

BUTTE COUNTY ASSOCIATION
OF GOVERNMENTS



BOARD OF DIRECTORS MEETING
February 23, 2023

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 Meeting

February 23, 2023
9:00 a.m.



BCAG Board Room

326 Huss Drive, Suite 100
Chico, CA 95928

[BCAG BOARD MEETING LIVE](#)

This meeting of the BCAG Board of Directors will also be available via Zoom through the following Zoom link:

Zoom Meeting ID: 883 1846 8091 **Password:** 983990

To join the meeting by phone: +1 669 900 6833

Members of the public may attend the meeting in person or via Zoom, public comments may also be sent to: board@bcag.org

1. Pledge of Allegiance
2. Roll Call
3. Election of Chair and Vice Chair for 2023 Calendar Year

CONSENT AGENDA

4. Approval of Minutes from the December 8, 2022, BCAG Board of Directors Meeting (Attachment) – **Ashley**
5. Approval of Resolution 2022/23-07 Authorizing the Federal Funding under FTA Section 5311 (49 U.S.C. Section 5311) with the California Department of Transportation for the FY 2023/24 5311(f) Program (Attachment) - **Sara**

ITEMS REMOVED FROM CONSENT AGENDA – *If Any*

ITEMS FOR ACTION

6. Acceptance of BCAG Fiscal Audit and Transportation Development Act (TDA) Audits for the Cities, Town & County for the Year Ending June 30, 2022 (Attachment) – **Julie**
7. Approval of the 2023/24 Unmet Transit Needs Assessment & Findings (Attachment) – **Amy**
8. Approval of MAP-21 Performance Measures –Safety (PM1) 2023 (Attachment) – **Brian**

ITEMS FOR INFORMATION

9. North Valley Passenger Rail Strategic Plan Update (Attachment) – **Chris**
10. Update on Regional Early Action Planning (REAP) Grant Program (Attachment) – **Chris**
11. BCAG Regional Travel Survey Update (Attachment) - **Chris**
12. Butte Regional Transit (B-Line) 2nd Quarter 2022/23 Report (Attachments) – **Amy**

ITEMS FROM THE FLOOR

13. 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

14. The next meeting of the BCAG Board of Directors has been scheduled for Thursday March 23, 2023, **at the BCAG Board Room & via Zoom.**

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

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

BUTTE COUNTY ASSOCIATION
OF GOVERNMENTS



BOARD OF DIRECTORS MEETING
ITEM #4



**DRAFT MEETING MINUTES
OF THE BUTTE COUNTY
ASSOCIATION OF GOVERNMENTS
December 8, 2022**

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

MEMBERS PRESENT IN PERSON

Kasey Reynolds (9:03 am)	Vice Mayor	City of Chico
Tami Ritter	Supervisor	District 3
Doug Teeter	Supervisor	District 5
Bill Connelly	Supervisor	District 1
Tod Kimmelshue	Supervisor	District 4
Jody Jones	Councilmember	Town of Paradise
Chuck Nuchols	Councilmember	City of Biggs
J Angel Calderon	Councilmember	City of Gridley

MEMBERS PRESENT REMOTELY

MEMBERS ABSENT

Debra Lucero	Supervisor	District 2
Chuck Reynolds	Mayor	City of Oroville

STAFF PRESENT

Jon Clark	Executive Director
Andy Newsum	Deputy Director
Cheryl Massae	Human Resources Director
Ivan Garcia	Programming Director
Victoria Proctor	Assistant Planner
Amy White	Assistant Planner
Chris Devine	Planning Director
Brian Lasagna	Regional Analyst

OTHERS PRESENT

John Stonebraker
Adekemi Ademyeno

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

CONSENT AGENDA

- 3. Approval of Minutes from the October 27, 2022 BCAG Board of Directors Meeting**
- 4. Approval of Resolution 2022/23-06 Accepting Full Allocation of Regional Early Action Planning Grant**

On motion by Board Member Kimmelshue and seconded by Board Member Teeter, the Consent Agenda was unanimously approved.

ITEMS FOR ACTION

5: Public Hearing to Receive Testimony on Unmet Transit Needs for the Butte Regional Transit System.

Staff requested a public hearing regarding Unmet Transit Needs (UTN) in Butte County. There is an outreach period of 30 days that allows the public to provide input in person or via mail, email, phone, as well as an online comment form on the B-Line web page. The 30-day period began on October 27, 2022 and was promoted in local newspapers, on social media, on all our fixed route and paratransit buses, and via targeted email to our contact lists for transit and social services interests.

Staff informed the Board that the purpose of this process is to ensure all unmet transit needs, that are reasonable to meet, are met before funds are expended for non-transit uses. All testimony that is obtained is analyzed to determine if there are any transit needs that meet the adopted definitions of “Unmet Transit Needs” and “Reasonable to Meet”. This analysis report, called the Transit Needs Assessment, is reviewed by the Social Services Transportation Advisory Council (SSTAC), which provides a recommendation for Unmet Transit Needs Findings to the BCAG Board of Directors.

Staff requested the Board open the public hearing to obtain testimony on any unmet transit needs. There was public comment regarding receiving services in Sterling City, and from Magalia to Oroville.

ITEMS FOR INFORMATION

6: Non-Emergency Medical Transportation Program Update

Staff updated the Board on the progress of the Non-Emergency Medical Transportation (NEMT) Program. The NEMT, Non-Emergency Medical Transportation Program, was completed by BCAG in FY 2021/22 with the help of consultants at AMMA.

The Needs and Alternatives Report, AMMA's final assessment, identified two potential starting points for Non-Emergency Medical services. Those being, 1.) Expanding paratransit services within North and South Butte County, and 2.) A mileage reimbursement program for volunteer drivers for residents outside the existing B-Line service area.

BCAG staff believes a scaled approach to offering Non-Emergency Medical Transportation is necessary to gauge need, efficiency, and available funding levels. This service would offer access to those who are currently within the B-Line Paratransit core ADA zone, who are eligible for Dial-A-Ride or ADA Paratransit, and who have medical appointments outside their home community.

Service would start in northern Butte County connecting Magalia, Paradise, and Chico: and one in Southern Butte County connecting Biggs, Gridley, Palermo, Thermalito, and Oroville.

Staff is currently investigating what technological services are available to fully support all areas of operations for these services.

This item was presented for information purposes.

7: Butte Regional Transit (B-Line) Quarter 2022/23 Report

Staff presented the Board with key financial and statistical results for Butte Regional Transit (B-Line) for the first quarter of fiscal year 2022/23.

The Board was presented with a table summarizing key financial and operational results for Butte Regional Transit. The financial data compares first quarter results to the annual budget and to the prior year. Operational data represents a performance-based assessment in comparison to the same quarter of the prior fiscal year.

The comparison presented to the Board are to the previous fiscal year, which saw dramatic increases in ridership as we recovered from the height of COVID-19 pandemic in fiscal year 2020/21. Fiscal year 2021/22 saw increase in ridership as the county moved away from shelter in place. The system as a whole, however, is still well below pre-pandemic ridership levels.

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February 23, 2023

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The paratransit modes are showing far less fluctuations than the fixed route modes. It is unknown what level of additional recovery we can expect from these modes of transit in the coming year.

This item was presented for information purposes.

ITEMS FROM THE FLOOR

8: 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 9:26 AM.

Attest:

Jon Clark, Executive Director

Ashley Carriere, Board Clerk

Butte County Association of Governments

BUTTE COUNTY ASSOCIATION
OF GOVERNMENTS



BOARD OF DIRECTORS MEETING
ITEM #5



BCAG BOARD OF DIRECTORS

Item #5 Consent

February 23, 2023

APPROVAL OF RESOLUTION 2022/23-07 AUTHORIZING THE FEDERAL FUNDING UNDER FTA SECTION 5311 (49 U.S.C. SECTION 5311) WITH THE CALIFORNIA DEPARTMENT OF TRANSPORTATION FOR THE FY 2023/24 5311(f) PROGRAM

PREPARED BY: Sara Cain, Senior Planner

ISSUE: BCAG is applying for FY 2023/24 Federal Transit Administration (FTA) Section 5311(f) funds for rural operating assistance.

DISCUSSION: The FTA Section 5311(f) rural intercity bus program is a competitive grant in California, designed to address the “intercity bus transportation needs of the entire state” by supporting projects that provide transportation between non-urbanized areas and urbanized areas that result in connections of greater regional, statewide, and national significance. Approximately \$5.8 million is available statewide for FY 2023/24. BCAG is requesting \$300,000 in operating assistance for Route 20, which operates between Chico and Oroville.

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

STAFF RECOMMENDATION: Staff requests approval of Resolution 2022/23-07 authorizing the Executive Director to file and execute the FTA 5311(f) application on behalf of BCAG.

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



**BUTTE COUNTY ASSOCIATION OF GOVERNMENTS
RESOLUTION NO 2022/23-07**



**RESOLUTION OF THE BUTTE COUNTY ASSOCIATION OF GOVERNMENTS
AUTHORIZING THE FEDERAL FUNDING UNDER FTA SECTION 5311 (49 U.S.C.
SECTION 5311) WITH THE CALIFORNIA DEPARTMENT OF TRANSPORTATION
FOR THE FY 2023/24 5311(f) PROGRAM**

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

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

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

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

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

That the Executive Director, Deputy Director, and Senior Planner are authorized to execute and file all certification of assurances, contracts or agreements or any other document required by the Department.

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

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

PASSED AND ADOPTED by the BCAG Board of Directors, State of California, on the 23rd day of February 2023 by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

APPROVED:

BOARD OF DIRECTORS 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 Action

February 23, 2023

ACCEPTANCE OF BCAG FISCAL AUDIT AND TRANSPORTATION DEVELOPMENT ACT (TDA) AUDITS FOR THE CITIES, TOWN & COUNTY FOR THE YEAR ENDING JUNE 30, 2022

PREPARED BY: Julie Quinn, Chief Fiscal Officer

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

DISCUSSION:

BCAG Audit: In accordance with State and Federal regulations, BCAG's financial statements and supplemental information have been audited by independent auditors, Richardson & Company, certified public accountants. PDF copies of the BCAG audit have been sent, via E-Mail, to all Board members. Ingrid Shepline, of Richardson & Company, will be available to review the audit and answer any questions.

- The Independent Auditor's Report located on page 1 shows an unmodified (clean) opinion for all but the Governmental Activities, which have a qualified opinion related to the recording of lease accounting. This item will be discussed by the auditor.
- A review of the fiscal year is presented in the Management's Discussion and Analysis (MD&A) located on pages 4-13.
- The Independent Auditors' Reports on Internal Control and Compliance begins on page 55 and shows no instances of noncompliance.
- The Schedule of Findings and Questioned Costs on pages 59-60 indicates that there were no financial statement findings or major federal award program findings in the BCAG audit.
- Independent Auditors' Management Letter and a Required Statement of Accounting Standards are included.

TDA Audits: BCAG annually budgets for the preparation of the required TDA audits for each of the claimants. The audits cover receipt and use of TDA funds used for streets and roads projects for each of the cities, town and county, and the Gridley Senior Taxi Fund. Each board member should receive a PDF copy of their jurisdiction's TDA audit included with the digital copy of the agenda. The Gridley Senior Taxi and the Gridley TDA audit is not complete at this time but should be completed before the March 31st deadline. There are no current findings associated with the TDA audits; however, the

BCAG Board of Directors Meeting – Item #6

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auditors make suggestions in the Independent Auditors' Management Letter regarding improvements to the process. Staff works with the jurisdictions to incorporate the suggestions.

STAFF RECOMMENDATION: The Chief Fiscal Officer requests the BCAG Board of Directors accept the BCAG annual fiscal audit and the TDA audits prepared for the claimants for the fiscal year ending June 30, 2022.

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

BUTTE COUNTY ASSOCIATION
OF GOVERNMENTS



BOARD OF DIRECTORS MEETING
ITEM #7



BCAG BOARD OF DIRECTORS

Item #7 Action

February 23, 2023

APPROVAL OF 2023/24 UNMET TRANSIT NEEDS ASSESSMENT AND FINDINGS

PREPARED BY: Amy White, Assistant Planner

ISSUE: BCAG is required to prepare an annual Unmet Transit Needs Assessment as the administrator of Transportation Development Act (TDA) funds for Butte County.

DISCUSSION: Each year, BCAG must identify any public unmet transit needs that may exist in Butte County in order to receive state funding. If unmet transit needs are found, a further determination must be made as to whether those needs are reasonable to meet. All unmet transit needs that are reasonable to meet must be satisfied before TDA funds are expended for non-transit uses, such as streets and roads.

For the 2023/2024 report, the timeline was shifted to the preceding fall so as to coordinate better with other funding timelines, but still fall within the annual UTN process requirements. Testimony was collected during a 30-day outreach period that began on October 27, 2022. The public was invited to provide input in person and via mail, email, phone, social media, as well as an online comment from on the B-Line web site. This outreach period culminated with a public hearing before the BCAG Board of Directors at the December 2022 Board meeting. This 30-day period to gather comments, along with the final public hearing, was promoted in local newspapers, on all transit buses and on the Internet at both the BCAG and B-Line websites and social media pages. In addition, the notice was emailed to community social service agencies.

After comments were received, they were compiled into an analysis report. Linked below, for the Board's review, is the Draft *Unmet Transit Needs Assessment – 2023/2024*. The Assessment examines transit dependent groups, adequacy of existing transit services, a detailed summary of the public testimony received during this year's outreach process, and staff's analysis of whether the testimony meets the definitions of unmet transit needs and reasonable to meet. The Assessment can be viewed on the B-Line web site at: <http://www.blinetransit.com/documents/UTN/2324-Transit-Needs-Assessment-draft.pdf>



**BUTTE COUNTY ASSOCIATION OF GOVERNMENTS
RESOLUTION NO 2022/2023-08**



**RESOLUTION OF THE BUTTE COUNTY ASSOCIATION OF GOVERNMENTS
MAKING FINDINGS REGARDING UNMET TRANSIT NEEDS AFFECTING FISCAL
YEAR 2023-2024**

WHEREAS, Public Utilities Code Section 99401.5 requires that prior to making any allocation of Transportation Development Act funds not directly for public transportation purposes, that any unmet transit needs that are reasonable to meet shall be funded;

WHEREAS, the Butte County Association of Governments has adopted definitions of “unmet transit needs” and “reasonable to meet”;

WHEREAS, Public Utilities Code Section 99401.5 specifically describes the procedures required prior to making the unmet transit needs findings;

WHEREAS, the Butte County Association of Governments has complied with all required procedures, including establishment and consultation with the Social Services Transportation Advisory Council, preparation of an Unmet Transit Needs Assessment, and the solicitation of public input, including a public hearing;

WHEREAS, the Butte County Association of Governments is required to make one of three findings:

1. There are no unmet transit needs,
2. There are no unmet transit needs that are reasonable to meet,
3. There are unmet transit needs, including needs that are reasonable to meet;

WHEREAS, it has been determined that **there are no unmet transit needs that are reasonable to meet** for B-Line fixed route service;

NOW THEREFORE BE IT RESOLVED that based on the definitions of “unmet transit needs” and “reasonable to meet” adopted by the Board of Directors on October 23, 2003 and the 2023/2024 Unmet Transit Needs Assessment, and in accordance with the recommendation of the Social Services Transportation Advisory Council, the Butte County Association of Governments finds that there are no unmet transit need that are reasonable to meet for B-Line fixed route service.

PASSED AND ADOPTED by the Butte County Association of Governments on the 23rd day of February 2023 by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

APPROVED:

_____, CHAIR
BUTTE COUNTY ASSOCIATION OF GOVERNMENTS

ATTEST:

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

BUTTE COUNTY ASSOCIATION
OF GOVERNMENTS



BOARD OF DIRECTORS MEETING
ITEM #8



BCAG BOARD OF DIRECTORS

Item #8 Action

February 23, 2023

APPROVAL OF MAP-21 PERFORMANCE MEASURES – SAFETY (PM1)

PREPARED BY: Brian Lasagna, Regional Analyst

ISSUE: As the federally designated Metropolitan Planning Organization (MPO) for the Butte County region, BCAG is required to establish targets, track, and report the areas performance measures mandated under the federal Moving Ahead for Progress in the 21st Century Act (MAP-21), in coordination with Caltrans and the local jurisdictions.

DISCUSSION: Federal transportation legislation (MAP-21) placed new and stronger emphasis on measuring and monitoring the performance of the transportation system and requires states and MPOs to implement a performance-based approach to planning and programming. Performance-based planning and programming includes using transportation performance measures, setting targets, reporting performance, and programming transportation investments directed toward the achievement of transportation system performance outcomes. The performance targets ensure states and MPOs invest resources in transportation projects that achieve national goals in safety, infrastructure condition, congestion, reliability, freight movement, environmental sustainability, and reduced project delivery delays.

On August 31, 2022, Caltrans and the Office of Traffic Safety (OTS) established statewide safety performance targets for calendar year 2023 – see Table 1. MPOs have 6 months (February 28, 2023) following the states target setting date to: A) establish their own targets; or B) agree to plan and program projects so that they contribute toward the accomplishment of the state target. Performance and targets are to be reported and revised annually.

Table 1. Statewide Safety Performance Targets - Year 2023

Measure	Target (Annual Reduction)
Number of Fatalities	-0.30%
Rate of Fatalities per 100M Vehicle Miles of Travel (VMT)	-1.70%
Number of Serious Injuries	-2.30%
Rate of Serious Injuries per 100M VMT	-2.66%
Number of Non-Motorized Fatalities	-0.30%
Number of Non-Motorized Serious Injuries	-2.30%

Note: Targets are based on a 5-year rolling average for all roadways.

BCAG Board of Directors Meeting – Item #8

February 23, 2023

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Caltrans and the Office of Traffic and Safety (OTS) have adopted targets based on a “trendline” approach which looks at current fatalities and is data driven consistent with the California Strategic Highway Safety Plan (SHSP).

Included as Attachment #1 is a compilation of the Butte County datasets provided for each safety measure. Trends have been presented based on the rolling 5-year average for all years included in the dataset. A significant increase in the region’s fatalities was apparent in 2020 and this trend has continued into the year 2021. This is consistent with a national trend¹ attributed to decreases in vehicle miles traveled associated with COVID-19 and increases in impaired driving, speeding and failure to wear a seat belt.

In addition to the datasets presented, BCAG has prepared a map of fatalities for the Butte County region accompanied by relevant statistics as Attachment #2.

The 2020 Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS) includes a listing of federal performance measure safety projects which have been planned or programmed for the region. A link to Appendix 10-4 of the 2020 RTP/SCS is included [here](#)².

As with past cycles, staff is recommending that BCAG agree to plan and program projects so that they contribute toward the accomplishment of the state target for the 2023 performance year. Staff has reviewed the safety related measures and targets with BCAG’s Transportation Advisory Committee (TAC). If accepted by the BCAG Board, BCAG staff will incorporate the new measures and targets into the BCAG System Performance Report and notify Caltrans prior to February 28, 2023.

BCAG staff will continue to coordinate with Caltrans, the TAC, and BCAG Board regarding federal performance measures.

STAFF RECOMMENDATION: BCAG staff is recommending the BCAG Board of Director’s accept the state performance safety targets and the region agree to plan and program projects so they will contribute toward the accomplishment of the state safety targets for the 2023 performance year.

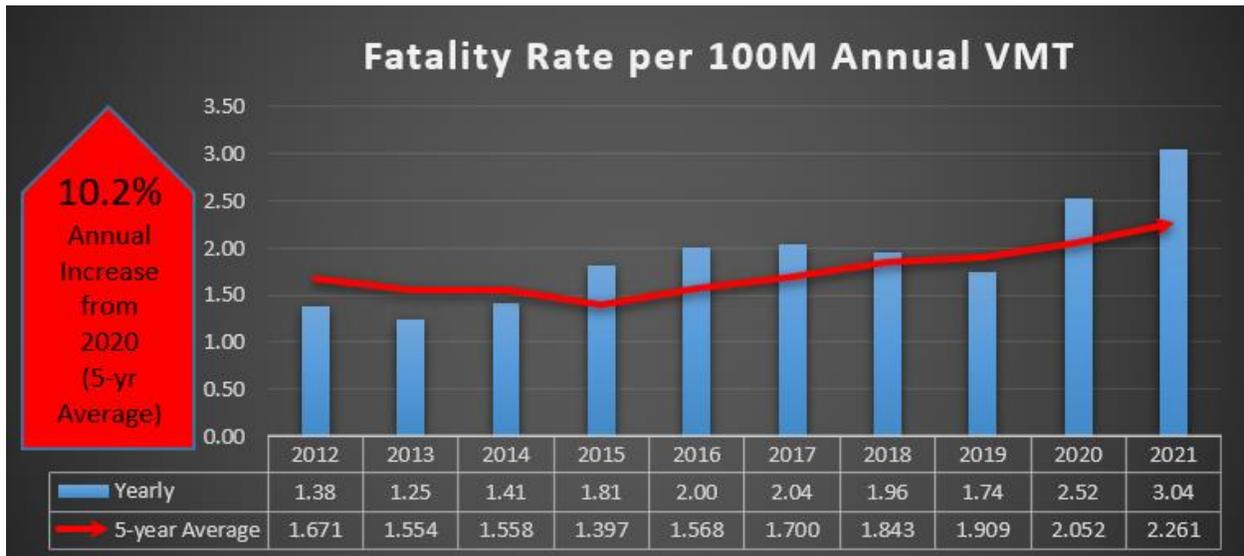
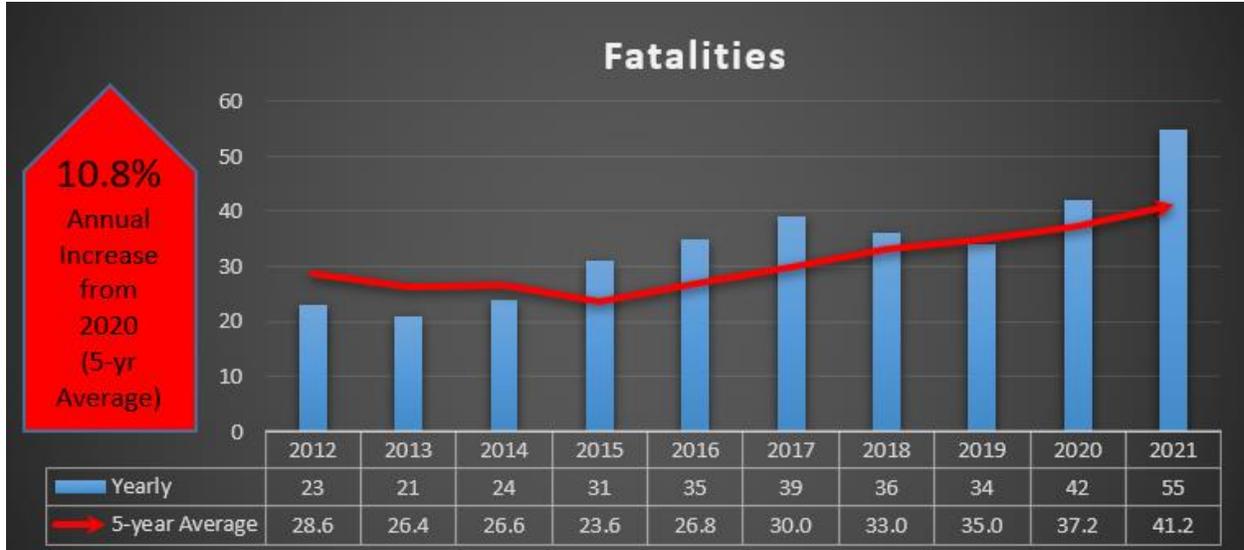
Key staff: Brian Lasagna, Regional Analyst
 Ivan Garcia, Programming Director

¹ U.S. Department of Transportation’s National Highway Traffic Safety Administration - 2020 Fatality Data Show Increased Traffic Fatalities During Pandemic. <https://www.nhtsa.gov/press-releases/2020-fatality-data-show-increased-traffic-fatalities-during-pandemic>

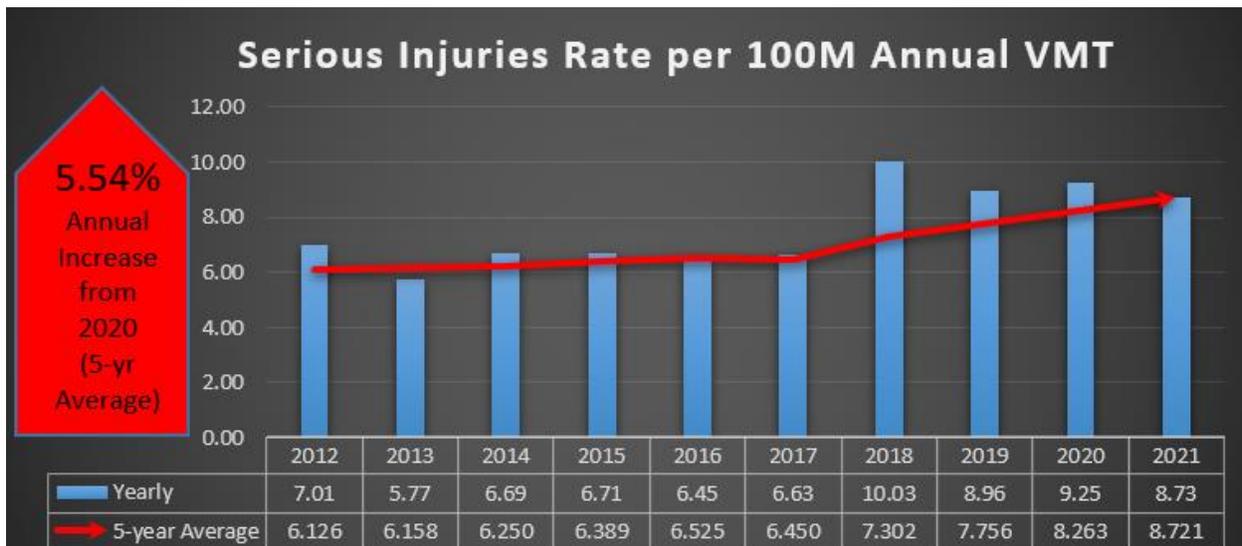
²<http://www.bcag.org/documents/planning/RTP%20SCS/2020%20RTP%20SCS/Appendices/Appendix%2010-4%20PM%201%20Safety%20Final%20October%202020.pdf>

ATTACHMENT #1

BCAG Regional Safety Performance Measure Trends



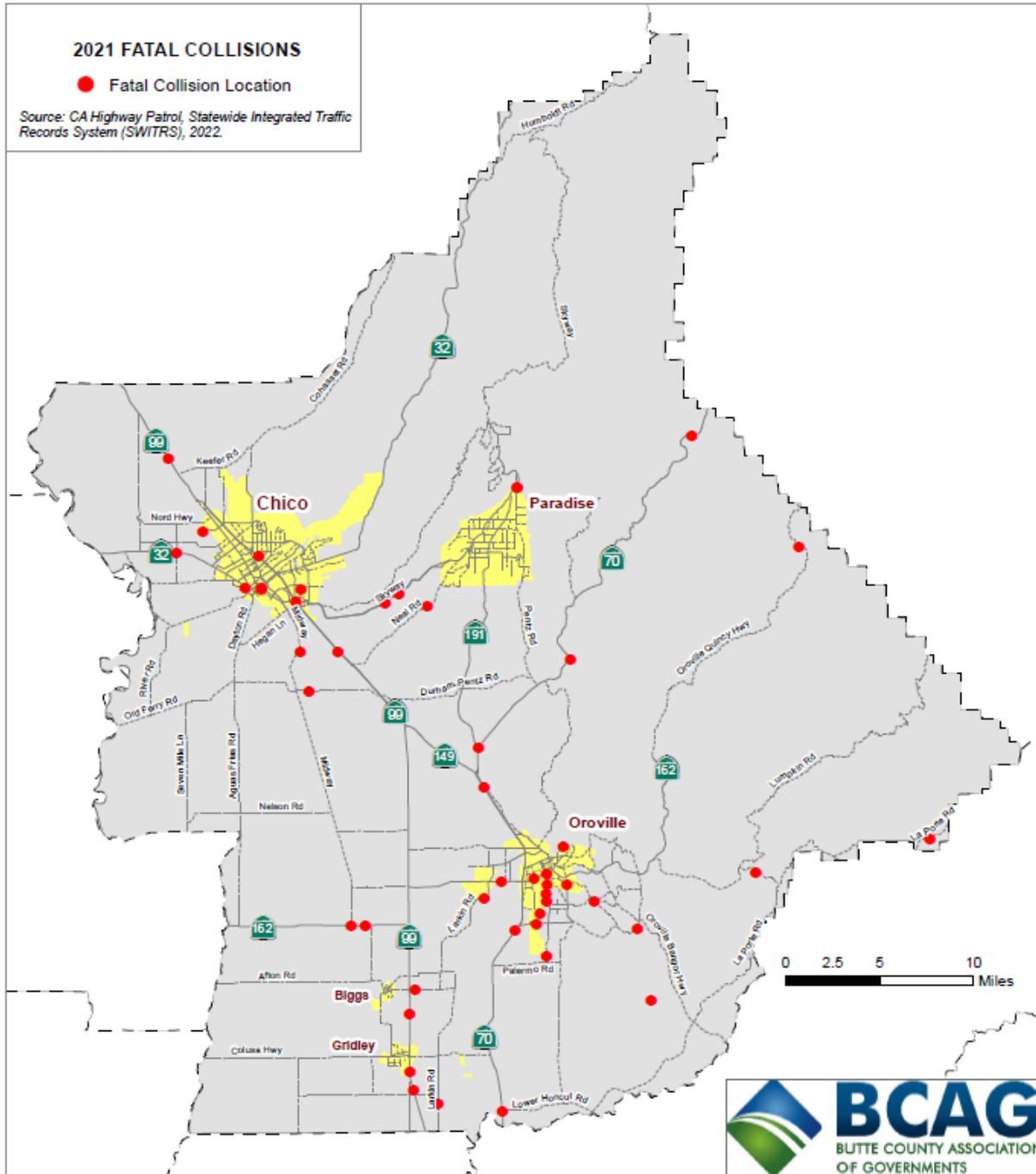
Note: 2021 VMT not available at time of preparation. 2019 and 2020 VMT were averaged to create the preliminary 2021 VMT information as a temporary placeholder.



Note: 2021 VMT not available at time of preparation. 2019 and 2020 VMT were averaged to create the preliminary 2021 VMT information as a temporary placeholder.



ATTACHMENT #2



Collision Involved		
Pedestrian	7	14.6%
Bicycle	0	0.0%
Motorcycle	10	20.8%
Truck	3	6.3%

Collision Primary Violation		
Alcohol or Drugs	14	29.2%
Unsafe Speeds	8	16.7%
Improper Turns	8	16.7%
Pedestrian Violation	7	14.6%

Fatal Collisions by Jurisdiction			
City of Biggs	0	City of Oroville	8
City of Chico	7	Town of Paradise	0
City of Gridley	1	Unincorporated	32

BUTTE COUNTY ASSOCIATION
OF GOVERNMENTS



BOARD OF DIRECTORS MEETING
ITEM #9



BCAG BOARD OF DIRECTORS

Item #9 Information

February 23, 2023

NORTH VALLEY PASSENGER RAIL STRATEGIC PLAN UPDATE

PREPARED BY: Chris Devine, Planning Director

ISSUE: BCAG received \$500,000 in grant funding from Caltrans to study expanding passenger rail service northward from the Sacramento area to Butte County and the study is continuing to move forward.

DISCUSSION: BCAG staff is working with its project partners and consultant team at AECOM to continuing moving the North Valley Passenger Rail Strategic Plan (NVPRSP) forward:

- A virtual public workshop is scheduled for Thursday, February 23rd at 5:00pm. Key project assumptions developed to date will be shared with the general public by the project team including preliminary station locations, travel times, number of trains per day, etc. The schedule for plan development and service implementation will be reviewed as well. Registration is required to attend via the following link: bit.ly/NorthValleyRailMeeting.
- BCAG staff are working with The Ferguson Group to develop a grant application to fund preliminary engineering and environmental documents for the implementation of North Valley Rail via the federal Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grant program under the Infrastructure Investment and Jobs Act (“Bipartisan Infrastructure Law”). Applications are due at the end of February. BCAG is applying for \$5 million, and if awarded, work could begin developing the documents in late 2023/early 2024 when the NVPRSP is completed.
- BCAG staff worked with local graphic design firm Dragon Graphics to develop a logo for “North Valley Rail”. See **Attachment #1** for the new logo and an updated version of the Fact Sheet that incorporates the new logo and color format. These will be helpful for lobbying efforts and applying for grant funding to implement the system.
- An 8-page booklet is under development and should be ready in early spring. This will expand upon the 2-page Fact Sheet and provide more detailed information on the proposed North Valley Rail service.

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- A new website is under development for North Valley Rail. It will be separate from the BCAG website, with links connecting to it from the BCAG site. This should be live in early spring and will also be helpful for lobbying efforts and communicating project details to the general public. To view the current project website, click here: <http://www.bcag.org/Planning/North-Valley-Passenger-Rail-Strategic-Plan/index.html>.
- The development of ridership and revenue forecasts continues to move forward and should be complete in early spring as well. The consultant team at AECOM has its own ridership forecasting model that has also been used on the Valley Rail project in the San Joaquin Valley for the Amtrak San Joaquins and Altamont Corridor Express passenger rail services. It will provide a good estimate of potential ridership of the proposed North Valley Rail system.
- Additional tasks moving forward include development of a fare structure and pricing plan, analysis of improvements needed at Sacramento Valley Station, and development of initial project description that will be needed for the environmental documents.
- Several news articles and stories on North Valley Rail ran recently through news outlets including KCRA in Sacramento and Action News in Chico:
 - KCRA Article/Video: <https://www.kcra.com/article/north-valley-rail-commuter-train-line-between-sacramento-area-chico/42808680>
 - Action News Article/Video: https://www.actionnewsnow.com/news/commuter-train-to-connect-chico-to-sacramento-in-the-works/article_a8612308-a752-11ed-ac18-1fd2654f84da.html

Staff will continue keep the Board informed as this study moves forward.

STAFF RECOMMENDATION: This item is presented as information only.

Key Staff: Chris Devine, Planning Director
Jon Clark, Executive Director
Sara Cain, Senior Planner



NORTH VALLEY RAIL

CHICO • GRIDLEY • MARYSVILLE/YUBA CITY

PLUMAS LAKE • SACRAMENTO

NORTH VALLEY RAIL

CHICO • GRIDLEY • MARYSVILLE/YUBA CITY
PLUMAS LAKE • SACRAMENTO



Project Overview

■ What is the North Valley Rail?

Currently, the North Valley region is only served by the once-daily Coast Starlight train between Seattle and Los Angeles. Without a dedicated passenger service, the region relies primarily on Thruway buses for transit connections to the rest of California. North Valley Rail will bring new passenger service north of Sacramento to better integrate the region into the statewide rail network, including the future high-speed rail system.

■ What has been completed to date?

Work on a strategic plan to guide the development, design, and implementation of the project began in early 2022. Initial service planning—including identifying preferred station locations, assessing key ridership markets, and developing a conceptual timetable—has already been completed.

■ Who is the lead agency?

The Butte County Association of Governments (BCAG) is a Joint Powers Agency of the County of Butte; the cities of Biggs, Chico, Gridley, and Oroville; and the Town of Paradise. Its primary responsibility is to prepare state and federally mandated plans and programs to secure transportation funding for the county. For North Valley Rail, BCAG is working closely with Caltrans, local governments, and other stakeholders along the corridor.



Proposed service levels

Up to 4 roundtrips a day

Estimated start of service

2028 (potential initial service, up to 2 roundtrips a day)
2030 (full service, up to 4 roundtrips a day)

Proposed stations

- Chico*
- Gridley*
- Marysville-Yuba City
- Plumas Lake

*Note: If the Alternate Route to Oroville is selected, there would be a station in Oroville in lieu of these two stations.

Regional and intercity connections

- Greater Sacramento
- San Francisco Bay Area
- San Joaquin Valley
- Southern California

Order-of-magnitude cost

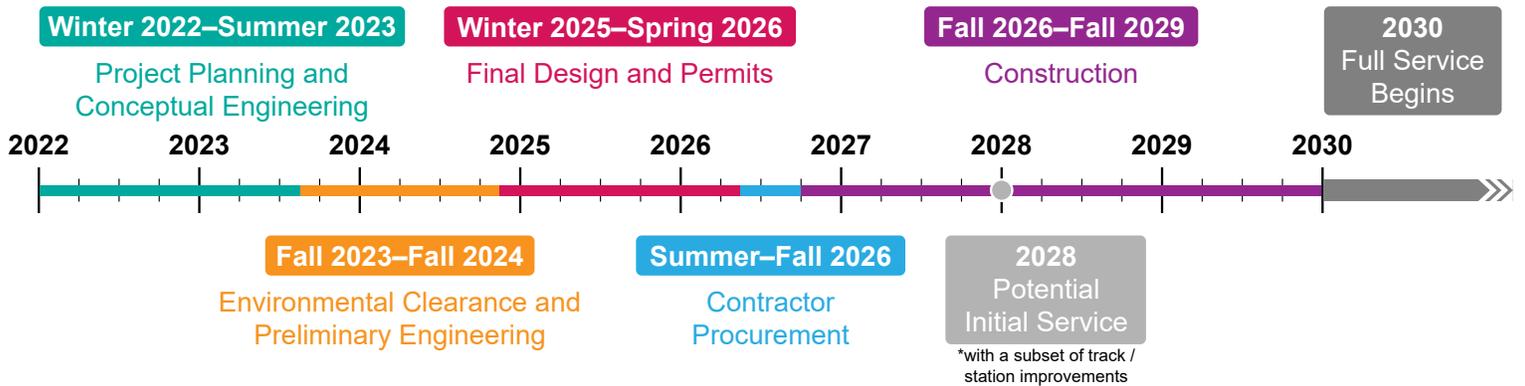
Approximately \$500 million (2022 dollars)

Over the next several years, the larger Valley Rail program will bring Altamont Corridor Express (ACE) and San Joaquins trains along a new route north of Stockton via Midtown Sacramento and Natomas. North Valley Rail will build off these improvements to extend service north of Natomas. BCAG is working in close coordination with the San Joaquin Regional Rail Commission (SJRR) and the San Joaquin Joint Powers Authority (SJPPA), the managing agencies for both of these train services.

Project Benefits

-  Provides rail service connectivity from North Valley to Bay Area and Central Valley destinations
-  Provides train service tailored to the North Valley's needs, including commute options into Sacramento
-  Supports transit-oriented development and furthers California's climate goals by reducing greenhouse gas emissions
-  Creates new local transit hubs centered at train stations along the corridor
-  Provides service for Chico State University students, faculty, staff, and visitors
-  Provides direct link to California's High-Speed Rail System
-  Improves equity by providing access to jobs and educational opportunities for disadvantaged populations

Project Timeline



We want to hear from you!

For more information on the project, to view past presentation materials, to provide input, and to sign up for our email list, look for “North Valley Passenger Rail Specific Plan” under the “Planning” tab at:

<http://www.bcag.org/>

Stay Connected

Join us on Twitter for the most up to date information.



Contact:

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BUTTE COUNTY ASSOCIATION
OF GOVERNMENTS



BOARD OF DIRECTORS MEETING
ITEM #10



BCAG BOARD OF DIRECTORS

Item #10 Information

February 23, 2023

UPDATE ON REGIONAL EARLY ACTION PLANNING GRANT PROGRAM

PREPARED BY: Chris Devine, Planning Director

ISSUE: BCAG has been allocated \$2,944,762 in 2021 Regional Early Action Planning grant funds (referred to as REAP 2.0), and has coordinated with BCAG member jurisdiction staff, key stakeholders, and members of the community to identify projects for funding. An application was submitted in late December that included five suballocation projects, one for each of the five BCAG member jurisdiction.

DISCUSSION: The California Department of Housing and Community Development (HCD) in partnership with the Office of Planning and Research (OPR), Strategic Growth Council (SGC), and California Air Resources Board (CARB) released the application for REAP 2.0 funding for Metropolitan Planning Organizations in July 2022. REAP 2.0 is a \$600 million state funding program to advance implementation of adopted regional plans by funding planning and implementation activities that accelerate infill housing, affirmatively further fair housing, and reduce per capita VMT. This program builds on the 2019 Regional Early Action Planning grant program (REAP 1.0) in which BCAG received \$860,400.

Under REAP 2.0, an additional \$2,944,762 in funding will be allocated to BCAG, with applications due to HCD in December 2022, and a deadline of June 2026 for funds to be fully expended. Of these available funds, **\$2,650,285** will be available for BCAG to suballocate to member jurisdictions or tribal governments to fund implementation of eligible projects that meet the grant program criteria.

BCAG submitted its application to HCD on December 28, 2022, which included suballocation projects for all five BCAG member jurisdictions. These projects are summarized in *Table 1* below.

Table 1. Final Project Nominations for REAP 2.0 Funding

NOMINATING AGENCY	PROJECT	FUNDING AMOUNT	
		REQUESTED	FUNDING AWARD
City of Biggs	B and E Street Pedestrian Improvements	\$200,000	\$169,604
City of Chico	N. Cedar Street ATP Improvements	\$1,280,000	\$1,280,000

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	16 th Street Corridor Study	\$245,000	\$-
City of Gridley	Highway 99 ATP Improvements	\$475,000	\$303,043
City of Oroville	State Route 162 ATP Improvements	\$450,000	\$397,227
	South Oroville Rezone	\$200,000	\$-
	Urban Area ATP Plan	\$200,000	\$-
Town of Paradise	Downtown Sewer Zoning Overlay	\$300,000	\$250,411
Butte County	Magalia Community Sewer System Design	\$250,000	\$250,000
	Web-based Mapping Tool	\$12,500	\$-
TOTAL			\$2,650,285

BCAG worked with its consultant team at PlaceWorks to conduct a 3-phase process to arrive at a final list of projects to include in the final application. This was implemented to ensure compliance with grant program guidelines that required specific outreach to low-income and disadvantaged communities. The three phases included:

- Phase 1 – Develop Initial List of Nominated Projects
 - *Coordinate with BCAG member jurisdictions through Planning Directors Group* – request project nominations.
 - *Outreach to Tribal Governments* – request project nominations.
 - *Outreach to key stakeholders* – request project nominations.
- Phase 2 – Community Outreach
 - *Community Survey* – online and paper survey available in English, Hmong, and Spanish, to gather input on community priorities and preferences for the nominated projects.
 - *Pop-up Events* – targeted outreach in disadvantaged communities to promote the survey.
 - *Community-Based Organization Outreach* – targeted outreach in disadvantaged communities to promote survey. Included Southside Community Center and African American Family and Cultural Center in Oroville, and Hmong Cultural Center in Thermalito.
 - *Advertisements and Promotion* – bus advertisements in English, Hmong and Spanish on all 50 B-Line buses; Facebook promotion; Email distribution via stakeholder database; coordination with Planning Directors Group who shared survey with additional email distribution lists.
- Phase 3 – Priority Setting/Project Ranking

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- *Ranking criteria* – developed and implemented ranking criteria with Planning Directors Group who agreed to the methodology.
- *Curate final list of projects* – reviewed by Planning Directors Group who agreed to final list of projects.

BCAG staff is now coordinating with HCD to complete a Standard Agreement to expend the funds, which should be available to member jurisdictions later this summer.

BCAG staff and the consultant team at PlaceWorks will provide a PowerPoint presentation providing additional information at the meeting. Also, please see ***Attachment #1 (Engagement Summary)*** for more detailed information on each phase, and the overall development of the program.

STAFF RECOMMENDATION: This item is presented as information only.

Key Staff: Chris Devine, Planning Director
Jon Clark, Executive Director
Ivan Garcia, Programming Director

MEMORANDUM

DATE December 16, 2022
TO Chris Devine, BCAG
FROM Charlie Knox, Andrea Howard, Ricardo Pozos
SUBJECT **REAP 2.0 Community Outreach and Priority Setting Summary Report**

Introduction

This memorandum presents the Community Outreach and Priority Setting Summary Report for the Butte County Association of Governments (BCAG) REAP 2.0 application process. This effort involved a three-phased approach, guided by an Outreach Plan (**Appendix A** to this memo) prepared at the onset of the project:

- **Phase 1:** Initial list of REAP 2.0 projects—focused conversations with jurisdictional planning departments, tribal governments, and stakeholders in the region to collect project nominations, followed by a preliminary review to confirm project eligibility for REAP 2.0 funding.
- **Phase 2:** Community Survey—activities and promotional materials to inform the community and gather their input via a survey available online and in hard-copy formats.
- **Phase 3:** Priority Setting—the process of scoring and selecting projects to include in the region’s REAP 2.0 application.

This report provides a detailed account of each phase of work, which used a variety of outreach methods to engage all segments of the community. Feedback received through engagement activities directly informed project selection and funding amounts included in BCAG’s REAP 2.0 application and are summarized under “Phase 3: Priority Setting.”

Phase 1. Initial list of REAP 2.0 Project Nominations

At the onset of this effort, BCAG engaged with member jurisdictions, key stakeholders, and tribal entities to request project nominations. Each nominated project was then reviewed to ensure consistency with the minimum REAP 2.0 program requirements and funding eligibility.

Planning Directors Group (PDG) Meeting

BCAG convened a PDG meeting on September 27, 2022. The meeting included a presentation with information on REAP 2.0, including available funding and eligibility requirements. Following the presentation, representatives from each of BCAG’s six member jurisdictions were able to ask questions and discuss potential projects with the project team and staff from California Department of Housing and Community Development (HCD) who attended the meeting. The meeting concluded with a review of a web-based project nomination form. A total of 21 completed forms were received by the October deadline.

Stakeholder Group Meetings

On October 5, 2022, BCAG convened a meeting with the region's housing stakeholders. BCAG sent invitations to 38 individuals from 34 different stakeholder organizations (listed in **Appendix B**). Similar to the PDG meeting, the stakeholder meeting involved a presentation from the project team on the REAP 2.0 funding availability and eligibility requirements, introduction to the project nominations form, and discussion of questions and potential projects. Staff from HCD attended this meeting as well. Only one stakeholder agency, Community Housing Improvement Program (CHIP), attended the meeting. However, meeting presentation slides and the project nomination form were subsequently shared with all stakeholders invited to the meeting. There were no project nominations submitted directly by stakeholders; however, the County of Butte submitted a project nomination supporting the Lakeridge Circle Housing Development, which had been discussed by the CHIP representative in the stakeholder meeting.

Tribal Entities Outreach

In addition to stakeholder and PDG meetings, BCAG sent out a notice to all tribal entities in the BCAG region to notify them of the REAP 2.0 funding opportunities and invite them to engage in the process to identify projects to fund. Tribes were also encouraged to submit project nominations and request to meet with BCAG staff individually to discuss any ideas or concerns. As a result of these efforts, BCAG connected with the Mechoopda Indian Tribe of Chico Rancheria to discuss the 16th Street Corridor and North Cedar Active Transportation Plan Improvements projects in Chico; for which they expressed support.

Initial Project Eligibility Screening

Once all nominations were collected, the project team conducted a thorough review of the 21 nominations to ensure each application met the minimum REAP 2.0 requirements to accelerate infill housing development, reduce vehicle miles traveled (VMT), and affirmatively further fair housing. Of the 21 nominated projects, 11 met REAP 2.0 eligibility requirements and advanced to Phase 2 for further consideration (see **Table 1**).

Table 1: Eligible Projects Nominated

NOMINATING AGENCY	PROJECT NAME	PROJECT DESCRIPTION	FUNDING REQUESTED
City of Biggs	B and E Street Pedestrian Improvements	In Biggs, planning and preliminary engineering and environmental study to construct sidewalks and bike lanes on B and E Streets.	\$200,000
City of Chico	North Cedar Active Transportation Program (ATP) Improvements	In Chico, construct improvements to roadway, sidewalks, curbs, and gutters on North Campus Cedar Street from West Sacramento Avenue to West Fourth Avenue to enhance bike and pedestrian access to California State University Chico and local transit lines.	\$1,280,000
	16th Street Corridor Study	In Chico, prepare a corridor study and conduct community outreach for a future roadway improvement project on 16th Street from Chestnut Street to Chapman Elementary School.	\$245,000
City of Gridley	Highway 99 ATP Improvements	In Gridley, install bike and pedestrian improvements for 1.5 miles along the east side of Highway 99 from West Liberty Road to Standish Lane.	\$475,000
City of Oroville	State Route 162 ATP Improvements	In Oroville, install sidewalks and bike lanes along Oro Dam Boulevard and Olive Highway (State Route 162) from Highway 70 to Foothill Boulevard.	\$450,000
	South Oroville Rezone	Rezone South Oroville for more mixed-use, multifamily, and clustered village development.	\$200,000
	Urban Area ATP Plan	In Oroville, prepare an active transportation plan in the urban areas to identify projects that would be competitive for grant funding.	\$200,000
Town of Paradise	Downtown Sewer Zoning Overlay	In Paradise, establish a Sewer Service Overlay Zone along main arterials and commercial areas to allow for higher-density multifamily development.	\$300,000
Butte County	Lakeridge Circle Multifamily	In Magalia, conduct predevelopment services for proposed Lakeridge Circle housing development, a 63-unit, affordable, multifamily housing project.	\$250,000
	Web-based Mapping Tool	For the unincorporated county, develop a web-based, interactive mapping and data tool for public use to research and analyze zoning and housing opportunity sites.	\$12,500
BCAG	SCS Implementation	Support for implementation of the 2024 Sustainable Communities Strategy	\$250,000
<i>Total Amount Requested</i>			<i>\$3,862,500</i>
<i>Total Funding Available</i>			<i>\$2,650,286</i>
<i>Funding Shortfall</i>			<i>\$1,212,214</i>

Phase 2. Community Outreach

Following the development of the initial list of potential projects to fund through REAP 2.0, the project team engaged the community to inform them of the effort, assess community support for identified projects, and gather input on related priorities. While the first priority of the survey and outreach activities was to inform the region's use of REAP 2.0 funding, BCAG leveraged this engagement opportunity to provide information about other activities and get input on general preferences extending beyond REAP 2.0 to inform the 2024 Sustainable Communities Strategy (SCS) update and other current activities, in part to avoid generating outreach fatigue.

Community Survey

The project team developed an online and paper handout survey available in English, Hmong, and Spanish, to gather input on general community priorities and preferences regarding transit, transportation, and housing, and the initial list of proposed REAP 2.0-eligible projects. The survey also invited additional project nominations. The paper handout survey is included as **Appendix C**. Survey results for both the paper and web survey are summarized in **Appendix D**.

General Information

Survey participants were asked to identify their biggest barriers to transit, transportation, and accessing safe, quality housing. Respondents shared their three biggest barriers related to mobility are the lack of bike lanes, sidewalks, and a sense of safety when walking/riding in their communities; and their three biggest barriers related to housing are low wages of local jobs, lack of rental housing supply, and lack of supply of below market rate/affordable housing.

REAP 2.0 Project Insights

All 11 nominated and REAP 2.0-eligible projects were briefly described and participants were asked to identify their level of support for each project, with options ranging from “strongly support” to “strongly oppose.” **Table 2** provides a summary of all community responses for each nominated project. The online survey generated a total of 166 responses and hard-copy surveys generated five responses; however, not every question was answered by all respondents. Though a “neutral” response was an option, it was also the default response for online surveys so it may also indicate a non-answer. Therefore, the summarized results exclude neutral responses. All 11 nominated projects received a combined score of 50 percent or more responses in the support/strongly support category. Responses are summarized in **Table 2**.

Table 2. Community Survey Results – Proposed Projects

PROJECT	STRONGLY SUPPORT		SUPPORT		OPPOSE		STRONGLY OPPOSE		TOTAL RESPONSES
Biggs - B and E Street Pedestrian Improvements	19	44%	17	40%	4	9%	3	7%	43
Chico - 16th Street Corridor Study	24	47%	17	33%	5	10%	5	10%	51
Chico - North Cedar ATP Improvements	25	42%	22	37%	7	12%	5	8%	59
Gridley - Hwy 99 ATP Improvements	24	47%	20	39%	3	6%	4	8%	51
Oroville - SR 162 ATP Improvements	32	53%	21	35%	5	8%	2	3%	60
Oroville - South Oroville Rezone	29	52%	20	36%	4	7%	3	5%	56
Oroville - Urban Area ATP	23	45%	23	45%	4	8%	1	2%	51
Paradise - Downtown Sewer Zoning Overlay	51	46%	35	32%	11	10%	14	13%	111
Butte County - Lakeridge Circle Multifamily	60	41%	45	31%	11	8%	30	21%	146
Butte County - Web-based Mapping Tool	36	40%	33	37%	10	11%	11	12%	90
BCAG - SCS Implementation	50	45%	44	39%	9	8%	9	8%	112

Several survey respondents provided projects or project types they would like to see in the region in addition to project types they would like to avoid. None of the projects were identified as being able to meet the REAP 2.0 eligibility requirements and be feasible to complete by the June 2026 deadline so were not forwarded for consideration in Phase 3. However, BCAG will consider these community ideas in the development of the 2024 SCS Update and will share the nominations with BCAG member jurisdictions for consideration in local planning processes; see **Appendix D** for the complete list of comments.

Survey Promotion and Information Sharing

The survey, REAP 2.0 program details, and complementary information was shared through pop-up events, community-based organizations (CBOs) and stakeholders, and promotional materials.

Pop-up Events

BCAG staff hosted two pop-up events in November 2022: one at the Gridley Dia de Los Muertos celebration and one outside of the Oroville Grocery Outlet and Food Max stores. At the pop-ups, BCAG staff encouraged survey participation primarily among disadvantaged and low-income community members by distributing paper surveys and sharing a link to the web-based survey and provided information on REAP 2.0 and the 2024 SCS Update. Pop-up events consisted of a 24 x 36 Survey Board summarizing all 11 projects with a QR code to the online survey, paper surveys, and an informational handout on the 2024 SCS update. The survey and handout were available in English, Spanish, and Hmong. The pop-up event poster and photos from pop-up events are included as **Appendices E** and **F**, respectively.

Community-Based Organization Outreach

To reach additional community members and stakeholders, BCAG distributed the REAP 2.0 Survey Handout to over 30 different stakeholders and CBOs. Stakeholders and CBOs were encouraged to distribute the paper survey to their members and/or other interested parties in their network. BCAG staff visited several community-based organizations in disadvantaged areas in-person to specifically target input from these groups. These included the Southside Community Center and African American Family and Cultural Center in Oroville, and the Hmong Cultural Center in Thermalito (unincorporated Butte County), where copies of the surveys were dispersed. Through this distribution and outreach, there were a total of five paper surveys completed and returned and numerous online surveys completed. See **Appendix B** for a complete list of stakeholders and CBOs engaged.

Advertisements and Promotions

The survey was also promoted through bus advertisements in English, Spanish, and Hmong inside B-Line Transit buses and via Facebook. BCAG's entire fleet of 50 B-line fixed route transit buses ran three different 11x17 inch advertisements for the survey, (including QR code), in English, Spanish and Hmong in order to further target outreach to low-income and disadvantaged community member, and the general public. These advertisements ran on all buses from November 2 to November 20th. B-line fixed route buses operate within and between all five incorporated communities in Butte County as well as within the numerous unincorporated communities. Graphics used for the bus advertisements are included as **Appendix G**.

Phase 3. Priority Setting

Following the completion of all community outreach, the Project Team established a process for selecting and funding projects based on regional and state-wide priorities, which included an initial project scoring and selection, followed by project funding allocation. Since the program funds were oversubscribed, BCAG withdrew its request for funding for SCS implementation, so that effort was not considered in the priority setting process, leaving 10 total projects for evaluation.

Ranking Criteria

The final 10 projects under consideration for funding were scored in four weighted categories:

- 1. Community Priorities—weighted 40 percent.** Projects were scored based on the results of the community survey conducted in November 2022 (Phase 2 of this effort). The score sums the percentage of responses for “strongly support” and “support” for each project. To account for the different level of support between the two responses, a 0.9 multiplier was applied to “support” responses: $(\text{Percentage “strongly support”}) + 0.9 * (\text{Percentage “support”})$.
- 2. Transformative Planning/Implementation—weighted 50 percent.** Based on the project description provided by the nominating jurisdiction, each project was assessed for its level of transformative planning/implementation, following the State's definition.¹

¹ According to the State, “transformative planning and implementation activities” means housing, planning, infrastructure investments supporting infill housing, and other actions that enable meeting housing goals that also result in per-capita vehicle miles traveled reductions, including accelerating infill development, supporting residents through realizing multimodal communities, shifting travel behavior through reducing driving, and increasing transit ridership.

- 3. Implementation versus Planning—weighted 5 percent.** Each project was scored on whether it is an implementation (100 percent) or planning (0 percent) project, in recognition of REAP 2.0’s emphasis on implementation.
- 4. Leveraged Funds—weighted 5 percent.** Each project was scored on whether it is leveraging outside funding (100 percent) or looking for REAP 2.0 to fund the full project cost (0 percent).

Curating Final List of Potential Projects.

Project selection was determined by the projects’ combined score across the four weighted categories. Scores in each category were multiplied by that category’s weight and the projects’ weighted scores in all categories were summed to determine the overall project score. Projects scoring 75 percent and above advanced for funding allocations. This process resulted in one project advancing from each BCAG member jurisdiction, as shown in **Table 4**.

Each project scoring 75 percent or above was awarded a base funding allocation equal to what each jurisdiction would have received in a population-based distribution, or the amount requested for the project, whichever was smaller. Following distribution of the base allocation, \$650,825 in REAP 2.0 funding remained. Remaining funds were distributed among jurisdictions that did not receive the full amount requested through the base allocation using a formula that considered the projects’ unmet funding need (amount requested less the base allocation) and the projects’ weighted score. The resulting funding allocations are listed in **Table 4**.

Table 4. Funding Award Summary

NOMINATING AGENCY	PROJECT	FUNDING AMOUNT	
		REQUESTED	FUNDING AWARD
City of Biggs	B and E Street Pedestrian Improvements	\$200,000	\$169,604
City of Chico	16th Street Corridor Study	\$1,280,000	\$-
	North Cedar ATP Improvements	\$245,000	\$1,280,000
City of Gridley	Highway 99 ATP Improvements	\$475,000	\$303,043
City of Oroville	State Route 162 ATP Improvements	\$450,000	\$397,227
	South Oroville Rezone	\$200,000	\$-
	Urban Area ATP Plan	\$200,000	\$-
Town of Paradise	Downtown Sewer Zoning Overlay	\$300,000	\$250,411
Butte County	Lakeridge Circle Multifamily	\$250,000	\$250,000
	Web-based Mapping Tool	\$12,500	\$-

Planning Directors Group Meeting

BCAG convened a final PDF meeting on December 14, 2022. The meeting included a presentation detailing the activities in each phase of engagement, the methodology of the ranking criteria, and the resulting REAP 2.0 project funding. Following the presentation, attendees were able to ask questions and discuss the final submittal process of the REAP 2.0 application. Attendees expressed support for the process and the funded projects.

Appendices

Appendix A. Outreach Plan

Appendix B. CBO/Stakeholder List

Appendix C. Paper Handout Survey

Appendix D. Survey Results

Appendix E. Pop-Up Event Poster

Appendix F. Pop-Up Event Photos

Appendix G. Bus Advertisement Graphics



Appendix A. Outreach Plan

MEMORANDUM

DATE September 19, 2022
TO Chris Devine, Brian Lasagna, and Ivan Garcia
FROM Charlie Knox, Andrea Howard, Ricky Pozos, and Allison Giffin
SUBJECT Butte County Association of Governments Sustainable Communities Strategy – Outreach Plan

Overview

This memorandum presents the Outreach Plan for the Butte County Association of Governments' 2024 Sustainable Communities Strategy section (SCS). The Outreach Plan outlines the approach, activities, roles, responsibilities, and schedule of the outreach programs that will be conducted as part of the 2024 SCS Project.

Outreach throughout the project will employ diligent, varied strategies to engage the Butte County community using best practices in public participation. PlaceWorks will work with BCAG to ensure consistency with the BCAG Public Participation Plan, addressing State and federal engagement requirements.

At the onset of the project, under Task 2, PlaceWorks will work with BCAG to implement a three-phase Initial Community Outreach and Priority Setting program to inform both BCAG's REAP 2.0 application and the SCS. Outreach activities will support the Regional Early Action Planning (REAP) 2.0 requirements for Equitable Targeted Outreach by achieving the following:

- Employing a variety of methods to conduct community and stakeholder outreach, including targeted outreach to disadvantaged, historically underserved communities, and Tribal entities.
- Considering language access and other potential barriers to providing input.
- Reaching individuals and organizations representing pertinent interests such as housing, transportation, infrastructure, climate change, infill development, and equity.
- Informing development of proposed uses, priorities, funding amounts, the appropriate blend of planning and implementation, the amount retained by BCAG versus suballocations, and various other program components.

As part of Task 5, PlaceWorks will conduct a two-phase SCS Public Outreach and Coordination Program to inform the development of the SCS and present the draft, that is consistent with the outreach steps prescribed on page 16 of the BCAG Public Participation Plan under “Public Participation for SCS/APS.”

This Outreach Plan presents PlaceWorks’ approach to outreach under Tasks 2 and 5. The approach seeks to provide flexible options in the form of pop-up workshops at ongoing community and other events, virtual Planning Directors Group meetings, stakeholder group meetings and one-on-one meetings while implementing strategies to best accommodate the Butte County SCS budget and REAP 2.0 schedules.

Outreach Approach

Task 2. REAP Initial Community Outreach and Priority Setting

REAP Initial Community Outreach and Priority Setting is a three-phased effort, primarily intended to inform BCAG’s 2022 REAP 2.0 application, though it may also inform later work on the SCS. PlaceWorks scope assumes all identified meetings would be remote, web-based events and that pop-up events staffed by PlaceWorks (up to 2) would be conducted over one or two sequential days.

REAP Phase 1. Initial list of REAP 2.0 Projects

In Phase 1, the Project Team will engage local jurisdictions, stakeholders, and Tribal entities to identify an initial list of potential land use, housing, and transportation projects for REAP 2.0 funding to survey the broader community in Phase 2.

Planning Directors Group (PDG) Meeting 1: BCAG will convene a PDG meeting focused on identifying potential projects for BCAG’s 2022 REAP 2.0 application. PlaceWorks and/or BCAG staff will present on the REAP 2.0 project requirements and facilitate a discussion among PDG members to identify potential projects in the region and associated funding amounts. PDG members will be allotted 1-2 weeks (depending on project time constraints) following the meeting to submit additional ideas and/or information.

Stakeholder Group Meeting 1: With support from PlaceWorks, BCAG will send a meeting invitation to identified stakeholders (including those engaged through the Regional Housing Needs Allocation project) where they will have an opportunity to learn about the REAP 2.0 program funding opportunities and help identify potential projects that meet the REAP 2.0 guidelines and associated funding amounts. Following the meeting, Stakeholders will be allotted 1-2 weeks (depending on project timing constraints) following the meeting to submit additional project ideas.

Stakeholder one-on-one Meetings (up to 8). In-follow up to Stakeholder meeting 1, PlaceWorks and BCAG staff will consider whether the project would benefit from follow up conversations with any meeting participants. The Project Team may also offer a one-on-one meeting option upon request during the initial meeting. If there is a need/interest, PlaceWorks and BCAG staff will identify up to eight Stakeholders to meet with the Project Team one-on-one to further discuss any potential projects or ideas.

Phase 1 Outreach to Tribal Entities: BCAG will send a notice to all Tribal entities in the region, notifying them of the REAP 2.0 funding opportunities and inviting them to engage in a discussion to identify potential projects. BCAG may also offer for the project team to present to a meeting of the tribal council to share information about the funding opportunity and invite input during one of their regularly scheduled convenings. BCAG may also offer to share more information about the project requirements with the Tribal entities and invite project and/or other ideas in writing.

Phase 1 Consolidation: Working with BCAG, PlaceWorks will take the input collected in Phase 1, plus any additional ideas from BCAG, to develop a list of initial project ideas and associated funding amounts to be shared with the public in Phase 2.

REAP Phase 2. Community Survey

In Phase 2, the Project Team will share the initial list of potential projects and funding amounts developed in Phase 1 with the Butte County community and survey them on priority projects and additional project ideas. Phase 2 may reengage local jurisdictions, stakeholders, and/or Tribal entities, and will also include outreach to the broader community using a community Survey to collect community input at pop-up events, online, and at-large paper copy distribution.

Phase 2 follow-up with PDG, Stakeholders, and/or Tribal Entities (Optional): In these optional meetings, BCAG and PlaceWorks could reconvene the PDG, Stakeholders, and/or Tribal entities to review the complete list of initial project ideas developed in Phase 1 and facilitate a discussion around project priorities and geographic considerations, the appropriate blend of planning and implementation, the amount retained by BCAG versus suballocations, and various other program components (as required under REAP 2.0 outreach guidelines).

Project Priorities Survey: Using the consolidated list of potential projects, PlaceWorks will develop a simple, web-based and paper survey to poll the community on their project priorities. The survey will ask participants to select their top three preferred projects choosing from the list of potential projects with an option to write-in new ideas. The survey will collect demographic information related to the participant's connection to the region (resident, student, employee), tenure in the region, and zip code, to inform reporting in the REAP 2.0 application.

Pop-up Events: PlaceWorks will develop a pop-up event toolkit to be used by PlaceWorks and BCAG staff to facilitate pop-up meetings. The toolkit will include boards with a list and description

of each potential project on the initial list and a “dot” survey for community members to vote for their top three project priorities. PlaceWorks will staff up to two (2) pop-ups, BCAG staff will staff additional pop-ups at community events throughout the region. Regional events where popups may take place could include: The Chico Velos Veloween on October 30th, the Gridley annual Dia de Los Muertos, The Oroville Farmer’s Market, and other active events throughout the County.

Community and Faith-based organization Outreach: BCAG and PlaceWorks will work with community and faith-based organizations in the region, targeting those serving the region’s low-income residents and communities of color, to support distribution of the project survey to their constituents. PlaceWorks will develop a 1-page (double-sided) handout that includes SCS background information, information on potential projects, and the priorities survey as well as a QR code to reach the web-based survey. Participants will be able to complete and return the paper survey through their affiliate organization or provide input online.

REAP Phase 3. Priority Setting

Following completion of all community outreach, PlaceWorks will lead the priority setting process using the Ranking Criteria to develop a draft and final list of land use, housing, and transportation projects and activities to be included in the full REAP 2.0 application and 2024 SCS.

Final List of Potential Projects: Following completion of Phase 2, PlaceWorks will make any appropriate additions to the initial list of potential projects and compile the results of community priorities for final input for the REAP 2.0 application.

Ranking Criteria: PlaceWorks will work with BCAG and key stakeholders to develop priority setting ranking criteria, which will include (but not be limited to) a project or activity’s ability to achieve REAP 2.0 program goals described in Health and Safety Code Sections 50515.06(f) and 50515.08(c)(1)(E), State planning priorities expressed in Government Code Section 65041.1, and the Coronavirus State and Local Fiscal Recovery Funds Final Rule.

Phase 3 Outreach to Tribal Entities: Following completion of all community outreach, BCAG will reach out to the Tribes to invite them to consider all community input received and advise on final project prioritization. Depending on interest and involvement in earlier phases, this may be limited to sharing a written summary of findings and inviting Tribes to provide feedback in writing or via a meeting.

PDG Meeting 3: BCAG will convene a PDG meeting where BCAG and/or PlaceWorks will present the Final List of Potential Projects, community input received, and Ranking Criteria and facilitate a discussion among PDG members to advise on final project prioritization, funding amounts, the appropriate blend of planning and implementation, the amount retained by BCAG versus suballocations, and any other program components BCAG seeks input on.

Task 5. SCS Public Outreach

The SCS Public Outreach process is a two-phased effort to inform priority setting for the draft SCS and to present the draft SCS. The approach outlined below is consistent with the initial outreach steps prescribed on page 16 of the BCAG Public Participation Plan under “Public Participation for SCS/APS.” Of the two phases, PlaceWorks scope assumes each would include up to two workshops (with up to one in person) and up to three pop-up events staffed by PlaceWorks (to be conducted over one or two sequential days), or the equivalent.

SCS Phase 1. Draft SCS Priority Setting

SCS Phase 1 outreach is focused on gathering input to inform the initial development of the 2024 SCS. Based on PlaceWorks scope of work and BCAG’s Public Participation Plan, this phase could include the following:

- Public Workshop 1—Technical Report from the Regional Targets Advisory Committee
- BCAG Board of Directors—Informational Meeting
- Public Workshop 2—Issues and Choices

SCS Phase 2. Draft SCS Presentation

SCS Phase 2 outreach serves to present the Draft 2024 SCS to the community.

- Public Workshops (2)—Draft SCS Circulation
- Pop-up Events—Draft SCS Circulation

PlaceWorks will work with BCAG staff to refine the approach to SCS Public outreach, which might also or alternately include PDG meetings, stakeholder meetings, and/or outreach to Tribal entities.

Other BCAG Board of Directors and Planning Directors Group Meetings

Including the Board of Directors Meeting specified above, PlaceWorks will attend up to four meetings of the BCAG Board of Directors (either in person or virtually) to provide technical information related to the project, as specified under Task 7. Preliminarily, we envision this this could include any four of the following meetings:

- Introductory presentation early in the development of the project (Task 1).
- Review of the Community Outreach and Priority Setting Summary Report (Task 3).
- Presentation of the alternatives and their evaluation, leading to selection of a Preferred Alternative (Task 4).
- SCS Priority Setting (as specified in the BCAG Public Participation Plan)

- Presentation of the Draft SCS for review and adoption (Task 5).

PlaceWorks will also participate (virtually) in quarterly PDG meetings, as needed, throughout the project to provide the group with updates and support their review of key deliverables.

Outreach Preparation and Roles

This section outlines materials and other steps to prepare for each outreach activity and specifies who is responsible for each.

Planning Directors Group Meetings

- BCAG will convene and host meetings.
- PlaceWorks will support staff with content for staff reports, as directed by BCAG staff.
- PlaceWorks will prepare PowerPoint presentations and, depending on BCAG staff preference, may lead or support delivery of the presentation and/or facilitation of discussions among PDG members.
- PlaceWorks will attend all meetings virtually.

Stakeholder Group Meetings

- BCAG will identify stakeholders and issue meeting invitations.
- PlaceWorks will draft invitation content and relevant background information (such as information on REAP 2.0 project requirements) to prepare stakeholders for the meeting.
- PlaceWorks will prepare meeting Agendas and PowerPoint presentations.
- PlaceWorks will prepare a facilitation guide (for internal use) for the Project Team, including an internal annotated agenda.

Tribal Entities Meeting(s)

- Depending on interest from Tribal entities, PlaceWorks will prepare a PowerPoint and/or written summary of relevant details to inform Tribal entities and invite their input at each stage. PlaceWorks may facilitate discussions with Tribal entities or support BCAG staff, depending on BCAG preferences.

Community Pop-ups

- For Tasks 2 and 5, PlaceWorks will prepare a pop-up event toolkit to be used by PlaceWorks and BCAG staff to facilitate pop-up meetings. The toolkit will include boards, background information and/or “scripts,” and a materials checklist.

Task 2 Community Surveys

- PlaceWorks will prepare a simple paper and web-based survey for project identification and prioritization. The surveys will include a menu of initial projects identified in Phase 1 to choose from, in addition to a blank field to write-in a new project.
- Surveys will also include a demographic section to identify participants' connection to the region. The demographic data collected will be quantified to review outreach success and reach.
- PlaceWorks will develop a 1-page (double-sided) survey handout for distribution by community- and faith-based organizations that includes background information, information on potential projects, and the survey, as well as a QR code for the online survey.
- BCAG will collect participants completed paper survey dropped off at their affiliate organization and will scan all paper surveys and send to PlaceWorks to input into the web-based version and maintain an online database of all survey data.

Community Workshops

- PlaceWorks will prepare a flyer outlining the workshop purpose and meeting details.
- PlaceWorks will set up a web-based Eventbrite registration page to increase workshop awareness amongst community.
- PlaceWorks will prepare a meeting agenda detailing the run-of-show for participants.
- PlaceWorks will prepare a facilitation guide (for internal use) for the Project Team, including an internal annotated agenda.
- PlaceWorks will develop workshop materials to assist facilitation of community workshops. Materials may include boards (used at in-person events), PowerPoint presentations, prescribed questions for the community and/or additional in-person activities.

BCAG Board of Directors Meetings

- BCAG will convene and host meetings.
- PlaceWorks will support staff with content for staff reports, to be led by BCAG staff.
- PlaceWorks will prepare PowerPoint presentations and, depending on BCAG staff preference, may lead or support delivery of the presentation.
- PlaceWorks will attend up to four (4) meetings of the BCAG Board of Directors (either in person or virtually).

Outreach Plan Schedule

Task 2. REAP Initial Community Outreach and Priority Setting

PlaceWorks and BCAG will proceed with Phase 1 tasks immediately, prioritizing scheduling the PDG and Stakeholder meetings as soon as possible. Depending on when/if responses come in from any Tribal entities, we can adapt the outreach plan with the Tribes. For example, at the direction of BCAG staff, we could prepare a written overview of the REAP funding criteria and request for input on potential project identification in lieu of a meeting, if that is preferred by the Tribe.

» September 2022

- Commence Phase 1. Initial List of REAP 2.0 Projects

» October 2022

- All Phase 1 work should conclude by no later than October 7, 2022.
- Initiate Phase 2. Community Survey.
- PlaceWorks will work with BCAG to refine the list of projects and prepare the pop-up materials, pop up toolkit, survey, and flyer (October 10-October 21).
- PlaceWorks and BCAG will work together to schedule the Phase 2 PDG and Stakeholder Group meetings.

» November 2022

- Conclude Phase 2 outreach.
- Initiate Phase 3. Priority Setting.

» December 2022

- All Phase 3 work will conclude by December 23, 2022.

Task 5. SCS Public Outreach

The schedule for outreach under Task 5 is anticipated to begin in the second quarter of 2023 and span through early 2025. Specific timing details will be determined when the Project Team prepares to initiate outreach activities.



Appendix B. CBO/Stakeholder List

Stakeholders and Community-Based Organizations Engaged in REAP 2.0
Organization
Affordable Housing Development Corp
African American Family & Cultural Center
Butte Community Action Agency
Butte County Public Health
Butte County Recovers
Butte Environmental Council
Camp Fire Collaborative
Camp Fire Long Term Recovery Group
Chico Builders Association
Chico Housing Action Team (CHAT)
Chico State - Off-Campus Student Services
Chico Velo
CHIP (Community Housing Improvement Program)
DESS-HHOME
Domus Development
Environmental Coalition of Butte County
First Five Butte County
Greendot Transportation Solutions
Habitat for Humanity
Hmong Cultural Center
Housing Authority of County of Butte
Impact Development Group
Jamboree Housing
Jesus Center
Love Chapman
North Valley Property Owners Association
North Valley Housing Trust
Pacific West Communities
Palm Communities
Reconstruction Recovery Advisors
Regenerating Paradise
The Collective, CSU Chico
Torres Shelter/True North
Upper Ridge Community Council
WIC Women Infants and Children



Appendix C. Paper Handout Survey

What Housing and Transportation Projects Do You Want for Your Community?

Butte County is receiving \$2.9 million in State grant funds for projects that:



Foster inclusive, equitable communities



Support infill housing development



Reduce driving in single occupant vehicles

We Need Your Help to Identify and Select Projects to Fund. Please take our brief survey to share your priorities, preferences, and project ideas.

Survey Questions

Please help us understand how well we are reaching the full community by completing the optional questions below.

1. What is your connection to Butte County? (select all that apply)

- Resident
- Student
- Employee
- Other: _____

2. What is your home zip code? _____

3. If you would like to receive updates about this project, please provide your email address.

Please let us know about your general priorities and preferences related to transportation and housing.

4. What are the biggest barriers you face to commuting by public transit, bike, or on foot? (select all that apply)

- Transit service frequencies
- Difficulty connecting from home to transit stop
- Difficulty connecting from employment to transit stop
- Difficulty connecting from shopping/dining/entertainment to transit stop
- No/inadequate bike lanes
- No/inadequate sidewalks
- Does not feel safe to walk/bike in my community
- Other: _____
- N/A: I regularly commute by public transit, bike, or on foot

5. What qualities/amenities would you like to see more of in your community? (select all that apply)

- Sidewalks
- Bike lanes
- Public transportation
- Affordable housing
- Housing near shopping, dining, and/or entertainment
- Housing near employment areas
- Housing near public transportation
- Housing near community centers (e.g., libraries, senior center, recreation center, etc.)
- Housing near social services (e.g., medical facilities, homeless services, food pantries, etc.)
- Other: _____

6. To what extent you support each of the following potential projects?

- A. Reserve funds for implementation of the county-wide 2024 Sustainable Communities Strategy to improve connections between housing, jobs, and services and reduce vehicle miles traveled.
 Strongly Support Support Neutral Opposed Strongly Opposed
- B. For the Unincorporated County, develop a web-based, interactive mapping and data tool for public use to research and analyze zoning and housing opportunity sites.
 Strongly Support Support Neutral Opposed Strongly Opposed
- C. In Magalia, conduct predevelopment services for proposed Lakeridge Circle housing development, a 63-unit, affordable, multi-family housing project in Magalia.
 Strongly Support Support Neutral Opposed Strongly Opposed
- D. In Biggs, planning, and preliminary engineering and environmental study to construct sidewalks and bike lanes on B and E Streets.
 Strongly Support Support Neutral Opposed Strongly Opposed
- E. In Gridley, install bike and pedestrian improvements for 1.5 miles along the east side of Highway 99 from West Liberty Road to Standish Lane.
 Strongly Support Support Neutral Opposed Strongly Opposed
- F. In Chico, construct improvements to roadway, sidewalks, curbs, and gutters on North Campus Cedar Street from West Sacramento Avenue to West Fourth Avenue to enhance bike and pedestrian access to CSU Chico and local transit lines.
 Strongly Support Support Neutral Opposed Strongly Opposed
- G. In Chico, prepare a corridor study and conduct community outreach for a future roadway improvement project on 16th Street from Chestnut Street to Chapman Elementary School.
 Strongly Support Support Neutral Opposed Strongly Opposed
- H. Rezone South Oroville for more mixed use, multi-family, and clustered village development.
 Strongly Support Support Neutral Opposed Strongly Opposed
- I. In Oroville, install sidewalks and bike lanes along Oro Damn Blvd. and Olive Highway (State Route 162) from Highway 70 to Foothill Blvd.
 Strongly Support Support Neutral Opposed Strongly Opposed
- J. In Oroville, prepare an active transportation plan in the urban areas to identify projects that would be competitive for grant funding.
 Strongly Support Support Neutral Opposed Strongly Opposed
- K. In Paradise, establish a Sewer Service Overlay Zone along main arterials and commercial areas to allow for higher-density multi-family development.
 Strongly Support Support Neutral Opposed Strongly Opposed

7. Please share ideas for any other transportation and/or housing-related projects you would like to see completed in Butte County.

If you completed the paper version of this survey, please return your filled out survey to your affiliated organization.

Take the survey online at: www.surveymonkey.com/r/BCAG
(QR code to the right)



Butte County Association of Governments



¿Qué proyectos de vivienda y transporte quiere para su comunidad?

El condado de Butte recibirá fondos de subvenciones estatales por \$2.9 millones para proyectos que:



Fomenten comunidades inclusivas y equitativas



Apoyen el desarrollo de viviendas en espacios vacíos



Reduzcan la conducción de vehículos de un solo ocupante

Necesitamos su ayuda para identificar y seleccionar proyectos para financiar. Responda nuestra breve encuesta para compartir sus prioridades, preferencias e ideas de proyectos.

Preguntas de la encuesta

Responda las preguntas opcionales a continuación para ayudarnos a saber si estamos llegando a toda la comunidad.

1. ¿Cuál es su conexión con el condado de Butte? (seleccione todas las opciones que correspondan)

- Residente
- Estudiante
- Empleado
- Otro: _____

2. ¿Cuál es su código postal? _____

3. Si le gustaría recibir actualizaciones sobre este proyecto, proporcione su dirección de correo electrónico.

Háganos saber sus prioridades y preferencias generales relacionadas con el transporte y la vivienda.

4. ¿Cuáles son los mayores obstáculos que enfrenta para trasladarse en transporte público, en bicicleta o a pie? (seleccione todas las opciones que correspondan)

- Frecuencia del servicio de transporte público
- Dificultad para llegar de la casa a la parada del transporte público
- Dificultad para llegar del trabajo a la parada del transporte público
- Dificultad para llegar de tiendas/restaurantes/entretenimiento a la parada del transporte público
- Carriles para bicicletas inexistentes o inadecuados
- Aceras inexistentes o inadecuadas
- No es seguro caminar/andar en bicicleta en mi comunidad
- Otro: _____
- N/C: Viajo regularmente en transporte público, en bicicleta o a pie

5. ¿Qué cualidades/servicios le gustaría ver más en su comunidad? (seleccione todas las opciones que correspondan)

- Aceras
- Carriles para bicicletas
- Transporte público
- Viviendas asequibles
- Viviendas cerca de tiendas, restaurantes o entretenimiento
- Viviendas cerca de zonas de empleo
- Viviendas cerca del transporte público
- Viviendas cerca de centros de la comunidad (por ejemplo, bibliotecas, centro para adultos mayores, centros de recreación, etc.)
- Viviendas cerca de servicios sociales (por ejemplo, centros médicos, servicios para personas sin hogar, despensas de alimentos, etc.)
- Otro: _____

6. ¿En qué medida apoya cada uno de los siguientes proyectos potenciales?

- A. Reservar fondos para la implementación de la Estrategia de Comunidades Sostenibles para 2024 en todo el condado para mejorar las conexiones entre viviendas, trabajos y servicios y reducir las distancias en vehículo.
 Completamente a favor A favor Neutral En contra Completamente en contra
- B. Para el área no incorporada del condado, desarrollar una herramienta de datos y mapas interactivos basada en la web para uso público para investigar y analizar sitios de oportunidad de vivienda y zonificación.
 Completamente a favor A favor Neutral En contra Completamente en contra
- C. En Magalia, llevar a cabo servicios de predesarrollo para el desarrollo de vivienda propuesto de Lakeridge Circle, un proyecto de vivienda multifamiliar asequible de 63 unidades en Magalia.
 Completamente a favor A favor Neutral En contra Completamente en contra
- D. En Biggs, planificación y estudio preliminar de ingeniería y ambiental para construir aceras y carriles para bicicletas en la B Street y la E Street.
 Completamente a favor A favor Neutral En contra Completamente en contra
- E. En Gridley, implementar mejoras para ciclistas y peatones en 1.5 millas a lo largo del lado este de Highway 99 desde West Liberty Road hasta Standish Lane.
 Completamente a favor A favor Neutral En contra Completamente en contra
- F. En Chico, construir mejoras en las carreteras, aceras, bordillos y cunetas en North Campus Cedar Street desde West Sacramento Avenue hasta West Fourth Avenue para mejorar el acceso para ciclistas y peatones a CSU Chico y a las líneas de tránsito locales.
 Completamente a favor A favor Neutral En contra Completamente en contra
- G. En Chico, preparar un estudio de corredor y llevar a cabo un servicio de asistencia a la comunidad para un futuro proyecto de mejora de carreteras en 16th Street desde Chestnut Street hasta Chapman Elementary School.
 Completamente a favor A favor Neutral En contra Completamente en contra
- H. Volver a zonificar South Oroville para un desarrollo de pueblos más mixtos, multifamiliares y agrupados.
 Completamente a favor A favor Neutral En contra Completamente en contra
- I. En Oroville, instalar aceras y carriles para bicicletas a lo largo de Oro Dam Blvd. y Olive Highway (ruta estatal 162) desde Highway 70 hasta Foothill Blvd.
 Completamente a favor A favor Neutral En contra Completamente en contra
- J. En Oroville, preparar un plan de transporte activo en las áreas urbanas para identificar proyectos que serían competitivos para la financiación a través de subvenciones.
 Completamente a favor A favor Neutral En contra Completamente en contra
- K. En Paradise, establecer una zona superpuesta de servicio de alcantarillado a lo largo de las principales arterias y áreas comerciales para permitir el desarrollo de viviendas multifamiliares de mayor densidad.
 Completamente a favor A favor Neutral En contra Completamente en contra

7. Comparta ideas para cualquier otro proyecto relacionado con el transporte o la vivienda que le gustaría que se realice en el condado de Butte.

Si completó la versión impresa de esta encuesta, devuelva la encuesta completa a su organización afiliada.

Responda la encuesta en línea en: www.surveymonkey.com/r/BCAG
(código QR a la derecha)



Butte County Association of Governments



Cov Khoos Kas Vaj Tse thiab Kev Thauj Mus Los Twg Uas Koj Xav Tau rau Koj Lub Zej Zog?

Cheb Tsam Nroog Butte tau txais \$2.9 lab hauv Lub Xeev cov nyiaj pab rau cov khoos kas uas:



Txhawb cov zej zog kom muaj kev sib koom ua ke, muaj vaj huam sib luag



Txhawb nqa kev txhim kho vaj tse kom txhij txhua



Txo kev tsav tshab hauv ib lub tshab uas muaj ib leeg xwb

Peb Xav Tau Koj Txoj Kev Pab los Txheeb thiab Xaiv Cov Khoos Kas los Pab Nyiaj. Thov ua peb qhov kev ntsuam xyuas luv-luv los qhia txog koj yam tseem ceeb tshaj plaws, cov kev xav tau, thiab cov tswv yim ntawm lub khoos kas.

Cov Lus Nug Ntsuam Xyuas

Thov pab ua kom peb nkag siab tias peb tau mus txog tag nrho lub zej zog zoo npaum li cas los ntawm kev ua tiav cov lus nug ua kev xaiv hauv qab no.

1. Koj qhov kev txuas rau Cheb Tsam nroog Butte yog dab tsi? (xaiv txhua qhov uas raug)

- Tus Neeg Nyob Hauv
- Tus Ntxhais Kawm
- Tus Neeg Ua Hauj lwm
- Lwm yam: _____

2. Koj tus zauv chaw nyob lub tsev yog dab tsi? _____

3. Yog tias koj xav kom tau txais cov xov xwm tshiab txog lub khoos kas no, thov muab koj chaw nyob email.

Thov qhia rau peb paub txog koj qhov tseem ceeb tua ntej thiab cov kev nyiam cuam tshuam txog kev thauj mus los thiab vaj tsev.

4. Dab tsi yog cov teeb meem loj tshaj plaws uas koj ntsib rau kev mus los ntawm pej xeem kev thauj mus los, tsheb kauj vab, los sis kev taug kev? (xaiv txhua qhov uas raug)

- Qhov ntau zaus ntawm kev pab cuam thauj mus los
- Kev nyuaj los txuas ntawm tsev mus rau qhov chaw nres tsheb thauj mus los
- Kev nyuaj txuas los ntawm kev ua hauj lwm mus rau qhov chaw nres tsheb thauj mus los
- Kev nyuaj txuas ntawm khw/chaw noj mov/kev lom zem rau kev nres tsheb thauj mus los

- Tsis muaj/cov kev taug tsis txaus
- Hnov tau tias tsis muaj kev nyab xeeb los taug kev/caij tsheb kauj vab hauv kuv lub zej zog
- Lwm yam: _____
- Tsis Muaj: Kuv nquag mus los nrog cov tsheb thauj pej xeem, tsheb kauj vab, los sis taug kev tas li

5. Cov yam zoo/yam pab kom yooj yim dab tsi uas koj xav pom ntau ntxiv nyob hauv koj lub zej zog? (xaiv txhua yam uas raug)

- Cov kev taug
- Cov kab caij tsheb kauj vab
- Kev thauj mus los rau pej xeem
- Muaj tsev nyob tsis kim heev
- Lub tsev nyob ze khw, chaw noj mov, thiab/los sis kev lom zem
- Lub tsev nyob ze qhov chaw ua hauj lwm

- Lub tsev nyob ze rau kev thauj mus los rau pej xeem
- Lub tsev nyob ze cov chaw hauv zej zog (xws li, tsev qiv ntawv, chaw saib xyuas neeg laus, chaw ua si, thiab lwm qhov chaw)
- Lub tsev nyob ze cov kev pab cuam zej tsoom (xws li, cov chaw kho mob, cov kev pab cuam tsis muaj tsev nyob, cov khoom noj khoom haus, thiab lwm yam)
- Lwm yam: _____

6. Yuav ua li cas kom koj sib txhawb nqa txhua yam ntawm cov khoos kas uas ua tau hauv qab no?

- A. Txuag nyiaj txiag rau kev siv thooob plaws lub cheeb tsam nroog xyoo 2024 Lub Tswv Yim Txhim Kho Zej Zog Mus Ncuu Ntev (Sustainable Communities Strategy) los txhim kho kev sib txuas ntawm vaj tse, kev ua hauv lwm, thiab kev pab cuam thiab txo cov tsheb thauj mus los.
 Txhawb Nqa Zoo Heev Txhawb Nqa Nruab Nrab Tawm Tsam Tawm Tsam Heev
- B. Cheeb Tsam Nroog Uas Tsis Koom Nrog, tsim lub vev xaib, daim phiaj sib tham thiab cov ntaub ntawv siv rau pej xeeb siv los tshawb fawb thiab tshuaj xyuas cov cib fim chaw nyob thiab chaw nyob.
 Txhawb Nqa Zoo Heev Txhawb Nqa Nruab Nrab Tawm Tsam Tawm Tsam Heev
- C. Hauv Magalia, ua cov kev pab cuam txhim kho ua ntej rau kev tsim vaj tsev nyob hauv Lakeridge Circle, lub chaw-63, pheej yig, lub khoos kas ntau tsev neeg nyob hauv Magalia.
 Txhawb Nqa Zoo Heev Txhawb Nqa Nruab Nrab Tawm Tsam Tawm Tsam Heev
- D. Hauv Biggs, kev npaj, thiab kev kawm ua ntej tsim kho thiab ib puag ncig kev kawm los tsim cov kev taug thiab cov kab caij tsheb kuj vab ntawm Txoj Kev B thiab E.
 Txhawb Nqa Zoo Heev Txhawb Nqa Nruab Nrab Tawm Tsam Tawm Tsam Heev
- E. Hauv Gridley, txhim kho tsheb kuj vab thiab pua cov kev taug rau 1.5 mais ntawm sab hnub tuaj ntawm Txoj Kev Loj 99 los ntawm Txoj Kev West Liberty mus rau Kab Standish.
 Txhawb Nqa Zoo Heev Txhawb Nqa Nruab Nrab Tawm Tsam Tawm Tsam Heev
- F. Hauv Chico, tsim kev txhim kho rau txoj kev, ob sab kev taug ntug ntawm txoj kev, kev nkaus, thiab qhov dej ntawm Txoj Kev North Campus Cedar los ntawm Txoj Kev Tsheb West Sacramento mus rau Txoj Kev Tsheb West Fourth txhawm rau txhim kho tsheb kuj vab thiab cov neeg taug kev nkag mus rau CSU Chico thiab cov kab caij tsheb thauj mus los hauv cheeb tsam.
 Txhawb Nqa Zoo Heev Txhawb Nqa Nruab Nrab Tawm Tsam Tawm Tsam Heev
- G. Hauv Chico, npaj txoj kev kawm txoj kev taug thiab ua kev nthuav qhia hauv zej zog rau lub khoos kas txhim kho txoj kev tsheb yav tom ntej ntawm Txoj Kev thib 16 los ntawm Txoj Kev Chestnut mus rau Lub Tsev Kawm Theem Pib Chapman.
 Txhawb Nqa Zoo Heev Txhawb Nqa Nruab Nrab Tawm Tsam Tawm Tsam Heev
- H. Rov fain ciam South Oroville rau kev siv sib xyaw, ntau tsev neeg, thiab kev txhim kho hauv zej zog ua pab pawg.
 Txhawb Nqa Zoo Heev Txhawb Nqa Nruab Nrab Tawm Tsam Tawm Tsam Heev
- I. Hauv Oroville, txhim kho cov kev taug ob sab kev thiab cov kab tsheb kuj vab raws Oro Damn Blvd. thiab Txoj Kev Tsheb Loj Olive (Txoj Kev Hauv Xeev 162) los ntawm Txoj Kev Loj 70 mus rau Foothill Blvd.
 Txhawb Nqa Zoo Heev Txhawb Nqa Nruab Nrab Tawm Tsam Tawm Tsam Heev
- J. Hauv Oroville, npaj txoj phiaj xwm thauj mus los hauv cheeb tsam hauv nroog txhawm rau txheeb xyuas cov khoos kas uas yuav muaj kev sib tw rau kev muab nyiaj pab.
 Txhawb Nqa Zoo Heev Txhawb Nqa Nruab Nrab Tawm Tsam Tawm Tsam Heev
- K. Hauv Paradise, tsim kom muaj Cheeb Tsam Pab Cuam Tso Dej Tawm raws cov kab thiab cov chaw lag luam kom tso cai rau kev txhim kho ntau tsev neeg kom tau ntau dua.
 Txhawb Nqa Zoo Heev Txhawb Nqa Nruab Nrab Tawm Tsam Tawm Tsam Heev

7. Thov sib qhia cov tswv yim rau lwm yam kev thauj mus los thiab/los sis cov khoos kas ntsig txog vaj tsev uas koj xav pom kom ua tiav nyob hauv Cheeb Tsam Nroog Butte.

Yog tias koj ua tiav hom daim ntawv ntsuam xyuas no lawm, thov xa koj daim ntawv ntsuam xyuas uas teb tiav rov mus rau koj lub koom haum koom tes.

Ua qhov kev nstuam xyuas hauv online ntawm: www.surveymonkey.com/r/BCAG
(Tus zauv QR rau sab xis)



Butte County Association of Governments





Appendix D. Survey Results

Question 1. Please select your language ¹

Online Survey Responses

Answer Choices	Responses	
English	100.00%	166
Español	0.00%	0
Hmoob	0.00%	0

Paper Survey Responses

Not applicable. This question was not asked in the paper survey, however the paper survey was available in English, Spanish, and Hmong and all 5 paper survey respondents completed the English survey.

Question 2. What is your connection to Butte County?

Online Survey Responses

Answer Choices	Responses	
Resident	94.44%	153
Student	0.62%	1
Employee	8.64%	14
Other (please specify)	6.17%	10

Online Survey – Write-In Responses to “Other”

Responses
Land owner
own property in Magalia. Hope to one day return.
property owner
Homeowner
Property
Landlord of properties in Magalia
Nonresident, but still own a townhouse in Paradise
real estate broker
resident and business owner
Elected Official

¹ Question numbers correspond to the online survey. The paper survey did not include every question in the online survey as indicated under those questions, as applicable.

Paper Survey Responses

Answer Choices	Responses	
Resident	83.33%	5
Student		
Employee		
Other (please specify)	16.67%	1

Question 3. What community do you call home?

Online Survey Responses

Answer Choices	Responses	
Biggs	0.00%	0
Chico	7.41%	12
Gridley	1.23%	2
Oroville	0.00%	0
Paradise	11.11%	18
Outside of Butte County	3.70%	6
Unincorporated Butte County. Please specify which unincorporated community you live in:	76.54%	124

Paper Survey Responses

Not applicable. This question was not asked in the paper survey.

Question 4. What is your home zip code?

Online Survey Responses

Zip Codes	Response Count	
35173	0.62%	1
78108	0.62%	1
86403	0.62%	1
89034	0.62%	1
92630	0.62%	1
94806	0.62%	1
95926	3.09%	5
95928	3.70%	6
95942	0.62%	1
95948	1.23%	2
95954	72.22%	117
95965	0.62%	1
95966	0.62%	1
95969	11.11%	18
95973	1.85%	3
95978	0.62%	1
96080	0.62%	1

Paper Survey Responses

Zip Codes	Response Count	
95965	100%	5

Question 5. What is your annual household income?

Online Survey Responses

Answer Choices	Responses	
\$50,000 or less	35.26%	55
\$50,000-\$75,000	28.85%	45
\$75,000-\$150,000	28.21%	44
\$150,000 or higher	7.69%	12

Paper Survey Responses

Not applicable. This question was not asked in the paper survey.

Questions 6. If you would like to receive updates about this project, please provide your email address

Emails not included for privacy.

Question 7. What are the biggest barriers you face to commuting by public transit, bike, or on foot?

Online Survey Responses

Answer Choices	Responses	
N/A: I regularly commute by public transit, bike, or on foot	4.61%	7
Transit service frequencies	31.58%	48
Difficulty connecting from home to transit stop	25.66%	39
Difficulty connecting from employment to transit stop	7.24%	11
Difficulty connecting from shopping/dining/entertainment to transit stop	10.53%	16
No/inadequate bike lanes	34.87%	53
No/inadequate sidewalks	53.29%	81
Does not feel safe to walk/bike in my community	44.74%	68
Other (please specify)	13.16%	20

Online Survey – Write-In Responses to “Other”

Responses
ways of being self sufficient in this community. There isn't a way to drop off my vehicle to have it serviced if I do not have another person to give me a ride home. Many elderly people can't get to their dr appointments. My teenage son can't get a ride home from school if I am busy that day. He is not a regular school bus rider. Cabs, Ubers, Lyfts are nonexistent
I commute by private vehicle
retired
I never use public transit
I do not use public transit.
No transit stops near home
The speed limit isn't being enforced very often in both Paradise and Magalia
I need a vehicle all day for work.
I don't like public transit
Speed limits need to be enforced. People drive way too fast.
there is not a bike friendly route between paradise and chico
do not use myself but my tenants who need it would prefer more locations for pick up
I have a car
I'm 70 years old, with arthritis and health issues, and when I go out I want to do a lot of errands, which does not lend itself to commuting (large heavy objects, like 40 lbs of cat food; many bags of groceries; frozen foods that need to get home quickly)
Public transit is not conveniently available
I just tend to run errands on my lunch hour. I prefer to drive my own car.
I do not use public transit
owned car
Demographic changes following the Camp Fire have increased vehicular traffic on Skyway north of the burn. The road is safe to bike late at night but no longer during the day. The surfeit of single-occupant cars and trucks is by far the biggest barrier to non-motorized use of the road, which itself compounds the problem.
No street lights.

Paper Survey Responses

Answer Choices	Responses	
N/A: I regularly commute by public transit, bike, or on foot	11.11%	1
Transit service frequencies	22.22%	2
Difficulty connecting from home to transit stop	22.22%	2
Difficulty connecting from employment to transit stop	11.11%	1
Difficulty connecting from shopping/dining/entertainment to transit stop		
No/inadequate bike lanes	11.11%	1
No/inadequate sidewalks		
Does not feel safe to walk/bike in my community	11.11%	1
Other (please specify)		

Paper Survey – Write-In Responses to “Other”

Responses
Need to help homeless

Question 8. What are the biggest barriers to access safe, quality housing in your community?

Online Survey Responses

Answer Choices	Responses	
N/A: My community does not have an issue with access to safe, quality housing.	7.89%	12
Not enough supply of single-family housing	34.21%	52
Not enough supply of rental housing	40.13%	61
Not enough supply of below market rate/affordable housing	47.37%	72
Quality of existing below market rate/affordable housing	30.92%	47
Not enough educational programs for low-income and/or first-time homebuyers	21.71%	33
Low wages/salary for local jobs	38.82%	59
Other (please specify)	8.55%	13

Online Survey – Write-In Responses to “Other”

Responses
They need to bring some type of company this direction so people will have some place to work. I'm sure the future graduates won't want to compete for the few gas station jobs that are available. There need to be high paying jobs and good transportation to those jobs.
INFLATION and a lack of PG&E Fire Victim settlements
Generating more jobs
Construction costs more than home value when completed
do not know
Government tyranny on private citizens; shady quasi government corporate monopolies like Blackrock, Statestreet, and Vanguard investments buying up all our land!!!!
there needs to be more rental properties in Paradise
Being able to get fire insurance at an affordable rate. CA FAIR is very expensive, and other places no longer cover up here
high cost of labor, no incentives for developers due to high cost of building and some areas that are within city limits like Oroville still dont have sewer available thus development is not possible
I'm not sure - housing is expensive now, I bought 4 years ago; would not be able to afford my house if I were looking now.
915 manufactured homes and 1231 further single-family residences being destroyed by arson, and then SEVENTY TWO MILLION DOLLARS from Washington to replace lost rental housing getting funneled to the valley cities to reinforce rather than mitigate displacement from the disaster.
I'm not in touch with the issue enough to answer this question.
No sewer system. Magalia has 9,000 residents and approximately 4,500 residential units - all on septic systems. The excuse used by developers about building rental units is the requirement for septic systems.

Paper Survey Responses

Answer Choices	Responses	
Sidewalks	14.29%	2
Bike lanes		
Public transportation	21.43%	3
Affordable housing		4
Housing near shopping, dining, and/or entertainment		
Housing near employment areas		
Housing near public transportation	7.14%	1
Housing near community centers (e.g., libraries, senior center, recreation center, etc.)	14.29%	2
Housing near social services (e.g., medical facilities, homeless services, food pantries, etc.)	14.29%	2
Other (please specify)		

Question 9. What qualities/amenities would you like to see more of in your community?

Online Survey Responses

Answer Choices	Responses	
Sidewalks	59.87%	91
Bike lanes	42.76%	65
Public transportation	33.55%	51
Affordable housing	52.63%	80
Housing near shopping, dining, and/or entertainment	28.95%	44
Housing near employment areas	15.79%	24
Housing near public transportation	17.11%	26
Housing near community centers (e.g., libraries, senior center, recreation center, etc.)	21.05%	32
Housing near social services (e.g., medical facilities, homeless services, food pantries, etc.)	21.05%	32
Other (please specify)	19.08%	29

Online Survey – Write-In Responses to “Other”

Responses
Mobile home parks and long term RV parks
Entertainment, restaurant, art, etc..
County maintained streets in the Fir Haven tract
Although these are great ideals. None of these were in Magalia before the fire. Given the population now can't see any of this happening.
Trails and forest management
Better forest management plus CalFire inspections
just simple dirt paths for walking and riding bikes along the right of ways connecting the surrounding towns
Leave single family housing and single occupant transportation alone
City Maintained Roads going further than they do now for rural residents.
I would like to have a good quality Urgent Care or ER on the Ridge
New businesses, quality restraints. Trail connecting Magalia to paradise
None. They can go back to the city if they want / need these amenities
Safe Walking trails
Street ligjts
Affordable fire insurance so more people CAN afford to come back to the ridge, and businesses
Community center w/stores (Starbucks would be nice)
sewers, street lights
General AFFORDABLE Housing & Multi-plex Units
medical facilities. Still waiting for the ER/Urgent care we were promised.
Improved road shoulders for evacuation safe routes
Better escape routes through Paradise, the County is going to have to aFORCE TOP to improve the roads, Magalia was bigger b4 the fire than TOP, much larger now. Relying on a two lane Forest road to evacuate the largest community on the Ridge is not feasible, and potentially deadly. Widen the dam as well.
big box stores
Paved sidewalks wide enough for fire engine like on pentz by paradise Ridge school
Trails for recreation to include horse back riding
A Local E/R and better Internet Service
Housing, housing, housing, housing, some semblance of an economy resuscitated by inmigration, and housing. Forsaken survivors have lacked quality of life for four years because businesses we depended on cannot reopen before population returns, which requires housing. Meanwhile we have minimal employment, minimal retail, no library, none of the fundamentals the survey authors take for granted. The longhair who carries all his groceries up the hill on his bike is telling you Magalia needs HOUSING.
We have no public /low rent housing in this community. Need huge hud investment.
No more subdivisions on the outskirts of town.
Affordable housing in Lakeridge Circle. Please see the Upper Ridge Master Plan to answer this question about what Magalia envisions. It's on the Butte County Development Services page.

Paper Survey Responses

Answer Choices	Responses	
Sidewalks	14.29%	2
Bike lanes		
Public transportation	21.43%	3
Affordable housing		4
Housing near shopping, dining, and/or entertainment		
Housing near employment areas		
Housing near public transportation	7.14%	1
Housing near community centers (e.g., libraries, senior center, recreation center, etc.)	14.29%	2
Housing near social services (e.g., medical facilities, homeless services, food pantries, etc.)	14.29%	2
Other (please specify)		

Questions 10-20. To what extent do you support each of the following projects?

Online Survey – Project Preferences

Project	Strongly Support		Support		Neutral		Oppose		Strongly Oppose		Total Responses
Biggs - B & E Street Pedestrian Improvements	16	20%	16	20%	40	51%	4	5%	3	4%	79
Chico - North Cedar ATP Improvements	21	24%	22	25%	34	38%	7	8%	5	6%	89
Chico - 16th Street Corridor Study	21	26%	17	21%	33	41%	5	6%	5	6%	81
Gridley - Hwy 99 ATP Improvements	21	27%	20	26%	29	38%	3	4%	4	5%	77
Oroville - SR 162 ATP Improvements	28	33%	21	25%	29	34%	5	6%	2	2%	85
Oroville - South Oroville Rezone	25	30%	20	24%	31	37%	4	5%	3	4%	83
Oroville - Urban Area ATP	20	26%	22	28%	31	40%	4	5%	1	1%	78
Paradise - Downtown Sewer Zoning Overlay	48	38%	35	27%	20	16%	11	9%	14	11%	128
Butte County - Lakeridge Circle Multifamily	57	37%	45	29%	12	8%	11	7%	30	19%	155
Butte County - Web-based Mapping Tool	34	29%	33	28%	31	26%	10	8%	11	9%	119
BCAG - SCS Implementation	46	33%	44	32%	31	22%	9	6%	9	6%	139

Paper Survey – Project Preferences

Project	Strongly Support		Support		Neutral		Oppose		Strongly Oppose		Total Responses
	Count	Percentage	Count	Percentage	Count	Percentage	Count	Percentage	Count	Percentage	
Biggs - B & E Street Pedestrian Improvements	3	75%	1	25%	0	0%	0	0%	0	0%	4
Chico - North Cedar ATP Improvements	4	100%	0	0%	0	0%	0	0%	0	0%	4
Chico - 16th Street Corridor Study	3	75%	0	0%	1	25%	0	0%	0	0%	4
Gridley - Hwy 99 ATP Improvements	3	75%	0	0%	1	25%	0	0%	0	0%	4
Oroville - SR 162 ATP Improvements	4	100%	0	0%	0	0%	0	0%	0	0%	4
Oroville - South Oroville Rezone	4	100%	0	0%	0	0%	0	0%	0	0%	4
Oroville - Urban Area ATP	3	75%	1	25%	0	0%	0	0%	0	0%	4
Paradise - Downtown Sewer Zoning Overlay	3	75%	0	0%	1	25%	0	0%	0	0%	4
Butte County - Lakeridge Circle Multifamily	3	100%	0	0%	0	0%	0	0%	0	0%	3
Butte County - Web-based Mapping Tool	2	100%	0	0%	0	0%	0	0%	0	0%	2
BCAG - SCS Implementation	4	100%	0	0%	0	0%	0	0%	0	0%	4



Appendix E. Pop-Up Event Poster

What Housing and Transportation Projects Do You Want for Your Community?

Butte County is receiving \$2.9 million in State grant funds for projects that:



Foster inclusive, equitable communities



Support infill housing development



Reduce driving in single occupant vehicles

We Need Your Help to Identify and Select Projects to Fund. Please take our brief survey to share your priorities, preferences, and project ideas.

Potential Projects:



Reserve funds for implementation of the county-wide 2024 Sustainable Communities Strategy to improve connections between housing, jobs, and services and reduce vehicle miles traveled.



For the Unincorporated County, develop a web-based, interactive mapping and data tool for public use to research and analyze zoning and housing opportunity sites.



In Magalia, conduct predevelopment services for proposed Lakeridge Circle housing development, a 63-unit, affordable, multi-family housing project in Magalia.



In Biggs, planning, and preliminary engineering and environmental study to construct sidewalks and bike lanes on B and E Streets.



In Chico, construct improvements to roadway, sidewalks, curbs, and gutters on North Campus Cedar Street from West Sacramento Avenue to West Fourth Avenue to enhance bike and pedestrian access to CSU Chico and local transit lines.



In Chico, prepare a corridor study and conduct community outreach for a future roadway improvement project on 16th Street from Chestnut Street to Chapman Elementary School. (Nominated by: City of Chico)



In Gridley, install bike and pedestrian improvements for 1.5 miles along the east side of Highway 99 from West Liberty Road to Standish Lane.



Rezone South Oroville for more mixed use, multi-family, and clustered village development.



In Oroville, install sidewalks and bike lanes along Oro Damn Blvd. and Olive Highway (State Route 162) from Highway 70 to Foothill Blvd.



In Oroville, prepare an active transportation plan in the urban areas to identify projects that would be competitive for grant funding.



In Paradise, establish a Sewer Service Overlay Zone along main arterials and commercial areas to allow for higher-density multi-family development.

Not on the list?

Tell us what other housing and transportation project(s) you want funded.

Take the survey online at: <https://www.surveymonkey.com/r/BCAG> (QR code to the right)





Appendix F. Pop-Up Event Photos

Pop-Up Event Photos

City of Gridley







Pop-Up Event Photos

City of Oroville







Appendix G. Bus Advertisement Graphics

What Housing and Transportation Projects Do You Want for Your Community?

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We Need Your Help to Identify and Select Projects to Fund. Please take our brief survey to share your priorities, preferences, and project ideas.

Take the survey online at: www.surveymonkey.com/r/BCAG (QR code to the right)



Butte County Association of Governments

¿Qué proyectos de vivienda y transporte quiere para su comunidad?

El condado de Butte recibirá fondos de subvenciones estatales por \$2.9 millones para proyectos que:



Fomenten comunidades inclusivas y equitativas



Apoyen el desarrollo de viviendas en espacios vacíos



Reduzcan la conducción de vehículos de un solo ocupante

Necesitamos su ayuda para identificar y seleccionar proyectos para financiar. Responda nuestra breve encuesta para compartir sus prioridades, preferencias e ideas de proyectos.

Realice la encuesta en línea en: www.surveymonkey.com/r/BCAG (Código QR a la derecha)



Butte County Association of Governments

Cov Khoos Kas Vaj Tse thiab Kev Thauj Mus Los Twg Uas Koj Xav Tau rau Koj Lub Zej Zog?

Cheb Tsam Nroog Butte tau txais \$2.9 lab hauv Lub Xeev cov nyiaj pab rau cov khoos kas uas:



Txhawb cov zej zog kom muaj kev sib koom ua ke, muaj vaj huam sib luag



Txhawb nqa kev txhim kho vaj tse kom txhij txhua



Txo kev tsav tsheb hauv ib lub tsheb uas muaj ib leeg xwb

Yog tias koj ua tiav hom daim ntawv ntsuam xyuas no lawm, thov xa koj daim ntawv ntsuam xyuas uas teb tiav rov mus rau koj lub koom haum koom tes.

Ua qhov kev nstuam xyuas hauv online ntawm: www.surveymonkey.com/r/BCAG
(Tus zauv QR rau sab xis)



Butte County Association of Governments

BUTTE COUNTY ASSOCIATION
OF GOVERNMENTS



BOARD OF DIRECTORS MEETING
ITEM #11



BCAG BOARD OF DIRECTORS

Item #11 Information

February 23, 2023

REGIONAL TRAVEL SURVEY UPDATE

PREPARED BY: Chris Devine, Planning Director

ISSUE: BCAG staff is working with the consultant team at PlaceWorks to develop a Regional Travel Survey report that identifies current travel trends in Butte County.

DISCUSSION: As part of the development of the 2024 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) update, a Regional Travel Survey report is being developed to better understand current travel trends in Butte County including vehicle, bike, pedestrian, and transit trips. The development of this data will help inform the 2024 RTP/SCS update.

As a result of the 2018 Camp Fire, 2020 North Complex Fire, and Covid-19 pandemic, there has likely been a shift in travel characteristics of Butte County residents. To establish a better baseline data set, a Regional Travel Survey is being developed, which will be a comprehensive survey of the travel behavior trends and characteristics of residents within the six-jurisdiction region.

BCAG staff and PlaceWorks are working with the data vendor, StreetLight, to procure regional travel pattern data, including origin and destination data and select roadway segment traffic volumes for personal vehicles, in addition to bicycle and pedestrian origin-destination and volume metrics.

In addition, two different surveys have been deployed including an employer survey targeting large employers, and community survey targeting the general public. Together, these will provide supplemental information to the Streetlight data on community preference, opinions on transit, remote working trends, and transportation needs to further information the types of transportation enhancements that will be most beneficial to community members.

A variety of promotional materials have been developed to seek participation in the survey including flyers, bus ads, and social media posts. Employer surveys were distributed to each Chamber of Commerce in Chico, Oroville, Gridley and Paradise. These groups shared the survey with member businesses. Large employers were further targeted based on a search of Employment Development Database (EDD) and were contacted directly. The Community Survey was advertised on all 50 B-Line buses

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February 23, 2023

Page 2

with ads in English, Hmong and Spanish, as well as via social media, email distribution lists, and through BCAG member jurisdiction email distribution lists.

The consultant team at PlaceWorks will analyze the travel pattern data collected from StreetLight, as well as the employer survey and community survey results, and prepare a report on the findings with illustrative graphics, such as maps and graphs, to synthesize the data and identify findings relevant to the RTP/SCS, and other regional efforts. This information will be shared with regional planning partners, Caltrans, and other interested agencies, and will be integrated into the 2024 RTP/SCS update.

Staff will share the final Regional Travel Survey report with the Board when it is completed this spring.

STAFF RECOMMENDATION: This item is presented as information only.

Key Staff: Chris Devine, Planning Director
Jon Clark, Executive Director
Brian Lasagna, Regional Analyst

BUTTE COUNTY ASSOCIATION
OF GOVERNMENTS



BOARD OF DIRECTORS MEETING
ITEM #12



BCAG BOARD OF DIRECTORS

Item #12 Information

February 23, 2023

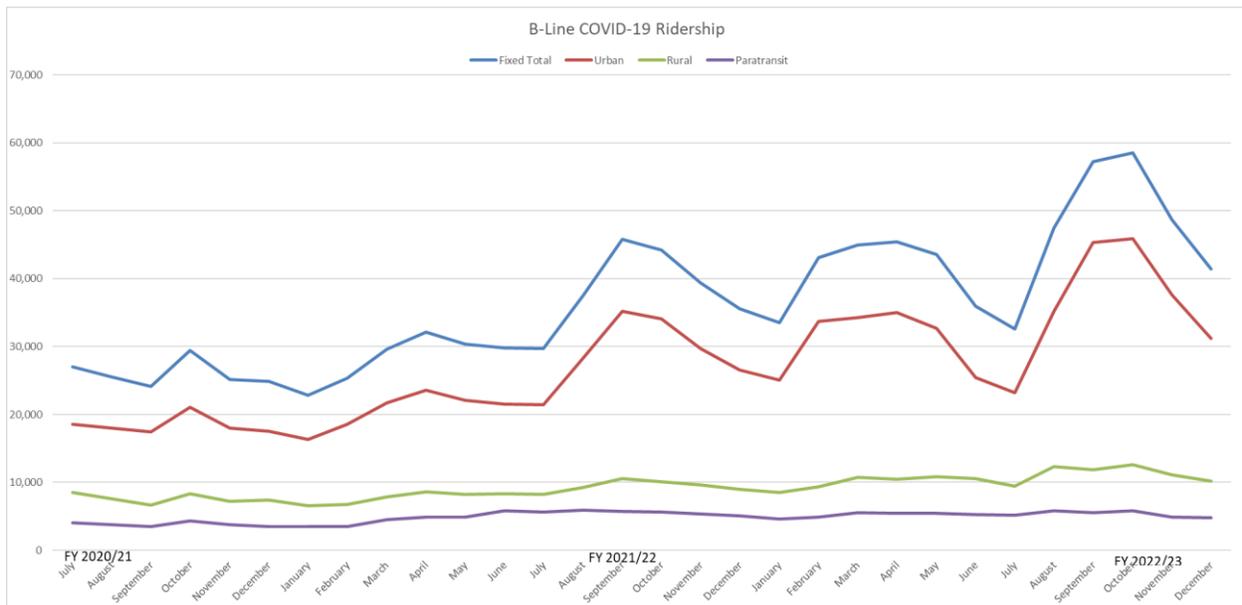
BUTTE REGIONAL TRANSIT (B-LINE) 2nd QUARTER 2022/23 REPORT

PREPARED BY: Amy White, Assistant Planner

ISSUE: Staff is presenting key financial and operating data for Butte Regional Transit (B-Line) for the second quarter of fiscal year 2022/23.

DISCUSSION: The attached tables present a summary of key financial and operation results for Butte Regional Transit. Financial data presentation compares second quarter results to the annual budget and to the prior year. 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, which each differentiate into urban and rural. This separation helps to define where improvements are needed and/or issues are taking place. Farebox ratios for the quarter are presented for reference as only annual ratios are required for the Transportation Development Act (TDA) compliance. Accidents and complaints, gauging safety and customer satisfaction, are analyzed for the system as a whole.

Lack of riders continues to be an issue in meeting the annual farebox ratios previously mandated by the TDA (10% for Rural Fixed, Rural Paratransit and Urban Paratransit; 20% for Urban Fixed). However, in July 2021, California AB 149 was passed that extended the previous TDA exemption from the farebox requirement through the current fiscal year 2022/23. It also changed the definition of “local funds” to allow any nonstate funding as part of the “farebox” ratio. This change now allows our federal support to be included as farebox, which will effectively eliminate the risk of farebox shortfall as federal support is historically at least 35% of our total funding, and pandemic relief funding continues to help cover lost fare revenues. For the purposes of this report, farebox is shown as a percentage of fares to operating expense, to illustrate the amount of federal and state subsidies.



The graph above indicates a decreasing trend in the second quarter month to month ridership. This pattern is normal for the second quarter. Current numbers remain above those for the same period in FY 2020/21 and FY 2021/22. Effects of the pandemic have been previously reported and the transit industry nationwide continues to be in a recovery mode in relation to ridership.

Rural Fixed Route fares are covering 10.8% of operating costs. Ridership increased 5.7% compared to the prior year’s quarter and 13% for the fiscal year to date. Passenger fares were 57% of the annual budget. Expenditures are in line with budget expectations at 50% of the annual budget through the second quarter of the year.

Urban Fixed Route fares are covering 10.9% of operating costs. Ridership increased 18.2% compared to the prior year’s quarter and 20.1% for the fiscal year to date. Passenger fares were 66% of the annual budget. Expenditures are in line with budget expectations at 51% of the annual budget through the second quarter of the year.

Rural Paratransit fares are covering 7.0% of operating costs. Ridership increased 0.9% compared to the prior year’s quarter and 2% for the fiscal year. Passenger fares were 48% of the annual budget. Expenditures are lower than budget expectations at 38% of the annual budget due to lower than expected service hours. Efficiency for this system is holding strong at 3.0 passengers per revenue hour for the fiscal year, which is in line with pre-pandemic ratings.

Urban Paratransit fares are covering 8.1% of operating costs. Ridership decreased by 5.1% compared to the prior year’s quarter and 6% for the fiscal year. Passenger fares were 48% of the annual budget. Expenditures are lower than budget expectations at 43% of the annual budget due to lower than expected service hours. Efficiency for this system is holding strong at 3.2 passengers per revenue hour for the fiscal year, which is in line with pre-pandemic ratings.

BCAG Board of Directors Meeting – Item #12

February 23, 2023

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Overall – There were 3 preventable accidents in the quarter, with 357,433 miles driven. There were 6 valid complaints in the quarter which is within reason for the total number of passengers (152,685) served.

STAFF RECOMMENDATION: This item is presented for information only.

Key Staff: Amy White, Assistant Planner
Julie Quinn, Chief Fiscal Officer

Butte Regional Transit
2nd Quarter Financial Report
Fiscal Year 2022/23

	Rural Fixed Route					Urban Fixed Route				
	21/22 Actual to Date	% of 21/22 Budget	22/23 Annual Budget	22/23 Actual to Date	% of 22/23 Budget	21/22 Actual to Date	% of 21/22 Budget	22/23 Annual Budget	22/23 Actual to Date	% of 22/23 Budget
Passenger Fares	\$ 148,268	45%	\$ 331,336	\$ 188,987	57%	\$ 204,064	56%	\$ 449,080	\$ 294,167	66%
Other Income	\$ 877,547	33%	\$ 3,120,683	\$ 1,499,742	48%	\$ 1,491,651	35%	\$ 4,786,041	\$ 1,729,027	36%
Total Income	<u>\$ 1,025,815</u>	34%	<u>\$ 3,452,019</u>	<u>\$ 1,688,729</u>	49%	<u>\$ 1,695,715</u>	37%	<u>\$ 5,235,121</u>	<u>\$ 2,023,194</u>	39%
Operator Expense	\$ 853,220	52%	\$ 1,865,250	\$ 922,607	49%	\$ 1,904,413	55%	\$ 4,009,533	\$ 2,073,807	52%
Fuel Expense	\$ 250,821	63%	\$ 523,000	\$ 325,322	62%	\$ 177,493	51%	\$ 358,000	\$ 225,961	63%
Facility Operations	\$ 311,136	44%	\$ 775,769	\$ 330,102	43%	\$ 245,731	38%	\$ 713,988	\$ 305,805	43%
Services & Supplies	\$ 1,415,177	51%	\$ 3,164,019	\$ 1,578,031	50%	\$ 2,327,637	52%	\$ 5,081,521	\$ 2,605,573	51%
Admin Charges	\$ 169,657	67%	\$ 288,000	\$ 163,970	57%	\$ 90,484	67%	\$ 153,600	\$ 87,451	57%
Total Expense	<u>\$ 1,584,834</u>	53%	<u>\$ 3,452,019</u>	<u>\$ 1,742,001</u>	50%	<u>\$ 2,418,121</u>	52%	<u>\$ 5,235,121</u>	<u>\$ 2,693,024</u>	51%
Actual Expense Increase				9%					10%	
Farebox Ratios (historic)	<u>9.4%</u>		<u>9.6%</u>	<u>10.8%</u>		<u>8.4%</u>		<u>8.6%</u>	<u>10.9%</u>	
Revenue Hours	10,956	53%	20,990	10,465	50%	23,761	54%	45,120	23,540	52%
Annual Passengers	56,705			63,850		175,381			210,600	
Annual Pass/Rev Hr	5.2			6.1		7.4			8.9	

Notes:

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

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

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

Butte Regional Transit
2nd Quarter Financial Report
Fiscal Year 2022/23

	Rural Paratransit					Urban Paratransit				
	21/22 Actual to Date	% of 21/22 Budget	22/23 Annual Budget	22/23 Actual to Date	% of 22/23 Budget	21/22 Actual to Date	% of 21/22 Budget	22/23 Annual Budget	22/23 Actual to Date	% of 22/23 Budget
Passenger Fares	\$ 20,578	53%	\$ 43,019	\$ 20,540	48%	\$ 67,172	62%	\$ 142,251	\$ 68,119	48%
Other Income	\$ 6,240	1%	\$ 721,307	\$ 402,433	56%	\$ 1,323,999	60%	\$ 1,827,150	\$ 7,200	0%
Total Income	<u>\$ 26,818</u>	3%	<u>\$ 764,326</u>	<u>\$ 422,973</u>	55%	<u>\$ 1,391,171</u>	60%	<u>\$ 1,969,401</u>	<u>\$ 75,319</u>	4%
Operator Expense	\$ 222,842	31%	\$ 622,046	\$ 233,487	38%	\$ 646,752	34%	\$ 1,510,684	\$ 659,370	44%
Fuel Expense	\$ 24,406	38%	\$ 55,000	\$ 26,537	48%	\$ 77,287	52%	\$ 160,000	\$ 84,033	53%
Facility Operations	\$ 60,997	100%	\$ 66,680	\$ 23,742	36%	\$ 105,957	50%	\$ 225,917	\$ 70,813	31%
Services & Supplies	\$ 308,245	37%	\$ 743,726	\$ 283,766	38%	\$ 829,996	36%	\$ 1,896,601	\$ 814,216	43%
Admin Charges	\$ 11,537	64%	\$ 20,600	\$ 9,122	44%	\$ 40,492	63%	\$ 72,800	\$ 31,020	43%
Total Expense	<u>\$ 319,782</u>	37%	<u>\$ 764,326</u>	<u>\$ 292,888</u>	38%	<u>\$ 870,488</u>	37%	<u>\$ 1,969,401</u>	<u>\$ 845,236</u>	43%
Actual Expense Incre:				-9%					-3%	
Farebox Ratios (historic)	<u>6.4%</u>		<u>5.6%</u>	<u>7.0%</u>		<u>7.7%</u>		<u>7.2%</u>	<u>8.1%</u>	
Revenue Hours	2,818	31%	7,000	2,625	38%	8,182	34%	17,000	7,477	44%
Annual Passengers	7,762			7,880		25,570			24,154	
Annual Pass/Rev Hr	2.8			3.0		3.1			3.2	

Notes:

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

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

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

B-Line Operating Data
FY 2022/23 - Second Quarter

RURAL FIXED ROUTE

Quarter	Passengers			Vehicle Revenue Hours			Passengers per Revenue Hr		
	21/22	22/23	change	21/22	22/23	change	21/22	22/23	change
1st	28,056	33,574	19.7%	5,678	5,226	-8.0%	4.9	6.4	30.0%
2nd	28,650	30,276	5.7%	5,278	5,239	-0.7%	5.4	5.8	6.5%
3rd	28,508			5,204			5.5		
4th	31,832			5,226			6.1		

URBAN FIXED ROUTE

Quarter	Passengers			Vehicle Revenue Hours			Passengers per Revenue Hr		
	21/22	22/23	change	21/22	22/23	change	21/22	22/23	change
1st	84,959	103,745	22.1%	11,325	11,376	0.5%	7.5	9.1	21.6%
2nd	90,424	106,855	18.2%	12,436	12,164	-2.2%	7.3	8.8	20.8%
3rd	93,431			11,809			7.9		
4th	93,118			11,600			8.0		

RURAL PARATRANSIT

Quarter	Passengers			Vehicle Revenue Hours			Passengers per Revenue Hr		
	21/22	22/23	change	21/22	22/23	change	21/22	22/23	change
1st	3,978	4,063	2.1%	1,448	1,290	-10.9%	2.7	3.1	14.6%
2nd	3,784	3,817	0.9%	1,370	1,335	-2.6%	2.8	2.9	3.5%
3rd	4,129			1,433			2.9		
4th	4,355			1,494			2.9		

URBAN PARATRANSIT

Quarter	Passengers			Vehicle Revenue Hours			Passengers per Revenue Hr		
	21/22	22/23	change	21/22	22/23	change	21/22	22/23	change
1st	13,198	12,417	-5.9%	4,257	3,750	-11.9%	3.1	3.3	6.8%
2nd	12,372	11,737	-5.1%	3,925	3,727	-5.0%	3.2	3.1	-0.1%
3rd	10,966			3,646			3.0		
4th	11,795			3,777			3.1		

PREVENTABLE ACCIDENTS

Qtr-FY	Accidents	Miles	Ratio (1 per x)
2-22/23	3	357,433	119,143
1-22/23	0	347,964	n/a
4-21/22	1	350,251	350,250
3-21/22	2	351,652	175,825

VALID PASSENGER COMPLAINTS

Complaint	Rides	Ratio (1 per x)
6	152,685	25,447
5	153,799	30,759
2	141,100	70,549
2	131,191	65,595