

BUTTE COUNTY ASSOCIATION
OF GOVERNMENTS



BOARD OF DIRECTORS MEETING
MAY 23, 2024

Acronyms for Butte County Association of Governments

ACRONYM	MEANING
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
BRT	Butte Regional Transit/B-Line
Cal+A3:B51	Assembly Bill
CALCOG	California Association Council of Governments
CalSTA	California State Transportation Agency
Caltrans	California Department of Transportation
CAPTI	Climate Action Plan for Transportation Infrastructure
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
LCTOP	Low Carbon Transit Operations Program
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)
NOAA	National Oceanic and Atmospheric Administration Fisheries (Also NMFS)

ACRONYM	MEANING
OWP	Overall Work Program
PA&ED	Project Approval & Environmental Document
PDT	Project Development Team
PEER	Permit Engineering Evaluation Report
PL	Federal Planning Funds
PLH	Public Lands Highway
PPH	Passengers Per Revenue Hour
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
REAP	Regional early Action Planning
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
SGR	State of Good Repair
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
TIRCP	Transit and Intercity Rail Capital 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
ZETCP	Zero Emission Transit Capital Program



Bill Connelly, Chair
Supervisor, District 1

Andy Newsum
Executive Director

Kasey Reynolds, Vice Chair
Councilmember, Chico

BUTTE COUNTY ASSOCIATION OF GOVERNMENTS - BOARD OF DIRECTORS

Peter Durfee
Supervisor, District 2

**Regular Meeting Agenda
May 23, 2024 - 9:00 a.m.**

Tami Ritter
Supervisor, District 3

Meeting Location:

Tod Kimmelshue
Supervisor, District 4

**Butte County Association of Governments Board Room
326 Huss Drive, Suite 100, Chico, CA 95928**

Doug Teeter
Supervisor, District 5

Members of the public may attend the meeting in person or via Zoom through the following link:

Chuck Nuchols
Councilmember, Biggs

[BCAG Board Meeting Live](#)

J Angel Calderon
Councilmember, Gridley

Zoom Meeting ID: 869 5034 1590 Password: 3800950

David Pittman
Mayor, Oroville

Public comments may also be sent to: board@bcag.org

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

Rose Tryon
Councilmember, Paradise

Copies of staff reports and other written documentation relating to agenda items can be made available at the office of the Butte County Association of Governments (BCAG). Persons with questions concerning agenda items and/or who may have special needs can contact BCAG at (530) 809-4616 48 hours in advance of the meeting. Every reasonable effort will be made to provide identified accommodations.

1. Pledge of Allegiance
2. Roll Call

CONSENT AGENDA

3. Minutes from March 28, 2024, BCAG Board of Directors Meeting – **Ashley**
4. Minutes from April 25, 2024, BCAG Board of Directors Meeting - **Ashley**
5. Approval of **Resolution No. 2023/24-10** for the Execution of the Certifications and Assurances and Authorized Agent Forms for the Low Carbon Transit Operations Program (LCTOP) for the Vehicle Purchase Capital Assistance Project – **Sara**
6. Approval of **Resolution No. 2023/24-11** for the Execution of the Certifications and Assurances and Authorized Agent Forms for the Low Carbon Transit Operations Program (LCTOP) for the Operating and Marketing Assistance Project – **Amy**
7. Approval of **Resolution No. 2023/24-12** - BCAG Final 2024/25 Overall Work Program & Budget – **Andy**

8. Approval of **Resolution No. 2023/24-13** Authorizing the Federal Funding Under FTA Section 5311 (49 U.S.C. Section 5311) with California Department of Transportation for BCAG's FY 2024/25 5311 Application - **Sara**
9. Approval of **Resolution No. 2023/24-14** Authorizing the Federal Funding Under FTA Section 5311 (49 U.S.C. Section 5311) with California Department of Transportation for BCAG's FY 2024/25 5311(f) Application - **Sara**
10. Approval of Butte Regional Transit – FY 2024/25 Service Plan and Budget – **Sara**
11. Approval Final 2024/25 Transportation Development Act (TDA) Apportionments – **Julie**
12. Approval of **Resolution No. 2023/24-15** Final 2023/24 Transportation Development Act (TDA) Claims - **Julie**

ITEMS REMOVED FROM CONSENT AGENDA

REGULAR AGENDA

ITEMS FOR ACTION

13. Approval of North Valley Passenger Rail Strategic Plan – **Chris**
14. Approval of Agreement with Token Transit for B-Line Mobile Ticketing – **Sara**
15. Approval of Agreement with The Ferguson Group, LLC July 1, 2024 – June 30, 2026 - **Andy**

ITEMS FOR INFORMATION

16. 2025 Federal Transportation Improvement Program Development - **Ivan**
17. Butte Regional Transit (B-Line) FY 2023/24 Third Quarter Report – **Victoria**
18. 2024 Sustainable Community Strategies (SCS) Update - **Chris**

ITEMS FROM THE FLOOR

19. 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. Handouts presented by speakers are to be distributed to the Board by the Clerk of the Board.

ADJOURNMENT

20. The next meeting of the BCAG Board of Directors has been scheduled for Thursday May 23rd, 2024, at the BCAG Board Room & via Zoom.

BCAG Board of Directors 2024 Meeting Schedule:
Meetings held the 4th Thursday of every month at 9 a.m. unless otherwise noticed

BUTTE COUNTY ASSOCIATION
OF GOVERNMENTS



BOARD OF DIRECTORS MEETING
ITEM #3



BCAG Board of Directors

Agenda Item #3 – Consent

Date: May 23, 2024

Subject: Draft Meeting Minutes of the Butte County Association of Governments Board of Directors March 28, 2024

Contact: Ashley Carriere, Administrative Assistant

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 Reynolds called the meeting to order at 9:01 a.m. at the BCAG Board Room, 326 Huss Drive, Suite 100, Chico, CA.

MEMBERS PRESENT IN PERSON

Tami Ritter	Supervisor	District 3
Doug Teeter	Supervisor	District 5
David Pittman	Mayor	City of Oroville
J Angel Calderon	Councilmember	City of Gridley
Bill Connelly	Supervisor	District 1
Rose Tryon	Vice Mayor	Town of Paradise
Peter Durfee	Supervisor	District 2
Tod Kimmelshue	Supervisor	District 4
Addison Winslow	Alternate-Non-Voting	City of Chico

MEMBERS ABSENT

Chuck Nuchols	Councilmember	City of Biggs
Kasey Reynolds	Vice Mayor	City of Chico

STAFF PRESENT

Andy Newsum	Executive Director
Cheryl Massae	Human Resources Director
Amy White	Assistant Planner
Ashley Carriere	Administrative Assistant
Sara Cain	Transit Manager
Ivan Garcia	Programming Director
Chris Devine	Planning Director
Victoria Proctor	Associate Planner
Julie Quinn	Chief Fiscal Officer

Agenda Item #3 – Consent

OTHERS PRESENT

Sam Perkins	Citizen Via Zoom (10:03 am)
Yoyo Zeng	Fehr and Peers
Allison Griffin	Place Works
Dawson Stroud	Caltrans/ District 3 Liaison
Eric Smith	City of Oroville
Ingrid Shipline	Richardson & Associates
Cynthia Joy	Citizen/Public Comment
Julie Three	Citizen/Public Comment
John Hoeflic	Citizen/Public Comment

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

CONSENT AGENDA

3. Approval of Minutes from the February 22, 2024, BCAG Board of Directors Meeting
4. Approval of Personnel Policies Amendment #2
5. Approval of Amendment #5 to 2023 Federal Transportation Improvement Program (FTIP)
6. Approval of Amendment #2 to 2020 Regional Transportation Plan-Sustainable Communities Strategies (RTP/SCS)
7. Approval of 2024/25 Preliminary Findings of Apportionment for the Transportation Development Act (TDA) Funds

On motion by Board Member Durfee and seconded by Board Member Tryon, the Consent Agenda was unanimously approved.

ITEMS FOR ACTION

8: Acceptance of BCAG Fiscal Audit and Transportation Development Act (TDA) Audits for the Cities, Town and County for the Year Ending June 30, 2023

BCAG Chief Fiscal Officer presented information regarding the June 30, 2023 Financial Statements.

Ingrid Shipline, with Richardson & Associates, reviewed the outcome of the BCAG's Annual Fiscal Audit and Annual Transportation Development Act Audits, to the Board.

Recommendation for acceptance of the BCAG Annual Fiscal Audit and Annual Transportation Development Act Audit was made.

On motion by Board Member Kimmelshue and seconded by Board Member Durfee, Acceptance of BCAG Fiscal Audit and Transportation Development Act Audits for the Cities, Town and County for the Year Ending June 30, 2023, was unanimously approved.

Agenda Item #3 – Consent

9: Approval of Vendor Contracts for Butte Regional Transit

BCAG Transit Manager presented information regarding vendor contracts for Butte Regional Transit software upgrades.

Discussion ensued between BCAG staff and the Board of Directors regarding the two Requests for Proposals that were presented at the February 2024 BCAG Board Meeting: A unified ride scheduling platform and mobile ticketing option.

After discussion of said Requests for Proposals, the Board of Directors elected to vote on each option separately. Ultimately, unanimously approving a unified ride scheduling platform, while no motion was made regarding the election of a mobile ticketing system.

On motion by Board Member Durfee and seconded by Board Member Tryon, approval of a Unified Ride Scheduling System was approved; Mobile Ticketing Option will be brought back to the board for a motion April 2024.

ITEMS FOR INFORMATION

10: BCAG Draft 2024/25 Overall Work Program & Budget

BCAG Executive Director prepared and presented the draft 2024/25 Overall Work Program & Budget to the Board.

A Copy of the draft 2024/25 Overall Work Program, was submitted to Caltrans, the Federal Highway Administration, and the Federal Transit Administration on February 29, 2024. This information is also available to the public on the BCAG website.

<https://www.bcag.org/documents/OWP/2024-25-OWP-Draft-Full-Documentcompressed.pdf>

Staff informed the Board of the twenty-five specific work elements that address state and federal Planning requirements, regional transportation planning needs, capital projects and administration for Butte Regional Transit.

The draft budget for implementing the 2024/25 Overall Work Program is projected to be approximately \$5,853,414, the draft revenues and expenditures were presented to the board.

This item was presented for information purposes.

11: 2024 Regional Transportation Plan-Sustainable Communities Strategy Draft Project List

BCAG staff presented the required plan to adopt a Regional Transportation Plan / Sustainable Communities Strategy to the Board.

Agenda Item #3 – Consent

The 2024 Regional Transportation Plan / Sustainable Communities Strategy contains the RTP Document, Air Quality Conformity Analysis and Determination, and Environmental Impact Report.

Staff informed the board that there are a total of two hundred and seven projects currently included in the draft. Projects were sorted and posted by jurisdiction/agency.

Following the adoption of the 2024 Regional Transportation Plan / Sustainable Communities Strategy, amendments can occur at any time as needed.

This item was presented for informational purposes.

12: 2024 Sustainable Communities Strategy

BCAG staff presented an update on the 2024 Sustainable Communities Strategy, to the board.

The Sustainable Communities Strategy is designed to support the integration of land use, housing, and transportation for the purpose of reducing GHG emissions from passenger vehicles to meet regional emission reduction targets.

Current work on the Sustainable Communities Strategy includes the development of four land and transportation use scenarios.

The next step is the selection of a preferred scenario by the BCAG Board of Directors at the April 2024 board meeting.

This item was presented for information purposes.

13: Butte Regional Transit Paratransit Program Overview

BCAG Transit Manager provided the Board with an overview of the Butte Regional Transit Paratransit service.

Butte Regional Transit provides a door to door shared ride service as per required by Americans with Disabilities Act (ADA) regulations.

Staff informed the board that these services are evaluated and reviewed on an on-going basis as part of various planning studies.

There was discussion regarding Medical and Non-Medical transportation services and options as staff consider implementation of a service through non-emergency medical transportation coordination with other non-profit providers.

Staff will continue to keep the Board updated on the implementation of Non-Emergency Medical Transportation.

This item was presented for information purposes.

14: Butte Regional Transit Outreach and Community Involvement

Agenda Item #3 – Consent

Staff informed the Board regarding 2024 outreach and community events.

Per the calendar provided to the Board, there are outreach and community events planned for every month of the 2024 year, except in July 2024.

This item was presented for information purposes.

ITEMS FROM THE FLOOR

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

There were no items from the floor.

ADJOURNMENT

With no further items to discuss, the BCAG Board meeting adjourned at 10:35 AM.

Attest:

Andy Newsum, Executive Director

Ashley Carriere, Board Clerk

Butte County Association of Governments

BUTTE COUNTY ASSOCIATION
OF GOVERNMENTS



BOARD OF DIRECTORS MEETING
ITEM #4



**DRAFT MEETING MINUTES
OF THE BUTTE COUNTY
ASSOCIATION OF GOVERNMENTS
April 25, 2024**

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 Reynolds called the meeting to order at 9:16 a.m. at the BCAG Board Room, 326 Huss Drive, Suite 100, Chico, CA.

MEMBERS PRESENT IN PERSON

Tami Ritter	Supervisor	District 3
David Pittman	Mayor	City of Oroville
Kasey Reynolds	Vice Mayor	City of Chico
J Angel Calderon	Councilmember	City of Gridley
Rose Tryon	Vice Mayor	Town of Paradise

MEMBERS ABSENT

Tod Kimmelshue	Supervisor	District 4
Peter Durfee	Supervisor	District 2
Bill Connelly	Supervisor	District 1
Doug Teeter	Supervisor	District 5
Chuck Nuchols	Councilmember	City of Biggs

STAFF PRESENT

Andy Newsum	Executive Director
Cheryl Massae	Human Resources Director
Amy White	Assistant Planner
Ashley Carriere	Administrative Assistant
Sara Cain	Transit Manager
Ivan Garcia	Programming Director
Chris Devine	Planning Director
Victoria Proctor	Associate Planner
Julie Quinn	Chief Fiscal Officer
Mike Garzoli	Facility Management

OTHERS PRESENT

Lance Atencio	Transdev
Tasha Weaver	Senator Brian Dahle
Teri DeBose	Congressman LaMalfa
Mike Egbert	Chico Chamber of Commerce

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Duke Warren	Member of Public
John Hoeflich	Train Rider
Anna Maldonado	Governors Office of Business & Economic Dev.
Daniel Krause (Zoom)	AECOM
Jim Stevens (Zoom)	Member of Public
Daniel Hartman (Zoom)	AECOM
Michael Hanebutt (Zoom)	SJRRC/SJJPA
Addison Winslow	Citizen of Chico / Board Alternate (Non-Voting)
Michael Rossen (Zoom)	SACOG
Steve Rockwell (Zoom)	
Eric Smith	City of Oroville
Steve Young (Zoom)	

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

CONSENT AGENDA

3. Minutes from the March 28, 2024, BCAG Board of Directors Meeting
4. Approval of Resolution 2023/24 -10 for the Execution of the Certifications and Assurances and Authorized Agent Forms for the Low Carbon Transit Operations Program (LCTOP) for the Vehicle Purchase Capital Assistance Project (\$374,375).
5. Approval of Resolution 2023/24-11 for the Execution of the Certifications and Assurances and Authorized Agent Forms for the Low Carbon Transit Operations Program (LCTOP) for the Professional Marketing/Media Materials Purchase Operating Assistance Project (\$200,000)

Quorum was not met; therefore, consent items were not approved.

ITEMS FOR ACTION-

6: BCAG Final 2024/25 Overall Work Program & Budget

7: Public Hearing-North Valley Rail Strategic Plan

Quorum was not met; therefore, no action was taken. Action Items were presented as information only.

ITEMS FOR INFORMATION

8: Mobile Ticketing and Fare Collection for Butte Regional Transit

BCAG's Transit Manager presented more information regarding questions the Board had about mobile ticketing and fare collection.

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BCAG plans to incorporate a more robust mobile ticketing system that will reduce hardware, software and staffing costs.

Staff will track expenditures to determine cost savings over time.

This item was presented for information only.

9: Butte Regional Transit-2024/25 Draft Service Plan and Budget

BCAG Transit Manager presented the Butte Regional Transit Draft Service Plan and Budget.

Staff informed the Board of the total operating cost budget for both fixed and paratransit services. A summary of said budget was given the Board.

The final FY 2024/25 Service Plan and Budget will be presented to the BCAG Board of Directors at the May 2024 meeting.

This item was presented for information only.

10: San Joaquin Joint Powers Authority Coordination on Route 3 Thruway Bus

BCAG's Planning Director discussed the possibility of providing letters to the San Joaquin Joint Powers Authority (SJJPA).

Staff informed the Board that BCAG does not have interest in taking over the Amtrak Route 3 thruway bus service and request the SJJPA Board of Directors move forward with providing bus-only ticketing on this route.

Also requested was the consideration of sending a letter to the SJJPA Board of Directors requesting a BCAG Board representative be appointed to serve of the SJJPA Board of Directors.

This item was presented for information only.

ITEMS FROM THE FLOOR

11: 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.

See Attachment for public comments.

ADJOURNMENT

With no further items to discuss, the BCAG Board meeting adjourned at 10:38 AM.

BCAG Board of Directors Meeting – Item #3

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Attest:

Andy Newsum, Executive Director

Ashley Carriere, Board Clerk

Butte County Association of Governments

BCAG Board of Directors Meeting – Item #3

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Public Comment:

- Instead of the two station options currently being analyzed in Chico, suggest locating a new station at Chico airport that can provide a transportation hub with public transit connections and air travel connections to Los Angeles as well as opportunities for high density development, and true rail line terminus.
- Communities within the project corridor should come together to provide funding for the project to accelerate project delivery. They can also help by providing complimentary land use patterns and public transit service at the station locations making North Valley Rail more likely to receive funding. There is no overarching body that allows for coordination between Butte, Yuba and Sutter Counties to facilitate this coordination. The coordination could include seeking “pro-housing” designations for each city in the corridor.
- If there are problems with Union Pacific track, consider using Sacramento Northern right-of-way.
- The need is immediate for additional passenger rail service in the north valley – Coast Starlight trains are frequently sold out resulting in the north state being denied transportation.
- There is a need for interstate trains from Sacramento to Eugene, Oregon.
- The planned train fare is more expensive than Yuba Sutter buses to Sacramento.
- There is no stop planned for the City of Live Oak and no feeder bus connections. There are thousands more in population in Live Oak than Gridley or Plumas Lake.
- Why not use the historic Marysville train station? There is a need for indoor waiting rooms and toilets.
- Shasta County has no plans to connect to BCAG trains.
- BCAG must plan for connections north to Red Bluff, Redding and Yreka.
- Track conditions between Chico and Sacramento are bad; there is a need for total reconstruction of roadbeds and tracks. A price per mile estimate of \$550,000 was provided for total reconstruction.
- Hydrogen is expensive; recommends zero emission catenary – overhead power lines – be constructed.
- High speed rail should be constructed from Sacramento to Chico and Eugene, Oregon.
- AMPLA health has some concerns with Marysville station option #1 and would like to be involved and at the table going forward.

BUTTE COUNTY ASSOCIATION
OF GOVERNMENTS



BOARD OF DIRECTORS MEETING
ITEM #5



BCAG Board of Directors

Agenda Item #5 – Consent

Date: May 23, 2024

Subject: Approval of Resolution 2023/24-10 for the Execution of the Certifications and Assurances and Authorized Agent Forms for the Low Carbon Transit Operations Program (LCTOP) for the Vehicle Purchase Capital Assistance Project

Contact: Sara Cain, Transit Manager

Summary: BCAG is applying for FY 2023/24 Low Carbon Transit Operations Program (LCTOP) funds for \$373,972 to purchase microtransit and/or non-emergency medical transportation (NEMT) vehicles.

In March 2024, the FY 2023/24 LCTOP allocation amounts for eligible agencies were released. There was a total of \$206 million for allocation.

The FY 2023/24 LCTOP funds for vehicle purchase will be used for microtransit and/or NEMT vans. Depending on the selected manufacturer, funds will be used for the purchase of three (3) or four (4) vans. The vehicles will facilitate the implementation of B-Line's Routing Study and Non-Emergency Medical Transportation Study Action Plan.

Action requested: Approve and Authorize the Chair to Sign Resolution 2023/24-10.

Attachment: Resolution 2023/24-10

**BUTTE COUNTY ASSOCIATION OF GOVERNMENTS
RESOLUTION NO 2023/24-10**

**RESOLUTION OF THE BUTTE COUNTY ASSOCIATION OF GOVERNMENTS
AUTHORIZING THE EXECUTION OF THE CERTIFICATIONS AND ASSURANCES
AND AUTHORIZED AGENT FORMS FOR THE LOW CARBON TRANSIT
OPERATIONS PROGRAM (LCTOP) FOR THE VEHICLE PURCHASE CAPITAL
ASSISTANCE PROJECT (\$373,972)**

WHEREAS, the Butte County Association of Governments is an eligible project sponsor and may receive state funding from the Low Carbon Transit Operations Program (LCTOP) for transit projects; and

WHEREAS, the statutes related to state-funded transit projects require a local or regional implementing agency to abide by various regulations; and

WHEREAS, Senate Bill 862 (2014) named the Department of Transportation (Department) as the administrative agency for the LCTOP; and

WHEREAS, the Department has development guidelines for the purpose of administering and distributing LCTOP funds to eligible project sponsors (local agencies); and

WHEREAS, the Butte County Association of Governments wishes to delegate authorization to execute these documents and any amendments to Andy Newsum, Executive Director; and

WHEREAS, the Butte County Association of Governments wishes to implement the following LCTOP project, listed above,

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

NOW THEREFORE, BE IT FURTHER RESOLVED that Andy Newsum, Executive Director be authorized to execute all requirement documents of the LCTOP program and any Amendments thereto with the California Department of Transportation.

NOW THEREFORE, BE IT RESOLVED by the Board of Directors of the Butte County Association of Governments that it hereby authorizes the submittal of the following project nomination and allocation request to the Department in FY 2023/24 LCTOP funds:

Project Name: Vehicle Purchase Capital Assistance

Amount of LCTOP funds requested: \$373,972

Short description of project: As the owner and operator of Butte Regional Transit (B-Line), BCAG is requesting LCTOP funds to purchase microtransit and/or non-emergency medical transportation vans. Depending on the selected manufacturer, funds will be used for purchase of 3 or 4 vans.

Benefit to a Priority Populations: With the smaller fleet size, microtransit and NEMT services are proven to reduce GHGs and mitigate climate risk, therefore, improving public health in Butte County and its priority populations.

Amount to benefit Priority Populations: \$290,000

Contributing Sponsors (if applicable): City of Gridley

PASSED AND ADOPTED by the Butte County Association of Governments on the 23rd day of May 2024 by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

APPROVED:

BILL CONNELLY, CHAIR
BUTTE COUNTY ASSOCIATION OF GOVERNMENTS

ATTEST:

ANDY NEWSUM, EXECUTIVE DIRECTOR
BUTTE COUNTY ASSOCIATION OF GOVERNMENTS

BUTTE COUNTY ASSOCIATION
OF GOVERNMENTS



BOARD OF DIRECTORS MEETING
ITEM #6



BCAG Board of Directors

Agenda Item #6 – Consent

Date: May 23, 2024

Subject: Approval of Resolution 2023/24-11 for the Execution of the Certifications and Assurances and Authorized Agent Forms for the Low Carbon Transit Operations Program (LCTOP) for the Operating and Marketing Assistance Project

Contact: Amy White, Assistant Planner

Summary: BCAG is applying for FY 2023/24 Low Carbon Transit Operations Program (LCTOP) for operating assistance (\$160,000) and marketing materials used for outreach (\$40,000) for a total amount of \$200,000.

In March 2024, the FY 2023/24 LCTOP allocation amounts for eligible agencies were released. There was a total of \$206 million for allocation.

The FY 2023/24 LCTOP funds for operating will be applied to the new microtransit service. Marketing funds will be used to disseminate information to current and potential users of Butte Regional Transit (B-Line). These materials will be used region-wide with a focus on outreach to priority populations while also addressing greenhouse gas reduction goals.

Materials will inform the public of new and upgraded services and any changes to policies and/or procedures. Project purchases may include new brochures, updated material for use in digital, printed and broadcast media, and purchasing of advertising space in these media formats as well as participation fees and materials for specific outreach events. Promotion of zero-emission technology will be included with the printed and digital media with the goal of increasing ridership and thus contributing to GHG reduction.

Action requested: Approve and Authorize the Chair to Sign Resolution 2023/24-11.

Attachment: Resolution 2023/24-11

**BUTTE COUNTY ASSOCIATION OF GOVERNMENTS
RESOLUTION NO 2023/24-11**

**RESOLUTION OF THE BUTTE COUNTY ASSOCIATION OF GOVERNMENTS
AUTHORIZING THE EXECUTION OF THE CERTIFICATIONS AND ASSURANCES
AND AUTHORIZED AGENT FORMS FOR THE LOW CARBON TRANSIT
OPERATIONS PROGRAM (LCTOP) FOR THE OPERATING AND MARKETING
ASSISTANCE PROJECT (\$200,000)**

WHEREAS, the Butte County Association of Governments is an eligible project sponsor and may receive state funding from the Low Carbon Transit Operations Program (LCTOP) for transit projects; and

WHEREAS, the statutes related to state-funded transit projects require a local or regional implementing agency to abide by various regulations; and

WHEREAS, Senate Bill 862 (2014) named the Department of Transportation (Department) as the administrative agency for the LCTOP; and

WHEREAS, the Department has development guidelines for the purpose of administering and distributing LCTOP funds to eligible project sponsors (local agencies); and

WHEREAS, the Butte County Association of Governments wishes to delegate authorization to execute these documents and any amendments to Andy Newsum, Executive Director; and

WHEREAS, the Butte County Association of Governments wishes to implement the following LCTOP project, listed above,

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

NOW THEREFORE, BE IT FURTHER RESOLVED that Andy Newsum, Executive Director be authorized to execute all required documents and agreements of and for the LCTOP program and any Amendments thereto with the California Department of Transportation and hereby authorizes the submittal of the following project nomination and allocation request to the Department in FY 2023/24 LCTOP funds:

Project Name: Operating and Marketing Assistance

Amount of LCTOP funds requested: \$200,000

Short description of project: As the owner and operator of Butte Regional Transit (B-Line), BCAG is requesting LCTOP operating funds for new and expanded services and to purchase professional media and marketing materials to inform the public about such B-Line services.

Benefit to Priority Populations: New and expanded services, such as microtransit, and outreach through produced and translated materials will reach target priority populations and improve ridership. Any increased ridership on public transit in turn reduces GHGs and mitigates climate risk which improves public health region-wide, including these priority populations.

Amount to benefit Priority Populations: \$150,000

Contributing Sponsors (if applicable): None

PASSED AND ADOPTED by the Butte County Association of Governments on the 23rd day of May 2024 by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

APPROVED:

BILL CONNELLY, CHAIR
BUTTE COUNTY ASSOCIATION OF GOVERNMENTS

ATTEST:

ANDY NEWSUM, EXECUTIVE DIRECTOR
BUTTE COUNTY ASSOCIATION OF GOVERNMENTS

BUTTE COUNTY ASSOCIATION
OF GOVERNMENTS



BOARD OF DIRECTORS MEETING
ITEM #7



BCAG Board of Directors

Agenda Item #7 - Consent

Date: May 23, 2024

Subject: Approval of 2024/25 Overall Work Program and Budget

Contact: Andy Newsum, Executive Director

Summary: As the designated Regional Transportation Planning Agency (RTPA) and Metropolitan Planning Organization (MPO) for Butte County, BCAG is required to prepare an annual Overall Work Program & Budget to identify State, Federal and Local transportation planning responsibilities to be undertaken for the coming fiscal year.

The Executive Director reviewed a draft of the 2024/25 Overall Work Program (OWP) & Budget with the Board of Directors at the March 28th meeting. The Draft 2024 OWP has been revised to address comments provided by Caltrans, FHWA and FTA, and finalized expenditures and revenues. A copy of the final 2024/25 OWP & Budget is posted on the BCAG website at this link <https://www.bcag.org/documents/OWP/2024-25-OWP-Final-Full-Document.pdf>

BCAG's final 2024/25 OWP & Budget identifies twenty-four (24) specific work elements addressing state and federal planning requirements, regional transportation planning needs, capital projects, administration of Butte Regional Transit and accommodates thirteen (13) full time and one (1) part time staff.

Upon approval by the BCAG Board of Directors staff will submit the final 2024/25 Overall Work Program & Budget to Caltrans, Federal Highway Administration, and the Federal Transit Administration for their approval.

Action requested: Approve 2024/25 Overall Work Program and Budget and authorize the Chair to sign Resolution 2023/24-12

Attachment(s): Work Element Summary, Final Expenditures and Revenue, and Resolution 2023/24-12

Agenda Item #7 – Consent Attachment

Work Element Summary

REGIONAL TRANSPORTATION PLANNING & PROGRAMMING WORK ELEMENTS

- 25-999 2024/25 Indirect Cost Allocation Plan
- 25-100 Overall Work Program Administration, Development & Reporting
- 25-101 Outreach, Education & Intergovernmental Coordination
- 25-102 Regional Transportation Model
- 25-103 Regional Geographic Information System (GIS) Maintenance & Coordination
- 25-104 Regional Transportation-Air Quality Planning
- 25-105 2025 Federal Transportation Improvement Program (FTIP) Development
- 25-106 2024 Regional Transportation Improvement Program (RTIP)
- 25-107 Regional Transportation Plan (RTP) Administration & Development
- 25-108 Regional Early Action Planning (REAP) Grant Coordination
- 25-109 US Census Data Affiliate Center Administration
- 25-110 Intelligent Transportation System – Regional Architecture Maintenance
- 25-111 Regional Complete Streets Standards & Policies
- 25-120 Performance Based Planning & Programming
- 25-127 REAP 2.0 – 2024 SCS Development
- 25-128 SB1 24/25 Sustainable Transportation Planning-2024 SCS Development
- 25-130 North Valley Passenger Rail Project

TRANSPORTATION PROJECT DEVELOPMENT

- 25-215 Construction of Paradise Transit Center
- 25-216 State Route 191 Mitigation

TDA/TRANSIT COORDINATION & PLANNING WORK ELEMENTS

- 25-300 Transportation Development Act Administration
- 25-301 Transit Systems Planning & Coordination
- 25-302 Butte Regional Transit Administration & Operations
- 25-303 Americans with Disabilities Act (ADA) Certification Program
- 25-308 B-Line Zero Emission Bus Rollout

Final Expenditures and Revenues - Budget

The Final budget for implementing the 2024/25 Overall Work Program is projected to be approximately **\$5,874,386**, the draft revenues and expenditures are listed below:

EXPENDITURES

Salaries & Benefits	= \$ 2,253,430
Services, Supplies & Other Expenditures	= \$ 293,836
Professional Services Contracts	= \$ <u>3,327,120</u>

TOTAL EXPENDITURES **\$ 5,874,386**

REVENUES

Federal Highway Administration Planning (FHWA PL)	= \$ 1,137,785
Federal Transit Administration 5303 Funds	= \$ 132,045
SB 1 Planning Grant 2024/25	= \$ 180,000
Housing Community Development (HCD) REAP Funds	= \$ 1,125,000
TDA Administration	= \$ 131,307
TDA Planning	= \$ 430,029
STIP Planning, Programming & Monitoring	= \$ 173,007
New Market Tax Credit – Interest Income	= \$ 41,166
Butte Regional Transit - Operations	= \$ 757,427
CRRSSA Funds	= \$ 1,750,000
SHOPP Funds	= \$ <u>16,620</u>

TOTAL REVENUES **\$ 5,874,386**



Agenda Item #7 – Consent
Attachment



**BUTTE COUNTY ASSOCIATION OF GOVERNMENTS
RESOLUTION NO 2023/24-12**

**RESOLUTION OF THE BUTTE COUNTY ASSOCIATION OF GOVERNMENTS
APPROVING THE ADOPTION OF THE 2024/2025 OVERALL WORK PROGRAM &
BUDGET; AND ANNUAL CERTIFICATION THAT THE BCAG PLANNING PROCESS
IS IN ACCORDANCE WITH ALL APPLICABLE SECTIONS OF 23 U.S.C. 134 and
135, 49 U.S.C. 5303 through 5307 and 5310 and 5311 and 5323(1) and 5339**

WHEREAS, the Butte County Association of Governments is the designated Metropolitan Planning Organization for Butte County in accordance with 23 U.S.C. 134 and 135, (b);

WHEREAS, the Butte County Association of Governments as the Metropolitan Planning Organization has developed an annual Overall Work Program and Budget for the 2024/2025 Fiscal Year in compliance with the 23 U.S.C and Section 5303 of the Federal Transit Act;

WHEREAS, in conjunction with the 2024/25 Overall Work Program Agreement and Master Fund Transfer Agreement, the 2024/25 Overall Work Program (OWP) constitutes the annual funding contract between the State of California Department of Transportation (Caltrans) and BCAG for Consolidated Planning Grant (CPG) funding;

WHEREAS, the Butte County Association of Governments as the designated Metropolitan Transportation Planning Organization certifies that a comprehensive, cooperative, and continuous transportation planning process is being implemented in accordance with 23 CFR 450.334 and 450.220, and Infrastructure Investment and Jobs Act (IJJJA);

NOW THEREFORE BE IT RESOLVED that the Butte County Association of Governments as the designated Metropolitan Planning Organization does hereby adopt the Fiscal Year 2024/25 Overall Work Program & Budget and certifies that a planning process will be implemented through this document in accordance with:

- (1) 23 U.S.C. 134 and 135, 49 U.S.C. 5303 through 5307 and 5310 and 5311 and 5323(1) and 5339, and 23 CFR part 450.220;
- (2) Sections 174 and 176(c) and (d) of the Clean Air Act (42 U.S.C. 7504, 7506(c) and (d));
- (3) Title VI of the Civil Rights Act of 1964 and the Title VI Assurance executed by California under 23 U.S.C. 324 and 29 U.S.C. 794;
- (4) Public Law 109-59, Fixing America's Surface Transportation (FAST) Act, regarding the involvement of disadvantaged business enterprises in the FHWA and FTA funded project, Pub. L. 059.109 Page 119 STAT. 1156 and;

- (5) The provisions of the Americans with Disabilities Act of 1990 (Pub. L. 101-336, 104 Stat. 327, as amended) and U.S. DOT implementing regulations (49 CFR Parts 27, 37, and 38).

BE IT FURTHER RESOLVED that the Butte County Association of Governments by this resolution approves the Fiscal Year 2024/25 Overall Work Program & Budget in accordance with 23 U.S.C and Section 5303 of the Federal Transit Act, FTA Section 5311 & 5311(f) (49 U.S.C), FTA Section 5339 (49 U.S.C), FTA Section 5310 & 5310 Expanded (49 U.S.C – Chapter 53), FTA Section 5307 (49 U.S.C), and all applicable requirements and authorizes its Executive Director to execute all fund transfer agreements, master agreements, grants, program supplements, contracts, Caltrans cooperative agreements and all other documents necessary to receive funding for transportation planning, and implementation of projects and programs contained in the 2024/25 Overall Work Program and Budget.

PASSED AND ADOPTED by the Butte County Association of Governments on the 25th day of April 2024 by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

APPROVED:

BILL CONNELLY, CHAIR
BUTTE COUNTY ASSOCIATION OF GOVERNMENTS

ATTEST:

ANDY NEWSUM, EXECUTIVE DIRECTOR
BUTTE COUNTY ASSOCIATION OF GOVERNMENTS

BUTTE COUNTY ASSOCIATION
OF GOVERNMENTS



BOARD OF DIRECTORS MEETING
ITEM #8



BCAG Board of Directors

Agenda Item #8 – Consent

Date: May 23, 2024

Subject: Approval of Resolution 2023/24-13 Authorizing the Federal Funding Under FTA Section 5311 (49 U.S.C. Section 5311) with California Department of Transportation for BCAG's FY 2024/25 5311 Application

Contact: Sara Cain, Transit Manager

Summary: BCAG is applying for FY 2024/25 Federal Transit Administration (FTA) Section 5311 funds for rural operating assistance.

FTA Section 5311 is a formula-based program that provides funding to support public transportation in rural areas. In April 2024, the apportionments for eligible agencies were released. There was a total of approximately \$31 million available for allocation.

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

Action requested: Approve and Authorize the Chair to Sign Resolution 2023/24-13.

Attachment: Resolution 2023/24-13

**BUTTE COUNTY ASSOCIATION OF GOVERNMENTS
RESOLUTION NO 2023/24-13**

**RESOLUTION OF THE BUTTE COUNTY ASSOCIATION OF GOVERNMENTS
AUTHORIZING THE FEDERAL FUNDING UNDER FTA SECTION 5311 (49 U.S.C.
SECTION 5311) WITH CALIFORNIA DEPARTMENT OF TRANSPORTATION FOR
BCAG'S FY 2024/25 5311 APPLICATION**

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 Section 5339 of the Federal Transit Act (FTA C 5100.1); and

WHEREAS, the California Department of Transportation (Department) has been designated by the Governor of the State of California to administer Section 5311 and Section 5339 grants for transportation projects for the general public for the rural transit and intercity bus; and

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

WHEREAS, the Butte County Association of Governments 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 that the Butte County Association of Governments Board of Directors does hereby authorize Andy Newsum, Executive Director and Sara Cain, Transit Manager to file and execute applications on behalf of the Department to aid in the financing of operating assistance projects pursuant to Section 5311 of the Federal Transit Act (**FTA C 9040.1G**) as amended and

That Andy Newsum and Sara Cain are authorized to execute and file all certifications of assurances, contracts or agreements or any other document required by the Department, and are authorized to provide additional information as the Department may require in connection with the application for the Section 5311 project, and are authorized to submit and approve request for reimbursement of funds from the Department for the Section 5311 project.

PASSED AND ADOPTED by the Butte County Association of Governments on the 23rd day of May 2024 by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

APPROVED:

BILL CONNELLY, CHAIR
BUTTE COUNTY ASSOCIATION OF GOVERNMENTS

ATTEST:

ANDY NEWSUM, EXECUTIVE DIRECTOR
BUTTE COUNTY ASSOCIATION OF GOVERNMENTS

BUTTE COUNTY ASSOCIATION
OF GOVERNMENTS



BOARD OF DIRECTORS MEETING
ITEM #9



BCAG Board of Directors

Agenda Item #9 – Consent

Date: May 23, 2024

Subject: Approval of Resolution 2023/24-14 Authorizing the Federal Funding Under FTA Section 5311 (49 U.S.C. Section 5311) with California Department of Transportation for BCAG's FY 2024/25 5311(f) Application

Contact: Sara Cain, Transit Manager

Summary: BCAG is applying for FY 2024/25 Federal Transit Administration (FTA) Section 5311(f) funds for rural operating assistance.

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 \$6.4 million is available statewide for FY 2024/25. 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 application requires a Board Resolution.

Action requested: Approve and Authorize the Chair to Sign Resolution 2023/24-14.

Attachment: Resolution 2023/24-14

**BUTTE COUNTY ASSOCIATION OF GOVERNMENTS
RESOLUTION NO 2023/24-14**

**RESOLUTION OF THE BUTTE COUNTY ASSOCIATION OF GOVERNMENTS
AUTHORIZING THE FEDERAL FUNDING UNDER FTA SECTION 5311 (49 U.S.C.
SECTION 5311) WITH CALIFORNIA DEPARTMENT OF TRANSPORTATION FOR
BCAG'S FY 2024/25 5311(f) APPLICATION**

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 Section 5339 of the Federal Transit Act (FTA C 5100.1); and

WHEREAS, the California Department of Transportation (Department) has been designated by the Governor of the State of California to administer Section 5311 and Section 5339 grants for transportation projects for the general public for the rural transit and intercity bus; and

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

WHEREAS, the Butte County Association of Governments 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 that the Butte County Association of Governments Board of Directors does hereby authorize Andy Newsum, Executive Director and Sara Cain, Transit Manager to file and execute applications on behalf of the Department to aid in the financing of operating assistance projects pursuant to Section 5311 of the Federal Transit Act (**FTA C 9040.1G**) as amended.

That Andy Newsum and Sara Cain are authorized to execute and file all certifications of assurances, contracts or agreements or any other document required by the Department and are authorized to provide additional information as the Department may require in connection with the application for the Section 5311 project and are authorized to submit and approve request for reimbursement of funds from the Department for the Section 5311 project.

PASSED AND ADOPTED by the Butte County Association of Governments on the 23rd day of May 2024 by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

APPROVED:

BILL CONNELLY, CHAIR
BUTTE COUNTY ASSOCIATION OF GOVERNMENTS

ATTEST:

ANDY NEWSUM, EXECUTIVE DIRECTOR
BUTTE COUNTY ASSOCIATION OF GOVERNMENTS

BUTTE COUNTY ASSOCIATION
OF GOVERNMENTS



BOARD OF DIRECTORS MEETING
ITEM #10



BCAG Board of Directors

Agenda Item #10 – Consent

Date: May 23, 2024

Subject: Approval of Butte Regional Transit – FY 2024/25 Service Plan and Budget

Contact: Sara Cain, Transit Manager

Summary: As the owner and operator of Butte Regional Transit (B-Line), BCAG is responsible for preparing the Annual Service Plan and Budget for the operating and capital expenses of Butte Regional Transit. The Final FY 2024/25 B-Line Service Plan and Budget can be found on the website at the following link:

<https://www.blinetransit.com/documents/Service%20Plan%20and%20Budget/2024-25-B-Line-Annual-Service-Plan-FINAL.pdf>

The Transit Manager reviewed a draft of the FY 2024/25 Service Plan and Budget with the Board of Directors at the April 25th meeting. The Final FY 2024/25 Service Plan and Budget have been revised to reflect third quarter ridership trends and finalized federal apportionments.

The Final FY 2024/25 B-Line Budget identifies a total operating budget of \$12,842,517 for both fixed route and paratransit services. The Final Budget is approximately \$1.02 million higher than the prior year, an increase of 8.7%. A summary of the budget is attached.

Action requested: Approve the Butte Regional Transit FY 2024/25 Service Plan and Budget.

Attachment: FY 2024/25 Final B-Line Budget Expenditures and Revenue

Agenda Item #10 – Consent Attachment

FY 2024/25 FINAL B-LINE BUDGET EXPENDITURES AND REVENUE

The Final FY 2024/25 Budget identifies a total operating budget of **\$12,842,517** for both fixed route and paratransit services in the urban and rural areas of Butte County. The Final Budget is \$1,024,416 higher than the prior year, an increase of 8.7%. A detailed summary of operating and capital expenditures and revenues is below.

Operating Budget

The following items are notable changes from the FY 2023/24 Budget:

- Increase of \$177,499 in *Fleet/Facility Insurance* and 8% in *Purchased Transportation* per Transdev contract extension. Upon approval of the Final Budget, BCAG will execute a two-year contract extension with Transdev for July 1, 2024 – June 30, 2026.
- Increase of \$42,070 in *Public Outreach* to distribute marketing materials for introduction of new services, including routing changes, microtransit, and zero-emission vehicles. \$40,000 will be paid through the Caltrans Low Carbon Transit Operations Program (LCTOP).
- Increase of 5.6% in *Software Maintenance* to account for increasing license and product fees.
- Decrease of \$15,727 in *Ops Facility Lease* with the close of Round 1 of the New Market Tax Credits.

The Operating Revenue shows approximately a 10.4% increase in overall fares compared to the previous year's budget. The current year's estimate is derived from the actual fares collected through the third quarter and adjusted to account for increasing demand.

Federal/Other funding shows an increase of 2% over the prior year with final apportionments. The FTA Section 5307 operating grant is awarded to transit recipients during the operating year, thus budgeted federal funding is based on prior year amounts adjusted for any known changes.

TDA support shows an increase of 15% compared to the prior year's budget. Any excess TDA funding over actual operating cost is carried into the following fiscal year. The carryover of TDA funds from FY 2022/23 is estimated to be \$1.8M.

Capital Budget

Five battery electric buses were ordered last year and are scheduled to be delivered in September 2025. Charging equipment is scheduled to be ordered in the fiscal year. Six smaller diesel buses with seating for 24 passengers will be delivered in the fiscal year. Four paratransit vans are also scheduled to be delivered.

As part of B-Line's efforts to streamline service, and improve on-time performance, the agency plans to enhance its mobile ticketing and scheduling platforms. B-Line will continue steps to implement microtransit and non-emergency medical transportation (NEMT) services by purchasing four microtransit vans in the fiscal year. The upgraded scheduling platform will have the capability to accommodate microtransit, NEMT, and paratransit trips.

**FISCAL YEAR 2024/25
OPERATING BUDGET**

	2022/23 APPROVED BUDGET	2022/23 ACTUAL ANNUAL	2023/24 APPROVED BUDGET	2024/25 PROPOSED BUDGET	Difference	% CHANGE
OPERATING EXPENSES						
ADMINISTRATION						
Printing and Signage	\$ 38,000	\$ 23,684	\$ 40,000	\$ 40,000	\$ -	0.0%
Processing Fees/Mobile App	3,600	10,656	7,200	7,200	-	0%
Training and Travel	6,000	823	6,000	6,000	-	0.0%
Public Outreach	50,000	37,990	60,000	102,070	42,070	70.1%
Software Maintenance	264,046	277,678	264,046	278,745	14,699	5.6%
IT Support Staff	-	-	60,000	60,000	-	-
Paratransit ADA Certification	55,000	40,802	45,000	45,000	-	0.0%
Support Services	480,000	539,951	525,000	525,000	-	0.0%
TOTAL ADMINISTRATION	\$ 896,646	\$ 931,584	\$ 1,007,246	\$ 1,064,015	\$ 56,769	5.6%
OPERATIONS AND MAINTENANCE						
Communication	\$ 22,025	\$ 22,503	\$ 22,025	\$ 22,025	\$ -	0.0%
Fleet/Facility Insurance	478,434	389,374	497,760	675,259	177,499	35.7%
Vehicle Maintenance	140,000	42,290	140,000	140,000	-	0.0%
Maintenance Equipment	25,000	23,665	25,000	25,000	-	0.0%
Purchased Transportation	8,007,513	7,959,885	8,290,238	8,949,511	659,273	8.0%
Fuel	1,100,000	1,200,046	1,100,000	1,224,000	124,000	11.3%
Transit Kiosk Security- Chico/Oroville	132,000	130,536	132,000	132,000	-	0.0%
Transit Kiosk Lease- Chico	6,000	5,500	6,000	6,000	-	0.0%
Ops Facility Lease- to BRTC	20,821	20,821	20,821	5,094	(15,727)	-75.5%
Facility Operations/Maintenance	479,350	418,498	460,000	472,460	12,460	2.7%
TOTAL OPS AND MAINTENANCE	\$ 10,411,143	\$ 10,213,118	\$ 10,693,844	\$ 11,651,349	\$ 957,505	9.0%
SUB-TOTAL OPERATING EXPENSES	\$ 11,307,789	\$ 11,144,702	\$ 11,701,090	\$ 12,715,364	\$ 1,014,274	8.7%
APPROPRIATION FOR CONTINGENCIES	\$ 113,078	\$ -	\$ 117,011	\$ 127,153	\$ 10,142	8.7%
TOTAL OPERATING REQUIREMENTS	\$ 11,420,867	\$ 11,144,702	\$ 11,818,101	\$ 12,842,517	\$ 1,024,416	8.7%
OPERATING REVENUES						
Fixed Route Passenger Fares	\$ 780,416	\$ 837,770	\$ 987,520	\$ 1,088,074	\$ 100,554	10%
Paratransit Fares	185,270	178,127	203,515	226,271	22,756	11%
TOTAL OPERATING REVENUE	\$ 965,686	\$ 1,015,897	\$ 1,191,035	\$ 1,314,345	123,310	10.4%
NON-OPERATING REVENUE						
TDA	\$ 6,274,848	\$ 4,898,840	\$ 5,307,959	\$ 6,095,854	787,895	15%
FEDERAL/OTHER	\$ 4,180,333	\$ 5,229,965	\$ 5,319,107	\$ 5,432,317	\$ 113,210	2%
TOTAL REVENUES	\$ 11,420,867	\$ 11,144,702	\$ 11,818,101	\$ 12,842,517	\$ 1,024,416	8.7%

**FISCAL YEAR 2024/25
CAPITAL BUDGET**

	2022/23 APPROVED BUDGET	2022/23 ACTUAL ANNUAL	2023/24 APPROVED BUDGET	2024/25 DRAFT BUDGET
CAPITAL OUTLAY				
Equipment/ Structures	\$ -	\$ 163,635	\$ 50,000	\$ 60,000
Mobile Ticketing				289,450
On Demand platform				375,000
Fixed Route Vehicles/Assets - Zero-Emission	\$ 4,431,026	-	4,760,000	6,390,125
Fixed Route Vehicles - Diesel		-	1,500,000	1,500,000
Paratransit Vehicles	-	-	360,000	360,000
Microtransit Vans				418,862
TOTAL CAPITAL OUTLAY	\$ 4,431,026	\$ 163,635	\$ 6,670,000	\$ 9,393,437
CAPITAL OUTLAY FUNDING SOURCES				
BRT Capital Reserves	\$ 589,257	\$ 115,285	\$ 968,231	\$ 782,147
Restricted TDA - (diesel bus)		-	1,500,000	1,500,000
State of Good Repair (SGR) - Zero-Emission	\$ 1,074,000	-	1,074,000	1,300,000
State of Good Repair (SGR) - Facility		-	-	
FTA 5307 ARP				1,473,099
Low Carbon Transit Operations Program (LCTOP) - Zero-Emission	\$ 1,000,000	-	1,000,000	1,260,000
FTA 5307- On Demand				300,000
FTA 5310 FY 2021		-	360,000	360,000
FTA 5339 Bus and Bus Facilities Grant	\$ 1,767,769	48,350	1,767,769	1,767,769
FTA 5339(a) FY 2020 - Mobile Ticketing				231,560
FTA 5339(a) FY 2021&2022 - Microransit Vans				418,862
TOTAL CAPITAL OUTLAY FUNDING	\$ 4,431,026	\$ 163,635	\$ 6,670,000	\$ 9,393,437

BUTTE COUNTY ASSOCIATION
OF GOVERNMENTS



BOARD OF DIRECTORS MEETING
ITEM #11



BCAG Board of Directors

Agenda Item #11 – Consent

Date: May 23, 2024

Subject: Approval Final 2023/24 Transportation Development Act (TDA) Apportionments

Contact: Julie Quinn, CFO

Summary: The TDA provides two funding sources: State Transit Assistance (STA) and Local Transportation Funds (LTF). Revenues of the STA are derived from the statewide sales tax on diesel fuel. LTF funds are derived from a ¼ cent of general sales tax collected in Butte County. The STA provides funding to operate local transit services and make capital purchases for local mass transportation programs. The LTF funds transportation planning and programming activities, pedestrian and bicycle facilities, public transportation, and bus and rail projects. Under certain criteria, counties with populations under 500,000 may use the LTF for bicycle/pedestrian and streets/roads construction and maintenance.

The State Transit Assistance (STA) apportionment of \$3,000,000 is based on the estimate of \$2,591,244 released from the State Controller in January of 2024, plus additional fund balance of \$408,756. There is no change from the Preliminary Apportionment reviewed with the board in March of 2024.

The LTF apportionment of \$12,500,000 is based on the Butte County Auditor-Controller's estimate of sales tax revenues for the upcoming year and includes any available fund balance or adjustments or changes in the estimate. The FY 24/25 estimate of LTF is \$10,964,548. BCAG has added \$1,535,452 from the estimated fund balance of FY23/24 and is consistent with the Preliminary Apportionment reviewed with the board in March of 2024.

BCAG and the Butte County Auditor-Controller receive allocations off the top per the TDA regulations. The Auditor-Controller allocation is \$25,000. The BCAG allocation is \$650,000.

Butte Regional Transit allocation of \$5,345,854 includes \$4,295,854 for operations and \$1,050,000 for capital that is reserved for future capital needs including bus purchases. Operating funds are stated in the Board approved B-Line Budget and Service Plan and include adjustments for prior year carryover. Capital reserves are determined from the bus replacement schedule. Apportionments totaling \$9,479,144 to the cities, town and county increased less than 1%.

Agenda Item #11 – Consent

Final apportionments are based on January 1, 2024 population estimates from the State Department of Finance, released May 1, 2024. Preliminary Apportionments were based on January 1, 2023 population estimates. The below table indicates a shift from the unincorporated areas of Butte County to urbanized areas, with the City of Chico showing the largest relative population gain from prior year estimates. This shift in population effects the apportionment of TDA in the Final Findings of Apportionment as follows:

Area	Relative Population %		
	2023	Change	2024
Unincorporated	29.24%	-0.72%	28.52%
Biggs	0.97%	-0.07%	0.90%
Chico	52.24%	0.98%	53.22%
Gridley	3.67%	-0.30%	3.37%
Oroville	9.44%	-0.64%	8.80%
Paradise	4.45%	0.74%	5.19%
	100.00%	0.00%	100.00%

Population figures from the Department of Finance are included in the attachment and can be found on the BCAG website at the following link: <http://www.bcag.org/Planning/Socio-Economic-Data/Population-Estimates---2023/index.html>

Action requested: Staff requests the Board approve the FY 24/25 TDA Findings of Apportionment.

Attachment: FY 24/25 Findings of Apportionment for the LTF and STA

Agenda Item #11 - Consent

Attachment

**STATE TRANSIT ASSISTANCE FUND (STA)
and
LOCAL TRANSPORTATION FUND (LTF)
Fiscal Year 2024/25
Findings of Apportionment**

For Approval
5/23/2024

STA - Total Funds = \$ 3,000,000

Jurisdiction	PUC 99313	PUC 99314	2024/25 Allocation	Change in TDA 23-24 Finding
BRT CAPITAL	\$ 550,000	-	\$ 550,000	(200,000)
BRT OPERATIONS	\$ 2,228,635	130,931	\$ 2,359,566	200,000
GRIDLEY FLYER	\$ 88,617	1,817	\$ 90,434	-
TOTAL	2,867,252	132,748	\$ 3,000,000	\$ -

STA Source: Estimate of State Controller's Office January 2024; plus \$408,756 Fund Balance used

LTF - Total Funds = \$ 12,500,000

Jurisdiction	Population	Pop %	2024/25 Allocation	Change in TDA 23-24 Finding
BCAG/Admin	N/A	N/A	\$ 650,000	-
BC AUDITOR/Admin	N/A	N/A	\$ 25,000	-
BRT CAPITAL	N/A	N/A	\$ 500,000	-
BRT OPERATIONS	N/A	N/A	\$ 1,936,288	54,903
BUTTE CO	58,731	28.52%	\$ 2,677,676	(55,204)
BIGGS	1,853	0.90%	\$ 84,482	(5,994)
CHICO	109,589	53.22%	\$ 4,996,403	113,691
GRIDLEY	6,935	3.37%	\$ 316,182	(26,991)
OROVILLE	18,129	8.80%	\$ 826,541	(55,897)
PARADISE	10,691	5.19%	\$ 487,426	71,781
TOTAL	205,928	100.00%	\$12,499,998	\$ 96,289

LTF Source: Butte County Auditor's Office estimate of \$10,964,548 for FY 24/25 plus \$1,535,452 Fund Balance

Population Source: Department of Finance Report E-1 for Jan 1, 2024

Total FY 24-25 Agency Apportionments for STA and LTF				Change in TDA 23-24 Finding
AGENCY	STA	LTF	TOTAL	
BCAG		\$ 650,000	\$ 650,000	\$ -
AUDITOR		\$ 25,000	\$ 25,000	\$ -
BUTTE REGIONAL TRANSIT	\$ 2,909,566	\$ 2,436,288	\$ 5,345,854	\$ 54,903
BUTTE CO		\$ 2,677,676	\$ 2,677,676	\$ (55,204)
BIGGS		\$ 84,482	\$ 84,482	\$ (5,994)
CHICO		\$ 4,996,403	\$ 4,996,403	\$ 113,691
GRIDLEY	\$ 90,434	\$ 316,182	\$ 406,616	\$ (26,991)
OROVILLE		\$ 826,541	\$ 826,541	\$ (55,897)
PARADISE		\$ 487,426	\$ 487,426	\$ 71,781
TOTAL	\$ 3,000,000	\$ 12,499,998	\$ 15,499,998	\$ 96,289

Summary of Changes in Funding and Distribution

		FY 23/24 Final Finding	FY 24/25 Final Finding	Change in TDA	% Increase
Change in Funding:	STA	\$ 3,000,000	3,000,000	\$ -	0%
	LTF	\$ 12,403,709	12,499,998	96,289	1%
				\$ 96,289	
Change in Distribution:	BCAG	\$ 650,000	650,000	\$ -	
	BC Auditor	\$ 25,000	25,000	\$ -	0%
	BRT	5,290,951	5,345,854	\$ 54,903	1%
	Jurisdictions	9,437,758	9,479,144	\$ 41,386	0%
				\$ 96,289	

BUTTE COUNTY ASSOCIATION
OF GOVERNMENTS



BOARD OF DIRECTORS MEETING
ITEM #12



BCAG Board of Directors

Agenda Item #12 – Consent

Date: May 23, 2024

Subject: Approval of Resolution No. 2023/24-15 Final 2023/24 Transportation Development Act (TDA) Claims

Contact: Julie Quinn, Chief Fiscal Officer

Summary: The Transportation Development Act (TDA) requires that the BCAG Board of Directors approve by resolution all claims filed by the cities, town, county, BRT and BCAG for the allocation of TDA funds. The 2023/24 TDA claims reflect the 2023/24 apportionments as approved in May of 2023. Final claims are adjusted for the June 30, 2023 TDA audit results as well as any adjustments to budgeted use of funds. The jurisdictions must file an expenditure plan to claim those funds and identify their planned expenditures in accordance with TDA regulations.

State Transit Assistance (STA) provides funding solely for public transportation services while Local Transportation Fund (LTF) allocation priorities are as follows:

1. TDA Administration
2. Planning and Programming
3. Pedestrian and Bicycle projects
4. Transit and Rail services
5. Other transportation purposes including additional transit, bicycle and streets and roads. These claims may only be apportioned when all other uses of the funds have been exhausted.

Each of the attached Expenditure Plans identifies the code under which funds are claimed. The related resolution identifies LTF and STA allocations by jurisdiction and allows for flexibility should minor adjustments be necessary. Staff has reviewed the attached claims and found them to be in accordance with the TDA guidelines and within the apportionments approved by this Board.

Action requested: Staff requests the Board adopt Resolution 2023/24-15 to approve the Final TDA Claims for fiscal year 2023/24.

Attachment(s): Resolution 2023/24-15, FY 23/24 Final TDA Claims



**BUTTE COUNTY ASSOCIATION OF GOVERNMENTS
RESOLUTION NO 2023/24-15**

**RESOLUTION OF THE FINAL ALLOCATION OF TRANSPORTATION
DEVELOPMENT ACT (TDA) FUNDS TO THE BUTTE COUNTY JURISDICTIONS
FOR FISCAL YEAR 2023/24**

WHEREAS, the Butte County Association of Governments has been designated by the Secretary of the State of California, Business and Transportation Agency, as the Regional Transportation Planning Agency (RTPA) for Butte County, pursuant to the provisions of the Transportation Development Act of 1971, as amended; and

WHEREAS, it is the responsibility of the Butte County Association of Governments, under the provision of the Transportation Development Act, to review transportation claims and make allocations of funds from the Local Transportation Fund and the State Transit Assistance fund based on the claims; and

WHEREAS, the Auditor of Butte County is required to pay monies in the fund to the claimants pursuant to allocation instructions received from the Butte County Association of Governments; and

WHEREAS, the Butte County Association of Governments has reviewed the claims for Transportation Development Act funds and has made the following findings and allocations:

1. The claimants proposed expenditures are in conformity with the Regional Transportation Plan.
2. The level of passenger fares and charges is sufficient to enable the operator or transit service claimant to meet the fare revenue requirements of Public Utilities Code Sections 99268.2, 99268.3, 99268.5, and 99268.9, as they may be applicable to the claimant and as amended for Covid-19 regulatory changes.
3. The claimant is making full use of federal funds available under the Federal Transit Act, as amended.
4. The claimant has prepared and submitted the Local Transportation Fund (LTF) and State Transit Assistance (STA) Fund Annual Project and Expenditure Plan.
5. The sum of the claimant's allocation from the State Transit Assistance Fund and the Local Transportation Fund does not exceed the amount the claimant is eligible to receive during the fiscal year.
6. Priority consideration has been given to claims to offset reductions in federal operating assistance and the unanticipated increase in the cost of fuel, to enhance existing public transportation services, and to meet high priority regional, countywide, or area wide public transportation needs.

7. The regional entity may allocate funds to an operator for the purposes specified in Section 6730 of the California Code of Regulations only if, in the resolution allocating the funds, it also finds the following:
- a) The operator has made a reasonable effort to implement the productivity improvements recommended pursuant to Public Utilities Code Section 99244. This finding shall make specific reference to the improvements recommended and to the efforts made by the operator to implement them.
 - b) For an allocation made to an operator for its operating costs, that the operator is not precluded by any contract entered into on or after June 28, 1979, from employment of part time drivers or from contracting with common carriers of persons operating under a franchise or license.
 - c) A certification by the Department of the California Highway Patrol verifying that the operator is in compliance with Section 1808.1 of the Vehicle Code, as required in Public Utilities Code Section 99251. The certification shall have been completed within the last 13 months, prior to filing claims.
 - d) The operator is in compliance with the eligibility requirements of Public Utilities Code Section 99314.6 *and as amended for Covid-19 regulatory changes*.

ALLOCATION to BUTTE COUNTY Jurisdictions for FY 23/24 is as follows:

	22/23	23/24	23/24	23/24
LTF Claimant	Beg Balance	Appropriation	Claimed	End Balance
BCAG	\$ -	\$ 650,000	\$ 650,000	\$ -
County Auditor	-	25,000	25,000	-
BRT - Operations	-	1,881,385	1,881,385	-
Butte County	-	2,732,880	2,732,880	-
City of Biggs	-	90,476	-	90,476
City of Chico	-	4,882,712	4,392,410	490,302
City of Gridley	-	343,173	-	343,173
City of Oroville	-	882,438	882,438	-
Town of Paradise	547,623	415,645	555,313	407,955
BRT- Capital	-	500,000	500,000	-
LTF Totals	\$ 547,623	\$ 12,403,709	\$ 11,619,426	\$ 1,331,906
STA Claimant	Beg Balance	Appropriation	Claimed	End Balance
BRT - Fixed Route	\$ -	\$ 2,159,566	\$ 2,159,566	\$ -
BRT- Capital	-	750,000	750,000	-
City of Gridley- Flyer	-	90,434	-	90,434
STA Totals	\$ -	\$ 3,000,000	\$ 2,909,566	\$ 90,434

NOW, THEREFORE, BE IT RESOLVED THAT, all allocations have been prepared in accordance with the above findings and are hereby approved and that the Executive Director is authorized to sign said allocations and to issue the instructions to the County Auditor to pay claimants in accordance with the above allocations as funds become available.

BE IT FURTHER RESOLVED THAT, the Butte County Association of Governments authorizes its staff to make any minor technical adjustments that may be necessary to ensure the claimants and BCAG are in compliance of the Transportation Development Act.

PASSED AND ADOPTED by the Butte County Association of Governments on the 23rd day of May 2024 by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

APPROVED:

BILL CONNELLY, CHAIR
BUTTE COUNTY ASSOCIATION OF GOVERNMENTS

ATTEST:

ANDY NEWSUM, EXECUTIVE DIRECTOR

BUTTE COUNTY ASSOCIATION OF GOVERNMENTS
LOCAL TRANSPORTATION FUND (LTF)
ANNUAL PROJECT AND EXPENDITURE PLAN

Claimant: BCAG

Fiscal Year 2023/2024

TDA FUNDING HELD BY BCAG

FY 22/23 APPORTIONMENTS	
Prior Year Appt Balance	-
22/23 LTF Apportionment	650,000
Total Available to Claim	650,000
Amount claimed	(650,000)
Unclaimed TDA	-

 Preliminary
 X Final

Submitted Aug 2022
Submitted May 2024

TDA STATUTE DESCRIPTION & LOCAL AGENCY PROJECT TITLE	FUND BALANCE USED		CLAIMED FUNDS		OTHER FUNDING SOURCES		TOTAL PROJECT
	TDA - LTF		TDA - LTF		OTHER FUNDS	SOURCE	
	LTF \$ amount	PUC Section	LTF \$ amount	PUC Section			
TDA Administration	-		75,901	Article 3, 99233.1			75,901
Planning & Programming			574,099	Article 3, 99233.2			574,099
ALLOCATED FUNDS	-		650,000		-	-	650,000

BCAG: Ivan Garcia or Julie Quinn

BUTTE COUNTY ASSOCIATION OF GOVERNMENTS

LOCAL TRANSPORTATION FUND (LTF)
ANNUAL PROJECT AND EXPENDITURE PLAN

Claimant: Butte County Auditor

Fiscal Year 2023/2024

TDA FUNDING HELD BY BCAG:

FY 23/24 APPORTIONMENTS	
Prior Year Appt Balance	-
Current LTF Apportionment	25,000
Total Available to Claim	25,000
Amount claimed	(25,000)
Unclaimed TDA	-

Preliminary
 Final

Submitted Aug 2023
 Submitted May 2024

TDA CLAIMED FOR ARTICLE 3 ONLY							TOTAL PROJECT
TDA STATUTE DESCRIPTION & LOCAL AGENCY PROJECT TITLE	FUND BALANCE USED		CLAIMED FUNDS		OTHER FUNDING SOURCES		
	TDA - LTF		TDA - LTF		OTHER FUNDS	SOURCE	
	LTF \$ amount	PUC Section	LTF \$ amount	PUC Section			
TDA Administration	-		25,000	Article 3, 99233.1			25,000
ALLOCATED FUNDS	-		25,000		-	-	25,000

BUTTE COUNTY ASSOCIATION OF GOVERNMENTS
LOCAL TRANSPORTATION FUND (LTF) and STATE TRANSIT ASSISTANCE (STA)
ANNUAL PROJECT AND EXPENDITURE PLAN

Claimant: Butte Regional Transit

Fiscal Year 2023/2024

TDA FUNDING HELD BY BCAG:

FY 22/23 APPORTIONMENTS	
Prior Year Appt Balance	-
Current LTF Apportionment	2,381,385
Current STA Apportionment	2,909,566
Total Current Apportionment	5,290,951
Amount claimed	(5,290,951)
Unclaimed TDA	-

Preliminary
 Final

Submitted Aug 2023
 Submitted May 2024

TDA STATUTE DESCRIPTION & LOCAL AGENCY PROJECT TITLE	FUND BALANCE USED		CLAIMED FUNDS		CLAIMED FUNDS		TOTAL PROJECT
	TDA - LTF Carryover		TDA - LTF		TDA - STA		
	LTF \$ amount	PUC Section	LTF \$ amount	PUC Section	LTF \$ amount	CCR Section	
	Public Transit/ B-line Fixed Route	600,000	Article 4, 99260(a)	1,269,748	Article 4, 99260(a)	2,159,566	
Public Transit/ B-line Paratransit	667,008	Article 4, 99260(a)	611,637	Article 4, 99260(a)	-		1,278,645
Transit Planning& Capital/ B-line Capital Reserve			500,000	Article 4, 99262			500,000
Transit Planning& Capital/ B-line STA Reserve			-		750,000	Art 4, Sec 6730 (b)	750,000
			-				-
ALLOCATED FUNDS	1,267,008		2,381,385		2,909,566	-	6,557,959

Local Contact: Sara Cain/ Andy Newsum

BCAG: Ivan Garcia or Julie Quinn 809-4616

TDA FUNDING HELD BY BRT:

	Carryover (a)	23/24 Revenue (b)	23/24 Expense (c)	Estimated End Fund Balance (a+b-c)
TDA held by BRT:				
Transit- LTF	1,267,008	2,381,385	3,648,393	-
Transit- STA	-	2,909,566	2,909,566	-
Total TDA Funds	1,267,008	5,290,951	6,557,959	-

BUTTE COUNTY ASSOCIATION OF GOVERNMENTS

**LOCAL TRANSPORTATION FUND (LTF)
ANNUAL PROJECT AND EXPENDITURE PLAN**

Claimant: County of Butte- Public Works

Fiscal Year 2023/24

TDA FUNDING HELD BY BCAG:

FY 23/24 APPORTIONMENTS		
Prior Year Appt Balance	-	Beginning Due to City/ Due from BCAG
23/24 LTF Apportionment	2,732,880	Current year TDA Revenue
Total Available to Claim	2,732,880	
Amount claimed	(2,732,880)	Show the use in Claimed Funds
Unclaimed TDA	-	Ending Due to City/ Due from BCAG

_____	Preliminary	Submitted
<u> X </u>	Final	Submitted May 2024

TDA CLAIMED FOR ARTICLE 8 ONLY							TOTAL PROJECT
TDA STATUTE DESCRIPTION & LOCAL AGENCY PROJECT TITLE	FUND BALANCE USED		CLAIMED FUNDS		OTHER FUNDING SOURCES		
	TDA - LTF		TDA - LTF		OTHER FUNDS	SOURCE	
	LTF \$ amount	PUC Section	LTF \$ amount	PUC Section			
Transit- Public or Special Assistance / Transit Service (Gridley flyer)	-	Article 8, 99400 (c)	3,800	Article 8, 99400 (c)			3,800
Passenger Rail Operations & Capital / Rail Service (Amtrack)		Article 8, 99400 (b)	1,680	Article 8, 99400 (b)			1,680
Transportation Planning & Admin/ Streets & Roads Planning		Article 8, 99402	174	Article 8, 99402			174
Transportation Planning & Admin/ Bike & Ped Planning		Article 8, 99402	-	Article 8, 99402			
Streets & Road Maintenance - Pavement Improvements	20,192	Article 8, 99400 (a)	2,272,189	Article 8, 99400 (a)	-	-	2,292,381
Capital Projects for Streets & Road/ provide capital listing		Article 8, 99400 (a)	455,037	Article 8, 99400 (a)			455,037
Capital Projects for Bike & Ped/ provide capital listing		Article 8, 99400 (a)	-	Article 8, 99400 (a)			
ALLOCATED FUNDS	20,192		2,732,880		-	-	2,753,072

Local Contact: Amanda Partain, Public Works Rep

BCAG: Ivan Garcia or Julie Quinn

TDA FUNDING HELD BY CITY:

TDA Fund:	Audited Beg Fund Balance (a)	23/24 Revenue (b)	23/24 Expense (c)	Estimated End Fund Balance (a+b-c)
Transit/ Rail LTF	-	5,480	5,480	-
Transportation LTF	20,192	2,727,400	2,747,592	-
Unclaimed current TDA apportionment	-	-	-	-
Total TDA	20,192	2,732,880	2,753,072	-
Expense covered with Local funding	-	-	-	-
Total City Transportation Fund	20,192	2,732,880	2,753,072	-

BUTTE COUNTY ASSOCIATION OF GOVERNMENTS
LOCAL TRANSPORTATION FUND (LTF)
ANNUAL EXPENDITURE PLAN

Claimant: City of Chico

Fiscal Year 2023/2024

A TDA FUNDING HELD BY BCAG:

 Preliminary
 Final

Submitted August 2023
Submitted May 2024

FY 23/24 APPORTIONMENTS		
Prior Year Appt Balance	-	Beginning Due to City/ Due from BCAG
Current Apportionment	4,882,712	Current year TDA Revenue
Total Available to Claim	4,882,712	
Amount claimed	(4,392,410)	Show the use in claimed funds
Unclaimed TDA	490,302	Ending Due to City/ Due from BCAG

TDA STATUTE DESCRIPTION & LOCAL AGENCY PROJECT TITLE	FUND BALANCE USED		CLAIMED FUNDS		OTHER FUNDING SOURCES		TOTAL PROJECT
	TDA - LTF		TDA - LTF		OTHER FUNDS	SOURCE	
	LTF \$ amount	PUC Section	LTF \$ amount	PUC Section			
Transit- Public or Special Assistance / Transit Service (212-653)	\$ 47,729.00	Article 8, 99400 (c)	\$ 1,450	Article 8, 99400 (c)	\$ 7,000.00	BCAG Transit Ctr Lease payment	\$ 56,179
Transit Planning & Administration / Transit allocated costs (212-995)	\$ 32,957.00	Article 8, 99400 (d)	\$ -	Article 8, 99400 (d)			\$ 32,957
Transit Capital / Transit Center Maint & Utilities	\$ -	Article 8, 99400 (e)	\$ -	Article 8, 99400 (e)			\$ -
Passenger Rail Operations & Capital / Rail Service (212-659)	\$ 40,350.00	Article 8, 99400 (b)	\$ 157,116	Article 8, 99400 (b)	\$ 1,200.00	Amtrak lease payment	\$ 198,666
Transportation Planning & Admin/ Streets & Roads Planning (212-655)		Article 8, 99402	\$ 372,958	Article 8, 99402			\$ 372,958
Transportation Planning & Admin/ Bike & Ped Planning (212-654)	\$ 206,541.00	Article 8, 99402	\$ 44,698	Article 8, 99402			\$ 251,239
Streets & Road Maintenance - Pavement Improvements (307-650)	\$ -	Article 8, 99400 (a)	\$ 100,000	Article 8, 99400 (a)			\$ 100,000
Capital Projects for Streets & Road/ provide capital listing	\$ 4,446,338.00	Article 8, 99400 (a)	\$ 1,853,382	Article 8, 99400 (a)			\$ 6,299,720
Capital Projects for Bike & Ped/ provide capital listing	\$ 2,174,723.00	Article 8, 99400 (a)	\$ 1,862,806	Article 8, 99400 (a)			\$ 4,037,529
ALLOCATED FUNDS	\$ 6,948,638.00		\$ 4,392,410		\$ 8,200.00		\$ 11,349,248

Local Contact: Brendan Ottoboni, PW-Eng Director; Amanda McGarr, Finance; Robyn Ryan, MA -PW-Eng

BCAG: Ivan Garcia or Julie Quinn

C TDA FUNDING HELD BY CITY:

TDA Fund:	Beginning Fund Balance (a)	23/24 Revenue (b)	23/24 Expense (c)	Estimated End Fund Balance (a+b-c)
Transit/ Rail LTF	121,036	158,566	279,602	-
Transportation LTF	6,827,602	4,233,844	11,061,446	-
Unclaimed current TDA apportionment	-	490,302	-	490,302
Total TDA	6,948,638	4,882,712	11,341,048	490,302
Expense covered with Other Revenue		8,200	8,200	-
Total City Transportation Fund	6,948,638	4,890,912	11,349,248	490,302

BUTTE COUNTY ASSOCIATION OF GOVERNMENTS
LOCAL TRANSPORTATION FUND (LTF)
ANNUAL EXPENDITURE PLAN

Claimant: City of Oroville

Fiscal Year 2023/2024

TDA FUNDING HELD BY BCAG:

FY 23/24 APPORTIONMENTS		
Prior Year Appt Balance		Beginning Due to City/ Due from BCAG
Current Apportionment	882,438	Current year TDA Revenue
Total Available to Claim	882,438	
Amount claimed	(882,438)	Show the use of in Claimed Funds
Unclaimed TDA	-	Ending Due to City/ Due from BCAG

____ Preliminary
 X Final

Submitted Aug 2023
 Submitted May 2024

TDA CLAIMED FOR ARTICLE 8 ONLY							
TDA STATUTE DESCRIPTION & LOCAL AGENCY PROJECT TITLE	FUND BALANCE USED		CLAIMED FUNDS		OTHER FUNDING SOURCES		TOTAL PROJECT
	TDA - LTF		TDA - LTF		OTHER FUNDS	SOURCE	
	LTF \$ amount	PUC Section	LTF \$ amount	PUC Section			
Transit- Public or Special Assistance / Transit Service		Article 8, 99400 (c)	-	Article 8, 99400 (c)			
Transit Planning & Administration / Transit allocated costs	-	Article 8, 99400 (d)	-	Article 8, 99400 (d)			
Transit Capital / Transit Center Maint & Utilities	-	Article 8, 99400 (e)	-	Article 8, 99400 (e)			
Passenger Rail Operations & Capital / Rail Service	-	Article 8, 99400 (b)	-	Article 8, 99400 (b)			
Transportation Planning & Admin/ Streets & Roads Planning		Article 8, 99402	-	Article 8, 99402			
Transportation Planning & Admin/ Bike & Ped Planning		Article 8, 99402	-	Article 8, 99402			
Streets & Road Maintenance - Pavement Improvements		Article 8, 99400 (a)	-	Article 8, 99400 (a)			
Capital Projects for Streets & Road/ provide capital listing	543,682	Article 8, 99400 (a)	432,438	Article 8, 99400 (a)			976,120
Capital Projects for Bike & Ped/ provide capital listing	21,472	Article 8, 99400 (a)	450,000	Article 8, 99400 (a)			471,472
ALLOCATED FUNDS	565,154		882,438		-	-	1,447,592

Local Contact: Fred Mayo, Brian Ring, Ruth Duncan

BCAG: Ivan Garcia or Julie Quinn

TDA FUNDING HELD BY CITY:

TDA Fund:	6/30/2023	23/24	23/24	Estimated End
	Fund Balance	Revenue	Expense	Fund Balance
	(a)	(b)	(c)	(a+b-c)
Bike & Ped LTF	21,472	450,000	471,472	-
Transportation LTF	543,682	432,438	976,120	-
Unclaimed current TDA apportionment	-	-	-	-
Total TDA	565,154	882,438	1,447,592	-
Expense covered with Other Revenue	-	-	-	-
Total City Transportation Fund	565,154	882,438	1,447,592	-

BUTTE COUNTY ASSOCIATION OF GOVERNMENTS

LOCAL TRANSPORTATION FUND (LTF) ANNUAL PROJECT AND EXPENDITURE PLAN

Claimant: Town of Paradise

Fiscal Year 2023/2024

TDA FUNDING HELD BY BCAG:

FY 23/24 APPORTIONMENTS		
Prior Year Appt Balance	547,623	Beginning Due to City/ Due from BCAG
23/24 LTF Apportionment	415,645	Current year TDA Revenue
Total Available to Claim	963,268	
Amount claimed	(555,313)	Show the use in Claimed Funds
Unclaimed TDA	407,955	Ending Due to Town/ Due from BCAG

Preliminary
 Final

Submitted Aug 2023
 Submitted May 2024

TDA STATUTE DESCRIPTION & LOCAL AGENCY PROJECT TITLE	FUND BALANCE USED		CLAIMED FUNDS		OTHER FUNDING SOURCES		TOTAL PROJECT
	TDA - LTF		TDA - LTF		OTHER FUNDS	SOURCE	
	LTF \$ amount	PUC Section	LTF \$ amount	PUC Section			
Transit- Public or Special Assistance / Transit Service	-	Article 8, 99400 (c)		Article 8, 99400 (c)			
Passenger Rail Operations & Capital / Rail Service		Article 8, 99400 (b)		Article 8, 99400 (b)			
Transportation Planning & Admin/ Streets & Roads Planning		Article 8, 99402	-	Article 8, 99402			
Transportation Planning & Admin/ Bike & Ped Planning		Article 8, 99402	-	Article 8, 99402			
Streets & Road Maintenance - Pavement Improvements	(198,116)	Article 8, 99400 (a)	537,371	Article 8, 99400 (a)			339,255
Capital Projects for Streets & Road/ provide capital listing		Article 8, 99400 (a)		Article 8, 99400 (a)			-
Capital Projects for Bike & Ped/ provide capital listing		Article 8, 99400 (a)	17,942	Article 8, 99400 (a)			17,942
ALLOCATED FUNDS	(198,116)		555,313		-	-	357,197

Local Contact: Colin Nelson (PW), Tara Dutter (FIN)

BCAG: Ivan Garcia or Julie Quinn

TDA FUNDING HELD BY CITY:

TDA Fund:	Audited Beg Fund Balance (a)	23/24 Revenue (b)	23/24 Expense (c)	Estimated End Fund Balance (a+b-c)
Transit/ Rail LTF	-	-	-	-
Transportation LTF	(198,116)	415,645	217,529	-
Unclaimed current TDA apportionment	547,623	-	139,668	407,955
Total TDA	349,507	415,645	357,197	407,955
Expense covered with Other Revenue	-	-	-	-
Total City Transportation Fund	349,507	415,645	357,197	407,955

BUTTE COUNTY ASSOCIATION
OF GOVERNMENTS



BOARD OF DIRECTORS MEETING
ITEM #13



BCAG Board of Directors

Agenda Item #13–Action

Date: May 23, 2024

Subject: Approval of North Valley Passenger Rail Strategic Plan

Contact: Chris Devine, Planning Director

Summary: The final North Valley Passenger Rail Strategic Plan (Strategic Plan) document has been completed and is available on the project website at www.northvalleyrail.org. BCAG staff provided an overview presentation at the April 2024 BCAG Board meeting highlighting the main components of the Strategic Plan. Following this, additional public comments were received. A staff report is attached that includes comments received at the April meeting, and responses to those comments.

Key findings in the Strategic Plan include the fact that service is possible to Chico on the Union Pacific Railroad Valley Subdivision. An initial starter service of four round trips per day is achievable in the mid-term (within 10 years), with potential to expand to hourly service by the year 2050. Approximate travel time between Chico and Sacramento was identified as 90-minutes, with fare costs ranging between \$25 and \$35.

Total project costs could be up to \$530 million (year of expenditure dollars), which includes development of the environmental document, design and engineering work, right-of-way acquisition, and construction costs associated with the required stations and track improvements. The cost estimate will be refined going forward as coordination with Union Pacific Railroad and San Joaquin Joint Powers Authority advances. Funding is expected to come from state and federal funding programs; for reference, the Valley Rail program has received a total of \$1.6 billion in state funding to date.

By approving the final Strategic Plan, the Board confirms that the planning process is complete and BCAG staff can move forward with submitting the grant close out forms to Caltrans. As additional components of the North Valley Rail project come forward in the future, including development of the environmental document and preliminary engineering, BCAG staff will bring these to the Board for review and approval prior to initiating such work.

Action requested: Approve the final North Valley Passenger Rail Strategic Plan

Attachment: Staff report.

Agenda Item #13 – Action Attachment

Staff Report

Below is a summary of comments received at the April 2024 BCAG Board meeting and responses to those comments.

- Instead of the two station options currently being analyzed in Chico, suggest locating a new station at Chico airport that can provide a transportation hub with public transit connections and air travel connections to Los Angeles as well as opportunities for high density development, and true rail line terminus.
 - Response: *Comment noted. This concept would require extensive coordination with the City of Chico, which has recently initiated construction of a major bike and pedestrian infrastructure project along the Esplanade corridor. As there is no existing freight rail or other corridor that could be easily re-purposed for a mainline rail connection between the UP Valley Subdivision and the Esplanade Corridor, implementation of this concept would likely require substantial property acquisition and new construction. It would also not allow for extension of passenger rail service to communities north of Chico, would not be a project that is achievable in the mid-term.*

- Communities within the project corridor should come together to provide funding for the project to accelerate project delivery. They can also help by providing complementary land use patterns and public transit service at the station locations making North Valley Rail more likely to receive funding. There is no overarching body that allows for coordination between Butte, Yuba and Sutter Counties to facilitate this coordination. The coordination could include seeking “pro-housing” designations for each city in the corridor.
 - Response: *A Project Development Team (PDT) was assembled to provide input into development of the Strategic Plan and will continue to be engaged as the project moves forward through the project development phases. The PDT includes representatives from city and county governments throughout the study corridor, as well as representatives from transit agencies, the Sacramento Area Council of Governments, Chico State University, etc. Similar coordination is expected going forward as BCAG and SJJPA/SJRRC seek funding for the project development phases.*

- If there are problems with Union Pacific track, consider using Sacramento Northern right-of-way.
 - Response: *Comment noted. The project alignment follows existing active Union Pacific corridors and offers a straighter route between the major population centers of the North Valley. In comparison, the former Sacramento Northern (SN) route is less direct and has not been in use as an active railroad corridor for many decades now, and some portions of the route have been built over or repurposed for other uses. While it may be possible to reuse portions of the former SN route, Union Pacific has been working cooperatively with the project team, and we do not foresee a need to consider an alternative alignment at this time.*

- The need is immediate for additional passenger rail service in the north valley – Coast Starlight trains are frequently sold out resulting in the north state being denied transportation.

- Response: *Comment noted. BCAG is pursuing a mid-term project with North Valley Rail and is committed to working with SJJPA/SJRRRC to implement the project within this timeframe. Coast Starlight train operation is outside the scope of the Strategic Plan study.*
- There is a need for interstate trains from Sacramento to Eugene, Oregon.
 - Response: *Comment noted. Expansion of train service to Eugene Oregon is outside the scope of the Strategic Plan study.*
- The planned train fare is more expensive than Yuba Sutter buses to Sacramento.
 - Response: *The fares presented in the Strategic Plan are sample one-way adult fares presented for illustrative purposes only, and have not been approved. It is expected that the service will offer discounted fares (e.g., multiple-ride passes), similar to the existing ACE and San Joaquins services. Regular commuters between Marysville and Sacramento would be able to take advantage of these discounted fare products in lieu of paying the standard one-way fares.*

As the currently proposed rail service is not intended as a replacement of Yuba–Sutter Transit’s commuter bus service into Sacramento, some level of differentiation in fare price points is reasonable to avoid direct competition between rail and commuter bus service in the corridor. The sample rail fare of \$9.75 between Marysville and Sacramento actually compares very favorably against the equivalent fares for both Greyhound and FlixBus (\$17.99 for advance booking and \$19.99 for day-of booking) and the Coast Starlight (\$18.00–\$35.00).

- There is no stop planned for the City of Live Oak and no feeder bus connections. There are thousands more in population in Live Oak than Gridley or Plumas Lake.
 - Response: *Comment noted. Added language in Section 3.7.2 of Strategic Plan to clarify possible bus connections to the City of Live Oak via Yuba-Sutter Transit. Gridley was identified as a proposed station due to both the local population within the immediate catchment area and the proximity to Oroville. According to the U.S. Census Bureau data from the 2020 Census, Live Oak currently has a population of 9,110, which is only slightly larger than the populations of Gridley and Plumas Lake cited in the Strategic Plan (7,421 and 8,126, respectively). Plumas Lake’s population of 8,126 reflects a total of 2,305 households and 2,477 housing units. The Plumas Lake Specific Plan ultimately calls for 11,750 dwelling units at full buildout, which would be the equivalent of over 38,500 total residents based on the ratio calculated from the existing population and unit count.*
- Why not use the historic Marysville train station? There is a need for indoor waiting rooms and toilets.
 - Response: *Union Pacific Railroad no longer allows passenger train stations on track curves. The historic Marysville train station is located on a curve, and as such was not considered a feasible location. This was confirmed in meetings with Union Pacific Railroad staff. All North Valley Rail stations will use the same or similar station designs currently being implemented in the Valley Rail project.*
- Shasta County has no plans to connect to BCAG trains.
 - Response: *BCAG staff have been coordinating with Shasta Regional Transportation Agency (SRTA) who recently received grant funding to study extending passenger rail services north from Chico to Redding. Also, SRTA and the Redding Area Bus Authority (RABA) recently reached agreement with SJJPA to operate buses between Redding and Chico. When the North Valley Rail*

project begins implementation, these programs will be coordinated to ensure timed connections.

- BCAG must plan for connections north to Red Bluff, Redding and Yreka.
 - *Response: BCAG staff is coordinating with SRTA and Caltrans on planned future passenger rail extension to Red Bluff and Redding. These efforts are in their beginning stage. The State Rail Plan envisions hourly service in this corridor by the year 2050.*
- Track conditions between Chico and Sacramento are bad; there is a need for total reconstruction of roadbeds and tracks. A price per mile estimate of \$550,000 was provided for total reconstruction.
 - *Response: Comment noted. Review of track condition with UP will take place in future phases of the project. If track rehabilitation is required to operate at the current freight and passenger speeds (70 miles per hour and 79 miles per hour, respectively), the Project would coordinate with UP for those improvements.*
- Hydrogen is expensive; recommends zero emission catenary – overhead power lines – be constructed.
 - *Response: Comment noted. SJJPA and SJRRC will be the operators of the passenger rail service to Chico and will adhere to state requirements regarding zero-emissions trains. Caltrans has indicated that it intends to pursue hydrogen at this time in order to meet the target deadline of 2035 for converting its entire intercity rail fleet to zero-emissions technology. While route electrification is clearly superior in terms of reducing overall environmental impacts, it does not come without substantial construction costs and would require extensive coordination with and approval from the host railroads (UP and BNSF).*
- High speed rail should be constructed from Sacramento to Chico and Eugene, Oregon.
 - *Response: Comment noted. High-speed rail service between Sacramento and Eugene is outside the scope of the Strategic Plan study.*
- AMPLA health has some concerns with Marysville station option #1 and would like to be involved and at the table going forward.
 - *Response: Comment noted. BCAG staff has been coordinating with AMPLA Health staff as key stakeholders throughout development of the Strategic Plan, and this will continue into the project implementation phases. Mr. Flemming has been added to the Project Development Team that will provide input and review key assumptions moving forward.*

BUTTE COUNTY ASSOCIATION
OF GOVERNMENTS



BOARD OF DIRECTORS MEETING
ITEM #14



BCAG Board of Directors

Agenda Item #14 – Action

Date: May 23, 2024

Subject: Approval of Agreement with Token Transit for B-Line Mobile Ticketing

Contact: Sara Cain, Transit Manager

Summary: At the April Board of Directors meeting, BCAG staff provided more information regarding mobile ticketing and fare collection for Butte Regional Transit (B-Line).

After careful review and consideration, staff is requesting approval for the Executive Director to negotiate and execute an agreement with Token Transit to continue B-Line's mobile ticketing system. BCAG has worked with Token Transit over the last five years on the current mobile ticketing software. The upgraded mobile ticketing system will include expanded options for cash customers and those without smartphones to support rider accessibility. Riders will have the option to pay for fares in cash with Cash App Pay at local retail stores.

B-Line will continue identifying other options for its cash customers and those without smartphones, including Diamond Manufacturing donation fareboxes, account-based smartcards, short-term use paper tickets, etc. Staff will keep the Board updated on this process.

Action requested: Staff requests the BCAG Board authorize the Executive Director to negotiate an agreement with Token Transit for B-Line mobile ticketing.

Attachment: None.

BUTTE COUNTY ASSOCIATION
OF GOVERNMENTS



BOARD OF DIRECTORS MEETING
ITEM #15

BCAG Board of Directors

Agenda Item #15 – Action

Date: May 23, 2024

Subject: Approval of Agreement with The Ferguson Group L.L.C, July 1, 2024 – June 30, 2026

Contact: Andy Newsum, Executive Director

Summary: BCAG has a long - standing relationship with The Ferguson Group (TFG) of Washington D.C. since 2008 which has been providing assistance with federal funding, advocacy and grants, together with regular legislative and regulatory updates defining directed congressional and specific program spending and funding availability on behalf of the entire region of Butte County. With the assistance of TFG, BCAG has received nearly \$50 million for projects on federal lands, local roads, state highways and for public transit with additional funding and services having been secured under sub-agreements with BCAG member jurisdictions for the County of Butte and the Town of Paradise. The existing two (2) - year agreement with TFG expires on June 30, 2024. The City of Oroville is also expected to develop a sub-agreement with TFG to be in effect for FY 2024/25.

A revised base agreement with BCAG has been drafted that accomplishes the following:

- Extends and revises the base agreement for 2 years through June 30, 2026
- Retains the same relationship between BCAG and TFG
- Expands the definition of “Partners” and use of individually funded sub-agreements to include special districts and joint powers agencies in Butte County.
- Identifies a discounted rate for expanded grant services.

The base agreement with BCAG will retain the ongoing monthly retainer and is included in the indirectly allocated costs for the 2024/25 Overall Work program and Budget. With the installment of the successive congress following the 2024 general election a revised platform will be developed by TFG on behalf of Butte County and all sub-agreement partners.

Action requested: Approve the agreement with The Ferguson Group and authorize the Executive Director to sign.

Attachment(s): Agreement and Existing 2024 Regional Legislative Platform.

Agenda Item #15 – Action

AGREEMENT BETWEEN BUTTE COUNTY ASSOCIATION OF GOVERNMENTS, CALIFORNIA AND THE FERGUSON GROUP, L.L.C.

Pursuant to this Agreement, the Butte County Association of Governments, California (hereinafter referred to as "BCAG") and The Ferguson Group, L.L.C. (hereinafter referred to as "the Washington Representative") agree to assume the following obligations:

1. OBLIGATIONS OF THE FERGUSON GROUP

- A. The Ferguson Group will act as the Washington Representative to the Butte County Association of Governments (BCAG), California in Washington, D.C. This representation will apply to BCAG and BCAG member jurisdictions (PARTNERS) BCAG incorporates into this contract for federal advocacy efforts under BCAG's Joint Powers Agreement.
- B. The Washington Representative will confer with the Executive Director or designated personnel, and such other (PARTNERS) personnel designated, at the times and places mutually agreed upon by the BCAG Executive Director, PARTNERS and the Washington Representative. This will be done on all organizational planning and program activity that has a bearing on the ability of BCAG and/or PARTNERS to make the best use of federal programs and develop strategies consistent with federal agendas for accomplishing BCAG's and/or PARTNERS goals and objectives.
- C. The Washington Representative will review federal executive proposals, legislation under consideration, proposed and adopted administrative rules and regulations, and other Washington developments for the purpose of advising BCAG and/or PARTNERS, on the representative's own initiative, of those items that may have a bearing on BCAG's and/or PARTNERS policies or programs and notify BCAG and/or PARTNERS in advance of opportunities for federal funding prior to formal publication and obtain applications upon request.
- D. The Washington Representative will secure and furnish such detailed information as may be available on federal issues in which BCAG and/or PARTNERS indicate an interest.
- E. The Washington Representative will review and comment on proposals of BCAG and/or PARTNERS, which are being prepared for submission to federal agencies, when requested to do so by the Executive Director and/or PARTNERS.
- F. The Washington Representative will maintain liaison with BCAG's and/or PARTNERS Congressional delegation and assist the delegation in any matter that is in the best interest of BCAG and in the same manner as any other member of BCAG's and/or PARTNERS staff might render assistance.
- G. The Washington Representative will counsel with BCAG and/or PARTNERS and prepare briefing materials and/or conduct briefings for BCAG representatives who are preparing to meet with Members

of Congress, testify before Congressional committees and administrative agencies, and conduct other BCAG and/or PARTNERS business, or attend national conferences.

- H. The Washington Representative will arrange appointments (and accommodations when requested) for BCAG and/or PARTNERS officials to facilitate the efficient and effective performance of BCAG and/or PARTNERS business while in Washington, D.C.
- I. The Washington Representative will contact federal agencies on BCAG's and/or PARTNERS behalf when applications are under consideration by such agencies and otherwise take whatever steps necessary to obtain the most favorable consideration of such applications.
- J. The Washington Representative will submit quarterly reports providing the latest information on issues of interest to BCAG and/or PARTNERS; and provide an annual report giving an overview of The Ferguson Group's work over the past year and a forecast of issues to be faced in the upcoming year. The quarterly reports will be due on or about October 1, January 1, April 1 and July 1 of any given year and made available to PARTNERS. The annual report may be prepared in place of one of the quarterly reports as agreed between BCAG and the Washington Representative.
- K. In fulfilling the responsibilities under this Agreement, the Washington Representative will act in the name of BCAG and/or PARTNERS with the title Washington Representative to the Butte County Association of Governments and PARTNERS,
- L. The Washington Representative will provide supported monthly invoicing to BCAG and PARTNERS with line-item designations off the invoiced retainage as well as an additional costs of services rendered as stated elsewhere in this agreement.

2. OBLIGATIONS OF THE BUTTE COUNTY ASSOCIATION OF GOVERNMENTS

- A. BCAG will contract with the Washington Representative for a period of twenty-four months. BCAG will develop sub-agreements between BCAG and PARTNERS agencies defining additional participation and incorporated in this agreement.
- B. The BCAG contract monthly retainage will not exceed \$5,000/month. Payment will be made in advance in equal monthly installments of \$5,000 for BCAG and as incorporated by sub-agreements. TFG will bill PARTNERS separately in accordance with sub-agreements.
- C. BCAG, through the Executive Director, will advise the Washington Representative of the name or names of persons other than the Executive Director and PARTNERS authorized to request service by the Washington Representative and the person or persons to be kept advised by the Representative.
- D. BCAG and/or PARTNERS will supply the Washington Representative with a summary of all federal issues in which BCAG and/or PARTNERS has interests and advise the Washington Representative of any new developments, together with the pertinent details as to the substance of such developments.
- E. BCAG and/or PARTNERS will supply the Washington Representative with copies of budgets, planning

documents, and regular reports from the Executive Director's Office, and/or PARTNERS and may include agendas and proceedings, newspapers and other materials to assist the Washington Representative in keeping current on BCAG's and/or PARTNERS policies and programs.

- F. BCAG and/or PARTNERS will independently reimburse the Washington Representative for: (1) all travel expenses incurred pursuant to paragraph 1, subparagraph C; (2) all travel expensed for attendance at any other conferences attended by the Washington Representative outside of Washington D.C. at the request of BCAG; (3) all incidental expenses incurred in the course of conducting BCAG business.
- G. All long-distance telephone expenses will be borne by the BCAG and PARTNERS.
- H. BCAG and PARTNERS will reimburse the Washington Representative for the costs of document production required by BCAG and PARTNERS.
- I. All joint expenses that apply to BCAG and PARTNERS under this contract will be split evenly between all parties. Any individual expense specific to BCAG or one of its partners, will be billed as a separate line item in the monthly invoice.
- J. The obligation of BCAG and PARTNERS under paragraph 2, subparagraph F, G, and H is not to exceed \$3,500 per entity for the period covered by this contract.
- K. TFG will, as requested by BCAG or PARTNER under BCAG's jurisdiction, provide assistance in identifying and securing competitive federal, state, and foundation grant funding. Grant services available will be based on the most current offering by TFG of grant consulting services. Grant services can be provided on a project-by-project basis or on a retainer basis, based on BCAG and/or PARTNERS needs. TFG will provide BCAG, or PARTNERS under the BCAG's jurisdiction, a separate cost proposal for all proposed grant consulting services. Fees for grant consulting will be based on the most current TFG grant services pricing structure and will be offered at a 15% discount. See attached "TFG Grant Services Overview" for a description of TFG's current grant services and pricing.

3. BUTTE COUNTY ASSOCIATION OF GOVERNMENTS, CALIFORNIA AND THE FERGUSON GROUP CONCUR THAT THE FOLLOWING EXCLUSIONS SHALL APPLY TO THIS AGREEMENT

The Washington Representative assigned to BCAG:

- A. will not represent BCAG before formal Congressional Committee hearings or in any judicial or quasi-judicial hearing conducted by boards or examiners of federal agencies or commissions; and,
- B. will not perform any legal, engineering, accounting, or other similar professional services.

4. CONDITIONS OF TERMINATION

Either party may terminate this Agreement at any time by giving the other at least thirty (30) days - notice in writing of such termination. From and after said termination date as herein provided all further obligations for monthly fees and expenses to the Washington Representative shall cease notwithstanding the contract amounts set out in paragraph 2, subparagraph B. Termination of this agreement shall include termination of all current sub-agreements, excepting therewith any sub-agreements continued with Washington Representative under a separate and unaffiliated agreement.

5. EFFECTIVE DATES

This Agreement shall take effect on July 1, 2024 and terminate on June 30, 2026.

THE FERGUSON GROUP, L.L.C.

BUTTE COUNTY ASSOCIATION OF GOVERNMENTS

W. ROGER GWINN
Chief Executive Officer
The Ferguson Group

ANDY NEWSUM
Executive Director
Butte County Association of Governments

Date: _____

Date: _____

PARTNERS:

By incorporation of sub-agreements attached hereto.

TFG Grants



DATE: January 2024

TFG Grant Services Overview

For over 40 years, TFG has led the way in the federal, state, and private grant space. We offer a full suite of grant support services, providing our clients a competitive advantage in securing highly sought-after grant dollars. We specialize in representing public and private entities who share our passion for building strong and vibrant communities. Competitive grants and loans provide cities, counties, special districts, and other public agencies, as well as institutions of higher learning, hospitals, and non-profit organizations, with the opportunity to substantially enhance local resources. **Since 2015 alone, TFG has helped our clients secure over \$4.7 billion in competitive federal, state, and foundation funding, not including congressionally directed spending projects.** Whether you are a public agency or a non-profit organization, TFG will be your most effective advocate and partner in securing funding.

TFG Grant Services

TFG has wide ranging grant abilities and customizes our services to fit your needs. From identifying viable grant options or full application writing, TFG can help. Below is an overview of the services we offer:

Dedicated Grant Expert/Team

All TFG retainer grant clients are assigned a dedicated grant expert that serves as a liaison to you and your staff. TFG Tier 3 and Tier 4 grant services retainer clients (see below) are assigned a team of experts, including an advocacy team member.

Monthly Grant Update Meeting

TFG experts will host monthly grant update calls to discuss grant funding outlook, services provided and engagement.

Grant Alerts and Weekly Grant Updates

TFG publishes grant alerts on priority grants as they are noticed or published. On high priority grants or those with a short turnaround, TFG frequently distributes alerts regarding grant opportunities before their official release. Each Friday, we issue our Weekly Grant Update that provides a recap of federal grant solicitations that were published that week to ensure you don't miss any opportunities.

TFG Grant Funding Hub

Interested in knowing what grants are available on a broad topic? Look no further than TFG's **Grant Funding Hub** which houses TFG's **Grant Guides**. TFG's Grant Guides provides an overview of grant programs in a specific issue area and document relevant information such as funding levels, match requirements, eligibility, and use of funds. The Hub includes guides covering a wide array of topics such as:

- Cybersecurity
- Courts
- Law Enforcement & Public Safety
- Housing & Homelessness
- Fire Departments
- Disaster & Emergency Preparedness
- Parks and Recreation
- Broadband & Telecommunications
- Libraries & Museums
- Water and Wastewater
- Transportation
- Economic & Community Development
- Substance Abuse
- Renewable Energy & Grid Modernization
- Electric Vehicle and Charging Technology
- Infrastructure Investment and Jobs Act & Inflation Reduction Act

TFG's Grant Funding Hub also includes a robust database of **Grant Profiles** that provide the key information you need to match a program with your needs and build a winning grant proposal. We present the information included in the grant solicitation in an easy-to-follow manner and augment it with additional background information on the program and the types of projects it has funded in the past.

TFG Grants Showcase

TFG has an internal database of over 1750 successful grant applications from a variety of programs to help inspire and guide the preparation of your successful grant submissions. Reviewing past applications also allows TFG grant experts to identify trends in funded projects that can help frame how to present a project in a future application under the program. TFG grant retainer clients are provided access to view successful grant applications through their dedicated grant experts.

TFG Strategic Funding Plan

Succeeding in grants means knowing your priorities and planning ahead. To gain an in-depth understanding of priority grant projects, TFG established an online project portal where priority project information can be submitted for grant research support. Based on our team's knowledge and experience, we will closely identify, forecast, and monitor relevant funding opportunities that meet your specific needs. Our Strategic Funding Plan also allows your staff to know what is on the horizon and be prepared when a notice of funding availability is announced.

TFG Funding Blueprint

Looking for funding for a specific project? TFG conducts grant research on the federal, state, and foundation levels and will create a customized funding strategy geared to support your project. We will provide you with relevant grant information, as well as recommendations on funding opportunities to target, that is specifically tailored to your project and your community. Our grant research will not only look at open, available programs, but will also focus on grant programs expected to be released in the future, helping you to stay "ahead of the game" and be prepared.

Project Development and Readiness

Working alongside your subject matter experts, TFG grants team will provide strategic advice on how to get your project grant ready. Collectively, we will work to scope or rescope your project, identify background and technical information needed to support the grant application, and match project goals with funding agency priorities. You will come out of this process with a list of actionable steps that need to be taken to ensure your project is grant ready, including where TFG can support your team.

Grant Writing

Preparing winning grant proposals takes time, skill, and knowledge. TFG's skilled grant writers will take your defined grant project idea from the start of the application to submission. From filling out federal forms to crafting a persuasive and compelling grant narrative and corresponding budgets, you can be assured your application will be complete, competitive, and submitted on time.

Grant Editing and Review

Improve your chance of success by having TFG staff review your grant proposal. TFG staff will expertly review your application against the funder's requirements, suggest content edits, and provide recommendations on how to improve your narrative before you submit. Grant editing and review does not include rewriting content.

Grant Debriefs

Grant debriefs are important, especially if it turns out that your application didn't get funded. TFG staff will help guide you through the grant debrief process and set up consultation with the funding agency to put your next applications in the best position to effectively compete in future solicitations. As part of this process, TFG will review your past grant applications, and incorporate feedback from the Federal Agency, so that you know exactly what needs to change for your future application.

Grant Training

We focus our grant training on building capacity, helping position you for success in the often-complex grant process. TFG offers training on grant basics, project prioritization, grant researching, and grant writing. TFG also has established partnerships with other grant training professionals that specialize in post-award management who can be accessed to support grant management training needs. We can provide training on a one-one-basis or through larger workshops dependent on your needs.

Grant Project Advocacy

TFG helps secure congressional support, including support letters, and backing from strategic partners, to bolster grant applications. Federal grants are highly competitive and, often, broad support for a project application can make the difference between a winning application and a highly ranked application that does not make the final list of awardees.

Congressionally Directed Spending (Earmarks)

If your congressional delegation engages in the appropriations earmarking process, TFG can assist in seeking direct federal support for your priority projects. TFG works within these processes to advance federal programs of importance and advocates for the adoption of legislative language to help increase access to federal funding for local communities. In addition to researching grant and financing opportunities for your projects, TFG will identify and pursue authorization and appropriations opportunities that support your priorities.

TFG has an extensive track record spanning several decades, demonstrating success in navigating the annual budget, appropriations, and earmarking processes. In the period preceding the 2010 ban on earmarks, TFG played a crucial role in assisting its clients in securing an average of \$500 million annually through the appropriations process. **Following the reinstatement of earmarks in 2021, TFG has continued to excel, aiding its clients in securing over \$271 million in earmarked funding in just three years.**

Post-Award Grant Management Services

TFG is delighted to offer Post-Award Grant Management Services on a per-case basis, ensuring clients receive comprehensive support. Our services encompass expert guidance in managing grants, overseeing funding utilization, compliance tracking, and reporting. With TFG's Post-Award Grant Management Services, clients can navigate the complexities of grant administration seamlessly, allowing them to focus on achieving their project goals.

Negotiated Indirect Cost Rate Agreements (NICRA)

TFG is committed to supporting organizations in establishing robust proposals for Negotiated Indirect Cost Rate Agreements (NICRA). Our specialized services encompass thorough analysis, strategic planning, and expert guidance to ensure compliant proposals and assistance through the negotiation process. By collaborating closely with clients, we navigate the intricacies of NICRAs, leading to a thorough cost allocation plan, NICRA proposal, negotiation, and recovery process. Additionally, we can provide compliance services to create a streamlined and efficient financial framework that maximizes funding utilization. With TFG's assistance, clients not only establish favorable NICRA terms through expert negotiation but also foster financial sustainability for their organizations.

Grant Services Pricing

Having worked with public sector clients for over 40 years, TFG recognizes that each community is unique and has differing needs when it comes to grants. As a result, TFG has developed a grant services approach that can be customized to meet your exact needs and requirements.

Grant Services Retainer

TFG's Grant Services Retainers offer flexibility in the level of service provided, discounts on additional services, and greater budget certainty. The table below outlines the four packages of grant services available and their respective monthly fees for a single entity. In addition, all retainer clients, regardless of selected tier, will receive an approximate 15% discount on additional TFG services outlined in the following tables.

	Tier 1 (1,000/mo)	Tier 2 (\$3,000/mo)	Tier 3 (\$5,000/mo)	Tier 4 (\$8,000/mo)
Dedicated Grant Expert/Team	✓	✓	✓	✓
Monthly Grant Update Meetings	✓	✓	✓	✓
Grant Alerts & Tracking		✓	✓	✓
Weekly Grants Update	✓	✓	✓	✓
Access to TFG Grant Funding Hub	✓	✓	✓	✓
Access to TFG Grant Showcase	✓	✓	✓	✓
TFG Funding Strategy	15% discount	15% discount	✓	✓
Project Development and Readiness	Hourly	✓	✓	✓
TFG Funding Blueprint	15% discount	Up to 3 projects	Up to 5 projects	Up to 6 projects
Grant Writing	15% discount	15% discount	15% discount	Up to 3 projects*
Grant Editing and Review	Hourly	✓	✓	✓
Grant Debriefs	Hourly	✓	✓	✓
Grant Training	15% discount	15% discount	✓	✓
Grant Project Advocacy	Hourly	hourly	✓	✓
Congressionally Directed Spending (Earmarks) **			Negotiated Fee Based On Scope	
Post-Award Grant Management Services**			Negotiated Fee Based On Scope	
Negotiated Indirect Cost Rate Agreements**			Negotiated Fee Based On Scope	

*depending on program complexity

**available only to Tier 3 and Tier 4 retainer clients

Grant Writing – As Needed, Per Grant

To provide greater transparency in the cost of grant writing services, TFG has created the grant writing service fee table below, which provides the average cost for grant writing services based on the narrative page limitations imposed in the grant application. Grant applications vary widely with respect to complexity and level of effort required to complete them. If you are interested in securing these services, TFG will provide you with a tailored cost proposal that reflects the level of effort required to draft the narrative and non-narrative elements such as forms, budgets, logic models and Benefit-Cost Analysis. Exceptions do occur based on the complexity of the grant application, but we work hard to keep costs in line with the pricing guidelines outlined.

Workload (low to high)	Type of Grant	Narrative Page Length	Approximate Average Cost*	15% Retainer Discount Cost
Level 1	Small, well-defined request	6-10	\$6,000 - \$7,000	\$5,100 - \$6,050
Level 2	Small, full grant application	11-15	\$12,000 - \$13,000	\$10,200 - \$11,100
Level 3	Medium, full grant application	16-20	\$18,000 - \$20,000	\$15,300 - \$17,000
Level 4	Large state or national foundation or medium federal grant	21-25	\$22,000 - \$24,000	\$18,700 - \$20,400
Level 5	Large federal grant application	26-30	\$26,000 - \$29,000	\$22,100 - \$24,650
Technical	Complex/Technical grant application	Varied	Custom	Custom

*The approximate average cost to write a grant varies greatly based on several factors, including the development of narrative, required submittal forms, creation of budgets, project complexity, and other related considerations. Last minute emergency grant writing requests are subject to a 35% markup to the non-discounted grant writing fee. Where efficiencies are built into a grant writing process, such as in the case of a grant rewrite or a joint application scenario, a further discount may be applied.

A La Carte Grant Services

	Non-Retainer Cost	15% Retainer Discount Cost
TFG Grant Blueprint	\$5,000/guide	\$4,250/guide
TFG Funding Strategy	\$20,000	\$17,000
Grant Writing	See grant writing table or hourly rate	
Project Development and Readiness	\$300/hour	\$255/hour
Grant Project Advocacy	See below	
Grant Editing and Review	\$300/hour	\$255/hour
Grant Debriefs	\$2,500	\$2,125
Grant Training	\$3,500 - \$7,500	\$2,975 - \$6,375
Congressionally Directed Spending (Earmarks)	Negotiated Fee Based On Scope**	

Post-Award Grant Management Services	Negotiated Fee Based On Scope**
Negotiated Indirect Cost Rate Agreements	Negotiated Fee Based On Scope**

**available only to Tier 3 and Tier 4 retainer clients

Grant and Advocacy Team Hourly Rate

Additional services, such as grant research, grant review, and grant training, as well as assistance with all aspects of grant-related advocacy and policy, may be needed that extend beyond the scope of the base retainer tier selected. In those cases, TFG will perform requested grant-related services at a rate of \$300/hour. If you are a retainer client and additional services are needed beyond the scope identified, our hourly rate will be discounted to \$255/hour. Last-minute requests for additional grant-related services are subject to a 35 percent mark-up.

If the assistance of TFG's professional lobbying staff is required for project advocacy and political positioning, services are billed at the following rates:

- \$425 Partner/Principal/Senior Advisor/Of Counsel
- \$240 Senior Associate
- \$170 Associate
- \$115 Research Assistant

Expenses

TFG fees include all direct labor, overhead (including general and administrative expenses), other direct costs, subcontractor costs, fixed fees, miscellaneous incidental services, and all applicable taxes. While the TFG Grant Team usually works electronically and virtually, if a client prefers an on-site meeting, estimated travel time and expenses will be billed in advance.

A scenic landscape of a canyon with a waterfall and purple wildflowers. The canyon walls are dark and layered, with a waterfall cascading down the right side. The top of the canyon is covered in green grass and purple wildflowers. The sky is blue with some clouds.

BUTTE COUNTY, CA

2024 REGIONAL FEDERAL LEGISLATIVE PLATFORM

January 23, 2024

BUTTE COUNTY BOARD OF SUPERVISORS

Bill Connelly

District 1

Peter Durfee

District 2

Tami Ritter

District 3

Tod Kimmelshue

District 4

Doug Teeter

District 5

Andy Pickett

Chief Administrative Officer

BCAG BOARD OF DIRECTORS

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City of Biggs

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Doug Teeter

Butte County

Rose Tryon

Town of Paradise

Andy Newsum
Executive Director



OVERVIEW

Over the last several years, the communities of Butte County have experienced multiple declared federal disasters including droughts, floods, fires, and pandemics. Through all of this, the County continued to provide essential services to our residents including unfailing law enforcement and fire protection, supportive behavioral health and public health services, dependable infrastructure construction and maintenance, and reliable building and community services. The large number of survivors and the need to provide housing in jurisdictions outside of the burn areas has led to populations in cities within Butte County growing to sizes not anticipated for another 10 years. While recovering from the disastrous events that are beyond our control remains one of the County's top priorities, ensuring we continue to provide the essential services our residents rely on remains critical. Through the Regional Federal Legislative Platform, the County will advocate for federal assistance in four major areas, including:



Public Safety and Disaster Recovery

Provide reliable law enforcement, fire, and emergency management services; provide and support the mitigation, preparation, and recovery of our communities before and after natural disasters.



Community Support

Provide our residents the resources they need to overcome challenges.



Land Use and Infrastructure

Support smart economic growth and reliable infrastructure.



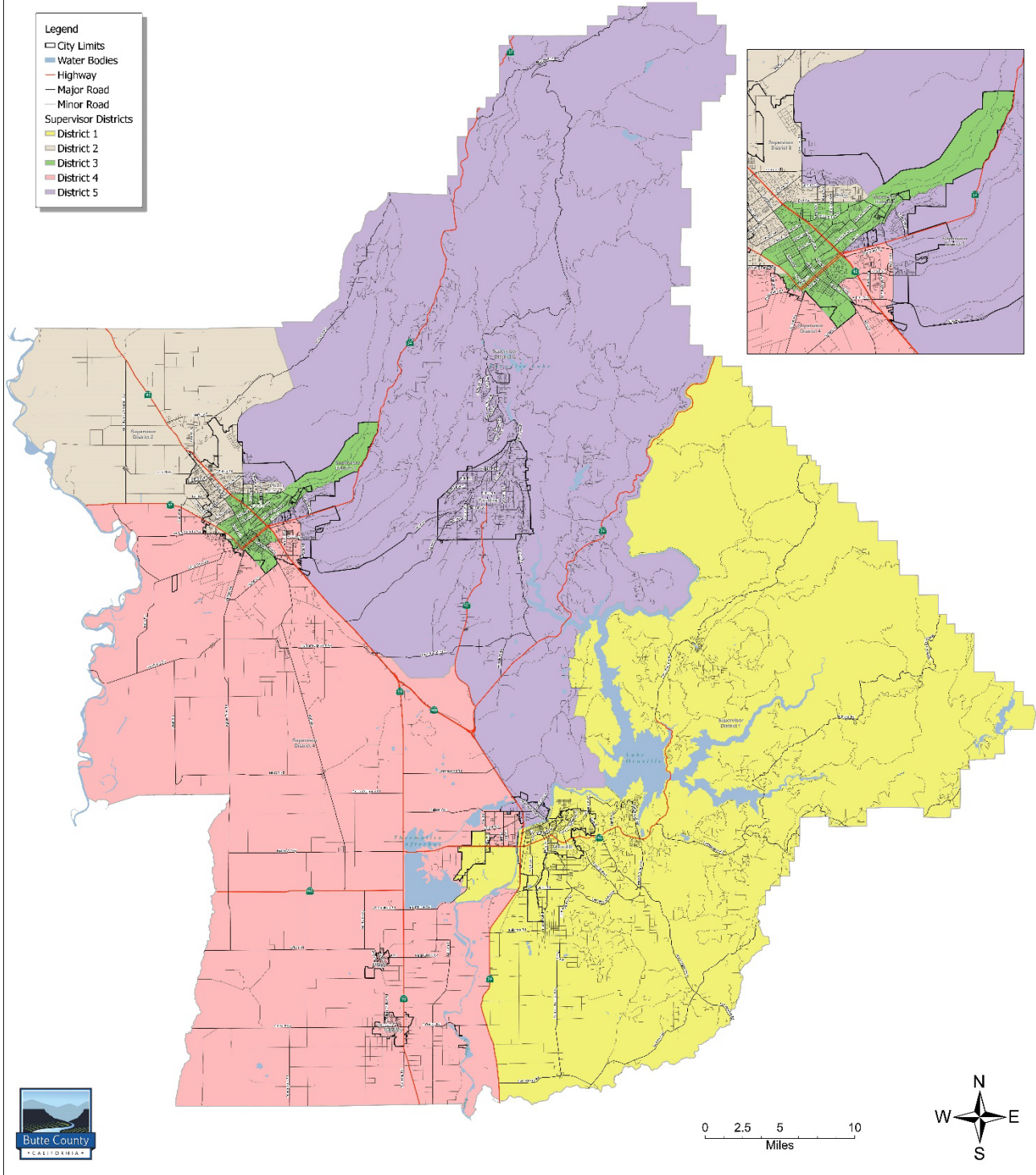
General Governmental Functions

Support our communities and local government as a whole.

MAP OF BUTTE COUNTY

Butte County Supervisory Districts

Adopted December 14, 2021





PUBLIC SAFETY AND DISASTER RECOVERY

Butte County endeavors to provide safe communities for its residents. To this end, the County focuses on ensuring that all communities are protected from public safety threats and have access to critical safety services. We also strive to ensure we support our residents in their everyday lives by providing reliable law enforcement, fire and emergency management services. In less than a decade, the communities of Butte County have experienced numerous disasters. The impacts of these disasters, including unanticipated costs and reduced local revenues in the form of various taxes and fees are only exacerbated as the multiple successive disasters layer upon each other.

Forest Management

- Support federal assistance for improved forest management and fuel reduction, including fire breaks, logging, grazing, biomass, biochar and other creative solutions.
- Pursue legislative and regulatory changes to address tree mortality on federal lands.
- Support legislation and policies that assist local and state agencies in establishing fire mitigation activities, protocols, and programs.

Wildfire Protection and Prevention

- Monitor and track federal assistance opportunities for wildfire protection and prevention programs.
- Support funding for the expansion of necessary evacuation routes throughout the county.
- Support new emerging technologies that assist emergency managers with key decision-making tools.

Emergency Preparedness and Disaster Planning

- Support legislation that provides funding for local emergency and disaster planning, training, equipment, response, and recovery efforts.
- Support legislation to broaden eligible mitigation projects and provide mitigation funding.
- Support legislation and funding for expanding and increasing evacuation routes or evacuation points, especially for communities with only one way in and out.
- Support funding for Counties to maintain regularly needed critical services and to provide for higher demands on health, social services, and behavioral health departments in the aftermath of emergencies.

PUBLIC SAFETY AND DISASTER RECOVERY

Public Safety Facilities, Equipment, and Personnel

- Support funding for construction and rehabilitation of public safety facilities, including but not limited to: the jail, a forensic computer center, new Probation facility and fire stations.
- Pursue funding for public safety equipment, technology, training, and personnel.

Incarceration Impacts

- Support full funding for States and Counties of costs associated with incarcerating undocumented aliens for the federal government.
- Oppose legislation which imposes adverse actions for incarcerated undocumented individuals.

Housing and Survivor Benefits

- Advocate for policy change in the minimum standards of emergency housing constructed by FEMA. FEMA housing should be constructed in compliance with the International Wildland Urban Interface Code so that local jurisdictions, non-profits, and individual fire survivors can purchase these units for installation in a larger geographic area.
- Support funding that assists with expedient construction of diverse housing stock in Northern California.
- Advocate for funding for all displaced individuals, including those who lost access to housing due to secondary displacement.
- Advocate for access to full benefits for all evacuees, survivors, individuals, and businesses impacted by declared disasters.
- Support legislation and policies that allow survivors and other residents to rebuild homes safely while also maintaining access to affordable and fair homeowners' insurance.
- Support programs that provide assistance to residents and businesses for the displacement and care of pets and livestock.





PUBLIC SAFETY AND DISASTER RECOVERY

Disaster Funding

- Support additional federal funding for agencies and programs to aid disaster recovery. Advocate for broader program guidelines and streamlined processes to enable federal funding assistance in a more expedient manner.
- Support legislation that waives the local share of cost of all emergency response and disaster recovery activities.
- Advocate for funding with minimal cost share for infrastructure projects destroyed, damaged, or impacted by natural disasters.

Recovery and Response

- Support legislation to repair roads to pre-disaster condition.
- Support legislation that funds water quality monitoring in communities impacted by wildfires, flooding, or other natural disasters.
- Support legislation to fund end-market solutions for timber and green waste.
- Support funding to assist residents with post-traumatic stress disorder and other mental related illnesses stemming from the numerous disasters hitting our region.
- Support policies and programs, including providing funding for staff and personnel training, that provide access to additional social services for residents after disasters.
- Support programs that provide funding for public health planning activities in advance of a disaster, instead of just post-disaster.
- Support policies that require federal firefighting agencies to coordinate directly with state and local firefighting agencies to collectively respond to wildfire events in a coordinated manner.
- Support policies that allow FEMA to remove post disaster debris from federal lands.
- Support policies that require close coordination between all federal agencies and departments responsible for post-disaster recovery and response activities.
- Support policies that enable disaster response activities to accommodate for the unique circumstances of the impacted community.
- Support policies that utilize required post disaster debris insurance collections for the betterment of the impacted community.



COMMUNITY SUPPORT

One of Butte County's goals is to ensure the way of life our residents love so much is not impacted by the challenges of today or the changes of tomorrow. We strive to ensure our residents have access to safe and affordable housing and are supported by a robust local economy and workforce. Butte County understands that many of our residents, including our youth, face a variety of challenges related to mental health, drug and alcohol abuse, homelessness, and gangs. The County strives to provide our populations at high risk with the services they need to overcome these challenges.

Health and Well Being

- Support affordable health care for all individuals.
- Monitor key provisions of the Patient Protection Affordable Care Act related to County programs.
- Support mental health, drug, and alcohol services for the County's adult and youth populations in high-risk environments.
- Support funding and local planning initiatives for regional mental health facilities.
- Advocate for funding of senior care and service programs including those authorized under the Elder Care Act.
- Support child welfare and child support programs that benefit the physical, mental, and financial well-being of children, including those in foster care.
- Pursue funding for juvenile justice programs for the County's youth in high-risk situations.
- Pursue funding for staff and operations of the Drug Endangered Children Program.
- Support funding for the development of regional med-psych and locked psychiatric facilities to assist individuals with severe mental illness and/or substance abuse disorders.
- Reform 42CFR to mirror HIPAA which would allow more communication and collaboration between healthcare providers and SUD providers.
- Support federal regulatory changes that reference state drug laws for the purpose of hiring individuals for employment.
- Support programs and funding that address prevention of chronic disease and promotion of overall wellness, including nutrition, food shortages, insecurity, and hunger.
- Support programs and funding, including deadline extensions, that provide resources to Public Health officials to respond to outbreaks of communicable diseases within the community.
- Advocate for the scheduling of Xylazine, commonly known as "Tranq", onto the United States Drug Enforcement Administration's list of Controlled Substances.

COMMUNITY SUPPORT

Economic and Workforce Development

- Support federal tax incentive programs that encourage private investment in public facilities and projects.
- Support existing, comprehensive programs and pursue additional funding for workforce and economic development, and infrastructure improvements to serve business development and expansion in the county.
- Support programs that provide assistance to local communities and economies struggling with supply line issues, including providing incentives for local food supply programs.

Housing

- Support programs and funding to provide housing and support services for all populations that also maintain decision making at the local level.
- Support programs that provide diverse housing, including but not limited to affordable, market rate, transitional, and treatment-based housing.
- Support services for individuals who are experiencing homelessness.
- Support programs that connect housing to transportation, employment centers and educational institutions.

National Flood Insurance Program

- Monitor legislation pertaining to FEMA flood zone mapping and the reauthorization of the National Flood Insurance Program (NFIP).
- Support policies that ensure the NFIP remains affordable for citizens and businesses.





LAND USE AND INFRASTRUCTURE

Smart economic expansion, growth, and sustainability are priorities for Butte County. The County strives to enhance the local economy to support our residents today while providing them with new opportunities for the future. Regional planning provides a strategy that will lead to prosperity within the region for all local jurisdictions and helps provide for organized future growth and the public services that will need to be established to accommodate that growth. Upgrading and maintaining our roads, water supply, flood, and wastewater infrastructure not only helps the County provide basic services to our current residents, but it helps provide the foundation for future economic growth and business development. A large portion of Butte County is either located in the regulatory floodplain or is protected by public flood protection infrastructure. To ensure that residents remain protected, the status of the County's flood control infrastructure remains a top priority.

Transportation

- Support funding and programs for the maintenance and construction of local roads and transportation infrastructure, including emergency evacuation routes and a rail system that travels through our region.
- Support funding for the maintenance of the right of way of local roads to keep free of fire fuel sources.
- Support funding for maintenance and repair of haul roads due to tree and debris removal from disasters.

Water and Wastewater

- Support funding and programs that improve wastewater infrastructure projects throughout the county.
- Support funding for water supply infrastructure projects, assistance for dry wells and programs that naturally increase the reliability and efficiency of the county's groundwater and surface water supplies.
- Support funding for projects and programs that naturally recharge our groundwater basins.
- Support the preservation of water rights, area of origin, and local control of land use and water management.

Flood Issues

- Support the Sutter-Butte Flood Control Agency's efforts to complete the construction of the West Feather River Levee Improvement Project.
- Support funding for the development of projects identified in the Mid-Upper Sacramento River Regional Flood Management Plan.
- Engage with Corps of Engineers on certification and maintenance of levees throughout the county.
- Support programs and funding to prepare and mitigate areas prone to seasonal flooding.

LAND USE AND INFRASTRUCTURE

Planning

- Support approval and implementation of the Butte Regional Conservation Plan.
- Support funding for projects and programs included in the Northern Sacramento Valley and Upper Feather River Integrated Regional Water Management Plan.
- Support policies and regulations that streamline federal regulatory and environmental processes to expedite delivery of planning and construction projects in a way that does not compromise environmental laws.
- Support programs that provide funding for planning and pre-project activities for all types of infrastructure including transportation, water, wastewater, and broadband.

New License Process for the Oroville Project

- Engage the congressional delegation, relevant congressional committees, and the Administration supporting a new license process of the Oroville Project which addresses reimbursement of local costs associated with providing services to the Oroville Project, safety concerns, and recreation concerns as well as lost property tax revenue.

Public Facilities, Parks, Museums, and Libraries

- Support funding for veteran facilities and programs including veterans memorial halls, 900 Esplanade, and the Veterans Memorial Park.
- Support funding for community facilities and programs throughout the county including parks, libraries, community centers, government support buildings, emergency operations, Jail facilities, and the County fairgrounds.
- Support funding to increase the energy efficiency of public buildings and facilities.
- Support funding to establish grid stability and capacity for necessary electric vehicle charging stations for fleet and public use.

Public Access to Federal Lands

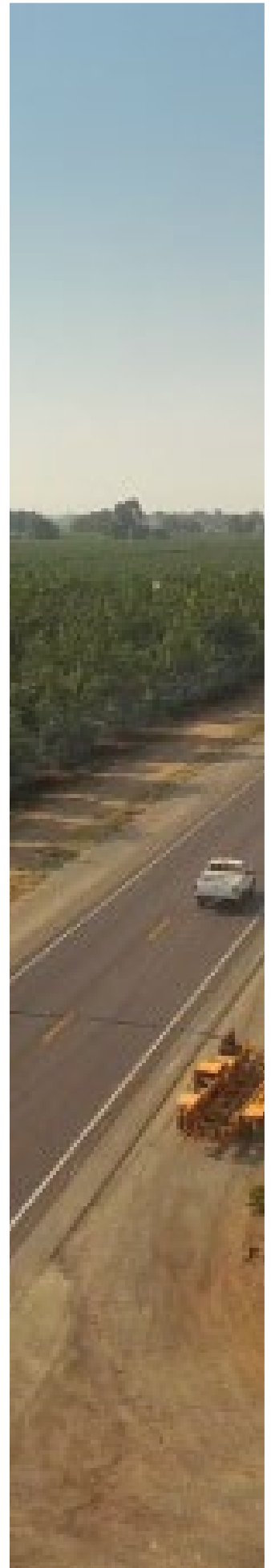
- Support policies that preserve and enhance public access to federal lands for diverse purposes, such as off-road vehicle use, general recreational activities, wood cutting, dispersed camping and grazing rights.
- Support establishment of evacuation routes on federal lands.
- Support uniformity of rule application across national forests.
- Support least restrictive, versus most restrictive, rules to protect endangered species.

Agriculture

- Oppose federal regulations and legislation that negatively impact the agricultural industry in Butte County.
- Support additional funding and track regulations for the detection and control of various invasive pests harmful to agriculture in California.
- Support the development and passage of a Farm Bill that provides increased funding for plant pest and disease management and disaster prevention programs that will provide invasive species protection resources, including agricultural detector dog team funding.
- Support changes to the National Flood Insurance Program that create regulatory relief for agricultural areas and rural communities located in the floodplain.

Marijuana/Cannabis Related Issues

- Monitor and track legislation and policy related to commercial marijuana/cannabis activities and cultivation for personal use.
- Support federal policies that provide direction to federal agencies and local governments on the regulation of land use and environmental impacts associated with commercial marijuana/cannabis activities, including cultivation.





GENERAL GOVERNMENTAL FUNCTIONS

Butte County is also engaged in several other initiatives that have broad impacts to our communities and residents.

Access to Federal Funding

- Support policies that increase the accessibility to federal grant funding, including simplified application and reporting processes.
- Advocate against the creation of programs and/or federal regulations for which implementation funding is also not provided.
- Support policies that allow for the extension of spending deadlines or grant funding to ensure work can continue until all funding is expended.

Climate Change Impacts

- Support legislation that will provide emergency economic assistance to Butte County to address localized drought impacts.
- Oppose legislation that would result in changes to water right priorities and/or weakening of environmental standards in the Delta.
- Support funding for forest management and wildfire prevention.

Communications and Broadband

- Support funding for public telecommunications, radio, and broadband infrastructure and technology, including advancements to increase the redundancy of public safety communications.
- Seek support for broadband funding for rural communities.
- Support legislation and policies that maintain local control of the deployment of telecommunication technologies.
- Support programs that expand the use of GIS and GPS technologies for community and emergency response planning.

Tribal Issues

- Monitor and track policy initiatives and legislation pertaining to casino development on tribal lands.
- In order to address critical problems in the existing fee-to-trust process, support legislation to better define the roles of Congress and the executive branch, establish clear and specific congressional trust acquisition standards, and create a more transparent process.
- Seek support to include local jurisdictions in tribal compact negotiations to assist in addressing impacts that gaming activities have on local jurisdictions.

GENERAL GOVERNMENTAL FUNCTIONS

Protection of Local Revenue

- Oppose any federal effort to borrow, defer, or take local discretionary revenue.
- Oppose the redirecting of existing revenues and/or the creation of additional unfunded mandates
- Support efforts to generate new intergovernmental revenue and/or enhance existing revenue and reimbursement levels.
- Support programs and initiatives that offset the loss of revenue on publically managed lands including the Secure Rural Schools and Payment in Lieu of Taxes programs.

Cybersecurity

- Support funding and programs for cybersecurity services, training, and equipment.

Election Reform

- Monitor and track legislation pertaining to local election regulations and processes.
- Support federal initiatives that provide funding for reform and equipment that bring efficiencies to the election process.



BUTTE COUNTY ASSOCIATION
OF GOVERNMENTS



BOARD OF DIRECTORS MEETING
ITEM #16



BCAG Board of Directors

Agenda Item #16 - Information

Date: May 23, 2024

Subject: 2025 Federal Transportation Improvement Program Development

Contact: Ivan Garcia, Programming Director

Summary: BCAG is required to prepare and update the Federal Transportation Improvement Program (FTIP) for Butte County by September 30, 2024. Staff has initiated the development of the 2025 FTIP in consultation with the BCAG Transportation Advisory Committee. The purpose of the FTIP is to identify all transportation-related projects that require federal funding or other approval by the Federal Highway Administration (FHWA) or the Federal Transit Administration (FTA).

Action requested: This item is presented for information.

Attachment: Staff Report

Agenda Item #16 – Information Attachment

Staff Report

The 2025 FTIP will cover the next four fiscal years (FFY 24/25, 25/26, 26/27 and 27/28). The FTIP also identifies all non-federal, regionally significant projects for information and air quality emissions modeling purposes. The FTIP indicates the area's short-term plan for use of federal dollars and other resources for the maintenance, operation, and improvement of the transportation system and the achievement of federal air quality standards over the next four federal fiscal years.

Existing projects that are not obligated in the current 2023 FTIP will carry forward into the 2023 FTIP. Typical funding programs associated with the FTIP include the State Transportation Improvement Program (STIP), State Highways Operations and Protection Program (Caltrans SHOPP), Highway Bridge Program (Local Bridge Program), Federal Transit Administration Programs (Transit), Congestion Mitigation and Air Quality Program (CMAQ), Highway Safety Improvement Program (HSIP) and the Active Transportation Program (ATP).

This process is primarily developed in consultation with BCAG's Transportation Advisory Committee with the opportunity for public input. All projects in the FTIP are required to be included in the adopted Regional Transportation Plan/Sustainable Communities Strategy. Development of the FTIP will be completed in accordance with BCAG's adopted Public Participation Plan.

A public workshop for the draft FTIP will be scheduled in June 2024. The draft FTIP document will be presented at the July 25, 2024 Board meeting with adoption at the August 22, 2024 or September 26, 2024 Board meeting.

BUTTE COUNTY ASSOCIATION
OF GOVERNMENTS



BOARD OF DIRECTORS MEETING
ITEM #17



BCAG Board of Directors

Agenda Item #17 – Information

Date: May 23, 2024

Subject: Butte Regional Transit (B-Line) FY 23/24 Third Quarter Report

Contact: Victoria Proctor, Associate Planner

Summary: Staff is presenting key operational data measuring the performance of the four different modes of service of the Butte Regional Transit (B-Line) system.

The chart below provides a statistical snapshot of the four modes for the fiscal year to date. Ridership is reported to FTA monthly, while financial data is only reported to FTA and Caltrans annually. Looking at the data quarterly allows staff to catch problems as they arise and manage expectations for future performance.

Overall, ridership has continued to grow at a slow yet steady pace and is reflected in the ridership change from the prior year and the percentage of farebox that is covering B-Line operation expenses.

Service	Farebox Coverage	Fares to Budget	Expense to Budget	Ridership Change from Prior Year	Passengers Per Hour
Rural Fixed Route	11.6%	78%	75%	+6.9%	6.7
Urban Fixed Route	11.6%	84%	77%	+10.9%	10.5
Rural Paratransit	7.1%	75%	70%	+15.8%	3.3
Urban Paratransit	8.0%	81%	79%	+18.7%	3.2

There was one preventable accident in the quarter, with 365,541 miles driven. There were seven valid complaints in the quarter with 179,643 rides given.

Action requested: This item is presented for information.

Attachment: Attachment #1 Financial Data; Attachment #2 Operational Data; Attachment #3 Ridership Chart

Butte Regional Transit
3rd Quarter Financial Report
Fiscal Year 2023/24

	Rural Fixed Route					Urban Fixed Route				
	22/23 Q3	% of 22/23	23/24 Annual	23/24 Q3	% of 23/24	22/23 Q3	23/24 Annual	23/24 Q3	% of 23/24	
	Actual to Date	Budget	Budget	Actual to Date	Budget	Actual to Date	% of 22/23 Budget	Budget	Actual to Date	Budget
Passenger Fares	\$ 278,221	84%	\$ 397,774	\$ 310,683	78%	\$ 441,497	98%	\$ 589,746	\$ 494,217	84%
Other Income	\$ 1,904,122	61%	\$ 3,162,872	\$ 1,148,639	36%	\$ 2,249,556	47%	\$ 4,966,978	\$ 1,120,783	23%
Total Income	<u>\$ 2,182,343</u>	63%	<u>\$ 3,560,646</u>	<u>\$ 1,459,322</u>	41%	<u>\$ 2,691,053</u>	51%	<u>\$ 5,556,724</u>	<u>\$ 1,615,000</u>	29%
Operator Expense	\$ 1,396,894	75%	\$ 1,971,616	\$ 1,472,556	75%	\$ 3,149,435	79%	\$ 4,234,863	\$ 3,328,877	79%
Fuel Expense	\$ 433,609	83%	\$ 523,000	\$ 463,373	89%	\$ 302,591	85%	\$ 358,000	\$ 327,906	92%
Other Operating	\$ 454,867	59%	\$ 808,780	\$ 519,409	64%	\$ 426,774	60%	\$ 753,861	\$ 475,309	63%
Services & Supplies	\$ 2,285,370	72%	\$ 3,303,396	\$ 2,455,338	74%	\$ 3,878,800	76%	\$ 5,346,724	\$ 4,132,092	77%
Admin Charges	\$ 226,092	79%	\$ 257,250	\$ 222,916	87%	\$ 120,582	79%	\$ 210,000	\$ 144,693	69%
Total Expense	<u>\$ 2,511,462</u>	73%	<u>\$ 3,560,646</u>	<u>\$ 2,678,254</u>	75%	<u>\$ 3,999,382</u>	76%	<u>\$ 5,556,724</u>	<u>\$ 4,276,785</u>	77%
Farebox Coverage	<u>11.1%</u>		<u>11.2%</u>	<u>11.6%</u>		<u>11.0%</u>		<u>10.6%</u>	<u>11.6%</u>	
Revenue Hours	15,734	75%	20,816	15,547	75%	35,490	79%	44,711	35,145	79%
Annual Passengers	97,720			104,409		327,965			363,539	
Annual Pass/Rev Hr	5.6			6.7		8.8			10.3	

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
3rd Quarter Financial Report
Fiscal Year 2023/24

	Rural Paratransit					Urban Paratransit				
	22/23 Q3	% of 22/23	23/24 Annual	23/24 Q3	% of 23/24	22/23 Q3	% of 22/23	23/24 Annual	23/24 Q3	% of 23/24
	Actual to Date	Budget	Budget	Actual to Date	Budget	Actual to Date	Budget	Budget	Actual to Date	Budget
Passenger Fares	\$ 31,655	74%	\$ 46,832	\$ 34,964	75%	\$ 106,455	75%	\$ 156,683	\$ 126,658	81%
Other Income	\$ 632,648	88%	\$ 660,074	\$ 21,971	3%	\$ 21,173	1%	\$ 1,837,142	\$ 12,190	1%
Total Income	<u>\$ 664,303</u>	87%	<u>\$ 706,906</u>	<u>\$ 56,935</u>	8%	<u>\$ 127,628</u>	6%	<u>\$ 1,993,825</u>	<u>\$ 138,848</u>	7%
Operator Expense	\$ 364,136	59%	\$ 568,298	\$ 396,157	70%	\$ 1,034,973	69%	\$ 1,515,462	\$ 1,245,710	82%
Fuel Expense	\$ 39,457	72%	\$ 55,000	\$ 46,718	85%	\$ 124,946	78%	\$ 160,000	\$ 147,940	92%
Other Operating	\$ 30,775	46%	\$ 64,108	\$ 37,956	59%	\$ 95,403	42%	\$ 235,113	\$ 154,065	66%
Services & Supplies	\$ 434,368	58%	\$ 687,406	\$ 480,831	70%	\$ 1,255,322	66%	\$ 1,910,575	\$ 1,547,715	81%
Admin Charges	\$ 12,482	61%	\$ 19,500	\$ 12,644	65%	\$ 42,273	58%	\$ 83,250	\$ 36,612	44%
Total Expense	<u>\$ 446,850</u>	58%	<u>\$ 706,906</u>	<u>\$ 493,475</u>	70%	<u>\$ 1,297,595</u>	66%	<u>\$ 1,993,825</u>	<u>\$ 1,584,327</u>	79%
Farebox Coverage	<u>7.1%</u>		<u>6.6%</u>	<u>7.1%</u>		<u>8.2%</u>		<u>7.9%</u>	<u>8.0%</u>	
Revenue Hours	4,115	59%	6,000	4,183	70%	11,650	69%	16,000	13,149	82%
Annual Passengers	11,972			13,861		37,032			43,950	
Annual Pass/Rev Hr	2.9			3.3		3.2			3.3	

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 2023/24 - Third Quarter

RURAL FIXED ROUTE

Passengers			
Quarter	22/23	23/24	change
1st	33,574	33,989	1.2%
2nd	33,965	35,619	4.9%
3rd	30,181	34,801	15.3%
4th	32,403		

Vehicle Revenue Hours		
22/23	23/24	change
5,226	5,174	-1.0%
5,239	5,161	-1.5%
5,269	5,212	-1.1%
5,226		

Passengers per Revenue Hr		
22/23	23/24	change
6.4	6.6	2.3%
6.5	6.9	6.5%
5.7	6.7	16.6%
6.2		

URBAN FIXED ROUTE

Passengers			
Quarter	22/23	23/24	change
1st	103,745	112,799	8.7%
2nd	114,735	125,543	9.4%
3rd	109,485	125,197	14.4%
4th	104,696		

Vehicle Revenue Hours		
22/23	23/24	change
11,376	11,315	-0.5%
12,164	11,934	-1.9%
11,950	11,896	-0.5%
11,579		

Passengers per Revenue Hr		
22/23	23/24	change
9.1	10.0	9.3%
9.4	10.5	11.5%
9.2	10.5	14.9%
9.0		

RURAL PARATRANSIT

Passengers			
Quarter	22/23	23/24	change
1st	4,063	4,503	10.8%
2nd	3,817	4,595	20.4%
3rd	4,092	4,763	16.4%
4th	4,643		

Vehicle Revenue Hours		
22/23	23/24	change
1,290	1,412	9.5%
1,355	1,324	-2.3%
1,470	1,447	-1.6%
1,457		

Passengers per Revenue Hr		
22/23	23/24	change
3.1	3.2	1.3%
2.8	3.5	23.2%
2.8	3.3	18.2%
3.2		

URBAN PARATRANSIT

Passengers			
Quarter	22/23	23/24	change
1st	12,417	14,223	14.5%
2nd	11,737	14,845	26.5%
3rd	12,878	14,882	15.6%
4th	13,678		

Vehicle Revenue Hours		
22/23	23/24	change
3,750	4,235	12.9%
3,727	4,312	15.7%
4,173	4,602	10.3%
4,118		

Passengers per Revenue Hr		
22/23	23/24	change
3.3	3.4	1.4%
3.1	3.4	9.3%
3.1	3.2	4.8%
3.3		

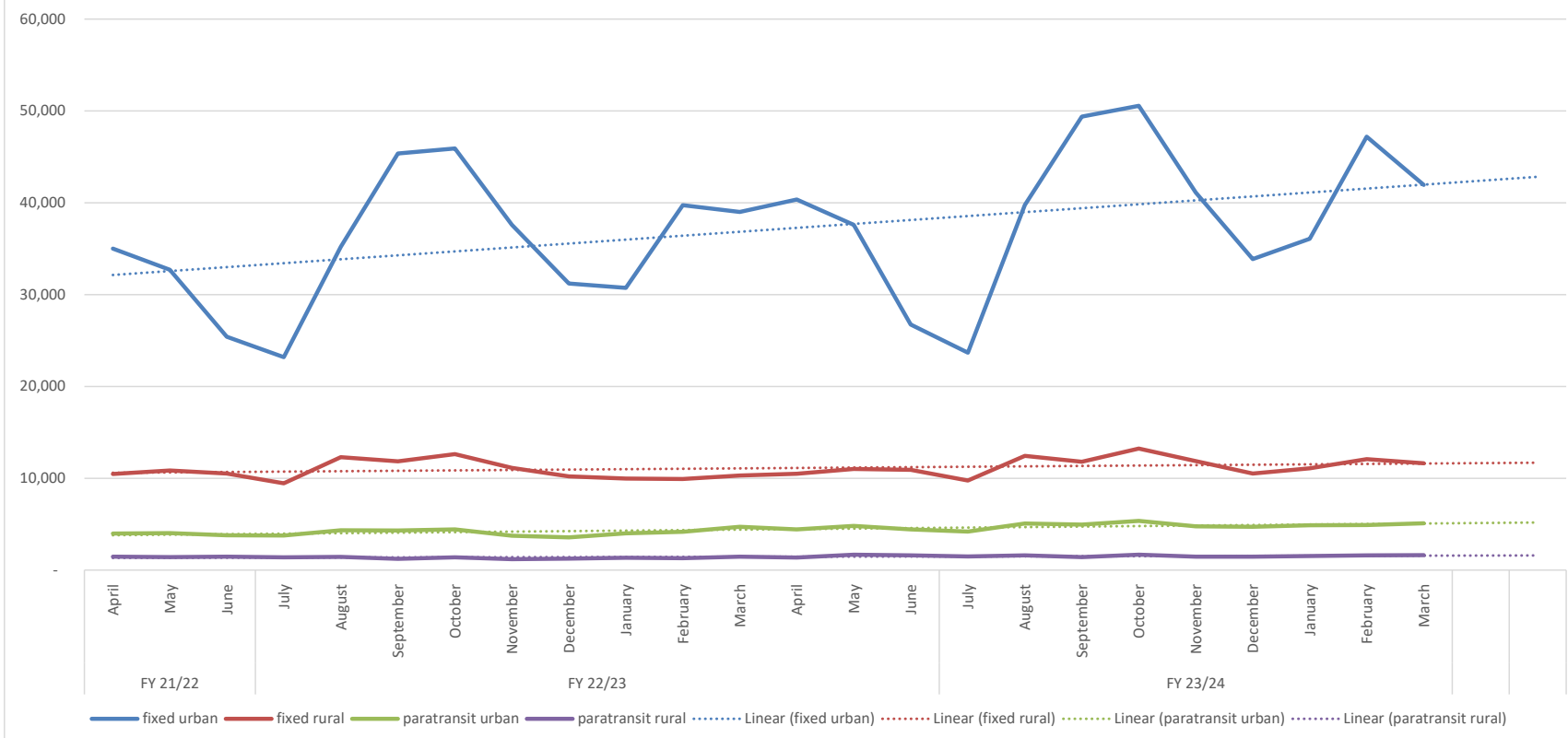
PREVENTABLE ACCIDENTS

Qtr-FY	Accidents	Miles	Ratio (1 per x)
3-23/24	1	365,542	365,541
2-23/24	2	348,739	174,369
1-23/24	2	354,279	177,138
4-22/23	1	358,452	358,451

VALID PASSENGER COMPLAINTS

Complaint	Rides	Ratio (1 per x)
7	179,643	25,662
4	180,602	45,150
3	151,743	50,580
5	155,420	31,083

B-Line Ridership Tracking



BUTTE COUNTY ASSOCIATION
OF GOVERNMENTS



BOARD OF DIRECTORS MEETING
ITEM #18



BCAG Board of Directors

Agenda Item #18 - Information

Date: May 23, 2024

Subject: 2024 Sustainable Communities Strategy (SCS) Update

Contact: Chris Devine, Planning Director

Summary: At the March 2024 BCAG Board of Directors meeting, staff reviewed four potential land use and transportation scenarios with the Board and indicated that work was continuing towards identifying a preferred scenario that achieved the 7% per capita greenhouse gas (GHG) reduction target for 2035, as assigned to BCAG by California Air Resources Board (CARB).

As this work has advanced, it has become clear that Scenarios 1-3 are unlikely to achieve the GHG reduction target as indicated in the table in **Attachment #1**. It is also becoming clear that Scenario 4 needs further adjustments to meet the target. BCAG staff is continuing to coordinate with its consultant team to conduct further modeling work on Scenario 4 in hopes of reaching the target.

If BCAG's SCS is unable to demonstrate that it would achieve the GHG reduction target set by CARB, SB 375 would require BCAG to develop an Alternative Planning Strategy (APS) to the SCS demonstrating how the GHG emission reduction targets would be achieved, in part by identifying land use and transportation strategies that are significantly above and beyond the latest plans identified by member jurisdictions, and funding projections for transportation projects identified in the RTP.

BCAG staff will update the Board at a future meeting regarding the final modeling results for all four scenarios, including identifying a preferred scenario for the 2024 SCS, and whether an APS will be required or not.

Action requested: This item is presented for the Board's information.

Attachment: Attachment #1 – Draft 2024 SCS GHG Reduction Results

**Agenda Item #18 – Information
Attachment
Draft 2024 SCS GHG Reduction Results**

Metric	Category	2005	2022	2035 (2020 RTP) Scenario #1	2035 (2024 RTP) Scenario #2	2035 (2024 RTP) Scenario #3	2035 (2024 RTP) Scenario #4
Modeled Population	Socioeconomic and Demographic	208,322	197,020	251,863	236,433	236,433	236,433
Total Number of Households		85,478	84,157	103,545	101,118	101,118	101,118
Total Number of Jobs		73,400	77,000	89,071	92,400	92,400	92,400
Total Housing Units	Land Use	91,668	91,549	111,339	110,000	110,000	110,000
Total Single-Family Housing Units (du)		69,779	64,363	81,172	76,984	75,563	75,563
Total Multi-Family Housing Units (du)		21,889	27,187	30,167	33,009	34,439	34,439
Households Within ½ Mile of a High-Quality Transit Station or Corridor		0%	0%	4%	23%	24%	24%
Jobs Within ½ Mile of a High-Quality Transit Station or Corridor		0%	0%	13%	37%	37%	37%
Freeway and General Purpose Lanes - Mixed Flow, auxiliary, etc. (lane miles)	Transportation Network	not available	88	89	89	88	88
Arterial/Expressway (lane miles)		not available	763	779	779	778	778
Collector (lane miles)		not available	872	878	878	879	879
Total Transit Operation Miles (Vehicle Service Miles)		not available	986,322	1,238,889	1,195,906	1,195,906	1,494,883
Bike Facilities (Class I, II, & IV) Miles		not available	109	166	166	181	199
Auto (% Passenger Travel Mode Share)	Mode Share	not available	89.83%	89.32%	89.51%	89.20%	decrease from Scenario #3
Transit & Non-Motorized (% Passenger Travel Mode Share)		not available	10.17%	10.68%	10.49%	10.80%	increase from Scenario #3
Transit Ridership (average daily trips)		not available	3,830	5,424	4,662	4,806	6,008
SB 375 VMT per capita	Vehicle Miles Traveled	19.11	19.43	19.63	18.92	18.78	18.64
SB 375 CO2 per capita (lbs./day)	Greenhouse Gas Emissions	18.45	17.83	17.51	16.91	16.78	16.70
ARB Adjustment Factor (EMFAC)			3.81%	4.81%	4.81%	4.81%	4.81%
SB 375 GHG Reductions from 2005			0.43%	-0.27%	-3.50%	-4.25%	-4.68%