

BUTTE COUNTY ASSOCIATION
OF GOVERNMENTS



BOARD OF DIRECTORS MEETING
October 27, 2022

Acronyms for Butte County Association of Governments

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

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



BCAG Board of Directors Meeting

October 27, 2022
9:00 a.m.



BCAG Board Room

326 Huss Drive, Suite 100
Chico, CA 95928

[BCAG BOARD MEETING LIVE](#)

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

Zoom Meeting ID: 881 4078 1460 Password: 766124

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

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

1. Pledge of Allegiance
2. Roll Call

CONSENT AGENDA

3. Approval of Minutes from the September 22, 2022, BCAG Board of Directors Meeting (Attachment) – **Ashley**
4. Approval of Amendment #2 to the 2022/23 Overall Work Program & Budget (Attachment) – **Julie**
5. Approval of Resolution 2022/23-xx Designating Butte Regional Transit as a Consolidated Transit Services Agency for Butte County (Attachment) - **Victoria**

ITEMS REMOVED FROM CONSENT AGENDA – *If Any*

ITEMS FOR ACTION – *None this month*

ITEMS FOR INFORMATION

6. North Valley Passenger Rail Strategic Plan Update (Attachment) – **Chris**
7. Update on Regional Early Action Planning (REAP) Grant Outreach and Project Nomination (Attachment) – **Chris**
8. Unmet Transit Needs Schedule for FY 2023/24 (Attachment) – **Victoria**

ITEMS FROM THE FLOOR

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

ADJOURNMENT

10. The next meeting of the BCAG Board of Directors has been scheduled for Thursday December 8, 2022, **at the BCAG Board Room & via Zoom.**

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

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

BUTTE COUNTY ASSOCIATION
OF GOVERNMENTS



BOARD OF DIRECTORS MEETING
ITEM #3



**APPROVED MEETING MINUTES
OF THE BUTTE COUNTY
ASSOCIATION OF GOVERNMENTS
September 22, 2022**

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

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

MEMBERS PRESENT IN PERSON

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

MEMBERS PRESENT REMOTELY

MEMBERS ABSENT

Debra Lucero	Supervisor	District 2
Chuck Reynolds	Mayor	City of Oroville

STAFF PRESENT

Jon Clark	Executive Director
Sara Cain	Senior Planner (Zoom)
Cheryl Massae	Human Resources Director
Ivan Garcia	Programming Director
Victoria Proctor	Assistant Planner
Ashley Carriere	Administrative Assistant
Amy White	Assistant Planner
Chris Devine	Planning Director (Zoom)

OTHERS PRESENT

Lance Atencio, Transdev
Kevin Yount

BCAG Board of Directors Meeting – Item #3

October 27, 2022

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

CONSENT AGENDA

- 3. Approval of Minutes from the September 22, 2022 BCAG Board of Directors Meeting**
- 4. Approval of Capital Reserve Funds for B-Line Shelter Improvements**

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

ITEMS FOR ACTION

5: Adoption of the 2023 Federal Transportation Improvement Program (FTIP)

Staff updated the board on the Federal Transportation Improvement Program (FTIP). As the federally designated Metropolitan Planning Organization for Butte County, BCAG is responsible for biennially preparing and adopting the FTIP.

The purpose of the FTIP is to identify all transportation-related projects that require federal funding or other approval by the Federal Highway Administration (FHWA) or the Federal Transit Administration (FTA). The FTIP also identifies all non-federal, regionally significant projects for information and air quality emissions modeling purposes. The 2023 FTIP will cover the next four fiscal years beginning on October 1, 2022.

The 2023 FTIP identifies approximately \$195.7 million in transportation funding for 21 projects. BCAG is also identifying the performance measures the project achieves. The performance measures include Performance Measure 1- Safety; Performance Measure 2- Pavement and Bridge; and Performance Measure 3- Freight and Congestion.

The 2023 FTIP was developed in consultation with the required state and federal agencies, and BCAG's transportation advisory committee. Development of the FTIP has been completed in accordance with BCAG's adopted Public Participation Plan. Once adopted, BCAG Board may amend the FTIP at any time.

The FTIP also includes an Air Quality Conformity Determination which has been distributed to BCAG's Interagency Consultation Review group comprised of Caltrans, FHWA, FTA, and EPA for final review and comment prior to Board adoption.

Two zoom workshops were held, and public notices have been placed in the local newspaper, the BCAG website and posted on the B-Line Transit Fleet informing the public of its availability for review and comment. The FTIP was developed in accordance with BCAG'S Public Participation Plan.

On motion by Board Member Teeter, and seconded by Board Member K. Reynolds

ITEMS FOR INFORMATION

6: Butte Regional Transit B-Line 2021/22 Fourth Quarter Report

Staff presented key financial and statistical results for Butte Regional Transit (B-Line) for the fourth quarter and full fiscal year of 2021/22.

The Board was shown a summary of key financial and operational results for Butte Regional Transit along with a data presentation that compared fourth quarter results to the annual budget and to the prior year.

The comparisons being made in the memo are to the previous fiscal year, which was fully impacted by the effects of the COVID-19 pandemic. The overall loss of fares continues to cause problems in meeting the fare box ratios mandated by the TDA. Federal pandemic relief funding continues to help cover lost fare revenues during this time.

Staff informed the Board that unlike last year, when most of the quarterly ridership comparisons saw large reductions as the data was being compared to the previous non-COVID year, this year's data is showing dramatic increases as it is being compared to extremely low ridership generated during the height of the COVID lockdown and the shift to work from home.

Staff presented the Board with a graph showing a comparison in ridership for fiscal years 2020/21 and 2021/22. Rural Fixed Route is exceeding the TDA (Transportation Development Act) coming in at 10.9% for the fiscal year. The Urban Fixed Route is not meeting the TDA farebox ratio requirement of 20%, coming in at 11.1%. Rural Paratransit is not meeting the TDA farebox ratio requirement of 10%, coming in at 7% for the year. Lastly, the Urban Paratransit is meeting the TDA farebox ratio requirement of 10% wither, coming in at 8.1% for the year.

There was one preventable accident in the quarter, with 350,250 miles driven. There were two valid complaints in the quarter, with a total of 141,100 rides given.

This item was presented for information purposes.

ITEMS FROM THE FLOOR

7: 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.

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ADJOURNMENT

With no further items to discuss, the BCAG Board meeting adjourned at 9:12 AM.

Attest:

Jon Clark, Executive Director

Ashley Carriere, Board Clerk

Butte County Association of Governments

BUTTE COUNTY ASSOCIATION
OF GOVERNMENTS



BOARD OF DIRECTORS MEETING
ITEM #4



BCAG BOARD OF DIRECTORS

Item #4 Consent

October 27, 2022

APPROVAL OF AMENDMENT 2 TO THE 2022/23 OVERALL WORK PROGRAM (OWP) & BUDGET AND OVERALL WORK PROGRAM AGREEMENT (OWPA)

PREPARED BY: Julie Quinn, Chief Fiscal Officer

ISSUE: BCAG Chief Fiscal Officer is requesting the BCAG Board of Directors approval of an amendment for the FY22/23 OWP & Budget with an effective date of October 1, 2022.

DISCUSSION: Amendment #2 adjusts the following work elements (WE) to reflect actual carryover of contract costs from the prior year, adjusts the Metropolitan Planning Fund Allocations for Final 22/23 Formula Allocations from Caltrans and 21/22 carryover of funding. Additional planning for rail and transit center projects adds Coronavirus Response and Relief Supplemental Appropriations Act of 2021 (CRRSAA) and Congestion Mitigation Air Quality (CMAQ) funding. The budget increase to revenue and expense totals \$605,393.

The following changes by work element are:

- WE 23-102 Regional Transportation Model: The consultant contract is increased by \$25,826 for carryover of expense. FHWA Planning (PL) funds and Local Transportation Funds (LTF) match are increased accordingly.
- WE 23-105 FTIP: Additional staff time is added for ongoing amendments to the FTIP. FHWA Planning, FTA 5303 funds and match are increased accordingly.
- WE 23-107 Regional Transportation Plan: Tasks which meet the requirements of the Complete Streets PL allocation have been identified as separate funding line items per Caltrans requirements.
- WE 23-129 SB1 STP 22/23- 2024 SCS Development- SB1 funding is reduced to the final allocation amount and adjusted to increase the LTF.
- WE 23-130 North Valley Rail (5304)- The consultant contract is increased by \$20,569 for carryover of expense and Union Pacific RR planning expense is added. FTA 5304 funds and match are increased accordingly.
- WE 23-130.1 North Valley Rail (PL)- Additional tasks related to North Valley Rail planning are funded by recent approval of the Coronavirus Response and Relief Supplemental Appropriations Act of 2021 (CRRSAA).

- WE 23-132 Regional Alternative Fueling Coordination- Adds amount for contracted GIS data. FHWA Planning (PL) funds and match are increased accordingly.
- WE 23-215 Paradise Transit Center: Addition of consultant Plans, Specifications, and Estimates (PSE) which are funded by prior CMAQ grant.

Attached is a summary of adjustments to the FY22/23 OWP & Budget.

STAFF RECOMMENDATION: Approve Amendment 2 of the FY22/23 Overall Work Program & Budget and the OWP Agreement.

Key Staff: Julie Quinn, Chief Fiscal Officer
Jon Clark, Executive Director
Chris Devine, Planning Director
Brian Lasagna, Regional Analyst

FISCAL YEAR 2022/23
SUMMARY OF OWP AMENDMENT 2 (OWPA AMENDMENT 2)

<u>23-102 Regional Transportation Model</u>			
	PRIOR	AMENDED	NET CHANGE
FHWA PL	124,376	115,684	(8,692)
FHWA PL Carryover	47,222	78,778	31,556
LTF Match	22,233	25,195	2,962
TOTAL REVENUE	193,831	219,657	25,826
SALARIES & BENEFITS	21,523	21,523	-
CONSULTANT	152,000	177,826	25,826
INDIRECT	20,308	20,308	-
TOTAL EXPENDITURES	193,831	219,657	25,826

<u>23-105 FTIP</u>			
	PRIOR	AMENDED	NET CHANGE
FHWA PL	29,901	29,901	-
FHWA PL Carryover	-	9,170	9,170
FTA 5303	-	14,633	14,633
LTF Match	3,875	6,959	3,084
PPM	20,000	20,000	-
TOTAL REVENUE	53,776	80,663	26,887
SALARIES & BENEFITS	27,669	41,504	13,835
INDIRECT	26,107	39,159	13,052
TOTAL EXPENDITURES	53,776	80,663	26,887

<u>23-107 Regional Transportation Plan</u>			
	PRIOR	AMENDED	NET CHANGE
FHWA PL	75,633	52,402	(23,231)
FHWA PL Complete Streets	-	23,231	23,231
FHWA PL Carryover	50,000	50,000	-
LTF Match	16,278	16,278	-
TOTAL REVENUE	141,911	141,911	-
SALARIES & BENEFITS	73,017	73,017	-
INDIRECT	68,894	68,894	-
TOTAL EXPENDITURES	141,911	141,911	-

<u>23-129 SB1 STP 22/23 - 2024 SCS Development</u>			
	PRIOR	AMENDED	NET CHANGE
SB1 STP 22/23	180,569	176,596	(3,973)
LTF PLANNING	23,395	27,368	3,973
TOTAL REVENUE	203,964	203,964	-
SALARIES & BENEFITS	73,788	73,788	-
CONSULTANT	60,554	60,554	-
INDIRECT	69,622	69,622	-
TOTAL EXPENDITURES	203,964	203,964	-

SUMMARY OF OWP AMENDMENT 2 (OWPA AMENDMENT 2)

23-130 North Valley Rail Planning (5304)			
	PRIOR	AMENDED	NET CHANGE
FTA 5304	261,113	407,956.39	146,843
LFF Match	33,831	52,855.08	19,024
TOTAL REVENUE	294,944	460,811.47	165,867
SALARIES & BENEFITS	6,919	4,498.00	(2,421)
CONSULTANT	281,500	302,069.23	20,569
Union Pacific Rail Road	-	150,000.00	150,000
INDIRECT	6,525	4,244.24	(2,281)
TOTAL EXPENDITURES	294,944	460,811.47	165,867

23-130.1 North Valley Rail Planning (PL)			
	PRIOR	AMENDED	NET CHANGE
FHWA PL	220,933	220,933	-
LFF Match	28,625	28,625	-
CRRSAA	20,000	200,772	180,772
TOTAL REVENUE	269,558	450,330	180,772
SALARIES & BENEFITS	128,404	128,404	-
CONSULTANT	20,000	200,772	180,772
INDIRECT	121,154	121,154	-
TOTAL EXPENDITURES	269,558	450,330	180,772

23-132 Regional Alternative Fueling Coordination			
	PRIOR	AMENDED	NET CHANGE
FHWA PL	23,803	28,229	4,426
LFF Match	3,084	3,658	574
TOTAL REVENUE	26,887	31,887	5,000
SALARIES & BENEFITS	13,834	13,834	-
CONSULTANT- CSUC	-	5,000	5,000
INDIRECT	13,053	13,053	-
TOTAL EXPENDITURES	26,887	31,887	5,000

23-215 Paradise Transit Center			
	PRIOR	AMENDED	NET CHANGE
CRRSAA	2,250,000	2,250,000	-
CMAQ	-	186,066	186,066
LTF	-	14,975	14,975
TOTAL REVENUE	2,250,000	2,451,041	201,041
SALARIES & BENEFITS	-	9,013	9,013
PSE/ CMAQ (Mark Thomas)	-	183,524	183,524
CONSTRUCTION MGT (Mark Thomas)	-	471,504	471,504
CONSTRUCTION	2,250,000	1,778,496	(471,504)
INDIRECT	-	8,504	8,504
TOTAL EXPENDITURES	2,250,000	2,451,041	201,041

SUMMARY OF OWP AMENDMENT 2 (OWPA AMENDMENT 2)

NET CHANGE IN BUDGET REVENUE:	PRIOR	AMENDED	NET CHANGE
FHWA PLANNING	\$ 1,099,137	1,135,597	36,460
FTA 5303	\$ 66,500	81,133	14,633
SB1 22/23	\$ 180,569	176,596	(3,973)
FTA 5304	\$ 261,113	407,956	146,843
LTF PLANNING	\$ 562,021	606,613	44,592
CRRSAA	\$ 2,270,000	2,450,772	180,772
CMAQ	\$ -	186,066	186,066
NET BUDGET REVENUE CHANGE			\$ 605,393
PREVIOUS OWP REVENUE- A1			6,548,683
AMENDED TOTAL OWP REVENUE			\$ 7,154,076
SALARIES	\$ 1,994,514	\$ 2,014,941	20,427
INDIRECT	\$ 1,541,460	\$ 1,560,735	19,275
SERVICES & SUPPLIES	\$ 3,012,709	\$ 3,578,400	565,691
NET BUDGET EXPENDITURE CHANGE			\$ 605,393
PREVIOUS OWP EXPENDITURES- A1			6,548,683
AMENDED TOTAL OWP EXPENDITURES			\$ 7,154,076

BUTTE COUNTY ASSOCIATION
OF GOVERNMENTS



BOARD OF DIRECTORS MEETING
ITEM #5



BCAG BOARD OF DIRECTORS

Item #5 Consent

October 27, 2022

APPROVAL OF RESOLUTION 2022/23-05 DESIGNATING BUTTE REGIONAL TRANSIT AS A CONSOLIDATED TRANSIT SERVICES AGENCY FOR BUTTE COUNTY

PREPARED BY: Victoria Proctor, Assistant Planner

ISSUE: As the state designated Regional Transportation Planning Agency (RTPA) for Butte County, BCAG wishes to designate Butte Regional Transit (B-Line) as a Consolidated Transit Services Agency under Article 4.5 of the Transportation Development Act.

DISCUSSION: The Transportation Development Act (TDA) of 1971 provides funding for transit and non-transit related purposes that comply with regional transportation plans. Article 7 of the TDA lays out the process to designate a Consolidated Transit Services Agency (CTSA) for the purpose of improving the quality of transportation services for low mobility groups. It is at the discretion of BCAG to apply criteria for and designate a CTSA which can claim TDA funds through Article 4.5. By designating B-Line as a CTSA, up to 5% of available TDA funds for community transit services that improve mobility within the county could be claimed. It is also possible FTA 5310 funding and other local transit revenues could be used to partially support services.

This section of the TDA also mandates an Action Plan be developed for each CTSA. In 2008, Butte Regional Transit prepared a Coordinated Action Plan which serves as the Action Plan for Butte County and in FY 2021/22, Staff contracted with consultant team AMMA of Riverside, CA, to study the specifics of the demand for and current levels of access for non-emergency medical transportation (NEMT) within Butte County. The Plan recommends three alternatives which could be implemented by Staff, should funding become available.

BCAG Board of Directors Meeting – Item #5

October 27, 2022

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For BCAG to designate B-Line as a CTSA in Butte County, the following findings must be made:

- 1) The proposed community transit service is responding to a transportation need currently not being met in the community.
 - a. This designation will establish a partial funding source to provide fare supported non-emergency medical transportation to approved applicants in the community of Butte County. Should an NEMT service prove untenable, these funds could possibly be extended to improve access to the existing fixed route and paratransit system inside the county.
- 2) The service shall be integrated with existing transit services, if appropriate.
 - a. By designating B-Line as the CTSA, we are ensuring that any services expanded by, or created through, the CTSA will be integrated with the existing service. This will minimize customer confusion, and help mitigate operating, maintenance, and administrative costs affiliated with providing a new service.
- 3) The claimant has prepared an estimate of revenues, operating costs, and patronage.
 - a. AMMA prepared the revenue and operating cost estimates as part of their study on NEMT. The B-Line budget is posted annually as an estimate of expected revenues, operating costs, and farebox recovery. Any potential claims made through Article 4.5 would go through the same process of budgetary oversight that our current TDA claims go through before submittal.
- 4) The claimant is in compliance with performance criteria, local match requirements, or fare recovery ratios adopted by resolution of the transportation planning agency.
 - a. Current farebox recovery ratios are suspended through the end of the current fiscal year 22/23 for existing fixed route and paratransit/dial-a-ride services. It is expected standard farebox recovery ratios will be re-instated at some point in the future for current services. Based on the analysis done by AMMA, the proposed NEMT paratransit service is estimated to provide between 13 and 17% in farebox recovery.
- 5) The claimant is in compliance with Sections 99155 and 99155.5 of the Public Utilities Code. The proposed NEMT fare structure would follow the current fare structure which offers “Reduced Transit Fares” to Medicare, disabled and disabled veterans and other applicants meeting qualifying criteria, for the use of public transit for employment, education, medical and personal reasons.

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It is important to note that the function of a CTSA is not limited to NEMT services and can be applied to all community transit services that improve mobility options for the elderly, disabled and other disadvantaged and qualifying persons living within the county. This includes potential expansion and improvement of the current paratransit and fixed route services offered by B-Line as well as increased partnerships with other non-profit agencies and organizations offering similar support services.

If approved by the BCAG Board of Directors, B-Line can begin developing an implementation structure for NEMT and prepare claims under Article 4.5 funds as a CTSA beginning in FY 2023/24.

STAFF RECOMMENDATION: Approve Resolution 2022/23-05 designating the Butte Regional Transit CTSA for Butte County to operate within B-Line and its administrative structure.

Key Staff: Victoria Proctor, Assistant Planner
Andy Newsum, Deputy Director
Sara Cain, Senior Planner



**BUTTE COUNTY ASSOCIATION OF GOVERNMENTS
RESOLUTION NO 2022-23-05**



**RESOLUTION OF THE BUTTE COUNTY ASSOCIATION OF GOVERNMENTS TO
DESIGNATE BUTTE REGIONAL TRANSIT AS A CONSOLIDATED TRANSIT
SERVICES AGENCY (CTSA)**

WHEREAS, Part 13 – SOCIAL SERVICE TRANSPORTATION (commencing with Section 15950) was added to Division 3 of Title 2 of the Government Code, with amendments to Sections 99203 and 99233.7 of, and the addition of Section 99204.5 to, the Public Utilities Code, relating to transportation, and making an appropriation, therefore, was approved by the California Governor on September 27, 1979,

WHEREAS, The addition of Part 13. SOCIAL SERVICE TRANSPORTATION is cited as the “Social Service Transportation Improvement Act”,

WHEREAS, The intent of the “Social Service Transportation Improvement Act”, through the enactment of Part 13, is to improve transportation service required by social service recipients by promoting the consolidation of social service transportation services and provide multiple benefits to delivery of associated services,

WHEREAS, The Regional Transportation Planning Agencies and/or county transportation commissions shall prepare, adopt, and submit reports to the secretary on all existing social services transportation services in their respective geographic areas,

WHEREAS, Upon completion of said required reports, submit an Action Plan to the Secretary of the Business and Transportation Agency, in July of 2008, BCAG prepared and submitted the “Coordinated Public Transit Human Services Transportation Plan for Butte County” and is the designated Action Plan for Butte County,

WHEREAS, The enactment of the “Social Service Transportation Improvement Act” authorizes BCAG to designate Consolidated Transit Services Agencies (CTSAs) for delivery of identified social service transportation needs and be eligible for Transportation Development Act (TDA) and other federal and local funding sources,

NOW THEREFORE BE IT RESOLVED that the Butte County Association of Governments formally designates the B-Line, and its included administrative structure, as a Butte County CTSA to act as a stand- alone agency and/or in partnership with other non - profit organizations to develop, deliver and claim eligible funding for Non-Emergency Medical Transportation (NEMT) and any other identified social service transportation needs within the Butte County Region.

PASSED AND ADOPTED by the Butte County Association of Governments on the 27th of October 2022 by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

APPROVED:

JODY JONES, CHAIR
BUTTE COUNTY ASSOCIATION OF GOVERNMENTS

ATTEST:

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

BUTTE COUNTY ASSOCIATION
OF GOVERNMENTS



BOARD OF DIRECTORS MEETING
ITEM #6



BCAG BOARD OF DIRECTORS

Item #6 Information

October 27, 2022

NORTH VALLEY PASSENGER RAIL STRATEGIC PLAN UPDATE

PREPARED BY: Chris Devine, Planning Director

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

DISCUSSION: At the June BCAG Board of Directors meeting, BCAG staff and the consultant team at AECOM provided an update and PowerPoint presentation detailing the initial assumptions developed to date for the North Valley Passenger Rail Strategic Plan. These assumptions, which included preliminary station and layover facility locations, and initial timetable for service, were required for Caltrans Division of Rail and Mass Transportation to conduct network operations modeling that would provide information on rail line capacity constraints, and result in data needed for Union Pacific Railroad to move forward with their analysis.

The Caltrans network operations modeling work was completed in August based on the initial assumptions developed earlier in the spring. This step stretched the schedule out longer than anticipated. After some further coordination with Caltrans, Union Pacific Railroad (UPRR) was provided data and information in mid-September that will allow their analysis to move forward. This will provide information on the type and scale of improvements needed to expand passenger rail service northward into Butte County, and will determine whether service to Chico is feasible, or if the alternative route to Oroville will need to be considered. This work is expected to take about 8 weeks to complete; we are still establishing an agreement with UPRR to initiate this work and hope to have that wrapped up soon and their work underway in early November. Public Workshops are expected shortly after completion of the UPRR analysis in early 2023.

Additional components of the study are moving forward in parallel with the above-mentioned work including:

- The development of the ridership forecasts which will be completed later in the calendar year using AECOM's detailed ACE Model, which is based on the Amtrak forecasting model developed by AECOM as well. The model forecasts ridership based on demographic growth and service characteristics such as departure/arrival times, travel time between station pairs, and train frequency.

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- Detailed analysis of the two options in Chico for passenger stations and layover facilities. This task will help determine which of the two possible Chico stations and layover facilities to move forward with (either the existing downtown Amtrak station with layover facility to the north or south, or a new station to the south that includes a layover facility).

BCAG has also amended the contract with its consultant team at AECOM to complete additional tasks that have been deemed necessary by the Project Management Team. These include:

- Development of additional outreach materials (fact sheets, brochures, etc.)
- Comparative analysis of Chico station and layover facility options. As discussed above.
- Infrastructure needs analysis for Sacramento Valley Station. This task will capture the approximate physical scope of improvements needed to create access for North Valley trains to serve the Sacramento Valley Station in the long-term (i.e. after 2030), and potential key factors that could affect implementation. A high-level analysis will also be conducted on how to integrate additional trains into the existing footprint and configuration of the Sacramento Valley Station.
- Development of initial project description. This will include a sufficient level of detail to allow the project to proceed into the environmental clearance phase, currently envisioned to consist of an environmental impact report (EIR) and/or environmental impact statement (EIS).
- Station Visual Simulations. One visual simulation will be prepared for each final station location.

An updated project schedule has been provided in **Attachment #1** that reflects the schedule delays and additional consultant tasks.

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

STAFF RECOMMENDATION: This item is presented as information only.

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

NORTH VALLEY PASSENGER RAIL STRATEGIC PLAN

PROJECT SCHEDULE

1 Project Initiation and Management

Project Kick-off Meeting	J																						
PMT Meetings (monthly except during RTC modeling)		F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N
PDT Meetings (approx. quarterly)																							

2 Public Outreach

Other Stakeholder Outreach	[Continuous bar]																							
Public Participation Process	[Continuous bar]																							
Virtual Public Meetings																								
Pop-Up Events (On-site in Disadvantaged Communities)																								
Project Updates for BCAG website (as needed)																								
Online Survey																								

3 Strategic Plan Development

Initial Planning

Initial Service and Operations Planning																							
Rail Network Operations Modeling																							
Caltrans (Runs Inputs Through Modeling Tools)																							
AECOM (Analysis of Outputs/Update Operating Assumptions)																							
Chico Station Option Analysis																							
Potential Sacramento Valley Station Access Analysis																							
Freight Capacity Analysis																							
Union Pacific (Rail Corridor Capacity Analysis)																							
AECOM (Analysis of RTC Outputs)																							
Development of Conceptual Plans of Improvements																							
Operating and Capital Improvements and Costs																							
Select Final Conceptual Timetable and Preferred Station Locations																							

Detailed Planning

Ridership Forecasts																							
Fare Structure and Pricing Plan																							
Revenue Forecasts																							
Station Visualizations																							
Funding and Financing Plan																							
Project Description																							

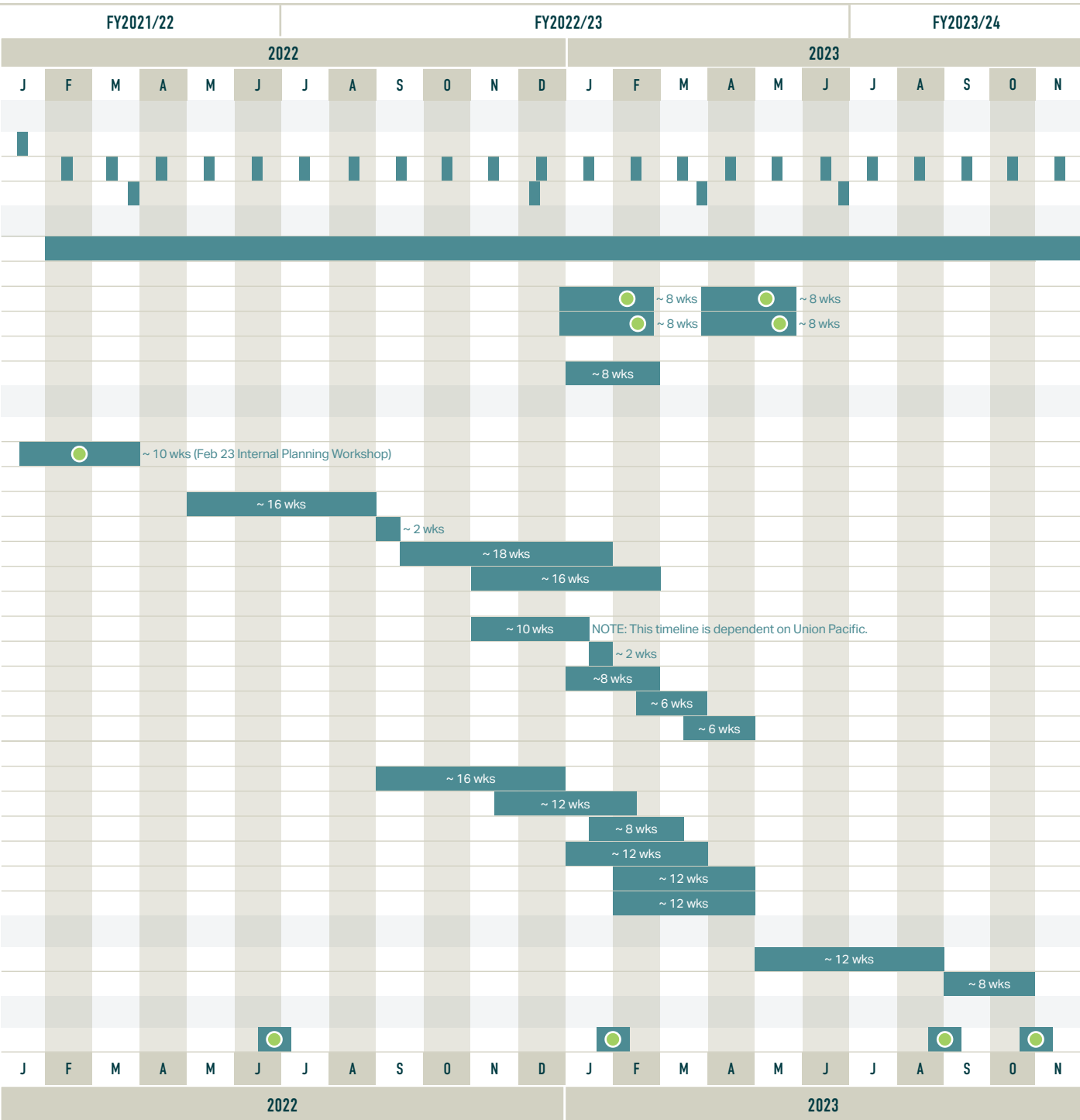
4 Draft and Final Strategic Plan

Draft Document																							
Final Document																							

5 BCAG Board of Directors Review/Approval

BCAG Board of Directors Meetings																							
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● Key Meeting or Event



BUTTE COUNTY ASSOCIATION
OF GOVERNMENTS



BOARD OF DIRECTORS MEETING
ITEM #7



BCAG BOARD OF DIRECTORS

Item #7 Information

October 27, 2022

UPDATE ON REGIONAL EARLY ACTION PLANNING GRANT OUTREACH AND PROJECT NOMINATION

PREPARED BY: Chris Devine, Planning Director

ISSUE: BCAG has been allocated \$2,944,762 in 2021 Regional Early Action Planning grant funds (referred to as REAP 2.0), and is coordinating with BCAG member jurisdiction staff, key stakeholders, and members of the community to identify projects to be considered for funding.

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

Under REAP 2.0, an additional \$2,944,762 in funding will be allocated to BCAG, with applications due to HCD by December 31, 2022, and a deadline of June 2026 for funds to be fully expended. Of these available funds, **\$2,650,286** will be available for BCAG to suballocate to member jurisdictions or tribal governments to fund implementation of eligible projects that meet the grant program criteria.

Outreach

To develop a list of projects to be considered for funding, BCAG staff is working with its consultant team at PlaceWorks to implement required outreach that includes:

- *Coordination with BCAG member jurisdiction staff* – information on the REAP 2.0 program and eligible uses were provided to planning and public works staff who then nominated projects using a project nomination form.
- *Engagement with key stakeholders* – a list of stakeholders was compiled based on input from member jurisdiction staff that included representatives from low-income housing, active transportation, development community, and others. A

BCAG Board of Directors Meeting – Item #7

October 27, 2022

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virtual stakeholder meeting was held to provide the group with an overview of the program and solicit potential project nominations.

- *Coordination with tribal governments* – government to government letters were sent to each of the five tribal governments in the region. BCAG staff then followed up with each tribal representative to discuss the program and solicit project nominations and additional input.
- *Engagement with community members* – following development of the preliminary project nominations, a survey will be developed to solicit feedback on the preliminary project nominations from various community members including disadvantaged and historically underserved communities. The survey will be distributed to various community groups and be shared at community events.

Preliminary Project Nominations

Outreach with member jurisdiction staff, stakeholders, and tribal governments has resulted in a list of preliminary project nominations included in **Attachment #1**.

Next Steps

The next steps are to review the preliminary project nominations with community members and seek input on perceived project priorities and solicit additional ideas for project nominations. In addition to distributing a survey to various community groups for feedback, BCAG staff will be attending various community events to solicit additional input from community members.

Upon completion of community outreach, BCAG and member jurisdiction staff will coordinate on determining the final project nominations using ranking criteria that includes community preference, geographic and socio-economic equity, meeting state and regional housing goals, facilitating housing element compliance, reducing VMT, accelerating infill housing, affirmatively furthering fair housing, etc.

Staff will update the Board in December regarding the final list of projects to be nominated for funding.

STAFF RECOMMENDATION: This item is presented as information only.

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

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Attachment #1. REAP 2.0 Preliminary Nominated Projects

Project Lead Agency	Project Name	Project Description	Funding Request
1. BCAG	Ten Percent Retainage	Retain 10% of funding for 2024 SCS Implementation projects	\$250,000
2. Butte County	Lakeridge Circle Multi-Family Housing	Predevelopment expenses including design and property rezone for 63-unit affordable housing project in Magalia.	\$250,000
3. Butte County	Public GIS Mapping & Data Tool	Will assist public with locating suitable sites for infill, development projects, streamlining public inquiries, and research for housing sits and zoning	\$12,500
4. City of Chico	16 th Street Corridor Study	Prepare corridor study for future 16 th Street enhancement project to establish complete street improvements from Chestnut Street to Chapman Elementary School (approximately 5,800 linear feet). Will establish multi-modal connection between major infill project (Barber Yard) and elementary school through disadvantaged community.	\$245,000
5. City of Chico	North Campus Cedar Street Improvement Project	Complete construction of urban-level street improvements from W. Sacramento Ave to W. Fourth Ave. Includes curb, gutter, sidewalk installation and active transportation improvements	\$1,280,000
6. City of Gridley	Active Transportation Plan Development	Development of ATP plan for City of Gridley to help connect infill development to bike, pedestrian, and transit facilities.	\$200,000
7. City of Gridley	Hwy 99 Bike & Pedestrian Improvements	Contribute to Caltrans' improvement project to improve bike and pedestrian facilities along the east side of Hwy 99 from West Liberty Rd to nearly the city limit on the north. Includes new or improved separated 8' sidewalks, two additional crossings and other ATP improvements	\$475,000
8. City of	Archer Avenue	Includes design, environmental	\$2,800,000

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Gridley	Extension	and construction of new bike and pedestrian friendly road connecting nearly 20 acres of high density and low-income housing to schools, parks, jobs and other services.	
9. City of Gridley	Laurel Street Extension	Includes design and construction of Laurel Street extension to the west, providing access to approximately 55 acres of infill properties, estimated to provide 275 residential units. Improvements include sidewalks on both sides, connecting to Butte View Drive, which connects to pedestrian access into town.	\$1,500,000
10. City of Gridley	Vermont Street Extension	Includes design, environmental, ROW acquisition, and city limit boundary adjustment for extension of Vermont Street to connect residences of Gridley to the Gridley Sports Complex and Industrial Park. The project would provide bike and pedestrian facilities and vehicular access reducing VMT.	\$350,000
11. City of Gridley	Washington Street Extension	Includes design, planning, environmental, public outreach, construction, and construction management for extending Washington Street to connect to 20 acres of planned high density residential development, linking residents to the City's parks, schools, jobs, and other services.	\$1,200,000
12. City of Oroville	Anti-blight acquisition and gap loan program for rental and owner-occupied rehab	Creates flexible revolving loan program that can extend to rental units and can allow equity participation by the city or other investors. Loans would be available city-wide to commercial and residential properties, targeted first along transit routes.	\$500,000
13. City of Oroville	North Oroville Bicycle Connectivity Improvements	Includes staff and consultant costs associated with completing planning tasks needed to improve 1.2 miles of Table Mountain Boulevard from the roundabout at Nelson Ave to Garden Drive and across the freeway to the aquatic	\$150,000

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		center. Will provide Class 1 or 2 bicycle access between a major low-income housing cluster and recreational amenities, including a direct link to the Brad Freeman Trail.	
14. City of Oroville	South Oroville Investment and Financing Planning	The 2022 blight analysis for South Oroville recommended the city consider establishing a Community Revitalization and Investment Authority (CRIA) and/or other structures necessary to use tax increment financing and other private and public funding to assist with infrastructure and new projects in the area. Funds would be used to develop the district CRIA or other structures as necessary in downtown and South Oroville to coordinate and promote these programs to investors. Would also include CEQA.	\$200,000
15. City of Oroville	Mixed Use Housing Project on Myers Street (South Oroville)	Funds would be used for property acquisition, parcel realignment, and soliciting a developer for several parcels on Myers Street and Ontario Avenue at the village center of South Oroville to develop 2.69-acres of mixed use including up to 80 housing units and ground floor commercial space.	\$500,000
16. City of Oroville	Oroville Urban Active Transportation Plan	A planning study dedicated to supporting infill development by identifying gaps in bike and pedestrian infrastructure that are needed to support infill housing. The study would identify projects that would be competitive for Safe Routes to Schools and ATP grants	\$200,000
17. City of Oroville	South Oroville Rezone	Rezone areas of South Oroville for more mixed use, multi-family, and clustered village development.	\$200,000
18. City of Oroville	SR 162 ATP Grant – Construction Management	The city has received a grant for completion of curb, gutter, sidewalks, and bike lanes along Oro Dam Blvd and Olive Highway (SR 162) from SR 70 to Foothill Blvd. The design and engineering are near completion with construction scheduled to	\$450,000

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		commence in 2023. Oroville is asking for assistance with the construction management portion of the project due to the number of unforeseen items that were not in the original grant application.	
19. Town of Paradise	Sewer Service Overlay Zone	Would establish a sewer service area overlay zone to allow higher-density development in the sewer service area which is located along main arterials and commercial areas. Would allow more intense development by allowing increased densities in these zones in the core of town.	\$300,000
20. City of Biggs	Active Transportation Improvements for B and E Streets	Complete preliminary planning and environmental work and coordination with Union Pacific Railroad for ATP improvements to B and E Streets	\$150,000
Total Funding Requested:			\$11,212,500

BUTTE COUNTY ASSOCIATION
OF GOVERNMENTS



BOARD OF DIRECTORS MEETING
ITEM #8



BCAG BOARD OF DIRECTORS

Item #8 Information

October 27, 2022

2024 UNMET TRANSIT NEEDS PROCESS

PREPARED BY: Victoria Proctor, Assistant Planner

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

DISCUSSION: In Butte County, the UTN process entails a comprehensive public outreach program culminating in the public hearing before the BCAG Board of Directors. For thirty days before the public hearing, testimony is solicited regarding perceived unmet transit needs that may be reasonable to meet. The purpose of this process is to ensure that all unmet transit needs that are reasonable to meet are met before funds are expended for non-transit uses, such as streets and roads. Staff has made the decision to move up the UTN process this fiscal year to better coincide with the 2023/24 TDA preliminary apportionments.

The testimony gathered is analyzed to determine if there are any transit needs that meet the adopted definitions of “Unmet Transit Need” and “Reasonable to Meet”. This analysis report, the Transit Needs Assessment, is reviewed by the Social Services Transportation Advisory Council (SSTAC), which provides a recommendation on the findings to the BCAG Board of Directors. If the Board determines there are unmet transit needs that are reasonable to meet, those needs must be satisfied before any TDA funds may be expended for non-transit purposes.

The public hearing is set for December 8, 2022, before the BCAG Board of Directors at its normally scheduled time. Please see Attachment 1 for the notice which has been published in the local newspapers, posted on B-Line’s website and Facebook page, and posted in each of the B-Line buses in Hmong, Spanish, and English.

STAFF RECOMMENDATION: This item is presented for information only.

Key Staff: Victoria Proctor, Assistant Planner
Amy White, Assistant Planner
Cheryl Massae, Human Resources Manager

IS B-LINE TAKING YOU WHERE YOU NEED TO GO?

Butte County Association of Governments is requesting comments from the public on unmet transit needs. Members of the public are invited to submit comments by mail, email, phone, internet or via Zoom at our public hearing. For consideration in the 2023/24 Transit Needs Assessment, comments need to be received by **Thursday, December 8, 2022.**

All testimony received is given equal consideration.

- **Mail** – 326 Huss Dr, Suite 150, Chico CA 95928
- **Email** – vproctor@bcag.org
- **Phone** – (530) 809-4616, ex. 1
- **Web Page** – Visit <http://www.blinetransit.com/Contact-B-Line/Comment-Form/> - Type “UTN” as the subject.
- **Public Hearing at BCAG Board Meeting**
 - Thursday, December 8, 2022, 9:00 a.m.
 - Location, agenda and Zoom link available December 1

Comments are due by 5:00 p.m. Thursday, December 8, 2022

Yog koj xav tham txog kev pab los ntawm B-Line, tab sis hais tsi tau lus Askiv, thov hu lossis xa email rau BCAG, cov lus ntawd mam txhais ua lus Askiv.

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

¿ESTÁ B-LINE LLEVÁNDOTE A DONDE TIENES QUE IR?

La Asociación de Gobiernos del Condado de Butte (BCAG) está solicitando comentarios del público sobre las necesidades de tránsito no satisfechas. Los miembros del público están invitados a enviar comentarios por correo, correo electrónico, teléfono, Internet o a través de Zoom en nuestra audiencia pública. Para ser considerados en la Evaluación de Necesidades de Tránsito 2023/24 los comentarios deben ser recibidos antes del jueves, 8 de diciembre de 2022.

Todos los testimonios recibidos serán considerados por igual.

- **Correo** – 326 Huss Dr, Suite 150, Chico CA 95928
- **Correo electrónico** – vproctor@bcag.org
- **Teléfono** – (530) 809-4616, ext. 1
- **Página web**
 - Visita www.blinetransit.com/Contact-B-Line/Comment-Form
 - complete el formulario de comentarios y escriba “UTN” como asunto
- **Audiencia pública en la reunión de la junta BCAG**
 - jueves, 8 de diciembre de 2022, 9:00 am
 - lugar, programa y el link de Zoom estará disponible diciembre 1

Los comentarios deben enviarse antes de las 5:00 p.m. del jueves 24 de marzo de 2022

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

B-LINE PUAS COJ KOJ MUS RAU QHOV KOJ XAV MUS?

Lub Koom haum BCAG tab tom thov cov lus xam pom los ntawm pej xeeb txog kev tu ncuu ntawm kev thauj mus los. Cov pej xeeb raug caw kom xa cov lus tawm tswv yim los ntawm kev xa ntawv, email, hu xov tooj, hauv is los sis hauv Zoom thaum peb lub rooj sab laj rau pej xeeb. Rau kev txiav txim siab nyob rau hauv 2023/24 Kev Ntsuam Xyuas Cov Kev Xav Tau Ntawm Kev Thauj Mus Los, cov lus tawm tswv yim yuav tsum tau txais tsis pub dhau Hnub Thursday, Kaum Ob Hlis 8, 2022.

Txhua zaj lus tawm tswv yim uas tau txais yog xam tias muaj vaj huam sib luag.

- **Xa Ntawv** – 326 Huss Dr, Suite 150, Chico CA 95928
- **Email** – vproctor@bcag.org
- **Xov Tooj** – (530) 809-4616, txuas rau. 1
- **Phab Web Page** – mus xyuas www.blinetransit.com/Contact-B-Line/Comment-Form/ (hom “UTN” raws li lub ncauj lus)
- **Lub Rooj Sib Tham Rau Pej Xeeb ntawm BCAG Pawg Thawj Tswj Xyuas Lub Rooj Sib Tham**
 - hnub Thursday, Kaum Ob Hlis 8, 2022
 - Zoom link thiab diam Kom tswi tso rau lub Kaum Ob Hlis 1, 2022

Lus tawm tswv yim yog xaus rau thaum 5:00 teev yuav tsaus ntuj

Hnub Thursday, Kaum Ob Hlis 8, 2022