

BUTTE COUNTY ASSOCIATION
OF GOVERNMENTS



BOARD OF DIRECTORS MEETING
DECEMBER 7, 2023

Acronyms for Butte County Association of Governments

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

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



BCAG Board of Directors Meeting

December 7, 2023
9:00 a.m.



BCAG Board Room

326 Huss Drive, Suite 100
Chico, CA 95928

[BCAG BOARD MEETING LIVE](#)

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

Zoom Meeting ID: 845 9941 1831 Password: 235733

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 October 26, 2023, BCAG Board of Directors Meeting (Attachment) – **Ashley**

ITEMS REMOVED FROM CONSENT AGENDA – *If Any*

ITEMS FOR ACTION

4. 2024 Unmet Transit Needs Process Butte Regional Transit– Public Hearing (Attachment) – **Victoria**
5. Approval of 2024 Regional Transportation Improvement Program (RTIP) for Butte County (Attachment) – **Ivan**

ITEMS FOR INFORMATION

6. Carbon Reduction Program (CRP) and Congestion Mitigation and Air Quality (CMAQ) Program Update (Attachment) - **Ivan**
7. North Valley Passenger Rail Strategic Plan Update (Attachment) – **Chris**
8. Butte Regional Transit First Quarter 2023/24 Report (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.

ADJOURN TO CLOSED SESSION (Item will be sent separately)

10. Public Employee Contract – Executive Director (Government Code 54957)

ADJOURNMENT

11. The next meeting of the BCAG Board of Directors has been scheduled for Thursday January 25, 2023, at the BCAG Board Room & via Zoom.
12. Presentation for Jon Clark retiring, after almost 31 years of service to BCAG.

*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



**DRAFT MEETING MINUTES
OF THE BUTTE COUNTY
ASSOCIATION OF GOVERNMENTS
October 26, 2023**

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
Tod Kimmelshue	Supervisor	District 4
Doug Teeter	Supervisor	District 5
David Pittman	Mayor	City of Oroville
Rose Tryon	Vice Mayor	Town of Paradise
Kasey Reynolds	Vice Mayor	City of Chico

MEMBERS ABSENT

Chuck Nuchols	Councilmember	City of Biggs
Peter Durfee	Supervisor	District 2
Bill Connelly	Supervisor	District 1
J Angel Calderon	Councilmember	City of Gridley

STAFF PRESENT

Jon Clark	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

OTHERS PRESENT

Micheal Hanebutt	SJRRRC/SJJPA
Daniel Krause	AECOM
Daniel Evans	AECOM

BCAG Board of Directors Meeting – Item #3

December 7, 2023

Page 2

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

CONSENT AGENDA

- 3. Approval of Minutes from the September 28, 2023 BCAG Board of Directors Meeting**
- 4. Approval of Amendment #1 to the 2023/24 Overall Work Program & Budget and Overall Work Program Agreement**

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

ITEMS FOR INFORMATION-

5: North Valley Passenger Rail Strategic Plan Update

A draft strategic plan is on track to be released in December 2023. In addition, a virtual public workshop will be held in December to review key components of the draft document with interested community members. After completion of a public review period lasting through January 2024, a final plan will be completed in late February.

BCAG staff informed the Board that \$500,000 in grant funding was received from Caltrans in 2021 to study expanding passenger rail service northward from the Sacramento area to Butte County and the study is nearing completion.

BCAG staff is working toward the next phase of the project, which includes development of the environmental document and preliminary engineering work with estimated cost of \$5 Million. If approved by the Board in December 2023, and the California Transportation Commission (CTC) in March 2024, funds would be available to begin work on the phase in July 2024.

A recommendation that a portion of BCAG's recently approved Transit and Intercity Rail Capital Program (TIRCP) formula funds be programmed to advance a portion of the preliminary, was suggested.

Going forward, additional BCAG TIRCP formula funds in combination with a possible contribution from the Sacramento Area Council of Governments (SACOG) TIRCO formula funds, could allow for the project to be funded through the entire engineering phase.

Ridership and revenue data for the proposed North Valley Rail service has been developed by the consultant team at AECOM and was presented to the Board. BCAG staff will continue to keep the Board informed as this study moves forward.

This item was presented for information purposes.

6: Draft 2024 Regional Transportation Improvement Program (RTIP) Recommendations

BCAG requested project nominations from member jurisdictions for consideration of programming in the 2024 Regional Transportation Improvement Program (RTIP). Staff received eight project submittals totaling over \$20 million and have reviewed each project.

Staff has developed a draft recommendation list for the Boards consideration prior to developing a final 2024 RTIP. While staff's 2024 RTIP recommendations are above the 2024 Fund Estimate provided to Butte County, STIP guidelines allow regions like BCAG to make a programming recommendation up to 200% of its target.

For those projects submitted and not recommended for the 2024 RTIP, staff will prepare a future Board agenda item outlining other funding for those projects.

BCAG is required to prepare and adopt a Regional Transportation Improvement Program (RTIP) by December 15, 2023, for the 2024 State Transportation Improvement Program (STIP)

This item was presented for information purposes.

7: 2024 Unmet Transit Needs Process

BCAG is responsible for performing the annual Unmet transit Needs (UTN) process as the administrator of Transportation Development Act (TDA).

The Unmet Transit Needs process in Butte County consists of a public outreach program and public hearing before the BCAG Board of Directors.

Thirty days before the public hearing, testimony is received regarding perceived Unmet Transit Needs that may be reasonable to meet. Unmet Transit Needs that are reasonable to meet, are met before funds are expended for non-transit needs.

Gathered testimony is analyzed to determine if there are any transit needs that meet the adopted definitions of "Unmet Transit Needs" and "Reasonable to Meet". This report is reviewed by the Social Services Transportation Advisory Council (SSTAC), which will provide a recommendation on the findings to the BCAG Board of Directors.

The public hearing is set for December 7, 2023, before the BCAG Board of Directors meeting.

This item was presented for information purposes.

ITEMS FOR ACTION

8: Approval of Transit and Intercity Rail Capital Program and Zero Emission Transit Capital Program Allocation Plan

BCAG staff submitted an allocation request to the California State Transportation Agency (CalSTA) for \$23.9 million to partially fund the development of preliminary engineering for the North Valley Rail Project and the zero-emission deployment project.

BCAG is one of the 49 Regional Transportation Planning Agencies in California identified to receive allocation through the existing mechanism of the Transit Development Act (TDA) over the next two fiscal years. The North Valley Rail Project and Butte Regional Transit Zero-Emissions Deployment are the two types of projects that fit the intent of the TIRCP and ZETCP.

The total requests for the North Valley Rail Project is \$15,000,000 in FY 23/24 and 24/25 TIRCP funds.

The total request for the Zero-Emissions Deployment project is \$8,989,332 in FY 24/25 TIRCP and ZETCP funds.

When funds are approved for allocation, they will be deposited with BCAG in a specific fund for the purpose intended and will require a reporting requirement as is the existing practice with funds deposited through the TDA.

On motion by Board Member Kimmelshue and seconded by Board Member Ritter, approval of Transit and Intercity Rail Capital Program and Zero Emission Transit Capital Program Allocation Plan was unanimously approved.

ITEMS FROM THE FLOOR

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

ADJOURNMENT

With no further items to discuss, the BCAG Board meeting adjourned at 9:52 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 Action

December 7, 2023

2024 UNMET TRANSIT NEEDS PROCESS BUTTE REGIONAL TRANSIT - PUBLIC HEARING

PREPARED BY: Victoria Proctor, Associate Planner

ISSUE: As the administrator of Transportation Development Act (TDA) funds for Butte County, BCAG is charged with 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 jurisdictions.

DISCUSSION: In Butte County the UTN process entails a 30-day outreach period where the public can provide input in person or via mail, email, phone, as well as an online comment form on the B-Line web page. The outreach period culminates with a public hearing before the BCAG Board of Directors to obtain testimony on perceived unmet transit needs that may be reasonable to meet. This 30-day period to gather comments, which began on October 26, 2023, along with this final public hearing, was promoted in local newspapers, on social media, on all our fixed route and paratransit buses, and via targeted email to our contact lists for transit and social services interests. The public was informed that all comments received, whether in person or any another form, receive equal consideration when being analyzed.

The purpose of this process is to ensure all unmet transit needs that are reasonable to meet are met before funds are expended for non-transit uses, such as streets and roads. Once the testimony is obtained, it 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, called the Transit Needs Assessment, is reviewed by the Social Services Transportation Advisory Council (SSTAC), which provides a recommendation for Unmet Transit Needs Findings to the BCAG Board of Directors. If the Board determines there are unmet transit needs that are reasonable to meet, the affected jurisdiction must satisfy those needs before any TDA funds may be expended for non-transit purposes.

STAFF RECOMMENDATION: Staff recommends the Board open the public hearing to obtain testimony on any unmet transit needs that may exist.

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

BUTTE COUNTY ASSOCIATION
OF GOVERNMENTS



BOARD OF DIRECTORS MEETING
ITEM #5



BCAG BOARD OF DIRECTORS

Item #5 Action

December 7, 2023

APPROVAL OF 2024 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM (RTIP) FOR BUTTE COUNTY

PREPARED BY: Iván Garcia, Programming Director

ISSUE: BCAG is required to prepare and adopt a Regional Transportation Improvement Program (RTIP) by December 15, 2023, for the 2024 State Transportation Improvement Program (STIP).

DISCUSSION: The purpose of the RTIP is to identify programming recommendations for the State Transportation Improvement Program (STIP). The 2024 STIP will cover the five fiscal year period beginning July 1, 2024 through June 30, 2029.

The STIP is comprised of the following funding programs:

- 1) 75% - Regional Improvement Program (RIP). Projects are nominated by the Regional Transportation Planning Agencies (RTPAs) like BCAG as part of the Regional Transportation Improvement Program (RTIP) document.
- 2) 25% - Interregional Improvement Program (IIP). Projects are nominated by Caltrans as part of their Interregional Transportation Improvement Program (ITIP).

BCAG requested project nominations from member jurisdictions for consideration of programming in the 2024 RTIP with a funding target of \$8.4 million. Staff received 8 project submittals totaling over \$20 million and have reviewed each of the projects.

Table 1 identifies the 2024 RTIP recommendations. These projects were reviewed with the BCAG Transportation Advisory Committee at their October 5th meeting and the BCAG Board at the October 26th Board meeting. The project recommendations have not changed.

The projects recommended for programming meet the requirements identified in the 2024 STIP Guidelines and are in alignment with the Climate Action Plan for Transportation Infrastructure (CAPTI) adopted by California State Transportation Agency (CalSTA) in July 2021 and consistent with BCAG's Regional Transportation Plan (RTP)/Sustainable Communities Strategy (SCS).

**TABLE 1
2024 RTIP RECOMMENDATIONS**

PROJECTS RECOMMEND FOR THE 2024 RTIP		
Agency & Project	Funding Request	Funding Recommendation
Chico – Eaton Rd / SR 99 Roundabout	\$6,300,000	\$6,300,000
County – Palermo Safe Routes to Schools Project	\$2,625,000	\$1,000,000
BCAG - North Valley Passenger Rail Project	\$2,500,000	\$2,500,000
BCAG - Planning, Programming & Monitoring	\$738,000	\$738,000
Totals	\$12,163,000	\$10,538,000

2024 RTIP Recommendations =	\$10,538,000
2024 RTIP Fund Estimate =	<u>\$8,433,000</u>
Over Programmed =	\$2,105,000

While the 2024 RTIP recommendations are above the 2024 Fund Estimate provided to Butte County, STIP guidelines allow regions like BCAG to make a programming recommendation up to 200% of its target. BCAG may be consulted by the California Transportation Commission (CTC) for funding adjustments, to financially constrain the STIP after all statewide RTIPs and Caltrans’ Interregional Transportation Improvement Program (ITIP) have been submitted.

For those projects submitted and not recommended for the 2024 RTIP, staff has prepared a separate agenda item outlining other funding options for those projects.

The RTIP was developed in accordance with BCAG’s Public Participation Process and has noticed this item for a public hearing to solicit final comments from the public. Project location maps are attached.

REQUESTED ACTION: Staff requests the Board Chair open a public hearing to solicit final comments. If no significant comments are received, staff and the BCAG Transportation Advisory Committee recommend the BCAG Board of Directors adopt the 2024 Regional Transportation Improvement Program for Butte County by Resolution #2023/24-07. This resolution also authorizes staff to make any necessary adjustments in consultation with the California Transportation Commission. Any changes made will be presented to the BCAG Board.

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



**BUTTE COUNTY ASSOCIATION OF GOVERNMENTS
RESOLUTION NO 2023/24-07**

**RESOLUTION OF THE BUTTE COUNTY ASSOCIATION OF GOVERNMENTS
APPROVING THE ADOPTION OF THE 2024 REGIONAL TRANSPORTATION
IMPROVEMENT PROGRAM (RTIP)**

WHEREAS, the Butte County Association of Governments is the designated Regional Transportation Planning Agency for Butte County in accordance with Government Code Section 29532; and California Governments Code Section 65080 requires Butte County Association of Governments as the Regional Transportation Planning Agency to prepare, adopt and submit a Regional Transportation Improvement Program (RTIP) to the California Transportation Commission, pursuant to sections 65080.5; and

WHEREAS, the 2024 Regional Transportation Improvement Program for Butte County identifies project recommendations to be funded utilizing Regional Improvement Program / State Transportation Improvement Program (STIP) funds approved for BCAG programming by the CTC and other state, federal fund or local funds;

WHEREAS, the 2024 RTIP identifies projects which at the time of adoption may require modifications to the Project Programming Request funding sheets by BCAG staff prior to the adoption of the STIP by the California Transportation Commission;

WHEREAS, the 2024 RTIP is consistent with the current approved Regional Transportation Plan and Sustainable Communities Strategies; and to the best of BCAG's knowledge, at the time of RTIP adoption, the projects identified for funding in the proposed 2024 RTIP are not anticipated to be impacted by implementation of the Safer Affordable Fuel Efficient Vehicles Rule Part One – One National Program which became effective on November 26, 2019;

WHEREAS, BCAG certifies the 2024 RTIP is consistent with the goals, objectives and policies included in the adopted 2020 RTP/SCS;

NOW THEREFORE BE IT RESOLVED that the Butte County Association of Governments has prepared the 2024 Regional Transportation Improvement Program for Butte County in accordance with California Government Code 65080 and Chapter 622 of the Statutes of 1997 (SB 45) and the adopted STIP Guidelines and authoristaff to

BCAG Board of Directors Meeting – Item #5

December 7, 2023

Page | 4

make any necessary changes to the RTIP document including the Project Programming Request funding sheets to ensure its timely submittal and approval to Caltrans and or the California Transportation Commission for adoption into the STIP.

PASSED AND ADOPTED by the Butte County Association of Governments on the 7th day of December 2023 by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

APPROVED:

BILL CONNELLY, CHAIR
BUTTE COUNTY ASSOCIATION OF GOVERNMENTS

ATTEST:

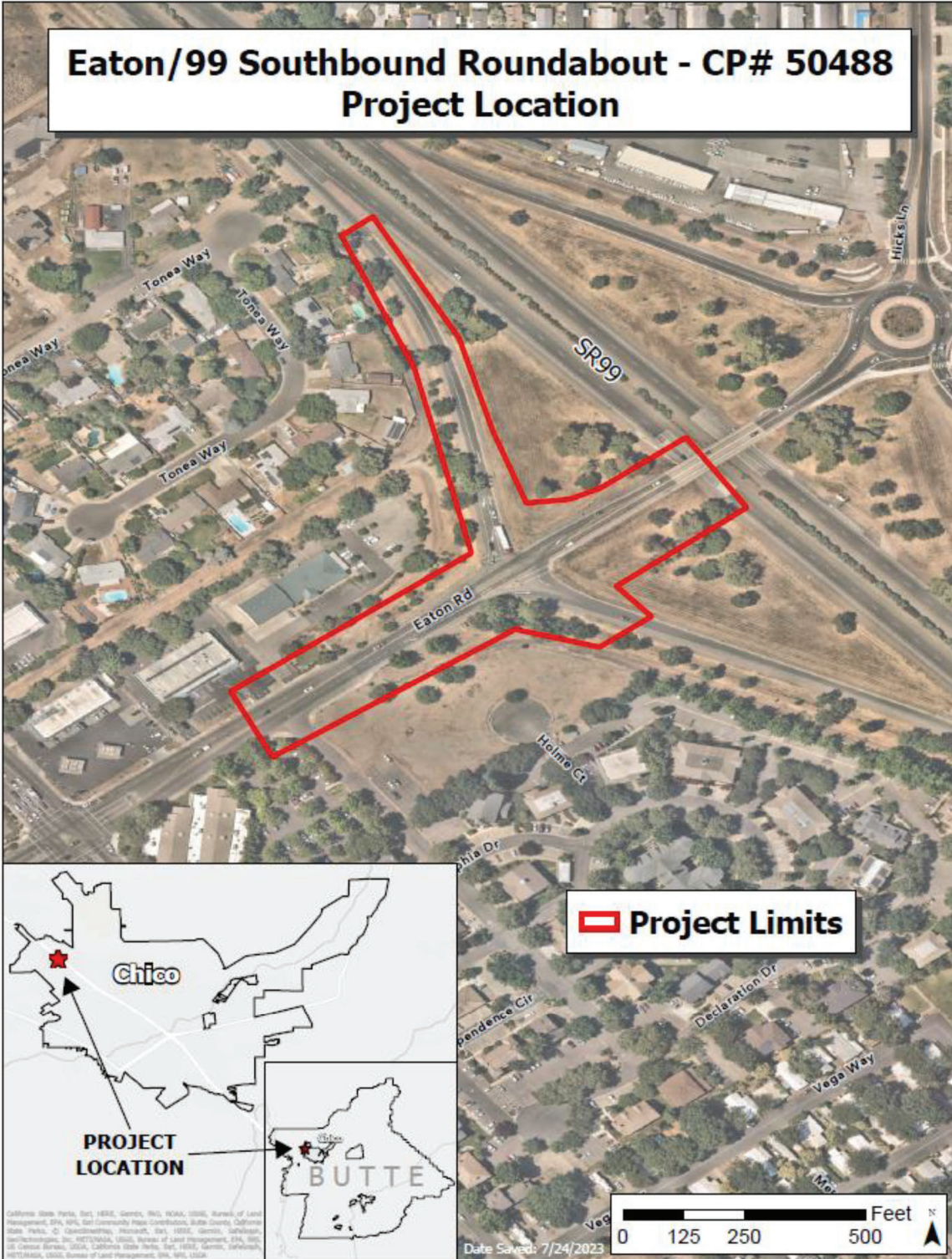
JON A. CLARK, EXECUTIVE DIRECTOR
BUTTE COUNTY ASSOCIATION OF GOVERNMENTS

Project 1: Eaton Road/State Route 99 Southbound Roundabout

Nominating Agency: City of Chico

RIP Request \$6.3 million

Comments: Project mirrors other side (northbound) roundabout. SHOPP funds are included.

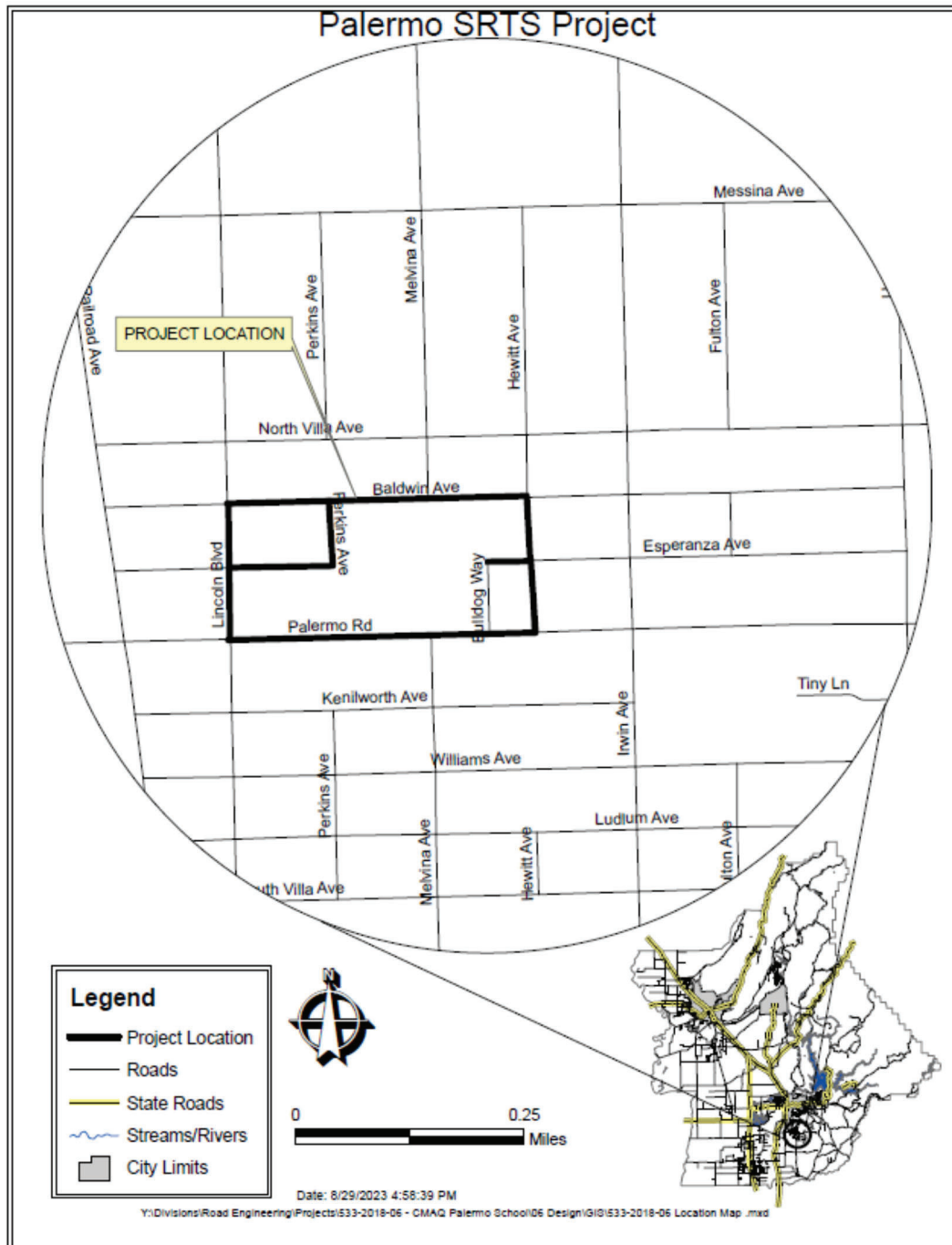


Project 2: Palermo Safe Routes to Schools Project

Nominating Agency: Butte County

RIP Request \$1 million

Comments: Completes 15-year effort to provide for bike/ped improvements around local South Oroville schools



Project 3: North Valley Rail Project

Nominating Agency: Butte County Association of Governments (BCAG)

RIP Request \$2.5 million

IIP Request \$2.5 million

Comments: Would initiate the environmental component with 15% design. Project works to establish passenger rail from Sacramento to Chico.



BUTTE COUNTY ASSOCIATION
OF GOVERNMENTS



BOARD OF DIRECTORS MEETING
ITEM #6



BCAG BOARD OF DIRECTORS

Item #6 Information

December 7, 2023

CARBON REDUCTION PROGRAM (CRP) AND CONGESTION MITIGATION AND AIR QUALITY PROGRAM (CMAQ) UPDATE

PREPARED BY: Iván Garcia, Programming Director

ISSUE: BCAG is able to program new Carbon Reduction Program (CRP) and Congestion Mitigation and Air Quality Program (CMAQ) projects for programming consideration.

CARBON REDUCTION PROGRAM: The Infrastructure Investment and Jobs Act (IIJA) created the Carbon Reduction Program (CRP) to provide federal funding to projects that decrease transportation emissions which are defined as the carbon dioxide (CO₂) emissions that result from on-road, highway sources. California will receive annual apportionments of CRP over the five-year period of IIJA. The apportionments are split, with 65% as Local CRP and 35% as State CRP. Both Local and State CRP funds must be in alignment with the Carbon Reduction Strategy (CRS).

Caltrans has already indicated that their CRP funds will be programmed through the State Highways Operation and Protection Program (SHOPP) on projects that convert existing lanes to priced managed lanes. Caltrans has stated that converting to priced managed lanes regulates demand for vehicle trips, reduces VMT, reduces carbon emissions, and can generate revenue for other low-carbon transportation projects.

The CRS outlines how California will spend its CRP dollars on reducing transportation carbon emissions. California's CRS focuses on the "Three Pillars":

Three Pillars:

1. Zero-emission vehicles and infrastructure,
2. Active transportation, and
3. Rail and transit.

BCAG has received apportionments for the IIJA 5-year period. It is not known if this funding will continue in the next reauthorization bill.

BCAG Carbon Reduction Apportionments

FFY 2022	FFY 2023	FFY 2024	FFY 2025	FFY 2026	Total
\$403,756	\$411,832	\$411,832*	\$411,832*	\$411,832*	\$2,051,084

*FFY 2024 – 2026 are estimates.

The process to program new projects is similar to the Regional Transportation Improvement Program (RTIP) and Congestion Mitigation and Air Quality Program (CMAQ) with a call-for-projects process. Projects are programmed in the Federal Transportation Improvement Program (FTIP) and administered through Caltrans Local Assistance. All projects must follow the federal-aid process.

CONGESTION MITIGATION AND AIR QUALITY PROGRAM: The purpose of the Congestion Mitigation and Air Quality (CMAQ) Program is to fund transportation projects or programs that will contribute to attainment or maintenance of the National Ambient Air Quality Standards (NAAQS) for ozone, carbon monoxide or particulate matter.

Many types of projects are eligible under the CMAQ program including electric vehicles and charging stations, diesel engine replacements and retrofits, transit improvements, bicycle and pedestrian facilities, shared micro mobility projects including shared scooter systems, and more. In addition to improving air quality and reducing congestion, CMAQ projects can improve equitable access to transportation services, improve safety, and promote application of new and emerging technologies. These types of projects further the goals that are in alignment with the CRP program, CAPTI and BCAG’s RTP/SCS.

Apportionments for the CMAQ program are provided by Caltrans. In addition, BCAG has the flexibility to borrow apportionments from other regions who may not be ready to deliver a project or has run into project delays. While borrowing from another region would indicate future apportionments would have to be used to pay back a loan and therefore result in no new programming until the load is paid, the tradeoff is a local agency could deliver a project faster and typically at a lower price since project costs continue to increase.

The following apportionments **do not include projects already programmed** in the current FTIP. Those projects would count against the programming capacity. Staff will discuss this in more detail at the Board meeting.

BCAG CMAQ Apportionments

FFY 2022	FFY 2023	FFY 2024	FFY 2025	FFY 2026	Total
\$1,889,000	\$1,889,000	\$1,888,000*	\$1,888,000*	\$1,888,000*	\$9,442,000

Most of the projects submitted as part of the 2024 Regional Transportation Improvement Program (RTIP) process are in alignment with the goals and objectives of the CRP and CMAQ programs. If supported by the Board, staff would seek to borrow approximately \$5 million in CMAQ funds from another region(s) in order to recommend the projects identified for CRP and CMAQ funding below be programmed.

DRAFT CARBON REDUCTION PROGRAM (CRP) AND CONGESTION MITIGATION AND AIR QUALITY RECOMMENDATIONS

Agency & Project	Request	2024 RTIP Recommendations	Recommendation for CRP or CMAQ	Not Recommended
Biggs – 2nd Street Safe Routes to Schools Project	\$700,000		\$700,000	
Chico – Eaton Rd / SR 99 Roundabout	\$6,300,000	\$6,300,000		
Chico – Downtown Complete Streets	\$2,000,000		\$2,000,000	
Chico – SR 99 Southgate Intersection Improvements	\$3,624,000			\$3,624,000
County – Palermo Safe Routes to Schools Project	\$2,625,000	\$1,000,000	\$1,625,000	
Oroville – Washington Ave Complete Streets	\$2,500,000		\$2,500,000	
Oroville – Table Mountain Blvd Complete Streets	\$500,000		\$500,000	
BCAG - North Valley Passenger Rail Project	\$2,500,000	\$2,500,000		
BCAG - Planning, Programming & Monitoring	\$738,000	\$738,000		
Totals	\$21,487,000	\$10,538,000	\$7,325,000	\$3,624,000

Staff recommends the CRP funds be used to fund the City of Chico's Downtown Complete Streets project and the Biggs, County and Oroville Projects be funded with CMAQ funds. This approach was supported by the BCAG TAC to utilize the call-for-projects process already undertaken for the 2024 RTIP process to consider programming the projects not selected for funding due to financial constraints as appropriate.

If supported by the BCAG Board, staff would extend the call-for-projects until December 31, 2023, to enable local jurisdictions to update and or modify their request for funding. In addition, if the Board supports the approach to borrow CMAQ funds from another region, staff will begin contacting other agencies and report back to the Board in January

REQUESTED ACTION: This item is presented for the Board's review and comment.

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

BUTTE COUNTY ASSOCIATION
OF GOVERNMENTS



BOARD OF DIRECTORS MEETING
ITEM #7



BCAG BOARD OF DIRECTORS

Item #7 Information

December 7, 2023

NORTH VALLEY PASSENGER RAIL STRATEGIC PLAN UPDATE

PREPARED BY: Chris Devine, Planning Director

ISSUE: BCAG received \$500,000 in grant funding from Caltrans in 2021 to study expanding passenger rail service northward from the Sacramento area to Butte County and the study is nearing completion.

DISCUSSION: A first draft of the North Valley Passenger Rail Strategic Plan document has been completed and is under review by the Project Development Team (PDT). The PDT will have until mid-December to submit comments after which a second draft document will be prepared by the project team and posted to the project website. The second draft version of the plan will be available for public review through the month of January 2024, and a final version will be completed and presented to the BCAG Board at the February 2024 meeting.

A virtual community workshop has been scheduled for Wednesday, December 13th at 5:00pm and notices have been distributed through many channels including email, social media, press releases to various publications, etc. Attachment #1 includes a flyer for the workshop with the registration link (also available here: <https://us02web.zoom.us/meeting/register/tZUdeuqpz8uHNzD3VFJjsj4iSZyhrkjKJAH>).

The workshop will follow a similar format to the prior one held earlier this year, with presentations by project team members and a question-and-answer session. The main purpose of the workshop is to provide community members with an overview of the draft strategic plan, answer questions, and receive any early feedback or comments. BCAG Board members are encouraged to attend; please be sure to register ahead of time. The meeting will be recorded and posted to the project website for those unable to attend.

Staff will continue to 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
Andy Newsum, Deputy Director

NORTH VALLEY RAIL

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



Would you ride a train between Chico and Sacramento, and beyond?



North Valley Passenger Rail Strategic Plan

Join us to learn about the draft strategic plan which will set the course for developing a passenger rail service from Chico to Sacramento and beyond.

VIRTUAL COMMUNITY MEETING #3: DEC.13

5:00 PM via Zoom
RSVP: bit.ly/NVPRWorkshop



Learn more about the North Valley Rail Project: northvalleyrail.org

HSR for Fresno, Bakersfield, and Southern California

BUTTE COUNTY ASSOCIATION
OF GOVERNMENTS



BOARD OF DIRECTORS MEETING
ITEM #8



BCAG BOARD OF DIRECTORS

Item #8 Information

December 7, 2023

BUTTE REGIONAL TRANSIT FIRST QUARTER 2023/24 REPORT

PREPARED BY: Victoria Proctor, Associate Planner

ISSUE: Staff is presenting key financial and statistical results for Butte Regional Transit (B-Line) for the first quarter of 2023/24.

DISCUSSION: The attached tables present a summary of key financial and operating results for Butte Regional Transit. This information is reported to the Board on a quarterly basis, and to the State and Federal government annually. Data is collected and reviewed on an on-going basis to ensure accuracy, as well as address issues and concerns directly and without delay.

Nationally, public transit usage has been having difficulty finding its footing in the 21st century. The nature of work and business has changed with more people working from home and using telehealth appointments and delivery services than ever before. This has decreased the demand for public transit significantly, but we are seeing national trends start to rise back up closer to pre-pandemic ridership levels. The current administration has made a concerted effort to invest in public transportation, regardless of the current ridership numbers, in order to make it more appealing in the future. At a state level, there have been several recent bills that have updated the TDA requirements and redefined what is meant by “farebox recovery” to instead mean any non-State funds. With these changes, the focus has narrowed onto how to reach different demographics of current and potential public transit riders, and how to change public transit to better fit the world we now find ourselves in.

Staff has been engaged in ongoing outreach throughout the region in an effort to promote B-Line’s services and the technologies that are in place to help make trips taken on the bus easier and more cost effective for the rider. These include booths at the Chico Thursday Night Market during the summer, the Salmon Festival and Feather Fiesta Day in Oroville, Red Suspenders Day in Gridley, pop-ups at Chico State as requested, as well as outreach to local social services agencies upon request. We have seen those efforts start to pay off in FY 2022/23 and are continuing to see more modest increases in ridership leading into FY 2023/24.

Staff has made several operational changes meet rider needs. In October 2023, the fare structure was simplified, which was a recommendation from the recent B-Line Routing Study. In November 2023, Route 17 was re-routed slightly to go south on Fair Street rather than Martin Luther King Jr. Boulevard. This change better aligns service with the new location of the Jesus Center, the fairgrounds, and the additional new development taking place along that road. This change was able to be made without reducing service

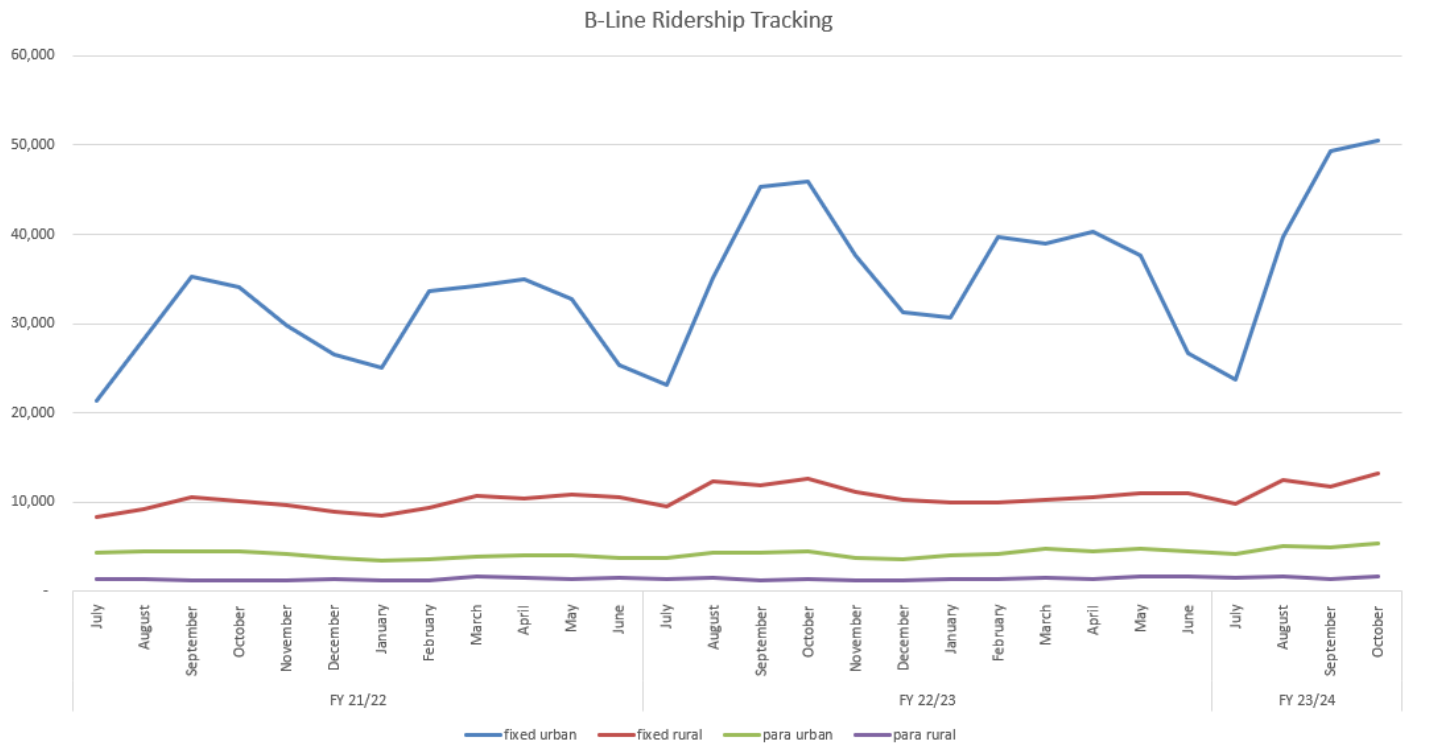
BCAG Board of Directors Meeting – Item #8

December 7, 2023

Page 2

along Martin Luther King Jr. Boulevard since Route 14 will continue to service the northbound side of the road.

The accompanying analysis looks at the two modes of services separately: fixed route and paratransit. Those modes are then further broken down by location: both urban (Chico) and rural. Evaluation of complaints and accidents are analyzed for the system as a whole. The following graph shows the breakdown of ridership for those four different areas for the past two fiscal years. What this shows is that COVID-19 greatly impacted transit ridership and our numbers have not yet recovered, however we are seeing a new normal emerge in this post-pandemic landscape. Prior to the pandemic, our ridership was facing a steady decline, which was exacerbated by the events of 2020. Now that we are a few years removed from those events, we are starting to see increases in ridership that follow a familiar pattern. The ebbs and flows shown on this graph mirror the semester breaks at CSU Chico, where a third of our ridership comes from. Without the University, you can see that the ridership in our rural system and paratransit system are just sitting at much lower numbers in general. Because of the lower overall numbers, small changes have a greater impact on how those improvements look on paper.



Rural Fixed Route fares are 11.04% of operating costs for the quarter. Ridership for the quarter was up 1.2% from prior year quarter. Passenger fares are at the budgeted expectations, coming in at 26% of what was budgeted. Operating expenditures are also 26% of the budget.

BCAG Board of Directors Meeting – Item #8

December 7, 2023

Page 3

Urban Fixed Route fares are 10.72% of operating costs for the quarter. Ridership increased 32.8% compared to the prior year quarter. Passenger fares are 26% of the budgeted expectations. Expenditures are also 26% of the budgeted expectation.

Rural Paratransit fares are 7.03% for the quarter compared to operating costs. Ridership is up 13.2%. Passenger revenues are as expected, coming in at 27% of the budgeted expectations. Expenditures are also in line with the budget at 25% of the expectation for the year. The efficiency of the system came in at 3.2 passengers per service hour.

Urban Paratransit fares are 9.4% of operating costs. Ridership is up 7.8% for the quarter. Passenger revenues are 27% of the budgeted expectations. Expenditures are 23% of budgeted expectations. The efficiency of the system came in at 3.4 passengers per hour.

Overall – There were two preventable accidents in the quarter, with 354,279 miles driven. There were three valid complaints in the quarter with 151,743 rides given.

STAFF RECOMMENDATION: This item is presented for information only.

Key Staff: Victoria Proctor, Associate Planner
Julie Quinn, Chief Fiscal Officer

Butte Regional Transit
1st Quarter Financial Report
Fiscal Year 2023/24

	Rural Fixed Route					Urban Fixed Route				
	22/23 Actual to Date	% of 22/23 Budget	23/24 Annual Budget	23/24 Actual to Date	% of 23/24 Budget	22/23 Actual to Date	% of 22/23 Budget	23/24 Annual Budget	23/24 Actual to Date	% of 23/24 Budget
Passenger Fare	\$ 96,877	29%	\$ 397,774	\$ 103,705	26%	\$ 128,284	29%	\$ 589,746	\$ 152,314	26%
Other Income	\$ 14,389	0%	\$ 3,162,872	\$ 2,994	0%	\$ 32,976	1%	\$ 4,966,978	\$ 4,491	0%
Total Income	<u>\$ 111,266</u>	3%	<u>\$ 3,560,646</u>	<u>\$ 106,699</u>	3%	<u>\$ 161,260</u>	3%	<u>\$ 5,556,724</u>	<u>\$ 156,805</u>	3%
Operator Expense	\$ 451,044	24%	\$ 1,971,616	\$ 490,056	25%	\$ 978,894	24%	\$ 4,234,863	\$ 1,071,788	25%
Fuel Expense	\$ 206,667	40%	\$ 523,000	\$ 164,129	31%	\$ 146,659	41%	\$ 358,000	\$ 116,146	32%
Other Operating	\$ 189,108	24%	\$ 808,780	\$ 183,913	23%	\$ 181,738	25%	\$ 753,861	\$ 179,200	24%
Services & Supplies	\$ 846,819	27%	\$ 3,303,396	\$ 838,098	25%	\$ 1,307,291	26%	\$ 5,346,724	\$ 1,367,134	26%
Admin Charges	\$ 97,601	34%	\$ 257,250	\$ 101,415	39%	\$ 52,054	34%	\$ 210,000	\$ 54,088	26%
Total Expense	<u>\$ 944,420</u>	27%	<u>\$ 3,560,646</u>	<u>\$ 939,513</u>	26%	<u>\$ 1,359,345</u>	26%	<u>\$ 5,556,724</u>	<u>\$ 1,421,222</u>	26%
Fares to operating expense	<u>10.26%</u>		<u>11.17%</u>	<u>11.04%</u>		<u>9.44%</u>		<u>10.61%</u>	<u>10.72%</u>	
		% budget			% budget		% budget			% budget
Revenue Hours	5,226	25%	20,816	5,174	25%	11,376	25%	44,711	11,315	25%
Annual Passengers	33,574			33,989		103,745			112,799	
Annual Pass/Rev Hr	6.4			6.6		9.1			10.0	

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
1st Quarter Financial Report
Fiscal Year 2023/24

Rural Paratransit				
22/23 Actual to Date	% of 22/23 Budget	23/24 Annual Budget	23/24 Actual to Date	% of 23/24 Budget

Urban Paratransit				
22/23 Actual to Date	% of 22/23 Budget	23/24 Annual Budget	23/24 Actual to Date	% of 23/24 Budget

Passenger Fare	\$ 10,604	25%	\$ 46,832	\$ 12,523	27%
Other Income	\$ 6,000	1%	\$ 660,074	\$ -	0%
Total Income	\$ 16,604	2%	\$ 706,906	\$ 12,523	2%

Passenger Fare	\$ 34,716	24%	\$ 156,683	\$ 42,426	27%
Other Income	\$ 7,200	0%	\$ 1,837,142	\$ -	0%
Total Income	\$ 41,916	2%	\$ 1,993,825	\$ 42,426	2%

Operator Expense	\$ 111,550	18%	\$ 568,298	\$ 133,698	24%
Fuel Expense	\$ 14,021	25%	\$ 55,000	\$ 14,876	27%
Other Operating	\$ 15,750	24%	\$ 64,108	\$ 24,190	38%
Services & Supplies	\$ 141,321	19%	\$ 687,406	\$ 172,764	25%
Admin Charges	\$ 5,295	26%	\$ 19,500	\$ 5,453	28%
Total Expense	\$ 146,616	19%	\$ 706,906	\$ 178,217	25%

Operator Expense	\$ 323,867	21%	\$ 1,515,462	\$ 301,106	20%
Fuel Expense	\$ 44,400	28%	\$ 160,000	\$ 47,108	29%
Other Operating	\$ 43,531	19%	\$ 235,113	\$ 93,139	40%
Services & Supplies	\$ 411,798	22%	\$ 1,910,575	\$ 441,353	23%
Admin Charges	\$ 17,928	25%	\$ 83,250	\$ 10,142	12%
Total Expense	\$ 429,726	22%	\$ 1,993,825	\$ 451,495	23%

Fares to operating expen	7.23%		6.62%	7.03%	
	% budget		% budget	% budget	
Revenue Hours	1,290	18%	6,000	1,412	24%
Annual Passengers	4,063			4,503	
Annual Pass/Rev Hr	3.1			3.2	

Fares to operating expen	8.08%		7.86%	9.40%	
	% budget		% budget	% budget	
Revenue Hours	3,750	22%	16,000	4,235	26%
Annual Passengers	12,372			14,223	
Annual Pass/Rev Hr	3.3			3.4	

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 - First Quarter

RURAL FIXED ROUTE

Quarter	Passengers			Vehicle Revenue Hours			Passengers per Revenue Hr		
	22/23	23/24	change	22/23	23/24	change	22/23	23/24	change
1st	33,574	33,989	1.2%	5,226	5,174	-1.0%	6.4	6.6	2.3%
2nd	33,965			5,239			6.5		
3rd	30,181			5,269			5.7		
4th	32,403			5,226			6.2		

URBAN FIXED ROUTE

Quarter	Passengers			Vehicle Revenue Hours			Passengers per Revenue Hr		
	22/23	23/24	change	22/23	23/24	change	22/23	23/24	change
1st	84,959	112,799	32.8%	11,325	11,315	-0.1%	7.5	10.0	32.9%
2nd	90,424			12,436			7.3		
3rd	93,431			11,809			7.9		
4th	93,118			11,600			8.0		

RURAL PARATRANSIT

Quarter	Passengers			Vehicle Revenue Hours			Passengers per Revenue Hr		
	22/23	23/24	change	22/23	23/24	change	22/23	23/24	change
1st	3,978	4,503	13.2%	1,448	1,412	-2.5%	2.7	3.2	16.1%
2nd	3,784			1,370			2.8		
3rd	4,129			1,433			2.9		
4th	4,355			1,494			2.9		

URBAN PARATRANSIT

Quarter	Passengers			Vehicle Revenue Hours			Passengers per Revenue Hr		
	22/23	23/24	change	22/23	23/24	change	22/23	23/24	change
1st	13,198	14,223	7.8%	4,257	4,235	-0.5%	3.1	3.4	8.3%
2nd	12,372			3,925			3.2		
3rd	10,966			3,646			3.0		
4th	11,795			3,777			3.1		

PREVENTABLE ACCIDENTS

Qtr-FY	Accidents	Miles	Ratio (1 per x)
1-23/24	2	354,279	177,138
4-22/23	1	358,452	358,451
3-22/23	5	361,190	72,237
2-22/23	3	357,434	119,144

VALID PASSENGER COMPLAINTS

Complaint	Rides	Ratio (1 per x)
3	151,743	50,580
5	155,420	31,083
1	15,636	15,635
6	164,254	27,375