

BUTTE COUNTY ASSOCIATION
OF GOVERNMENTS



BOARD OF DIRECTORS MEETING
APRIL 25, 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



Bill Connelly, Chair
Supervisor, District 1

Andy Newsum
Executive Director

Kasey Reynolds, Vice Chair
Councilmember, Chico

BUTTE COUNTY ASSOCIATION OF GOVERNMENTS - BOARD OF DIRECTORS

Peter Durfee
Supervisor, District 2

**Regular Meeting Agenda
April 25, 2024 - 9:00 a.m.**

Tami Ritter
Supervisor, District 3

Tod Kimmelshue
Supervisor, District 4

Meeting Location:

Doug Teeter
Supervisor, District 5

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

Chuck Nuchols
Councilmember, Biggs

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

J Angel Calderon
Councilmember, Gridley

[BCAG Board Meeting Live](#)

David Pittman
Mayor, Oroville

Zoom Meeting ID: 869 0028 8340 Password: 697614

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

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

Rose Tryon
Councilmember, Paradise

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

1. Pledge of Allegiance
2. Roll Call

CONSENT AGENDA

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

ITEMS REMOVED FROM CONSENT AGENDA

REGULAR AGENDA

ITEMS FOR ACTION

6. BCAG Final 2024/25 Overall Work Program & Budget – **Andy**
7. Public Hearing - North Valley Passenger Rail Strategic Plan – **Chris**

ITEMS FOR INFORMATION

8. Mobile Ticketing and Fare Collection for Butte Regional Transit – **Sara**
9. Butte Regional Transit – 2024/25 Draft Service Plan and Budget – **Sara**
10. San Joaquin Joint Powers Authority Coordination on Route 3 Thruway Bus - **Chris**

ITEMS FROM THE FLOOR

11. Members of the public may present items to the BCAG Board of Directors, but no action will be taken other than placement on a future agenda. Handouts presented by speakers are to be distributed to the Board by the Clerk of the Board.

ADJOURNMENT

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

BCAG Board of Directors 2024 Meeting Schedule:

Meetings held the 4th Thursday of every month at 9 a.m. unless otherwise noticed

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

BUTTE COUNTY ASSOCIATION
OF GOVERNMENTS



BOARD OF DIRECTORS MEETING
ITEM #3



**DRAFT MEETING MINUTES
OF THE BUTTE COUNTY
ASSOCIATION OF GOVERNMENTS
March 28, 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
Doug Teeter	Supervisor	District 5
David Pittman	Mayor	City of Oroville
J Angel Calderon	Councilmember	City of Gridley
Bill Connelly	Supervisor	District 1
Rose Tryon	Vice Mayor	Town of Paradise
Peter Durfee	Supervisor	District 2
Tod Kimmelshue	Supervisor	District 4
Addison Winslow	Alternate-Non-Voting	City of Chico

MEMBERS ABSENT

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

STAFF PRESENT

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

OTHERS PRESENT

Sam Perkins	Citizen Via Zoom (10:03 am)
Steve Young	Masabi (Zoom)
Yoyo Zeng	Fehr and Peers
Allison Griffin	Place Works
Dawson Stroud	

BCAG Board of Directors Meeting – Item #4

April 25, 2024

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Eric Smith
Ingrid Shipline
Cynthia Joy
Julie Three
John Hoeflich

City of Oroville
Richardson & Associates
Citizen/Public Comment
Citizen/Public Comment
Citizen/Public Comment

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

CONSENT AGENDA

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

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

ITEMS FOR ACTION

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

BCAG Chief Fiscal Officer presented information regarding the Annual Fiscal Audit and Annual Transportation Development Act audit.

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

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

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

9: Approval of Vendor Contracts for Butte Regional Transit

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

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

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

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

ITEMS FOR INFORMATION

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

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

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

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

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

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

This item was presented for information purposes.

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

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

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

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

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

This item was presented for informational purposes.

12: 2024 Sustainable Communities Strategy

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

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

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

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

This item was presented for information purposes.

13: Butte Regional Transit Paratransit Program Overview

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

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

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

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

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

This item was presented for information purposes.

14: Butte Regional Transit Outreach and Community Involvement

Staff informed the Board regarding 2024 outreach and community events.

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

This item was presented for information purposes.

ITEMS FROM THE FLOOR

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

There were no items from the floor.

ADJOURNMENT

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

Attest:

Andy Newsum, Executive Director

Ashley Carriere, Board Clerk

Butte County Association of Governments

BUTTE COUNTY ASSOCIATION
OF GOVERNMENTS



BOARD OF DIRECTORS MEETING
ITEM #4



BCAG Board of Directors

Agenda Item #4 – Consent

Date: April 25, 2024

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

Contact: Sara Cain, Transit Manager

Summary: BCAG is applying for FY 2023/24 Low Carbon Transit Operations Program (LCTOP) funds for \$374,375 to purchase microtransit and/or non-emergency medical transportation (NEMT) vehicles.

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

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

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

Attachment: Resolution 2023/24-10

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

**RESOLUTION OF THE BUTTE COUNTY ASSOCIATION OF GOVERNMENTS
AUTHORIZING THE EXECUTION OF THE CERTIFICATIONS AND ASSURANCES
AND AUTHORIZED AGENT FORMS FOR THE LOW CARBON TRANSIT
OPERATIONS PROGRAM (LCTOP) FOR THE VEHICLE PURCHASE CAPITAL
ASSISTANCE PROJECT (\$374,375)**

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

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

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

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

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

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

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

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

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

Project Name: Vehicle Purchase Capital Assistance

Amount of LCTOP funds requested: \$374,375

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

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

Amount to benefit Priority Populations: \$290,000

Contributing Sponsors (if applicable): City of Gridley

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

AYES:

NOES:

ABSENT:

ABSTAIN:

APPROVED:

BILL CONNELLY, CHAIR
BUTTE COUNTY ASSOCIATION OF GOVERNMENTS

ATTEST:

ANDY NEWSUM, EXECUTIVE DIRECTOR
BUTTE COUNTY ASSOCIATION OF GOVERNMENTS

BUTTE COUNTY ASSOCIATION
OF GOVERNMENTS



BOARD OF DIRECTORS MEETING
ITEM #5



BCAG Board of Directors

Agenda Item #5 – Consent

Date: April 25, 2024

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

Contact: Amy White, Assistant Planner

Summary: BCAG is applying for FY 2023/24 Low Carbon Transit Operations Program (LCTOP) for \$200,000 to purchase marketing materials used for outreach.

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

The FY 2023/24 LCTOP funds for marketing will be used to disseminate information to current and potential users of Butte Regional Transit (B-Line). These materials will be used region-wide with a focus on outreach to priority populations.

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

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

Attachment: Resolution 2023/24-11

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

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

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

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

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

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

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

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

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

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

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

Project Name: Professional Marketing/Media Materials Purchase Operating Assistance

Amount of LCTOP funds requested: \$ 200,000

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

Benefit to a Priority Populations: New and expanded services such as microtransit, NEMT, electronic fare purchasing, enhanced scheduling, updated routes and translated materials will reach these target populations and improve ridership. Any increased ridership on public transit in turn reduces GHGs and mitigates climate risk which improves public health region-wide, including these priority populations.

Amount to benefit Priority Populations: \$ 150,000

Contributing Sponsors (if applicable): None

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

AYES:

NOES:

ABSENT:

ABSTAIN:

APPROVED:

BILL CONNELLY, CHAIR
BUTTE COUNTY ASSOCIATION OF GOVERNMENTS

ATTEST:

ANDY NEWSUM, EXECUTIVE DIRECTOR
BUTTE COUNTY ASSOCIATION OF GOVERNMENTS

BUTTE COUNTY ASSOCIATION
OF GOVERNMENTS



BOARD OF DIRECTORS MEETING
ITEM #6



BCAG Board of Directors

Agenda Item #6 - Action

Date: April 25, 2024

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

Contact: Andy Newsum, Executive Director

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

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

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

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

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

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

Agenda Item #6 – Action Attachment

Work Element Summary

REGIONAL TRANSPORTATION PLANNING & PROGRAMMING WORK ELEMENTS

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

TRANSPORTATION PROJECT DEVELOPMENT

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

TDA/TRANSIT COORDINATION & PLANNING WORK ELEMENTS

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

Final Expenditures and Revenues - Budget

The Final budget for implementing the 2024/25 Overall Work Program is projected to be approximately **\$5,853,414**, the draft revenues and expenditures are listed below:

EXPENDITURES

Salaries & Benefits	= \$ 2,240,078
Services, Supplies & Other Expenditures	= \$ 293,836
Professional Services Contracts	= \$ <u>3,319,500</u>

TOTAL EXPENDITURES **\$ 5,853,414**

REVENUES

Federal Highway Administration Planning (FHWA PL)	= \$ 1,166,108
Federal Transit Administration 5303 Funds	= \$ 116,400
SB 1 Planning Grant 2024/25	= \$ 180,000
Housing Community Development (HCD) REAP Funds	= \$ 1,125,000
TDA Administration	= \$ 130,727
TDA Planning	= \$ 405,203
STIP Planning, Programming & Monitoring	= \$ 172,383
New Market Tax Credit – Interest Income	= \$ 41,166
Butte Regional Transit - Operations	= \$ 757,427
Transit Intercity Rail and Capital Improvement (TIRCP)	= \$ TBD
Zero Emissions Transit Capital (ZETCP)	= \$ TBD
CRRSSA Funds	= \$ 1,750,000
SHOPP Funds	= \$ <u>9,000</u>

TOTAL REVENUES **\$ 5,853,414**



Agenda Item #6 – Action
Attachment



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

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

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

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

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

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

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

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

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

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

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

AYES:

NOES:

ABSENT:

ABSTAIN:

APPROVED:

BILL CONNELLY, CHAIR
BUTTE COUNTY ASSOCIATION OF GOVERNMENTS

ATTEST:

ANDY NEWSUM, EXECUTIVE DIRECTOR
BUTTE COUNTY ASSOCIATION OF GOVERNMENTS

BUTTE COUNTY ASSOCIATION
OF GOVERNMENTS



BOARD OF DIRECTORS MEETING
ITEM #7



BCAG Board of Directors

Agenda Item #7 –Action

Date: April 25, 2024

Subject: Public Hearing - North Valley Passenger Rail Strategic Plan

Contact: Chris Devine, Planning Director

Summary: The North Valley Passenger Rail Strategic Plan (Strategic Plan) document is nearing completion, and BCAG staff and the consultant team at AECOM will provide an overview PowerPoint presentation of the main components at the meeting. Following this, BCAG staff recommends opening a public hearing to solicit additional public input.

Development of the Strategic Plan has been coordinated with numerous agencies and groups and has included significant public input. A detailed summary of this coordination is provided in Chapter 2 of the draft Strategic Plan that is available on the project website (www.northvalleyrail.org). This coordination included five meetings with the Project Development Team (PDT), two virtual community workshops, development of a two-page fact sheet, eight-page informational booklet and publicly accessible website, completion of a community survey, and dissemination of information via an email distribution list. Additionally, a draft Strategic Plan was completed in early January 2024 and a public review period was provided to solicit additional feedback on the draft plan. The revised Strategic Plan reflects the input received from this coordination.

Based on input from a public hearing, the Strategic Plan will be finalized and brought back to the Board for acceptance and approval at a regularly scheduled BCAG Board meeting.

Action requested:

Hold a public hearing on the North Valley Passenger Rail Strategic Plan

Attachment: None.

BUTTE COUNTY ASSOCIATION
OF GOVERNMENTS



BOARD OF DIRECTORS MEETING
ITEM #8

BCAG Board of Directors

Agenda Item #8 – Information

Date: April 25, 2024

Subject: Mobile Ticketing and Fare Collection for Butte Regional Transit

Contact: Sara Cain, Transit Manager

Summary: At the March Board of Directors meeting, BCAG staff was directed to bring forward more information regarding the following questions concerning mobile ticketing and fare collection for Butte Regional Transit (B-Line).

- **How much cash is collected on board the bus?** In FY 2022/23, on-board cash collection was approximately 19% of total fares collected.
- **Are there any impacts to farebox recovery by removing cash collection from the bus?** After consulting with multiple transit agencies, staff does not believe there will be significant impacts on fares collected per passenger served.
- **What is the annual cost for operating and maintaining Genfare fareboxes?** Staff spends approximately \$165,000 annually in labor, materials, and equipment for Genfare fareboxes.
- **What is the timeline for removing cash collection?** Removal of Genfare fareboxes will require additional solutions for cash customers. Solutions may include donation fareboxes, coordination with local retailers, smartcards, etc. Additionally, cash collection would still be accepted at the BCAG offices, Butte County Public Works, and the Paradise Town Hall. There will be a period where Genfare fareboxes and alternative solutions will overlap to provide a gradual transition for riders.

Incorporating a more robust mobile ticketing system is estimated to reduce hardware, software, and staffing costs by approximately 30%, depending on the selected vendor. Upon development and deployment of alternative solutions, staff will track actual expenditures to determine cost savings over time.

Action requested: This item is presented for information.

Attachment: Staff Report

**Agenda Item #8 – Information
Attachment
Staff Report**

Genfare Expenditures

The cost of a new Genfare farebox is approximately \$22,000 per unit with a useful life of 5 – 7 years. In FY 2022/23, B-Line spent over \$12,000 on parts and on-going hardware and software support with Genfare. It is estimated staff spend around 10 hours per week reconciling and correcting ridership reports. Transdev staff reports dedicating 55 hours per week on farebox maintenance and cash collection deposits.

Fare Collection Findings

Staff has reached out to several agencies and alternative farebox manufacturers, including Greater Dayton Regional Transportation Authority (greater Dayton, Ohio area) and TriMet (Portland, Oregon). Dayton RTA transitioned fully to a cashless solution in partnership with the vendor Masabi; TriMet in Portland, Oregon went cashless for a few months during the pandemic, then resumed accepting cash on board the vehicles.

Both agencies report a significant reduction in onboard collection cash collections between 5% and 13%. TriMet in Portland continues to collect cash, while Dayton is completely cash free onboard the bus. More importantly, both agencies report not seeing a reduction in fare collected per passenger served, indicating a seemingly successful transition to a less cash-dependent fare collection solution.

Dayton RTA successfully removed onboard collection through an aggressive marketing campaign of the new system, which involved giving away up to two months of fares to riders who transitioned away from cash to the new system. Dayton decreased on board cash to as low as 5% before removing the fareboxes completely.

TriMet went cash free in 2020 for a period due to the pandemic. While cash free, an increase was observed in the use of their retail network for purchasing bus passes. As soon as cash started to be collected again, however, the use of the retail network decreased to pre-COVID numbers.

Diamond Manufacturing offers a low-tech farebox solution to accepting cash that requires much less time to maintain, and a longer product lifespan of around 10 years. Their estimated price per unit is between \$2,500 and \$5,000 for all necessary hardware and shipping. This solution would not capture any reporting on its own. Diamond fareboxes would need to be used in conjunction with a robust mobile ticketing validator that offers the option of recording cash sales.

BUTTE COUNTY ASSOCIATION
OF GOVERNMENTS



BOARD OF DIRECTORS MEETING
ITEM #9



BCAG Board of Directors

Agenda Item #9 – Information

Date: April 25, 2024

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

Contact: Sara Cain, Transit Manager

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

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

On March 7, 2024, staff met with the BCAG Transit Administrative Oversight Committee (TAOC) to review the Draft FY 2024/25 Service Plan and Budget. The TAOC is made up of representatives from the cities, town and county finance and public works departments. The Final FY 2024/25 Service Plan and Budget will be presented to the BCAG Board of Directors for approval at the May meeting.

The Draft FY 2024/25 B-Line Budget identifies a total operating budget of \$13,097,163 for both fixed route and paratransit services. The Draft Budget is approximately \$1.2 million higher than the prior year, an increase of 10.8%. A summary of the budget is attached.

Action requested: This item is presented for information.

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

Agenda Item #9 – Information Attachment

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

The Draft FY 2024/25 Budget identifies a total operating budget of **\$13,097,163** for both fixed route and paratransit services in the urban and rural areas of Butte County. The Draft Budget is \$1,279,062 higher than the prior year, an increase of 10.8%. A detailed summary of operating and capital expenditures and revenues is below.

Operating Budget

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

- Increase of \$169,499 in *Fleet/Facility Insurance* and 8.8% in *Purchased Transportation* per Transdev contract extension. Upon approval of the Final Budget in May, BCAG will execute a two-year contract extension with Transdev for July 1, 2024 – June 30, 2026.
- Increase of \$240,000 in *Printing and Signage* to prepare a Marketing Plan and distribute marketing materials for introduction of new transit services, including routing changes, microtransit, and zero-emission vehicles. \$200,000 will be paid for through the Caltrans Low Carbon Transit Operations Program (LCTOP).
- Increase of 5.5% in *Software Maintenance* to account for increasing license and product fees.
- Decrease of \$15,727 in *Ops Facility Lease* with the close of Round 1 of the New Market Tax Credits.

The Operating Revenue shows approximately an 11% increase in overall fares compared to the previous year's budget. The current year's estimate is derived from the actual fares collected through the second quarter, adjusted upwards by an average of 2% to account for increasing demand. Staff will review the fare income after the third quarter and adjust fares for the final budget.

Federal/Other funding shows an increase of 6% over the prior year with estimated apportionments. Apportionments should be released in the coming months with adjustments reflected in the final budget.

TDA support shows an increase of 15% compared to the prior year's budget. Any excess TDA funding over actual operating cost is carried into the following fiscal year. The carryover of TDA funds from FY 2022/23 is estimated to be \$1.1M.

Capital Budget

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

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

**FISCAL YEAR 2024/25
OPERATING BUDGET**

	2022/23 APPROVED BUDGET	2022/23 ACTUAL ANNUAL	2023/24 APPROVED BUDGET	2024/25 PROPOSED BUDGET	Difference	% CHANGE
OPERATING EXPENSES						
ADMINISTRATION						
Printing and Signage	\$ 38,000	\$ 23,684	\$ 40,000	\$ 280,000	\$ 240,000	600.0%
Processing Fees/Mobile App	3,600	10,656	7,200	7,200	-	0%
Training and Travel	6,000	823	6,000	6,000	-	0.0%
Public Outreach	50,000	37,990	60,000	62,070	2,070	3.5%
Software Maintenance	264,046	277,678	264,046	278,546	14,500	5.5%
IT Support Staff	-	-	60,000	60,000	-	-
Paratransit ADA Certification	55,000	40,802	45,000	45,000	-	0.0%
Support Services	480,000	539,951	525,000	525,000	-	0.0%
TOTAL ADMINISTRATION	\$ 896,646	\$ 931,584	\$ 1,007,246	\$ 1,263,816	\$ 256,570	25.5%
OPERATIONS AND MAINTENANCE						
Communication	\$ 22,025	\$ 22,503	\$ 22,025	\$ 22,025	\$ -	0.0%
Fleet/Facility Insurance	478,434	389,374	497,760	667,259	169,499	34.1%
Vehicle Maintenance	140,000	42,290	140,000	140,000	-	0.0%
Maintenance Equipment	25,000	23,665	25,000	25,000	-	0.0%
Purchased Transportation	8,007,513	7,959,885	8,290,238	9,020,193	729,955	8.8%
Fuel	1,100,000	1,200,046	1,100,000	1,224,000	124,000	11.3%
Transit Kiosk Security- Chico/Oroville	132,000	130,536	132,000	132,000	-	0.0%
Transit Kiosk Lease- Chico	6,000	5,500	6,000	6,000	-	0.0%
Ops Facility Lease- to BRTC	20,821	20,821	20,821	5,094	(15,727)	-75.5%
Facility Operations/Maintenance	479,350	418,498	460,000	462,100	2,100	0.5%
TOTAL OPS AND MAINTENANCE	\$ 10,411,143	\$ 10,213,118	\$ 10,693,844	\$ 11,703,671	\$ 1,009,827	9.4%
SUB-TOTAL OPERATING EXPENSES	\$ 11,307,789	\$ 11,144,702	\$ 11,701,090	\$ 12,967,487	\$ 1,266,397	10.8%
APPROPRIATION FOR CONTINGENCIES	\$ 113,078	\$ -	\$ 117,011	\$ 129,676	\$ 12,665	10.8%
TOTAL OPERATING REQUIREMENTS	\$ 11,420,867	\$ 11,144,702	\$ 11,818,101	\$ 13,097,163	\$ 1,279,062	10.8%
OPERATING REVENUES						
Fixed Route Passenger Fares	\$ 780,416	\$ 837,770	\$ 987,520	\$ 1,098,467	\$ 110,947	11%
Paratransit Fares	185,270	178,127	203,515	231,315	27,800	14%
TOTAL OPERATING REVENUE	\$ 965,686	\$ 1,015,897	\$ 1,191,035	\$ 1,329,782	\$ 138,747	11.6%
NON-OPERATING REVENUE						
TDA	\$ 6,274,848	\$ 4,898,840	\$ 5,307,959	\$ 6,109,098	\$ 801,139	15%
FEDERAL/OTHER	\$ 4,180,333	\$ 5,229,965	\$ 5,319,107	\$ 5,658,283	\$ 339,176	6%
TOTAL REVENUES	\$ 11,420,867	\$ 11,144,702	\$ 11,818,101	\$ 13,097,163	\$ 1,279,062	10.8%

**FISCAL YEAR 2024/25
CAPITAL BUDGET**

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

BUTTE COUNTY ASSOCIATION
OF GOVERNMENTS



BOARD OF DIRECTORS MEETING
ITEM #10



BCAG Board of Directors

Agenda Item #10 - Information

Date: April 25, 2024

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

Contact: Chris Devine, Planning Director

Summary: At the March 2024 meeting, it was requested that a future agenda item be brought forth to the BCAG Board to discuss the possibility of providing letters to the San Joaquin Joint Powers Authority (SJJPA) indicating:

1. BCAG does not have an interest in taking over the Amtrak Route 3 thruway bus service and
2. Requesting the SJJPA Board of Directors move forward with providing bus-only ticketing on this route

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

BCAG staff has followed up with information regarding the SJJPA, including the Amtrak Route 3 thruway bus service, and the composition and role of the SJJPA Board of Directors. Additional information is provided in Attachment #1 for discussion at the meeting. If the Board desires, staff can draft letters as required addressing the three (3) requested items to the SJJPA Board of Directors and bring those letters to the BCAG Board for approval and signature at a regularly scheduled BCAG Board of Directors meeting.

Action requested:

- 1) For information only and/or staff direction.

Attachment: Staff Report: Additional information on Route 3 thruway bus service and SJJPA Board composition and purpose.

Agenda Item #10 –Information Attachment

Staff Report

BCAG staff has coordinated with SJJPA staff to develop the following information:

Route 3 Thruway Bus

The SJJPA operates the Amtrak Route 3 thruway bus program which provides service from Redding to Stockton, with stops in Red Buff, Chico, Oroville, Marysville, Sacramento, Elk Grove, and Stockton (for more information on the Amtrak Thruway Bus service, please see <https://amtraksanjoaquins.com/bus-routes/>).

For passengers to use this inter-city bus service, they must have a valid train ticket indicating they will use the bus to connect to a train, or are connecting from a train to the bus. This allows Amtrak to extend their reach and attract additional ridership. Currently, to make a trip to Sacramento from Chico on the Route 3 buses, a ticket must be purchased from Chico to Davis that includes a bus trip from Chico to the Sacramento Valley Station in downtown Sacramento, then a train trip on the Amtrak Capital Corridor trains to Davis.

To open Route 3 to bus-only ticketing, SB 742 provides an option for Joint Powers Authorities (JPAs) like BCAG to take over such routes which would then allow for bus-only ticketing to occur. BCAG staff coordinated closely with SJJPA staff to consider taking over Route 3 and currently recommends not doing so primarily due to the route extending from Redding to Stockton, with most ridership between Sacramento and Stockton and little ridership between Chico and Sacramento. It is also an inter-city service that is very different from a regional transit service, and would require the purchase of coach buses, and would have different operational characteristics necessitating additional staff to operate successfully.

If a JPA does not take over a route, SJJPA can still provide bus-only ticketing by going through the SB 742 process to implement bus-only ticketing with a private operator. SB 742 directs SJJPA staff to coordinate in good faith with other private carriers and public agencies along each route for any such ticketing changes. This legislation is specifically for these kinds of matters related to bus-only ticketing on intercity thruway bus routes.

A letter from BCAG stating it would not take over Route 3 would therefore add clarity on the process/next steps for SJJPA. BCAG staff has received several requests from the public for bus-only ticketing as part of this route, as has SJJPA. Hence, a letter to SJJPA indicating the BCAG Board's preference for bus-only ticketing, along with citing public interest in the matter, would help provide clarity to the SJJPA Board and help move this effort forward.

SJJPA Board of Directors

BCAG staff has coordinated with SJJPA staff for the last five years and has developed a positive working relationship and partnership that is mutually beneficial. SJJPA supported BCAG's grant application that successfully funded the North Valley Passenger Rail Strategic Plan and were collaborating partners throughout development of the plan. BCAG has supported SJJPA's recent grant applications for the completion of key Valley Rail projects. BCAG staff feels that this partnership will continue as the North Valley Rail project moves into the next phase of project development, with or without a representative from our region on the SJJPA Board.

The SJJPA Board of Directors composition is dictated by statute from the legislation that was approved creating the agency. As such, the only way to change the Board composition and add members is through legislative change. That said, the legislation does provide for a board member to be added as passenger rail service gets expanded in the future. With this, the BCAG region can expect to have representation on the SJJPA Board when the North Valley Rail project moves closer to implementing service.

In the meantime, BCAG staff will continue to coordinate with SJJPA staff through completion of the project development components during the next ten years, along with participation on the SJJPA Rail Committee which provides direct input into the SJJPA Board. Former Executive Director Jon Clark served on this committee for several years, and BCAG staff will be filling his seat to continue this coordination.

Given this, staff does not recommend drafting a letter recommending an additional seat on the SJJPA Board.

SJJPA Board Background

The SJJPA Board of Directors include representatives from ten Member Agencies including Alameda County, Contra Costa Transportation Authority, Fresno Council of Governments, Kings County Association of Governments, Madera County Transportation Commission, Merced County Association of Governments, Sacramento Regional Transit, San Joaquin Regional Rail Commission (SJRRC), Stanislaus Council of Governments, and Tulare County Association of Governments. Each member agency elects a primary and alternate member to sit on the board. SJJPA Board Meetings take place bi-monthly. The SJJPA along with its supporters and sponsors work with other partner agencies to advocate for conventional intercity rail service improvements throughout California.

The primary role of the SJJPA is the day-day management of the San Joaquins passenger rail service. In 2019, SJJPA selected the San Joaquin Regional Rail Commission (SJRRC) as its Managing Agency for an additional five-year term (September 27, 2019 – September 27, 2024) after an initial two 3-year terms. SJRRC's consolidated agency approach includes management of the San Joaquin Valley's two passenger rail services (ACE and Amtrak San Joaquins) and streamlines planning and programming efforts to deliver the Valley Rail, North Valley Rail, and other expansion programs.

Key SJJPA short-term programs include Thruway Bus partnerships, renewable diesel implementation, Madera High-Speed Rail (HSR) Station Project, Merced to San Jose Thruway Bus Route Pilot Program, Merced Intermodal Track Connector (MITC) Project, Stockton Diamond Grade Separation Project, Cross-Valley Corridor, Venture Railcars, and Northern California Passenger Rail Fleet Maintenance.

For more information on the SJJPA Board of Directors and overall SJJPA roles and responsibilities, see the SJJPA website at: <https://sjjpa.com/board-members/> and <https://sjjpa.com/business-plan/>.