BUTTE COUNTY ASSOCIATION OF GOVERNMENTS

BOARD OF DIRECTORS MEETING
DECEMBER 8, 2016
### Acronyms for Butte County Association of Governments

<table>
<thead>
<tr>
<th>ACRONYM</th>
<th>MEANING</th>
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<tbody>
<tr>
<td>AB</td>
<td>Assembly Bill</td>
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<tr>
<td>ACOE</td>
<td>Army Corps of Engineers</td>
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<td>AFR</td>
<td>Accident Frequency Ratio</td>
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<td>APS</td>
<td>Alternative Planning Strategy</td>
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<td>AQMD</td>
<td>Air Quality Management District</td>
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<td>ARB</td>
<td>Air Resource Board</td>
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<td>AVL</td>
<td>Automatic Vehicle Location</td>
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<td>BCAG</td>
<td>Butte County Association of Governments</td>
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<td>CALCOG</td>
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<td>CARB</td>
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<td>CEEQA</td>
<td>California Environmental Quality Act</td>
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<td>CMAQ</td>
<td>Congestion Mitigation &amp; Air Quality</td>
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<td>CON</td>
<td>Construction</td>
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<td>CTC</td>
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<td>CTIPS</td>
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<td>California Department of Fish and Game</td>
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<td>Department of Transportation</td>
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<td>PA&amp;ED</td>
<td>Project Approval &amp; Environmental Document</td>
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<td>Permit Engineering Evaluation Report</td>
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<td>Plans, Specifications &amp; Estimates</td>
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<td>SAFETEA-LU</td>
<td>Safe Accountable Flexible Efficient Transportation Equity Act: A Legacy for Users</td>
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<td>SCEA</td>
<td>Sustainable Community Environmental Assessment</td>
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<td>Unmet Transit Needs</td>
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<td>WE</td>
<td>Work Element</td>
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1. Pledge of Allegiance
2. Roll Call

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

3. Approval of Minutes from the September 22, 2016 BCAG Board of Directors Meeting (Attachment) – Sylvia
4. Authorization for Executive Committee to work with Executive Director on 2016 Annual Personnel Evaluation (Attachment) - Jon
5. Approval of Federal Transportation Improvement Program Amendment (FTIP) Amendment #01 (Attachment) – Ivan
6. Approval of Resolution 2016/17-12 CalEMA funding support for Safety and Security Project at the Butte Regional Transit Operations & Maintenance Facility and Transit Vehicles (Attachment) – Mike
8. Authorization for the Executive Director to Establish a Bank Account for the Administration of Aflac Benefits (Attachment) – Cheryl/Julie

ITEMS REMOVED FROM CONSENT AGENDA – If Any

ITEMS FOR ACTION

9. Approval of 2016 Regional Transportation Plan (RTP) and Sustainable Communities Strategy (SCS) for Butte County (Attachments) – Ivan
ITEMS FOR INFORMATION

10. Butte Regional Conservation Plan (BRCP) Update (Attachment) - Chris
11. Butte Regional Transit Mobile Application Development (Attachment) – Mike / Jim
12. BCAG/BRT Operations Facility Solar Project Update (Attachment) - Andy
13. BCAG/BRT Operations Facility Maintenance Update (Attachment) - Andy
15. Caltrans District 3 Update – Adam Hansen
16. BCAG 2017 Meeting Schedule (Attachment) - Jon

ITEMS FROM THE FLOOR

17. 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

18. The next meeting of the BCAG Board of Directors has been scheduled for Thursday January 26, 2017, at the City of Chico.

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) 879-2468.

Any handouts presented by speakers are to be distributed to the Board by the Clerk of the Board.
BOARD OF DIRECTORS MEETING
ITEM #3
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 Town of Paradise Council Chambers, 5555 Skyway, Paradise, CA.

**MEMBERS PRESENT**
Bill Connelly, Chair  Supervisor  District 1
Larry Wahl  Supervisor  District 2
Maureen Kirk  Supervisor  District 3
Doug Teeter  Supervisor  District 5
Linda Dahmeier  Councilmember  City of Oroville
John Rawlings  Alternate  Town of Paradise

**MEMBERS ABSENT**
Steve Lambert  Supervisor  District 4
John Busch  Councilmember  City of Biggs
Reanette Fillmer  Councilmember  City of Chico
Ray Borges  Councilmember  City of Gridley
Jody Jones  Councilmember  Town of Paradise

**STAFF PRESENT**
Jon Clark  Executive Director
Chris Devine  Planning Manager
Ivan Garcia  Transportation Programming Specialist
Jim Peplow  Senior Planner, Transit Operations
Sylvia Narvaez  Administrative Assistant

**OTHERS PRESENT**
Adam Hansen, Caltrans District 3
Marc Mattox, Town of Paradise
Luis Topete, City of Oroville
Linda Furr, Butte County League of Women Voters
1. Pledge of Allegiance
2. Roll Call

CONSENT AGENDA

3. Approval of Minutes from the July 28, 2016 BCAG Board of Directors Meeting
4. Approval of 2016 Public Participation Plan Update
5. Approval of Policy for Government-to-Government Consultation with Federally Recognized Native American Tribal Governments
6. Approval of Short-Term Loan to the Butte Regional Transportation Corporation (BRTC) to Begin Planning and Development of Solar for Butte Regional Transit Operations & Maintenance Facility
7. Approval of BCAG Disadvantaged Business Enterprise (DBE) Program & Revision #1 of the Overall DBE Goal
8. Approval of Amendment #1 for the 2016/17 Overall Work Program (OWP) and Budget and Overall Work Program Agreement (OWPA)

NO ITEMS PULLED FROM THE CONSENT AGENDA
On motion by Board Member Kirk and seconded by Board Member Rawlings, the Consent Agenda was unanimously approved.

ITEMS FOR ACTION

9. Approval of 2017 Federal Transportation Improvement Program (FTIP) and Air Quality Determination
BCAG staff recommended that the BCAG Board adopt the 2017 FTIP and Air Quality Conformity Determination by Resolution #2016/17-10. This resolution also authorizes staff to make any necessary technical corrections/modifications to ensure timely state and federal approval. The 2017 FTIP identifies approximately $160 million in funding for 28 projects over the next four federal fiscal years beginning October 1, 2016.

There was general discussion by the Board and staff in regards to the agenda item.

On motion by Board Member Dahlmeier and seconded by Board Member Kirk, the 2017 Federal Transportation Improvement and Air Quality Determination was unanimously approved.
ITEMS FOR INFORMATION

10. Draft 2016 Regional Transportation Plan (RTP) & Sustainable Communities Strategy (SCS) and Public Workshop Schedule
Staff informed the Board that BCAG is required to adopt a Regional Transportation Plan (RTP) / Sustainable Communities Strategy (SCS) every 4 years to identify the region’s long range transportation plan for a 20-year minimum horizon period. The 2016 RTP/SCS covers the years from 2016 to 2040. Staff commented that public workshops to present the draft Plan had been recently scheduled.

There was general discussion by the Board and staff in regards to the agenda item.

Staff commented that the Draft 2016 RTP/SCS will be presented for adoption at the December 8, 2016 Board meeting.

11. Butte Regional Conservation Plan (BRCP) Update
Staff informed the Board that BCAG is facilitating the development of the Butte Regional Conservation Plan (BRCP) on behalf of the cities of Chico, Biggs, Gridley, and Oroville, the County of Butte, Caltrans District 3, Western Canal Water District, Richvale Irrigation District, Biggs West Gridley Water District, and Butte Water District. The development of the BRCP is continuing to move forward.

Updates to the Board by staff included the BRCP and EIS/EIR and associated components.

There was general discussion by the Board and staff in regards to the agenda item.

12. Butte Regional Transit 4th Quarter Report for 2015/16 FY
Staff presented to the Board key financial and statistical results for the Butte Regional Transit for the 4th quarter of fiscal year 2015/16.

In the 4th Quarter Report, the B-Line service had a total of 5 preventable accidents while traveling a total of 401,576 miles. This equates to an AFR of 1:80,314 mi. The B-Line received 9 valid complaints for 328,547 passenger trips over both fixed route and paratransit services. This equates to 1 complaint per 36,504 trips provided.

There was general discussion by the Board and staff in regards to the agenda item.
13. **Caltrans District 3 Update**
Adam Hansen, Caltrans District 3, presented to the Board and staff an oral report on current and future road projects in Butte County.

There was general discussion by the Board, staff and Mr. Hansen.

14. **Town of Paradise Update**
Marc Mattox, Town Engineer for the Town of Paradise, presented to the Board and staff an oral report current and future projects for the Town of Paradise.

There was general discussion by the Board, staff and Mr. Mattox.

ITEMS FROM THE FLOOR

10. **There were no items from the floor**
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
With no further items to discuss, the BCAG Board meeting adjourned at 10:06 AM.

Attest:
*Jon Clark, Executive Director*
*Sylvia Narvaez, Administrative Assistant*
*Butte County Association of Governments*
BOARD OF DIRECTORS MEETING
ITEM #4
BCAG BOARD OF DIRECTORS  

Item #4  
Consent  

December 8, 2016  

AUTHORIZATION FOR BCAG EXECUTIVE COMMITTEE TO WORK WITH EXECUTIVE DIRECTOR ON 2016 ANNUAL PERSONNEL EVALUATION  

PREPARED BY: Jon Clark, Executive Director  

ISSUE: The Employment Agreement between the BCAG Board of Directors and the Executive Director requires that an annual evaluation be prepared for review with the BCAG Board of Directors.  

DISCUSSION: The Executive Director is requesting the BCAG Board of Directors authorization to have the BCAG Executive Committee meet with the Executive Director during December/January to work on his 2016 annual evaluation. The BCAG Executive Committee includes Supervisor Bill Connelly (BCAG Chair), Supervisor Maureen Kirk and Mayor Jody Jones (Vice Chair).  

The Executive Director’s 2016 annual evaluation will then be brought back to the BCAG Board of Directors for their review at the January 2017 meeting.  

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.  

Key Staff: Jon Clark, Executive Director
BUTTE COUNTY ASSOCIATION OF GOVERNMENTS

BOARD OF DIRECTORS MEETING
ITEM #5
December 8, 2016

APPROVAL OF FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM (FTIP) – AMENDMENT #01

PREPARED BY: Ivan Garcia, Transportation Programming Specialist

ISSUE: BCAG has received a request by the Town of Paradise for Congestion Mitigation and Air Quality Program (CMAQ) funds for the Pearson Road Safe Routes to Schools Connectivity Project. This project is currently programmed in the Active Transportation Program (ATP). The Town is requesting an additional $500,000 in CMAQ Funds. Amendment #01 to the 2017 Federal Transportation Improvement Program is required.

DISCUSSION: The Town’s ATP Project was awarded a total of $1,387,000 by the California Transportation Commission (CTC) as part of Cycle 2 of the Active Transportation Program. The Town advertised for construction, however, the lowest bid received was $1 million over the available funds programmed for the project. The Town “valued engineered” the project to reduce the scope and still meet the purpose and need of the project but could not meet the approved budget.

The request by the Town of Paradise to program an additional $500,000 in CMAQ funding will not affect other local projects currently programmed with CMAQ funding. Staff reviewed this project and funding revision with the BCAG Transportation Advisory Committee (TAC) and received a unanimous vote to recommend approval by the BCAG Board.

BCAG and Town of Paradise staff met with CTC staff to discuss options for addressing the funding shortfall for this project. It was suggested by CTC staff that if additional funding from the CMAQ program could be provided ($500,000), and if the project could be phased in two projects, then they could support this project and funding revision. If approved, BCAG staff and the Director of Public Works for the Town of Paradise will present a scope change recommendation to the California Transportation Commission at their December 8, 2016 meeting for consideration. Attached is a letter provided by the Town of Paradise addressed to the CTC. While the letter identifies a $700,000 shortfall, the Town of Paradise currently has a $200,000 commitment in CMAQ funds.

REQUESTED ACTION: Staff is requesting the BCAG Board of Directors approve Amendment #01 to the 2017 FTIP to program an additional $500,000 of Congestion Mitigation and Air Quality Program (CMAQ) funds to the Town of Paradise for the “Pearson Rd SR2S ATP - Phase II Project”.

Key staff: Ivan Garcia, Transportation Programming Specialist
The Town of Paradise was awarded ATPL 5425 (029) under the first Active Transportation Program (ATP) cycle. The $1,388,000 project aims to construct sidewalks, curbs and gutters along Pearson Road between Skyway and Academy Drive on both sides of the street where they are currently missing. This project embodies the complete vision of the Active Transportation Program by filling critical gaps of non-motorized infrastructure and connecting three area public schools to a five-mile multi-use Class I trailway. The awarded project was 100% ATP, State-Only funded for the environmental, design and construction phases. All pre-construction project phases are complete.

Following approval of the Construction phase by the California Transportation Commission (CTC) on June 30, 2016, Town of Paradise immediately advertised for bids on July 5, 2016. Two bids were received on August 1 and revealed a $1,000,000 shortfall in available funds. Town Council rejected all bids on August 9 and tasked staff to seek a more affordable project for bidding. As a small community representing 27,000 people, the project shortfall alone exceeds our annual Public Works budget for 2016/2017.

Staff prepared a revised project for Council approval on September 13, 2016. This revised project is 100% consistent with the original ATP scope. Cost saving measures were implemented by changing construction dates, material details, and mostly by re-allocating roadway geometrics to avoid construction of retaining walls to accommodate the new sidewalks for a large portion of the project. This was achieved by reducing the travelled lane widths to 11’, bicycle lanes to 5’ and the sidewalks to 4’.

Understanding the potential to remain over budget, even with the value engineered project, staff constructed the revised bid documents to determine how much of the original project can fit within the available budget. The second set of plans outlined the following components:

- **Base Bid = South Side of Pearson between Skyway & Academy (2,700 ft)**
- **Additive Group A = North Side of Pearson between Sierra Park & Scottwood (600 ft)**
- **Additive Group B = North Side of Pearson between Scottwood & Academy (1200 ft)**
The intent of breaking the project into phases was to be prepared for the possibility of a scope change request, and, if approved, to be prepared to proceed without re-bidding the project again and introducing any new variables.

The second bid opening was conducted on October 4. The low-bid breakdown is shown below:

<table>
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<tr>
<th>Component</th>
<th>Cost</th>
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<tr>
<td>Base Bid (South Side)</td>
<td>$985,226.00</td>
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<tr>
<td>Additive A (North Side 1/3)</td>
<td>$200,878.00</td>
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<tr>
<td>Additive B (North Side 2/3)</td>
<td>$422,356.00</td>
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<td><strong>TOTAL</strong></td>
<td><strong>$1,608,460.00</strong></td>
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The total contract bid amount exceeds all funding available for the construction phase. With $1,071,000 available, an additional $700,000 is needed to complete the original scope of work.

Due to this continued budget shortfall, and after full coordination with CTC staff, the Town of Paradise is requesting a formal scope amendment per the CTC Policy adopted on August 18, 2016.

Staff proposes to phase the overall project by awarding the south side of the project only. The remaining portion of the project will be completed through a separate project “Phase 2”, to be funded Federal through Congestion Mitigation and Air Quality (CMAQ) funding by the Butte County Association of Governments (BCAG).

If the requested scope amendment is approved by the CTC at the December 7-8 meeting, the Town of Paradise is prepared to move forward expeditiously. The current low bid received for the base-bid only can be awarded on December 13, 2016 without any rebidding required. Construction could start in the spring/summer. The non-infrastructure component could proceed as awarded and continue through the fall. All project work could be closed out no later than May 2018.

Relating to the project’s “Phase 2” to construct the portions removed by this scope amendment, staff expects the additional funds to be fully secured and programmed in the FTIP by the time of CTC consideration. Construction for Phase 2 could potentially be completed in spring 2018, or sooner.
BCAG BOARD OF DIRECTORS

December 8, 2016

APPROVAL OF RESOLUTION 2016/17-12 CALEMA FUNDING SUPPORT FOR SAFETY AND SECURITY PROJECT AT THE BUTTE REGIONAL TRANSIT OPERATIONS AND MAINTENANCE FACILITY AND TRANSIT VEHICLES

PREPARED BY: Michael Rosson, Transit Manager

ISSUE: Staff will be submitting grant requests of approximately $145,583 for security measures for inclusion with the new Transit Operations and Maintenance Facility. A Board resolution is a required attachment to the grant request.

DISCUSSION: Staff has utilized prior CalEMA grants to install security cameras, lighting and emergency alarms at the Chico and Oroville transit centers as well as at the existing operations and maintenance facility. These additions have proven to be necessary and very helpful in providing security for both the public and transit systems drivers.

Staff believes the CalEMA funds should also be used for similar measures at the new operations and maintenance facility (including the Butte Regional Transit Operations Center) which would specifically include security fencing and gates and internal security measures. Funds may also be used for eligible uses on transit vehicles. Staff is tasked to ensure that all security measures and protection of the investment and safety of the employees at the Transit Facilities and the transit vehicles are achieved.

Staff will be pursuing FFY 16/17 grant funding that is available. Resolutions are required to authorize the BCAG Executive Director to execute all required applications, contracts and documents necessary for obtaining financial assistance provided by the California Emergency Management Agency (CalEMA).

STAFF RECOMMENDATION: Staff is requesting that the Board of Directors approve Resolution No. 2016/2017 – 12 for the proposed CalEMA security grant submittal.

Key Staff: Jon Clark, Executive Director
Andy Newsum, Deputy Director
Julie Quinn, Chief Fiscal Officer
RESOLUTION OF THE BUTTE COUNTY ASSOCIATION OF GOVERNMENTS ADOPTING THE SECURITY MEASURES FOR BUTTE REGIONAL TRANSIT OPERATIONS AND MAINTENANCE FACILITY PROJECT AND TRANSIT VEHICLES TO BE FUNDED UNDER THE CALEMA TRANSIT SYSTEM SAFETY, SECURITY AND DISASTER RESPONSE ACCOUNT PROGRAM FOR FFY 2016/17 FUNDING

WHEREAS, the Butte County Association of Governments (BCAG) is the Metropolitan Planning Organization (MPO), Regional Transportation Planning Agency (RTPA), and Owner and Operator of Butte Regional Transit the B-Line;

WHEREAS, BCAG is responsible for managing the day-to-day Operations and Maintenance of Butte Regional Transit, and is constructing a new Operation and Maintenance Facility for day-to-day operations of the transit system;

WHEREAS, BCAG has developed a Security Measures Plan and Project for the Butte Regional Transit Operation and Maintenance Facility and transit vehicles to be funded by the CalEMA Transit System Safety, Security and Disaster Response Account Program;

NOW THEREFORE BE IT RESOLVED that the BCAG Board of Directors authorizes the Executive Director or Deputy Director to execute all required applications, contracts, and documents necessary for obtaining financial assistance provided by the California Emergency Management Agency.
PASSED AND ADOPTED by the Butte County Association of Governments on the 8th day of December, 2016 by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

I, Bill Connelly Chair of the Butte County Association of Governments (BCAG) Board of Directors, do hereby certify that the above is a true and correct copy of the resolution passed and approved by the BCAG Board of Directors on this 8th day of December 2016.

APPROVED:  
BILL CONNELLY, CHAIR  
BUTTE COUNTY ASSOCIATION OF GOVERNMENTS

ATTEST:  
JON A. CLARK, EXECUTIVE DIRECTOR  
BUTTE COUNTY ASSOCIATION OF GOVERNMENTS
ITEM #7
BCAG BOARD OF DIRECTORS

Item #7
Consent

December 8, 2016

APPROVAL OF RESOLUTION 2016/17-13 FEDERAL TRANSIT ADMINISTRATION (FTA) SECTION 5310 GRANTS FOR TRANSPORTATION PROJECTS FOR SENIORS AND INDIVIDUALS WITH DISABILITIES FOR FFY 2015, 2016, & 2017

PREPARED BY: Michael Rosson, Transit Manager

ISSUE: Under FTA Section 5310, project funds are available for Capital, Mobility Management, and Operating expenses that support public transportation services beyond those required by the Americans with Disabilities Act of 1990 (ADA) and public transportation alternatives beyond those required by the ADA designed to assist individuals with disabilities with accessing transportation services, including transportation to and from jobs and employment support services.

DISCUSSION: Staff has utilized prior Section 5310 grants to fund Paratransit Vehicle purchases and for Operating expenses for Dial-A-Ride services that are beyond those required by ADA. These funds, if awarded, will apply to B-Line’s FY2017/18, FY2018/19 & FY2019/20 budget years. One of the goals for FTA Section 5310 Projects is to provide public transportation services to overcome existing barriers facing Seniors and Americans with disabilities seeking integration into the workforce and full participation into society. Lack of adequate transportation is a primary barrier to work for individuals with disabilities. If funded, this project will be included in the Federal Transportation Improvement Program (FTIP) for Butte County. The 5310-grant application requires a Board Resolution be included.

STAFF RECOMMENDATION: Staff is requesting that the Board of Directors approve Resolution No. 2016/2017 – 13 for the proposed FTA Section 5310 Grants Program Application for Butte County.

Key Staff: Michael Rosson, Transit Manager
Julie Quinn, Chief Fiscal Officer
Jon Clark, Executive Director
RESOLUTION OF THE BUTTE COUNTY ASSOCIATION OF GOVERNMENTS
APPROVING THE FEDERAL TRANSIT ADMINISTRATION (FTA) SECTION 5310
PROJECTS FOR ENHANCED MOBILITY FOR SENIORS AND INDIVIDUALS WITH
DISABILITIES PROGRAM (49 U.S.C. SECTION 5310) GRANT APPLICATIONS FOR
BUTTE COUNTY WITH CALIFORNIA DEPARTMENT OF TRANSPORTATION FOR
FFY 2015, 2016, & 2017

WHEREAS, Butte County Association of Governments (BCAG) is the Metropolitan
Planning Organization and the Regional Transportation Planning Agency responsible
for transportation planning in Butte County; and

WHEREAS, the U. S. Department of Transportation is authorized to make grants to
states through the Federal Transit Administration to support capital projects for non-
urbanized public transportation systems under Section 5310 of the Federal Transit Act
(FTA C 9070.1G); and

WHEREAS, the California Department of Transportation (Department) has been
designated by the Governor of the State of California to administer Section 5310 grants
for transportation projects for seniors and individuals with disabilities; and

WHEREAS, BCAG desires to apply for said financial assistance to permit operation of
paratransit service in Butte County; and

WHEREAS, the BCAG Coordinated Public Transit – Human Services Transportation
Plan, adopted by BCAG in July 2008, identify transportation needs of individuals with
disabilities, older adults and people with low-incomes; provide strategies for meeting
those local needs and prioritized transportation services for funding and implementation;
and

WHEREAS, the BCAG Coordinated Public Transit – Human Services Transportation
Plan Primary Program Goal, “to improve the target populations’ mobility in Butte County
through coordinated partnerships and projects”; and

WHEREAS, the BCAG Coordinated Public Transit – Human Services Transportation
Plan lists as the Primary Planning Process Goals, (1) to identify and promote
partnerships to address specialized transportation needs; (1) to identify possible
projects that can respond to identified needs and emerging gaps in services; and (3) to
encourage new partnerships for the development of these projects and application for
funding to the Call of Projects, under the Coordinated Planning Process; and
WHEREAS, BCAG has, to the maximum extent feasible, coordinated with other transportation providers and users in the region of Butte County (including social service and non-profit agencies).

NOW THEREFORE BE IT RESOLVED that the BCAG Board of Directors authorizes the Executive Director or Deputy Director to execute all required applications, contracts, and documents necessary for obtaining financial assistance provided by the California Department of Transportation pursuant to Section 5310 of the Federal Transit Act (FTA C 9070.1G), as amended.
PASSED AND ADOPTED by the Butte County Association of Governments on the 8th day of December 2016 by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

I, Bill Connelly Chair of the Butte County Association of Governments (BCAG) Board of Directors, do hereby certify that the above is a true and correct copy of the resolution passed and approved by the BCAG Board of Directors on this 8th day of December 2016.

APPROVED: ____________________________
BILL CONNELLY, CHAIR
BUTTE COUNTY ASSOCIATION OF GOVERNMENTS

ATTEST: ______________________________
JON A. CLARK, EXECUTIVE DIRECTOR
BUTTE COUNTY ASSOCIATION OF GOVERNMENTS
BOARD OF DIRECTORS MEETING
ITEM #8
AUTHORIZATION FOR THE EXECUTIVE DIRECTOR TO ESTABLISH A BANK ACCOUNT FOR ADMINISTRATION OF AFLAC BENEFITS

PREPARED BY: Cheryl Massae, Human Resources Manager

ISSUE: BCAG will start offering voluntary individual supplemental policies through Aflac, an employee paid benefit, beginning December 2016.

DISCUSSION: The purpose of this item is to obtain authorization from the BCAG Board of Director’s to open a bank account with Rabobank, where a fixed amount is reserved to administer monthly payments for Aflac benefits. Staff is requesting $1700.00 to open this account.

Aflac offers eleven different individual policies that vary from supplementation of an employee medical plan, protection of employees’ income should there be a temporary disability, and others including cancer, accident, hospitalization, vision, dental and critical illnesses. BCAG staff met with Aflac representatives and those interested employees signed up to participate.

Payments are made to Aflac by using employee deductions from their paycheck. Most of these policies are paid pre-tax with the exception of the short-term disability policy.

Staff will use the bank account to pay the invoice for Aflac and the employee deductions to replenish the account. There is no cost to BCAG to administer this program, it is strictly voluntary and 100% employee paid.

STAFF RECOMMENDATION: Staff is recommending the BCAG Board of Directors authorize the Executive Director to open a checking account at Rabobank in the amount of $1700.00 for the administration of the Aflac supplemental benefits program.

Key Staff: Cheryl Massae, Human Resources Manager
Julie Quinn, Chief Fiscal Officer
BUTTE COUNTY ASSOCIATION OF GOVERNMENTS

BOARD OF DIRECTORS MEETING
ITEM #9
BCAG BOARD OF DIRECTORS

December 8, 2016

APPROVAL OF 2016 REGIONAL TRANSPORTATION PLAN (RTP) AND SUSTAINABLE COMMUNITIES STRATEGY (SCS) FOR BUTTE COUNTY

- PUBLIC HEARING AND APPROVAL OF THE 2016 REGIONAL TRANSPORTATION PLAN AND SUSTAINABLE COMMUNITIES STRATEGY
- CERTIFICATION OF THE FINAL PROGRAM ENVIRONMENTAL IMPACT REPORT FOR THE 2016 REGIONAL TRANSPORTATION PLAN, ADOPTING A MITIGATION MONITORING AND REPORTING PROGRAM

PREPARED BY: Ivan Garcia, Transportation Programming Specialist

ISSUE: BCAG is required to adopt a Regional Transportation Plan / Sustainable Communities Strategy (RTP/SCS) & Environmental Impact Report (EIR) every 4 years. The RTP/SCS also includes a new Regional Air Quality Conformity Analysis and Determination. The RTP/SCS is required to be adopted by December 2016.

DISCUSSION: The 2016 RTP/SCS is BCAG’s long range regional transportation plan which covers the years from 2016 to 2040. The RTP/SCS serves as the foundation for the development of the short-range Regional Transportation Improvement Program (RTIP) and the Federal Transportation Improvement Program (FTIP). The RTP/SCS can be amended at any time by the BCAG Board of Directors.

The 2016 RTP/SCS contains the following:

1. RTP Document – including all required components (Policy, Sustainable Communities Strategy, Action and Financial)
2. Air Quality Conformity Analysis and Determination – demonstrating that the projects in the RTP conform to the applicable federal air quality requirements.
3. Environmental Impact Report – complying with the California Environmental Quality Act requirements

The RTP/SCS was developed in consultation with the BCAG Transportation Advisory Committee, which includes each of the cities, the county, Butte County Rancherias, citizen representatives, BCAQMD, and Caltrans. In addition, staff held Interagency Consultation Review meetings with the Air District, Caltrans, FHWA, and the EPA.
Staff has prepared and completed the 2016 RTP/SCS in accordance with BCAG’s Public Participation Plan (PPP). Two final public meetings were held in September 2016 in the City of Chico and City of Oroville to present the draft RTP/SCS and EIR. In addition, a public hearing notice was posted in local Butte County newspapers to solicit final comments on the draft 2016 RTP/SCS. An Executive Summary for the 2016 RTP/SCS is attached. Development of this document is a two-year process with extensive opportunities for public input.

**Environmental Impact Report**

The RTP/SCS is a “project” as defined by the California Environmental Quality Act (CEQA) and requires a program-level EIR. The EIR is a plan-level document that analyzes environmental impacts of the 2016 RTP/SCS on a programmatic level. Project-specific impacts should be analyzed in detail by project proponents as the individual projects are designed and engineered at a later date.

BCAG staff has worked with Rincon Consultants, Inc. to develop the program-level EIR.

A draft EIR was released for a 45-day public review period in August 2016 and a public hearing was held in September 2016. Pursuant to CEQA Guidelines Section 15086, BCAG consulted with and requested comments on the draft EIR from responsible agencies, trustee agencies with resources affected by the project, and other state, federal, and local agencies which exercise authority over resources which may be affected by the RTP/SCS. BCAG received and addressed minor comments from Caltrans, Cal Fire and from the Butte County Air Quality Management District.

The BCAG Board is required to certify the Final Environment Impact Report (EIR) and find that it complies with the requirements of the California Environmental Quality Act (CEQA). In addition, the BCAG Board must adopt a Mitigation and Monitoring and Reporting Program, and Findings and Statement of Overriding Considerations relative to the EIR.

Attached to the memorandum is a Summary of CEQA Findings of Fact, Statement of Overriding Considerations, and Mitigation Monitoring and Reporting Program.

STAFF RECOMMENDATION:  Staff requests the Board open a public hearing for any final comments on the 2016 RTP/SCS and EIR. If no significant comments are received, staff recommends the BCAG Board adopt the 2016 Regional Transportation Plan / Sustainable Communities Strategy by Resolution 2016/17#14. This resolution also certifies the Final Environmental Impact Report (EIR), adopting Findings and Statement of Overriding Consideration, and the Mitigation Monitoring and Reporting Program. This resolution also authorizes staff to make any necessary changes to the RTP/SCS document to ensure timely approval by the required state and federal agencies.

Key Staff:  Iván García, Transportation Programming Specialist  
Brian Lasagna, Regional Analyst
Summary of
CEQA Findings of Fact, Statement of Overriding Considerations,
and Mitigation Monitoring and Reporting Program

Findings for Significant PROJECT and Cumulative Impacts for Which Project’s Incremental Contribution has Been Mitigated to Less than Significant Levels (Class II Impacts)

For the following impacts, BCAG hereby finds mitigation measures have been identified in the Final Program EIR that will avoid or substantially lessen the proposed project’s incremental contribution to the following significant project and cumulative impacts to a less than significant (i.e., less than cumulatively considerable) level. The significant impacts and the mitigation measures that will reduce them to a less than significant level are as follows:

- Impact AQ-1; Mitigation Measures AQ-1
- Impact AQ-3; Mitigation Measure AQ-3
- Impact B-1; Mitigation Measure B-1
- Impact B-2; Mitigation Measures B-2(a)-(c)
- Impact B-3; Mitigation Measure B-3
- Impact B-4; Mitigation Measure B-4
- Impact B-5; Mitigation Measure B-5
- Impact CR-1 (for archeological and paleontological resources); Mitigation Measures CR-1(a)-(d)
- Impact CR-2; Mitigation Measure CR-2
- Impact GHG-1; Mitigation Measure GHG-1
- Impact N-1; Mitigation Measures N-1(a)-(e)
- Impact N-2; Mitigation Measures N-2(a)-(b)
- Impact N-3; Mitigation Measure N-3

Findings for Significant PROJECT AND Cumulative Impacts for Which Project’s Incremental Contribution has Not Been Mitigated to Less than Significant Levels (Class I Impacts)

For the following impacts, BCAG hereby finds that mitigation measures have been identified in the Final Program EIR that will reduce the proposed project’s incremental contribution to the following significant cumulative impacts, but not to a less than significant (i.e., less than cumulatively considerable) level. The significant impacts and the mitigation are as follows:

- Impact AG-1; Mitigation Measures AG-1(a)-(d)
- Impact CR-1 (for historic structures); Mitigation Measures CR-1(a)-(d)
STATEMENT OF OVERRIDING CONSIDERATIONS

BCAG adopts and makes this statement of overriding considerations concerning the Project’s unavoidable significant impacts to explain why the project’s benefits override and outweigh its unavoidable impacts.

Even with implementation of all feasible mitigation, the project will result in significant and unavoidable impacts as follows:

1. Implementation of the 2016 RTP-SCS would convert agricultural lands including Prime Farmland and lands under Williamson Act contract to non-agricultural uses. (Impact AG-1)
2. Implementation of the 2016 RTP-SCS would disturb known and unknown cultural resources such as historic structures. (Impact CR-1)

Each benefit set forth below constitutes an overriding consideration warranting approval of the project, independent of the other benefits, despite each and every unavoidable impact.

a. The implementation of 2016 RTP-SCS transportation projects will provide for a comprehensive transportation system of facilities and services that meets the public's need for the movement of people and goods, and that is consistent with the social, economic, and environmental goals and policies of the region.

b. The project will improve transportation mobility and accessibility in the county.

c. The project will improve air quality by reducing emissions of ozone precursors compared to future No Project conditions.

d. The SCS will contribute to a reduction in greenhouse gas (GHG) emissions from passenger vehicles and light trucks, helping the Butte County area to achieve the regional GHG reduction targets set by the California Air Resources Board (ARB).

e. The project will promote consistency between the California Transportation Plan 2025, the regional transportation plan and other plans developed by cities, counties, districts, Native American Tribal Governments, and State and Federal agencies in responding to Statewide and interregional transportation issues and needs.

f. The construction of transportation projects will result in both short-term and long-term economic benefits to the Butte County area and its residents. Transportation projects will indirectly provide for a number of jobs relating to construction and maintenance. The RTP program includes transportation investments in the BCAG region. Other California MPO studies have shown that investments in regional transportation projects and programs provide numerous jobs locally (see, for example, SANDAG 2050 RTP-SCS, Technical Appendix 3, Table TA 3.1, average annual increase of 18,500 jobs).

MITIGATION MONITORING AND REPORTING PROGRAM

BCAG finds that a Mitigation Monitoring and Reporting Program (MMRP) for the 2016 RTP-SCS has been prepared for the project and has been adopted concurrently with these Findings (Public Resources Code, § 21081.6(a)(1)).
RESOLUTION OF THE BUTTE COUNTY ASSOCIATION OF GOVERNMENTS CERTIFYING THE FINAL PROGRAM ENVIRONMENTAL IMPACT REPORT FOR THE 2016 REGIONAL TRANSPORTATION PLAN, ADOPTING A MITIGATION MONITORING AND REPORTING PROGRAM, AND APPROVING THE 2016 REGIONAL TRANSPORTATION PLAN AND SUSTAINABLE COMMUNITIES STRATEGY

WHEREAS, the Butte County Association of Governments (BCAG) is the designated Metropolitan Planning Organization (MPO) comprised of five member agencies: Butte County, the cities of Biggs, Chico, Gridley, Oroville or Paradise; and

WHEREAS, BCAG is the agency responsible for maintaining a continuing, cooperative, and comprehensive transportation planning process which will result in a Regional Transportation Plan and Sustainable Communities Strategy pursuant to 23 U.S.C. 134(a) and (g), 49 U.S.C. §5303(f); 23 C.F.R. §450, and 49 C.F.R. §613; and

WHEREAS, BCAG is the Lead Agency in preparing the Regional Transportation Plan and Sustainable Communities Strategy and is required to comply with the California Environmental Quality Act (CEQA) [Cal. Pub. Res. Code § 21000 et seq.]; and

WHEREAS, pursuant to CEQA Guidelines Section 15002(f), an Environmental Impact Report (EIR) is the public document used by a governmental agency to analyze the significant environmental effects of a proposed project, to identify alternatives, and to disclose possible ways to reduce or avoid the potential environmental damage; and

WHEREAS, CEQA Guidelines Section 15168(a) specifies that a Program EIR (PEIR) be prepared on a series of actions that can be characterized as one large project and are related either: (1) geographically; (2) as logical parts in a chain of contemplated actions; (3) in connection with issuance of rules, regulations, plans, or other general criteria, to govern the conduct of a continuing program; or (4) as individual activities carried out under the same authorizing statutory or regulatory authority and having generally similar environmental effects which can be mitigated in similar ways; and

WHEREAS, BCAG has determined that a Program EIR is appropriate to assess the environmental impact of the 2016 Regional Transportation Plan (RTP) and Sustainable Communities Strategy (SCS); and
WHEREAS, the Program EIR is a regional planning level analysis which analyzes environmental impacts of the 2016 RTP-SCS on a broad planning level, while presenting as much detailed information about the individual RTP projects that is available at this time; and

WHEREAS, project-specific impacts of the individual RTP project should be analyzed in detail by the implementing agencies as the individual projects are designed, engineered, and considered for approval at a later date; and

WHEREAS, pursuant to CEQA Guidelines Section 15086, BCAG consulted with and requested comments on the Draft Program EIR from responsible agencies, trustee agencies with resources affected by the project; and other state, federal, and local agencies which exercise authority over resources which may be affected by the RTP; and

WHEREAS, BCAG circulated a Notice of Preparation (NOP) of an EIR for the proposed project on September 15, 2015, to trustee and responsible agencies, the State Clearinghouse, and the public; and

WHEREAS, a scoping meeting was held on September 29, 2015, at 4:00 PM in the BCAG Conference Room in the City of Chico and a second scoping meeting was held on September 30, 2015 at 3:00 PM in the Oroville City Hall Conference Room to solicit concerns and issues relative to the RTP; and

WHEREAS, concerns raised in response to the NOP were considered during preparation of the Draft Program EIR; and

WHEREAS, BCAG published a public notice of availability (NOA) for the Draft Program EIR on August 19, 2016, inviting comments from the general public, agencies, organizations, and other interested parties; and

WHEREAS, the Draft Program EIR was available for public review from August 19 through October 18, 2016; and

WHEREAS, pursuant to CEQA Guidelines Section 15088(a), BCAG, as the Lead Agency, must evaluate comments on significant environmental issues received from persons who review the Draft Program EIR and must prepare a written response thereto; and
WHEREAS, BCAG received three comment letters, all from public agencies, regarding the Draft Program EIR; and

WHEREAS, in accordance with CEQA Guidelines Section 15088, the Final Program EIR responds to the written comments received, and

WHEREAS, the Final Program EIR document and the Draft Program EIR, as amended by the Final Program EIR, constitute the Final Program EIR; and

WHEREAS, when making the findings pursuant to CEQA Guidelines Section 15091(a)(1), the agency must also adopt a program for reporting on or monitoring the changes which have been either required in the project or made a condition of approval to avoid or substantially lessen significant effects, and which are fully enforceable through permit conditions, agreements, or other measures, as required by CEQA Guidelines Section 15091(d); and

WHEREAS, consistent with the requirements of the CEQA Guidelines, a Mitigation Monitoring and Reporting Program (MMRP) has been prepared to outline the procedures for implementing all mitigation measures identified in the EIR; and

WHEREAS, according to CEQA Guidelines Section 15093(b), where the decision of the public agency allows the occurrence of significant effects which are identified in the Final Program EIR but are not avoided or substantially lessened, the agency must issue a Statement of Overriding Considerations setting forth the specific reasons to support its actions based on the Final Program EIR or other information in the record; and

WHEREAS, CEQA Guidelines Section 15093(c) provides that if an agency makes a statement of overriding considerations, the statement should be included in the record of the project approval and should be mentioned in the Notice of Determination.
NOW, THEREFORE, BE IT RESOLVED that:

1. The Butte County Association of Governments finds as follows:

   (a) The Final Program Environmental Impact Report (EIR) prepared for the 2016 Regional Transportation Plan (RTP) and Sustainable Communities Strategy (SCS) was completed in compliance with the California Environmental Quality Act; and

   (b) The Final Program EIR was presented to BCAG’s decision making body, the BCAG Board; and

   (c) The BCAG Board has reviewed and considered information contained in the Final Program EIR; and

   (d) The Final Program EIR reflects BCAG’s independent judgment and analysis; and

   (e) The Final Program EIR consists of the Draft Program EIR and the Final Program EIR, which includes a Mitigation Monitoring and Reporting Program; and

2. Based on and incorporating all of the foregoing recitals and findings supported by substantial evidence in the record and set forth in the “Findings and Statement of Overriding Considerations,” attached hereto and incorporated by reference, BCAG hereby certifies the Final Program EIR for the 2016 RTP and adopts the Mitigation Monitoring and Reporting Program; and

3. BCAG hereby approves the Butte County 2016 Regional Transportation Plan and Sustainable Communities Strategy.

BE IT FURTHER RESOLVED that the BCAG Board of Directors authorizes its staff to make any necessary changes to the RTP/SCS document to ensure the timely delivery and approval of the RTP/SCS to the appropriate state and federal agencies;
PASSED AND ADOPTED by the Butte County Association of Governments on the 8th day of December 2016 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
2016 Regional Transportation Plan / Sustainable Communities Strategy for Butte County

Executive Summary

December 8, 2016

Prepared by:
Butte County Association of Governments
326 Huss Drive, Suite 150
Chico CA 95928
www.bcag.org  530-809-4616
1. INTRODUCTION

The Regional Transportation Plan / Sustainable Communities Strategy (RTP/SCS) specifies policies, projects and programs necessary over a 20+ year period to maintain, manage and improve the region’s transportation system. The 2016 RTP/SCS covers the 24 year period between 2016 and 2040. The document includes an Air Quality Conformity Analysis and Determination as well as a Program Environmental Impact Report. This executive summary is intended to provide the highlights of the comprehensive document.

The RTP/SCS provides a foundation for the development of the:

- Federal Transportation Improvement Program
- Regional Transportation Improvement Program
- Interregional Transportation Improvement Program

The RTP/SCS has four main components:

- **Policy Element** – Goals, policies & objectives
- **Action Element** – Recommended projects by mode and fund source
- **Financial Element** – Financial projections by fund source
- **Sustainable Communities Strategy** – Integration of land use, housing, and transportation to reduce GHG’s
2. GOALS & OBJECTIVES

Highways, Streets and Roads
Goal: A safe and efficient regional road system that accommodates the demand for movement of people and goods

Transit
Goal: Provide an efficient, effective, coordinated regional transit system that increases mobility for urban and rural populations including those located in disadvantaged areas of the region

Goods Movement
Goal: Provide a transportation system that enables safe movement of freight goods in and through Butte County

Non-Motorized Transportation (Bicycles & Pedestrians)
Goal: Work towards a regional transportation system for bicyclists and pedestrians

Intelligent Transportation System (ITS)
Goal: Promote the use of ITS technologies in the planning and programming process

Energy
Goal: Reduce usage of nonrenewable energy resources for transportation purposes

Air Quality
Goal: Achieve air quality standards set by the EPA and State Air Resources Board

Land Use Strategies
Goal: Provide economical, long-term solutions to transportation problems by encouraging community designs which encourage walking, transit and bicycling

Sustainability
Goal: Incorporate SCS into process which works towards social equity, a healthy environment and prosperous economy
So what’s changed from the 2012 RTP/SCS? The following graphs provides a snapshot of changes and trends for the region. In terms of projects, many of the projects included in this RTP are the same. One key difference is the investments to transit (new Chico Airport transit service early 2017) and around $20 million in Active Transportation Program (ATP) types of projects. There is an emphasis to address green house gas emissions by the heavy investments to non motorized transportation including transit, bike and pedestrian projects.

In addition, the SR 70 continues to be BCAG’s top regional priority. Chico is the largest urbanized area in California not yet served by a continuous 4-lane highway system. As such, as STIP funding permits, BCAG will continue working with Caltrans on this effort.

Regional growth comparisons are slightly lower from 4 years ago.
4. SUSTAINABLE COMMUNITIES STRATEGY

What is the SCS?

- Senate Bill 375 (Steinberg) – Sustainable Communities and Climate Protection Act of 2008
- Demonstrates the integration of land use, housing, and transportation to reduce passenger vehicle (cars & light trucks) greenhouse gas emissions (GHG)
- Goal to meet GHG emission reduction targets set by the California Air Resources Board for the years 2020 and 2035

Land Use

- Increase mixed use development and development in areas with existing infrastructure
- Increase residential/commercial density near transit
- Provide local housing for local workforce to improve the jobs – housing balance

Transportation

- Improve and expand transit facilities
- Improve pedestrian and bicycle facilities and infrastructure
- Improve linkages between modes of travel - First/ Last Mile (auto, transit, bike, and walk)
- Minimize the addition of general purpose road lanes
- Maintain the existing road network
SCS - Continued

- **Reduce Greenhouse Gas Emissions** – The primary objective of the SCS is to meet GHG reduction targets established by the state, by reducing passenger vehicle travel.

- **Manage Region’s Growth** – Projections show that over the next 26 years, the region’s population will increase by ~100,000 people and an estimated 40,000 homes will be needed to accommodate this growth.

- **Provide Opportunities for Affordable Housing** – The SCS must be consistent with the Regional Housing Needs Assessment, assuring that each community provides for a mix of housing affordable to all economic segments of the population.

- **Preserve Farmland and Natural Resources** – SCS must consider the region’s natural resources and prime farmlands.

- **Land Use Allocation** - must identify the general location of different land use types, residential densities, and areas to house the region’s forecasted growth

- **Transportation Network** - financially constrained multimodal network which serves the transportation needs of the region
2012 SCS

- First BCAG RTP to include SCS under SB375
- Land Use Focused – brought together several planning efforts
  - New local jurisdiction general plans
  - Regional habitat conservation plan
  - Regional blueprint efforts
  - Incorporated Regional Housing Needs Plan

2016 SCS

- Expands on the 2012 SCS
- Integrates new Butte Long-Range Transit & Non-Motorized Plan
- Incorporates latest Regional Growth Forecasts
- Updates preferred “balanced” land use scenario

Comparisons 2012 vs. 2016

![Bar chart showing percentage of new housing units by growth area.](chart.png)
A comprehensive transit and non-motorized plan was completed in 2014. In doing so BCAG is now able to highlight "transit priority areas" that highlight preferred higher density growth areas that are consistent with higher frequency transit service.
The local cities and county have been very successful in securing and programming bicycle and pedestrian types of projects. For the first three cycles of the Active Transportation Program, the region can expect about $20 million in investments.
5. LOCAL & REGIONAL PROJECTS

The following projects are programmed in the 2017 Federal Transportation Improvement Program (FTIP). These projects are expected to be underway or completed within the next 5 years. Over $200 million in transportation investments are listed below.

<table>
<thead>
<tr>
<th>Agency</th>
<th>PLANNING FUNDS</th>
<th>Funding ($1,000)</th>
</tr>
</thead>
<tbody>
<tr>
<td>BCAG</td>
<td>Planning Programming &amp; Monitoring</td>
<td>$ 202</td>
</tr>
<tr>
<td>County</td>
<td>Forest Motorized Travel Management Plan</td>
<td>$ 36</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Agency</th>
<th>HIGHWAY CAPACITY</th>
<th>Funding ($1,000)</th>
</tr>
</thead>
<tbody>
<tr>
<td>BCAG</td>
<td>State Route 70 Passing Lane Project - Segment 2. From Palermo Rd to Cox Lane. Includes prior funds</td>
<td>$ 3,418</td>
</tr>
<tr>
<td>BCAG</td>
<td>State Route 70 Passing Lane Project - Segment 1. From Ophir Rd to Palermo Rd. Includes prior funds</td>
<td>$ 27,700</td>
</tr>
</tbody>
</table>

BCAG’s highway projects are pieces of the overall “vision”. Chico is the largest urbanized area in California not yet served by a continuous 4-lane highway system.
Currently Funded Projects – Continued

<table>
<thead>
<tr>
<th>Agency</th>
<th>MAINTENANCE</th>
<th>Funding</th>
</tr>
</thead>
<tbody>
<tr>
<td>Various Agencies</td>
<td>Local Highway Bridge Program (HBP) - Bridge replacements or rehabilitation. These are not capacity increasing. Period is through FY 20/21. Grouped list includes Midway over Butte Creek, E. Rio Bonito over Hamilton; E. Rio Bonito over Sutter-Butte Canal Slough; Oregon Gulch Rd over Morris Ravine; Ord Ferry Rd over Little Chico Creek, Pomona Rd over little Chico Creek; Salem St over Little Chico Creek</td>
<td>$31,011</td>
</tr>
<tr>
<td>Caltrans</td>
<td>SHOPP Bridge Preservation Program - Grouped listing includes SR 99 near Richvale at Cottonwood Creek Bridge and near Chico from north of SR 162 to north of Broyles Rd</td>
<td>$19,300</td>
</tr>
<tr>
<td>Caltrans</td>
<td>SHOPP Roadway Preservation. Grouped listing includes SR 191 to West Bridge Feather River, SR 70 near Pulga from 3.0 miles west of Coal Canyon Rd to Plumas County</td>
<td>$11,971</td>
</tr>
<tr>
<td>Chico</td>
<td>SR 99 Cohasset Rd Interchange Direct Southbound On-Ramp. Preliminary Engineering only at this time. Funding includes CMAQ and Local funds</td>
<td>$1,200</td>
</tr>
<tr>
<td>County</td>
<td>Central House Rd over Wyamann Ravine Bridge - Replacing 1 lane bridge to new 2 lane bridge. Includes prior funds</td>
<td>$2,105</td>
</tr>
<tr>
<td>County</td>
<td>Guynn Rd over Lindo Channel Bridge. Replacing 1 lane bridge to new 2 lane bridge. Includes prior funds</td>
<td>$3,248</td>
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</tbody>
</table>

<table>
<thead>
<tr>
<th>Agency</th>
<th>SAFETY</th>
<th>Funding</th>
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<tbody>
<tr>
<td>Various Agencies</td>
<td>Highway Safety Improvement Program (HSIP). These projects are required to address certain safety requirements. Local projects include: Lincoln Blvd near Idora St to South of Arnold Ave; Durham Pentz Rd between SR 99 and SR 191; Eask Gridle Rd / Larkin Rd; Oro Dam Blvd/ Orange and Acacia Ave; Clark Rd between Adams Rd and Kimberly Lane; Pearson Rd between Clark Rd and Pentz Rd; Clark Rd between Billie Rd and Wagstaff Rd; Nord Ave complete Streets 1st to 4th; Intersections of Nord Ave and West Sacramento Ave; Intersection of Skyway at Black olive Drive. Funds include 'prior' year(s)</td>
<td>$11,355</td>
</tr>
<tr>
<td>Caltrans</td>
<td>SHOPP Colisson Reduction Grouped Listing. Project include: SR 32 in Chico at Ivy Street to install traffic signals; SR 99 in Chico at NB off-ramp to East Ave to widen and provide a left turn lane; SR 191 near Paradise from 2 miles south of Clear Creek Cemetery Rd to south of Airport Rd for roadway improvements.</td>
<td>$34,590</td>
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### Currently Funded Projects - Continued

<table>
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<th>Agency</th>
<th>Agenda Item</th>
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<tr>
<td>BCAG</td>
<td>Paradise Transit Center. Construct new transit center near Skyway at Foster Ave or near Almond and Birch Streets. CMAQ funds are for PE only and are prior.</td>
<td>$ 650</td>
</tr>
<tr>
<td>BCAG</td>
<td>FTA Section 5307 Funds. (Urbanized Area Funding). Includes $2.3m/year apportionment + TDA funds</td>
<td>$ 18,592</td>
</tr>
<tr>
<td>BCAG</td>
<td>FTA Section 5311 Funds. (Rural Area Funding). Includes $650k apportionment/year + TDA funds</td>
<td>$ 5,804</td>
</tr>
<tr>
<td>BCAG</td>
<td>FTA Section 5339 (Replace, rehabilitate &amp; purchase bus related facilities and equipment including ADA compliant bus stops and shelters.</td>
<td>$ 1,114</td>
</tr>
<tr>
<td>BCAG</td>
<td>FTA Section 5310 Funds. Non Infrastructure projects for supplemental ADA paratransit operations by B-Line and Help Central's Mobility Management Program for Butte 211</td>
<td>$ 600</td>
</tr>
<tr>
<td>BCAG</td>
<td>FTA Section 5311(f) - Operating assistance for regional transit</td>
<td>$ 1,200</td>
</tr>
</tbody>
</table>
Currently Funded Projects - Continued

<table>
<thead>
<tr>
<th>Agency</th>
<th>BIKE &amp; PEDESTRIAN PROJECT</th>
<th>Funding ($1,000)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Biggs</td>
<td>Safe Routes to Schools Program. Includes constructing new pedestrian and bike facilities along 2nd and E Streets</td>
<td>$960</td>
</tr>
<tr>
<td>Caltrans</td>
<td>SHOPP Mandates Grouped Listing. These include ADA pedestrian infrastructure on SR 32 from Kenedy Ave to SR 99/32 separation. Also SR 32 near Walnut St to Poplar Street. Funds include prior funds.</td>
<td>$9,297</td>
</tr>
<tr>
<td>Chico</td>
<td>State Route 99 Corridor Bikeway Phase 4 Project. ATP Cycle 2 projects from Business Lane along east side of SR 99 to construct new class 1 bikeway. Includes prior funds. Project funded with ATP &amp; CMAQ</td>
<td>$1,786</td>
</tr>
<tr>
<td>Chico</td>
<td>State Route 99 Corridor Bikeway Phase 5 Project. 20th Street Crossing. Preliminary Engineering Only.</td>
<td>$500</td>
</tr>
<tr>
<td>Chico</td>
<td>Esplanade Corridor Safety and Accessibility Improvement Project.</td>
<td>$7,661</td>
</tr>
<tr>
<td>County</td>
<td>Monte Vista &amp; Lower Wyandotte Class II Bikeway Project</td>
<td>$750</td>
</tr>
<tr>
<td>County</td>
<td>Autry Lane &amp; Monte Vista Safe Routes to Schools Gap Closure Project. Preliminary Engineering only at this time.</td>
<td>$300</td>
</tr>
<tr>
<td>Oroville</td>
<td>State Route 162 Pedestrian/Bicycle Disabled Mobility and Safety Improvements Project. Project is located between Feather River Blvd and Foothill Blvd</td>
<td>$3,951</td>
</tr>
<tr>
<td>Paradise</td>
<td>Pearson Rd SR2S Connectivity Project (ATP Project) Phase 1</td>
<td>$1,387</td>
</tr>
<tr>
<td>Paradise</td>
<td>Pearson Rd SR2S Connectivity Project (ATP Project) Phase 2 (North side sidewalk - CMAQ Funded)</td>
<td>$700</td>
</tr>
<tr>
<td>Paradise</td>
<td>ATP Gap Closure Project to construct new sidewalks, curbs and gutters, class II bike lanes at various locations in Paradise</td>
<td>$4,995</td>
</tr>
</tbody>
</table>
6. PUBLIC INVOLVEMENT

Many opportunities are provided for public input into the 2016 RTP/SCS.

- Public Workshops – four rounds of workshops took place throughout the region (August 2014, September 2015, July 2016, and September 2016).

- Public Hearings – conducted at regularly scheduled meetings of the BCAG Board of Directors

- Public Comment and Review Periods – noticed in the local newspapers and BCAG website

- Website and Email Notification List – was made available for those interested to be placed on the RTP/SCS notification list and receive information regarding activities related to the SCS.  
  
  [http://www.bcag.org](http://www.bcag.org)
The RTP/SCS can be amended at any time by the BCAG Board of Directors. The RTP/SCS is updated every 4 years and takes 2 years to complete.
BUTTE COUNTY ASSOCIATION
OF GOVERNMENTS

BOARD OF DIRECTORS MEETING
ITEM #10
BCAG BOARD OF DIRECTORS

December 8, 2016

BUTTE REGIONAL CONSERVATION PLAN (BRCP) UPDATE

PREPARED BY: Chris Devine, Planning Manager

ISSUE: BCAG is facilitating the development of the Butte Regional Conservation Plan (BRCP) on behalf of the Cities of Chico, Biggs, Gridley, and Oroville, the County of Butte, Caltrans District 3, Western Canal Water District, Richvale Irrigation District, Biggs West Gridley Water District, and Butte Water District. The development of the BRCP is continuing to move forward.

DISCUSSION: The purpose of this item is to provide the Board of Directors with an update on the development of the BRCP, EIS/EIR and associated components.

BCAG staff and the consultant team at ICF have been busy over the last few months addressing many of the main comments received during the BRCP public review period. Changes to the BRCP are being proposed by BCAG staff and the consultant team, and are being coordinated through meetings with the BRCP Applicant's Committee (participating cities, the County, Caltrans District 3, and participating water and irrigation districts), state and federal Wildlife Agencies, and Elected Officials Committee. See Attachment #1 for a diagram further describing each of these groups.

BCAG staff and the consultant team feel that consensus on key changes to the BRCP must first be reached with these groups, followed by agreement with local stakeholders and interest groups. Starting after the New Year, BCAG staff and ICF will begin re-engaging stakeholder groups to review the proposed changes to the BRCP. This will occur via separate focused meetings with specific interest groups (developers, environmentalists, ag representatives for example) rather than the larger Stakeholder Committee meeting groups that have occurred previously.

Key areas of revision to the BRCP include:

- Butte County Meadowfoam Conservation Strategy
- Avoidance and Minimization Measures
- Covered Species List
- Giant Garter Snake Conservation Approach
- Permit Term, Take Limits
- Cost, Funding, Fees
- Improvement of overall organization and clarity of the document
These areas of the BRCP were the focus for many of the comments received during the public review process. Consensus is being reached on revisions to them by the Applicant’s Committee and Wildlife Agencies, and BCAG staff feels that there is solid support among these groups for the direction that the BRCP is headed. The Wildlife Agencies continue to be very supportive of the BRCP and have been dedicating much staff time to reviewing and providing feedback on proposed revisions.

BCAG staff expects to continue coordinating with these groups (including stakeholder groups) to reach consensus over the next few months, then finalize actual changes to BRCP chapters by early spring 2017. A final draft of the BRCP could then be finalized by mid-2017.

BCAG staff will continue to keep the Board informed as the program moves forward.

**STAFF RECOMMENDATION:** This item is presented for information only.

**Key Staff:** Chris Devine, Planning Manager
Jon Clark, Executive Director
The Elected Officials Committee is comprised of representatives from the City Councils, Board of Supervisors and Caltrans District 3 Director.

The purpose of this Committee is to provide policy level oversight and direction to BCAG staff and their consultant as they work to resolve BRCP issues raised during the public comment period by city and county staff, interest groups and the public. Members of this committee might also serve as members of the BRCP Board if the plan is approved.

It is anticipated that this Committee will meet every other month.

The Applicants Committee is comprised of representatives from the City and County Public Works and Planning Departments, Caltrans District 3, and the local Water agencies.

The purpose of this Committee is to provide technical guidance to BCAG staff and their consultant on BRCP issues that will affect implementation of the BRCP by the Cities, County, Caltrans and water agencies. If adopted, the BRCP will be implemented by BCAG in coordination with city and county planning departments.

It is anticipated that this Committee will meet monthly.

Based on comments received during the BRCP Public Review & Comment period, BCAG staff anticipates that there will be several meetings with local interest groups including the Chico Chamber of Commerce, local building industry, agriculture, environmental, and local property owners.

BCAG staff will keep the Elected Officials and Applicants Committees informed of all meetings with interest groups as they occur.
BUTTE COUNTY ASSOCIATION OF GOVERNMENTS

BOARD OF DIRECTORS MEETING
ITEM #11
December 8, 2016

BUTTE REGIONAL TRANSIT MOBILE APPLICATION DEVELOPMENT

PREPARED BY: Michael Rosson, Transit Manager

ISSUE: Staff received 6 proposals from qualified firms on June 24, 2016, in response to a Request for Proposals (RFP) for the above-mentioned service.

DISCUSSION: As part of BCAG’s Sustainability Transportation Planning for Butte Region Transit/B-Line, staff intended to pursue project to develop the Butte Regional Transit (B-Line) Mobile App on Android and Apple operating systems and updates the Butte Regional Transit web site in a combined effort to improve information for the public with real time traveler data. The mobile application will provide real time transit route information including location, preferred route to get to transit route and other transit related details in order to make an informed transit riding decision. The project will also update the B-Line website to ensure consistency between the mobile apps and the B Line website and to ensure they are user friendly. Increased customer satisfaction, safety, accurate real time data and increased ridership are the goals of this project in an effort to enhance the transit riding experiences.

Upon securing the FTA Section 5304 Sustainable Communities Grant funding, Staff met with Transit Advisory Oversight Committee (TAOC) during FY 2015-2016 and Transportation Advisory Committee (TAC) during FY 2015-2016 and FY 2016-2017 with status and updates on the Mobile App project. Staff circulated a Request for Proposals (RFP) on May 27, 2016, for design, implementation, and management services for the Butte Regional Transit (B-Line) Mobile App.

Staff received six (6) proposal responses. The submittals came from one firm from California, Indiana, Iowa, and Ontario; and two firms from North Carolina. Following review of the six submittals, three (3) firms were invited to interview. Following the interviews, staff determined the firm out of Indiana (DoubleMap, Inc) was best qualified to provide the requested services. Staff has completed a final agreement with DoubleMap, Inc and design/implementation is moving forward with implementation expected within the first quarter of 2017.
STAFF RECOMMENDATION: This is an information item.

Key Staff: Jon Clark, Executive Director
          Andy Newsum, Deputy Director
          Michael Rosson, Transit Manager
          Jim Peplow, Transit Planner
BUTTE COUNTY ASSOCIATION OF GOVERNMENTS

BOARD OF DIRECTORS MEETING
ITEM #12
BCAG BOARD OF DIRECTORS

Item #12
Information

December 8, 2016

BCAG/BRT OPERATIONS FACILITY SOLAR PROJECT UPDATE

PREPARED BY: Andy Newsum, Deputy Director

ISSUE: Staff received 2 submittals on October 14, 2016, in response to a Request for Qualifications (RFQ) for the above-mentioned services.

DISCUSSION: Upon completion of the new Butte Regional Operations Center, staff intended to pursue facility solar integration if and when a funding source became available. Staff is currently working with our New Market Tax Credit (NMTC) consultant Foundation Management Solutions to secure funding for the design and installation of solar on the new facility. This acquisition and transaction of solar technology is intended to be facilitated through the Butte Regional Transportation Corporation (BRTC).

The Butte Regional Transportation Corporation (BRTC) met on September 14, 2016 to determine the best way to secure a consultant to accomplish the design and construction of the desired solar acquisition. On September 26, 2016, staff circulated a Request for Qualifications (RFQ) for facilities solar design, installation, and maintenance services for the Butte Regional Transit Operations and Maintenance Facility (BROC). As requested by the BRTC Board, the purpose of the RFQ was to solicit local firms for participation.

Staff received two RFQs. One submittal came from the local firm of Alternative Energy Systems (AES) of Chico and one from a Sacramento area based firm. Following review of the two submittals, both firms were invited to interview. Following interviews, staff determined the local firm of AES was best qualified to provide the requested services. Staff has completed a final agreement with AES and design is moving forward with the solar design. Construction and installation would occur immediately thereafter in the first and second quarter of 2017.

STAFF RECOMMENDATION: This is an information item. The BRTC Board has also been informed of the agreement with AES.

Key Staff: Jon Clark, Executive Director
And Newsum, Deputy Director
BOARD OF DIRECTORS MEETING
ITEM #13
December 8, 2016

BCAG/BRT OPERATIONS FACILITY MAINTENANCE UPDATE

PREPARED BY: Andy Newsum, Deputy Director

ISSUE: The facilities maintenance contract was terminated on October 30th and has been replaced by a full-time staff person.

DISCUSSION: Upon completion of the new Butte Regional Operations Center, staff intended to pursue hiring a facilities maintenance manager to address the day-to-day activities affiliated with resolving manufacture warranties and performing preventative maintenance on all of the systems and equipment contained in the Butte Regional Operations Center campus of buildings. At the time staff decided it was best to bring on a consultant/contractor with the resources expected to perform this function for BCAG and BRT. A Request for Proposals was circulated followed by an eventual 10-year agreement being reached with Kitchell Facilities Maintenance of Sacramento. Kitchell did an extensive search to ultimately bring Mr. Lance Harrison to the BCAG campus to perform the required management and technician duties.

After working with the consultant, it became evident to staff that all needs required by the campus could appropriately be managed by a full-time staff member employed by BCAG. In addition to having a knowledgeable and experienced BCAG staff person on site, it was determined a BCAG staff person would save the BLine and BCAG operating budgets approximately $120,000 per year.

The Termination for Convenience clause of our agreement was utilized to end our agreement with Kitchell on October 30th, 2016. On the same day, BCAG executed a full-time employee agreement with Mr. Harrison.

STAFF RECOMMENDATION: This is an information item.

Key Staff: Jon Clark, Executive Director
            Andy Newsum, Deputy Director
BCAG BOARD OF DIRECTORS

December 8, 2016

BUTTE REGIONAL TRANSIT- BLINE 1st QUARTER 2016/17 REPORT

PREPARED BY: Jim Peplow, Senior Planner

ISSUE: Staff is presenting key financial and statistical results for Butte Regional Transit for the first quarter of fiscal year 2016/17.

DISCUSSION: The attached tables present a summary of key financial and operation results for Butte Regional Transit. Financial data presentation compares first quarter results to the prior year to date. 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.

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 ratio of just under 20%. Ridership for the quarter was down from prior year quarter. As mentioned during previous quarterly reports, in looking at this trend from a historical perspective, it seems to coincide directly with gas prices. Whenever there is a big drop in gas prices, there is a corresponding drop in ridership. This is especially true the longer the route is, such as our rural intercity routes. In looking at the historical gas price chart, we are continuing to see the lowest gas prices since 2008. The 1st quarter of this FY averaged about .80 per gallon less than the 1st quarter of last FY. Expenditures for Services & Supplies were 25% of the annual budget for the year. Farebox revenues are 23% of budget.

Urban Fixed Route is meeting the TDA farebox ratio requirement of 20%, at nearly 21% for the fiscal year. Ridership decreased in comparison to the prior year quarter. Expenditures are in line with budget expectations at 24% of the annual budget. Farebox revenues are also at 24% of budget amount.
Rural Paratransit is below the TDA farebox ratio requirement of 10%, currently at 8.28% for the year. It’s important to remember that the 10% requirement is an annual figure. One of the reasons for these quarterly reports is to catch areas that need to be monitored and corrected, such as this one. Ridership was up slightly over the prior year’s quarter. However, the efficiency of this system, at 3.3 passengers per hour, is above the previous quarter. Expenditures are in line with budget expectations at 25% of the annual budget. Passenger Fares are lower than expected, coming in at 20%. We are looking into the reasons for this, one of which appears to be issues with our farebox software in conjunction with the move into the new facility.

Urban Paratransit is above the TDA farebox ratio requirement of 10% at 10.26% for the fiscal year. Ridership increased nearly 9% over prior year quarter. The Passengers per hour in the first quarter maintained the 3.5 mark it achieved in the last quarter of the prior FY, which is the highest mark the system had ever seen. This is an excellent indicator of efficiency in operations. Farebox revenues are on pace at 25% of budget. Expenditures are in line with budget expectations at 27% of the annual budget.

Overall - The number of accidents for the quarter was at a ratio of 57,527 miles per accident. With our established standard of one accident per every 80,000 miles, our performance goal was not met during this quarter. The number of complaints during this past quarter is within our expected ratio.

STAFF RECOMMENDATION: This item is presented for information only.

Key Staff: Jim Peplow, Senior Planner
           Julie Quinn, Chief Fiscal Officer
           Michael Rosson, Transit Manager
### Rural Fixed Route

<table>
<thead>
<tr>
<th></th>
<th>15/16 Actual to Date</th>
<th>16/17 Annual Budget</th>
<th>16/17 Actual to Date</th>
<th>% of 15/16 Budget</th>
</tr>
</thead>
<tbody>
<tr>
<td>Passeger Fares</td>
<td>$162,397</td>
<td>$566,522</td>
<td>$132,702</td>
<td>23%</td>
</tr>
<tr>
<td>Other Income</td>
<td>$342,380</td>
<td>$2,172,236</td>
<td>$317,702</td>
<td>15%</td>
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<tr>
<td>Total Income</td>
<td>$504,777</td>
<td>$2,738,758</td>
<td>$450,404</td>
<td>16%</td>
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<tr>
<td>Services &amp; Supplies</td>
<td>$550,616</td>
<td>$2,518,558</td>
<td>$605,583</td>
<td>24%</td>
</tr>
<tr>
<td>Admin Charges</td>
<td>$43,129</td>
<td>$220,200</td>
<td>$72,077</td>
<td>33%</td>
</tr>
<tr>
<td>Total Expense</td>
<td>$593,745</td>
<td>$2,738,758</td>
<td>$677,660</td>
<td>25%</td>
</tr>
<tr>
<td>Farebox Ratio</td>
<td>27.35%</td>
<td>20.69%</td>
<td>19.58%</td>
<td>23.18%</td>
</tr>
<tr>
<td>Revenue Hours</td>
<td>6,401</td>
<td>25,400</td>
<td>6,346</td>
<td>25%</td>
</tr>
<tr>
<td>Annual Passengers</td>
<td>90,700</td>
<td>83,255</td>
<td>223,968</td>
<td>25%</td>
</tr>
<tr>
<td>Annual Pass/Rev Hr</td>
<td>14.2</td>
<td>13.1</td>
<td>20.3</td>
<td>18.3</td>
</tr>
</tbody>
</table>

### Urban Fixed Route

<table>
<thead>
<tr>
<th></th>
<th>15/16 Actual to Date</th>
<th>16/17 Annual Budget</th>
<th>16/17 Actual to Date</th>
<th>% of 15/16 Budget</th>
</tr>
</thead>
<tbody>
<tr>
<td>Passeger Fares</td>
<td>$199,672</td>
<td>$773,438</td>
<td>$185,681</td>
<td>24%</td>
</tr>
<tr>
<td>Other Income</td>
<td>$351,467</td>
<td>$2,947,571</td>
<td>$379,064</td>
<td>13%</td>
</tr>
<tr>
<td>Total Income</td>
<td>$551,139</td>
<td>$3,721,009</td>
<td>$564,745</td>
<td>15%</td>
</tr>
<tr>
<td>Services &amp; Supplies</td>
<td>$838,232</td>
<td>$3,603,569</td>
<td>$854,920</td>
<td>24%</td>
</tr>
<tr>
<td>Admin Charges</td>
<td>$23,002</td>
<td>$117,440</td>
<td>$38,441</td>
<td>33%</td>
</tr>
<tr>
<td>Total Expense</td>
<td>$861,234</td>
<td>$3,721,009</td>
<td>$893,361</td>
<td>24%</td>
</tr>
<tr>
<td>Farebox Ratio</td>
<td>23.18%</td>
<td>20.79%</td>
<td>20.78%</td>
<td></td>
</tr>
<tr>
<td>Revenue Hours</td>
<td>11,041</td>
<td>44,527</td>
<td>10,981</td>
<td>25%</td>
</tr>
<tr>
<td>Annual Passengers</td>
<td>223,968</td>
<td>200,603</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Annual Pass/Rev Hr</td>
<td>20.3</td>
<td>18.3</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Notes:**
- Other Income includes: Payments from jurisdictions, FTA grants, Interest, Proceeds from Sales, other miscellaneous income.
- Jurisdiction revenue can vary due to timing of booking carryover credits.
- 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.
<table>
<thead>
<tr>
<th></th>
<th>Rural Paratransit</th>
<th>Urban Paratransit</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>15/16 Actual to Date</td>
<td>% of 15/16 Budget</td>
</tr>
<tr>
<td>Passeger Fares</td>
<td>$45,701 26%</td>
<td>$183,947 20%</td>
</tr>
<tr>
<td>Other Income</td>
<td>$349,040 23%</td>
<td>$1,572,908 23%</td>
</tr>
<tr>
<td>Total Income</td>
<td>$394,741 23%</td>
<td>$1,756,855 22%</td>
</tr>
<tr>
<td>Services &amp; Supplies</td>
<td>$409,096 24%</td>
<td>$1,724,675 25%</td>
</tr>
<tr>
<td>Admin Charges</td>
<td>$2,875 21%</td>
<td>$32,180 39%</td>
</tr>
<tr>
<td>Total Expense</td>
<td>$411,971 24%</td>
<td>$1,756,855 25%</td>
</tr>
<tr>
<td>Farebox Ratio</td>
<td>11.09% 8.28%</td>
<td>10.47%</td>
</tr>
<tr>
<td>Revenue Hours</td>
<td>6,272 25%</td>
<td>25,200 25%</td>
</tr>
<tr>
<td>Annual Passengers</td>
<td>20,110</td>
<td>20,570</td>
</tr>
<tr>
<td>Annual Pass/Rev Hr</td>
<td>3.2</td>
<td>3.3</td>
</tr>
</tbody>
</table>

Notes:
Other Income includes: Payments from jurisdictions, FTA grants, Interest, Proceeds from Sales, other miscellaneous income.
~Jurisdiction revenue can vary due to timing of booking carryover credits.
~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 2016/17 - First Quarter

### RURAL FIXED ROUTE

<table>
<thead>
<tr>
<th>Quarter</th>
<th>Passengers 15/16</th>
<th>Passengers 16/17</th>
<th>Change</th>
<th>Vehicle Revenue Hours 15/16</th>
<th>Vehicle Revenue Hours 16/17</th>
<th>Change</th>
<th>Passengers per Revenue Hr 15/16</th>
<th>Passengers per Revenue Hr 16/17</th>
<th>Change</th>
</tr>
</thead>
<tbody>
<tr>
<td>1st</td>
<td>90,700</td>
<td>83,255</td>
<td>-8.2%</td>
<td>6,401</td>
<td>6,346</td>
<td>-0.9%</td>
<td>14.2</td>
<td>13.1</td>
<td>-7.4%</td>
</tr>
<tr>
<td>2nd</td>
<td>89,135</td>
<td>6,302</td>
<td>6,309</td>
<td>14.1</td>
<td>13.6</td>
<td>13.3</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>3rd</td>
<td>85,674</td>
<td>6,311</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>4th</td>
<td>83,887</td>
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<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### URBAN FIXED ROUTE

<table>
<thead>
<tr>
<th>Quarter</th>
<th>Passengers 15/16</th>
<th>Passengers 16/17</th>
<th>Change</th>
<th>Vehicle Revenue Hours 15/16</th>
<th>Vehicle Revenue Hours 16/17</th>
<th>Change</th>
<th>Passengers per Revenue Hr 15/16</th>
<th>Passengers per Revenue Hr 16/17</th>
<th>Change</th>
</tr>
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<tbody>
<tr>
<td>1st</td>
<td>223,968</td>
<td>200,603</td>
<td>-10.4%</td>
<td>11,041</td>
<td>10,981</td>
<td>-0.5%</td>
<td>20.3</td>
<td>18.3</td>
<td>-9.9%</td>
</tr>
<tr>
<td>2nd</td>
<td>243,533</td>
<td>11,365</td>
<td>6,346</td>
<td>14.1</td>
<td>13.6</td>
<td>13.3</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>3rd</td>
<td>231,102</td>
<td>6,311</td>
<td></td>
<td></td>
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</tr>
<tr>
<td>4th</td>
<td>202,911</td>
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</tbody>
</table>

### RURAL PARATRANST

<table>
<thead>
<tr>
<th>Quarter</th>
<th>Passengers 15/16</th>
<th>Passengers 16/17</th>
<th>Change</th>
<th>Vehicle Revenue Hours 15/16</th>
<th>Vehicle Revenue Hours 16/17</th>
<th>Change</th>
<th>Passengers per Revenue Hr 15/16</th>
<th>Passengers per Revenue Hr 16/17</th>
<th>Change</th>
</tr>
</thead>
<tbody>
<tr>
<td>1st</td>
<td>20,110</td>
<td>20,570</td>
<td>2.3%</td>
<td>6,272</td>
<td>6,242</td>
<td>-0.5%</td>
<td>3.2</td>
<td>3.3</td>
<td>2.8%</td>
</tr>
<tr>
<td>2nd</td>
<td>19,134</td>
<td>6,175</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
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</tr>
<tr>
<td>3rd</td>
<td>21,528</td>
<td>6,259</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>4th</td>
<td>19,040</td>
<td>6,250</td>
<td></td>
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</tbody>
</table>

### URBAN PARATRANST

<table>
<thead>
<tr>
<th>Quarter</th>
<th>Passengers 15/16</th>
<th>Passengers 16/17</th>
<th>Change</th>
<th>Vehicle Revenue Hours 15/16</th>
<th>Vehicle Revenue Hours 16/17</th>
<th>Change</th>
<th>Passengers per Revenue Hr 15/16</th>
<th>Passengers per Revenue Hr 16/17</th>
<th>Change</th>
</tr>
</thead>
<tbody>
<tr>
<td>1st</td>
<td>20,930</td>
<td>22,788</td>
<td>8.9%</td>
<td>6,743</td>
<td>6,591</td>
<td>-2.3%</td>
<td>3.1</td>
<td>3.5</td>
<td>11.4%</td>
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<tr>
<td>2nd</td>
<td>20,837</td>
<td>6,518</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>3rd</td>
<td>22,828</td>
<td>6,768</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>4th</td>
<td>22,709</td>
<td>6,536</td>
<td></td>
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</tbody>
</table>

### PREVENTABLE ACCIDENTS

<table>
<thead>
<tr>
<th>Qtr-FY</th>
<th>Accidents</th>
<th>Miles</th>
<th>Ratio (1 per x)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1-16/17</td>
<td>7</td>
<td>402,693</td>
<td>57,527</td>
</tr>
<tr>
<td>4-15/16</td>
<td>5</td>
<td>401,576</td>
<td>80,314</td>
</tr>
<tr>
<td>3-15/16</td>
<td>9</td>
<td>400,527</td>
<td>44,502</td>
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<tr>
<td>2-15/16</td>
<td>3</td>
<td>398,859</td>
<td>132,952</td>
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</tbody>
</table>

### VALID PASSENGER COMPLAINTS

<table>
<thead>
<tr>
<th>Complaint</th>
<th>Rides</th>
<th>Ratio (1 per x)</th>
</tr>
</thead>
<tbody>
<tr>
<td>7</td>
<td>327,216</td>
<td>46,744</td>
</tr>
<tr>
<td>9</td>
<td>328,547</td>
<td>36,504</td>
</tr>
<tr>
<td>11</td>
<td>365,873</td>
<td>33,260</td>
</tr>
<tr>
<td>8</td>
<td>375,639</td>
<td>46,954</td>
</tr>
</tbody>
</table>
BUTTE COUNTY ASSOCIATION
OF GOVERNMENTS

BOARD OF DIRECTORS MEETING
ITEM #15
BCAG BOARD OF DIRECTORS

December 8, 2016

CALTRANS UPDATE ON CURRENT PROJECTS & INFORMATION

PRESENTER:  Adam Hansen, Caltrans District 3
BOARD OF DIRECTORS MEETING
ITEM #16
# BCAG Board of Directors
## Meeting Dates & Locations - 2017

<table>
<thead>
<tr>
<th>Month</th>
<th>Date</th>
<th>Location</th>
</tr>
</thead>
<tbody>
<tr>
<td>January</td>
<td>26</td>
<td>Chico, City Chambers</td>
</tr>
<tr>
<td>February</td>
<td>23*</td>
<td>Chico, City Chambers</td>
</tr>
<tr>
<td>March</td>
<td>23</td>
<td>Chico, BCAG Board Room</td>
</tr>
<tr>
<td>April</td>
<td>27</td>
<td>Chico, BCAG Board Room</td>
</tr>
<tr>
<td>May</td>
<td>25</td>
<td>Chico, BCAG Board Room</td>
</tr>
<tr>
<td>June</td>
<td>22</td>
<td>Chico, BCAG Board Room</td>
</tr>
<tr>
<td>July</td>
<td>27</td>
<td>Chico, BCAG Board Room</td>
</tr>
<tr>
<td>August</td>
<td>24</td>
<td>Chico, BCAG Board Room</td>
</tr>
<tr>
<td>September</td>
<td>28</td>
<td>Chico, BCAG Board Room</td>
</tr>
<tr>
<td>October</td>
<td>26</td>
<td>Chico, BCAG Board Room</td>
</tr>
<tr>
<td>November</td>
<td></td>
<td>No Meeting</td>
</tr>
<tr>
<td>December</td>
<td>7</td>
<td>Chico, BCAG Board Room</td>
</tr>
</tbody>
</table>

*Meetings are held on the 4th Thursday of every month at 9 a.m.*

*Beginning in March 2017, meetings will be held at the BCAG Board Room Facility located at 326 Huss Drive in Chico.*