

BUTTE COUNTY ASSOCIATION
OF GOVERNMENTS



BOARD OF DIRECTORS
MEETING FEBRUARY 22, 2024

Acronyms for Butte County Association of Governments

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

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



BCAG Board of Directors Meeting

February 22, 2024
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: 869 1951 6374 Password: 980200

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

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

1. Pledge of Allegiance
2. Roll Call
3. Election of Chair and Vice Chair for 2024 Calendar Year

CONSENT AGENDA

4. Approval of Minutes from the December 7, 2023, BCAG Board of Directors Meeting (Attachment) – **Ashley**
5. Approval of Amendment #2 to the 2023/24 Overall Work Program and Budget and Overall Work Program Agreement (OWPA) (Attachment) - **Julie**

ITEMS REMOVED FROM CONSENT AGENDA – *If Any*

ITEMS FOR ACTION

6. Approval of 2024/25 Unmet Transit Needs Assessment and Findings (Attachment) – **Victoria**
7. Approval of MAP-21 Performance Measures Safety (PM1) 2023 (Attachment) – **Brian**

ITEMS FOR INFORMATION

8. MAP 21 Performance Measures – GHG Emissions (Attachment) - **Brian**
9. North Valley Passenger Rail Strategic Plan Update (Attachment) – **Chris**
10. Butte Regional Transit (B-Line) 2nd Quarter 2023/24 Report (Attachments) – **Victoria**
11. 2023 Federal Transportation Improvement Program Amendment #5 (Attachment) – **Ivan**
12. California Transportation Commission Site Visit (Attachment) - **Ivan**

ITEMS FROM THE FLOOR

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

ADJOURNMENT

14. The next meeting of the BCAG Board of Directors has been scheduled for Thursday March 28, 2024, at the BCAG Board Room & via Zoom.

BCAG Board of Directors 2024 Meeting Schedule:

January 25	No Meeting
February 22	Chico, BCAG Board Room
March 28	Chico, BCAG Board Room
April 25	Chico, BCAG Board Room
May 23	Chico, BCAG Board Room
June 27	Chico, BCAG Board Room
July 25	Chico, BCAG Board Room
August 22	Chico, BCAG Board Room
September 26	Chico, BCAG Board Room
October 24	Chico, BCAG Board Room
November 28	No Meeting
December 12	Chico, BCAG Board Room

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

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

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

BUTTE COUNTY ASSOCIATION
OF GOVERNMENTS



BOARD OF DIRECTORS MEETING
ITEM #4



**DRAFT MEETING MINUTES
OF THE BUTTE COUNTY
ASSOCIATION OF GOVERNMENTS
DECEMBER 7, 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 9:00 a.m. at the BCAG Board Room, 326 Huss Drive, Suite 100, Chico, CA.

MEMBERS PRESENT IN PERSON

Tami Ritter	Supervisor	District 3
Doug Teeter	Supervisor	District 5
David Pittman	Mayor	City of Oroville
Kasey Reynolds	Vice Mayor	City of Chico
Peter Durfee	Supervisor	District 2
J Angel Calderon	Councilmember	City of Gridley
Chuck Nuchols	Councilmember	City of Biggs
Ton Lassonde	Alternate-Non-Voting	Town of Paradise

MEMBERS ABSENT

Bill Connelly	Supervisor	District 1
Tod Kimmelshue	Supervisor	District 4
Rose Tryon	Vice Mayor	Town of Paradise

STAFF PRESENT

Jon Clark	Executive Director
Andy Newsum	Deputy 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
Mike Garzoli	Facilities Maintenance Manager
Julie Quinn	Chief Fiscal Officer

BCAG Board of Directors Meeting – Item #4

February 22, 2023

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OTHERS PRESENT

Michael Hanebutt

Bill Smith

Lance Atencio

Gabriela Montes

Jim Peplow

Mary Clark

Kendra Clark

SJRRC/SJJPA

Transdev

Transdev

Transdev

Retired, BCAG

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

CONSENT AGENDA

3. Approval of Minutes from the October 26, 2023 BCAG Board of Directors Meeting

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

ITEMS FOR ACTION

4: 2024 Unmet Transit Needs Process Butte Regional Transit-Public Hearing

As the administrator of Transportation Development Act (TDA) funds for Butte County, BCAG is required to perform the annual Unmet Transit Needs process. This process requires at least one public hearing.

Butte County's Unmet Transit Needs process involves a thirty-day outreach period that allows the public to provide input in person or via e-mail, phone, mail, or an online comment form.

BCAG held a public hearing before the BCAG Board of Directors as the outreach period was completed. This hearing allowed for testimony on perceived unmet transit needs, that may have been reasonable to meet.

The thirty-day outreach period began on October 26, 2023. The outreach period and final public hearing was promoted in local newspapers, on social media, on all our fixed route and paratransit buses, and via targeted e-mail.

Staff requested the Board open the public hearing to obtain testimony on any unmet transit needs. The Board Vice Chair opened the public hearing and there was no public comment. The public hearing was closed.

5: Approval of 2024 Regional Transportation Improvement Program (RTIP) for Butte County

BCAG was required to prepare and adopt a Regional Transportation Improvement Program (RTIP) by December 15, 2023.

The Regional Transportation Improvement Program (RTIP) is in place to identify programming recommendations for the State Transportation Improvement Program (STIP).

BCAG staff requested project nominations from member jurisdictions for consideration in the 2024 Regional Transportation Improvement Program (RTIP) with a funding target of \$8.4 million. Staff received eight project submittals totaling over \$20 million and have reviewed each of the projects.

Staff presented the Board with tables identifying the 2024 Regional Transportation Improvement Program (RTIP) recommendations.

The projects recommended for programming meet the requirements identified in the 2024 State Transportation Improvement Program (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).

Staff requested the Board open the public hearing to solicit final comments. The Board Vice Chair opened the public hearing and there was no public comment. The public hearing was closed. There were no public comments.

On motion by Board Member Ritter and seconded by Board Member Durfee, approval of 2024 Regional Transportation Improvement Program (RTIP) for Butte County was unanimously approved.

ITEMS FOR INFORMATION

6: Carbon Reduction Program (CRP) and Congestion Mitigation and Air Quality (CMAQ) Program Update

BCAG staff informed the Board that BCAG is able to program new Carbon Reduction Program (CRP) and Congestion Mitigation and Air Quality Program (CMAQ) Projects for programming consideration.

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The Infrastructure Investment and Jobs Act (IIJA) created the Carbon Reduction Program (CRP) to provide federal funding to projects that decrease transportation emissions.

Caltrans indicated that their Carbon Reduction Program (CRP) funds will be programmed through the State Highways Operation and Protection Program (SHOPP) on projects that convert existing lanes to priced managed lanes.

Staff recommended the Carbon Reduction Program (DRP) fund be used to fund City of Chico's Downtown Complete Streets projects and the Biggs, County and Oroville projects be funded with Congestion Mitigation and Air Quality Program funds. BCAG staff requested an extension on the call-for-projects until December 31, 2023, to enable local jurisdictions to update and/or modify their request for funding.

7: North Valley Passenger Rail Strategic Plan Update

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

Staff informed the Board that the first draft of the North Valley Passenger Rail Strategic Plan document has been completed and is under review by the Project Development Team.

The Project Development Team had until mid-December 2023 to submit comments after which a second draft document will be prepared. The second draft version of the plan was available for review through January 2024, and a final version will be completed and presented to the BCAG Board at the February 2024 meeting.

A community workshop was scheduled for Wednesday, December 13th at 5:00 P.M. The main purpose of the workshop was to provide community members with an overview of the draft strategic plan, answer questions, and receive any early feedback or comments.

8: Butte Regional Transit First Quarter 2023/24 Report

Staff presented key financial and statistical results for Butte Regional Transit for the first quarter of 2023/24.

BCAG Staff has been engaging in ongoing outreach throughout the region in an effort to promote B-Line's services and technologies that are in place.

Several operational changes have been made to meet rider needs. Such as the Fare structure being simplified as recommended from the recent B-Line Routing Study.

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Staff informed the Board regarding route changes that better align service with the new location of the Jesus Center, the fairgrounds, and the new development taking place along that road.

A graph was presented to show the breakdown of ridership for four different areas in the past two fiscal years.

Rural Fixed Route fares are 11.04% of operating costs for the quarter. Ridership for the quarter was up 1.2% from the prior year.

Urban Fixed Route fares are 10.72% for the quarter compared to operating costs. Ridership is up 32.8% compared to the prior year quarter.

Rural Paratransit fares are 7.03% for the quarter compared to operating costs. Ridership is up 13.2%.

Urban Paratransit fares are 9.4% of operating costs. Ridership is up 7.8% for the quarter.

Overall, there were two preventable accidents in the quarter.

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.

There were no items from the floor.

CLOSED SESSION

The BCAG Board went into Closed Session for the Executive Director Public Employee Contract. The Executive Director Public Employee contract was accepted and approved for Andy Newsum. (Government Code 54957)

ADJOURNMENT

With no further items to discuss, the BCAG Board meeting adjourned at 9:56 AM.

A presentation was given in honor of Jon Clark, his retirement and for his accomplishments after having established BCAG and serving as the BCAG Executive Director for nearly 31 years.

Attest:

Jon Clark, Executive Director

Ashley Carriere, Board Clerk

Butte County Association of Governments

BUTTE COUNTY ASSOCIATION
OF GOVERNMENTS



BOARD OF DIRECTORS MEETING
ITEM #5



BCAG BOARD OF DIRECTORS

Item #5 Consent

February 22, 2024

APPROVAL OF AMENDMENT #2 TO THE 2023/24 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 FY23/24 OWP & Budget with an effective date of February 1, 2024.

DISCUSSION: Amendment #2 adjusts the following work elements (WE) for the Final 23/24 Metropolitan Planning Fund Allocations from Caltrans. The budget increase to revenue and expense totals \$14,724.

The following changes by work element are:

- **WE 24-111 Complete Streets:** Final allocation for Complete Streets was reduced by \$2,037. FHWA Planning (PL) funds are decreased accordingly, and no match is required.
- **WE 24-106 RTIP:** FHWA Planning funds and match are increased to meet the final total FHWA PL allocation for FY23/24.
- **WE 24-126 SB1 STP 23/24- 2024 SCS Development-** SB1 funding is reduced \$1,819 to the final allocation amount and adjusted to increase the LTF.
- **WE 24-301 Transit Planning & Coordination-** Final allocation for FTA 5303 was increased \$6,567. LTF matching funds are increased accordingly.

Attached is a summary of adjustments to the FY23/24 OWP & Budget.

REQUESTED ACTION: Staff requests the BCAG Board approve Amendment #2 of the FY23/24 Overall Work Program (OWP) & Budget and the OWP Agreement.

Key Staff: Julie Quinn, Chief Fiscal Officer
Andy Newsum, Executive Director

**FISCAL YEAR 2023/24
SUMMARY OF OWP/OWPA AMENDMENT 2**

24-111 Complete Streets	PRIOR	AMENDED	NET CHANGE
FHWA Planning 23/24	23,695	21,658	(2,037)
FHWA Planning 22/23	4,926	4,926	-
TOTAL REVENUE	28,621	26,584	(2,037)
SALARIES & BENEFITS	15,525	14,420	(1,105)
INDIRECT	13,096	12,164	(932)
TOTAL EXPENDITURES	28,621	26,584	(2,037)

24-106 RTIP	PRIOR	AMENDED	NET CHANGE
FHWA Planning 23/24	34,493	42,765	8,272
LTF PLANNING	4,470	5,541	1,071
TOTAL REVENUE	38,963	48,306	9,343
SALARIES & BENEFITS	21,135	26,203	5,068
INDIRECT	17,828	22,103	4,275
TOTAL EXPENDITURES	38,963	48,306	9,343

24-126 SB1 23/24	PRIOR	AMENDED	NET CHANGE
SB1 23/24	180,569	178,750	(1,819)
LTF Planning	31,813	33,632	1,819
TOTAL REVENUE	212,382	212,382	-
SALARIES & BENEFITS	93,506	93,506	-
CONSULTANT	40,000	40,000	-
INDIRECT	78,876	78,876	-
TOTAL EXPENDITURES	212,382	212,382	-

24-301 Transit Planning & Coordination	PRIOR	AMENDED	NET CHANGE
FHWA Planning 23/24	39,749	39,749	-
FTA 5303 23/24	57,730	64,297	6,567
FTA 5303 22/23	21,558	21,558	-
LTF Planning	25,423	26,274	851
FTA 5307 Planing	40,000	40,000	-
TOTAL REVENUE	184,460	191,878	7,418
SALARIES & BENEFITS	72,936	76,960	4,024
CONSULTANT	50,000	50,000	-
INDIRECT	61,524	64,918	3,394
TOTAL EXPENDITURES	184,460	191,878	7,418

NET CHANGE IN BUDGET REVENUE:	PRIOR	AMENDED	NET CHANGE
FHWA Planning	\$ 1,033,489	1,039,724	6,235
LTF PLANNING	\$ 498,887	502,628	3,741
FTA 5303	\$ 104,030	110,597	6,567
SB1	\$ 180,569	178,750	(1,819)
NET BUDGET REVENUE CHANGE			\$ 14,724
PREVIOUS OWP REVENUE- A1			6,524,312
AMENDED TOTAL OWP REVENUE			\$ 6,539,036
SALARIES	\$ 2,033,368	\$ 2,041,355	7,987
INDIRECT	\$ 1,478,108	\$ 1,484,845	6,737
SERVICES & SUPPLIES	\$ 3,012,836	\$ 3,012,836	-
NET BUDGET EXPENDITURE CHANGE			\$ 14,724
PREVIOUS OWP EXPENDITURES- A1			6,524,312
AMENDED TOTAL OWP EXPENDITURES			\$ 6,539,036

BUTTE COUNTY ASSOCIATION
OF GOVERNMENTS



BOARD OF DIRECTORS MEETING
ITEM #6



BCAG BOARD OF DIRECTORS

Item #6 Action

February 22, 2024

APPROVAL OF 2024/25 UNMET TRANSIT NEEDS ASSESSMENT AND FINDINGS

PREPARED BY: Victoria Proctor, Associate Planner

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

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

Testimony was collected during a six-week outreach period that began on October 26, 2023. The public was invited to provide input via mail, email, phone, social media, at in-person events, as well as through the online comment form on the B-Line web site. This outreach period culminated with a public hearing before the BCAG Board of Directors at the December 2023 Board meeting. This outreach, along with the final public hearing, was promoted in local newspapers, on all transit buses, on the Internet and BCAG and B-Line websites, on social media and included an email notice to community social service agencies.

After comments were received, they were compiled into a Draft *Unmet Transit Needs Assessment – 2024/2025* analysis report available at: <https://www.blinetransit.com/documents/UTN/2425-Transit-Needs-Assessment-draft.pdf>
The Assessment examines transit dependent groups, adequacy of existing transit services, a detailed summary of the public testimony received during this year's outreach process, and Staff's analysis of whether the testimony meets the definitions of unmet transit needs and reasonable to meet.

Based on the testimony and analysis using the adopted definitions of “unmet transit needs” and “reasonable to meet,” the BCAG Board of Directors is **required** to make one of three findings:

BCAG Board of Directors Meeting – Item #6

February 22, 2024

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

The Assessment has been reviewed by the Social Services Transportation Advisory Council (SSTAC), which provides a recommendation for Unmet Transit Needs Findings to the BCAG Board of Directors. At the SSTAC meeting held January 22, 2024, the Council unanimously supported Staff's recommendation, outlined in further detail below.

REQUESTED ACTION: Based on the testimony received and on Staff's analysis with the adopted definitions of unmet transit needs and reasonable to meet, BCAG staff and the Social Services Transportation Advisory Council (SSTAC) are recommending the BCAG Board of Directors:

- 1) Make the finding - "**There are no unmet transit needs that are reasonable to meet**" and
- 2) Adopt the Unmet Transit Needs Assessment and Findings for the 2024/2025 fiscal year by Resolution 2023/24-08.

Key staff: Victoria Proctor, Associate Planner
Amy White, Assistant Planner
Sara Cain, Transit Manager
Cheryl Massae, Human Resource Manager



**BUTTE COUNTY ASSOCIATION OF GOVERNMENTS
RESOLUTION NO 2023/24-08**



**RESOLUTION OF THE BUTTE COUNTY ASSOCIATION OF GOVERNMENTS
MAKING FINDINGS REGARDING UNMET TRANSIT NEEDS AFFECTING FISCAL
YEAR 2024-2025**

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

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

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

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

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

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

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

NOW THEREFORE BE IT RESOLVED that based on the definitions of “unmet transit needs” and “reasonable to meet” adopted by the Board of Directors on October 23, 2003 and the 2024/2025 Unmet Transit Needs Assessment, and in accordance with the recommendation of the Social Services Transportation Advisory Council, the Butte County Association of Governments finds that there are no unmet transit need that are reasonable to meet for B-Line fixed route service.

PASSED AND ADOPTED by the Butte County Association of Governments on the 22nd day of February 2024 by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

APPROVED:

BILL CONNELLY, CHAIR
BUTTE COUNTY ASSOCIATION OF GOVERNMENTS

ATTEST:

ANDY NEWSUM, EXECUTIVE DIRECTOR
BUTTE COUNTY ASSOCIATION OF GOVERNMENTS

BUTTE COUNTY ASSOCIATION
OF GOVERNMENTS



BOARD OF DIRECTORS MEETING
ITEM #7



BCAG BOARD OF DIRECTORS

Item #7 Action

February 22, 2024

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

PREPARED BY: Brian Lasagna, Regional Analyst

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

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

On August 31, 2023, Caltrans and the Office of Traffic Safety (OTS) established statewide safety performance targets for calendar year 2024 – see Table 1. MPOs have 6 months (February 28, 2024) following the states target setting date to: A) establish their own targets; or B) agree to plan and program projects so that they contribute toward the accomplishment of the state target. Performance and targets are to be reported and revised annually.

Table 1. Statewide Safety Performance Targets - Year 2024

Measure	Target (Annual Reduction)
Number of Fatalities	-2.84%
Rate of Fatalities per 100M Vehicle Miles of Travel (VMT)	-4.61%
Number of Serious Injuries	-3.69%
Rate of Serious Injuries per 100M VMT	-3.69%
Number of Non-Motorized Fatalities	-2.84%
Number of Non-Motorized Serious Injuries	-3.69%

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

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

Included as Attachment #1 is a compilation of the Butte County datasets provided for each safety measure. Trends have been presented based on the rolling 5-year average for all years included in the dataset. Individual incidents of Fatalities and serious injuries have decreased from 2021, however the 5-year average of serious injuries have increased. Non-motorized fatalities and serious injuries have increased for the first time since 2019.

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

The 2020 Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS) includes a listing of federal performance measure safety projects which have been planned or programmed for the region. A link to Appendix 10-4 of the 2020 RTP/SCS is included [here](#)¹.

As with past cycles, staff is recommending that BCAG agree to plan and program projects so that they contribute toward the accomplishment of the state target for the 2024 performance year. Staff has reviewed the safety related measures and targets with BCAG’s Transportation Advisory Committee (TAC). If accepted by the BCAG Board, BCAG staff will incorporate the new measures and targets into the BCAG System Performance Report and notify Caltrans prior to February 28, 2024.

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

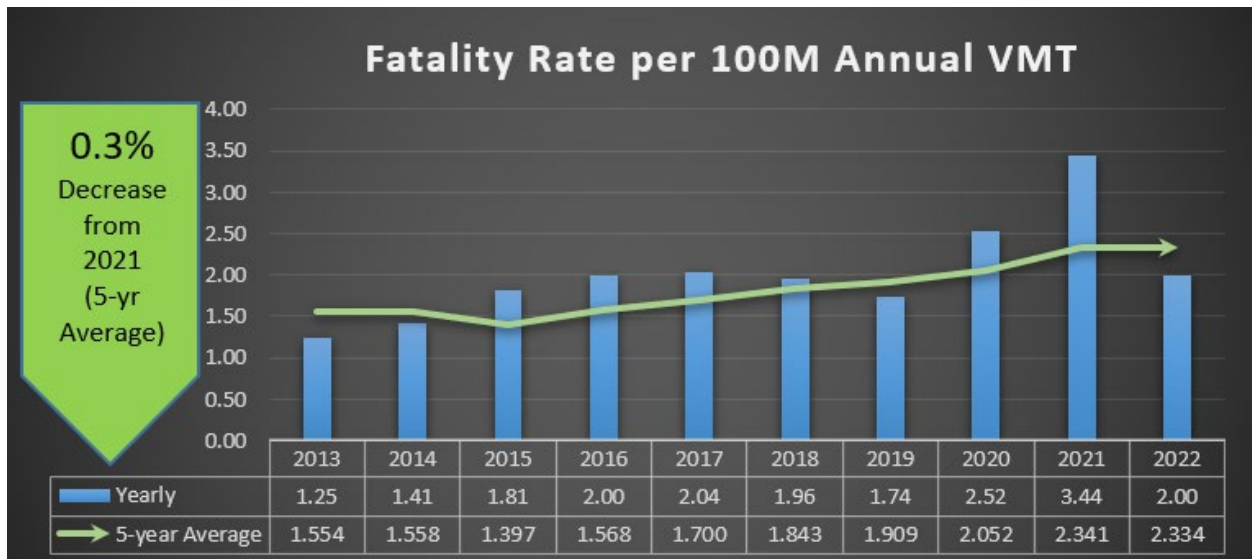
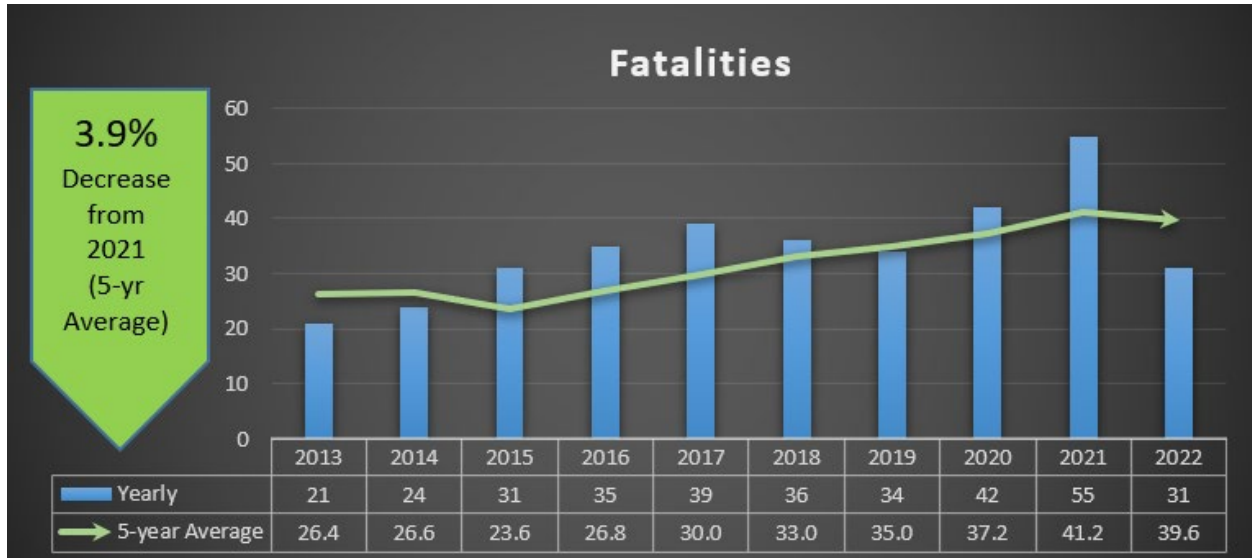
REQUESTED ACTION: BCAG staff is recommending the BCAG Board of Director’s accept the state performance safety targets and the region agree to plan and program projects so they will contribute toward the accomplishment of the state safety targets for the 2023 performance year.

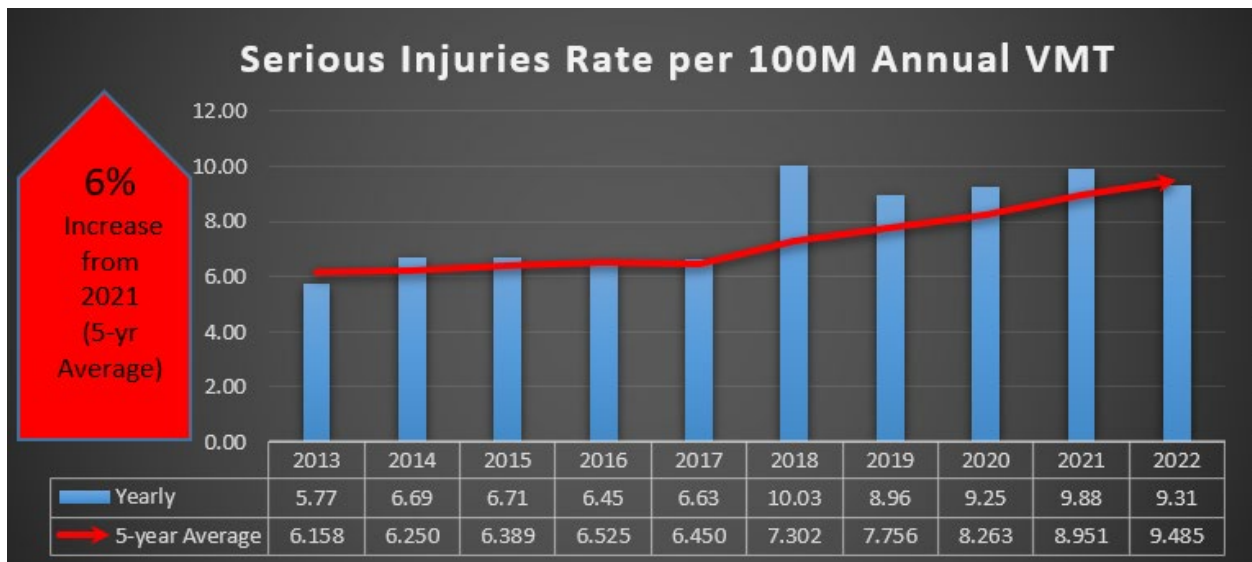
Key staff: Brian Lasagna, Regional Analyst
 Ivan Garcia, Programming Director

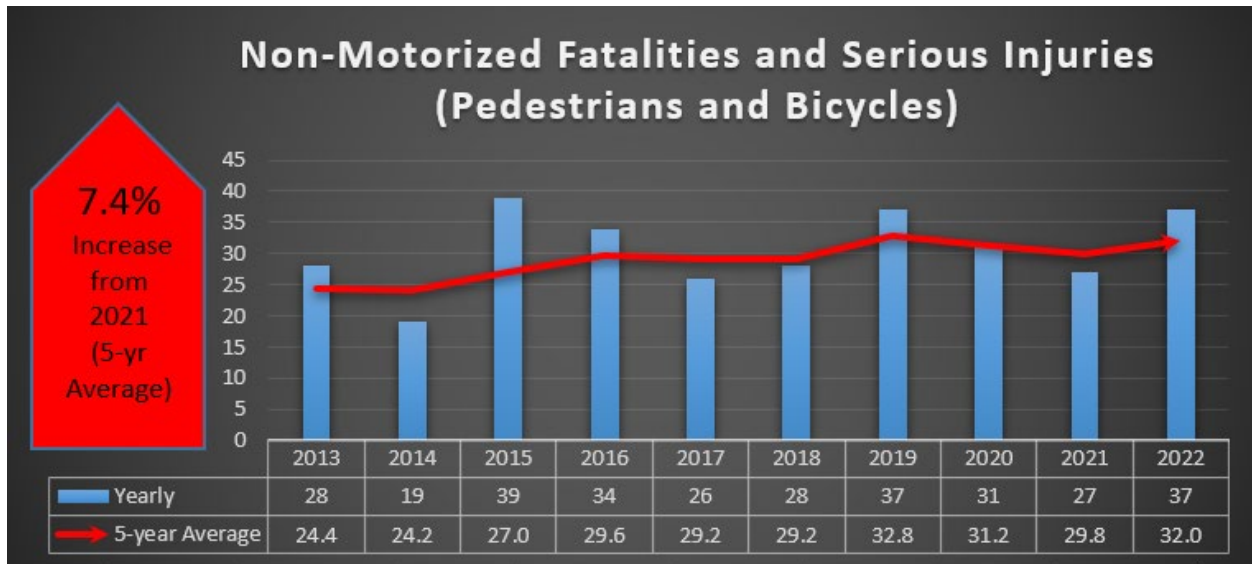
¹<http://www.bcag.org/documents/planning/RTP%20SCS/2020%20RTP%20SCS/Appendices/Appendix%2010-4%20PM%201%20Safety%20Final%20October%202020.pdf>

ATTACHMENT #1

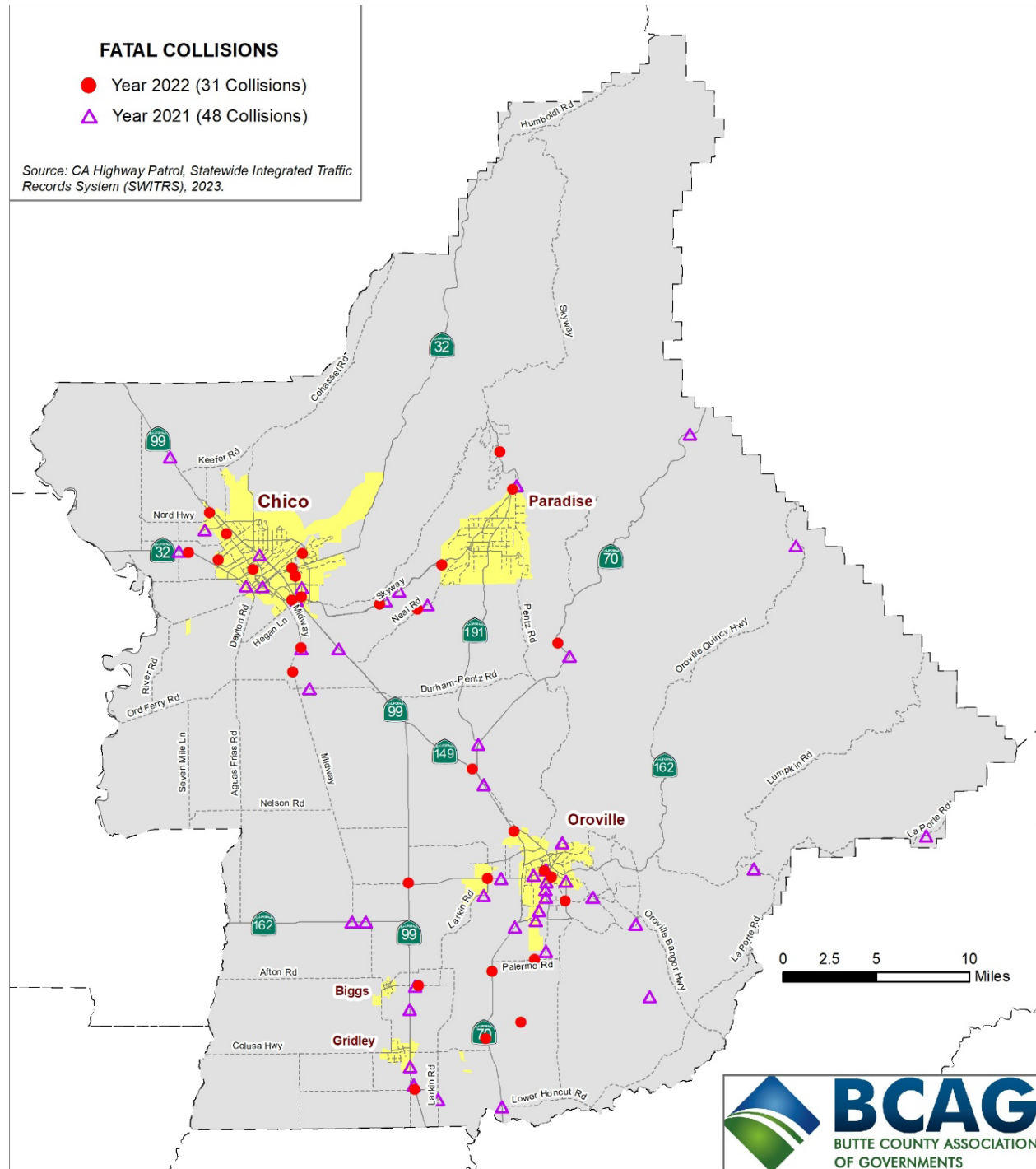
BCAG Regional Safety Performance Measure Trends







ATTACHMENT #2



FATAL COLLISIONS

- Year 2022 (31 Collisions)
- ▲ Year 2021 (48 Collisions)

Source: CA Highway Patrol, Statewide Integrated Traffic Records System (SWITRS), 2023.

Collision Involved	2021		2022		Primary Collision Factor	2021		2022	
	Count	Percentage	Count	Percentage		Count	Percentage	Count	Percentage
Pedestrian	7	14.6%	8	25.8%	Alcohol or Drugs	14	29.2%	6	19.4%
Bicycle	0	0.0%	1	3.2%	Unsafe Speeds	8	16.7%	4	12.9%
Motorcycle	10	20.8%	8	25.8%	Improper Turns	8	16.7%	6	19.4%
Truck	3	6.3%	1	3.2%	Pedestrian Violation	7	14.6%	6	19.4%
					Wrong Side of Road	1	2.1%	7	22.6%

BUTTE COUNTY ASSOCIATION
OF GOVERNMENTS



BOARD OF DIRECTORS MEETING
ITEM #8



BCAG BOARD OF DIRECTORS

Item #8 Information

February 22, 2024

MAP-21 PERFORMANCE MEASURES – GHG EMISSIONS

PREPARED BY: Brian Lasagna, Regional Analyst

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

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

Federal Performance Measure 3 (PM3) – GHG Emissions

Effective January 8, 2024, the Federal Highway Administration (FHWA) regulations were updated to require State departments of transportation (State DOT) and metropolitan planning organizations (MPO) to establish declining carbon dioxide (CO₂) targets for the GHG measure and report on progress toward the achievement of those targets. The targets apply only to the National Highway System (NHS) with a base year of 2022 and cover the 4-year performance period to 2025. Currently, Caltrans is coordinating with the state's MPOs in establishing a statewide target, due February 2024. MPO's will then have 180 days to either develop individual targets or accept the state target.

STAFF RECOMMENDATION: This item is presented for information.

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

BUTTE COUNTY ASSOCIATION
OF GOVERNMENTS



BOARD OF DIRECTORS MEETING
ITEM #9



BCAG BOARD OF DIRECTORS

Item #9 Information

February 22, 2024

NORTH VALLEY PASSENGER RAIL STRATEGIC PLAN UPDATE

PREPARED BY: Chris Devine, Planning Director

ISSUE: The final North Valley Passenger Rail Strategic Plan document will be coming to the BCAG Board of Directors at the March 2024 meeting instead of the February 2024 meeting due to extra time needed to complete the final document.

DISCUSSION: The comment period on the draft Strategic Plan closed on February 6th and the project team had hoped to turn around a final version for the February 22, 2024, BCAG Board meeting. This is now being pushed back to the March 2024 BCAG Board meeting to provide more time to make final adjustments to the plan.

A virtual public workshop was held on Wednesday, December 13th, 2023 at 5:00pm and notices were distributed through many channels including email, social media, press releases to various news outlets, etc. Approximately 85 people attended the workshop. The workshop followed a similar format to the prior one held earlier in 2023, with presentations by project team members and a question-and-answer session. The main purpose of the workshop was to provide community members with an overview of the draft strategic plan, answer questions, and encourage review and comment on the draft plan. The meeting recording and a workshop summary have been posted on the project website at www.northvalleyrail.org.

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
Andy Newsum, Executive Director

BUTTE COUNTY ASSOCIATION
OF GOVERNMENTS



BOARD OF DIRECTORS MEETING
ITEM #10



BCAG BOARD OF DIRECTORS

Item #10 Information

February 22, 2024

BUTTE REGIONAL TRANSIT 2nd 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 second 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. While some larger agencies are showing growth back toward pre-pandemic ridership levels, many agencies, B-Line included, are still working to re-define what it means to use public transit and attract new and seasoned riders back to using the public transit system. The current Federal Administration has made a concerted effort to invest in public transportation, regardless of the current ridership numbers, in order to make it more appealing. At the state level, there have been several recent bills updating the TDA requirements and redefining what is meant by “farebox recovery” to instead mean any non-State funds. This has helped free up staff time to focus on outreach and planning efforts.

Staff is 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. In the last several months, staff has continued to engage the public by participating in local events, such as the Black History Month block party in Oroville on February 17th, visiting the Jesus Center to take part in the Pathways Classes they provide to their residents, and participating in pop-up events, in such locations as California State University, Chico campus, as requested. Outreach opportunities are continuously being gathered and addressed to make sure B-Line services are known and easy to access.

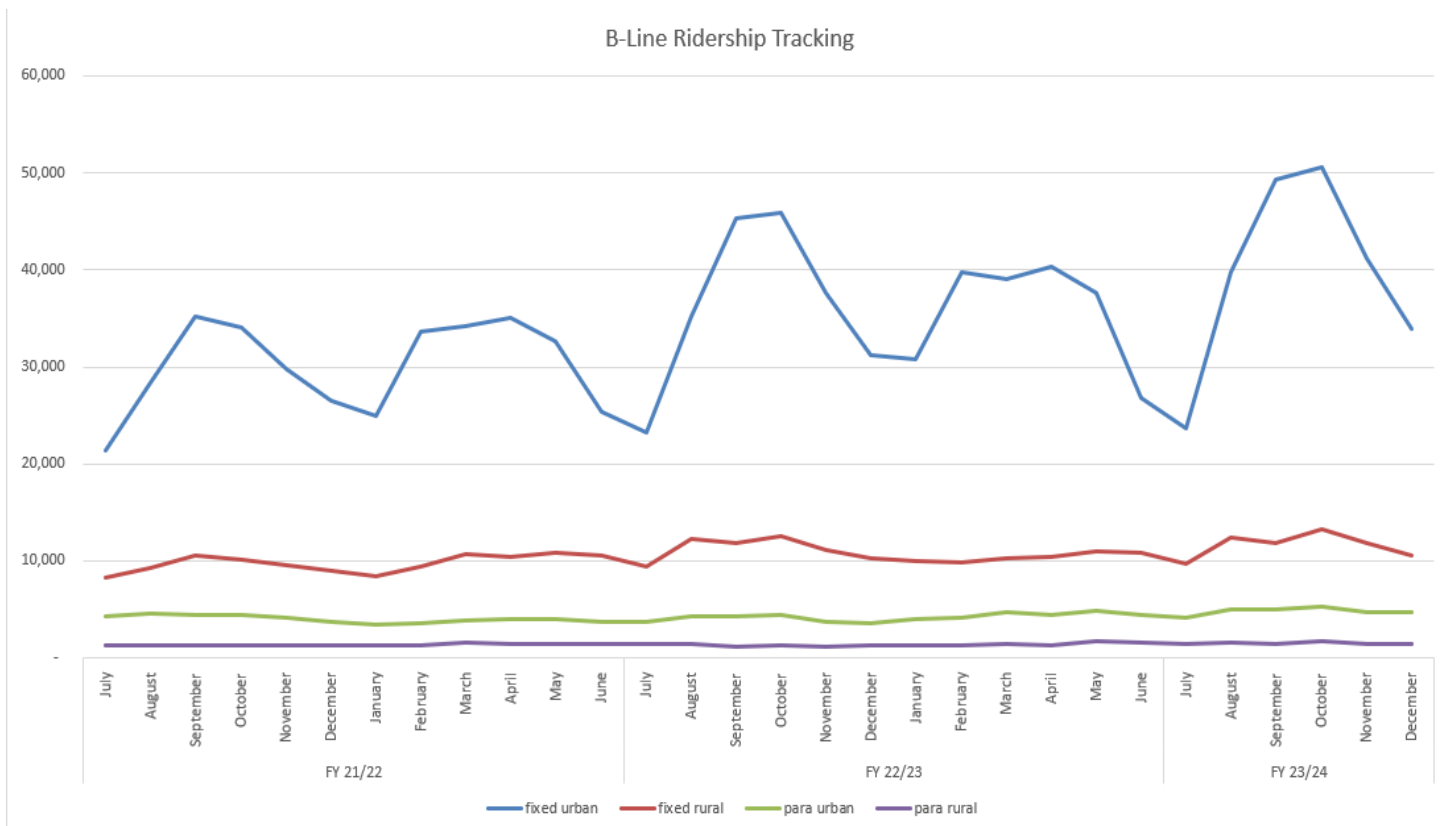
There has also been an effort to utilize the results of recently completed studies to implement recommendations. Staff have made small changes in operations and are contemplating implementing larger changes for the future. Two Requests for Proposals (RFPs) were released in January 2024 for updating our demand response software and to assess new methods of accepting fare payments on and off the transit vehicles. The BCAG and B-Line websites have been updated to provide a more streamlined and ADA compliant look and feel.

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February 22, 2024

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The accompanying analysis looks at the fixed route and paratransit modes separately, breaking them down into urban (Chico) and rural (everywhere else) for the sake of tracking ridership, revenue, expense, and efficiency. The following graph shows the breakdown of ridership for those four different areas for the past two fiscal years. Overall, what is seen is that the B-Line seems to have found a new footing in the post-pandemic transit environment. Three out of the four modes are showing minor fluctuations year to year, with marginal increases overall, and the urban fixed route is on a steady, albeit slow, upward climb in ridership and fare revenues. It is noted that ridership has fluctuated greatly across the year for urban fixed route reflecting in-person classes at CSU Chico.



BCAG Board of Directors Meeting – Item #10

February 22, 2024

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The chart below provides a statistical snapshot of the four modes for the fiscal year to date. This is broken down by the following five items:

- The percentage of operating expenses covered by fares.
- The percentage of fares collected to annual estimates.
- The percentage of actual operating expenses compared to the budget.
- The cumulative passenger count compared to the prior year at this time; and
- The current efficiency rate for that mode.

Service	Farebox Coverage	Fares to Budget	Expense to Budget	Ridership Change from Prior Year	Passengers Per Hour
Rural Fixed Route	11.7%	54%	51%	+3.1%	6.7
Urban Fixed Route	11.2%	55%	52%	+9.1%	10.3
Rural Paratransit	7.3%	51%	46%	+15.5%	3.3
Urban Paratransit	7.7%	51%	52%	+20.3%	3.4

Overall – There were two preventable accidents in the quarter, with 348,739 miles driven. There were four valid complaints in the quarter with 180,602 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
2nd 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 Fares	\$ 188,987	57%	\$ 397,774	\$ 213,209	54%	\$ 294,167	66%	\$ 589,746	\$ 323,165	55%
Other Income	\$ 1,499,742	48%	\$ 3,162,872	\$ 1,112,106	35%	\$ 1,729,027	36%	\$ 4,966,978	\$ 1,098,725	22%
Total Income	<u>\$ 1,688,729</u>	49%	<u>\$ 3,560,646</u>	<u>\$ 1,325,315</u>	37%	<u>\$ 2,023,194</u>	39%	<u>\$ 5,556,724</u>	<u>\$ 1,421,890</u>	26%
Operator expense	\$ 922,607	49%	\$ 1,971,616	\$ 978,920	50%	\$ 2,073,807	52%	\$ 4,234,863	\$ 2,202,135	52%
Fuel expense	\$ 325,322	62%	\$ 523,000	\$ 335,630	64%	\$ 225,961	63%	\$ 358,000	\$ 237,509	66%
All other services	\$ 330,102	43%	\$ 808,780	\$ 343,274	42%	\$ 305,805	43%	\$ 753,861	\$ 335,406	44%
Services & Supplies	\$ 1,578,031	50%	\$ 3,303,396	\$ 1,657,824	50%	\$ 2,605,573	51%	\$ 5,346,724	\$ 2,775,050	52%
Admin charges	\$ 163,970	57%	\$ 257,250	\$ 169,517	66%	\$ 87,451	57%	\$ 210,000	\$ 101,102	48%
Total Expense	<u>\$ 1,742,001</u>	50%	<u>\$ 3,560,646</u>	<u>\$ 1,827,341</u>	51%	<u>\$ 2,693,024</u>	51%	<u>\$ 5,556,724</u>	<u>\$ 2,876,152</u>	52%
% Fares to Operating Expense	10.8%		11.2%	11.7%		10.9%		10.6%	11.2%	
Revenue Hours	10,465	50%	20,816	10,335	50%	23,540	52%	44,711	23,249	52%
Annual Passengers	67,539			69,608		218,480			238,342	
Annual Pass/Rev Hr	6.5			6.7		8.9			10.3	

Notes:

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

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

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

Butte Regional Transit
2nd Quarter Financial Report
Fiscal Year 2023/24

	Rural Paratransit					Urban Paratransit				
	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 Fares	\$ 20,540	48%	\$ 46,832	\$ 23,877	51%	\$ 68,119	48%	\$ 156,683	\$ 80,615	51%
Other Income	\$ 402,433	56%	\$ 660,074	\$ 10,930	2%	\$ 7,200	0%	\$ 1,837,142	\$ 4,031	0%
Total Income	<u>\$ 422,973</u>	55%	<u>\$ 706,906</u>	<u>\$ 34,807</u>	5%	<u>\$ 75,319</u>	4%	<u>\$ 1,993,825</u>	<u>\$ 84,646</u>	4%
Operator expense	\$ 233,487	38%	\$ 568,298	\$ 259,126	46%	\$ 659,370	44%	\$ 1,515,462	\$ 809,790	53%
Fuel expense	\$ 26,537	48%	\$ 55,000	\$ 27,140	49%	\$ 84,033	53%	\$ 160,000	\$ 85,944	54%
All other services	\$ 23,742	36%	\$ 64,108	\$ 31,316	49%	\$ 70,813	31%	\$ 235,113	\$ 115,124	49%
Services & Supplies	\$ 283,766	38%	\$ 687,406	\$ 317,582	46%	\$ 814,216	43%	\$ 1,910,575	\$ 1,010,858	53%
Admin charges	\$ 9,122	44%	\$ 19,500	\$ 9,310	48%	\$ 31,020	43%	\$ 83,250	\$ 33,623	40%
Total Expense	<u>\$ 292,888</u>	38%	<u>\$ 706,906</u>	<u>\$ 326,892</u>	46%	<u>\$ 845,236</u>	43%	<u>\$ 1,993,825</u>	<u>\$ 1,044,481</u>	52%
% Fares to Operating Expense	<u>7.0%</u>		<u>6.6%</u>	<u>7.3%</u>		<u>8.1%</u>		<u>7.9%</u>	<u>7.7%</u>	
Revenue Hours	2,645	38%	6,000	2,736	46%	7,477	44%	16,000	8,547	53%
Annual Passengers	7,880			9,098		24,154			29,068	
Annual Pass/Rev Hr	3.0			3.3		3.2			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 - Second 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	35,619	4.9%	5,239	5,161	-1.5%	6.5	6.9	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	103,745	112,799	8.7%	11,376	11,315	-0.5%	9.1	10.0	9.3%
2nd	114,735	125,543	9.4%	12,164	11,934	-1.9%	9.4	10.5	11.5%
3rd	109,485			11,950			9.2		
4th	104,696			11,579			9.0		

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	4,063	4,503	10.8%	1,290	1,412	9.5%	3.1	3.2	1.3%
2nd	3,817	4,595	20.4%	1,355	1,324	-2.3%	2.8	3.5	23.2%
3rd	4,092			1,470			2.8		
4th	4,643			1,457			3.2		

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	12,417	14,223	14.5%	3,750	4,235	12.9%	3.3	3.4	1.4%
2nd	11,737	14,845	26.5%	3,727	4,312	15.7%	3.1	3.4	9.3%
3rd	12,878			4,173			3.1		
4th	13,678			4,118			3.3		

PREVENTABLE ACCIDENTS

Qtr-FY	Accidents	Miles	Ratio (1 per x)
2-23/24	2	348,739	174,369
1-23/24	2	354,279	177,138
4-22/23	1	358,452	358,451
3-22/23	5	361,190	72,237

VALID PASSENGER COMPLAINTS

Complaint	Rides	Ratio (1 per x)
4	180,602	45,150
3	151,743	50,580
5	155,420	31,083
1	15,636	15,635

BUTTE COUNTY ASSOCIATION
OF GOVERNMENTS



BOARD OF DIRECTORS MEETING
ITEM #11



BCAG BOARD OF DIRECTORS

Item #11 Information

February 22, 2024

2023 FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM – AMENDMENT #5

PREPARED BY: Ivan Garcia, Programming Director

ISSUE: BCAG is required to amend the 2023 Federal Transportation Improvement Program (FTIP) for various local projects. This amendment will be presented to the BCAG Board of Directors for approval at the March 28, 2024, Board meeting.

DISCUSSION: The purpose of the FTIP is to identify all transportation projects that have federal transportation funding or require some type of federal approval from the Federal Highway Administration (FHWA) or the Federal Transit Administration (FTA). BCAG is required to amend the FTIP for the following projects or actions:

Carbon Reduction Program (CRP) – BCAG extended a call-for-projects through December 31, 2023, for new CRP projects. Staff is recommending the following project be programmed:

1. City of Chico – Downtown Complete Streets Project. Staff recommends BCAG's apportionment of \$2,051,084 be programmed for the Preliminary Engineering component. This project is located on Main Street and Broadway Street, from the Esplanade to 11th Street. The scope entails constructing comprehensive bicycle and pedestrian improvements, improved crossings, traffic calming measures, and landscaping. These funds will be leveraged to pursue Active Transportation Program (ATP) grant funding for the construction component. This project was previously nominated by the City of Chico for Regional Improvement Program funds in the State Transportation Improvement Program.

Congestion Mitigation and Air Quality Program (CMAQ) - BCAG extended a call-for-projects through December 31, 2023, for new CMAQ projects. Staff is recommending the following three projects be programmed:

1. City of Oroville – Washington Ave Complete Streets Project. Staff recommends programming \$3,000,000 for the Preliminary Engineering Component. The project is located on Washington Avenue from Oroville Dam Boulevard East to the railroad bridge just past Orange Avenue. The project will provide alternative transportation

and mode shift choices to the Oroville community by rehabilitating the roadway with enhanced bike/pedestrian features. The project would provide a critical missing north/south link in the infrastructure network serving the community and the nearby high school. These funds will be leveraged to pursue ATP grant funding for the construction component. This project was previously nominated by the City of Oroville for Regional Improvement Program funds in the State Transportation Improvement Program.

2. City of Oroville – Washington Ave Complete Streets Project. Staff recommends programming \$500,000 for the Preliminary Engineering Component of environmental and design work. The project is on Table Mountain Boulevard from the Montgomery Street Roundabout to the Thermalito Power Canal near County Center Drive. This project continues the City's effort to provide a major north/south bicycle and pedestrian network to provide safe alternative transportation to the community. These funds will be leveraged to pursue ATP grant funding for the construction component. This project was previously nominated by the City of Oroville for Regional Improvement Program funds in the State Transportation Improvement Program.
3. City of Biggs – 2nd Street Bike and Pedestrian Project. Staff recommends programming \$800,000 to complete the construction component. The project is located on 2nd Street from W. Rio Bonito Road to H Street. The scope of the project is to construct new pedestrian and bicycle facilities to provide safe access to the existing routes in the city with new curb and gutters, ADA compliant accessible access ramps and drainage improvements. The project provides improved access to bike trails, the high school both for school and outdoor recreation and access to the Rio Bonito Park, which the city is in the process of upgrading. This project was previously nominated by the City of Biggs for Regional Improvement Program funds in the State Transportation Improvement Program.

Local Transportation Climate Adaptation Program (LTCAP) – The California Transportation Commission (CTC) approved funding for one project in Butte County as follows:

1. Town of Paradise – Roe Rd Phase 2 Project. This amendment would program the project with \$33 million in LTCAP funding for the Preliminary Engineering and Right-of-Way components only. Total funding for this project is \$66 million. The project limits extend from South Libby to State Route 191/Clark Rd. The scope of the project is to construct a new 3-lane facility with a new Class 1 bike path.

Highway Bridge Program (HBP) – Caltrans has updated the HBP program list for local projects with minor programming changes for existing projects.

Highway Safety Improvement Program (HSIP). Caltrans has updated the HSIP program for Cycle 11. New various local projects in Butte County have been approved and are required to be programmed in the FTIP including:

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1. Butte County Edge Line Improvements - Various locations along: Forbestown Road, Coutolenc Road, Skyway
2. High Friction Surface Treatment of Butte County Road Network - Various locations within designated road segments throughout Butte County: Forbestown Rd (2), Bald Rock Rd (2), W Biggs Gridley Rd (2), Cherokee Rd (2), Lower Wyandotte Rd, Dogtown Rd, Almond Ave, Colter Way, Skyway (2), Dalton Way, and Old Olive Hwy.
3. Butte County Road Safety Signing Audit-Variou Road sections throughout Butte County.
4. Metal Beam Guardrail Upgrade on East Gridley Road, La Porte Road, Lower Wyandotte Road and River Road - Various locations throughout Butte County: E Gridley Rd (at Kirk Rd), La Porte Rd (west of Loma Rica Rd), Lower Wyandotte Rd (west of Foothill Blvd), and River Rd (north of the Big Chico Creek Access), Pacific Heights Rd (at Ophir Rd), and Welsh Rd.

Federal Transit Administration Section 5310 Program – The California Transportation Commission (CTC) approved various local paratransit vehicles for Butte Regional Transit and the Work Training Center. The CTC also approved mobility management equipment for Help Central Inc. The following projects are included:

1. BCAG: Full Sized Van (5) - \$83,200 each for a total of \$416,000 in FTA Section 5310 funds.
2. Work Training Center: Large Bus (3) - \$116,800 each for a total of \$350,400 in FTA Section 5310 funds.
3. Help Central Inc.: Mobility Management Equipment for \$421,600 in FTA Section 5310 funds.

State Highway Operations and Protection Program (SHOPP) – Caltrans District 03 – This amendment makes minor financial changes to existing projects programmed including:

1. State Route 162 (Oro Dam Blvd) in and near Oroville, from Feather River Bridge to Foothill Boulevard. The scope of the project is to rehabilitate pavement and drainage systems, upgrade facilities to Americans with Disabilities Act (ADA) standards, and upgrade signs and guardrail. This project is approximately 3 miles long. This amendment updates the financial information as requested by Caltrans. This project is currently programmed for \$25.6 million. Construction is programmed for the 2024/25 fiscal year.

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2. State Route 70 in Butte County. Near Pulga, from 0.1 mile east of Big Bend Road to 0.8 mile west of Shady Rest Area; also, from 0.2 mile east of Shady Rest Area to Plumas County line (PM 47.0/48.076). Rehabilitate pavement, drainage systems, lighting, sign panels, and Transportation Management System (TMS) elements.). This amendment updates the project limits as requested by Caltrans. This project is currently programmed for \$17.85 million. Construction is programmed for the 2025/26 fiscal year.

BCAG will initiate the required Interagency Consultation Review process and notice the amendment for approval in accordance with BCAG's Public Participation Plan.

STAFF RECOMMENDATION: This item is presented for information. A recommendation to approve Amendment #5 to the 2023 FTIP will be presented at the March 28, 2024, Board meeting.

Key Staff: Iván García, Programming Director
Brian Lasagna, Regional Analyst

BUTTE COUNTY ASSOCIATION
OF GOVERNMENTS



BOARD OF DIRECTORS MEETING
ITEM #12



BCAG BOARD OF DIRECTORS

Item #12 Information

February 22, 2024

CALIFORNIA TRANSPORTATION COMMISSION SITE VISIT

PREPARED BY: Iván Garcia, Programming Director

DISCUSSION: BCAG hosted a site visit with California Transportation Commission (CTC) local public works staff to review Active Transportation Projects (ATP) completed and to present new projects that may be proposed for new funding consideration.

Ms. Teresa Favila and Ms. Laurie Waters with the California Transportation Commission met with local public works staff and Butte County Public Health staff to review the attached list of projects. As a region, over \$91 million has been secured in the ATP program since 2014. Many of the projects have been completed.

BCAG staff would like to acknowledge each of the local public works departments for taking the time and effort to review and discuss their respective projects.

Staff will provide a verbal report at the Board meeting of the site visit from February 8, 2024

STAFF RECOMMENDATION: This item is presented for information.

Key Staff: Iván García, Programming Director

ATP Cycle 1 in 2014: Funding Secured - \$3.2 million

Paradise - Pearson Rd Safe Routes to Schools Connectivity Project: \$1.38 million
Status: Completed

Paradise – Maxwell Dr. Safe Routes to Schools Project: \$ 0.968 million
Status: Completed

Biggs – Safe Routes to Schools Sidewalk Improvements: \$0.86 million

ATP Cycle 2 in 2015: Funding Secured - \$9.953 million

Paradise – Almond St. Multi-Modal Improvements Project: \$3.429 million
Status: Completed

Paradise – Memorial Trailway Class 1 Enhancements: \$1.358 million
Status: Completed

Biggs – B St. & 2nd St. Safe Routes to Schools Project: \$0.809 million
Status: Completed

Chico – State Route 99 Bikeway Project Phase 4: \$0.8 million
Status: Completed

Paradise – Ponderosa Elementary Safe Routes to Schools Project: \$1.504 million
Status: Completed

Paradise – Downtown Equal Mobility Project: \$0.539 million
Status: Completed

Butte County – South Oroville Safe Routes to Schools Project: \$1.516 million
Status: Completed

ATP Cycle 3 in 2016 & 2017: Funding Secured - \$14,479,000

Chico – Esplanade Corridor Safety and Accessibility Improvements: \$7.241 million
Status: Construction to start in April 2024

Oroville – State Route 162 Ped/Bike/Mobility Safety Project: \$3.451 million
Status: Construction to start in April 2024

Paradise – ATP Gap Closure Project: \$3.787 million
Status: Completed

ATP Cycle 4 in 2018: Funding Secured - \$14,838,000

Butte County Public Health – Butte County Safe Routes Resource Center and 5
Community Projects: \$0.985 million
Status: Completed

Chico – Little Chico Creek Ped/Bike Bridge to 20th St Park: \$1.497 million

Status: Completed

Chico – Bikeway 99 Phase 5 – 20th Street Ped/Bike Overcrossing: \$12.356 million
Status: Construction to start in April 2024

ATP Cycle 5 in 2021 – No Projects (Focus on Project Delivery)

ATP Cycle 6 in 2022: Funding Secured - \$48.847 million

Paradise – Go Paradise: Pentz Student Pathway \$22.009 million
Status: Active for developmental components

Butte County – South Oroville Bike and Ped Connectivity Project: \$7.786 million
Status: Non-Infrastructure Funds Allocated to Butte County Public Health for
\$.882 million. Project developmental components are underway.

Paradise – Go Paradise: Neal Gateway Project: \$12.348 million
Status: Active for developmental components

Paradise – Go Paradise: Skyway Link Project: \$6.704 million
Status: Active for developmental components

ATP Summary By Agency		
Biggs	\$1,669,000	2%
Chico	\$21,894,000	24%
Gridley		
Oroville	\$3,451,000	4%
Paradise	\$54,032,000	59%
Butte County	\$10,287,000	11%
Total	\$91,333,000	100%

ATP Cycle 7 for 2025 – Project applications due by June 17, 2024

- Caltrans Posted Guidelines: <https://dot.ca.gov/programs/local-assistance/fed-and-state-programs/active-transportation-program/cycle7>
- CTC ATP Webpage: <https://catc.ca.gov/programs/active-transportation-program>