

BUTTE COUNTY ASSOCIATION
OF GOVERNMENTS



BOARD OF DIRECTORS MEETING
SEPTEMBER 24, 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

September 24, 2020
9:00 a.m.



BCAG Board Room

326 Huss Drive, Suite 100
Chico, CA 95928

BCAG BOARD MEETING LIVE [Zoom Link](#)

Due to the COVID-19 Pandemic, members of the public attending the BCAG Board meeting in person must wear a mask.

Members of the public may also view and participate in the meeting through the following Zoom link:

Zoom Meeting ID: **880 9994 0904**

Password: **417670**

1. Pledge of Allegiance
2. Roll Call

CONSENT AGENDA

3. Approval of Minutes from the August 27, 2020 BCAG Board of Directors Meeting (Attachment) – **Victoria**
4. Approval of Amendment #2 for the 2020/21 Overall Work Program (OWP) & Budget and Overall Work Program Agreement (OWPA) (Attachment) – **Julie**
5. Approval of the Project List for the FY 2020/21 California State of Good Repair (SGR) Program – **Julie**
6. Approval for BCAG Executive Committee to Work with Executive Director on Annual Evaluation and Employment Agreement Extension (Attachment) – **Jon**

ITEMS REMOVED FROM CONSENT AGENDA – *If Any*

ITEMS FOR INFORMATION

7. Update on Post Camp Fire Study (Attachment) – **Sara**
8. 2021 Federal Transportation Improvement Program (FTIP) Development (Attachment) – **Ivan**
9. Butte Regional Transit 4th Quarter 2019/20 Progress Report (Attachment) – **Jim**

ITEMS FROM THE FLOOR

10. 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.

ADJOURNMENT

11. The next meeting of the BCAG Board of Directors has been scheduled for Thursday October 22, 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 #3

<p>DRAFT MEETING MINUTES OF THE BUTTE COUNTY ASSOCIATION OF GOVERNMENTS AUGUST 27, 2020</p>
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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 9:02 a.m. at the BCAG Board Room, 326 Huss Drive, Suite 100, Chico CA.

MEMBERS PRESENT IN PERSON

Bill Connelly	Supervisor	District 1
Doug Teeter	Supervisor	District 5
Melissa Schuster	Board Alternate	Town of Paradise

MEMBERS PRESENT REMOTELY

Angela Thompson	Councilmember	City of Biggs
Randall Stone	Mayor	City of Chico
Steve Lambert	Supervisor	District 4
Tami Ritter (9:17 am)	Supervisor	District 3
Debra Lucero	Supervisor	District 2

MEMBERS ABSENT

Chuck Reynolds	Mayor	City of Oroville
Jody Jones	Councilmember	Town of Paradise
Quintin Crye	Councilmember	City of Gridley

STAFF PRESENT

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

OTHERS PRESENT

David Early, PlaceWorks
Andrea Howard, PlaceWorks
Nima Kabirinassab, Caltrans District 3

BCAG Board of Directors Meeting – Item #3

September 24, 2020

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Lace Atencio, Transdev
Bradley Wright, Transdev
David Smith

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

CONSENT AGENDA

3. Approval of Minutes from the June 25, 2020 BCAG Board of Directors Meeting
4. Approval of Amendment #1 for the 2020/21 Overall Work Program (OWP) & Budget and Overall Work Program Agreement
5. Approval of 2020/21 Findings of Apportionment for the Transportation Development Act (TDA) Funds
6. Approval of Fiscal Year 2020/21 Preliminary Transportation Development Act (TDA) Claims
7. Approval of Resolution 2020/21-1 Authorizing BCAG's 2019/20 Federal Transit Administration (FTA) Section 5311 CARES Act Phase 2 Program Application
8. Approval of BCAG's Triennial Disadvantaged Business Enterprise (DBE) Overall Goal for FFY 2020/23
9. Approval of Social Services Transportation Advisory Council (SSTAC) Appointments

Board Member Lucero requested that the agenda show her as unable to attend due to technical difficulties, rather than absent.

On motion by Board Member Stone and seconded by Board Member Thompson, the consent agenda was unanimously approved including Board Member Lucero's requested change.

ITEMS FOR ACTION

10: Public Hearing for the 2020 Regional Housing Needs Plan (RHNP) – Draft Allocation Methodology

Staff presented an update on the Regional Housing Needs Plan (RHNP), which is being updated with the help of consultants at PlaceWorks. As part of the process, a public hearing needs to take place in order to address any questions from the public or stakeholders about the Draft Allocation Methodology being used to create the RHNP. David Early from PlaceWorks was on hand to go over a presentation about the methodology and the RHNP in general.

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Mr. Early and Staff detailed the steps taken to create this methodology, as well as the initial numbers that might be seen for housing needs. The Board questioned how many units are realistic to achieve, as well as how the last RHNP allocations were realized. Approximately 10,000 units were assigned to Butte County during the RHNP dated 2012, however no exact data was readily available on how many units were built during that time. Staff did not have a ready figure since this is a plan to review housing needs only and does not require actualization of those numbers.

Board Member Ritter arrived via Zoom during Mr. Early's presentation. Specific questions were raised about considering the lose of housing from the Camp Fire in the Town of Paradise, and Mr. Early was able to show where the housing needs from the fire were allocated separately from the general housing needs. Infrastructure repair and advancement needs were also considered. After the presentation concluded, the Board opened the public hearing on the matter of the Draft Allocation Methodology. There were no comments from the public made during this time.

On motion by Board Member Stone and seconded by Board Member Schuster, the Public Hearing for the 2020 Regional Housing Needs Plan Draft Allocation Methodology was closed.

ITEMS FOR INFORMATION

11: Federal Transit Administration Buses and Bus Facilities Award for Zero-Emission Battery Electric Buses and Charging Equipment

Staff informed the Board that they received \$1.7 million in Federal Transit Administration FY 2020 Buses and Bus Facilities funds to purchase two zero-emission battery electric buses and charging equipment.

Staff will utilize these funds to purchase two zero-emission battery electric buses and charging equipment. These buses will replace vehicles that have exceeded their useful life. A Request for Proposals (RFP) will be sent out in early September 2020 to design and build the underground electrical infrastructure needed to accommodate the chargers and buses.

There was general conversation between the Board and Staff regarding the new buses and charging equipment. This item was presented for information only.

12: 2020 Regional Transportation Plan (RTP) & Sustainable Communities Strategy (SCS) Update

Staff has been updating the Regional Transportation Plan (RTP) and Sustainable Communities Strategy (SCS) as dictated by the state designation of being the Regional Transportation Planning Agency and federal designation of Metropolitan Planning

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Organization for Butte County. Staff detailed the steps that have currently been taken for the update including public outreach and the schedule to outline the events needed to take place before the RTP/SCS can be adopted in December 2020.

While reviewing the numbers, the Board had questions regarding why it looks like round trip mileage went down after the Camp Fire. There was a conversation about how trips that originate outside Butte County are counted as external trips, and the RTP is focusing more on internal trips. It was also mentioned that the full effects of the Camp Fire are not realized in this plan because those effects are still being realized.

In a similar vein, the Board asked about the effects of the COVID-19 pandemic on the report and travel in the county. The main impact of the pandemic has been a significant delay in getting responses from certain parties. The long term impacts are, as of yet, unknown on travel, and that timeframe is not included in this plan.

This item was presented for information purposes only.

ITEMS FROM THE FLOOR

13: Board Recognition of Transdev for Potter's Fire Evacuation

Staff asked the Board to recognize the efforts of the Transdev contractors in staging and providing evacuation efforts for the Potter's Fire in Oroville. There was general discussion about the impact of the fire and the efforts of the Transdev team in order to keep the community safe.

Since this item was not agenzized, no action can be officially taken.

ADJOURNMENT

With no further items to discuss, the BCAG Board meeting adjourned at 9:47 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 #4



BCAG BOARD OF DIRECTORS

Item #4 Consent

September 24, 2020

APPROVAL OF AMENDMENT #2 FOR THE 2020/21 OVERALL WORK PROGRAM (OWP) & BUDGET AND OVERALL WORK PROGRAM AGREEMENT (OWPA)

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 September 1, 2020, for the FY20/21 OWP.

DISCUSSION: Amendment #2 adjusts several work elements for updated FHWA Planning and SB1 grant carryover information received after the close of fiscal year and after reconciliation with Caltrans.

Changes to the revenue sources are as follows:

NET CHANGE IN BUDGET REVENUE:	PRIOR	AMENDED	NET CHANGE
SB1 PLANNING GRANT 18-19	\$ 78,667	74,201	(4,466)
SB1 PLANNING GRANT 19-20	\$ 129,168	136,448	7,280
FHWA PLANNING	\$ 969,216	1,057,575	88,359
LTF PLANNING MATCH	\$ 574,152	586,228	12,076
NET BUDGET REVENUE CHANGE			\$ 103,249
TOTAL OWP AWARDS- Amendment 1			4,470,469
AMENDED TOTAL OWP AWARDS			\$ 4,573,718
LESS FUNDS PROGRAMED FOR FUTURE YEARS			(110,702)
AMENDED OWP EXPENSE			\$ 4,463,016

The adjustment primarily increases staff time and allocated indirect cost in several of the planning work elements to account for additional added scope and additional staffing. It also adds \$10,000 of equipment upgrades for online communications utilized with outreach, education and coordination.

Attached is a summary of adjustments to the FY20/21 OWP & Budget by work element.

STAFF RECOMMENDATION: Approve Amendment #2 of the FY20/21 Overall Work Program & Budget and the OWP Agreement.

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

**FISCAL YEAR 2020/21
SUMMARY OF OWP AMENDMENT 2 (OWPA AMENDMENT 2)**

<u>21-100 OWP Development & Reporting</u>			
	<u>PRIOR</u>	<u>AMENDED</u>	<u>NET CHANGE</u>
FHWA PLANNING	158,188	168,188	10,000
LTF PLANNING MATCH	20,496	21,791	1,295
TOTAL REVENUE	178,684	189,979	11,295
SALARIES & BENEFITS	103,740	110,298	6,558
INDIRECT	74,944	79,681	4,737
TOTAL EXPENDITURES	178,684	189,979	11,295

<u>21-101 Outreach, Education & Coordination</u>			
	<u>PRIOR</u>	<u>AMENDED</u>	<u>NET CHANGE</u>
FHWA PLANNING	51,625	76,625	25,000
LTF PLANNING MATCH	6,689	9,928	3,239
TOTAL REVENUE	58,314	86,553	28,239
SALARIES & BENEFITS	33,856	44,445	10,589
INDIRECT	24,458	32,108	7,650
SUPPLIES	-	10,000	10,000
TOTAL EXPENDITURES	58,314	86,553	28,239

<u>21-102 Regional Transportation Model</u>			
	<u>PRIOR</u>	<u>AMENDED</u>	<u>NET CHANGE</u>
FHWA PLANNING	55,983	65,983	10,000
LTF PLANNING MATCH	7,254	8,549	1,295
TOTAL REVENUE	63,237	74,532	11,295
SALARIES & BENEFITS	14,942	21,500	6,558
INDIRECT	10,795	15,532	4,737
CONSULTANTS	37,500	37,500	-
TOTAL EXPENDITURES	63,237	74,532	11,295

<u>21-103 Regional GIS Maintenance</u>			
	<u>PRIOR</u>	<u>AMENDED</u>	<u>NET CHANGE</u>
FHWA PLANNING	62,623	72,623	10,000
LTF PLANNING MATCH	8,114	9,409	1,295
TOTAL REVENUE	70,737	82,032	11,295
SALARIES & BENEFITS	14,942	21,500	6,558
INDIRECT	10,795	15,532	4,737
SUPPLIES	5,000	5,000	-
CONSULTANTS	40,000	40,000	-
TOTAL EXPENDITURES	70,737	82,032	11,295

SUMMARY OF OWP AMENDMENT 2 (OWPA AMENDMENT 2)

21-105 FTIP			
	PRIOR	AMENDED	NET CHANGE
FHWA PLANNING	21,798	31,798	10,000
FTA 5303	17,835	17,835	-
LTF PLANNING MATCH	5,136	6,431	1,295
TOTAL REVENUE	44,769	56,064	11,295
SALARIES & BENEFITS	25,992	32,550	6,558
INDIRECT	18,777	23,514	4,737
TOTAL EXPENDITURES	44,769	56,064	11,295

21-130 North Valley Rail Planning			
	PRIOR	AMENDED	NET CHANGE
FHWA PLANNING	31,809	41,809	10,000
LTF PLANNING MATCH	4,122	5,417	1,295
TOTAL REVENUE	35,931	47,226	11,295
SALARIES & BENEFITS	20,861	27,419	6,558
INDIRECT	15,070	19,807	4,737
TOTAL EXPENDITURES	35,931	47,226	11,295

21-131 Chico to Sac Strategic Plan			
	PRIOR	AMENDED	NET CHANGE
FTA 5304 Strategic Partnership	243,457	243,457	-
FHWA PLANNING	-	15,421	15,421
LTF PLANNING MATCH	31,543	33,541	1,998
TOTAL REVENUE	275,000	292,419	17,419
SALARIES & BENEFITS	39,009	49,122	10,113
INDIRECT	28,181	35,487	7,306
CONSULTANTS	207,810	207,810	-
TOTAL EXPENDITURES	275,000	292,419	17,419

21-122 Post Camp Fire Planning			
	PRIOR	AMENDED	NET CHANGE
SB1 PLANNING GRANT 18-19	78,667	74,201	(4,466)
LTF PLANNING MATCH	10,192	9,614	(578)
FHWA PL	248,642	246,580	(2,062)
TOTAL REVENUE	337,501	330,394	(7,106.66)
SALARIES & BENEFITS	68,600	68,600	-
INDIRECT	49,558	49,558	-
CONSULTANTS/OTHER DIRECT	215,000	212,236	(2,764)
TOTAL EXPENDITURES	333,158	330,394	(2,764)

SUMMARY OF OWP AMENDMENT 2 (OWPA AMENDMENT 2)

<u>21-123 Sustainable Trans Planning</u>			
	PRIOR	AMENDED	NET CHANGE
SB1 PLANNING GRANT 19-20	129,168	136,448	7,280
LTF PLANNING MATCH	16,736	17,678	942
TOTAL REVENUE	145,904	154,127	8,223
SALARIES & BENEFITS	9,962	9,962	-
INDIRECT	7,196	7,196	-
CONSULTANTS	26,267	26,267	-
TOTAL EXPENDITURES	43,425	43,425	-

<u>NET CHANGE IN BUDGET REVENUE:</u>	PRIOR	AMENDED	NET CHANGE
SB1 PLANNING GRANT 18-19	\$ 78,667	74,201	(4,466)
SB1 PLANNING GRANT 19-20	\$ 129,168	136,448	7,280
FHWA PLANNING	\$ 969,216	1,057,575	88,359
LTF PLANNING MATCH	\$ 574,152	586,228	12,076
NET BUDGET REVENUE CHANGE			\$ 103,249
TOTAL OWP AWARDS- Amendment 1			4,470,469
AMENDED TOTAL OWP AWARDS			\$ 4,573,718
LESS FUNDS PROGRAMED FOR FUTURE YEARS			(110,702)
AMENDED OWP EXPENSE			\$ 4,463,016

<u>Net Expense Adjustment</u>	PRIOR	AMENDED	NET CHANGE
SALARIES	1,743,998	1,797,490	53,492
INDIRECT	1,259,864	1,298,505	38,641
SERVICES & SUPPLIES	2,616,885	2,624,121	7,236
NET BUDGET EXPENDITURE CHANGE			\$ 99,369
TOTAL OWP EXPENDITURES- Amendment 1			4,363,647
AMENDED TOTAL OWP EXPENDITURES			\$ 4,463,016

BUTTE COUNTY ASSOCIATION
OF GOVERNMENTS



BOARD OF DIRECTORS MEETING
ITEM #5



BCAG BOARD OF DIRECTORS

Item #5 Consent

September 24, 2020

APPROVAL OF THE PROJECT LIST FOR THE FY 2020-21 CALIFORNIA STATE OF GOOD REPAIR (SGR) PROGRAM

PREPARED BY: Julie Quinn, CFO

ISSUE: The project list for the FY20-21 State of Good Repair allocations are prepared and submitted for approval.

DISCUSSION: As the Regional Transportation Planning Agency, BCAG has been given the responsibility to compile, approve and submit to the Department of Transportation, an annual list of eligible projects from transit operators in the region to be funded with State of Good Repair annual allocations. As specified in SB1, the Road Repair and Accountability Act of 2017, effective January 1, 2018, the State of California imposes a transportation improvement fee, which is a supplemental charge on the registration of vehicles. A portion of the revenues generated from this fee establishes the SGR Program. SGR funds are made available for eligible capital projects that maintain the public transit system in a state of good repair.

Estimates of annual funding are provided by the State Controller's Office. Allocations are based on population and farebox revenues. For Fiscal Year 2020-21 the estimated allocation is \$327,790. Butte Regional Transit has submitted their proposed project to be funded with 2020-21 SGR allocation. In the current year Gridley has opted to pass on their designated funding of \$230 as it is not significant enough for capital purchases. BCAG staff have reviewed the project eligibility and now submit the listing for board approval.

Below is the operator proposed project and funding requested:

Butte Regional Transit	\$ 327,790	Bus Replacement
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STAFF RECOMMENDATION: Staff requests the BCAG Board approve the FY20-21 SGR by Resolution 2020/21-03.

Key Staff: Julie Quinn, Chief Fiscal Officer
Sara Cain, Associate Senior Planner



**BUTTE COUNTY ASSOCIATION OF GOVERNMENTS
RESOLUTION NO 2020/2021-03**



APPROVAL OF THE PROJECT LIST FOR THE FY 2020-21 CALIFORNIA STATE OF GOOD REPAIR (SGR) PROGRAM

WHEREAS, Senate Bill 1 (SB 1), the Road Repair and Accountability Act of 2017, establishing the State of Good Repair (SGR) program to fund eligible transit maintenance, rehabilitation and capital project activities that maintain the public transit system in a state of good repair; and

WHEREAS, Butte County Association of Governments (BCAG) is an eligible project sponsor and may receive and distribute State Transit Assistance – SGR funds to eligible local agencies for eligible transit capital projects;

WHEREAS, BCAG is distributing SGR funds to eligible local agencies under its regional jurisdiction; and

WHEREAS, the regions share of SGR funds for fiscal year 2020-21 is estimated by the State Controller's Office to be \$327,790; and

WHEREAS, BCAG concurs with and approves these funds for the following purposes:
Butte Regional Transit \$ 327,790 Bus Replacement

WHEREAS, in order to qualify for these funds, the Butte County Association of Governments is required to submit a proposed project list to California Department of Transportation (Caltrans) on an annual basis; and

NOW, THEREFORE, BE IT RESOLVED that the Board of Directors of the Butte County Association of Governments hereby approves the SB1 State of Good Repair Project List for FY 2020-21; and

NOW, THEREFORE, BE IT RESOLVED by the Board of Directors of the Butte County Association of Governments that the fund recipient agrees to comply with all conditions and requirements set forth in the Certification and Assurances document and applicable statutes, regulations and guidelines for all SGR funded transit capital projects.

NOW THEREFORE, BE IT FURTHER RESOLVED that the Butte Regional Transit (BCAG) Deputy Director is hereby authorized to submit a request for Scheduled Allocation of the SB1 State of Good Repair Funds and to execute the related grant applications, forms and agreements.

PASSED AND ADOPTED by the Butte County Association of Governments on the 24th day of September 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 #6



BCAG BOARD OF DIRECTORS

Item #6 Consent

September 24, 2020

APPROVAL FOR BCAG EXECUTIVE COMMITTEE TO WORK WITH EXECUTIVE DIRECTOR ON ANNUAL EVALUATION AND EMPLOYMENT AGREEMENT EXTENSION

PREPARED BY: Jon Clark, Executive Director

ISSUE: In accordance with the employment agreement between BCAG and the Executive Director, the BCAG Executive Committee (*Board Members Connelly and Jones*) is responsible for working with the Executive Director on personnel matters including his annual personnel evaluation and employment agreement.

DISCUSSION: The Executive Director is requesting the BCAG Board of Directors authorization to have the BCAG Executive Committee work with the Executive Director over the next few months (October through December) to prepare his annual personnel evaluation and a two-year employment agreement extension between BCAG and the Executive Director. The current employment agreement between BCAG and the Executive Director expires on January 31, 2021.

The Executive Director's annual personnel evaluation and employment agreement extension will be presented to the BCAG Board of Directors at their December meeting for review and consideration.

STAFF RECOMMENDATION: The Executive Director is requesting the BCAG Board of Directors authorization for the BCAG Executive Committee to work with the Executive Director on his annual personnel evaluation and a two-year employment agreement extension.

Key Staff: Jon Clark, Executive Director

BUTTE COUNTY ASSOCIATION
OF GOVERNMENTS



BOARD OF DIRECTORS MEETING
ITEM #7



BCAG BOARD OF DIRECTORS

Item #7 Information

September 24, 2020

UPDATE ON POST CAMP FIRE STUDY

PREPARED BY: Sara Cain, Associate Senior Planner

ISSUE: BCAG is preparing the Post Camp Fire Regional Population & Transportation Study to analyze regional population, housing, employment, and traffic patterns for pre and post Camp Fire time periods. The study will also update BCAG's Transit and Non-Motorized Plan (2015) and inform the 2024 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) and various land use, transportation, and housing plans and projects beyond the best available data used in the development of the 2020 RTP/SCS.

DISCUSSION: BCAG, as the state designated Regional Transportation Planning Agency (RTPA) and federally designated Metropolitan Planning Organization (MPO) for the Butte County region, is responsible for developing long term regional growth forecasts and maintaining a regional travel demand model for the Butte County region. Both products assist in the preparation and analysis of regional transportation, housing, land use, air quality plans and the associated environmental documents. The forecasts and models are also used by local agencies in preparing and analyzing transportation and land use plans and projects. Following the Camp Fire, the estimates of current population, housing, land use, and travel are unknown. In addition, the existing long-term forecasts of these planning elements are likely no longer applicable to the region. The study will develop population and vehicle travel forecasts for 2025, 2035, and 2045.

BCAG selected Fehr & Peers as the prime consultant to assist with the study. In Fall 2019, Fehr & Peers and their subconsultants collected multiple sources of data including traffic counts, cellular device information, surveys, and feedback at public outreach events. The results are summarized in the Report of Pre and Post Camp Fire Conditions, which can be found on the project website: <https://postcampfirestudy.com/>

Pre and Post Camp Fire Conditions Memorandum

The memorandum on the Pre and Post Camp Fire Conditions identifies changes in travel, economics, and demographics in Butte County comparing pre (2017/2018) and post (2019/2020) Camp Fire datasets. Multiple data sources were analyzed including traffic counts, surveys, public outreach events, inventories of land use, and cellular device travel information. This memorandum has been reviewed by BCAG's Planning

Directors Group and Transportation Advisory Committee. These committees include representatives from each city/town and county planning and public works departments, the air district, Caltrans, the Butte Local Agency Formation Commission (LAFCo), appointed citizens, and other affected agencies.

Vehicle Activity

As seen in the Overview of Key Findings section, overall traffic volume (including trucks) across all count locations decreased by 3% after the Camp Fire. However, Chico increased by 11%; Oroville and Thermalito by 15%; Gridley by 17%; Biggs by 10%; and Paradise and Magalia decreased by 43%. There was also a significant increase (206%) in medium-duty truck activity due to debris removal. While overall average heavy-duty truck traffic decreased by 38%, some areas in Chico, Paradise, and unincorporated county observed increases. Appendices A and B contain detailed graphics illustrating the changes in traffic volumes before and after the fire.

Activity in the higher vehicle speed ranges (30-50 mph and 50 mph+) decreased by 7% and 26% and vehicle speeds in the 0-30 mph range increased by 10%. Both increases are likely attributed to increased traffic volumes on local roads.

Travel Patterns and Habits

More than 300 survey responses were received online and in-person at public outreach events, including on-board transit surveys, large employer surveys, and a general travel survey to obtain input on how travel behavior had changed as a result of the fire. The results identified issues that discourage people from using transit, walking, and biking more frequently, including lack of infrastructure, frequency, and personal safety. Survey results are contained in Appendix C.

Anonymized cell phone data was also collected which found total weekday trips entering Butte County experienced a 14% increase while weekend trips decreased by 9%. Of the total weekday increase in trips, Tehama accounted for 40%, Yuba accounted for 23%, and Sutter accounted for 18%. Total weekday trips leaving Butte County also experienced a 10% increase and the major destinations were Tehama (43%), Yuba (24%) and Sutter (17%). Total weekday trips that stayed within Butte County decreased by 9% and weekend trips declined by 25% over the same period. Graphics of this data are contained in Appendix D.

Demographics, Businesses and Economics

The data showed the main counties where Camp Fire survivors relocated outside of Butte County included Sacramento, Placer, Sutter, and Yuba. Those that stayed within Butte County relocated mostly to Chico, Oroville, and unincorporated county. The data also found there was a decrease in home ownership and an increase in renting after the fire.

Between 2018 and 2019, listed businesses in Butte County addresses decreased by 18%. The most significant change in business type observed was in the Health Care and Social Service industry with a 25% reduction. Almost all residential and commercial reductions occurred in Paradise: single-family structures were reduced by 85%; multi-family by 71%; and mobile homes by 96%. In 2019, 271 businesses were established in the county. Detailed charts of this data can be found in Appendices D and E.

The memorandum also includes a section on recovery literature, comparing disaster recovery and displacement to the Tōhoku Earthquake and Tsunami, Japan (2011) and Hurricane Sandy, United States (2012).

Next Steps

BCAG staff and its consultant team will continue updating the Transit and Non-Motorized Plan and prepare population and vehicle travel forecasts with input from the Planning Directors Group, Transportation Advisory Committee, and public outreach events. The Board of Directors will be updated as the study progresses.

STAFF RECOMMENDATION: This item is presented for the Board’s information.

Key Staff: Sara Cain, Associate Senior Planner
Jon Clark, Executive Director
Andy Newsum, Deputy Director
Brian Lasagna, Regional Analyst

BUTTE COUNTY ASSOCIATION
OF GOVERNMENTS



BOARD OF DIRECTORS MEETING
ITEM #8



BCAG BOARD OF DIRECTORS

Item #8 Information

September 24, 2020

2021 FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM (FTIP) DEVELOPMENT

PREPARED BY: Ivan Garcia, Transportation Programming Specialist

ISSUE: As the federally designated Metropolitan Planning Organization for Butte County, BCAG is responsible for biennially preparing and adopting the Federal Transportation Improvement Program (FTIP). The 2021 FTIP is required to be adopted and submitted to Caltrans by March 1, 2021.

DISCUSSION: The purpose of the FTIP is to identify all transportation-related projects that require federal funding or other approval by the Federal Highway Administration (FHWA) or the Federal Transit Administration (FTA). The 2021 FTIP will cover the next four fiscal years (FFY 20/21, 21/22, 22/23 and 23/24). The FTIP also identifies all non-federal, regionally significant projects for information and air quality emissions modeling purposes. The FTIP indicates the area's short-term plan for use of federal dollars and other resources for the maintenance, operation, and improvement of the transportation system and the achievement of federal air quality standards over the next four federal fiscal years.

Existing projects that are not obligated in the current 2019 FTIP will likely carry forward into the 2021 FTIP as well as the projects recently adopted in the 2020 State Transportation Improvement Program (STIP). The typical funding programs associated with the FTIP include the STIP, State Highways Operations and Protection Program (Caltrans SHOPP), Highway Bridge Program (Local Bridge Program), Federal Transit Administration Programs (Transit), Congestion Mitigation and Air Quality Program (CMAQ), Highway Improvement Program (HIP) and Active Transportation Program (ATP).

As a result of COVID-19, the submittal and adoption deadlines have been postponed until March 2021. A draft 2021 FTIP document including an Air Quality Conformity Analysis and Determination will now be presented at the January 2021 Transportation Advisory Committee and BCAG Board meetings with adoption by the Board on February 25, 2021.

Congestion Mitigation and Air Quality – Call for Projects

As part of the development of the new FTIP, staff is initiating a “call for projects” to accept new Congestion Mitigation and Air Quality (CMAQ) Program for funding consideration. The purpose of the CMAQ program is to fund projects which reduce the region’s non-attainment pollutants to address transportation air quality. Staff

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encourages all applicants to consider leveraging local or other grant funds with CMAQ. In addition, utilizing CMAQ for construction simplifies the project delivery process through Caltrans.

Draft CMAQ Programming Schedule:

- Applications Due: November 5, 2020
- BCAG TAC Meeting: November 5, 2020
- Draft Recommendations to BCAG TAC: December 3, 2020
- Draft Recommendations to BCAG Board: December 10, 2020 and or January 28, 2021
- New projects incorporated into 2021 FTIP Process with adoption on February 25, 2021

Caltrans has provided BCAG with new funding estimates to be used in the 2021 FTIP. These estimates do not account for existing projects already programmed. The programming levels for BCAG are:

2020/21:	\$1,940,418 (Approximately \$1,540,000 is currently programmed)
2021/22:	\$1,939,816
2022/23:	\$1,939,202
<u>2023/24:</u>	<u>\$1,938,575</u>
Total:	\$7,758,011

Based on the apportionments being made available and accounting for existing projects, the amount available for new projects is approximately \$6.2 million. Federal guidance on the CMAQ program has been posted at:

https://www.fhwa.dot.gov/environment/air_quality/cmaq/.

Updated project application and guidance will be presented to the BCAG Transportation Advisory Committee and posted on BCAG's website at www.bcag.org.

Highway Improvement Program – Call for Projects

Staff is also initiating a “call for projects” for the Highway Improvement Program (HIP). This process will follow the same process and schedule as the CMAQ. As part of the Fixing America's Surface Transportation (FAST) Act legislation authorized by Congress, the HIP program was created to fund projects to address needs on the federal-aid system.

Eligible work for the HIP program is defined in Title 23 USC 133(B)(1)(A); e.g. construction of highways (federal-aid system roads), bridges and tunnels. Typical activities include environmental, design, right-of-way and construction. No projects on roads classified as a local road or rural minor collector unless:

- On a federal-aid highway system on January 1, 1991
- For bridges (except new bridge at new location)
- Approved by the secretary

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It is not known if this program will continue as part of the reauthorization of the FAST Act. The HIP program authorized three years of funding for the following fiscal years:

2017/18:	\$570,696
2018/19:	\$804,070
<u>2019/20:</u>	<u>\$233,443</u>
Total:	\$1,608,209

Rural Minor Collectors are not HIP eligible and are differentiated from Urban Minor Collectors (HIP eligible) using the latest Census Maps. In addition, the project would be required to be included in the RTP/SCS and programmed in the FTIP. Additional guidance information has been posted by Caltrans at: <https://dot.ca.gov/programs/local-assistance/fed-and-state-programs/highway-infrastructure-program>.

Staff will work the CMAQ and HIP programs into the development of the 2021 FTIP through its advisory committees and present the draft project recommendations at the December 10, 2020 BCAG Board meeting. Development of the FTIP will be completed in accordance with BCAG's adopted Public Participation Plan.

Attached for the Board's awareness is an updated 2021 FTIP Schedule.

STAFF RECOMMENDATION: This item is presented for information and discussion.

Key staff: Jon Clark, Executive Director
Ivan Garcia, Transportation Programming Specialist
Brian Lasagna, Regional Analyst

**Attachment A
2021 FTIP Development Schedule**

Draft 2021 FTIP Project Listing presented to TAC	October 1, 2020
Due date for comments on the Draft listing by project sponsors	October 18, 2020
Preliminary 2021 FTIP to BCAG TAC	November 5, 2020
Final Draft to BCAG TAC	December 3, 2020
Draft 2021 FTIP to BCAG Board	December 10, 2020
Public Review Period	January 25, 2021
Final Draft 2021 FTIP to BCAG Board – Public Hearing	January 28, 2021
Final BCAG TAC Review	February 4, 2021
30 Day Review Period Concludes	February 23, 2021
BCAG Board Approval	February 25, 2021
BCAG Submittal of Final Approved FTIP to Caltrans	March 1, 2021
Approval of Federal Statewide Transportation Improvement Program (FSTIP) by Caltrans and submittal to FHWA\FTA for their approval	April 1, 2021
FSTIP Federal Approval	April 16, 2021

BUTTE COUNTY ASSOCIATION
OF GOVERNMENTS



BOARD OF DIRECTORS MEETING
ITEM #9



BCAG BOARD OF DIRECTORS

Item # 9 Information

September 24, 2020

BUTTE REGIONAL TRANSIT 4th Quarter 2019/20 Progress Report

PREPARED BY: Jim Peplow, Senior Planner

ISSUE: Staff is presenting key financial and statistical results for Butte Regional Transit (B-Line) for the fourth 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 fourth quarter results to the annual budget and to the prior year quarter. Since this is the final report for the FY19/20 it will also cover final annual numbers. 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.

There are two major events in the past two years that have disrupted operations and make financial data comparisons challenging. First, the Camp Fire in November 2018 had a major impact on the system with reduction of service in the Paradise area. Second, the disruption of ridership and reduction of service due to the COVID-19 pandemic beginning in the final weeks of March and continuing through the rest of the fiscal year. COVID modifications have assured the FY19/20 budget to actuals will not meet projections.

Although COVID first hit at the end of the 3rd quarter, it was the 4th quarter that took the full impact of the ramifications. This is reflected in overall depressed passenger ridership, fares, and service hours. Fixed route service remained the same for the most part, except for Student Shuttle routes (8 & 9) that were reduced due to Chico State's cancellation of on-campus classes. Also, because of reduced driver availability due to COVID quarantines, service on other routes was temporarily reduced.

Unlike fixed route hours that only saw a relatively small reduction in revenue hours, Paratransit service hours were basically cut in half. That's because while the fixed routes operate on a set schedule regardless of passenger numbers, Paratransit hours are strictly based on ridership reservations. Overall Paratransit ridership during the 4th quarter was down over 72%.

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Additionally, during the quarter, free fares were provided during the seven-week period (April 13 – May 31). B-Line was able to offer free fares as a result of the additional funding support for public transit that was provided through the Coronavirus Aid, Relief and Economic Security (CARES) Act signed by President Trump on March 27, 2020. Free fares served to provide a financial benefit to riders in these difficult times and it allowed for social distancing between the drivers and passengers since passengers could board through the rear doors.

Rural Fixed Route is exceeding the TDA (Transportation Development Act) farebox ratio requirement of 10% ticket sales to operating expenditures, coming in at 15.2% for the fiscal year. Ridership for the quarter was down 60% from prior year quarter and 29% for the FY. Expenditures for services and supplies came in at 92% of the annual budget for the year.

Urban Fixed Route is not meeting the TDA farebox ratio requirement of 20%. The final year end ratio of 16.8% reflects reduced passenger fares due to COVID reductions and the free fare promotion. Ridership tumbled nearly 73% compared to the prior year's quarter, and 20.7% for the fiscal year. Passenger fares were 76% of the annual budget. Expenditures are in line with budget expectations coming in at 100% of the annual budget.

Rural Paratransit is just below the TDA farebox ratio requirement of 10%, coming in at 9.7% for the year. After the fare increase in September, both Paratransit systems were on track to meet the 10%; however, the COVID reductions pulled them below that figure. Ridership is down 62% for the quarter and 47.5% for the year. Passenger revenues for the year came in at 78% of budget. Service hours were down over 45% for the quarter and 39% for the year. Expenditures are lower than budget expectations at 82% of the annual budget, as less service hours were operated due to the virus. The efficiency of this system dropped to 2.5 passengers per hour mainly because fewer riders were scheduled per vehicle to practice social distancing.

Urban Paratransit is under the TDA farebox ratio requirement of 10%, finishing the year at 9.2%. Ridership was down nearly 76% for the quarter and 15% for the year. Service hours are down almost 58% for the quarter and 12.6% for the year. Passenger revenues for the year came in at 81% of budget. Expenditures ended up at 95% of budgeted expectations. The efficiency of this system for the 4th quarter came in at 2.0 passengers per hour compared to the historically high measures. Once again, this is due to fewer passengers boarded together to follow CDC guidelines for the coronavirus.

Overall – There were no accidents in the quarter, with 285,954 miles driven. There was one valid complaint in the quarter which is within reason for the total number of passengers (263,911) served.

STAFF RECOMMENDATION: This item is presented for information only.

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

Butte Regional Transit
4th Quarter Financial Report
Fiscal Year 2019/20

Rural Fixed Route					
18/19 Q4		19/20 Q4			
Actual to Date	% of 18/19 Budget	19/20 Annual Budget	Actual to Date	% of 19/20 Budget	

Urban Fixed Route					
18/19 Q4		19/20 Q4			
Actual to Date	% of 18/19 Budget	19/20 Annual Budget	Actual to Date	% of 19/20 Budget	

Passeger Fares	\$ 461,042	91%	\$ 517,761	\$ 403,874	78%
TDA Funds	\$ 1,008,514	73%	\$ 1,546,718	\$ 871,754	56%
Federal/State Grants	\$ 1,115,099	109%	\$ 986,180	\$ 1,482,090	150%
Interest/ Other Local	\$ 39,687		\$ -	\$ 39,107	
Total Operating Income	\$ 2,624,342	90%	\$ 3,050,659	\$ 2,796,825	92%

\$ 750,702	99%	\$ 868,168	\$ 663,549	76%
\$ 1,316,107	86%	\$ 1,667,034	\$ 935,277	56%
\$ 1,463,230	99%	\$ 1,676,342	\$ 2,565,773	153%
\$ 53,868		\$ -	\$ 50,057	
\$ 3,583,907	95%	\$ 4,211,544	\$ 4,214,656	100%

Operator Expense	\$ 1,431,995	86%	\$ 1,731,971	\$ 1,626,417	94%
Fuel Expense	\$ 423,899	94%	\$ 465,000	\$ 380,497	82%
Other Operating	\$ 379,183	83%	\$ 467,514	\$ 373,410	80%
Facility Maintenance	\$ 145,093	105%	\$ 135,974	\$ 146,829	108%
Capital Expense			\$ -		
Services & Supplies	\$ 2,380,170	90%	\$ 2,800,459	\$ 2,527,153	90%
Admin Charges	\$ 244,172	98%	\$ 250,200	\$ 269,672	108%
Total Operating Expense	\$ 2,624,342	90%	\$ 3,050,659	\$ 2,796,825	92%

\$ 2,710,032	99%	\$ 3,052,129	\$ 3,184,246	104%
\$ 352,878	101%	\$ 445,000	\$ 316,937	71%
\$ 230,960	61%	\$ 462,737	\$ 441,971	96%
\$ 159,812	127%	\$ 118,238	\$ 127,677	108%
\$ -		\$ -		
\$ 3,453,682	96%	\$ 4,078,104	\$ 4,070,831	100%
\$ 130,225	98%	\$ 133,440	\$ 143,825	108%
\$ 3,583,907	96%	\$ 4,211,544	\$ 4,214,656	100%

% Change in Expense from Prior Year 6.2%

% Change in Expense from Prior Year 15.0%

Farebox Ratio	17.6%	17.0%	15.2%
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20.9%	20.6%	16.8%
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Revenue Hours	23,434	22,854	22,104	97%
Annual Passengers	249,692		176,660	-29%
Annual Pass/Rev Hr	10.7		8.0	
				% change
Cost/Rev Hr	\$111.99		\$ 126.53	11.5%
Cost/passenger	\$10.51		\$ 15.83	33.6%
Fare/passenger	\$1.85		\$ 2.29	19.2%

44,347	44,527	43,491	98%
700,179		555,442	-21%
15.8		12.8	
			% change
\$80.82		\$ 96.91	16.6%
\$5.12		\$ 7.59	32.5%
\$1.07		\$ 1.19	10.3%

Butte Regional Transit
4th Quarter Financial Report
Fiscal Year 2019/20

Rural Paratransit					
18/19 Q4 Actual to Date	% of 18/19 Budget	19/20 Annual Budget	19/20 Q4 Actual to Date	% of 19/20 Budget	

Urban Paratransit					
18/19 Q4 Actual to Date	% of 18/19 Budget	19/20 Annual Budget	19/20 Q4 Actual to Date	% of 19/20 Budget	

Passeger Fares	\$ 105,770	62%	\$ 86,975	\$ 68,075	78%
TDA Funds	\$ 918,844	61%	\$ 770,459	\$ 273,909	36%
Federal/State Grants	\$ -		\$ -	\$ 349,946	
Interest/ Other Local	\$ 21,735		\$ 682	\$ 13,157	
Total Operating Income	\$ 1,046,349	62%	\$ 858,116	\$ 705,087	82%

\$ 211,392	110%	\$ 238,458	\$ 193,048	81%
\$ 890,560	77%	\$ 1,267,755	\$ 596,845	47%
\$ 902,523	163%	\$ 718,166	\$ 1,310,527	182%
\$ 8,906		\$ -	\$ 4,930	
\$ 2,013,381	105%	\$ 2,224,379	\$ 2,105,350	95%

Operator Expense	\$ 841,619	60%	\$ 754,001	\$ 604,528	80%
Fuel Expense	\$ 89,274	71%	\$ 52,000	\$ 55,506	107%
Other Operating	\$ 65,486	69%	\$ 37,333	\$ 29,333	79%
Facility Maintenance	\$ 16,568	90%	\$ 5,912	\$ 6,384	108%
Capital Expense			\$ -		
Services & Supplies	\$ 1,012,947	62%	\$ 849,246	\$ 695,751	82%
Admin Charges	\$ 33,402	100%	\$ 8,870	\$ 9,336	105%
Total Operating Expense	\$ 1,046,349	62%	\$ 858,116	\$ 705,087	82%

\$ 1,678,936	106%	\$ 1,782,185	\$ 1,713,956	96%
\$ 165,612	123%	\$ 160,000	\$ 147,007	92%
\$ 91,218	80%	\$ 175,232	\$ 130,052	74%
\$ 30,563	124%	\$ 35,472	\$ 38,304	108%
		\$ -		
\$ 1,966,329	106%	\$ 2,152,889	\$ 2,029,319	94%
\$ 47,052	100%	\$ 71,490	\$ 75,031	105%
\$ 2,013,381	105%	\$ 2,224,379	\$ 2,104,350	95%

% Change in Expense from Prior Year -48.4%

% Change in Expense from Prior Year 4.3%

Farebox Ratio	10.1%	10.1%	9.7%
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	10.5%	10.7%	9.2%
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Revenue Hours	13,778	11,000	8,375	76%
Annual Passengers	49,557		26,041	-47%
Annual Pass/Rev Hr	3.6		3.1	
				% change
Cost/Rev Hr	\$75.94		\$ 84.19	9.8%
Cost/passenger	\$21.11		\$ 27.08	22.0%
Fare/passenger	\$2.13		\$ 2.61	18.4%

27,481	26,000	24,012	92%
91,690		77,841	-15%
3.3		3.2	
			% change
\$73.26		\$ 87.64	19.6%
\$21.96		\$ 27.03	23.1%
\$2.31		\$ 2.48	7.6%

B-Line Operating Data
FY 2019/20 - Fourth Quarter (and annual total)

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	41,396	-23.0%
4th	58,499	23,224	-60.3%
Total	249,692	176,660	-29.2%

Vehicle Revenue Hours		
18/19	19/20	change
6,645	5,609	-15.6%
5,648	5,611	-0.7%
5,530	5,611	1.5%
5,611	5,273	-6.0%
23,434	22,104	-5.7%

Passengers per Revenue Hr		
18/19	19/20	change
11.1	10.2	-8.7%
11.2	9.8	-12.7%
9.7	7.4	-24.1%
10.4	4.4	-57.8%
10.7	8.0	-25.0%

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	139,596	-25.2%
4th	171,573	46,501	-72.9%
Total	700,179	555,442	-20.7%

Vehicle Revenue Hours		
18/19	19/20	change
10,710	10,884	1.6%
11,392	11,507	1.0%
11,146	11,309	1.5%
11,099	9,791	-11.8%
44,347	43,491	-1.9%

Passengers per Revenue Hr		
18/19	19/20	change
14.0	15.8	12.4%
16.8	17.2	2.1%
16.7	12.3	-26.3%
15.5	4.7	-69.3%
15.8	12.8	-19.1%

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	6,780	-15.2%
4th	8,863	3,365	-62.0%
Total	49,557	26,041	-47.5%

Vehicle Revenue Hours		
18/19	19/20	change
5,206	2,442	-53.1%
3,478	2,339	-32.7%
2,605	2,236	-14.2%
2,489	1,358	-45.4%
13,778	8,375	-39.2%

Passengers per Revenue Hr		
18/19	19/20	change
3.9	3.3	-13.8%
3.6	3.3	-8.3%
3.1	3.0	-1.2%
3.6	2.5	-30.4%
3.6	3.1	-13.6%

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	21,621	-9.2%
4th	24,976	6,037	-75.8%
Total	91,690	77,841	-15.1%

Vehicle Revenue Hours		
18/19	19/20	change
6,372	7,273	14.1%
6,459	7,085	9.7%
7,333	6,560	-10.5%
7,317	3,094	-57.7%
27,481	24,012	-12.6%

Passengers per Revenue Hr		
18/19	19/20	change
3.5	3.5	-0.1%
3.2	3.5	9.5%
3.2	3.3	1.5%
3.4	2.0	-42.8%
3.3	3.2	-2.8%

PREVENTABLE ACCIDENTS

Qtr-FY	Accidents	Miles	Ratio (1 per x)
4-19/20	0	285,954	n/a
3-19/20	3	353,705	117,901
2-19/20	2	363,810	181,904
1-19/20	8	364,469	45,558

VALID PASSENGER COMPLAINTS

Complaint	Rides	Ratio (1 per x)
1	263,911	263,910
5	209,360	41,871
6	285,184	47,530
6	261,759	43,626