was held in Sacramento. Chair Connelly and Senator Nielson testified before the CTC and recommended that the entire \$32 million needed to complete the corridor be funded by Caltrans in its entirety. This recommendation is allowed in the STIP guidelines. Upon conclusion of the hearing, the Commission directed its staff and Caltrans to work together to try to fit the SR 70 Corridor into the 2020 STIP Cycle.

As a result of the testimony provided by Chair Connelly, staff submitted an RTIP addendum to Caltrans and the CTC with a revised recommendation for Caltrans to fully fund the SR 70 Corridor.

The CTC is scheduled to release its staff recommendations to the Commission by February 28, 2020.

Remaining 2020 STIP Adoption Schedule:

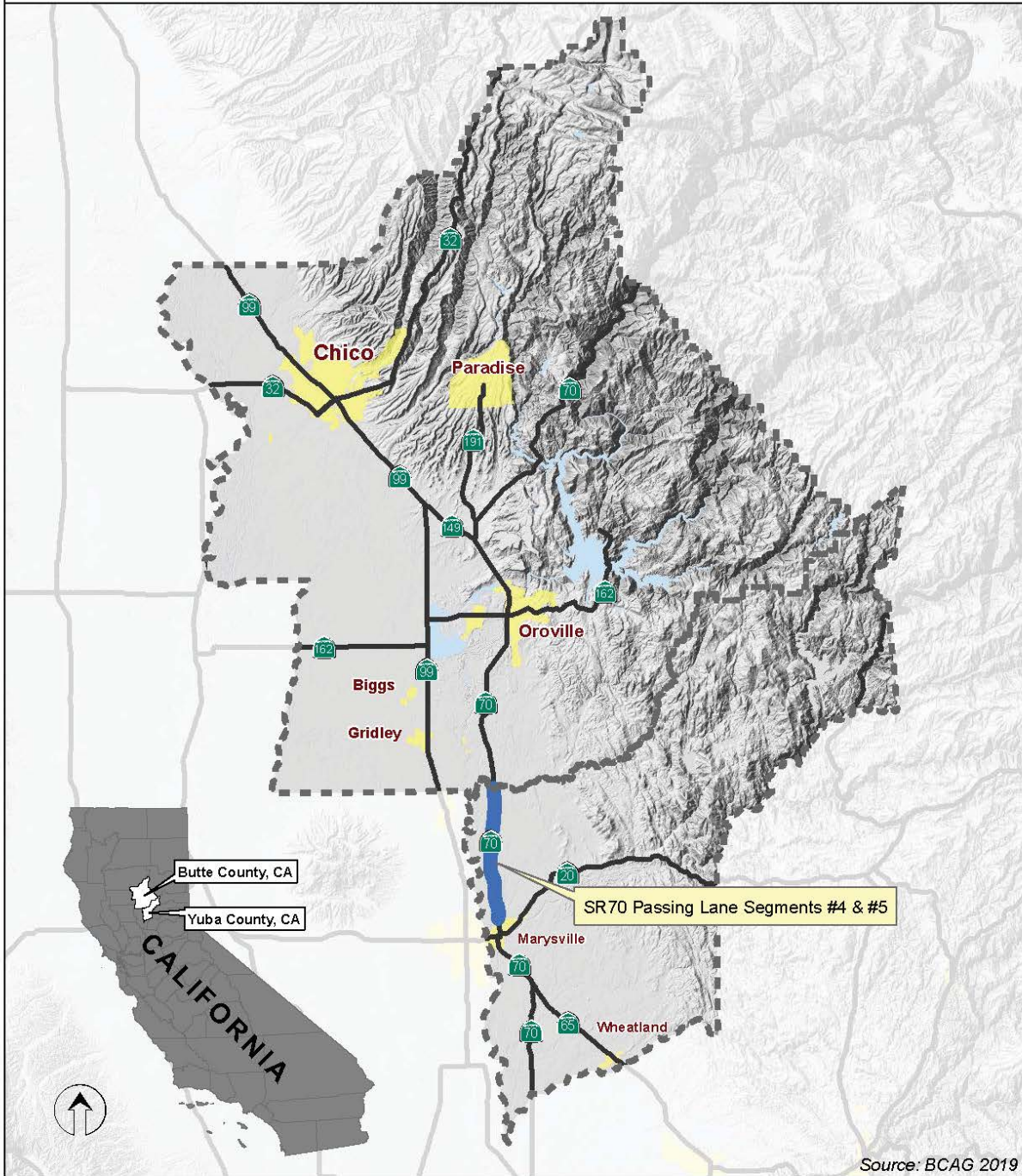
February 28, 2020	CTC Staff Recommendations Released
March 25-26, 2020	CTC Adopts the 2020 STIP

Staff will continue to meet with our transportation partners with the goal of completing the corridor. In doing so, staff's recommendations may change. Any changes will be presented to the BCAG's Transportation Advisory Committee and the BCAG Board. A complete RTIP document is posted at BCAG's webpage at: <http://www.bcag.org/Planning/RTIP/index.html>. SR 70 reference material has been included as Attachment 1.

REQUESTED ACTION: This item is presented for information.

Key staff: Jon Clark, Executive Director
Andy Newsum, Deputy Director
Ivan Garcia, Transportation Programming Specialist

2020 STIP Project Locations



ATTACHMENT 1
RTIP SUPPLEMENTAL PROJECT INFORMATION - Continued

Current 2018 STIP projects continuing in the 2020 STIP - (see attached SR 70 Corridor Map for Project Reference)

1) State Route 70 Passing Lane (Ophir Road to Palermo Road)

Project includes widening to four lanes with a continuous center left-turn lane (5 total lanes) and is currently under construction.

Funding = \$48,600,000 - \$33 million (State Highway Operations and Protection Program - SHOPP), \$7.2 million (IIP funds), \$7.2 million (RIP funds)

2) State Route 70 Passing Lane (Palermo to Cox Lane)

Project includes widening to four lanes with a continuous center left-turn lane (5 total lanes) and is scheduled to begin construction in spring 2020.

Funding = \$50,900,000 - \$36.9 million (SHOPP), \$6.6 million (IIP funds), \$6.6 million (RIP funds).

3) State Route 70 Passing Lane (East Gridley Rd to Butte/Yuba County Line)

Project includes widening to four lanes with a continuous center left-turn lane (5 total lanes) and is scheduled to begin construction in spring 2021.

Funding = \$65,900,000 - \$44.1 million (SHOPP), \$10.9 million (IIP funds), \$10.9 million (RIP funds).

4) State Route 70 Passing Lane Segments 4 & 5 in Yuba County (Yuba/Butte County Line to Laurellen Road)

BCAG programmed \$4 million in RIP funds to Segments 4 & 5 in Yuba County for preparation of environmental documents for widening to four-lanes. Caltrans has a \$102.8 million SHOPP project programmed for Segments 4 & 5 that includes widening to two-lanes with a continuous center left-turn lane (3 total lanes).

Funding to construct widening to the ultimate 5 lane facility for Segments 4 & 5 is not programmed, \$32 million is needed to complete this widening. Development of the environmental documents is scheduled to begin in 2020.

Funding = \$106,800,000 - \$102.8 million (SHOPP), \$4 million (RIP funds).

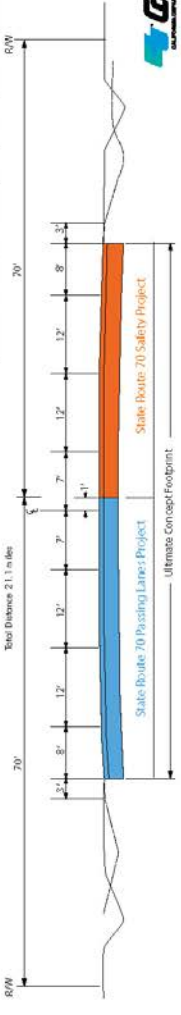
Route 70 Corridor - Marysville to Oroville



LEGEND

- Segment 1
- Segment 2
- Segment 3
- Segment 4
- Segment 5
- Segment 6
- Segment 7
- Completed

Region	Segment	Length (miles)	Funding Source	2018 STP In-Project Recommendations (in millions)	SHOFP Safety	IF	RIP	OBWC	Comments
Butte County	1	3.0	SHOFP Safety, STP (IP-8F), DEMO	148.6	133	\$7.2	\$7.2	Prior	2018 Butte Co. STP (IP/8F) fully funded
	2	3.1	SHOFP Safety, STP (IP-8F), DEMO	150.9	126.9	\$6.6	\$6.6	Prior	
	3	3.5	SHOFP Safety, STP (IP-8F)	162.9	144.1	\$10.9	\$10.9		
Yuba County	4	5.9	SHOFP Safety, STP (IP-8F)	**177.5	1628	**16.5	**16.5		* \$22 million shortfall freed from non-SHOFP to complete corridor ** includes \$2M each ICA/G IF Money
	5	3.9	SHOFP Safety, STP (IP-8F)	**163.2	144	**10.5	**10.5		
Yuba County	6	1.0	SHOFP	\$83.2	\$83.2				These segments are considered fully funded and/or programmed
	7	0.7	SHOFP	\$104.5	\$104.5				
				\$493.8	\$495.1	\$40.7	\$40.7	\$45.3	Total - All Segments



BUTTE COUNTY ASSOCIATION
OF GOVERNMENTS



BOARD OF DIRECTORS MEETING
ITEM #12



BCAG BOARD OF DIRECTORS

Item #12 Information

February 27, 2020

UNMET TRANSIT NEEDS PUBLIC HEARING SCHEDULE

PREPARED BY: Jim Peplow, Senior Planner

ISSUE: As the administrator of Transportation Development Act (TDA) funds for Butte County, BCAG is responsible for performing the annual Unmet Transit Needs (UTN) process. This process requires at least one public hearing for the purpose of soliciting comments on unmet transit needs that may exist within the county.

DISCUSSION: In the past, the UTN process in Butte County entailed a comprehensive public outreach program and series of open house style meetings throughout the county, in addition to the public hearing before the BCAG Board of Directors. The TDA statute guiding Unmet Transit Needs only requires the one public hearing. BCAG staff held additional meetings in each jurisdiction to make sure all concerns were heard. However, in today's age, with 24/7 social media access, staff is made aware of needs on an on-going basis. This has resulted in fewer people attending the meetings, along with no new information being received. For those reasons, the outreach meetings are not being held during this year's UTN process. In addition to the public hearing, the public is still able to provide input via mail, email, phone, as well as an online comment form on the B-Line web page.

During this time, testimony is solicited regarding perceived unmet transit needs that may be reasonable to meet. The purpose of this process is to ensure that all unmet transit needs that are reasonable to meet are met before funds are expended for non-transit uses, such as streets and roads. The testimony is then analyzed to determine if there are any transit needs that meet the adopted definitions of "Unmet Transit Need" and "Reasonable to Meet". This analysis report, the Transit Needs Assessment, is reviewed by the Social Services Transportation Advisory Council (SSTAC), which provides a recommendation on the findings to the BCAG Board of Directors. If the Board determines there are unmet transit needs that are reasonable to meet, those needs must be satisfied before any TDA funds may be expended for non-transit purposes.

The public hearing is set for March 26, 2020 before the BCAG Board of Directors at its normally scheduled time. Please see Attachment 1 for the notice which has been published in the local newspapers, posted on B-Line's website and Facebook page, and posted in each of the B-Line buses.

STAFF RECOMMENDATION: This item is presented for information only.

Key Staff: Jim Peplow, Senior Planner
Cheryl Massae, Human Resources Manager



Transit Taking You Where You Need to Go?

Butte County Association of Governments (BCAG) is requesting comments from the public on unmet transit needs. All testimony received during this process, at the hearing or throughout the year is given equal consideration.

UNMET TRANSIT NEEDS PUBLIC HEARING

Thursday, **March 26, 2020**, 9:00 am
Public Hearing at BCAG Board Meeting
BCAG Council Chambers ~ 326 Huss Drive, Chico

Comments are due by 5:00 p.m. Thursday, March 26, 2020

If you have comments, please contact BCAG via:

Mail: BCAG 326 Huss Drive, Suite 150, Chico, CA 95928

Email: jpeplow@bcag.org **Phone:** (530) 809-4616 ext. 1 **Fax:** (530) 891-2979

Si desea comentar las necesidades de B-Line, pero no habla inglés, por favor envíelas por correo o por correo electrónico a BCAG, y se traducirán para su consideración.

Beginning this year, BCAG will hold one Public Hearing for Unmet Transit Needs at the BCAG Board Meeting on March 26, 2020 instead of holding separate Public Workshops in Paradise, Chico, Oroville and Gridley.

BUTTE COUNTY ASSOCIATION
OF GOVERNMENTS



BOARD OF DIRECTORS MEETING
ITEM #13



BCAG BOARD OF DIRECTORS

Item #13 Information

February 27, 2020

2020 SUSTAINABLE COMMUNITIES STRATEGY (SCS) UPDATE

PREPARED BY: Brian Lasagna, Regional Analyst

ISSUE: The Butte County Association of Governments (BCAG) is the state designated Regional Transportation Planning Agency (RTPA) and federally designated Metropolitan Transportation Planning (MPO) for the Butte County region. As such, BCAG is responsible for state and federally required transportation plans and programs in the region, including the Regional Transportation Plan (RTP)/Sustainable Communities Strategy (SCS). The 2020 RTP/SCS is scheduled to be completed by December 2020.

DISCUSSION: The following activities related to the development of the 2020 SCS have been provided for the Board's information and discussion.

Regional Modeling

BCAG staff is currently working with project consultants, Fehr & Peers and Chico State, in completing the update of BCAG's regional land use and travel demand models (TDM) for the analysis of the 2020 RTP/SCS.

Discussion Draft Land Use Scenario and Transportation Network

BCAG has developed a discussion draft land use scenario and transportation network for the purpose of testing the model and determining what additional steps would be required to meet applicable GHG reduction targets. The draft land use scenario is based on the latest regional growth forecasts, project information from local agencies, and recommendations included in the [2016 SCS Progress Report](#). A description of the draft scenario has been included as Attachment A. In addition, an updated transportation network has been prepared in coordination with BCAG's Transportation Advisory Committee (TAC), Caltrans, and the local agencies (Attachment B).

Additional Strategies for Reducing VMT and GHG Emissions

A component of the 2020 SCS model update is to prepare an assessment of strategies for the BCAG region which can be used to further reduce vehicle miles traveled (VMT) and greenhouse gas (GHG) emissions associated with passenger vehicles. BCAG's project consultant has prepared a memo (Attachment C) summarizing applicable strategies. Once the model is operational, each strategy will be quantified.

BCAG Board of Directors Meeting – Item #13

February 27, 2020

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Preliminary Outputs

Project consultants are currently finalizing the model validation and will be preparing preliminary outputs for the discussion draft land use scenario and transportation network. The outputs are expected to be completed by early spring and will be shared with the TAC and BCAG Planning Director's Group (PDG) when available.

Technical Methodology

BCAG staff is currently preparing the required technical methodology for estimating greenhouse gas emissions associated with the 2020 SCS. Upon completion, a draft will be sent to the California Air Resources Board (ARB) for review. This document is required to be submitted prior to any official public outreach efforts for the Draft SCS. The complete document will be available on the BCAG website, once completed.

Schedule

Included as Attachment D for the group's review and comment is the latest schedule for the 2020 SCS. During the 1st quarter of 2020, as scheduled, BCAG staff will be working to complete the technical methodology, quantify the results of preliminary modeling, and provide updates to the BCAG Board, TAC, and PDG.

BCAG staff will continue to inform the BCAG Board regarding the development of the 2020 RTP/SCS.

STAFF RECOMMENDATION: This item is presented for the BCAG Board's discussion, awareness, and information.

Key Staff: Brian Lasagna, Regional Analyst
 Ivan Garcia, Transportation Programming Specialist

ATTACHMENT A

2020 RTP/SCS Discussion Draft Land Use Scenario

Purpose

BCAG is required to prepare a land use scenario as a component of the 2020 RTP/SCS which meets federal transportation conformity and state greenhouse gas reduction requirements when combined with the regional transportation network, planning policies, and measures included in the RTP, while maintaining consistency with local land use plans. Once finalized, the land use scenario will be implemented into the travel demand model along with the forecasted transportation network and any additional measures. The model will then be used to demonstrate air quality conformity, achievement of greenhouse gas reduction targets, and determine impacts associated with the environmental review process.

Past RTP/SCS Land Use Scenario Development

In preparing the land use forecasts for the 2012 RTP/SCS, BCAG developed three distinct land use scenarios for the purpose of illustrating the travel effects of different development patterns on the regional transportation system and the associated greenhouse gas emissions resulting from these patterns. The three scenarios ranged from very compact development to extremely dispersed, with a balanced scenario in the middle which represented the preferred land use for the RTP/SCS. In 2016, BCAG updated the preferred “balanced” scenario with the latest project information from the local agencies and re-controlled forecasts to the latest information from the CA Department of Finance (DOF).

2020 Discussion Draft Development

The approach to developing the land use scenario for the 2020 RTP/SCS is like the 2016 update, in that the latest project information from local agencies will be incorporated and the DOF information will be used to re-control the forecasts. However, in order to better inform the development of the land use scenario for the 2020 RTP, BCAG prepared an [SCS Progress Report](#) for the 2016 RTP. The progress report looked at several indicators for objectives included in the 2016 RTP/SCS and the progress made to date. Listed below are the land use related recommendations included in the progress report and the actions taken as a part of the discussion draft land use scenario. In addition, Table 1 contains a listing of the land use assumptions and Figure 1-A includes an illustration of the applicable Growth Area types with descriptions (Figure 1-B).

- *Regional Growth*
 - Recommendation: adjust population and housing forecasts to align with updated estimates from the California Department of Finance.
 - Action: prepared provisional regional growth forecasts for population, housing, and jobs for the 2018-2040 time period, which align with DOF estimates. The new forecasts represent a decrease of ~17% in population and housing, and a ~15% decrease in jobs for the 2040 planning year. As a result, the jobs to housing ratio has increased from 0.78 to 0.80 and the person per household rate remains unchanged.
- *Land Use*
 - Recommendation: review potential for adjusting the ratio of multi-family to single-family unit growth and jobs-housing ratio, and; remain on track with housing and employment distribution by growth area.
 - Action: increased ratio of single-family to multi-family units from 74%/26% to 73%/27% for the 2040 planning period. New housing and employment remain consistent with the 2016 RTP/SCS distributions by Growth Area

ATTACHMENT A

- **Resource Areas and Farmland**
 - **Recommendation:** review Important Farmland conversion rate and associated factors (i.e. increased density, ratio of multi-family to single-family development, etc.) and determine if adjustment is needed, and; continue to monitor future development within Butte Regional Conservation Plan (BRCP) Urban Permit Areas (UPAs).
 - **Action:** average residential increased by ~6% as a result of the change in ratio of multi-family to single-family development. This change should also result in a percentage increase of development occurring within the BRCP UPAs.

Camp Fire Burn Area Considerations

Based on BCAG’s existing land use inventory and CalFire destroyed structure data, an estimated 15,000 housing units and 1,150K square feet of non-residential structures were destroyed within the Camp Fire burn area. The re-building of these structures will not be counted as “new” units, rather as re-builds for accounting purposes. It is assumed that ~85% of these structures will be re-built by 2040 planning period, consistent with BCAG’s provisional regional growth forecasts.

Table 1. – Land Use Assumptions for Discussion Draft Scenario

Assumption	2016 RTP/SCS Adopted (Year 2040)	2020 RTP/SCS Discussion Draft (Year 2040)
Demographic		
Population	319,342	265,964 ¹
Households	129,006	107,169
Persons Per Household	2.48	2.48
Jobs (Non-Farm)	108,198	92,188 ¹
Jobs to Housing Ratio	0.78	0.80 ¹
Land Use		
Housing Units	138,716	115,235 ¹
Single-Family	74%	73%
Multi-Family	26%	27%
New Housing Units by Growth Area²		
Urban Center/Corridor Areas	6%	6%
Established Areas	56%	56%
New Areas	30%	30%
Rural Areas	6%	6%
Agricultural, Grazing, & Forestry Areas	2%	2%
New Employment by Growth Area²		
Urban Center/Corridor Areas	26%	26%
Established Areas	60%	60%
New Areas	10%	10%
Rural Areas	3%	3%
Agricultural, Grazing, & Forestry Areas	1%	1%
Average residential density (dwelling units per developed acre)	1.51	1.42
New Housing within BRCP Proposed UPAs	85%	TBD

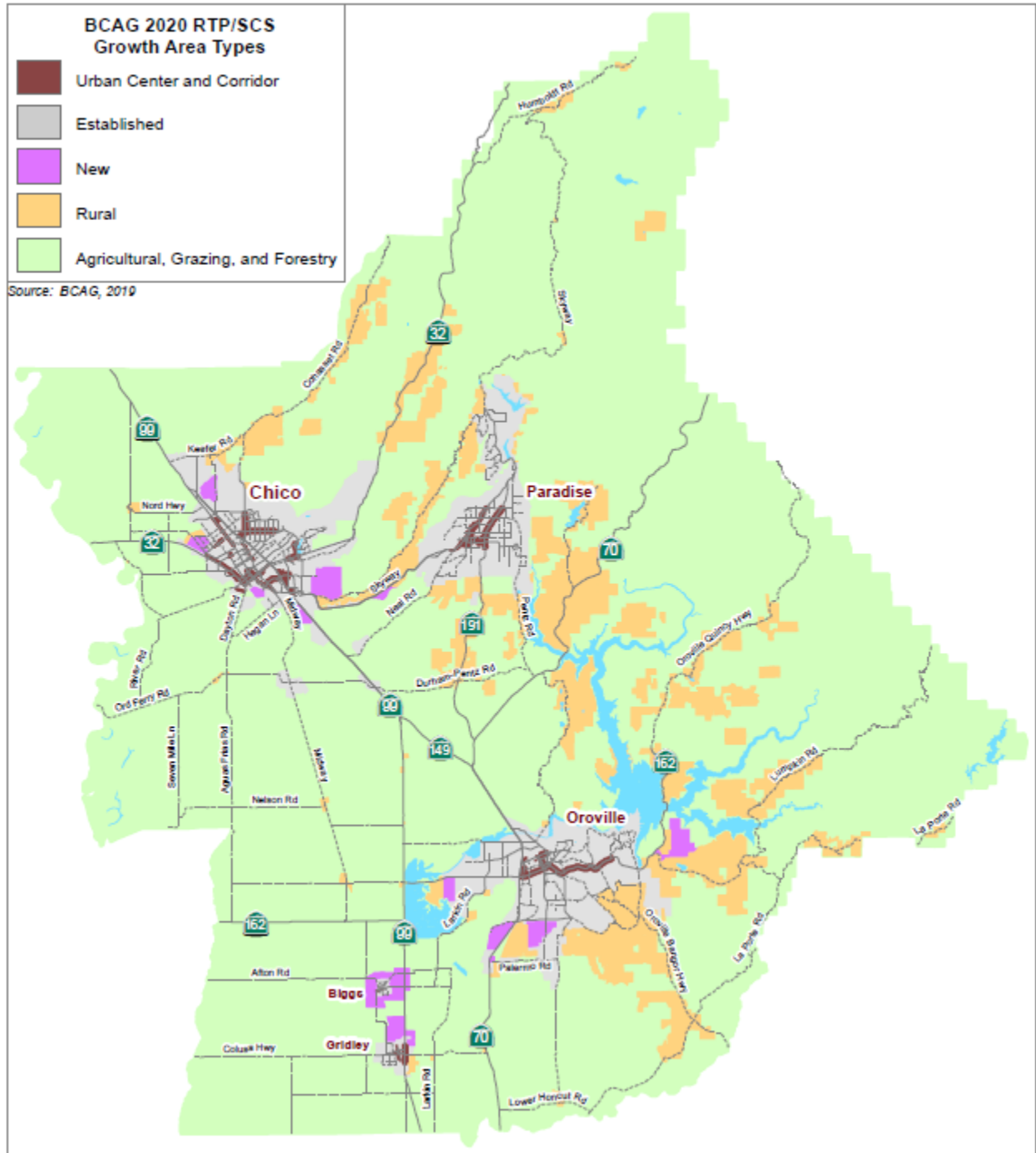
¹ Based on BCAG’s Provisional Regional Growth Forecasts 2018-2040

<http://www.bcaq.org/Planning/Socio-Economic-Data/Growth-Projections/index.html>

² Excludes the re-building of housing and non-residential units due to the Camp Fire

ATTACHMENT A

Figure 1-A



ATTACHMENT A

Figure 1-B

Growth Area Descriptions

<p>Urban Center and Corridor Areas consist of higher density and mixed land uses with access to frequent transit service. These areas typically have existing or planned infrastructure for non-motorized transportation modes which are more supportive of walking and bicycling. Future growth within these areas consists of compact infill developments on underutilized lands, or redevelopment of existing developed lands. Local plans identify these areas as opportunity sites, downtowns, central business districts, or mixed-use corridors.</p>
<p>Established Areas generally consist of the remaining existing urban development footprint surrounding the Urban Center and Corridor Areas. Locations disconnected from Urban and Corridor Centers may be residential-only, employment-only, or a mix of these uses with urban densities. These areas consist of a range of urban development densities with most locations having access to transit through the urban fixed route system or commuter service. Future growth within these areas typically utilize locations of currently planned developments or vacant infill parcels. Local plans generally seek to maintain the existing character of these areas.</p>
<p>New Areas are typically connected to the outer edge of an Established Area. These areas currently consist of vacant land adjacent to existing development and represent areas of future urban expansion. Future growth within these areas will most often consist of urban densities of residential and employment uses with a few select areas being residential only. Local plans identify these areas as special planning or specific plan areas, master plans, and planned development or planned growth areas. Currently, fixed route transit service is nonexistent in these areas. However, fixed route transit service would likely be provided to areas which are directly adjacent to current urban routing as part of build-out. Quality pedestrian and bicycle infrastructure are typically required to be incorporated under the local jurisdictions' plans.</p>
<p>Rural Areas consist of areas outside existing and planned urban areas with development at low residential densities. These areas are predominantly residential and may contain a small commercial component. The densities at which these areas are developed do not reasonably allow for pedestrian or bicycle infrastructure and transit service is limited or nonexistent. Automobile travel is typically the transportation option.</p>
<p>Agricultural, Grazing, and Forestry Areas represent the remaining areas of the region not being planned for development at urban densities. These areas support agricultural, grazing, forestry, mining, recreational, and resource conservation type uses. Locations within these areas may be protected from future urban development under federal, state, and local plans or programs such as the Chico area "greenline", Williamson Act contracts, or conservation easements. Employment and residential uses are typically allowed within portions of this area but are most often secondary to agricultural, forestry, or other rural uses.</p>

ATTACHMENT B

ROAD CAPACITY PROJECTS v2

#	Project ID	Implementing Agency	Project Type	Title	Segment		Project Description	New Lane Miles	Fund Total Estimate (1,000s)	Primary Fund Source	Roadway Classification	Status*	2020 RTP Analysis Year					In 2016 RTP/SCS	ORIGINATING SOURCE: General Plan, Nexus, Specific Plan, Traffic or Corridor Study, Etc.
					Start	End							2018 - Model Base Year	2020 RTP Base Year	2030 Milestone	2035 GHG Year	2040 RTP Horizon		
1	2020000107	Butte County	Capacity	Central House Rd Over Wymann Ravine Bridge	0.2 miles east of SR 70	-	Located at 0.2 miles east of SR 70. Scope is to replace the existing 1 lane structurally deficient bridge with a new 2 lane bridge. Bridge No: 12C011	0.04	4000	HBP	Collector	Programmed			X	X	X	Yes	Butte County Capital Improvement Program
2	1020000176	Caltrans	Capacity	SR 70 Passing Lanes (Segment 1)	0.1 mile south of Palermo Rd	Ophir Rd	SR 70, from 0.1 mile south of Palermo Road, to just north of Ophir Road/Pacific Heights intersection. Widen from 2 lanes to 4 lanes. (EA 3H71U). Capacity increasing portion only.	4.25	12480	STIP & Demo	Arterial/Expressway	Programmed		X	X	X	X	Yes	BCAG RTP/SCS & STIP
3	1020000177	Caltrans	Capacity	SR 70 Passing Lanes (Segment 2)	Cox Ln	0.1 mile south of Palermo Rd	On State Route 70, from Cox Lane to 0.1 mile south of Palermo Road. Widen from 2 lanes to 4 lanes. (EA 3F281 & 3H720)	5.33	16540	STIP	Arterial/Expressway	Programmed			X	X	X	Yes	BCAG RTP/SCS & STIP
4	1020000205	Caltrans	Capacity	SR 70 Passing Lanes (Segment 3)	0.4 mile south of E. Gridley Rd	0.3 mile south of Butte/Yuba Co. line	On Route 70 from 0.4 mile South or East of Gridley Road to 0.3 mile South of Butte/Yuba County line. Widen from 2 lanes to 4 lanes. (EA 3H930 & 3F282)	8.21	21800	STIP	Arterial/Expressway	Programmed			X	X	X	Yes	BCAG RTP/SCS & STIP
5	2020000204	Chico	Capacity	Bruce Rd Bridge Replacement Project	Bruce Rd	at Little Chico Creek	In Chico 0.5 miles south of Humboldt Rd on Bruce Road over Little Chico Creek. Project includes replacement of an existing 2-lane functionally obsolete bridge with a new 4-lane bridge including reconstruction of bridge approaches. New bridge incorporates a class I bicycle facility.	0.00	7900	LOCAL	Arterial	Planned			X	X	X	Yes	Chico General Plan
6	2020000108	Chico	Capacity	Guynn Rd over Lindo Channel Bridge Project	north of W Lindo Ave	-	Project is located just north of W Lindo Ave. Replace the existing 1 lane structurally deficient bridge with a new 2 lane bridge. Bridge No 12C0066	0.03	5300	HBP	Local	Programmed			X	X	X	Yes	Chico Capital Improvement Program
7	Nexus 601	Chico	Capacity	Bruce Rd. Widening	Skyway	SR 32	From Skyway to SR 32, widen Roadway (Bridge included a separate project)	4.09	13400	LOCAL	Arterial	Planned			X	X	X	Yes	Chico Nexus
8	Nexus 602	Chico	Capacity	Commerce Court Connection	Ivy St	Park Ave	From Ivy Street to Park Ave. connect existing Commerce Ct. to Park Avenue via Westfield Lane.	0.06	1300	LOCAL	Local	Planned			X	X	X	No	Chico Nexus
9	Nexus 603	Chico	Capacity	E. 20th Street Widening	Forest Ave	Bruce Rd	From Forest Avenue to Bruce Road. Widen from 1 lane per direction to 2 lanes per direction with median	0.98	3100	LOCAL	Arterial	Planned			X	X	X	Yes	Chico Nexus
10	Nexus 604	Chico	Capacity	W. Eaton Rd Extension	SR 32	Catherine Ct	From SR 32 to Catherine Ct. Construct new alignment. 2 lane expressway and bridge - RR crossing	3.18	53700	Unfunded	Arterial	Unconstrained						Yes	Chico Nexus
11	Nexus 605	Chico	Capacity	W. Eaton Rd Connection	Catherine Ct	Esplanade	Catherine Ct to Esplanade. New road connection	0.74	6200	Unfunded	Arterial	Unconstrained						No	Chico Nexus
12	Nexus 606	Chico	Capacity	Eaton Rd Widening	Hicks Ln	Cohasset Rd	From Hicks Lane to Cohasset. Widen and extend to 4 lanes with median and new bridge at Sycamore Creek Tributary	2.71	22000	LOCAL	Arterial	Planned					X	No	Chico Nexus
13	Nexus 607	Chico	Capacity	Eaton Rd Widening	Cohasset Rd	Manzanita Ave	From Cohasset to Manzanita. Widen to 4 lanes with median	5.17	14000	LOCAL	Arterial	Planned					X	Yes	Chico Nexus
14	Nexus 608	Chico	Capacity	Esplanade Widening	Eaton Rd	Nord Hwy	Eaton Rd to Nord Highway. Widen to 4 lanes with median. Extend median south to Shasta Ave	1.34	6500	LOCAL	Arterial	Planned			X	X	X	Yes	Chico Nexus
15	Nexus 609	Chico	Capacity	Mariposa Ave Connection	Glenshire Ln	Eaton Rd	From Glenshire Lane to Eaton Road, add new arterial connection. 1 lane per direction.	1.10	1800	LOCAL	Arterial	Planned			X	X	X	No	Chico Nexus
16	Nexus 611	Chico	Capacity	Fair Street / Park Avenue Connection	Fair St	Park Ave	From Fair St to Park Ave. Extend E. 23rd St. /Silver Dollar Pkwy thru "wedge" to connect to Commerce Ct. Connection.	0.25	970	Unfunded	Collector	Unconstrained						No	Chico Nexus
17	Nexus 612	Chico	Capacity	Holly Avenue / Warner Avenue Connection	Capshaw Ct	Fuchsia Way	From Capshaw Ct. to Fuchsia Way. Construct new 2 lane connector.	0.54	2580	Unfunded	Collector	Unconstrained						No	Chico Nexus
18	Nexus 613	Chico	Capacity	Ivy Street Extension	Hazel St	Meyers St	From Hazel St to Meyers St. Construct new 2 lane connector.	0.84	71300	Unfunded	Collector	Unconstrained						No	Chico Nexus
19	Nexus 614	Chico	Capacity	Yosemite Drive Extension	SR 32	Humboldt Rd	From SR 32 to Humboldt Rd. Construct new 2 lane connection.	0.31	5820	Unfunded	Collector	Unconstrained						No	Chico Nexus
20	Nexus 615	Chico	Capacity	Notre Dame Boulevard Connection	Little Chico Creek	E. 20th St	From Little Chico Creek to E. 20th Street. Construct new 2 lane street and bridge at Little Chico Creek.	1.76	7850	LOCAL	Arterial	Planned			X	X	X	Yes	Chico Nexus
21	Nexus 616	Chico	Capacity	Silver Dollar Way Extension	MLK Blvd	Fair St	From MLK Parkway to Fair St. Connect exist road stubs.	0.48	2760	Unfunded	Local	Unconstrained						Yes	Chico Nexus
22	Nexus 617	Chico	Capacity	Midway Widening	Hegan Ln	Park Ave	From Hegan Lane to Park Ave. Widen road from 2 lanes to 4 lanes with a median.	0.86	5660	LOCAL	Arterial	Planned			X	X	X	Yes	Chico Nexus

ATTACHMENT B

#	Project ID	Implementing Agency	Project Type	Title	Segment		Project Description	New Lane Miles	Fund Total Estimate (1,000s)	Primary Fund Source	Roadway Classification	Status*	2020 RTP Analysis Year					In 2016 RTP/SCS	ORIGINATING SOURCE: General Plan, Nexus, Specific Plan, Traffic or Corridor Study, Etc.
					Start	End							2018 - Model Base Year	2020 RTP Base Year	2030 Milestone	2035 GHG Year	2040 RTP Horizon		
23	Nexus 635	Chico	Capacity	West Park Extension	Midway	Otterson Dr	Extension from Midway to Otterson Dr (Bridge at creek)	0.91	9390	Unfunded	Collector	Unconstrained						No	Chico Nexus
24	Nexus 701	Chico	Capacity	SR 99 Auxiliary Lanes (Segment 1)	Skyway I/C	E. 20th St I/C	From Skyway to E. 20th Street. Construct auxiliary lanes to the outside.	1.12	11500	STIP	Freeway	Planned				X	X	Yes	Chico Nexus
25	Nexus 702	Chico	Capacity	SR 99 Auxiliary Lanes (Segment 2)	E. 20th St I/C	SR 32 I/C	E. 20th to SR 32. Construct auxiliary lanes to the outside. CP 18057.	1.56	11000	STIP	Freeway	Planned				X	X	Yes	Chico Nexus
26	Nexus 703	Chico	Capacity	SR 99 Auxiliary Lanes (Segment 3)	E. 1st Ave I/C	Cohasset Rd I/C	E. 1st to Cohasset Rd. Construct auxiliary lanes to the outside.	2.17	20000	Unfunded	Freeway	Unconstrained						No	Chico Nexus
27	Nexus 706	Chico	Capacity	SR 32 Widening (Segment 3)	El Monte Ave	Bruce Rd	From El Monte to Bruce Rd. Widen from 2 to 4 lanes.	0.89	2000	LOCAL	Arterial	Planned			X	X	X	Yes	Chico Nexus
28	Nexus 707	Chico	Capacity	SR 32 Widening (Segment 4)	Bruce Rd	Yosemite Dr	From Bruce Rd to Yosemite. Widen from 2 to 4 lanes with signal at Yosemite.	1.32	4000	LOCAL	Arterial	Planned				X	X	Yes	Chico Nexus
29	Nexus 710	Chico	Capacity	SR 99 / Eaton Rd Interchange	Esplanade	Hicks Ln	Widen overpass structure (2 to 4 lanes) and ramps, construct dual lane roundabouts.	0.97	22000	LOCAL	Arterial	Planned			X	X	X	Yes	Chico Nexus
30	Nexus 711	Chico	Capacity	SR 99 / Cohasset Road Interchange	SR 99 @ Cohasset Rd	-	Construct Southbound direct on-ramp.	0.12	11000	LOCAL	Freeway	Planned				X	X	No	Chico Nexus
31	Nexus 717	Chico	Capacity	SR 99 at Southgate complex (I/C and connector roads)	SR 99 @ Southgate	-	I/C and connector roads (Player, Fair Street, Midway Connection, Notre Dame, Speedway, West Southgate, East Southgate, Midway)	8.00	4000	LOCAL	Arterial	Project Development Only						Yes	Chico Nexus
32	CH-CAPACITY-LOCAL-2020-1	Chico	Capacity	Cohasset Road Widening (Airport Blvd to Eaton Rd)	Eaton Rd	Airport Blvd	Widen Cohasset Road (2 to 4 lanes) from Eaton Rd to Airport Blvd.	3.61		LOCAL	Arterial	Planned			X	X	X	Yes	Chico
33	CH-CAPACITY-LOCAL-2020-2	Chico	Capacity	MLK Blvd Widening (E. Park Ave to E. 20th St)	E. Park Ave	E. 20th St	Widen MLK Blvd (2 to 4 lanes) from Park Ave to E. 20th St.	1.62		LOCAL	Collector	Planned			X	X	X	Yes	Chico
34	ORO-CAPACITY-LOCAL-2020-1	Oroville	Capacity	Olive Highway Widening (Oro-Dam Blvd to Foothill Blvd)	Oro-Dam Blvd	Foothill Blvd	Widen Olive Hwy from 2 to 3 lanes from Oro-Dam Blvd to Foothill Blvd. Additional lane will be added to eastbound travel.	0.90	3000	LOCAL	Arterial	Planned					X	Yes	SR 162 Corridor Plan
35	PAR-CAPACITY-LOCAL-2020-1	Paradise	Capacity	Neal Road Widening - Emergency Evacuation Route	Skyway	SR 99	Widen Neal Road (2 to 4 lanes) to facilitate emergency evacuation. Provides a critical alternative to SR 191 and Skyway.	16.80	20000	Unfunded	Arterial	Unconstrained						No	Paradise Vision Plan
36	PAR-CAPACITY-LOCAL-2020-2	Paradise	Capacity	Upper Skyway Widening	Bille Rd	Pentz Rd	Widen Skyway to facilitate emergency evacuation.	5.46	30000	Unfunded	Arterial	Unconstrained						No	Paradise Vision Plan
37	PAR-CAPACITY-LOCAL-2020-3	Paradise	Capacity	Roe Road Extension to SR 191	Roe Rd end	Clark Rd (SR 191)	Extend Roe Road to SR 191 to facilitate emergency evacuations.	1.02	5000	Unfunded	Collector	Unconstrained						No	Paradise Vision Plan

STATUS FIELD:
Programmed (constrained) – all FTIP projects
Planned (constrained) – all projects which could reasonably be assumed funded, via BCAG or locally, by the year 2040
Project Development Only (constrained) – projects that are anticipated to begin early stages of development including project planning, design, preliminary engineering, environmental clearance, and ROW acquisition by 2040. These projects remain eligible to seek federal and state funding, but under the financial constraint requirements for forecasting revenues, the construction phase is not included in the 2020 RTP/SCS.
Unconstrained – all other projects outside of the constrained list

ATTACHMENT B

TRANSIT AND PASSENGER RAIL PROJECTS v3

#	Project ID	Implementing Agency	Project Type	Title	Segment		Project Description	Fund Total Estimate (1,000s)	Primary Fund Source	Status*	2020 RTP Analysis Year					In 2016 RTP/SCS	ORIGINATING SOURCE: General Plan, Nexus, Specific Plan, Traffic or Corridor Study, Etc.
					Start	End					2018 - Model Base Year	2020 RTP Base Year	2030 Milestone	2035 GHG Year	2040 RTP Horizon		
1	BCAG-TRANSIT-FTA-2020-1	BCAG	Transit	Eaton/Bruce Rd Corridor Route	Skyway	Esplanade	Add service along Eaton and Bruce Road. Frequency = 30 minute Peak and 60 minute Base		Federal Transit Administration	Planned				X	X	Yes	BCAG Transit and Non-Motorized Plan (2015)
2	BCAG-TRANSIT-FTA-2020-2	BCAG	Transit	Route 1 Transit Emphasis Corridor (Phase 1)	Chico Mall	Lassen & Ceres Transfer Point	Increase frequency for Route 14/15. Frequency = 15 minute Peak and 30 minute Base		Federal Transit Administration	Planned			X	X	X	Yes	BCAG Transit and Non-Motorized Plan (2015)
3	BCAG-TRANSIT-FTA-2020-3	BCAG	Transit	Route 1 Transit Emphasis Corridor (Phase 2)	Chico Mall	North Valley Plaza Transit Village	Operations improvements along corridor = transit signal priority, improved stop spacing, mobile fare payment, improved routing		Federal Transit Administration	Planned			X	X	X	Yes	BCAG Transit and Non-Motorized Plan (2015)
4	BCAG-TRANSIT-FTA-2020-4	BCAG	Transit	Warner Street Transit Priority Corridor	W 2nd Street	W 8th Avenue	Add new service along Warner St. Frequency = 15 minute Peak and 30 minute Base		Federal Transit Administration	Planned			X	X	Yes	BCAG Transit and Non-Motorized Plan (2015)	
5	BCAG-TRANSIT-FTA-2020-5	BCAG	Transit	East Avenue Transit Priority Corridor	Pillsbury Road	Manzanita Avenue	Add new service or increase existing service along East Ave. Frequency = 15 minute Peak and 30 minute Base		Federal Transit Administration	Planned			X	X	Yes	BCAG Transit and Non-Motorized Plan (2015)	
6	BCAG-TRANSIT-FTA-2020-6	BCAG	Transit	North Valley Plaza Transit Center Improvements	North Valley Plaza Transit Center	-	Improve and realign stops at North Valley Plaza to include new shelters, bike parking, and pedestrian improvements	250	Federal Transit Administration	Planned			X	X	X	Yes	BCAG Transit and Non-Motorized Plan (2015)
7	BCAG-TRANSIT-FTA-2020-7	BCAG	Transit	Oroville Park & Ride Improvements	3rd St	-	Increase parking capacity at existing facility	1000	Federal Transit Administration	Planned			X	X	X	Yes	BCAG Transit and Non-Motorized Plan (2015)
8	BCAG-TRANSIT-FTA-2020-8	BCAG	Transit	Paradise Transit Center	Black Olive Dr	-	New transit center with park & ride	2000	Federal Transit Administration	Planned			X	X	X	Yes	BCAG Transit and Non-Motorized Plan (2015)
9	BCAG-TRANSIT-FTA-2020-9	BCAG	Transit	Gridley Park & Ride	Butte County Fairgrounds	-	New park & ride with pedestrian and bike facilities	1000	Federal Transit Administration	Planned			X	X	X	Yes	BCAG Transit and Non-Motorized Plan (2015)
10	BCAG-TRANSIT-FTA-2020-10	BCAG	Transit	Chico (Fir St) Park & Ride Improvements	Fir St Park & Ride	-	Add bus stops along 8th St (east bound) and 9th St (west bound)	250	Federal Transit Administration	Planned			X	X	Yes	BCAG Transit and Non-Motorized Plan (2015)	
11	BCAG-TRANSIT-FTA-2020-11	BCAG	Transit	Implement Van Pool Service	Regional	-	Implement van pool services for commuter routes (Route 31 and 32)		Federal Transit Administration	Planned			X	X	X	Yes	BCAG Transit and Non-Motorized Plan (2015)
12	BCAG-TRANSIT-LCTOP-2020-1	BCAG	Transit	LCTOP - Electric Bus and Charger	Chico Area	-	New zero emission electric bus and charger to operate on Route 14/15 in the Chico area	1500	LCTOP	Programmed			X	X	X	No	B Line Budget
13	BCAG-TRANSIT-LCTOP-2020-2	BCAG	Transit	LCTOP - Mobile Ticketing	Regional	-	New mobile ticketing application for B-Line	250	LCTOP	Programmed		X	X	X	X	No	B Line Budget
14	BCAG-TRANSIT-FTALOWNO-2020-1	BCAG	Transit	FTA Low or No Emissions Program - Electric Bus and Charger	Chico Area	-	New zero emission electric bus and charger to operate in Chico area	1500	FTA LowNo	Planned			X	X	X	No	B Line Budget
15	BCAG-TRANSIT-FTA5339-2020-1	BCAG	Transit	FTA 5339 - Electric Bus and Charger (2)	Chico Area	-	2 New zero emission electric bus and charger to operate in Chico area	2000	FTA 5339	Planned			X	X	X	No	B Line Budget
16	BCAG-TRANSIT-TBD-2020-1	BCAG	Transit	Chico to Sacramento Inter-City Commuter Bus Service	Chico	Sacramento	New inter-city commuter bus serving Chico, Oroville, Marysville, and Sacramento.	5000	CMAQ/TDA/TIRCP/LC TOP/LOCAL	Planned			X	X	X	No	Butte County Inter-City Commuter Bus Feasibility Study
17	20200000200	BCAG	Transit	Butte Regional Transit - Capital and Operating Assistance	Countywide		Federal Transit Administration Program Sections 5307 & 5311 programs to support transit services provided by Butte Regional Transit.	27300	FTA 5307	Programmed	X	X	X	X	X	Yes	B Line Budget
18	20200000182	BCAG & Work Training Center	Transit	Paratransit Assistance Program	Countywide		Non Infrastructure Projects in Butte County for the Help Central Mobility Management Program for Butte 211 call center and for Butte Regional Transit for supplemental ADA paratransit operations.	600	FTA 5310	Programmed	X	X	X	X	X	Yes	B Line Budget
19	BCAG-TRANSIT-TBD-2020-2	BCAG	Passenger Rail	Oroville to Sacramento Commuter Rail Service	Oroville	Sacramento	New inter-city commuter rail serving Oroville, Marysville, and Sacramento. 3 daily round-trips (AM, Mid-Day, and PM)	5000	CMAQ/TDA/TIRCP/LC TOP/LOCAL	Planned			X	X	X	No	2018 California State Rail Plan; San Joaquin Joint Powers Authority - 2018 Business Plan Update

STATUS FIELD:
 Programmed (constrained) – all FTIP projects
 Planned (constrained) – all projects which could reasonably be assumed funded, via BCAG or locally, by the year 2040
 Project Development Only (constrained) – projects that are anticipated to begin early stages of development including project planning, design, preliminary engineering, environmental clearance, and ROW acquisition by 2040. These projects remain eligible to seek federal and state funding, but under the financial constraint requirements for forecasting revenues, the construction phase is not included in the 2020 RTP/SCS.
 Unconstrained – all other projects outside of the constrained list

ATTACHMENT B

BIKE AND PEDESTRIAN PROJECTS v4

#	Project ID	Implementing Agency	Project Type	Title	Segment		Project Description	New Class I or II (miles)	Fund Total Estimate (1,000s)	Primary Fund Source	Status	2020 RTP Analysis Year					In 2016 RTP/SCS	ORIGINATING SOURCE: General Plan, Nexus, Specific Plan, Traffic or Corridor Study, Etc.
					Start	End						2018 - Model Base Year	2020 RTP Base Year	2030 Mile-stone	2035 GHG Year	2040 RTP Horizon		
1	2020000217	City of Biggs	Bike/Ped	SR2S 2nd St Class 2	H St	Bannock St	Class 2	0.32	15	CMAQ	Programmed			X	X	X	No	BCAG - 2020 RTP Consultation
2	2020000198	City of Biggs	Bike/Ped	Safe Routes to Schools Program								1500	CMAQ/ATP	Programmed			X	X
3	BC-BIKE-ATP-2020-1	Butte County	Bike/Ped	Butte County Safe Routes Resource Center	Countywide			0.00	1140	ATP	Programmed			X	X	X	No	BCAG - 2020 RTP Consultation
4	2020000196	Butte County	Bike/Ped	Autry Lane & Monte Vista Safe Routes to Schools Gap Closure Project	-	-	Curb, gutter, sidewalk, and crossing enhancements along Autrey Ln. and Monte Vista Ave. on Autry from Las Plumas to Monte Vista and along Monte Vista from Autry Ln to Lincoln Blvd.	0.00	3150	CMAQ/ATP	Programmed			X	X	X	Yes	BCAG - 2020 RTP Consultation
				Autrey Ln Class 2	Monte Vista Ave	Las Plumas Ave	Class 2	0.26						X	X	X		
				Via Pacana and Cresridge Dr connector Class 2	Monte Vista Ave	Las Plumas Ave	Class 2	0.25										
5	2020000195	Butte County	Bike/Ped	Monte Vista & Lower Wyandotte Class II Bike Project	-	-	Construct Class II bike facilities along Monte Vista Av and Lincoln Blvd to Lower Wyandotte Rd in locations that do not have existing curb, gutter and sidewalks, along with class II bike facilities along Lower Wyandotte Rd from Las Plumas Ave/Oro Bangor Hwy to Monte Vista Ave. From Lincoln Blvd. along Monte Vista to Lower Wyandotte and up Lower Wyandotte from Monte Vista to Las Plumas.	0.00	750	CMAQ	Programmed			X	X	X	Yes	BCAG - 2020 RTP Consultation
				Monte Vista Ave Class 2	Lincoln Blvd	Lower Wyandotte Rd	Class 2	0.93										
				Lincoln Blvd Class 2	Monte Vista Ave	Las Plumas Ave	Class 2	0.27										
				Lower Wyandotte Class 2	Forestview Dr	Las Plumas Ave	Class 2	0.43										
				Las Plumas Ave Class 2	Lincoln Blvd	Lower Wyandotte Rd	Class 2	0.99										
6	2020000218	Butte County	Bike/Ped	Palermo/South Oroville SRTS Project (Phase 3)	Palermo Area		Curb, gutter, sidewalk, and crossing enhancements along Lincoln Blvd., Palermo Rd., and Baldwin Ave. in locations that do not have existing curb, gutter, and sidewalks. From Hewitt Ave from Palermo Rd up to Baldwin Ave. Along Baldwin Ave. from Hewitt to Lincoln Blvd. Down Lincoln Blvd. from Baldwin ave to Palermo Rd. Also on Palermo Rd from Lincoln to Palermo Middle School.	0.00	2350	ATP/CMAQ/L OCAL	Programmed			X	X	X	Yes	BCAG - 2020 RTP Consultation
1	BC-BIKE-LOCAL-2020-2	Butte County	Bike/Ped	Neal Rd Class 2	Oroville Chico Hwy	Wayland Rd	Class 2	5.06	-	LOCAL	Completed		X	X	X	X	Yes	2011, Butte County Bicycle Plan
2	BC-BIKE-LOCAL-2020-3	Butte County	Bike/Ped	Oroville Chico Hwy Class 2	Durham-Pentz	Midway	Class 2	4.90	2000	LOCAL	Planned				X	X	Yes	2011, Butte County Bicycle Plan (High Priority)
3	BC-BIKE-LOCAL-2020-4	Butte County	Bike/Ped	Durham-Pentz	Oroville Chico Hwy	Butte College	Class 2	4.19	100	LOCAL	Planned				X	X	Yes	2011, Butte County Bicycle Plan (High Priority)
4	BC-BIKE-LOCAL-2020-5	Butte County	Bike/Ped	Neal Rd Class 2	Wayland Rd	Red Sky Ln	Class 2	2.28	750	LOCAL	Planned			X	X	X	Yes	2011, Butte County Bicycle Plan (High Priority)
5	2020000129	Caltrans	Bike/Ped	SR 32 ADA Curb Ramps	Walnut St	Poplar St	SR 32 - In Chico, from Walnut Street to Poplar Street. Upgrade Americans with Disabilities Act (ADA) facilities. (EA 4F800)	0.00	5400	SHOPP	Programmed			X	X	X	No	SHOPP
6	Nexus 708	City of Chico	Bike/Ped	SR 32 (Nord Avenue) Improvements	W. Lindo Ave	W. 1st St	From W. Lindo Ave to W. 1st Street. Corridor Improvements (roundabouts, bike lanes, ped crossings) per specific plan	0.00	15000	LOCAL	Unconstrained			X	X	X	No	Chico Nexus
7	2020000194	City of Chico	Bike/Ped	Explanade Class 1	Memorial Way	11th Ave	Class 1	1.20	7700	ATP	Programmed			X	X	X	Yes	2019 City of Chico Bike Plan (Group A)
8	CH-BIKE-ATP-2020-1	City of Chico	Bike/Ped	Little Chico Creek Bike Bridge Class 1	Humboldt Ave	20th St Park	Class 1	0.05	2142	ATP/LOCAL	Programmed			X	X	X	No	2019 City of Chico Bike Plan (Group A)
9	2020000189	City of Chico	Bike/Ped	SR 99 Bikeway Phase 4	Business Ln	Notre Dame Blvd	Class 1	0.84	2400	ATP/CMAQ/L OCAL	Programmed			X	X	X	Yes	2019 City of Chico Bike Plan (Group A)
10	2020000117	City of Chico	Bike/Ped	SR 99 Bikeway Phase 5	Chico Mall	Business Ln	Class 1	0.49	15500	ATP/CMAQ/L OCAL	Programmed			X	X	X	No	2019 City of Chico Bike Plan (Group A)
11	CH-BIKE-LOCAL-2020-1	City of Chico	Bike/Ped	Whittmeier Dr Class 1 (Bikeway 99 connector)	SR99 Class 1	Forest Ave	Class 1	0.18	115	LOCAL	Planned			X	X	X	Yes	2019 City of Chico Bike Plan (Group A)
12	CH-BIKE-LOCAL-2020-2	City of Chico	Bike/Ped	Cohasset Rd Class 2	East Ave	Eaton Rd	Class 2	1.04	-	LOCAL	Completed		X	X	X	X	No	City of Chico

ATTACHMENT B

#	Project ID	Implementing Agency	Project Type	Title	Segment		Project Description	New Class I or II (miles)	Fund Total Estimate (1,000s)	Primary Fund Source	Status	2020 RTP Analysis Year					In 2016 RTP/SCS	ORIGINATING SOURCE: General Plan, Nexus, Specific Plan, Traffic or Corridor Study, Etc.
					Start	End						2018 - Model Base Year	2020 RTP Base Year	2030 Mile-stone	2035 GHG Year	2040 RTP Horizon		
13	CH-BIKE-LOCAL-2020-3	City of Chico	Bike/Ped	Sycamore Creek Class 1	Gibson Landing	Floral Ave	Class 1	0.46	—	LOCAL	Completed		X	X	X	X	No	City of Chico
14	CH-BIKE-LOCAL-2020-4	City of Chico	Bike/Ped	Oleander Ave Class 2	E 10th Ave	E 1st Ave	Class 2	0.76	76	LOCAL	Planned			X	X	X	No	2019 City of Chico Bike Plan (Group A)
15	CH-BIKE-LOCAL-2020-5	City of Chico	Bike/Ped	Humboldt Rd Class 1	Morning Rose Way	Bruce Rd	Class 1	0.51	305	LOCAL	Planned		X	X	X	X	No	2019 City of Chico Bike Plan (Group A)
16	CH-BIKE-LOCAL-2020-6	City of Chico	Bike/Ped	Esplanade Class 2	W 11th Ave	East Ave	Class 2	1.09	31	LOCAL	Planned			X	X	X	No	2019 City of Chico Bike Plan (Group A)
17	CH-BIKE-LOCAL-2020-7	City of Chico	Bike/Ped	Bruce Rd Class 1	Hwy 32	Remington Dr	Class 1	0.65	72	LOCAL	Planned			X	X	X	No	2019 City of Chico Bike Plan (Group A)
18	CH-BIKE-LOCAL-2020-8	City of Chico	Bike/Ped	Comanche Creek Class 1 (Phase 2)	Midway	Meyers Ind Park	Class 1	0.55	1662	LOCAL	Planned			X	X	X	No	2019 City of Chico Bike Plan (Group A)
19	2020000216	City of Gridley	Bike/Ped	SR 99 Class 1	Township Rd	Archer Ave	Class 1	0.97	2160	ATP	Programmed			X	X	X	No	Gridley Bike and Ped Plan
20	2020000215	City of Gridley	Bike/Ped	Central Gridley Pedestrian Connectivity and Equal Access Project	Central Gridley - (Sycamore, Magnolia, Indiana, and Vermont St.)		Install ADA curb ramps and detectable warning surfaces, close sidewalk gaps, and striping crosswalks along Sycamore, Magnolia, Indiana, and Vermont streets in the central blocks of Gridley.	0.00	1500	CMAQ	Programmed			X	X	X	No	Gridley Bike and Ped Plan
21	GR-BIKE-LOCAL-2020-1	City of Gridley	Bike/Ped	Magnolia St Class 2	Idaho St	Vermont St	Class 2	0.42	5	LOCAL	Planned				X	X	Yes	2011 Gridley Bicycle Plan (High Priority)
22	GR-BIKE-LOCAL-2020-2	City of Gridley	Bike/Ped	Gridley Rd Class 2 (component of Magnolia Class 2)	Jackson St	SR 99	Class 2	0.25	3	LOCAL	Planned				X	X	Yes	2011 Gridley Bicycle Plan (High Priority)
23	OR-BIKE-LOCAL-2020-1	City of Oroville	Bike/Ped	Lincoln Blvd Class 2	Las Plumas Ave	Wyandotte Ave	Class 2	1.42	—		Completed		X	X	X	X	Yes	2010, City of Oroville Bike Plan (1st Priority)
24	2020000199	City of Oroville	Bike/Ped	SR 162 Class 2	Feather River Bridge	Foothill Blvd	Class 2	2.76	3951	ATP	Programmed			X	X	X	Yes	SR 162 Corridor Plan
25	OR-BIKE-LOCAL-2020-2	City of Oroville	Bike/Ped	Railroad Class 1	Villa Ave	SR 162	Class 1	5.09	3309	LOCAL	Planned				X	X	Yes	2010, City of Oroville Bike Plan (1st Priority)
26	OR-BIKE-LOCAL-2020-3	City of Oroville	Bike/Ped	Oroville Wildlife Area (A) Class 1	Pacific Heights Rd	Larkin Rd	Class 1	2.33	1515	LOCAL	Planned				X	X	Yes	2010, City of Oroville Bike Plan (1st Priority)
27	OR-BIKE-LOCAL-2020-4	City of Oroville	Bike/Ped	Lincoln Blvd Class 2	Ophir Rd	Monte Vista Ave	Class 2	0.76	14	LOCAL	Planned				X	X	Yes	2010, City of Oroville Bike Plan (1st Priority)
28	OR-BIKE-LOCAL-2020-5	City of Oroville	Bike/Ped	Oroville Wildlife Area (B) Class 1	Pacific Heights Rd	Larkin Rd	Class 1	1.57	1021	LOCAL	Planned				X	X	Yes	2010, City of Oroville Bike Plan (1st Priority)
29	OR-BIKE-LOCAL-2020-6	City of Oroville	Bike/Ped	5th Ave Class 2	Ophir Rd	SR 162	Class 2	2.43	44	LOCAL	Planned				X	X	Yes	2010, City of Oroville Bike Plan (1st Priority)
30	OR-BIKE-LOCAL-2020-7	City of Oroville	Bike/Ped	Pacific Heights Rd Class 2	Mathews Readymix	0.25 miles north of start	Class 2	0.27	5	LOCAL	Planned				X	X	Yes	2010, City of Oroville Bike Plan (1st Priority)
31	OR-BIKE-LOCAL-2020-8	City of Oroville	Bike/Ped	SR 162 Class 2	20th St	10th St	Class 2	1.22	22	LOCAL	Planned				X	X	Yes	2010, City of Oroville Bike Plan (1st Priority)
32	OR-BIKE-LOCAL-2020-9	City of Oroville	Bike/Ped	Wyandotte Ave Class 1 or 2	Lincoln Blvd	Olive Hwy	Class 2	0.78	14	LOCAL	Planned				X	X	Yes	2010, City of Oroville Bike Plan (1st Priority)
33	OR-BIKE-LOCAL-2020-10	City of Oroville	Bike/Ped	Feather River Trail (North) Class 1	Table Mountain Bridge	SR 70 Bridge	Class 1	3.09	2009	LOCAL	Planned				X	X	Yes	2010, City of Oroville Bike Plan (1st Priority)
34	OR-BIKE-LOCAL-2020-11	City of Oroville	Bike/Ped	5th Ave Class 2	SR 162	Safford St	Class 2	0.87	16	LOCAL	Planned				X	X	Yes	2010, City of Oroville Bike Plan (1st Priority)
35	OR-BIKE-LOCAL-2020-12	City of Oroville	Bike/Ped	Veatch St Class 2	SR 162	Robinson St	Class 2	0.68	12	LOCAL	Planned				X	X	Yes	2010, City of Oroville Bike Plan (1st Priority)
36	OR-BIKE-LOCAL-2020-13	City of Oroville	Bike/Ped	Power Lines ROW Class 1	Olive Hwy	Old Ferry Rd	Class 1	1.59	1034	LOCAL	Planned				X	X	Yes	2010, City of Oroville Bike Plan (1st Priority)
37	OR-BIKE-LOCAL-2020-14	City of Oroville	Bike/Ped	Railroad Class 1	SR 162	Daryl Porter Way	Class 1	0.72	468	LOCAL	Planned				X	X	Yes	2010, City of Oroville Bike Plan (1st Priority)
38	OR-BIKE-LOCAL-2020-15	City of Oroville	Bike/Ped	Feather River / Hwy 70 Class 1	SR 162	Montgomery St	Class 1	0.65	423	LOCAL	Planned				X	X	Yes	2010, City of Oroville Bike Plan (1st Priority)
39	OR-BIKE-LOCAL-2020-16	City of Oroville	Bike/Ped	Robinson St Class 2	Oliver St	Feather River Blvd	Class 2	1.03	19	LOCAL	Planned				X	X	Yes	2010, City of Oroville Bike Plan (1st Priority)
40	OR-BIKE-LOCAL-2020-17	City of Oroville	Bike/Ped	Montgomery St Class 2	Bridge St	Hwy 70	Class 2	1.88	34	LOCAL	Planned				X	X	Yes	2010, City of Oroville Bike Plan (1st Priority)
41	OR-BIKE-LOCAL-2020-18	City of Oroville	Bike/Ped	Gilmore Ln Class 2	Oro-Dam Blvd	Executive Parkway	Class 2	0.22	4	LOCAL	Planned				X	X	Yes	2010, City of Oroville Bike Plan (1st Priority)

ATTACHMENT B

#	Project ID	Implementing Agency	Project Type	Title	Segment		Project Description	New Class I or II (miles)	Fund Total Estimate (1,000s)	Primary Fund Source	Status	2020 RTP Analysis Year					In 2016 RTP/SCS	ORIGINATING SOURCE: General Plan, Nexus, Specific Plan, Traffic or Corridor Study, Etc.
					Start	End						2018 - Model Base Year	2020 RTP Base Year	2030 Mile-stone	2035 GHG Year	2040 RTP Horizon		
42	OR-BIKE-LOCAL-2020-19	City of Oroville	Bike/Ped	Bird St Class 2	Washington Ave	Feather River Blvd	Class 2	1.23	22	LOCAL	Planned				X	X	Yes	2010, City of Oroville Bike Plan (1st Priority)
43	OR-BIKE-LOCAL-2020-20	City of Oroville	Bike/Ped	Bridge St Class 2	Oro-Dam Blvd E	Montgomery St	Class 2	0.58	10	LOCAL	Planned				X	X	Yes	2010, City of Oroville Bike Plan (1st Priority)
44	OR-BIKE-LOCAL-2020-21	City of Oroville	Bike/Ped	Oroville Dam Blvd Class 2	Oro-Quincy Hwy	Acacia Ave	Class 2	0.71	13	LOCAL	Planned				X	X	Yes	2010, City of Oroville Bike Plan (1st Priority)
45	OR-BIKE-LOCAL-2020-22	City of Oroville	Bike/Ped	Oliver St Class 2	Robinson St	Montgomery St	Class 2	0.20	4	LOCAL	Planned				X	X	Yes	2010, City of Oroville Bike Plan (1st Priority)
46	OR-BIKE-LOCAL-2020-23	City of Oroville	Bike/Ped	Orange Ave Class 2	Washington Ave	Montgomery St	Class 2	0.31	6	LOCAL	Planned				X	X	Yes	2010, City of Oroville Bike Plan (1st Priority)
47	OR-BIKE-LOCAL-2020-24	City of Oroville	Bike/Ped	Norton St Class 2	Bridge St	Montgomery St	Class 2	0.14	3	LOCAL	Planned				X	X	Yes	2010, City of Oroville Bike Plan (1st Priority)
48	OR-BIKE-LOCAL-2020-25	City of Oroville	Bike/Ped	Oroville Dam Blvd Class 2	Olive Hwy	Oro-Quincy Hwy	Class 2	0.32	6	LOCAL	Planned			X	X	X	Yes	2010, City of Oroville Bike Plan (1st Priority)
49	OR-BIKE-LOCAL-2020-26	City of Oroville	Bike/Ped	Oro-Quincy Hwy Class 2	Oroville Dam Blvd	Foothill Blvd	Class 2	0.33	6	LOCAL	Planned			X	X	X	Yes	2010, City of Oroville Bike Plan (1st Priority)
50	OR-BIKE-LOCAL-2020-27	City of Oroville	Bike/Ped	Lincoln Blvd Class 2	Wyandotte Ave	SR 162	Class 2	0.25	5	LOCAL	Planned				X	X	Yes	2010, City of Oroville Bike Plan (1st Priority)
51	PAR-BIKE-LOCAL-2020-1	Town of Paradise	Bike/Ped	Maxwell Dr Class 2	Elliott Rd	Skyway	Class 2	0.58	-		Completed		X	X	X	X	Yes	2012, Town of Paradise Master Bicycle and Pedestrian Plan
52	20200000220	Town of Paradise	Bike/Ped	Neal Rd Class 1	Red Sky Ln	Skyway	Class 1	1.63	8525	ATP/CMAQ	Programmed			X	X	X	Yes	BCAG - 2020 RTP Consultation
53	20200000190	Town of Paradise	Bike/Ped	Pentz Rd Class 2	Bille Rd	Wagstaff Rd	Class 2	0.60	1733	ATP	Programmed			X	X	X	Yes	2012, Town of Paradise Master Bicycle and Pedestrian Plan
54	20200000221	Town of Paradise	Bike/Ped	Oliver Rd Class 1	Valley View Dr	Skyway	Class 1	0.40	4975	CMAQ	Programmed			X	X	X	No	BCAG - 2020 RTP Consultation
55	20200000219	Town of Paradise	Bike/Ped	Pentz Rd Trailway Phase 2 (Segment 1) Class 1	Pearson Rd	Bille Rd	Class 1	1.65	9970	CMAQ	Programmed			X	X	X	No	BCAG - 2020 RTP Consultation
				Pentz Rd Trailway Phase 2 (Segment 2) Class 1	Wagstaff Rd	Skyway	Class 1	1.51						X	X	No	BCAG - 2020 RTP Consultation	

STATUS FIELD:

Programmed (constrained) – all FTIP projects

Planned (constrained) – all projects which could reasonably be assumed funded, via BCAG or locally, by the year 2040

Project Development Only (constrained) – projects that are anticipated to begin early stages of development including project planning, design, preliminary engineering, environmental clearance, and ROW acquisition by 2040. These projects remain eligible to seek federal and state funding, but under the financial constraint requirements for forecasting revenues, the construction phase is not included in the 2020 RTP/SCS.

Unconstrained – all other projects outside of the constrained list

MEMORANDUM

Date: June 17, 2019
To: Brian Lasagna, BCAG
From: Mike Wallace, Jimmy Fong & Albee Wei, Fehr & Peers
Subject: **VMT and GHG Emissions Reduction Strategies Assessment Memo**

RS18-3710

This memorandum contains an assessment of strategies related to reducing Vehicle Miles Traveled (VMT) and Greenhouse Gas (GHG) emissions, including transportation demand management (TDM), transportation system management (TSM), intelligent transportation system (ITS), pricing, and alternative fuel vehicle fleet. The purpose of this work was to compile a list of strategies that are applicable in Butte County and evaluate their effectiveness. This information can be used to determine potentially feasible VMT mitigation measures for individual land use projects, or provide information for regional and local policy implementation.

Transportation Demand Management

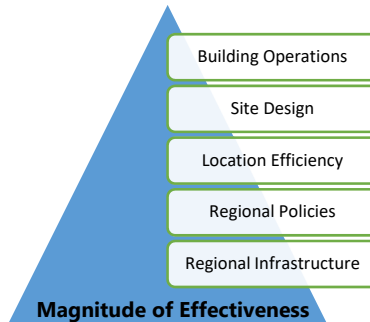
TDM refers to various strategies that change travel behavior in order to increase transport system efficiency and achieve specific planning objectives. This section identifies TDM strategies, including strategies identified in the CAPCOA 2010 report *Quantifying Greenhouse Gas Mitigation Measures* and a compilation of new research that has been published in research papers and agency reports since the release of the CAPCOA document, that are suited to Butte County given the rural and suburban land use context.

An important consideration for the mitigation effectiveness is the scale for TDM strategy implementation. The biggest effects of TDM strategies on VMT (and resultant emissions) derive from regional policies related to land use location efficiency and infrastructure investments that support transit, walking, and bicycling. While there are many measures that can influence VMT and emissions that relate to site design and building operations, they have smaller effects that are often dependent on final building tenants.

Figure 1 presents a conceptual illustration of the relative importance of scale.



Figure 1: Transportation-Related GHG Reduction Measure Effectiveness



Of the 50 transportation measures presented in the CAPCOA 2010 report *Quantifying Greenhouse Gas Mitigation Measures*, 41 are applicable at building and site level. The remaining nine are functions of, or depend on, site location and/or actions by local and regional agencies or funders. **Table 1** summarizes the strategies according to the scope of implementation and the agents who would implement them.

TABLE 1: SUMMARY OF TRANSPORTATION-RELATED CAPCOA MEASURES

Scope	Agents	CAPCOA Strategies (see full CAPCOA list below)
Building Operations	Employer, Manager	26 total from five CAPCOA strategy groups: <ul style="list-style-type: none"> • 3 from 3.2 Site Enhancements group • 3 from 3.3 Parking Pricing Availability group • 15 from 3.4 Commute Trip Reduction group • 2 from 3.5 Transit Access group • 3 from 3.7 Vehicle Operations group
Site Design	Owner, Architect	15 total from three strategy groups: <ul style="list-style-type: none"> • 6 from 3.1 Land Use group • 6 from 3.2 Site Enhancements group • 1 from 3.3 Parking group • 2 from 3.6 Road Access group
Location Efficiency	Developer, Local Agency	3 shared with Regional and Local Policies
Alignment with Regional and Local Policies	Regional and local agencies	3 shared with Location Efficiency
Regional Infrastructure and Services	Regional and local agencies	6 total

ATTACHMENT C

Mr. Brian Lasagna
May 14, 2019
Page 3



Of the 50 transportation measures presented in the CAPCOA 2010 report, only a few are likely to be effective in a setting such as Butte County. To help winnow the list, we reviewed how land use context could influence each strategy's effectiveness and identified the following below as the most applicable. A complete assessment for the identified strategies is contained in **Table 2** (appended at the end of this memorandum) including updated research information through 2018. Please note that disruptive trends, including but not limited to, transportation network companies (TNCs, such as Uber and Lyft), autonomous vehicles (AVs), internet shopping, and micro-transit may affect the future effectiveness of these strategies.

1. Increase density of land uses – This strategy focuses on placing land uses in closer proximity to minimize the distance of trips and to make walking and bicycling more viable.
2. Increase diversity of land uses – This strategy focuses on inclusion of mixed uses within projects or in consideration of the surrounding area to minimize vehicle travel in terms of both the number of vehicle trips and the length of those trips.
3. Increase accessibility to transit – This strategy facilitates transit use by providing frequent transit service, expanded service area, and support infrastructure such as safe pedestrian and bicycle access near transit stops.
4. Orient projects toward non-auto corridor – This strategy focuses on placing developments near existing transit, bicycle, or pedestrian corridor to encourage transit and active mode use. Note that this strategy is most effective when applied in combination with strategies that encourage shift to non-auto modes, including neighborhood design, density and diversity of development, transit accessibility, and pedestrian and bicycle network improvements.
5. Provide pedestrian network improvements – This strategy focuses on creating a pedestrian network within the project and connecting to nearby destinations. Implementation on local or regional level could occur through an impact fee program or benefit/assessment district based on local or regional plans such as active transportation plans.
6. Provide traffic calming measures and low-stress bicycle network improvements – This strategy combines the CAPCOA research focused on traffic calming with new research on providing a low-stress bicycle network. Traffic calming creates networks with low vehicle speeds and volumes that are more conducive to walking and bicycling. Building a low-stress bicycle network produces a similar outcome. Implementation options are similar to strategy 2 above. One potential change in this strategy over time is that electric/electric-assist bikes and scooters (i.e. e-bikes and e-scooters) could extend the effective range of travel on the bicycle network, which could enhance the effectiveness of this strategy.
7. Provide a regional bike trail system – This strategy focuses on dedicating land for a bike trail network that links jurisdictions in Butte County to facilitate long distance travel by bicycles and e-bikes. Note that this strategy should be applied in combination with other strategies that



improve bicycle access and connectivity at local- or project-scale. Implementation could occur through an impact fee program or benefit assessment district based on local or regional plans such as active transportation plans. Sources of impact fee may include new development fees, business improvement district fees, or parking revenue. Benefit assessment district is based on the concept of assessing only those properties that directly benefit from the bike trail system. However, defining the boundaries of the benefit district may be difficult since the bikeways will have citywide or regional benefit.

8. Increase transit service frequency and speed – This strategy focuses on improving transit service convenience and travel time competitiveness with driving. Transit speeds could be improved through higher priority treatment for transit vehicles on the roadway network through dedicated lanes (during peak periods) and intersection treatments (i.e., queue jumps). This strategy may be applied to local and regional commute routes to reduce passenger vehicle travel. In a rural land use context, new forms of demand-responsive service could be provided as subsidized trips by contracting to private TNCs or Taxi companies. Alternatively, a public transit operator could provide the subsidized service but would need to improve on traditional cost effectiveness by relying on TNC ride-hailing technology, using smaller vehicles sized to demand, and flexible driver employment terms where drivers are paid by trip versus by hour. Note that implementation of this strategy would require regional or local agency implementation, substantial changes to current transit practices, and would not likely be applicable for individual development projects.
9. Implement car-sharing program – This strategy reduces the need to own a vehicle or reduces the number of vehicles owned by a household by making it convenient to access a shared vehicle for those trips where vehicle use is essential. Note that implementation of this strategy would require regional or local agency implementation and coordination and would not likely be applicable for individual development projects.
10. Provide ride-sharing programs – This strategy focuses on encouraging carpooling and vanpooling by project site/building tenants and has similar limitations as strategy 8 above.
11. Encourage telecommuting and alternative work schedules – This strategy relies on effective internet access and speeds to individual project sites/buildings to provide the opportunity for telecommuting. The effectiveness of the strategy depends on the ultimate building tenants and this should be a factor in considering the potential VMT reduction.
12. Provide park-and-ride lots – This strategy facilitates shift to transit and carpooling by installing park-and-ride facilities near transit stops. Note that this strategy is most effective when applied in combination of strategies that improve transit frequency or facilitate ride-sharing.
13. Unbundle parking costs from property cost – This strategy focuses on reducing vehicle ownership through the pricing signal of parking costs. Vehicle owners or drivers are required to purchase parking spaces at an additional cost from the property cost, while those who do not utilize a



parking space enjoy increased property affordability. This strategy may be applied for residential or office uses. For this strategy to be effective, the cost of parking should be passed through to the vehicle owners or drivers.

14. Implement market price public parking – This strategy focuses encouraging a shift to non-auto modes through the pricing signal of parking costs. Market rate parking fees can be implemented for on-street parking in central business districts, employment centers, or retail centers. For this strategy to be effective, residential area parking permits should be implemented in nearby areas to prevent spillover parking.
15. Require residential area parking permits – This strategy facilitates other parking pricing strategies in reducing VMT and vehicle ownership by requiring the purchase of residential parking permits for on-street parking in residential areas. This strategy applies to residential areas adjacent to commercial areas, transit stations, or other locations where parking may be limited and/or priced.
16. Implement work place parking fee – This strategy facilitates shift to non-auto modes for commute trips through the price signal (i.e. parking fees). Strategies include explicitly charging for parking, implementing above market rate pricing, or parking cash-out for those who do not drive to work. Effectiveness of this strategy depends on availability of alternative modes. Parking revenue may be used to improve non-auto mode infrastructure such as bike paths, sidewalks, trails, and intersection crossings.
17. Implement commute trip reduction marketing – This strategy focuses on marketing and information sharing that complement strategies related to commute trip reduction to increase their effectiveness.
18. Implement bike-sharing program – This strategy focuses on providing bicycles that can replace short-distance passenger vehicle trips and facilitate first-mile/last-mile connections for transit trips. Note that this strategy is most effective when applied in combination of strategies that improve bicycle and transit access. Implementation of this strategy would require regional or local agency implementation and coordination and would not likely be applicable for individual development projects.
19. Provide bike parking near transit – This strategy facilitates shift to transit and bicycling by installing short-term and long-term bicycle parking near transit stops.

Pricing

Pricing strategies, including road pricing, parking pricing, distance-based fees, fuel tax increase and commuter financial benefits, provide market signals that can increase transport system efficiency and achieve specific planning objectives. In addition to parking pricing strategies identified in the CAPCOA 2010 report, state and local agencies may consider the following pricing strategies that relate directly to VMT and GHG emissions:



1. Gas tax – Federal and state gas tax implemented as a form of user fee that measures driving through fuel consumption. Similar to parking and VMT-based fees, fuel price acts as a price signal that encourages the shift away from auto travel. Overtime, however, the effect of gas tax has diminished due to rising fuel economy and increased market share of alternative-fuel vehicles.
2. California Road Charge Pilot Program – This program explores the possibility of replacing the gas tax with a VMT-based road user fee. The 9-month pilot program was concluded in 2016, although no determination has been made regarding the long-term implementation of the program. Similar to gas tax, the VMT-based fee acts as a price signal that encourages the shift away from auto travel. Compared to gas tax, the VMT-based fee offers a more stable source of revenue and greater flexibility (e.g. variable fee by time of day, type of road, or type of vehicle).

Transportation System Management and Intelligent Transportation System

TSM and ITS refers to a set of techniques used to increase the capacity of transportation infrastructure (usually roadways) without increasing its physical size. These techniques include minor changes to road geometry, traffic signal improvements and coordination, ramp metering, vehicle navigation, variable speed limit, and real-time travel information (e.g. travel time, road condition, ride share match). Strategies within the TSM and ITS toolbox can be applied for freeway corridors, local roadway network, or at specific locations to relieve congestion and reduce vehicle emissions. However, a caveat to TSM and ITS is that with improved traffic flow, vehicles that were previously deterred by the congestion may now choose to travel on the route where improvements occurred, resulting in increased vehicle travel and a new wave of congestion.

Alternative Fuel Vehicle Fleet

The Butte Plug-In Electric Vehicle (PEV) Readiness Plan, adopted in 2018, was developed to ensure local agencies in Butte County are prepared to provide infrastructural support for PEVs. The plan envisions that an increase of PEVs in the county's overall vehicle fleet would lead to reduction in vehicle tailpipe GHG emissions and help achieve GHG reduction goals in the BCAG region.

Next Steps

Once we have completed the base model calibration and first round of validation, we will prepare a follow-up memorandum identifying how the model will address each strategy and the type of test we will perform within the model to evaluate sensitivity. The expected method of implementation within the travel model is included in Table 2. If the model cannot be calibrated to be sensitive to a TDM measure, we will propose off-model adjustments.

ATTACHMENT D

BUTTE COUNTY ASSOCIATION OF GOVERNMENTS - 2020 SUSTAINABLE COMMUNITIES STRATEGY (SCS)

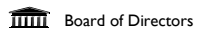
Schedule

2020 SCS Work Plan	2017												2018												2019												2020											
	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D
Regional Target Setting	Coordinate with ARB Staff to Revise Targets as Necessary																																															
Review Public Participation Plan (PPP)	Review PPP with BCAG Committees																																															
	Prepare Revisions as Necessary																																															
	Present PPP (BCAG Board)																																															
SCS Progress Report	Prepare and Present to BCAG Committees and Board																																															
BCAG Regional Growth Forecasts	Prepare Regional Forecasts																																															
	Public Meeting (BCAG Board)																																															
Prepare Technical Methodology	Prepare Draft Report																																															
	Present Report to Stakeholder Groups and BCAG Board																																															
	Submit to CARB for Review																																															
	Revise as Needed																																															
Public Outreach	Informational Public Workshops																																															
	Public Hearings and Information (BCAG Board)																																															
Prepare Draft SCS	Develop Additional Strategies to Consider																																															
	Gather/Develop Required Data to Consider																																															
	Identify Areas to Accommodate Forecasted Growth																																															
	Quantify Results																																															
Prepare Final SCS/APS	Prepare Final SCS																																															
	Prepare APS, if need be																																															
	Submit Final SCS/APS to CARB																																															

SCS Related Tasks

Modeling Updates																																																
	Update Traffic Counts																																															
	Update GIS Datasets (Land Use, Road Network, Growth Areas)																																															
	Implement Travel Model Improvements																																															
	Update Land Use Allocation Model																																															

Date: January 2020



Board of Directors



Public Meeting/Workshop(s)

BUTTE COUNTY ASSOCIATION
OF GOVERNMENTS



BOARD OF DIRECTORS MEETING
ITEM #14



BCAG BOARD OF DIRECTORS

Item #14 Information

February 27, 2020

FY 2019 TRIENNIAL REVIEW OF THE BUTTE COUNTY ASSOCIATION OF GOVERNMENTS (BCAG) AS PREPARED BY THE FEDERAL TRANSIT ADMINISTRATION (FTA)

PREPARED BY: Andy Newsum, Deputy Director

ISSUE: Every three years, FTA is required to perform reviews and evaluations in 21 areas. The review concentrated on procedures and practices employed during the past three (3) years. In addition, the review looked forward at planned upcoming federally funded projects to ensure the projects would be implemented in compliance with Federal requirements. BCAG's Triennial Review has been completed for fiscal years 2015/2016, 2016/2017, and 2017/2018.

DISCUSSION: In accordance with Federal Transit Administration (FTA) of the United States Department of Transportation (USDOT) United States Code, Chapter 53 of Title 49, the Triennial Review for fiscal years 2016 through 2018 have been completed by FTA Contract Reviewers. The Triennial Review is the FTA's assessment of BCAG's compliance with Federal requirements, determined by examining a sample of grant management and program implementation practices. No deficiencies were found with the FTA requirements in seventeen (17) areas. Deficiencies were found with the FTA's requirements in four (4) areas. There were no repeat findings from the 2016 Triennial Review.

Deficiencies were found in Procurement, Disadvantaged Business Enterprise (DBE), Americans with Disabilities Act (ADA) General and ADA Complementary Paratransit. Subsequent to the issuance of the draft report, BCAG provided responses for the deficiencies and were deemed acceptable and marked as closed with the issuance of the final report.

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Review Area	Deficiency/Advisory Comment
1. Procurement – Code P8-5 and P11-1	❖ Lacking required justifications and documentation for sole source awards and Missing FTA clauses - CLOSED
2. DBE – Code DBE5-1	❖ DBE uniform reports contain inaccuracies and/or missing required information– CLOSED
3. ADA – General Code ADA-GEN8-9	❖ Reasonable modification deficiency - CLOSED
4. ADA Complementary Service – Code ADA-CPT2-3	❖ Eligibility appeals process not properly implemented – CLOSED

BCAG will ensure corrective action for the deficient areas are completed in accordance with the Triennial Review final report.

Copies of BCAG (Butte Regional Transit) FY 2019 Triennial Review final report are available for the Board of Directors review upon request.

STAFF RECOMMENDATION: This item is presented for information only.

Key Staff: Andy Newsum, Deputy Director
Cheryl Massae, Human Resources Manager
Julie Quinn, Chief Fiscal Officer
Jim Peplow, Senior Planner

BUTTE COUNTY ASSOCIATION
OF GOVERNMENTS



BOARD OF DIRECTORS MEETING
ITEM #15



BCAG BOARD OF DIRECTORS

Item #15 Information

February 27, 2020

BUTTE REGIONAL TRANSIT (B-LINE) QUARTERLY PROGRESS REPORT for 2nd QUARTER 2019/20 FY

PREPARED BY: Jim Peplow, Senior Planner

ISSUE: Staff is presenting key financial and statistical results for Butte Regional Transit for the second quarter of fiscal year 2019/20.

DISCUSSION: The attached tables present a summary of key financial and operation results for Butte Regional Transit. Financial data presentation compares second quarter results to the annual budget and to the prior year quarter. Operations tables represent a performance-based assessment in comparison to the same quarter of the prior fiscal year. The measures of revenue, expense, ridership, vehicle revenue hours and passengers per vehicle revenue hour are broken down by the four types of service – fixed route and paratransit; urban and rural. This separation helps to define where improvements and/or issues are taking place. Accidents and complaints, gauging safety and customer satisfaction, are analyzed for the system as a whole.

In comparing operations to the prior year, the greatest factor is still the effects of the Camp Fire. The first quarter of 2018/19 was the last completely unaffected quarter. The second quarter comparisons to prior year are slightly skewed as a third of the prior year quarter was pre-fire levels of activity.

A 12% reduction of overall budgeted service hours, mostly in the rural systems, has increased the annual operator contract *rate* by 12%, as the same total costs are spread over fewer service hours. As a result of the reduced service and population movement, the 2019/20 budget reflects a shift of passengers and dollars to the urban systems from the rural systems.

The fare increase went into effect September 1, 2019. It is common to see a dip in ridership (from prior quarter) after a fare increase. This is the case in all but the urban fixed routes, which historically has a jump in ridership during the second quarter.

Rural Fixed Route is exceeding the TDA (Transportation Development Act) farebox ratio requirement of 10% ticket sales to operating expenditures. It is currently operating at a farebox ratio of 16.4%. Ridership for the quarter was down 13% from prior year quarter due to the large reduction in Routes 40 and 41 to Paradise. A 4% decrease from the prior quarter is possibly due to the fare increase.

Ticket revenue is down 10% from the prior year. This coincides with the reduction of riders. It is possible that fare revenue was overbudgeted for the year, since passenger

fares have only met 43% of budget expectations by the end of second quarter, however, this could change by year end if ridership increases over the second half of the year. Expenditures for services and supplies were 48% of the annual budget for the year.

Urban Fixed Route is not meeting the TDA farebox ratio requirement of 20%. The ratio of 18.0% reflects lower than expected revenues received through December. Still, ridership is up 8% for the year compared to prior year, which is reflective of the 7.4% increase in passenger fares. Despite the fare increase this system has shown an increase in ridership for the quarter.

Expenditures have increased 19% over prior year but are in line with budget expectations at 51% of the annual budget. While this increase in expense may seem alarming, it is a result of shifting service cost from rural to urban systems in the new Transdev contract. Total costs included in the contract are spread over 12% less service hours due to service cuts from the Camp Fire. This increased the rate 12%. The urban system bears the greatest brunt of this shift in costs because urban route service hours did not decline. Operating costs over budget for the year include maintenance on several older busses and the timing of annual payments.

Rural Paratransit is meeting the TDA farebox ratio requirement of 10%, currently at 11.1% for the year. This is an improvement from the first quarter which was below the required ratio, showing the fare increase was necessary. Ridership has fallen 51% and service hours 45% for the year after the Camp Fire. Passenger fares are down nearly 40% over the prior year but within budgeted expectations. Expenditures are slightly lower than budget expectations at 46% of the annual budget, as service hours are less than anticipated. The efficiency of this system remains strong at 3.3 passengers per hour.

Urban Paratransit is meeting the TDA farebox ratio requirement of 10%, currently at 10.6%. Ridership is up 12% from the prior year due to displaced riders from Paradise. The passengers-per-hour of 3.5 reflects an efficient system. Farebox revenues are on pace at 54% of budget. Expenditures are slightly higher than budget expectations at 55% of the annual budget largely due to increased service hours.

Overall – There were 2 accidents in the quarter, that equaled a ratio of one accident per 181,904 miles. This is well within our established standard of one accident for every 80,000 miles. There were 6 complaints in the quarter which is within reason for the number of passengers served.

STAFF RECOMMENDATION: This item is presented for information only.

Key Staff: Jim Peplow, Senior Planner
Julie Quinn, Chief Fiscal Officer

Butte Regional Transit
2nd Quarter Financial Report
Fiscal Year 2019/20

	Rural Fixed Route					Urban Fixed Route				
	18/19 Actual to Date	% of 18/19 Budget	19/20 Annual Budget	19/20 Actual to Date	% of 19/20 Budget	18/19 Actual to Date	% of 18/19 Budget	19/20 Annual Budget	19/20 Actual to Date	% of 19/20 Budget
Passenger Fares	\$ 253,677	50%	\$ 517,761	\$ 227,799	44%	\$ 360,091	48%	\$ 868,168	\$ 386,561	45%
Other Income	\$ 815,129	34%	\$ 2,367,898	\$ 725,188	31%	\$ 769,476	26%	\$ 3,343,376	\$ 745,006	22%
Total Income	<u>\$ 1,068,806</u>	37%	<u>\$ 2,885,659</u>	<u>\$ 952,987</u>	33%	<u>\$ 1,129,567</u>	30%	<u>\$ 4,211,544</u>	<u>\$ 1,131,567</u>	27%
Services & Supplies	\$ 1,167,876	44%	\$ 2,635,459	\$ 1,214,383	46%	\$ 1,680,126	46%	\$ 4,078,104	\$ 2,053,199	50%
Admin Charges	\$ 98,781	39%	\$ 250,200	\$ 177,869	71%	\$ 52,684	39%	\$ 133,440	\$ 94,863	71%
Total Expense	<u>\$ 1,266,657</u>	44%	<u>\$ 2,885,659</u>	<u>\$ 1,392,252</u>	48%	<u>\$ 1,732,810</u>	46%	<u>\$ 4,211,544</u>	<u>\$ 2,148,062</u>	51%
Actual Expense Increase				9%					19%	
Farebox Ratio	<u>20.0%</u>		<u>17.9%</u>	<u>16.4%</u>		<u>20.8%</u>		<u>20.6%</u>	<u>18.0%</u>	
Revenue Hours	12,293		22,854	11,220	49%	22,102		44,527	22,391	50%
Annual Passengers	137,431			112,040	(25,391)	341,983			369,345	27,362
Annual Pass/Rev Hr	11.2			10.0		15.5			16.5	

Notes:

Other Income includes: TDA funds, FTA grants, Interest, Proceeds from Sales, other miscellaneous income.

~FTA grant revenue is booked at year end and cash comes in the following fiscal year.

Service & Supplies include: Payments to Contactor, Fuel, Insurance, Maintenance, Marketing, and other minor expenses.

Butte Regional Transit
2nd Quarter Financial Report
Fiscal Year 2019/20

	Rural Paratransit					Urban Paratransit				
	18/19 Actual to Date	% of 18/19 Budget	19/20 Annual Budget	19/20 Actual to Date	% of 19/20 Budget	18/19 Actual to Date	% of 18/19 Budget	19/20 Annual Budget	19/20 Actual to Date	% of 19/20 Budget
Passenger Fares	\$ 72,612	42%	\$ 86,975	\$ 43,984	51%	\$ 100,106	52%	\$ 238,458	\$ 128,347	54%
Other Income	\$ 753,302	50%	\$ 771,141	\$ 442,512	57%	\$ 582,559	34%	\$ 1,985,921	\$ 722,172	36%
Total Income	\$ 825,914	49%	\$ 858,116	\$ 486,496	57%	\$ 682,665	36%	\$ 2,224,379	\$ 850,519	38%
Services & Supplies	\$ 638,825	39%	\$ 849,246	\$ 389,778	46%	\$ 933,070	50%	\$ 2,152,889	\$ 1,170,307	54%
Admin Charges	\$ 16,319	49%	\$ 8,870	\$ 5,329	60%	\$ 23,244	49%	\$ 71,490	\$ 42,039	59%
Total Expense	\$ 655,144	39%	\$ 858,116	\$ 395,107	46%	\$ 956,314	50%	\$ 2,224,379	\$ 1,212,346	55%
Actual Expense Increase				-66%					21%	
Farebox Ratio	11.1%		10.1%	11.1%		10.5%		10.7%	10.6%	
Revenue Hours	8,684		11,000	4,781	43%	12,831		26,000	14,358	55%
Annual Passengers	32,702			15,896	(16,806)	42,902			50,183	7,281
Annual Pass/Rev Hr	3.8			3.3		3.3			3.5	

Notes:

Other Income includes: Payments from jurisdictions, FTA grants, Interest, Proceeds from Sales, other miscellaneous income.

~FTA grant revenue is booked at year end and cash comes in the following fiscal year.

Service & Supplies include: Payments to Contactor, Fuel, Insurance, Maintenance, Marketing, and other minor expenses.

B-Line Operating Data
FY 2019/20 - Second Quarter

RURAL FIXED ROUTE

Passengers			
Quarter	18/19	19/20	change
1st	73,990	57,048	-22.9%
2nd	63,441	54,992	-13.3%
3rd	53,762		
4th	58,499		

Vehicle Revenue Hours		
18/19	19/20	change
6,645	5,609	-15.6%
5,648	5,611	-0.7%
5,530		
5,611		

Passengers per Revenue Hr		
18/19	19/20	change
11.1	10.2	-8.7%
11.2	9.8	-12.7%
9.7		
10.4		

URBAN FIXED ROUTE

Passengers			
Quarter	18/19	19/20	change
1st	150,232	171,680	14.3%
2nd	191,751	197,665	3.1%
3rd	186,623		
4th	171,573		

Vehicle Revenue Hours		
18/19	19/20	change
10,710	10,884	1.6%
11,392	11,507	1.0%
11,146		
11,099		

Passengers per Revenue Hr		
18/19	19/20	change
14.0	15.8	12.4%
16.8	17.2	2.1%
16.7		
15.5		

RURAL PARATRANSIT

Passengers			
Quarter	18/19	19/20	change
1st	20,118	8,138	-59.5%
2nd	12,584	7,758	-38.4%
3rd	7,992		
4th	8,863		

Vehicle Revenue Hours		
18/19	19/20	change
5,206	2,442	-53.1%
3,478	2,339	-32.7%
2,605		
2,489		

Passengers per Revenue Hr		
18/19	19/20	change
3.9	3.3	-13.8%
3.6	3.3	-8.3%
3.1		
3.6		

URBAN PARATRANSIT

Passengers			
Quarter	18/19	19/20	change
1st	22,289	25,414	14.0%
2nd	20,613	24,769	20.2%
3rd	23,812		
4th	24,976		

Vehicle Revenue Hours		
18/19	19/20	change
6,372	7,273	14.1%
6,459	7,085	9.7%
7,333		
7,317		

Passengers per Revenue Hr		
18/19	19/20	change
3.5	3.5	-0.1%
3.2	3.5	9.5%
3.2		
3.4		

PREVENTABLE ACCIDENTS

Qtr-FY	Accidents	Miles	Ratio (1 per x)
2-19/20	2	363,810	181,904
1-19/20	8	364,469	45,558
4-18/19	5	364,744	72,948
3-18/19	2	356,586	178,292

VALID PASSENGER COMPLAINTS

Complaint	Rides	Ratio (1 per x)
6	285,184	47,530
6	261,759	43,626
1	263,911	263,910
3	272,045	90,681