

BUTTE COUNTY ASSOCIATION
OF GOVERNMENTS



BOARD OF DIRECTORS MEETING
April 27, 2023

Acronyms for Butte County Association of Governments

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

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



BCAG Board of Directors Meeting

April 27, 2023
9:00 a.m.



BCAG Board Room

326 Huss Drive, Suite 100
Chico, CA 95928

[BCAG BOARD MEETING LIVE](#)

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

Zoom Meeting ID: 815 0652 8134 Password: 064889

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

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

1. Pledge of Allegiance
2. Roll Call

CONSENT AGENDA

3. Approval of Minutes from the March 23, 2023, BCAG Board of Directors Meeting (Attachment) – **Ashley**
4. Approval of Butte County Association of Governments and Butte Regional Transit Purchasing Policy Manual (Attachment) – **Andy**
5. Approval of Final 2022/23 Transportation Development Act (TDA) Claims (Attachment) – **Julie**
6. Approval of Performance Measures for Reliability, Congestion and Air Quality (Attachment) - **Brian**

ITEMS REMOVED FROM CONSENT AGENDA – *If Any*

ITEMS FOR ACTION

7. BCAG Final 2023/24 Overall Work Program & Budget (Attachment) – **Jon**
8. Butte Regional Transit Final 2023/24 Service Plan & Budget (Attachment) - **Sara**

ITEMS FOR INFORMATION

9. Butte Regional Transit Routing Study Update (Attachment) – **Sara**
10. Draft Regional Growth Forecasts 2022-2045 (Attachment) – **Brian**
11. Regional Travel Survey Update (Attachment) – **Chris**
12. Federal Transportation Improvement Program (FTIP)-Amendment #2 (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 May 25, 2023, **at the BCAG Board Room & via Zoom.**

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

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

BUTTE COUNTY ASSOCIATION
OF GOVERNMENTS



BOARD OF DIRECTORS MEETING
ITEM #3

**DRAFT MEETING MINUTES
OF THE BUTTE COUNTY
ASSOCIATION OF GOVERNMENTS
March 24, 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

Kasey Reynolds	Vice Mayor	City of Chico
Tami Ritter	Supervisor	District 3
Bill Connelly	Supervisor	District 1
Tod Kimmelshue	Supervisor	District 4
J Angel Calderon	Councilmember	City of Gridley
Rose Tryon	Vice Mayor	Town of Paradise
Peter Durfee	Supervisor	District 2
Doug Teeter	Supervisor	District 5

MEMBERS PRESENT REMOTELY

MEMBERS ABSENT

David Pittman	Supervisor	City of Oroville
Chuck Nuchols	Councilmember	City of Biggs

STAFF PRESENT

Jon Clark	Executive Director
Andy Newsum	Deputy Director
Cheryl Massae	Human Resources Director
Amy White	Assistant Planner
Brian Lasagna (Zoom)	Regional Analyst
Ashley Carriere	Administrative Assistant
Sara Cain	Senior Planner
Julie Quinn	Chief Financial Officer

OTHERS PRESENT

Adekemi Ademyeno
Eric Smith-City of Oroville Alternate
Dawn Nevers-City of Oroville

BCAG Board of Directors Meeting – Item #3

April 27, 2023

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

CONSENT AGENDA

- 3. Approval of Minutes from the February 23, 2023 BCAG Board of Directors Meeting**
- 4. Approval of Resolution 2022/23-10 Approving the Adoption of CalPERS 457 Plan for BCAG Employees.**
- 5. Approval of 2023/24 Preliminary Findings of Apportionment for the Transportation Development Act (TDA) Funds**
- 6. Approval of Resolution 2022/23-09 for the Execution of the Certification and Assurances and Authorized Agent Forms for the Low Carbon Transit Operations Program (LCTOP) for the Zero-Emissions Bus Implementation Project**

On motion by Board Member Connelly and seconded by Board Member Reynolds, the Consent Agenda was unanimously approved.

ITEMS FOR ACTION- *None*

ITEMS FOR INFORMATION

7: BCAG Draft 2023/24 Overall Work Program & Budget

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 prepared a draft 2023/24 Overall Work Program (OWP) & Budget. The Board of Directors were provided with an outline of the proposed work elements that will be implemented during the 2023/24 fiscal year and identifies the revenues and expenditures for the 2023/24 fiscal year budget. In addition to the Board of Directors, Caltrans, the Federal Highway Administration (FHWA), and the Federal Transit Administration (FTA) also received BCAG's draft 2023/24 Overall Work Program (OWP) & Budget, on March 1, as required by the three agencies.

BCAG's draft 2023/24 Overall Work Program (OWP) & Budget identifies twenty-five work elements, all of which address state and federal planning requirements, regional transportation planning needs, capital projects and administration for Butte Regional Transit.

BCAG Board of Directors Meeting – Item #3

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The draft budget for implementing the 2023/24 Overall Work Program is projected to be approximately \$6,228,701. The list of draft revenues and expenditures were provided to the Board.

BCAG currently has thirteen employees. During the 2023/24 fiscal year, Executive Director, Jon Clark, will be retiring in December 2023. Andy Newsum, currently BCAG's Deputy Director, will become the Executive Director thereafter.

BCAG will also be adding an IT Manager position beginning in January 2024.

BCAG staff will present a final 2023/24 Overall Work Program & Budget to the Board of Directors at the April 27, 2023 Board meeting.

8: Butte Regional Transit Draft 2023/24 Service Plan & Budget

BCAG is responsible for the preparation of the Annual Service Plan & Budget for Butte Regional Transit.

Staff provided the Board with the Draft 2023/24 Butte Regional Transit (B-Line) Budget for review and comment. A full copy of the Draft 2023/24 B-Line Service Plan & Budget can be found on the B-Line website.

BCAG staff met online with the Transit Administrative Oversight Committee (TAOC) to review the 2023/24 fiscal year Transit Budget and Service Plan, on March 15, 2023. The final draft be presented to the Board for adoption at the April 2023 meeting.

The Proposed Draft Budget for 2023/24 fiscal year identifies a total operation budget of \$11,814,415, for both Fixed Route and Paratransit services. This is an increase of \$393,548 from the prior year.

Transit service funding is provided by three major categories: farebox ticket sales, Federal Transit Administration (FTA) and other grants, and California Transportation Development Act (TDA) funds. Staff presented the Board with the notable changes from the prior year's budget.

Four electrical buses and charging equipment are scheduled to be ordered in the 2023/24 fiscal year. In addition, six small diesel buses will also be ordered. BCAG was awarded FTA 5310 funds for four paratransit vehicles that are scheduled to be delivered in 2024.

9: New Market Tax Credit (NMTTC) Transaction for the Butte Regional Transit Operations and Maintenance Facility Compliance Period Ending

Staff informed the Board that the 7-year compliance period for the New Market Tax Credit (NMTTC) transaction, approved by the BCAG Board in 2016, is coming to a close.

BCAG Board of Directors Meeting – Item #3

April 27, 2023

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A memo was given to the Board that outlined the procedures for completing the New Market Tax Credit (NMTC) transaction.

BCAG staff is in the process of finalizing an assignment of the New Market Tax Credit (NMTC) investors' interests as reflected by the Put/Call Option Agreement and in accordance with the Board's 2016 authorization. BCAG and the Butte Regional Transportation Corporation (BRTC) then entered into a subsequent NMTC transaction in 2018.

Staff explained that upon completion of the compliance period affiliated with the 2018 transaction, a similar process would yield the dissolution of the underlying lease with BRTC and BCAG holding fee title to the facility.

ITEMS FROM THE FLOOR

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

ADJOURNMENT

With no further items to discuss, the BCAG Board meeting adjourned at 09:14 AM.

Attest:

Jon Clark, Executive Director

Ashley Carriere, Board Clerk

Butte County Association of Governments

BUTTE COUNTY ASSOCIATION
OF GOVERNMENTS



BOARD OF DIRECTORS MEETING
ITEM #4



BCAG BOARD OF DIRECTORS

Item #4 Consent

April 27, 2023

APPROVAL OF BUTTE COUNTY ASSOCIATION OF GOVERNMENTS AND BUTTE REGIONAL TRANSIT PURCHASING POLICY MANUAL

PREPARED BY: Andy Newsum, Deputy Director

ISSUE: A combined purchasing manual has been developed to consolidate and streamline the purchasing of goods and services utilized by BCAG and Butte Regional Transit (BRT).

DISCUSSION: BCAG and BRT have been purchasing similar services and goods for several years with 2 policies and procedures manuals. Both manuals define very similar procedures in obtaining goods and services utilizing federal, state and local funding sources. Because most all the statutes contained by reference in the manuals are the same and the BCAG Board is also the Butte Regional Transit board, a combined document can adequately function for both entities.

The developed combined manual contains a few small distinctions, mostly by description and reference, to retain any uniqueness to either BCAG or BRT as was deemed appropriate by staff. Revisions and/or amendments will be accomplished from time to time as needed to accommodate changing regulation, guidance, and statutes in federal, state or local funding processes.

A copy of the combined purchasing manual can be found on BCAG's website via this link <http://www.bcag.org/Resources/BCAGBRT-Procurement-Policies--Procedures-Manual/index.html>

STAFF RECOMMENDATION: Staff requests the BCAG Board of Directors adopt the combined "*BCAG/BRT Procurement Policies and Procedures Manual – Revised FY 2022/2023*".

Key Staff: Andy Newsum, Deputy Director

BUTTE COUNTY ASSOCIATION
OF GOVERNMENTS



BOARD OF DIRECTORS MEETING
ITEM #5



BCAG BOARD OF DIRECTORS

Item #5 Consent

April 27, 2023

APPROVAL OF THE FINAL 2022/23 TRANSPORTATION DEVELOPMENT ACT (TDA) CLAIMS

PREPARED BY: Julie Quinn, Chief Fiscal Officer

ISSUE: The Transportation Development Act (TDA) requires that the BCAG Board of Directors approves by resolution all claims filed by the cities, town, county, BRT and BCAG for the allocation of TDA funds.

DISCUSSION: The 2022/23 TDA claims reflect the 2022/23 apportionments as approved in May of 2022. Final claims are adjusted for the June 30, 2022 TDA audit results as well as any adjustments to budgeted use of funds. The jurisdictions must file an expenditure plan to claim those funds and identify their planned expenditures in accordance with TDA regulations.

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

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

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

BCAG Board of Directors Item #5
April 27, 2023
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The following is a summary of the Butte County TDA Allocation included in the Resolution:

LTF Claimant	21/22	22/23	22/23	22/23
	Prior Unclaimed	Apportionment	Claimed	Unclaimed
BCAG	\$ -	\$ 650,000	\$ 650,000	\$ -
County Auditor-Controller	-	25,000	25,000	-
Butte Regional Transit	-	3,840,354	3,840,354	-
Butte County	-	2,133,278	2,133,278	-
City of Biggs	-	65,653	65,653	-
City of Chico	276,609	3,483,862	3,760,471	-
City of Gridley	-	243,957	243,957	-
City of Oroville	-	638,690	638,690	-
Town of Paradise	719,603	260,887	432,867	547,623
LTF Totals	\$ 996,212	\$ 11,341,681	\$ 11,790,270	\$ 547,623

STA Claimant	Prior Unclaimed	Apportionment	Claimed	Unclaimed
Butte Regional Transit	\$ -	\$ 2,012,566	\$ 2,012,566	\$ -
City of Gridley- Flyer	-	87,434	87,434	-
STA Totals	\$ -	\$ 2,100,000	\$ 2,100,000	\$ -

STAFF RECOMMENDATION: Staff requests the Board adopt Resolution 2022/23-11 to approve the Final TDA Claims for fiscal year 2022/23.

Key staff: Julie Quinn, BCAG Chief Fiscal Officer
Ivan García, Programming Director
Jon Clark, Executive Director

**RESOLUTION OF THE FINAL ALLOCATION OF TRANSPORTATION
DEVELOPMENT ACT (TDA) FUNDS TO THE BUTTE COUNTY JURISDICTIONS
FOR FISCAL YEAR 2022/23**

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

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

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

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

1. The claimants proposed expenditures are in conformity with the Regional Transportation Plan.
2. The level of passenger fares and charges is sufficient to enable the operator or transit service claimant to meet the fare revenue requirements of Public Utilities Code Sections 99268.2, 99268.3, 99268.5, and 99268.9, as they may be applicable to the claimant *and as amended for Covid-19 regulatory changes*.
3. The claimant is making full use of federal funds available under the Federal Transit Act, as amended.
4. The claimant has prepared and submitted the Local Transportation Fund (LTF) and State Transit Assistance (STA) Fund Annual Project and Expenditure Plan.
5. The sum of the claimant's allocation from the State Transit Assistance Fund and the Local Transportation Fund does not exceed the amount the claimant is eligible to receive during the fiscal year.
6. Priority consideration has been given to claims to offset reductions in federal operating assistance and the unanticipated increase in the cost of fuel, to enhance existing public transportation services, and to meet high priority regional, countywide, or area wide public transportation needs.
7. The regional entity may allocate funds to an operator for the purposes specified in Section 6730 of the California Code of Regulations only if, in the resolution allocating the funds, it also finds the following:

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

ALLOCATION to BUTTE COUNTY Jurisdictions for FY 22/23 is as follows:

	21/22	22/23	22/23	22/23
LTF Claimant	Prior Unclaimed	Apportionment	Claimed	Unclaimed
BCAG	\$ -	\$ 650,000	\$ 650,000	\$ -
County Auditor-Controller	-	25,000	25,000	-
Butte Regional Transit	-	3,840,354	3,840,354	-
Butte County	-	2,133,278	2,133,278	-
City of Biggs	-	65,653	65,653	-
City of Chico	276,609	3,483,862	3,760,471	-
City of Gridley	-	243,957	243,957	-
City of Oroville	-	638,690	638,690	-
Town of Paradise	719,603	260,887	432,867	547,623
LTF Totals	\$ 996,212	\$ 11,341,681	\$ 11,790,270	\$ 547,623
STA Claimant	Prior Unclaimed	Apportionment	Claimed	Unclaimed
Butte Regional Transit	\$ -	\$ 2,012,566	\$ 2,012,566	\$ -
City of Gridley- Flyer	-	87,434	87,434	-
STA Totals	\$ -	\$ 2,100,000	\$ 2,100,000	\$ -

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

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

PASSED AND ADOPTED by the Butte County Association of Governments on the 27th day of April 2023 by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

APPROVED:

BILL CONNELLY, CHAIR
BUTTE COUNTY ASSOCIATION OF GOVERNMENTS

ATTEST:

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

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

Claimant: Butte Regional Transit

Fiscal Year 2022/2023

TDA FUNDING HELD BY BCAG:

FY 22/23 APPORTIONMENTS	
Prior Year Appt Balance	-
LTF Apportionment	3,840,354
STA Apportionment	2,012,566
Total Available to Claim	5,852,920
Amount claimed	(5,852,920)
Unclaimed TDA	-

____ Preliminary
 X Final

Submitted Aug 2022
Submitted April 2023

TDA STATUTE DESCRIPTION & LOCAL AGENCY PROJECT TITLE	FUND BALANCE USED		CLAIMED FUNDS		CLAIMED FUNDS		TOTAL PROJECT
	TDA - LTF Carryover		TDA - LTF		TDA - STA		
	LTF \$ amount	PUC Section	LTF \$ amount	PUC Section	LTF \$ amount	CCR Section	
Public Transit/ B-line Fixed Route	824,610	Article 4, 99260(a)	2,033,012	Article 4, 99260(a)	1,612,566	Art 4, Sec 6730 (a)	4,470,188
Public Transit/ B-line Paratransit	276,577	Article 4, 99260(a)	1,407,342	Article 4, 99260(a)	-		1,683,919
Transit Planning& Capital/ B-line Capital Reserve			400,000	Article 4, 99262			400,000
Transit Planning& Capital/ B-line STA Reserve			-		400,000	Art 4, Sec 6730 (b)	400,000
			-				-
ALLOCATED FUNDS	1,101,187		3,840,354		2,012,566	-	6,954,107

Local Contact: Andy Newsum/ Sara Cain

BCAG: Ivan Garcia or Julie Quinn 809-4616

TDA FUNDING HELD BY BRT:

	Audited Beg Fund Balance (a)	22/23 Revenue (b)	22/23 Expense (c)	Estimated End Fund Balance (a+b-c)
TDA held by BRT:				
Transit- LTF	3,067,009	3,840,354	4,941,541	1,965,822
Transit- STA	-	2,012,566	2,012,566	-
Total TDA Funds	3,067,009	5,852,920	6,954,107	1,965,822

BUTTE COUNTY ASSOCIATION OF GOVERNMENTS

LOCAL TRANSPORTATION FUND (LTF) ANNUAL PROJECT AND EXPENDITURE PLAN

Claimant: County of Butte

Fiscal Year 2022/2023

TDA FUNDING HELD BY BCAG:

FY 22/23 APPORTIONMENTS	
Prior Year Appt Balance	-
22/23 LTF Apportionment	2,133,278
Total Available to Claim	2,133,278
Amount claimed	(2,133,278)
Unclaimed TDA	-

Preliminary
 Final

Submitted Aug 2022
Submitted April 2023

TDA STATUTE DESCRIPTION & LOCAL AGENCY PROJECT TITLE	FUND BALANCE USED		CLAIMED FUNDS		OTHER FUNDING SOURCES		TOTAL PROJECT
	TDA - LTF		TDA - LTF		OTHER FUNDS	SOURCE	
	LTF \$ amount	PUC Section	LTF \$ amount	PUC Section			
Transit- Public or Special Assistance / Transit Service (Gridley flyer)	-	Article 8, 99400 (c)	4,000	Article 8, 99400 (c)		local income	4,000
Passenger Rail Operations & Capital / Rail Service (Amtrack)		Article 8, 99400 (b)	1,680	Article 8, 99400 (b)		other agency cont	1,680
Transportation Planning & Admin/ Streets & Roads Planning	1,000	Article 8, 99402	-	Article 8, 99402			1,000
Transportation Planning & Admin/ Bike & Ped Planning		Article 8, 99402	-	Article 8, 99402			
Streets & Road Maintenance - Pavement Improvements		Article 8, 99400 (a)	1,876,169	Article 8, 99400 (a)	10,844	Carryforward of IF Cost Allocation	1,887,013
Capital Projects for Streets & Road/ provide capital listing	397,086	Article 8, 99400 (a)	251,429	Article 8, 99400 (a)			648,515
Capital Projects for Bike & Ped/ provide capital listing		Article 8, 99400 (a)	-	Article 8, 99400 (a)			
ALLOCATED FUNDS	398,086		- 2,133,278		10,844	-	2,542,208

Local Contact: Amanda Partain, Tatam Duckett

BCAG: Ivan Garcia or Julie Quinn 809-4616

TDA FUNDING HELD BY CITY:

TDA Fund:	Audited Beg Fund Balance (a)	22/23 Revenue (b)	22/23 Expense (c)	Estimated End Fund Balance (a+b-c)
Transit/ Rail LTF	-	5,680	5,680	-
Transportation LTF	398,086	2,127,598	2,525,684	-
Unclaimed current TDA apportionment	-	-	-	-
Total TDA	398,086	2,133,278	2,531,364	-
Expense covered with Local funding	-	10,844	10,844	-
Total City Transportation Fund	398,086	2,144,122	2,542,208	-

BUTTE COUNTY ASSOCIATION OF GOVERNMENTS

LOCAL TRANSPORTATION FUND (LTF) ANNUAL PROJECT AND EXPENDITURE PLAN

Claimant: City of Biggs

Fiscal Year 2022/2023

SECTION 1: TDA FUNDING HELD BY BCAG

Preliminary Submitted Aug 2022
 X Final Submitted April 2023

FY 22/23 APPORTIONMENTS	
Prior Year Appt Balance	-
22/23 LTF Apportionment	65,653
Total Available to Claim	65,653
Amount claimed	(65,653)
Unclaimed TDA	-

SECTION 2: TDA CLAIMED BY PUC CATEGORY

TDA CLAIMED FOR ARTICLE 8 ONLY	FUND BALANCE USED		CLAIMED FUNDS		OTHER FUNDING SOURCES		TOTAL PROJECT
	TDA - LTF		TDA - LTF		OTHER FUNDS	SOURCE	
	LTF \$ amount	PUC Section	LTF \$ amount	PUC Section			
Transportation Planning & Admin/ Streets & Roads Planning		Article 8, 99402	-	Article 8, 99402			
Transportation Planning & Admin/ Bike & Ped Planning		Article 8, 99402	-	Article 8, 99402			
Streets & Road Maintenance - Pavement Improvements	34,405	Article 8, 99400 (a)	15,653	Article 8, 99400 (a)			50,058
Capital Projects for Streets & Road/ provide capital listing		Article 8, 99400 (a)	-	Article 8, 99400 (a)			
Capital Projects for Bike & Ped/ provide capital listing	100,000	Article 8, 99400 (a)	50,000	Article 8, 99400 (a)			150,000
ALLOCATED FUNDS	134,405		65,653		-	-	200,058

Local Contact: Josh Cook, Dave Harden

BCAG: Ivan Garcia or Julie Quinn 809-4616

SECTION 3: TDA FUNDING HELD BY CITY

TDA Fund:	Audited 6/30/22 Fund Balance (a)	22/23 Revenue (b)	22/23 Expense (c)	Estimated End Fund Balance (a+b-c)
Transit/ Rail LTF - Fund 70	-	-	-	-
Transportation LTF - Fund 80	134,405	65,653	200,058	-
Unclaimed current TDA apportionment	-	-	-	-
Total TDA	134,405	65,653	200,058	-
Expense covered with Other Revenue	-	-	-	-
Total City Transportation Fund	134,405	65,653	200,058	-

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

Claimant: City of Oroville

Fiscal Year 2022/2023

TDA FUNDING HELD BY BCAG:

FY 22/23 APPORTIONMENTS	
Prior Year Appt Balance	-
Current Apportionment	638,690
Total Available to Claim	638,690
Amount claimed	(638,690)
Unclaimed TDA	-

_____ Preliminary
 X Final

Submitted June or July 2022
 Submitted April 2023

TDA STATUTE DESCRIPTION & LOCAL AGENCY PROJECT TITLE	FUND BALANCE USED		CLAIMED FUNDS		OTHER FUNDING SOURCES		TOTAL PROJECT
	TDA - LTF		TDA - LTF		OTHER FUNDS	SOURCE	
	LTF \$ amount	PUC Section	LTF \$ amount	PUC Section			
Transit- Public or Special Assistance / Transit Service		Article 8, 99400 (c)		Article 8, 99400 (c)			
Transit Planning & Administration / Transit allocated costs	-	Article 8, 99400 (d)		Article 8, 99400 (d)			
Transit Capital / Transit Center Maint & Utilities	-	Article 8, 99400 (e)		Article 8, 99400 (e)			
Passenger Rail Operations & Capital / Rail Service	-	Article 8, 99400 (b)		Article 8, 99400 (b)			
Transportation Planning & Admin/ Streets & Roads Planning		Article 8, 99402	-	Article 8, 99402			
Transportation Planning & Admin/ Bike & Ped Planning		Article 8, 99402	-	Article 8, 99402			
Streets & Road Maintenance - Pavement Improvements		Article 8, 99400 (a)	-	Article 8, 99400 (a)			
Capital Projects for Streets & Road/ provide capital listing	300,000	Article 8, 99400 (a)	300,000	Article 8, 99400 (a)			600,000
Capital Projects for Bike & Ped/ provide capital listing	344,968	Article 8, 99400 (a)	338,690	Article 8, 99400 (a)			683,658
ALLOCATED FUNDS	644,968		638,690		-	-	1,283,658

Local Contact: Dawn Nevers, Ruth Duncan

BCAG: Ivan Garcia or Julie Quinn 809-4616

TDA FUNDING HELD BY CITY:

TDA Fund:	Beginning Fund Balance (a)	22/23 Revenue (b)	22/23 Expense (c)	Estimated End Fund Balance (a+b-c)
Transit/ Rail LTF		-	-	-
Transportation LTF	644,968	638,690	1,283,658	-
Unclaimed current TDA apportionment	-	-	-	-
Total TDA	644,968	638,690	1,283,658	-
Expense covered with Other Revenue	-	-	-	-
Total City Transportation Fund	644,968	638,690	1,283,658	-

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

Claimant: Town of Paradise

Fiscal Year 2022/2023

TDA FUNDING HELD BY BCAG:

FY 22/23 APPORTIONMENTS	
Prior Year Appt Balance	719,603
22/23 LTF Apportionment	260,887
Total Available to Claim	980,490
Amount claimed	(432,867)
Unclaimed TDA	547,623

Preliminary
 Final

Submitted Aug 2022
 Submitted April 2023

TDA STATUTE DESCRIPTION & LOCAL AGENCY PROJECT TITLE	FUND BALANCE USED		CLAIMED FUNDS		OTHER FUNDING SOURCES		TOTAL PROJECT
	TDA - LTF		TDA - LTF		OTHER FUNDS	SOURCE	
	LTF \$ amount	PUC Section	LTF \$ amount	PUC Section			
Transit- Public or Special Assistance / Transit Service	-	Article 8, 99400 (c)		Article 8, 99400 (c)			
Passenger Rail Operations & Capital / Rail Service		Article 8, 99400 (b)		Article 8, 99400 (b)			
Transportation Planning & Admin/ Streets & Roads Planning		Article 8, 99402	30,000	Article 8, 99402			30,000
Transportation Planning & Admin/ Bike & Ped Planning		Article 8, 99402	-	Article 8, 99402			
Streets & Road Maintenance - Pavement Improvements		Article 8, 99400 (a)	95,100	Article 8, 99400 (a)			95,100
Capital Projects for Streets & Road/ provide capital listing	234,693	Article 8, 99400 (a)	230,446	Article 8, 99400 (a)			465,139
Capital Projects for Bike & Ped/ provide capital listing	112,639	Article 8, 99400 (a)	77,321	Article 8, 99400 (a)			189,960
ALLOCATED FUNDS	347,332		432,867		-	-	780,199

Local Contact: Colin Nelson

BCAG: Ivan Garcia or Julie Quinn 809-4616

TDA FUNDING HELD BY CITY:

TDA Fund:	Audited Beg Fund Balance (a)	22/23 Revenue (b)	22/23 Expense (c)	Estimated End Fund Balance (a+b-c)
Transit/ Rail LTF	-	-	-	-
Transportation LTF	347,332	260,887	608,219	-
Unclaimed current TDA apportionment	719,603	-	171,980	547,623
Total TDA	1,066,935	260,887	780,199	547,623
Expense covered with Other Revenue	-	-	-	-
Total City Transportation Fund	1,066,935	260,887	780,199	547,623

BUTTE COUNTY ASSOCIATION
OF GOVERNMENTS



BOARD OF DIRECTORS MEETING
ITEM #6



BCAG BOARD OF DIRECTORS

Item #6 Consent

April 27, 2023

APPROVAL OF PERFORMANCE MEASURES – RELIABILITY, CONGESTION, AND AIR QUALITY (PM3)

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 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.

System Performance Management – Performance Measure 3 (PM3)

On December 16, 2022, Caltrans approved the statewide system performance targets for travel reliability, congestion, and air quality along the National Highway System (NHS). The statewide targets were established based on an iterative process and coordination between Caltrans, MPOs, CALCOG, and the California State Transportation Agency. In developing the statewide targets, Caltrans coordinated with the MPO's through the utilization of a Technical Advisory Group (TAG). The TAG participated in several workshops and other key stakeholder meetings. Table 1 contains the PM3 targets applicable to the BCAG region for the 2 and 4-year target periods.

Table 1. Statewide System Performance (PM3)

System Performance Measure*	Baseline 2021	2-Year Target	4-Year Target
Percent of Reliable Person-Miles Traveled on the Non-Interstate NHS	83.7%	84.2% (+0.5%)	84.7% (+1%)
Total Emissions Reductions by Applicable Pollutants under the CMAQ Program	2018-2021 Baseline		
VOC (kg/day)	2,551	2,862	5,724
CO (kg/day)	21,771	12,798	25,596
NOx (kg/day)	7,213	4,317	8,635
PM10 (kg/day)	3,830	2,152	4,305
PM2.5 (kg/day)	1,537	1,830	3,659

**Applicable to BCAG Region*

MPOs have 6 months (May 16, 2023) 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 reviewed by the state every two years.

BCAG staff has prepared a discussion of each system performance measure and included as Attachment A.

The 2020 Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS) includes a listing of federal performance measure reliability and congestion projects which have been planned or programmed for the region. A link to Appendix 10-6 of the 2020 RTP/SCS is included [here](#)¹.

Staff is recommending that BCAG agree to plan and program projects so that they contribute toward the accomplishment of the state target for the 2022 performance year. Targets are reviewed with BCAG’s Transportation Advisory Committee and BCAG Board bi-annually and reported to Caltrans.

STAFF RECOMMENDATION: BCAG staff is recommending that the BCAG Board of Director’s approve the state targets and the region agree to plan and program projects so that they contribute toward the accomplishment of the state performance targets for the 2022 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%2010-6%20PM%203%20Freight%20Congestion%20Final%20October%202020.pdf>

ATTACHMENT - A

PM3 – System Performance

On January 18, 2017, the Federal Highway Administration (FHWA) published a final rule in the Federal Register (82 FR 5970) establishing performance measures that State Departments of Transportation (DOTs) and Metropolitan Planning Organizations (MPOs) will use to report on the performance of the Interstate and Non-Interstate National Highway System (NHS) to carry out the National Highway Performance Program (NHPP) and traffic congestion and on-road mobile source emissions for the purpose of carrying out the Congestion Mitigation and Air Quality Improvement (CMAQ) Program.

Caltrans set 2- and 4-year statewide targets on December 16, 2022. MPOs shall establish a target six months after State DOTs establish targets (May 16, 2022) by either: 1) Agreeing to plan and program projects so that they contribute toward the accomplishment of the State DOT system performance target for that performance measure; or 2) Committing to a quantifiable target for that performance measure for their metropolitan planning area.

The statewide targets were established based on an iterative process and coordination between Caltrans, MPOs, CALCOG, and the California State Transportation Agency. In developing the statewide targets, Caltrans coordinated with the MPO's through the utilization of a Technical Advisory Group (TAG). The TAG participated in several workshops and other key stakeholder meetings.

PM3 contains six specific measures, only two of which are applicable to the BCAG region – see Table 1 below.

Table 1. PM3 Performance Measures

System Performance Measure	Applicable to BCAG?	Reason
Percent of Reliable Person-Miles Traveled on the Interstate	NO	No Interstates traverse BCAG region.
Percent of Reliable Person-Miles Traveled on the Non-Interstate NHS	YES	BCAG region contains several roadways on the Non-Interstate NHS.
Percentage of Interstate System Mileage Providing Reliable Truck Travel Time (Truck Travel Time Reliability Index)	NO	No Interstates traverse BCAG region.
Total Emissions Reductions by Applicable Pollutants under the CMAQ Program	YES	BCAG region is designated as "non-attainment" for Ozone under federal air quality standards.
Annual Hours of Peak-Hour Excessive Delay Per Capita	NO	Measures only apply to regions with urbanized areas containing a population greater than 200,000.
Percent of Non-Single Occupancy Vehicle (Non-SOV) Travel	NO	

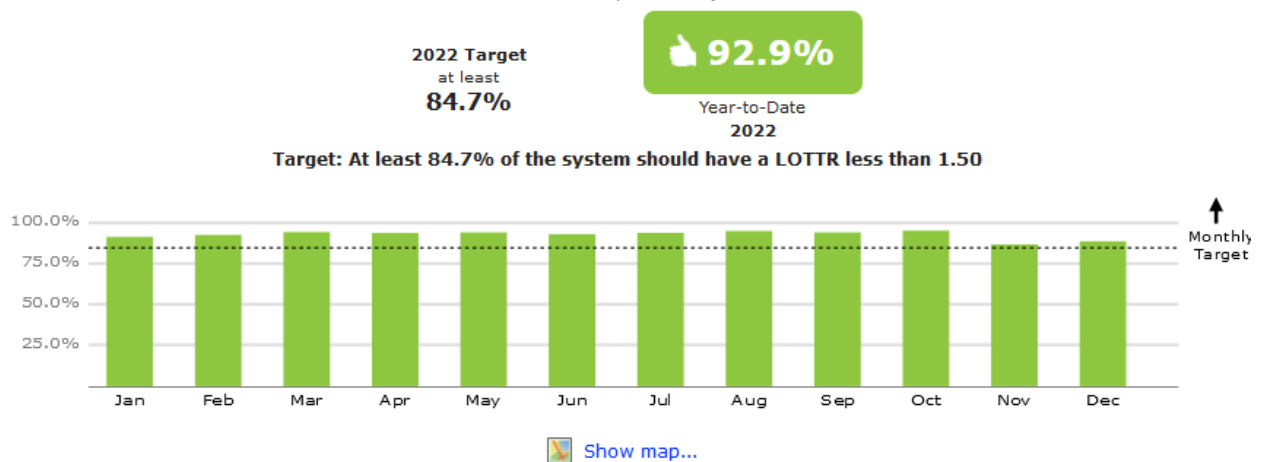
Data Review

Percent of Reliable Person Miles Traveled on the Non-Interstate NHS: Caltrans has developed an application within the National Performance Management Research Data Set (NPMRDS) Analytics tool. The tool allows MPOs to determine the overall Level of Travel Time Reliability (LOTTR) within their regions. The data for Travel Time Reliability in the BCAG region for year 2022 is shown in Figure 1.

Figure 1. Travel Time Reliability in BCAG Region

CA - Butte County Association of Governments, Chico (BCAG)

MAP-21 Percent of the Person-Miles Traveled on the Non-Interstate NHS That Are Reliable (the Non-Interstate NHS Travel Time Reliability measure)



Calculated using 100.00% of miles in Butte County Association of Governments

Data source: NPMRDS INRIX

The data for each region’s non-interstate NHS was aggregated to the statewide level and used to establish the 2- and 4-year targets (shown in Table 2 below).

Table 2. Travel Time Reliability Measure for Non-Interstate NHS

System Performance Measure*	Baseline 2021	2-Year Target	4-Year Target
Percent of Reliable Person-Miles Traveled on the Non-Interstate NHS	83.7%	84.2% (+0.5%)	84.7% (+1%)

Source: Caltrans Division of Transportation Planning

Total Emissions Reductions by Applicable Pollutants under the CMAQ Program:

Caltrans utilized the CMAQ Public Access System (https://fhwaapps.fhwa.dot.gov/cmaq_pub/) in establishing baseline pollutant numbers for target setting purposes. As of January 2023, nine projects are included for the Butte County region which are listed in Table 3.

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Table 3. Projects included in CMAQ Performance Plan for Butte County

YEAR	PROJECT TITLE	PROJECT DESCRIPTION	VOC (kg/day)	CO (kg/day)	NOx (kg/day)	PM10 (Kg/Day)	PM2.5 (Kg/Day)
2021	Chico – Hegan Lane Business Park Access Improvements	Congestion Reduction		0.091	0.399		
2021	Butte County – Autry Lane, Monte Vista & Lower Wyandotte Safe Routes to Schools	Safety Program		1.66	0.12		0.033
2020	Biggs – 2 nd St	Safety Program	0.01		0.03		
2019	Gridley – Central Gridley Pedestrian Connectivity and Equal Access Project	Safety Program	0.03		0.02		0.01
2019	Butte County – Palermo/South Oroville SRTS Project Phase 3	Safety Program	0.02	0.17	0.01		0.01
2019	Paradise – ATP Gap Closure Project	Safety Program	0.03	0.11	0.02	0.01	
2019	Paradise – ATP Gateway Project	Safety Program	0.18		0.18	0.14	
2019	Paradise – Oliver Curve Class I Phase 1	Safety Program	0.03		0.03	0.03	
2019	Paradise – Pentz Road Trailway Phase 2	Safety Program	0.05		0.05	0.04	
Total Emission Benefits			0.35	2.031	0.859	0.22	0.053

Caltrans aggregated all data available in the system to the statewide level and used it in establishing 2- and 4-year targets (shown in Table 4 below).

Table 4. CMAQ Emission Reduction Measure

System Performance Measure*	Baseline 2021	2-Year Target	4-Year Target
Total Emissions Reductions by Applicable Pollutants under the CMAQ Program			
VOC (kg/day)	2,551	2,862	5,724
CO (kg/day)	21,771	12,798	25,596
NOx (kg/day)	7,213	4,317	8,635
PM10 (kg/day)	3,830	2,152	4,305
PM2.5 (kg/day)	1,537	1,830	3,659

**Applicable to BCAG Region*

PM3 Recommendation

BCAG agrees to plan and program projects so that they contribute toward the accomplishment of the state target for the 2022 performance year.

BUTTE COUNTY ASSOCIATION
OF GOVERNMENTS



BOARD OF DIRECTORS MEETING
ITEM #7



BCAG BOARD OF DIRECTORS

Item #7 Action

April 27, 2023

APPROVAL OF 2023/24 BCAG OVERALL WORK PROGRAM & BUDGET

PREPARED BY: Jon Clark, Executive Director

ISSUE: 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.

DISCUSSION: The Executive Director reviewed a draft of the 2023/24 Overall Work Program (OWP) & Budget with the Board of Directors at their March 23rd meeting. Since the March meeting, staff has made some small revisions to the OWP document to address comments provided by Caltrans, FHWA and FTA, and has finalized expenditures and revenues. A copy of the final 2023/24 OWP & Budget is posted on the BCAG website at this link <http://www.bcag.org/documents/planning/OWP/2023-24%20OWP/2023-24-OWP-Final-Full-Document.pdf>

BCAG's final 2023/24 OWP & Budget identifies twenty-five specific work elements that address state and federal planning requirements, regional transportation planning needs, capital projects and administration for Butte Regional Transit. Below is a summary of the final work elements included in the 2023/24 OWP and final expenditures and revenues.

REGIONAL TRANSPORTATION PLANNING & PROGRAMMING WORK ELEMENTS

- 24-999 2023/24 Indirect Cost Allocation Plan
- 24-100 Overall Work Program Administration, Development & Reporting
- 24-101 Outreach, Education & Coordination
- 24-102 Regional Transportation Model
- 24-103 Regional Geographic Information System (GIS) Maintenance & Coordination
- 24-104 Regional Transportation-Air Quality Planning
- 24-105 2025 Federal Transportation Improvement Program (FTIP)
- 24-106 2024 Regional Transportation Improvement Program (RTIP)
- 24-107 Regional Transportation Plan (RTP) Administration & Development
- 24-108 Regional Early Action Planning (REAP) Grant Coordination
- 24-109 US Census Affiliate Data Center Administration
- 24-110 Intelligent Transportation System – Regional Architecture Maintenance
- 24-111 Regional Complete Streets Standards & Policies
- 24-120 Performance Based Planning & Programming
- 24-126 SB 1 23/24 Sustainable Transportation Planning – 2024 SCS Development
- 24-127 REAP 2.0 – 2024 SCS Development
- 24-130 North Valley Passenger Rail Strategic Plan
- 24-130.1 North Valley Passenger Rail Strategic Plan - Support

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TRANSPORTATION PROJECT DEVELOPMENT

24-215 Construction of Paradise Transit Center

24-216 SR 191 Mitigation

TDA/TRANSIT COORDINATION & PLANNING WORK ELEMENTS

24-300 Transportation Development Act Administration

24-301 Public Transit Systems Planning & Coordination

24-302 Butte Regional Transit Administration & Operations

24-303 Americans with Disabilities Act (ADA) Certification Program

24-308 B-Line Zero Emission Bus Rollout Plan

FINAL BUDGET

The final budget for implementing the 2023/24 Overall Work Program is projected to be approximately **\$6,387,210**, the draft revenues and expenditures are listed below:

EXPENDITURES

Salaries & Benefits = \$ 2,031,933

Services, Supplies & Other Expenditures = \$ 506,349

Professional Services Contracts = \$ 3,848,928

TOTAL EXPENDITURES \$ 6,387,210

REVENUES

Federal Highway Administration Planning (FHWA PL) = \$ 1,089,160

Federal Transit Administration 5303 Funds = \$ 82,472

Federal Transit Administration 5307 Planning = \$ 40,000

SB 1 Planning Grant 2023/24 = \$ 180,569

Caltrans Strategic Partnership Grant FTA 5304 = \$ 137,222

Housing Community Development (HCD) REAP Funds = \$ 1,107,501

TDA Administration = \$ 75,901

TDA Planning = \$ 446,706

STIP Planning, Programming & Monitoring = \$ 34,544

New Market Tax Credit – Interest Income = \$ 207,060

Butte Regional Transit - Operations = \$ 763,148

CRRSAA Funds = \$ 2,113,927

SHOPP Funds = \$ 9,000

CMAQ Funds = \$ 100,000

TOTAL REVENUES \$ 6,387,210

STAFFING FOR 2023/24

BCAG currently has a staff of thirteen; (11) full-time and two (2) part-time employees. During the 2023/24 FY there will be some staffing changes as the current Executive Director, Jon Clark will be retiring in December 2023, with Andy Newsum becoming the Executive Director thereafter. Staff is also proposing to add an IT Manager position beginning in January 2024.

SUMMARY

BCAG's final 2023/24 Overall Work Program & Budget concentrates on the completion of required state and federal planning activities, in addition to regional planning studies and administration of the B-Line transit services.

Upon approval by the BCAG Board of Directors staff will submit the final 2023/24 Overall Work Program & Budget to Caltrans, Federal Highway Administration, and the Federal Transit Administration for their approval.

STAFF RECOMMENDATION: The Executive Director is requesting the BCAG Board of Directors adopt the BCAG 2023/24 OWP & Budget by Resolution 2022/23-12.

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

**BUTTE COUNTY ASSOCIATION OF GOVERNMENTS
RESOLUTION NO 2022/2023-12**

**RESOLUTION OF THE BUTTE COUNTY ASSOCIATION OF GOVERNMENTS
APPROVING THE ADOPTION OF THE 2023/2024 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 2023/2024 Fiscal Year in compliance with the 23 U.S.C and Section 5303 of the Federal Transit Act;

WHEREAS, in conjunction with the 2023/24 Overall Work Program Agreement and Master Fund Transfer Agreement, the 2023/24 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 Fixing America's Surface Transportation (FAST) Act;

NOW THEREFORE BE IT RESOLVED that the Butte County Association of Governments as the designated Metropolitan Planning Organization does hereby adopt the Fiscal Year 2023/24 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 2023/24 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 2023/24 Overall Work Program and Budget.

PASSED AND ADOPTED by the Butte County Association of Governments on the 27th day of April 2023 by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

APPROVED:

BILL CONNELLY, CHAIR
BUTTE COUNTY ASSOCIATION OF GOVERNMENTS

ATTEST:

JON CLARK, EXECUTIVE DIRECTOR
BUTTE COUNTY ASSOCIATION OF GOVERNMENTS

BUTTE COUNTY ASSOCIATION
OF GOVERNMENTS



BOARD OF DIRECTORS MEETING
ITEM #8



BCAG BOARD OF DIRECTORS

Item #8 Action

April 27, 2023

APPROVAL OF FY 2023/24 BUTTE REGIONAL TRANSIT SERVICE PLAN & BUDGET

PREPARED BY: Sara Cain, Senior Planner

ISSUE: BCAG is responsible for the preparation of the Annual Service Plan and Budget for Butte Regional Transit (B-Line).

DISCUSSION: Below is the Final FY 2023/24 B-Line Service Plan and Budget for review and approval. A full copy of the document can be found on the B-Line website at: [http://www.blinetransit.com/documents/Service Plan and Budget/2023-24-Final-B-Line-Annual-Service-Plan.pdf](http://www.blinetransit.com/documents/Service%20Plan%20and%20Budget/2023-24-Final-B-Line-Annual-Service-Plan.pdf)

On March 15, 2023, Staff met with the Transit Administrative Oversight Committee (TAOC), which is made up of representatives from the cities, town and county, to review the FY 2023/24 Service Plan and Budget. The Draft Service Plan and Budget was presented to the BCAG Board at the March 23, 2023 meeting.

In summary, the FY 2023/24 Proposed Draft Budget identifies a total operating budget of **\$11,818,101** for both Fixed Route and Paratransit service in the urban and rural areas of Butte County. The 2023/24 budget is \$397,234 higher than the prior year, an increase of 3.5%.

The following items are major changes from the prior year budget:

- Transdev services contract includes a maximum obligation of \$8,290,238 for the year, an increase of 3.5%. The rate associated with these costs for this budget is \$94.72, based on 87,527 budgeted service hours. This is reflected in the budget as Purchased Transportation.
- BCAG/B-Line plans to hire an in-house IT Support position in 2024, which is accounted for under IT Support Staff.
- Increase of \$10,000 in Public Outreach for additional marketing materials and presence at community events.

Funding for the transit service is provided from three major categories: farebox ticket sales, Federal Transit Administration (FTA) and other grants, and California Transportation Development Act (TDA) funds. The following are notable changes from the prior year budget:

- Fare revenue in the draft budget covers approximately 10% of overall costs. The budget for fare revenue shows an increase of 23% from the prior year from increased ridership. The current year estimate is derived from the actual fares collected through the third quarter, adjusted upwards by an average of 2% to account for increasing demand.

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- Federal/Other funding covers 45% of costs in the draft budget. This is a 27% increase from the prior year due to increasing FTA operating apportionments and COVID-relief funds.
- TDA support covers nearly 45% of costs in the draft budget. This is a 15% decrease from last year due to increased federal funding and fare revenue estimates. Any excess TDA funding over actual operating cost is carried into the following fiscal year. The carryover of TDA funds from FY 2021/22 is estimated to be \$1.2M, which reduces the apportionment of TDA to BRT.

Capital Budget items for FY 2023/24

Four electric buses and charging equipment are scheduled to be ordered in the fiscal year. Funding for these buses includes a combination of LCTOP, SGR, and FTA 5339. Six smaller diesel buses with seating for 18-24 passengers will also be ordered in the fiscal year, which will be paid by Restricted TDA funds. BCAG was awarded FTA 5310 funds for four paratransit vehicles that are scheduled to be delivered in 2024.

Following is a snapshot of the Final FY 2023/24 B-Line Operating and Capital Budgets:

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FISCAL YEAR 2023/24
OPERATING BUDGET

	2021/22 APPROVED BUDGET	2021/22 ACTUAL ANNUAL	2022/23 APPROVED BUDGET	2023/24 PROPOSED BUDGET	Difference	% CHANGE
OPERATING EXPENSES						
ADMINISTRATION						
Printing and Signage	\$ 38,000	\$ 16,484	\$ 38,000	\$ 40,000	\$ 2,000	5.3%
Processing Fees/Mobile App	2,600	7,012	3,600	7,200	3,600	100%
Training and Travel	6,000	2,315	6,000	6,000	-	0.0%
Public Outreach	50,000	60,536	50,000	60,000	10,000	20.0%
Software Maintenance	167,648	227,737	264,046	264,046	-	0.0%
IT Support Staff	-	-	-	60,000	60,000	
Paratransit ADA Certification	49,000	53,679	55,000	45,000	(10,000)	-18.2%
Support Services	425,000	437,794	480,000	525,000	45,000	9.4%
TOTAL ADMINISTRATION	\$ 738,248	\$ 805,557	\$ 896,646	\$ 1,007,246	\$ 110,600	12.3%
OPERATIONS AND MAINTENANCE						
Communication	\$ 22,025	\$ 22,263	\$ 22,025	\$ 22,025	\$ -	0.0%
Fleet/Facility Insurance	428,434	414,255	478,434	497,760	19,326	4.0%
Vehicle Maintenance	160,000	54,776	140,000	140,000	-	0.0%
Maintenance Equipment	25,000	48,270	25,000	25,000	-	0.0%
Purchased Transportation	7,762,812	7,258,932	8,007,513	8,290,238	282,725	3.5%
Fuel	981,000	1,262,174	1,100,000	1,100,000	-	0.0%
Transit Kiosk Security- Chico/Oroville	120,000	131,544	132,000	132,000	-	0.0%
Transit Kiosk Lease- Chico	6,000	6,000	6,000	6,000	-	0.0%
Ops Facility Lease- to BRTC	20,821	20,821	20,821	20,821	-	0.0%
Facility Operations/Maintenance	459,350	491,229	479,350	460,000	(19,350)	-4.0%
TOTAL OPS AND MAINTENANCE	\$ 9,985,442	\$ 9,710,264	\$ 10,411,143	\$ 10,693,844	\$ 282,701	2.7%
SUB-TOTAL OPERATING EXPENSES	\$ 10,723,690	\$ 10,515,821	\$ 11,307,789	\$ 11,701,090	\$ 393,301	3.5%
APPROPRIATION FOR CONTINGENCIES	\$ 107,237	\$ -	\$ 113,078	\$ 117,011	\$ 3,933	3.5%
TOTAL OPERATING REQUIREMENTS	\$ 10,830,927	\$ 10,515,821	\$ 11,420,867	\$ 11,818,101	\$ 397,234	3.5%
OPERATING REVENUES						
Fixed Route Passenger Fares	\$ 693,070	\$ 837,770	\$ 780,416	\$ 987,520	\$ 207,104	27%
Paratransit Fares	147,250	178,127	185,270	203,515	18,245	10%
TOTAL OPERATING REVENUE	\$ 840,320	\$ 1,015,897	\$ 965,685	\$ 1,191,035	\$ 225,349	23.3%
NON-OPERATING REVENUE						
TDA	\$ 6,561,693	\$ 4,898,840	\$ 6,274,848	\$ 5,307,959	(966,889)	-15%
FEDERAL/OTHER	\$ 3,428,914	\$ 4,601,084	\$ 4,180,334	\$ 5,319,108	\$ 1,138,774	27%
TOTAL REVENUES	\$ 10,830,927	\$ 10,515,821	\$ 11,420,867	\$ 11,818,101	\$ 397,234	3.5%

CAPITAL BUDGET

	2021/22 APPROVED BUDGET	2021/22 ACTUAL ANNUAL	2022/23 APPROVED BUDGET	2023/24 DRAFT BUDGET
CAPITAL OUTLAY				
Equipment/Structures	\$ -	\$ 55,734	\$ -	\$ 50,000
Fixed Route Vehicles/Assets - Electric	\$ 1,900,000	-	4,431,026	4,760,000
Fixed Route Vehicles - Diesel	\$ 334,800	-	-	1,500,000
Paratransit Vehicles	-	-	-	360,000
TOTAL CAPITAL OUTLAY	\$ 2,234,800	\$ 55,734	\$ 4,431,026	\$ 6,670,000
CAPITAL OUTLAY FUNDING SOURCES				
BRT Capital Reserves	\$ 10,000	\$ 11,148	\$ 589,257	\$ 968,231
Restricted TDA	\$ 650,000	-	-	1,500,000
State of Good Repair (SGR)	\$ 324,800	-	1,074,000	1,074,000
FTA 5310	\$ 360,000	-	-	360,000
FTA Capital Grants	\$ -	44,586	1,767,769	1,767,769
Low Carbon Transit Operations Program (LCTOP)	\$ 890,000	-	1,000,000	1,000,000
TOTAL CAPITAL OUTLAY FUNDING	\$ 2,234,800	\$ 55,734	\$ 4,431,026	\$ 6,670,000

STAFF RECOMMENDATION: This item is presented for review and approval.

Key Staff: Sara Cain, Senior Planner
 Julie Quinn, Chief Fiscal Officer
 Jon Clark, Executive Director
 Andy Newsum, Deputy Director

BUTTE COUNTY ASSOCIATION
OF GOVERNMENTS



BOARD OF DIRECTORS MEETING
ITEM #9



BCAG BOARD OF DIRECTORS

Item #9 Information

April 27, 2023

BUTTE REGIONAL TRANSIT ROUTING STUDY UPDATE

PREPARED BY: Sara Cain, Senior Planner

ISSUE: BCAG is providing the Board of Directors an update on the Butte Regional Transit (B-Line) Routing Study.

DISCUSSION: In September of 2021, BCAG/BRT entered into an agreement with LSC Transportation Consultants of South Lake Tahoe to prepare a routing study to provide recommendations to improve ridership, identify alternative routing options, and develop other solutions to meet the current and future needs of B-Line riders.

Background

Since the last comprehensive review of B-Line services in 2010, wildfires, COVID-19, application-based microtransit, and zero emission vehicles have created the need to comprehensively look at existing service and how it is delivered. Staff released a Request for Proposals to develop the B-Line Routing Study to evaluate ridership trends and define the transit services, routes, and schedules that best meet the region's future mobility needs.

To date, the study has completed the following tasks:

- Existing Conditions Analysis
- Multiple public outreach events
- On-board survey
- The Draft Plan, which summarizes the above and outlines recommended changes to service

A link to register for the upcoming virtual workshop on May 9th to review the Draft Plan can be found here: <https://us02web.zoom.us/meeting/register/tZMsdOiorTwuEtTfa-dxaH573KMqD7mkRCPY>

An interactive virtual open house has also been created for those who can't join the workshop here: <https://www.blinedraftplan.com/>

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Draft Plan

The Draft Plan was developed based on feedback from community members and stakeholders, survey results, and detailed analyses performed by the consultant team.

The recommended alternatives aim to improve:

- Ridership
- On-time performance
- Serve the needs of B-Line riders within existing resources

The Draft Plan includes near- and mid-term service improvements within the existing B-Line fixed route service area. There are no significant recommendations to B-Line Paratransit. Highlights of recommended near-term improvements by service area are identified as follows.

Chico

- Replace routes (7, 16, and 52) with two microtransit zones (similar to Uber or Lyft)
- Eliminating stops on routes 2, 5, 9, 15, and 17
- Implement Friday evening service and Saturday service on Routes 8 and 9 when Chico State is in session

Oroville

- Replace Route 24 with microtransit.
- Implement microtransit zone along Olive Highway, covering Las Plumas High School, Gold Country Casino, and connections to the Oroville Transit Center.
- Modifications three (3) other Oroville routes to improve on-time performance and productivity.

Paradise/Magalia

- Combine Routes 40 and 41 to provide a more direct service from the Ridge to Chico.
- Replace Route 41 with a microtransit zone in outlying areas of Paradise and Magalia to serve new developments on the Ridge.

Regional Routes

Most of Route 20 is proposed to remain the same, with slight rerouting at the County offices in Oroville. There are no changes proposed for Route 30 or 32.

Systemwide, the near-term recommendations are expected to increase ridership by 9%, or almost 44,000 rides. The changes will have a minimal impact on vehicle revenue-hours of 1%, or approximately 400 hours.

Mid-term recommendations within the next five (5) to ten (10) years include 15-minute weekday service on Routes 3 and 14 in Chico to better serve Chico State, Butte

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College, downtown, and the North Valley Plaza.

The Draft Plan can be found on the B-Line website here:

<http://www.blinetransit.com/Resources/B-Line-Routing-Study/index.html>

Next Steps

The Draft Plan will be reviewed by community members and key stakeholders at the upcoming outreach events in May. The Plan will be finalized this summer with implementation expected in FY 2024/25.

STAFF RECOMMENDATION: This item is presented for information.

Key Staff: Sara Cain, Senior Planner
Jon Clark, Executive Director
Andy Newsum, Deputy Director
Amy White, Assistant Planner
Victoria Proctor, Assistant Planner

Tell us what you think of the draft plan!



B-Line
Butte Regional Transit

TUESDAY
5/9
5-6:30 PM

B-Line Routing Study Virtual Community Workshop

Thank you for sharing your input. Now we want to hear your thoughts on the proposed changes to B-Line, including microtransit!



Join us online via Zoom
Register:
bit.ly/BCAGBUSROUTE
or scan the QR code

What is the Routing Study?

The Butte County Association of Governments (BCAG), owner and operator of B-Line, is performing a system-wide study to evaluate:

Meet the region's future mobility needs

Introduction of microtransit services



Questions? Contact Sara Cain: scain@bcag.org or (530) 809-4616
visit www.blinetransit.com

BUTTE COUNTY ASSOCIATION
OF GOVERNMENTS



BOARD OF DIRECTORS MEETING
ITEM #10



BCAG BOARD OF DIRECTORS

Item #10 Information

April 27, 2023

LONG-TERM REGIONAL GROWTH FORECASTS (2022-2045) – DRAFT

PREPARED BY: Brian Lasagna, Regional Analyst

ISSUE: The Butte County Association of Governments (BCAG) develops long-term (20+ year) regional growth forecasts of population, housing, and employment to support the development of required state and federal transportation plans and studies. New projections are developed every 4 years.

DISCUSSION: Included for the BCAG Board's information is a copy of the draft Long-Term Regional Growth Forecasts for the 2022-2045 planning period.

The draft document includes forecasts of housing, population, and employment based on an update of forecasts prepared as part of the Post-Camp Fire Study completed in 2021. The new forecasts incorporate the latest information from the 2020 Census and California Department of Finance and changes occurring from the 2020 North Complex Fire and recent annexations. As with past forecasts prepared by BCAG, a high, medium, and low scenario has been developed for increased flexibility when utilizing the forecasts for long-term planning.

The forecasts have been prepared in coordination with BCAG's Planning Director's Group and Transportation Advisory Committee. The forecasts will remain in draft form until adoption of the Regional Transportation Plan and Sustainable Communities Strategy in December 2024.

STAFF RECOMMENDATION: This item is presented for information.

Key Staff: Brian Lasagna, Regional Analyst

Long-Term
Regional Growth Forecasts
2022 – 2045

Prepared by:
Butte County Association of Governments
March 2023



BCAG
BUTTE COUNTY ASSOCIATION
OF GOVERNMENTS

Chico, CA 95928
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This document is available online at www.bcag.org. Please direct any questions or comments to Mr. Brian Lasagna, BCAG Regional Analyst by phone or email at blasagna@bcag.org.

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APPENDICE

Appendix A: Housing, Population, and Employment Assumptions

INTRODUCTION

Approximately every four years, the Butte County Association of Governments (BCAG) prepares long-term regional growth forecasts of housing, population, and employment for the Butte County area. Once prepared, the forecasts are utilized in developing BCAG's Regional Transportation Plan (RTP), Sustainable Communities Strategy (SCS), Air Quality Conformity Determination, and Regional Housing Needs Plan and provides data support for BCAG's regional Travel Demand Model. Local land use planning agencies may also elect to utilize the forecasts for preparing district plans or city and county long range plans.

As in the past, the forecasts have been developed by BCAG in consultation with its Planning Directors Group which consists of representatives from each of BCAG's local jurisdiction members and the Butte Local Agency Formation Commission. Each of the local jurisdictions provided valuable input regarding anticipated development and related growth within their respective planning areas.

A low, medium, and high scenario has been developed for each forecast of housing, population, and employment. The use of these scenarios provides for increased flexibility when utilizing the forecast for long-term planning and alleviates some of the uncertainty inherent in long range projections.

APPROACH

The growth forecasts presented in this document represent an update of the 2020-2045 Post Camp Fire Regional Growth Forecasts prepared in January 2021¹ and is intended to incorporate the latest estimates and projections from the State and impacts of the North Complex Fire. This update includes incorporation of the latest available California Department of Finance (DOF) population projections and estimates, and California Employment Development Department (EDD) job estimates. As presented, the forecasts meet both state and federal transportation planning requirements.

¹ Post Camp Fire Regional Growth Forecasts, January 2021. <http://www.bcag.org/documents/Camp%20Fire/Post-Camp-Fire-Study-Appendix-A.pdf>

REGIONAL FORECASTS

In comparison to the regional forecast prepared by BCAG in 2021, for the Post Camp Fire Study, the 2022 forecasts show a marginal change (-0.12%) in the population's compound annual growth for the period following the Camp Fire². This change is based on new projections developed by DOF³ and updated estimates of the current population.

One significant change, since the Post Camp Fire Study, is the decrease in base year population. The 2021 forecasts included a base year 2020 population of 210,291 persons. The latest DOF forecasts⁴ estimate the year 2022 population of Butte County to be 201,608. This is likely due to several factors including the Camp Fire, North Complex Fire, and declining enrollment at California State University, Chico.

As observed in BCAG's past forecast, the City of Chico is expected to see the greatest growth in population and housing units, followed by the unincorporated areas of Butte County, the Town of Paradise, and City of Oroville.

Employment has fallen behind forecasts prepared in 2021 with a job to housing unit ratio of 0.84 achieved for 2022, compared to the 0.88 - 0.92 projected. However, the jobs rate has been increasing since the height of the COVID-19 pandemic.

² The Post Camp Fire Study showed a compound annual growth rate of 1.05% for the 2020-2045 period.

³ California Department of Finance. Demographic Research Unit. Report P-2A: Total Population Projections, California Counties, 2010-2060 (Baseline 2019 Population Projections; Vintage 2020 Release). Sacramento: California. July 2021.

⁴ State of California, Department of Finance, *E-5 Population and Housing Estimates for Cities, Counties and the State — January 1, 2021-2022*. Sacramento, California, May 2022.

Table 1: Housing Forecasts 2022-2045

Low Scenario

Jurisdiction^	2022*	2025	2030	2035	2040	2045	Total Increase 2022-2045	Percent Increase 2022-2045	Compound Annual Growth Rate (CAGR) 2022-2045
Biggs	677	690	730	775	789	798	121	18%	0.72%
Chico	45,793	46,948	49,371	51,880	52,590	53,096	7,303	16%	0.65%
Gridley	2,606	2,675	2,868	3,076	3,139	3,183	577	22%	0.87%
Oroville	7,783	7,889	8,211	8,561	8,668	8,743	960	12%	0.51%
Paradise	3,702	4,926	5,785	6,424	6,511	6,572	2,870	78%	2.53%
Unincorporated^^	30,988	31,688	33,296	34,989	35,478	35,827	4,839	16%	0.63%
Total County	91,549	94,816	100,261	105,705	107,173	108,220	16,671	18%	0.73%

Medium Scenario

Jurisdiction^	2022*	2025	2030	2035	2040	2045	Total Increase 2022-2045	Percent Increase 2022-2045	Compound Annual Growth Rate (CAGR) 2022-2045
Biggs	677	694	746	805	823	835	158	23%	0.92%
Chico	45,793	47,299	50,457	53,726	54,652	55,311	9,518	21%	0.82%
Gridley	2,606	2,696	2,947	3,219	3,300	3,358	752	29%	1.11%
Oroville	7,783	7,921	8,340	8,798	8,936	9,034	1,251	16%	0.65%
Paradise	3,702	5,297	6,417	7,249	7,362	7,443	3,741	101%	3.08%
Unincorporated^^	30,988	31,900	33,996	36,202	36,840	37,295	6,307	20%	0.81%
Total County	91,549	95,807	102,903	110,000	111,913	113,277	21,728	24%	0.93%

High Scenario

Jurisdiction^	2022*	2025	2030	2035	2040	2045	Total Increase 2022-2045	Percent Increase 2022-2045	Compound Annual Growth Rate (CAGR) 2022-2045
Biggs	677	698	763	836	858	873	196	29%	1.11%
Chico	45,793	47,664	51,588	55,651	56,801	57,620	11,827	26%	1.00%
Gridley	2,606	2,718	3,030	3,368	3,469	3,541	935	36%	1.34%
Oroville	7,783	7,954	8,475	9,044	9,215	9,338	1,555	20%	0.80%
Paradise	3,702	5,684	7,076	8,110	8,250	8,351	4,649	126%	3.60%
Unincorporated^^	30,988	32,122	34,725	37,467	38,260	38,825	7,837	25%	0.99%
Total County	91,549	96,840	105,658	114,476	116,853	118,548	26,999	29%	1.13%

* Source: State of California, Department of Finance, E-5 Population and Housing Estimates for Cities, Counties and the State, January 1, 2021-2022. Sacramento, California, May 2022.

Notes:

^ Jurisdictional figures reflect anticipated new growth within the anticipated boundaries of each jurisdiction and do not reflect future annexation of existing units or as-yet-unbuilt new units in unincorporated areas to the respective cities. Assumptions about future boundaries are not intended by BCAG to be interpreted as factors limiting such jurisdictions' future boundaries.

^^ Unincorporated Butte County figures exclude forecasted growth identified in the Butte County General Plan 2030 - Environmental Impact Report as Doe Mill/Honey Run Specific Plan, Thermolito Afterbay, Biggs Area, and Gridley Area.

Table 2: Population Forecasts 2022-2045

Low Scenario

Jurisdiction^	2022*	2025	2030	2035	2040	2045	Total Increase 2022-2045	Percent Increase 2022-2045	Compound Annual Growth Rate (CAGR) 2022-2045
Biggs	1,939	1,976	2,091	2,220	2,259	2,286	347	18%	0.72%
Chico	102,892	105,488	110,932	116,569	118,164	119,301	16,409	16%	0.65%
Gridley	7,205	7,396	7,928	8,506	8,678	8,801	1,596	22%	0.87%
Oroville	18,863	19,119	19,899	20,750	21,007	21,190	2,327	12%	0.51%
Paradise	7,705	10,252	12,041	13,370	13,550	13,679	5,974	78%	2.53%
Unincorporated^^	63,004	64,427	67,696	71,138	72,133	72,843	9,839	16%	0.63%
Total County	201,608	208,658	220,588	232,552	235,790	238,099	36,491	18%	0.73%

Medium Scenario

Jurisdiction^	2022*	2025	2030	2035	2040	2045	Total Increase 2022-2045	Percent Increase 2022-2045	Compound Annual Growth Rate (CAGR) 2022-2045
Biggs	1,939	1,988	2,137	2,306	2,356	2,392	453	23%	0.92%
Chico	102,892	106,276	113,371	120,717	122,796	124,278	21,386	21%	0.82%
Gridley	7,205	7,454	8,148	8,900	9,124	9,285	2,080	29%	1.11%
Oroville	18,863	19,196	20,214	21,322	21,657	21,896	3,033	16%	0.65%
Paradise	7,705	11,024	13,356	15,088	15,324	15,491	7,786	101%	3.08%
Unincorporated^^	63,004	64,859	69,119	73,605	74,903	75,827	12,823	20%	0.81%
Total County	201,608	210,797	226,345	241,939	246,160	249,169	47,561	24%	0.93%

High Scenario

Jurisdiction^	2022*	2025	2030	2035	2040	2045	Total Increase 2022-2045	Percent Increase 2022-2045	Compound Annual Growth Rate (CAGR) 2022-2045
Biggs	1,939	2,000	2,185	2,395	2,457	2,501	562	29%	1.11%
Chico	102,892	107,097	115,913	125,041	127,625	129,466	26,574	26%	1.00%
Gridley	7,205	7,514	8,376	9,312	9,590	9,789	2,584	36%	1.34%
Oroville	18,863	19,277	20,541	21,919	22,335	22,632	3,769	20%	0.80%
Paradise	7,705	11,830	14,727	16,879	17,172	17,380	9,675	126%	3.60%
Unincorporated^^	63,004	65,309	70,603	76,177	77,789	78,938	15,934	25%	0.99%
Total County	201,608	213,026	232,346	251,723	256,967	260,707	59,099	29%	1.12%

* Source: State of California, Department of Finance, E-5 Population and Housing Estimates for Cities, Counties and the State, January 1, 2021-2022. Sacramento, California, May 2022.

Notes:

^Jurisdictional figures reflect anticipated new growth within the anticipated boundaries of each jurisdiction and do not reflect future annexation of existing units or as-yet-unbuilt new units in unincorporated areas to the respective cities. Assumptions about future boundaries are not intended by BCAG to be interpreted as factors limiting such jurisdictions' future boundaries.

^^ Unincorporated Butte County figures exclude forecasted growth identified in the Butte County General Plan 2030 - Environmental Impact Report as Doe Mill/Honey Run Specific Plan, Thermolito Afterbay, Biggs Area, and Gridley Area.

Table 3: Employment Forecasts 2022-2045

Low Scenario

Jurisdiction	2022*	2025	2030	2035	2040	2045	Total Increase 2022-2045	Percent Increase 2022-2045
Butte County	77,000	81,542	86,224	88,793	88,954	88,740	11,740	15%

Medium Scenario

Jurisdiction	2022*	2025	2030	2035	2040	2045	Total Increase 2022-2045	Percent Increase 2022-2045
Butte County	77,000	82,394	88,497	92,400	92,888	92,887	15,887	21%

High Scenario

Jurisdiction	2022*	2025	2030	2035	2040	2045	Total Increase 2022-2045	Percent Increase 2022-2045
Butte County	77,000	83,282	90,866	96,160	96,988	97,209	20,209	26%

Table 4: Jobs (Non-Farm) to Housing Unit Ratios 2022-2045

Factor	2022*	2025	2030	2035	2040	2045
Jobs/Housing Unit	0.84	0.86	0.86	0.84	0.83	0.82

* Source: State of California, Department of Finance, E-5 Population and Housing Estimates for Cities, Counties and the State, January 1, 2021-2022. Sacramento, California, May 2022. California Employment Development Department, Industry Employment & Labor Force - by Annual Average, March 2021 Benchmark, for Butte County (Chico MSA).

FORECAST METHODOLOGY

BCAG has prepared the forecasts using professionally accepted methodologies for long-range forecasting. Long-term projections prepared by the DOF were consulted for Butte County and used to re-establish control totals for the region. Additionally, new base year information was incorporated from the latest available DOF estimates. As an update of the projections prepared for the Post Camp Fire Study, the share of regional growth was carried over to maintain each jurisdiction's portion of allocated growth. The allocation of growth into five-year increments has been maintained along with the horizon year of 2045. Lastly, low, medium, and high scenarios were prepared for each forecasted category.

HOUSING

The latest DOF long range projections, as of July 2021, were analyzed for the period 2022-2045 for the Butte County region. These projections estimate that the Butte County region will add ~21,700 new housing units over the next 23 years. This information was used to establish the control total for BCAG's medium forecast scenario.

BCAG then prepared an update of the 2020-2045 Post Camp Fire Study growth forecasts utilizing updated 2022 base line data and the long-range forecasts from DOF. Housing units were then allocated at the jurisdictional level based on each jurisdiction's share of regional growth contained in the 2020-2045 forecasts for each 5-year growth period. Appendix A provides the assumptions utilized in preparing the housing forecasts.

Based on a 0.2 percent incremental change of the medium scenarios compound annual growth rate (CAGR), a low and high housing scenario were developed using a CAGR of 0.73% and 1.13%. This incremental change is identical to that included with the 2014 and 2018 forecasts. No additional scenarios were included with the Post Camp Fire Study.

POPULATION

Population forecasts were prepared by applying the 2022 average persons per housing unit to the housing unit forecasts. This method allows for the capture of variations in household size for each jurisdiction. Unlike past regional growth forecasts, the persons per housing unit was maintained throughout each forecast year. Recent figures published by DOF show that person per housing unit numbers have varied greatly in the period following the Camp Fire.

EMPLOYMENT

Employment forecasts were prepared at the regional/county level only and are based on a ratio of jobs per housing unit.

Base year 2022 and historical employment data was obtained from the California Employment Development Department (EDD) for the years 2013-2022. The EDD data provides an annual average total of all non-farm jobs for the region. This information was then used in conjunction with DOF housing unit estimates to calculate a ratio of 0.84 jobs per housing unit for the year 2022 and a ratio of 0.82 10-year (2013-2022) historical average.

The 10-year historical ratio was applied to the year 2045 based on the long-term historical average. The years 2025 (0.86) and 2030 (0.86) show a minimal rise in the jobs rate which coincides with the increased housing production and population increases for those periods. The years 2035 (0.84), 2040 (0.83), and 2045 (0.82) represent a linear reduction to the historical average.

Lastly, the jobs to housing unit ratio developed for each 5-year period was applied to all scenarios.

Appendix A

Housing Assumptions

Share of Regional Growth by 5-Year Period

Jurisdiction	Share of Regional Growth (SRG) 2022-2025	Share of Regional Growth (SRG) 2025-2030	Share of Regional Growth (SRG) 2030-2035	Share of Regional Growth (SRG) 2035-2040	Share of Regional Growth (SRG) 2040-2045
Biggs	0.4%	0.7%	0.8%	0.9%	0.9%
Chico	35.4%	44.5%	46.1%	48.4%	48.3%
Gridley	2.1%	3.5%	3.8%	4.2%	4.3%
Oroville	3.2%	5.9%	6.4%	7.2%	7.2%
Paradise	37.5%	15.8%	11.7%	5.9%	5.9%
Unincorporated	21.4%	29.5%	31.1%	33.3%	33.3%
Total County	100.0%	100.0%	100.0%	100.0%	100.0%

Population Assumptions

Persons Per Housing Unit by Year

Jurisdiction	2022 (DOF)	2025	2030	2035	2040	2045
Biggs	2.86	2.86	2.86	2.86	2.86	2.86
Chico	2.25	2.25	2.25	2.25	2.25	2.25
Gridley	2.76	2.76	2.76	2.76	2.76	2.76
Oroville	2.42	2.42	2.42	2.42	2.42	2.42
Paradise	2.08	2.08	2.08	2.08	2.08	2.08
Unincorporated	2.03	2.03	2.03	2.03	2.03	2.03
Total County	2.20	2.20	2.20	2.20	2.20	2.20

Countywide Population Forecast Comparison to DOF Estimates

	A	B	C
Year	DOF	BCAG (Scenario A)	Meets State Requirement
2025	230,691	210,797	NO
2030	236,874	226,345	NO
2035	242,240	241,939	YES
2040	246,453	246,160	YES
2045	249,457	249,169	YES

- A. Population projections prepared by Demographic Research Unit, California Department of Finance, July 2021
- B. BCAG Provisional Long-Term Regional Growth Forecasts 2022-2045 (Medium Scenario)
- C. California regulations (CA Code §65584.01) require that population forecasts used in preparing the RTP/SCS must be within +/- 1.5% of DOF numbers.

Employment Assumptions

Historical Jobs to Housing Unit Ratios

Factor	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	10 - Year Average
Jobs (Total Nonfarm) ^A	74,100	76,000	77,900	79,800	81,500	82,500	80,600	73,800	75,200	77,000	
Housing Units ^{AA}	96,884	97,379	97,772	98,263	98,871	99,353	85,447	90,133	90,021	91,549	
Jobs Per Housing Unit	0.76	0.78	0.80	0.81	0.82	0.83	0.94	0.82	0.84	0.84	0.82

Source:

^ACalifornia Employment Development Department, Industry Employment & Labor Force - by Annual Average, March 2021 Benchmark, for Butte County (Chico MSA)

^{AA}California Department of Finance E-5 City/County/State Population and Housing Estimates

DRAFT

BUTTE COUNTY ASSOCIATION
OF GOVERNMENTS



BOARD OF DIRECTORS MEETING
ITEM #11



BCAG BOARD OF DIRECTORS

Item # 11 Information

April 27, 2023

REGIONAL TRAVEL SURVEY REPORT UPDATE

PREPARED BY: Chris Devine, Planning Director

ISSUE: BCAG staff is working with the consultant team at PlaceWorks to develop a Regional Travel Survey report that identifies current travel trends in Butte County.

DISCUSSION: As part of the development of the 2024 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) update, a draft Regional Travel Survey report has been developed to better understand current travel trends in Butte County including vehicle, bike, and pedestrian travel, and public transit use. This data will help inform the 2024 RTP/SCS update and lead to the development of policies and actions that help achieve the state-required RTP/SCS greenhouse gas emission reduction targets. A draft Regional Travel Survey report has been developed and is included in **Attachment 1**. A PowerPoint presentation will be provided at the meeting detailing key findings in the report.

The draft report synthesizes data from several different sources. Demographic and public transit data was gathered from U.S. Census Bureau and Department of Finance reports, and B-Line data reports respectively. Travel data was obtained from the Streetlight data vendor, which includes anonymized cellular location data for analysis of large-scale travel patterns to provide a picture of bike, pedestrian, and vehicle travel within the region. This information was supplemented by two separate surveys that were developed by BCAG staff and the consultant team at PlaceWorks including a Community Survey and Regional Employer Survey. The Community Survey targeted residents and employees to learn preferences, barriers, and opportunities related to mobility. The Regional Employer Survey aimed to identify existing or potential opportunities to promote the use of alternate modes of travel to access employment.

The Community Survey was available in English, Hmong, and Spanish and was promoted through social media and B-line bus advertisements, along with numerous email distribution lists. A total of 38 community members, local employees, and visitors participated in the survey. The Regional Employer Survey was promoted through local chambers of commerce and targeted outreach to large employers in Butte County. A total of 49 employers completed the survey, with 45 percent of respondents based in Chico, 36 percent in Paradise/Magalia area, and 6% in Oroville. Organizations with fewer than 30 employees made up 71 percent of respondents, organizations with

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between 30 and 50 employees made up 10 percent of respondents, and another 10 percent of respondents were organizations with more than 200 employees.

The development of the report was coordinated with BCAG member jurisdiction planning staff who assisted in distributing the surveys and reviewing key assumptions. The final report will be shared with member jurisdiction staff and Caltrans, posted on the BCAG website, and integrated into the 2024 RTP/SCS update.

STAFF RECOMMENDATION: This item is presented as information only.

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Butte County Regional Travel Survey

Draft

April 2023

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EXECUTIVE SUMMARY

Over the last five years, Butte County has been reshaped by the 2018 Camp Fire, the 2020 North Complex Fire, and the COVID-19 Pandemic. This report, prepared under the direction of the Butte County Association of Governments (BCAG), documents demographic trends over this period, summarizes current travel insights and preferences from community members and employers, considers travel patterns and changes for automobiles and bikes, and examines transit ridership. By identifying these patterns and preferences, this report will characterize needs and opportunities specific to Butte County and inform improvements to the transportation system, including those that will support reductions in travel-related greenhouse gas emissions, as required in BCAG's State-mandated Sustainable Communities Strategy.

The county population has declined each year since 2018, though population changes have fluctuated at the jurisdictional level, sharply declining in the Camp Fire burn scar area but increasing in other jurisdictions in the fire's immediate aftermath and subsequently fluctuating between jurisdictions year to year thereafter. These population changes have impacted the composition of residents, who are now slightly younger, becoming more racially diverse, and increasingly speaking Spanish and other non-English languages.

Workforce size has increased in the county while unemployment rates have decreased, and most employees continue to commute to work by driving alone. While remote working has also increased, most employed residents work outside of the home. The share of commuters using public transportation is relatively low in the county and declined between 2018 and 2019, though ridership has since been trending back upward. Respondents to the 2023 survey that informed this report cited limited transit options, safety concerns, and preference for travel by personal vehicle as the largest barriers to alternate modes of transportation. However, in the survey of regional employers, many companies expressed interest in providing transit benefits if incentives were available and there was workforce demand.

Travel patterns derived from anonymized cellular location data gathered by the platform StreetLight indicate that most travel in the county is local, beginning and ending in the same jurisdiction or a nearby area. Since 2018, a substantial amount of this travel has shifted from the morning to midday. Northwest Chico is the top destination for longer-distance trips, many of which originate in Glenn County or Colusa County, where many individuals employed in northwest Chico reside. Many regional trips also end at Butte College, with many trips coming from Chico. The Chico Walmart is one of the largest destinations on weekends, and the Gold Country Casino is one of the region's largest nighttime weekend destinations. Northeast Oroville and southeast Butte County are also high-volume regional destinations, and southeast Butte County is especially popular on weekends.

1. DEMOGRAPHICS AND TRAVEL CHARACTERISTICS

This section presents key findings in the areas of demographics and travel characteristics of residents based on annual data from the Department of Finance (DOF) and 2016 and 2021 five-year survey data from the U.S. Census Bureau's American Community Survey (ACS). Though the ACS data tend to have a higher margin of error than some other sources, this travel analysis is particularly interested in existing conditions and changes since the 2018 Camp Fire, and the ACS currently offers the best available comparison data to gather general trends.

- » Butte County has seen an overall decline in population since 2018 (11 percent reduction countywide), but this shift has been unevenly distributed among jurisdictions. Populations in the fire-impacted communities of Paradise and the unincorporated county experienced sharp overall declines, and others, notably the city of Chico, experienced an increase in population.
- » The largest age group in the county (approximately 30 percent of the population) is 20- to 39-year-olds.
- » Most Butte County residents speak only English, but the number of non-English speakers, especially Spanish speakers, is growing (up 5 percent between survey periods).
- » The majority of Butte County's population (more than 70 percent) identifies as White, not Hispanic or Latino, though the population is becoming more racially diverse.

- » The share of Butte County residents living with disabilities has remained consistent between survey years (between 16 and 17 percent of residents countywide). Chico consistently housed the lowest proportion of residents with a disability (12 percent of residents in 2016 and 13 percent in 2021), and Paradise has maintained the largest proportion (25 percent of residents in 2016 and 20 percent in 2021), though the unincorporated county is home to the highest *number* of residents with a disability (15,546 in 2016 and 14,295 in 2021), followed by Chico (11,069 in 2016 and 13,762 in 2021).
- » Participation in the labor market is on the rise and unemployment levels have decreased, meaning more people need to travel to work.
- » Commuting by private vehicle remains the most common mode of travel to work.

Detailed data tables for each data set considered are included in Appendix A of this report.

POPULATION

The information about population came from the DOF’s 2022 “County/State Population and Housing Estimates,” Table E-5, as accessed March 9, 2023, using DOF.ca.gov. As shown in Table 1, **Butte County has seen an overall decline in population since 2018, though this shift has been unevenly distributed among jurisdictions.** At the start of 2018, approximately 226,100 residents lived in Butte County. By 2022, the population had decreased by 24,500 (11 percent) to 201,600 residents. **The reduction was largely the result of sharp declines in the town of Paradise (71 percent) and the unincorporated county (22 percent). Over the same period, the Chico population increased by 12 percent, and the populations of both Gridley and Oroville increased by 4 percent.**

Between 2018 and 2019 (immediately following the Camp Fire), populations in Paradise and the unincorporated county declined significantly, and other jurisdictions saw small to moderate population increases as fire-impacted residents relocated. **The largest population increase was in Chico, where the population grew by 20 percent.** Since 2019, population changes have fluctuated year to year among jurisdictions. The largest single-year countywide population decline was between 2019 and 2020 (5 percent), with populations declining in most jurisdictions except for Paradise (5 percent population increase) and Gridley (2 percent increase). **Population in Paradise increased most significantly in 2021** (up 30 percent from 2020) and 2022 (up 26 percent from 2021), likely as rebuilding efforts progressed. In both 2019 and 2021, Chico and Oroville annexed significant amounts of populated land, further contributing to population shifts between jurisdictions in those two years.

Table 1. Butte County Population, 2018-2022

JURISDICTION	2018	2019	CHANG E 2018- 2019	2020	CHANG E 2019- 2020	2021	CHANG E 2020- 2021	2022	CHANG E 2021- 2022	CHANG E 2018- 2022
Biggs	1,966	2,057	5%	1,852	-10%	1,974	7%	1,939	-2%	-1%
Chico	92,040	110,126	20%	110,364	0%	102,359	-7%	102,892	1%	12%
Gridley	6,918	7,205	4%	6,515	-10%	7,413	14%	7,205	-3%	4%
Oroville	18,075	20,794	15%	18,888	-9%	20,119	7%	18,863	-6%	4%
Paradise	26,581	4,474	-83%	4,608	3%	6,137	33%	7,705	26%	-71%
Unincorporated County	80,518	76,199	-5%	66,724	-12%	68,638	3%	63,004	-8%	-22%
County Total	226,098	220,855	-2%	208,951	-5%	206,640	-1%	201,608	-2%	-11%

Source: California Department of Finance, Table E-5, 2010-2020; 2021-2022.

RESIDENT AGE

The information on resident age came from the ACS Five-Year Estimates for 2016 and 2021, Table S0101. The most populous age group in Butte County is residents between 20 and 39 years old, who made up about 30 percent of the population in both 2016 and 2021. Chico is the jurisdiction with the largest group of residents between 20 and 39 years old, with approximately 38 percent of Chico residents in this age group across both time periods. This age group forms a smaller share of residents in Paradise and in the unincorporated county, consistently making up about 20 percent of the population in each area in both the 2016 and 2021 survey periods. In Paradise, residents between 60 and 79 years old made up 35 percent of the population in 2021, making it the largest age group in that jurisdiction.

Countywide, the population distribution by age was relatively stable between survey years. The largest shift was among 40 to 59 year olds, which composed 24 percent of the county's population in 2016 and 22 percent in 2021. For all other age groups, the share of the county's population varied by 1 percent or less between survey years. At the local level, there were more pronounced shifts among those aged 40 to 59 in both Paradise and Biggs. In the 2016 survey, the distribution of Paradise residents aged 40 to 59 and 60 to 79 was equal, with each group making up 27 percent of the town's population. In the 2021 survey, these groups comprised 21 percent and 35 percent of the town's population, respectively. During this period, the 40- to 59-year-old population decreased by 77 percent and the 60- to 79-year-old population decreased by 62 percent, while the overall town population decreased by 71 percent, meaning that **40 to 59 year olds made up a disproportionately large share of residents leaving Paradise and 60 to 79 year olds made up a disproportionately small share of residents leaving Paradise**. Meanwhile, the share of the population in all other age groups in Paradise was relatively stable between the 2016 and 2021 survey periods. In Biggs, the share of 40 to 59 year olds declined significantly, from 25 percent to 16 percent of the population between survey periods, reflecting a similar drop as in Paradise among the same age group.

Children are a growing segment of the population in Biggs and Gridley, where the share of 5 to 9 year olds increased from 24 percent to 33 percent in Biggs and 20 percent to 29 percent in Gridley between 2018 and 2021. These jurisdictions both saw modest increases of 707 (Biggs) and 952 (Gridley) residents, with the 5-to-9 age group comprising 57 percent of the 707 new residents in Biggs and a remarkable 90 percent of 952 new residents in Gridley.

GENDER

The information on gender came from the ACS Five-Year Estimates for 2016 and 2021, Table S0101. **The countywide distribution of male- and female-identifying residents is 50 percent each across both survey periods.** This pattern holds within almost all jurisdictions, where the share of male- and female-identifying residents is commonly 50/50, or varies between 48 to 52 percent. **However, the City of Biggs reported a decline in the share of females**, from a 50/50 distribution in 2016 to a split of 57 percent males to 43 percent females in 2021.

LANGUAGES SPOKEN

The information for languages spoken came from the ACS Five-Year Estimates for 2016 and 2021, Table S1601.

English

Most Butte County residents speak only English, though the number of non-English speakers is growing. Countywide, the majority share of the population speaking only English has decreased from 86 percent to 84 percent. Biggs, Gridley, and the unincorporated county are slight outliers, where the share of the population speaking only English increased slightly between 2016 and 2021.

Spanish

A growing number of Butte County residents speak Spanish. The 2021 five-year ACS survey reported more than 21,000 Spanish speakers living in Butte County, an increase of 14 percent over the 18,659 Spanish speakers reported in the 2016 survey. The share of the countywide population speaking Spanish has increased from 9 percent to 10 percent. By jurisdiction, the number of Spanish speakers increased in Biggs, Chico, and the unincorporated county, but decreased in Gridley, Oroville, and Paradise (though the decrease in Paradise was not as large as the overall population decrease).

Asian and the Pacific Islander Languages (including Hmong)

Relatively few Butte County residents speak languages from Asia and the Pacific Islands, but this linguistic population is growing in Chico. More than 5,000 Butte County residents spoke languages from Asia and the Pacific Islands in 2021, a 4 percent decrease from 2016. This decrease was consistent in all communities except for Chico, where residents speaking Asian and Pacific Island languages increased by 50 percent (+1,204 residents from 2,414 in 2016).

Other Languages

Fewer than 1,000 residents countywide speak other languages, but that number is growing. Over the two survey periods, the number of residents speaking other languages increased by 3 percent, while the total countywide population decreased by 3 percent during the same period.

RACE

The information on race came from the ACS Five-Year Estimates for 2016 and 2021, Table DP05. **The majority of Butte County's population identifies as White, not Hispanic or Latino—73 percent in 2016 and 70 percent in 2021. The county's population is gradually becoming more racially diverse** due to a decline in the number of White (not Hispanic or Latino) residents and an increase in the number of non-White residents. **Groups seeing the largest increases in population between survey years were Hispanic or Latino (15 percent in 2016, 17 percent in 2021 [+3,479 residents]), Asian (4 percent in 16, 5 percent in 2021 [+1,120 residents]), and Black/African American (1 percent in 2016, 1 percent in 2021 [+618 residents]). The population of White, non-Hispanic or Latino, residents decreased by 2 percent (11,245) between survey periods.** However, this group still comprises the majority of the County's population and the majority within each jurisdiction. Paradise is the county's least diverse jurisdiction, with 86 percent of Paradise residents identifying as White, non-Hispanic or Latino, in 2021, down slightly from 87 percent in 2016.

Hispanic or Latino residents make up the second-largest demographic in Butte County, at 15 percent of the county's population in 2016 and 17 percent in 2021. The jurisdiction with the largest Hispanic/Latino population numerically is Chico (20,167), reflecting its status as the largest of the jurisdictions. However, Biggs and Gridley have the highest shares of Hispanic or Latino residents, 48 percent each in the 2016 survey period, down to 36 and 38 percent, respectively, in the 2021 survey period. Both jurisdictions have seen modest increases in their overall populations and in the number of Hispanic/Latino residents as well as substantial growth in their White non-Hispanic/Latino populations.

DISABILITY

The information for disability came from the ACS Five-Year Estimates for 2016 and 2021, Table S1810. **The share of Butte County residents living with disabilities has remained consistent between survey years.** Though there have been slight shifts in the share of residents with a disability between jurisdictions, Chico consistently housed the lowest share of residents with a disability (while having the second highest number of residents with a disability overall) and the unincorporated County has maintained the largest share and overall number of residents living with a disability. Countywide, 16 percent of the population identified as living with a disability in the 2021 survey year, down slightly from 17 percent in 2016. Jurisdictions with the largest proportions of residents living with disabilities are the unincorporated County (47 percent of residents in both survey years), Paradise (25 percent in 2016, 20 percent in 2021), and Oroville (20 percent in 2016, 19 percent in 2021). Chico has the lowest share (12 percent in 2016 and 13 percent in 2021). While the countywide number of residents living with disabilities decreased by about 2,700 between survey years, this decrease was concentrated in Paradise and the unincorporated county; all other jurisdictions saw increases in the number of residents living with disabilities, particularly Chico (+2,693) and Gridley (+514).

EMPLOYMENT STATUS

Rates of unemployment in Butte County decreased between 2016 and 2021. Countywide, 58 percent of the working-age population participated in the labor force in 2021, up from 55 percent in 2016. Unemployment rates decreased in all jurisdictions and countywide (7 percent in 2021 compared to 11 percent in 2016). **Residents have the highest levels of participation in the labor force in Chico (66 percent), Gridley (60 percent), and Biggs (59 percent).** Communities with the lowest levels of labor force participation include Paradise (39 percent), Oroville (48 percent), and the unincorporated county (51 percent). **Residents in Biggs experienced the highest rate of unemployment in both survey years**, though the rate declined significantly between 2016 and 2021 (from 18 percent to 10 percent). Commensurate with population size, **Chico and the unincorporated county have the largest labor forces by number**, with 52,588 working residents in Chico, and 30,127 in unincorporated Butte County. Chico represents 55 percent of the county's workforce, and these two areas together represent 86 percent of the county's workforce. Residents in Biggs, Gridley, Oroville, and Paradise together comprise 14 percent of the county's workforce.

COMMUTE TO WORK

The information on commuting came from the ACS Five-Year Estimates for 2016 and 2021, Table S0802.

Private Vehicle

Most workers in the county commute by driving a private vehicle, and most drive alone. This trend remained relatively consistent, with a very slight downward trend between 2016 and 2021. In 2016, 86 percent of Butte County workers 16 years old and over drove to work (and 88 percent of those drivers drove alone) compared to 84 percent of workers driving to work in 2021 (88 percent of drivers continue to drive alone). **The number of Butte County commuters who carpool to work decreased between 2016 and 2021 in all communities except Chico, where the number of workers carpooling increased by 14 percent.** However, the overall working population, as well the number of single-occupancy vehicle commuters, also grew during this time. As a result, the proportion of the total working population carpooling to work in Chico held steady at 9 percent. Countywide, increases in driving (alone or in a carpool) are generally consistent with the overall changes in population. However, increases in the share of workers driving alone outpaced the overall changes in population in Biggs and Gridley.

Public Transit and Bike

The share of commuters using public transportation or biking to work is relatively low in Butte County across survey periods. Bicycling trends and transit ridership are explored in detail in sections 4 and 5 of this report.

Remote Work

While still a relatively small proportion of the overall working population, **the number of people working remotely on a full- or part-time basis has grown**, increasing by 63 percent countywide and rising in all jurisdictions and unincorporated areas except for Gridley and Paradise. However, due to changes in population during this period, the share of workers working remotely increased in Paradise as well. Overall, about 7 percent of Butte County workers were remote in 2016, and over 10 percent worked remotely in 2021.

2. COMMUNITY AND EMPLOYER SURVEYS

In January 2023, BCAG released two web-based surveys: a Community Survey and a Regional Employer Survey. The Community Survey targeted county residents, employees, and visitors to learn about preferences, barriers, and opportunities related to mobility and the ability to easily move around to meet daily needs. The Regional Employer Survey aimed to identify existing or potential opportunities to promote the use of alternate modes of travel to access employment.

Survey results suggest that **mobility is a challenge for some community members and that community members generally prefer to commute by private vehicle** due to: convenience; barriers to using transit, particularly frequencies, distances to bus stops, and safety concerns; and barriers to walking and biking, particularly long distances to destinations and safety concerns. Community Survey respondents expressed interest in transit apps, scooter and bike shares, and intercounty passenger rail service. Employer Survey respondents reported low levels of offering transit- and active transportation-supportive amenities (e.g., bus passes or workplace showers), though several indicated a willingness to consider offering benefits if there was a perceived need or demand.

A comprehensive report of results for each survey is included as Appendix A of this report. The following section summarizes the results and key findings for the two surveys.

COMMUNITY SURVEY

The Community Survey was available in English, Hmong, and Spanish and was promoted through social media and B-Line bus advertisements. A total of 38 community members, local employees, and visitors participated in the survey, the majority of whom live, work, and/or attend school in Chico. Other respondents had connections to Oroville, the unincorporated county, and areas outside of Butte County. Three responses were submitted to the Spanish survey; all other responses were to the English survey. Respondents provided insights around three key topics: ease of mobility and primary modes of travel, barriers and preferences, and desired incentives and improvements.¹ Because the response rate is not statistically significant and there were varied numbers of responses per question, survey results are presented below with the numeric outcome rather than as percentages.

Ease of Mobility and Primary Modes of Travel

Regarding ease of mobility, 13 respondents indicated it is somewhat difficult or very difficult to get around in their community. For primary modes of travel, 16 respondents rely on a personal vehicle to reach shopping, social, or recreational destinations, and 13 walk frequently. Fewer respondents reported travel by bus (6 respondents), bike (5 respondents), or taking ride shares (4 respondents).

Barriers and Preferences

Bus

In this category of questions, 8 respondents ride the bus daily or weekly, and 10 never ride the bus. The most cited barriers to riding the bus are headways (12 respondents), preference for driving own vehicle and travel by bus taking too long (11 respondents), distance to bus stops from origin and/or destination points (10 respondents), and safety/cleanliness concerns (10 respondents).

¹ Note that not all survey participants responded to each question. Because of this and the relatively low response levels overall compared to the county's population, this report discusses responses to the Community Survey in terms of numeric response levels, rather than percentages.

A total of 9 respondents indicated that no type of improvement would get them to use the bus. The 14 respondents who suggested that improvements to the transit network would encourage them to use the bus more regularly identified the following improvements most commonly, summarized here from various write-in responses.

- » Increased headways and extended service hours and days
- » Availability of an easy-to-use app
- » Stop locations closer to preferred origin/destination points
- » Coordination between B-Line bus schedules and Butte College bus schedules
- » On-time bus service
- » Safety concerns addressed at bus stops

Walking and Biking

Three-quarters of respondents walk or bike to access at least some of their destinations. Top destinations respondents currently access on foot or bike are dining, entertainment, or recreation (14 respondents); the bus (11 respondents); the grocery store or errands (10 respondents); and school or work (8 respondents).

The most frequently identified barriers to walking were distance to destinations (15 respondents), missing or inadequate sidewalks (11 respondents), and safety concerns (8 respondents). Respondents suggested filling sidewalk gaps, improving lighting on paths, and slowing traffic to improve walkability.

Similar to walking, the most frequently identified barriers identified to biking are safety (9 respondents), missing or inadequate bike lanes (8 respondents), and distance to destinations (7 respondents).

Respondents were asked what improvements to the pedestrian, bicycle, and/or transit networks would make them more likely to use alternate modes to get around rather than driving a single-occupant vehicle. **One quarter of respondents (6) had no interest or physical ability to shift modes. Among those with a willingness to consider switching modes, the most-supported option was free bus passes (7 respondents).**

Desired Improvements to the Transit and Active Transportation Networks

The most popular choices for new technologies or amenities that respondents would like access to were transit apps, scooter shares, and bike shares, selected by 14, 10, and 9 respondents, respectively. More than 75 percent of respondents (19 individuals) reported that they would be very likely or somewhat likely to use future passenger rail service between Chico, Gridley, Marysville/ Yuba City, and Sacramento. Respondents were also supportive of the potential introduction of micro-transit (a reservation-based service). Nearly one-quarter of respondents to the question (5) indicated that they would use the service daily, an additional 5 said they would use the service weekly, and 2 indicated they would use the service monthly. In the comments, a respondent noted that they have limited mobility and that micro-transit would enable them to use transit service.

REGIONAL EMPLOYER SURVEY

The Regional Employer Survey was promoted through local chambers of commerce and targeted outreach to large employers in Butte County. A total of 49 employers completed the survey, with 45 percent of respondents based in Chico and 18 percent based in Oroville. Organizations with fewer than 30 employees made up 71 percent of respondents, organizations with between 30 and 50 employees made up 10 percent of respondents, and another 10 percent of respondents are organizations with more than 200 employees.

Remote Working

Remote work is available to Butte County workers on a limited basis. When asked about remote work, 57 percent of employers indicated that they allow some work to be conducted remotely; 20 percent said they allow remote working full-time. Employers that do not allow remote working typically require labor that is not conducive to remote working.

Incentives for Alternatives to Driving to Work

Relatively few employers provide benefits or incentives to employees for using alternate modes of transportation. Nearly all (90 percent) of respondents indicated that they do not offer any incentives; 5 percent (2 employers) indicated that they offer transit fare reimbursements. Transit passes are offered by one employer, and pre-tax transit pass deductions are offered by one employer.

Many respondents indicated they would be open to providing transit benefits under different circumstances. About 40 percent of respondents indicated that they would offer transit benefits if an incentive, tax break, and/or discount were available, and 37 percent of employers indicate they would offer benefits if there was a perceived need. However, 30 percent of employers indicated that nothing would spur them to offer transit benefits. Using write-in survey responses, employers indicated that improvements to the transportation system, bike lane improvements, and transit connection improvements could increase the use of alternate modes of travel to work by employees.

Transit- and Active Transportation-Supportive Amenities

Most respondents do not currently offer any transit or active transportation amenities, such as bike racks or employee showers. Employers with secure bike racks at their workplaces made up 34 percent of respondents, and lockers and shower facilities are each offered by 12 percent of employers. About 25 percent of employers are interested in offering secure bike racks, and nearly half of employer respondents do not have any plans to offer additional amenities. One employer reported purchasing a van to transport construction employees to and from job sites.

While few employers offer amenities to support the use transit or active transportation, most offer parking. Parking in a dedicated lot or garage at no cost was offered by 75 percent of employer respondents, and 10 percent of respondents indicated that their employees pay fees for parking. In the Community Survey, one respondent provided a comment citing the wide availability of free parking as a primary reason for choosing to commute by car over other modes.

3. AUTO AND BIKE TRAVEL

INTRODUCTION AND TECHNICAL ORIENTATION

StreetLight Data is a platform that provides anonymized cellular location data for analysis of large-scale travel patterns. StreetLight data is useful for identifying specific location-based trends at specific periods within a year and even at specific times of the day. This report evaluates three analysis periods: 2018 (pre-Camp Fire), 2019 (post-Camp Fire/pre-North Complex Fire and COVID), and 2022 (post-North Complex Fire and “post-COVID”) to identify changes associated with these major events and any constants. This analysis revealed several notable changes and trends.

- » Between the 2018 and 2019 analysis periods, there was a sharp decline in vehicular travel across the county. Between 2019 and 2022, there was a less severe decline in travel.
- » The analysis periods coincide with a shift in the time of day that most Butte County travel occurs; previously, the mornings saw the largest volume of travel, but in 2022, more travel in the county occurred in the middle of the day.
- » In general, most travel in Butte County is local, with car trips ending relatively close to where they start.
- » The northwest Chico area is the destination for the most longer-distance trips, and there is a large volume of travel between this area and Glenn/Colusa County; the data suggests that many residents of Glenn/Colusa County work in northwest Chico.
- » A large volume of regional travel also goes to Butte College, with many trips coming from Chico, suggesting a pattern of student and worker commuting. Since 2018, a substantial amount of this travel has shifted from the morning to midday.
- » Northeast Oroville and southeast Butte County are high-volume regional destinations, the latter particularly on the weekends.
- » The Chico Walmart is one of the largest destinations on weekends, and the Gold Country Casino is one of the region’s largest nighttime weekend destinations.
- » A large number of weekend trips leave the county, but in general, the data indicate that weekend travel flowing into and out of the county is generally even.
- » Travel by bike is primarily for leisure purposes, rather than commuting, and declined in the 2022 analysis period from 2018 analysis period levels.

These patterns and specific travel-pattern relationships between different parts of the county are described in greater detail in this section (3) of the report. StreetLight data in tabular format is provided as a reference in Data Sets B through J.

Technical Orientation

The basic unit of analysis described in this report is a “trip,” which refers to an associated pair of coordinates—an “origin” and a “destination.” Together, these two coordinates constitute a trip. Individual trips represent one-way travel; a returning trip would constitute a new, inverted pair of “origin” and “destination” coordinates. Trips are organized by the time of day that the origination or termination of the trip occurs. Trips are also organized into three distinct samples or “analysis periods”:

1. **2018 (Pre-Camp Fire):** January to May 2018 + September and October 2018. This sample excludes June through August because lower travel during the summer months pulls daily averages downward, and we are most interested in the peak travel patterns. This sample also excludes November and December 2018 to exclude the Camp Fire in November 2018 and the month immediately succeeding it.
2. **2019 (Post-Camp Fire/ Pre-North Complex Fire and COVID):** January to May 2019 + September to December 2019. This sample excludes June through August because lower travel during the summer months pulls daily averages downward, and we are most interested in the peak travel patterns.
3. **2022 (Post-North Complex Fire and “Post-COVID”):** January to May 2022 + September to December 2022.

Trips during each of these analysis periods are reported as averages during particular windows of time during the day, or “dayparts.” The five dayparts are:

1. Weekday AM Peak: 6AM–10AM, Monday–Thursday
2. Weekday Midday: 10AM–3PM, Monday–Thursday
3. Weekday PM Peak: 3PM–7PM, Monday–Thursday
4. Weekend Day: 6AM–3PM, Saturday–Sunday
5. Weekend Night: 3PM–12AM, Saturday–Sunday

For the purposes of StreetLight data analysis, a “zone” refers to a geographic area with a distinct boundary. Different levels of analysis discussed in this report consider zones at various geographic scales, including points of interest (POI), areas within incorporated jurisdictions (cities/town), whole jurisdictions, developed unincorporated communities, Butte County as a whole, and groupings of counties that are adjacent to Butte.

Origin-Destination analyses were performed on three sets of zones, referred to as “disaggregated zones,” “aggregated zones,” and “inter-county zones.” The disaggregated zone set includes zones of the smallest geographic scale, while the inter-county zone set includes zones of the largest geographic scale. The three zone sets include many of the same individual zones. For example, the zones of groups of counties adjacent to Butte County are included in all three zone sets. Other zones are different between the three sets of zones. For example, in the disaggregated zone set, Chico, Oroville, and Paradise are broken out into multiple zones, but in the aggregated zone set, these three jurisdictions are each a single zone representing the entire jurisdiction. Note that, in all three zone sets, none of the zones overlap, meaning smaller zones located in larger zones, such as POIs, are excluded from the larger zone. Figures 1, 2, and 3 illustrate the aggregated zone set, disaggregated zone set, and inter-county zone set, respectively. The individual zones in each zone set are itemized in Appendix B.

Figure 1: Disaggregated Zones

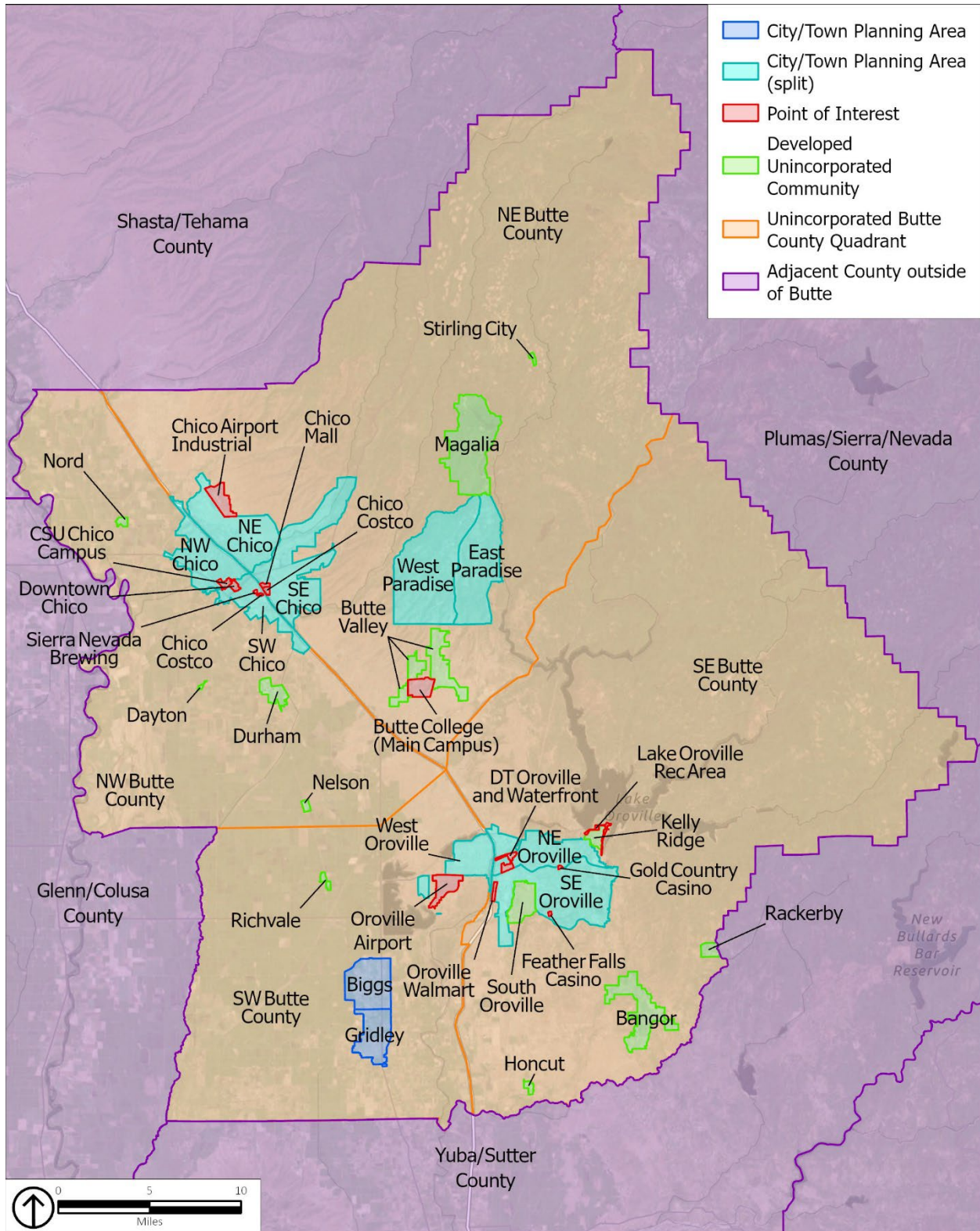


Figure 2: Aggregated Zones

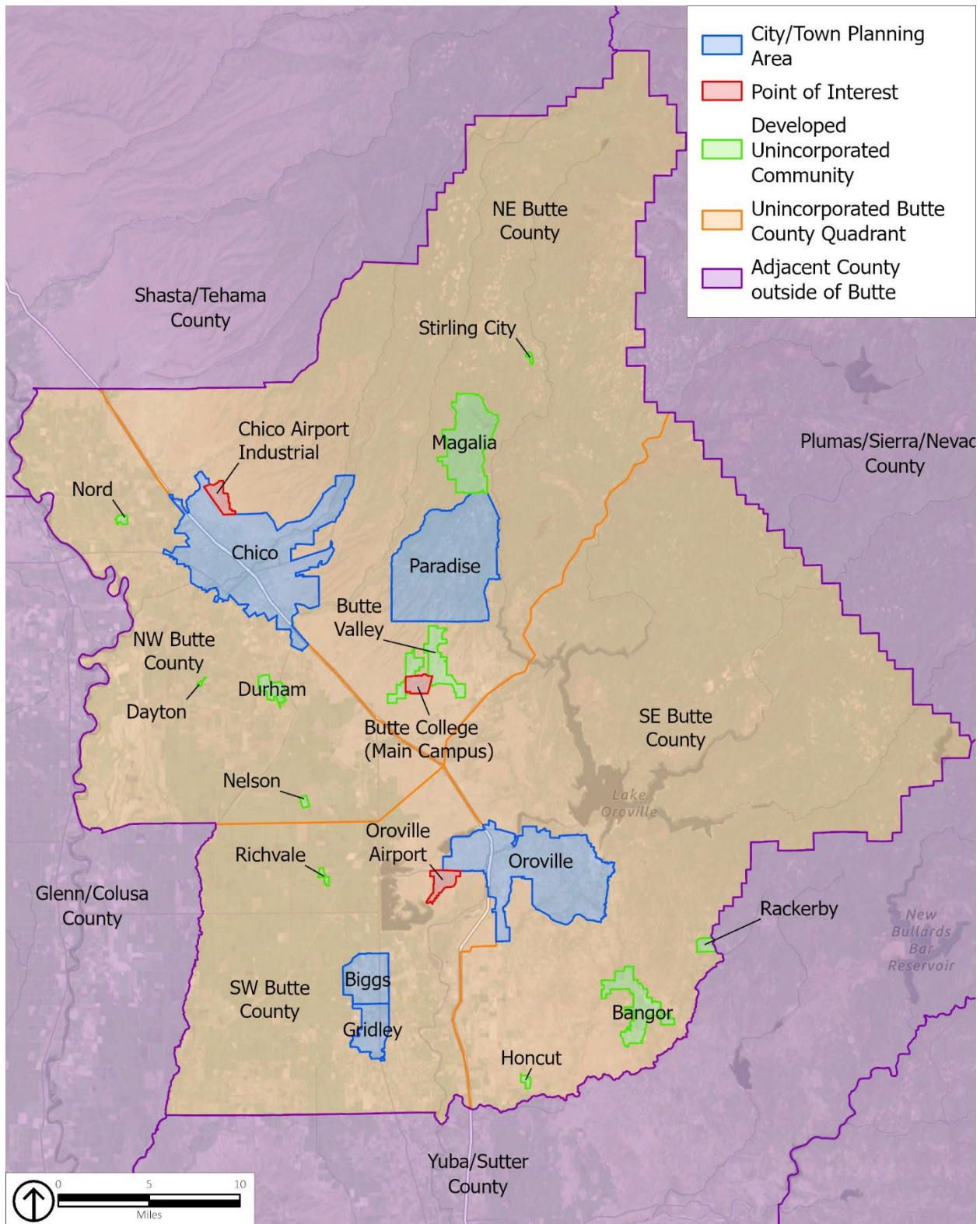
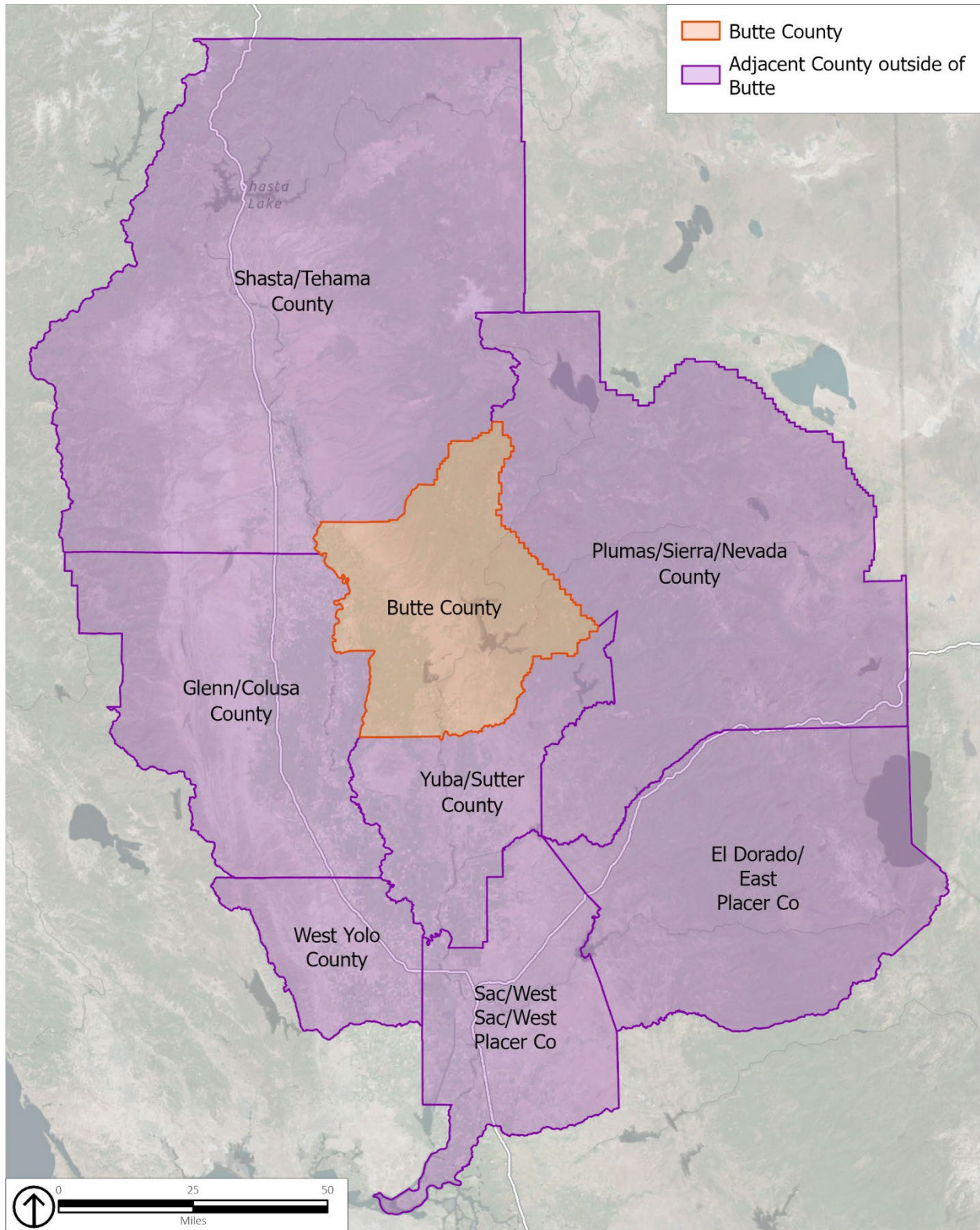


Figure 3: Inter-county Zones



VEHICLE TRAVEL FINDINGS FOR LOCAL AND REGIONAL TRIPS

Local versus Regional Travel

“Local” trips begin and end in the same zone and “regional” trips begin in one zone and end in a different zone. Data Sets C1 through C16 summarize the percentage of local trips across all five dayparts and across the three analysis periods for incorporated jurisdictions, developed unincorporated communities, unincorporated county quadrants, and major POIs. These data indicate that **most travel in Butte County is local**. Local trips for the Chico, Oroville, and Paradise aggregated zones constitute over 50 percent of all trips originating in each jurisdiction across all dayparts and all analysis periods. The destinations for most travel coming from Biggs is split evenly between Biggs and Gridley across all dayparts and analysis periods. For trips originating in Gridley, about 45 percent are local trips, and another 25 percent to 30 percent of trips terminate in SW Butte County (See Data Set D) across all dayparts and analysis periods.

Trips that do not originate and end within the same zone typically originate and end in adjacent zone. Data Sets D1 through D15 indicate that over 50 percent of trips originating in the NE and NW Butte County quadrants end in Chico across all dayparts and analysis periods, and over 50 percent of trips originating in SE Butte County end in Oroville across all dayparts and analysis periods. For SW Butte County, most trips end in Gridley or Oroville across all dayparts and analysis periods.

Peak Travel Periods

Table 2a shows that, for all trips originating in Butte County (including trips terminating within and outside of the county), average weekday midday trip volumes are higher than average weekday morning peak trip volumes across all three analysis periods. **Trip volumes have decreased across all analysis periods and dayparts in comparison with the 2018 baseline. Though the weekday AM peak and weekday PM peak dayparts have seen a continued downward trend between 2019 and 2022, data for the weekday midday, weekend day, and weekend PM dayparts show that 2022 trip volumes are higher than 2019 volumes, indicating a small rebound in vehicular travel during these dayparts.** For all dayparts, the magnitude of reduction in vehicle trips is proportionally larger than the decrease in the county’s population, shown in Table 2b.

Table 2a. All Trip Volume Comparison: Originating within Butte County Only

	2018	2019	2022
Weekday AM Peak	244,685	120,625	105,582
Pct. Change from 2018	-	-50.7%	-56.8%
Weekday Midday	342,085	176,893	182,207
Pct. Change from 2018	-	-48.3%	-46.7%
Weekday PM Peak	266,299	211,135	162,264
Pct. Change from 2018	-	-20.7%	-39.1%
Weekend Day	457,586	225,218	228,506
Pct. Change from 2018	-	-50.8%	-50.1%
Weekend PM	302,008	169,427	179,914
Pct. Change from 2018	-	-43.9%	-40.4%
TOTAL	1,612,663	903,298	858,473
Pct. Change from 2018	-	-43.99%	-46.77%

Table 2b. Butte County Population, 2018-2022

	2018	2019	2022
Butte County Population	230,330	218,726	209,958
Pct. Change from 2018	-	-5.04%	-8.84%

Comparatively, filtering for regional (inter-zone) trips, between all zones, in 2018, weekday AM peak trip volume exceeded weekday midday trip volume (see Data Sets E1 through E5). However, in the 2019 and 2022 analysis periods, the inverse was the case, and weekday midday regional trip volume exceeded weekday AM volume.

In summary, on an average weekday:

- » For all trips (local and regional): midday volume exceeds AM peak trip volume on average across all three periods.
- » For regional trips (inter-zone only): the 2018 period had relatively higher AM peak volumes, and the 2019 and 2022 periods shift to relatively higher midday volumes.

This is the case on average across all zones, but there are several exceptions to this trend for regional travel to or from particular zones. First, in the 2018 period, **for trips terminating at Butte College, trip volumes during the weekday AM peak vastly exceeded weekday midday volumes.** During the 2019 and 2022 analysis periods, weekday AM peak trips to Butte College, though lower than 2018 volumes, still exceed weekday midday trips but by a smaller margin. Trip volumes terminating at Butte College have declined most significantly in the AM Peak daytime, though the total decline in trip volumes generally corresponds with reduced enrollment levels. Tables 3a and 3b summarize these findings.

Table 3a. Butte College Trip Volume Comparison: Weekday AM Peak and Midday

ALL TRIPS TERMINATING AT BUTTE COLLEGE	2018	2019	2022
Weekday AM Peak	3,250	2,655	1,483 (46% of 2018 volume)
Weekday Midday	1,434	1,285	1,033 (72% of 2018 volume)
TOTAL	4,684	3,940	2,516 (74% of 2018 volume)

Table 3b. Butte College Enrollment

SCHOOL YEAR	STUDENT ENROLLMENT
2017-2018	16,204
2018-2019	15,826 (2.3% below 2017-2018 school year)
2019-2020	14,998 (7.7% below 2017-2018 school year)
2020-2021	12,591 (22.3% below 2017-2018 school year)

Source: California Community College Chancellor's Office

Another notable exception for midday trip volumes exceeding AM peak volumes is for trips ending in Paradise. The 2019 data indicate a substantial decline in trips to Paradise, but the 2022 analysis period shows that trips subsequently increased beyond the 2018 baseline. Data Sets B1 and B2 show that for the 2022 analysis period, 27,073 trips ended in Paradise during the average daily weekday AM peak, up from 17,357 trips in 2018 during the same daypart. This trend has only affected weekday AM trips, with weekday midday trip volume consistent with the regional pattern (in 2018 an average of 19,991 weekday midday trips ended in Paradise, dropping to 11,876 trips during the weekday midday in 2022). This trend may be directly related to postfire cleanup, so it may not indicate an increased need for regular, alternate modes of travel in and out of the town.

Other notable exceptions to the high midday trip volumes trend are as follows.

- » For the unincorporated community of Durham, weekday AM peak and weekday midday trip volumes are nearly even, though AM peak trips are slightly higher. Trips from Durham during both periods primarily end in Chico.
- » For the unincorporated community of Richvale, weekday AM peak volumes are more than twice as high as midday trip volumes across all three analysis periods, with most trips during the weekday AM peak period leaving Richvale and arriving in SW Butte County. Trips from SW Butte County to Richvale during the weekday PM peak display a similar volume, suggesting a “9 to 5” commuting pattern.
- » Weekday AM peak trips going to and from the NW Butte County zone are slightly higher than weekday midday volumes across all three analysis periods. The same pattern is true for the SW Butte County zone.
- » For trips to and from the Oroville Airport, weekday AM volumes are about twice as high as weekday midday volumes across all analysis periods.

Other Findings

Across all dayparts and analysis periods, NW Chico is a major trip attractor and trip generator. During the weekday midday (when the highest trip volumes occur), NW Chico attracted 45,767 trips in 2018 (18,208 of which also originated in NW Chico), 34,735 trips in 2019 (14,230 originated in NW Chico), and 34,887 trips in 2022 (14,518 originated in NW Chico). Similarly, for the same weekday midday period, NW Chico generated 46,026 trips in 2018, 34,701 trips in 2019, and 35,291 trips in 2022. While most trips to NW Chico come from within Chico, **a substantial portion of trips across all dayparts and analysis periods occur between NW Chico and either NE or NW Butte County and between NW Chico and Glenn/Colusa County.** The high trip volume associated with the NW Chico zone corresponds with the zone’s concentration of trip-generating uses. As shown in Table 4, for all disaggregated Chico zones (NW, NE, SW, and SE Chico), each zone’s share of citywide trips attracted corresponds to its share of citywide commercial/office and residential parcels. However, as expected, the table suggests commercial/office parcels influence trip volumes more than residential parcels.

Table 4. Chico Land Uses and 2022 Trip Attraction Rates by Disaggregated Zone

	NW CHICO	NE CHICO	SW CHICO	SE CHICO
Share of Citywide Residential Parcels	35%	32%	14%	18%
Share of Citywide Commercial/Office Parcels	49%	19%	15%	16%
Share of Citywide Residential and Commercial/Office Parcels Combined	36%	31%	14%	18%
Share of Average Weekday Midday Vehicle Trips Arriving in Chico	42%	26%	15%	17%

Data Sets B1 to B5 indicate that **trips to the Oroville Airport, primarily originating in Oroville, have risen across all three time periods.** During the weekday AM peak, trips to the Oroville Airport rose from 577 (2018) to 647 (2019) to 706 (2022). During the weekday midday, daily trips to the Oroville Airport rose from 195 (2018) to 451 (2019) to 570 (2022). For the weekday PM peak and weekend PM dayparts, trips to the Oroville Airport stayed roughly the same between 2018 and 2019, then jumped significantly in 2022.

VEHICLE TRAVEL FINDINGS FOR REGIONAL TRIPS ONLY

Between the 2018 and 2019 analysis periods, regional trips during the weekday AM peak decreased from 75,702 to 59,286. In the 2022 analysis period, regional trips during the weekday AM peak had partially rebounded to 64,501 trips (still 15 percent below 2018; see Data Sets E1 through E5). Table 5 summarizes the zones with the largest changes in weekday AM peak trips.

Table 5. Trip Volume Comparison: Regional Trips, Weekday AM (Disaggregated Zones)

2018 TO 2019: LARGEST REDUCTIONS IN TRIP DESTINATIONS		CHANGE
1	SW Chico	-2,070 (-40%)
2	NE Oroville	-1,709 (-29%)
3	SW Butte County	-1,462 (-47%)
2018 TO 2019: LARGEST REDUCTIONS IN TRIPS ORIGINATIONS		CHANGE
1	West Paradise	-2,470 (-66%)
2	East Paradise	-2,398 (-72%)
3	Magalia	-2,151 (-46%)
2019 TO 2022: LARGEST INCREASES IN TRIPS DESTINATIONS		CHANGE
1	West Yolo County	+1,568 (+152%)
2	Yuba/Sutter County	+1,259 (+37%)
3	Glenn/Colusa County	+786 (+38%)
2019 TO 2022: LARGEST INCREASES IN TRIPS ORIGINATIONS		CHANGE
1	Yuba/Sutter County	+1,847 (+47%)
2	West Yolo County	+811 (+126%)
3	Sac/West Sac/West Placer Co	+747 (+39%)

Regional Trends by Daypart

In the 2018 analysis period, regional trip volumes during the weekday AM peak exceeded weekday midday volumes. After 2018, weekday midday regional trip volumes exceed weekday AM peak regional trip volumes in both the 2019 and 2022 analysis periods. Table 6a summarizes overall trip volumes during the weekday AM peak and weekday midday, and Table 6b summarizes the zones with the largest changes.

Table 6a. Total Trip Volume Comparison: Regional Trips, Weekday AM and Midday

TOTAL TRIP VOLUME	WEEKDAY AM	WEEKDAY MIDDAY
2018	75,702	72,302
2019	59,286 (-16,416 trips from previous)	62,397 (-9,905 from previous)
2022	64,501 (+5,215 trips from previous)	69,132 (+6,735 from previous)

Table 6b. Trip Volume Change Comparison, Weekday AM and Midday

PERIOD COMPARISON	WEEKDAY AM LARGEST DESTINATION INCREASE	WEEKDAY AM LARGEST DESTINATION DECREASE	WEEKDAY MIDDAY LARGEST DESTINATION INCREASE	WEEKDAY MIDDAY LARGEST DESTINATION DECREASE
2018-2019	South Oroville CDP (+186)	SW Chico (-2,070)	Sac/West Sac/West Placer Co (+355)	West Paradise (-1,699)
2019-2022	West Yolo County (+1,568)	Butte College (-1,049)	Yuba/Sutter County (+1,535)	NE Butte County (-255)

Regional Trip Origins and Destinations

Data Sets E1 through E5 show that the **NW Chico zone attracts the most regional trips** (trips that do not originate in the City of Chico) during all three analysis periods. Data Sets F1 through F15 and Appendix C show that **regional trips to NW Chico primarily come from the Glenn/Colusa and Shasta/Tehama County zones as well as from NW and NE unincorporated Butte County**. This is true for all three weekday dayparts and across all three analysis periods.

The highest regional travel volume to or from NW Chico is to or from Glenn/Colusa County. The Glenn/Colusa County zone is the primary origin for regional trips going into Chico during the weekday AM peak period and is the primary destination for regional trips coming from Chico during the weekday PM peak period, suggesting that residents of Glenn/Colusa County work in NW Chico and go home to Glenn or Colusa County at the end of the workday. **The Glenn/Colusa County zone is also the primary generator of trips to the Chico Costco or Chico Walmart that do not originate within Chico.** This pattern remains across all three analysis periods.

Data Sets F1 through F15 also indicate that a large proportion of trips to the Butte College main campus come from Chico during the weekday AM peak and head back to Chico from Butte College midday. This is true across all three analysis periods.

REGIONAL VEHICLE TRAVEL ORIGIN-DESTINATION SUMMARY

The following subsections summarize the main findings in Appendix C, which shows the highest-volume regional destinations and origins across the five dayparts and three analysis periods. This analysis uses disaggregated zones (where Chico, Oroville, and Paradise are divided into smaller quadrants or halves). For that reason, this analysis includes trips between zones within these three larger jurisdictions (e.g., trips from NW Chico to SW Chico).

Weekday AM Peak (6AM–10AM)

NW Chico is the top regional trip destination during the weekday AM peak across all three analysis periods. Trips to this area dipped between 2018 and 2019, but partially rebounded by the 2022 analysis period.

Glenn/Colusa County, unincorporated NE Butte County, and unincorporated NW Butte County are the primary generators of regional trips to NW Chico during the weekday AM peak daypart across all analysis periods. Trips to NW Chico dropped after the Camp Fire but had almost returned to pre-Camp Fire volumes by 2022.

In 2018, SE Butte County, NW Butte County, and Magalia generated the most regional trips during the weekday AM peak daypart. Trips from SE Butte County primarily went to Oroville, trips from NW Butte County primarily went to Chico (particularly NW Chico), and trips from Magalia primarily went to Paradise followed by Chico. In the 2019 and 2022 analysis periods, Shasta/Tehama County, NW Chico, and Yuba Sutter County were the top generators of regional trips during the weekday AM peak period. NE Butte County, SE Butte County, and Glenn/Colusa County also generated high regional trip volumes during the AM peak period in the 2019 and 2022 analysis periods. A substantial number of trips also travel between Gridley and Yuba/Sutter County in both directions (with more trips going to Gridley from Yuba/Sutter) across all three analysis periods.

Butte College is the primary POI destination during the weekday AM peak for regional trips, attracting 2,857 regional trips in the 2018 analysis period, 2,366 regional trips in the 2019 analysis period, and 1,317 regional trips in the 2022 analysis period. Regional trips to Butte College during this period primarily originate from Chico and secondarily from West Oroville (13 percent from NW Chico, 9 percent from SW Chico, and 7 percent from West Oroville).

Weekday Midday (10AM–3PM)

In the 2018 analysis period, the highest regional trip volumes occurred during the weekday AM peak daypart followed closely by the weekday midday. This switched during the 2019 and 2022 periods, where regional trip volumes are highest during the weekday midday part, followed by weekday AM daypart. NW Chico is the top regional trip attractor as well as the top regional trip generator during the weekday midday period (and the top trip attractor during the weekday AM peak period) across all three analysis periods, attracting over 5,000 regional trips during the weekday midday in the 2018 and 2019 analysis periods and dipping to just below 5,000 trips in 2022, to 4,915 trips.

Regional trips going to NW Chico during the weekday midday are primarily generated from: NW Butte County (894 trips in the 2018 period) followed by Glenn/Colusa County (794 trips in the 2018 period). There are also 867 trips during the weekday midday (on average daily) originating in NW Chico and going to NW Butte County, so there are substantial trips in both directions between NW Butte County and NW Chico during the weekday midday. **NE Oroville and SE Butte County are also major regional destinations/trip attractors during weekday midday across all three analysis periods**, with trips primarily going between these two zones.

Butte College is the primary POI origin during weekday midday, with trips from Butte College primarily ending in Chico (20 percent of trips ending in NW Chico, 9 percent in SW Chico, and 8 percent in SE Chico from Butte College during the weekday midday in the 2018 analysis period), **suggesting that students commute from Chico to Butte College in the morning and return during the midday period**. Butte College operates a bus system that connects various locations throughout the county and beyond to campus.

Weekday PM Peak (3PM–7PM)

SE Butte County is the primary regional destination for trips during the weekday PM peak across all three analysis periods, with Oroville as the primary origin for trips during this period. This is followed by Gridley during the 2018 analysis period, then NW Butte County. In the 2019 analysis period, Gridley is no longer in the top three destinations during the weekday PM peak but remains in the top five. Magalia and Paradise were also a major regional trip attractors during the weekday PM peak in the 2018 analysis period, with trips coming predominantly from Chico. **The top POI destination for regional trips during the weekday PM peak was Gold Country Casino during the 2018 analysis period (913 trips) and Chico Walmart during the 2019 period (736 trips) and the 2022 period (615 trips).** In the 2018 analysis period, regional weekday PM peak trips to Gold Country Casino primarily originated from SE Oroville (274 trips) and NE Oroville (233 trips). During the 2019 analysis period, the two zones generating the most regional trips arriving at the Chico Walmart were Glenn/Colusa County (95 trips) and NE Butte County (75 trips). During the 2022 analysis period, the zones generating the most regional trips arriving at the Chico Walmart were also Glenn/Colusa County (87 trips), followed by Shasta/Tehama County (68 trips) and West Paradise (67 trips).

Weekend Daytime (6AM–3PM)

During weekend daytime in the 2018 analysis period, SE Butte County is the top regional destination/trip attractor (4,802 trips), with the largest number of trips coming from NE Oroville (1,150 trips) and SE Oroville (1,075 trips). Following SE Butte County, the top regional destinations/trip attractors are NW Chico, Gridley, and Yuba/Sutter County. Regional trips to these destinations remain high during the 2019 and 2022 analysis periods, but trips to Yuba/Sutter County and Shasta/Tehama County increase, moving these two zones to the top three regional destinations post-2018 and pushing Gridley and NW Chico out of the top three destinations.

The Chico Walmart is the top POI regional trip attractor and generator during the weekend daytime period. In the 2018 analysis period, the zones generating the highest volumes of regional trips terminating at the Chico Walmart (1,124 trips) were Glenn/Colusa County (170 trips), Shasta/Tehama County, and West Paradise (143 trips each). Regional trips to the Chico Walmart increased slightly during the 2019 analysis period (from 1,124 to 1,456 trips), potentially due to its utility post Camp Fire to support fire-impacted communities, with the largest number of trips originating from Glenn/Colusa County (229 trips), Shasta/Tehama County (203 trips), and NE Butte County (151 trips). In the 2022 analysis period, trips to the Chico Walmart (1,087 trips) returned to similar volumes as 2018; similarly, the zones generating the largest numbers of these trips were Glenn/Colusa County (198 trips), Shasta/Tehama County (151 trips), and West Paradise (90) trips.

Weekend Nighttime (3PM–12AM)

SE Butte County and NW Chico were top regional trip attractors during the weekend nighttime in the 2018 analysis period. Since 2018, **trips to Glenn/Colusa County, Shasta/Tehama County, and Yuba/Sutter County have increased substantially, making these three zones top trip attractors in 2022**, although regional trips to SE Butte and NW Chico remain high.

Regional trips to the Gold Country Casino were highest during the 2018 analysis period and declined in the 2019 and 2022 analysis periods, although this location remains a primary regional POI during the weekday nighttime period. Regional trips that go to the Gold Country Casino also appear to leave from the Gold Country Casino during the same window, indicating that regional travelers to the Gold Country Casino stay for only a few hours. **The primary origin/destination for trips to/from the Gold Country Casino during weekend nights is Oroville.**

OVERALL VEHICLE TRAVEL FINDINGS FOR INTERCOUNTY TRIPS

Data Sets G1 through G5 show that **during the weekday AM period, intercounty trips fell each period, declining most between the 2018 and 2019 analysis periods.** The trend is the same for intercounty trips during the weekday midday period and the weekend day period. Intercounty trips during the weekday PM period rose between 2018 and 2019 analysis periods, from 17,109 to 25,614 total intercounty trips, and fell in 2022 to 19,665 total intercounty trips. Intercounty trips during the weekend nighttime increased across all periods, from 23,868 in 2018 to 25,462 in 2019 and 27,673 in 2022.

Data Sets H1 through H15 show that the **top destinations outside of Butte County for trips originating from Butte County are to Glenn/Colusa County and Yuba/Sutter County, followed by Shasta/Tehama County.** This is true across all three analysis periods and for all parts of the day. Notably, **trips to Yuba/Sutter County from Butte County increase substantially on weekends**, nearly double compared to all weekday periods.

There are generally an equal number of intercounty trips flowing in both directions between the Butte County and Yuba/Sutter County zones within any single daypart. This could mean that most trips between these counties are round-trips of a relatively short duration, with the inflow and outflow trips in the same daypart (e.g., driving to Butte County after 6am and back before 10am) or it could mean that roughly the same number of travelers head in either direction at any given time of the day. The Glenn/Colusa County zone and Yuba/Sutter County zone are also the primary origins for trips into Butte County during all three analysis periods and across all dayparts.

Table 7 summarizes trips entering Butte County (inflow), trips leaving Butte County (outflow), and trips within Butte County by daypart and by analysis period.

Table 7. Intercounty Inflow/Outflow and Travel Within Butte County

PERIOD	DIRECTION	WEEKDAY AM PEAK	WEEKDAY MIDDAY	WEEKDAY PM PEAK	WEEKEND DAY	WEEKEND NIGHT	DAILY TOTAL
2018	Outflow	11,118	10,950	9,027	19,850	12,202	63,147
	Inflow	13,379	10,433	8,082	20,555	11,666	64,115
	Within Butte	233,567	331,135	257,272	437,736	289,806	1,549,516
2019	Outflow	8,782	9,691	14,536	18,271	13,215	64,495
	Inflow	12,136	10,015	11,078	19,017	12,247	64,493
	Within Butte	111,843	167,202	196,599	206,947	156,212	838,803
2022	Outflow	6,655	10,113	10,710	19,024	14,127	60,629
	Inflow	8,501	9,632	8,955	19,608	13,546	60,242
	Within Butte	98,927	172,094	151,554	209,482	165,787	797,844

Table 7 shows that **trips entering Butte County (inflow) are slightly higher than trips leaving Butte County (outflow) during the weekday AM peak**. This relationship is true across all three analysis periods, although the difference increased significantly only for the 2019 analysis period. **During the weekday midday period, trips leaving Butte County slightly exceed trips entering Butte County**, also across all three analysis periods but with the disparity increasing across analysis periods. During weekday PM peaks, trips leaving Butte County exceed trips entering Butte County across all three analysis periods. Trip volumes entering Butte County are roughly even with trip volumes leaving Butte County during weekend days, with more fluctuation across the three analysis periods. Trips leaving Butte County exceed trips entering Butte County during weekend nights across all three analysis periods.

BIKE TRAVEL

Table 8 summarizes daily bike trip volumes averaged across all weekdays and dayparts for each incorporated jurisdiction (where Chico, Oroville, and Paradise are aggregated), unincorporated County quadrant, and developed unincorporated community and POI in the unincorporated County with 50 or more average daily bike trips. Green cells denote zones with bike trip increases in 2022 compared to 2019, and red cells denote zones with bike trip decreases between the two periods.

Table 8. Average Daily Bike Trips by Analysis Period for Selected Zones

Zone	2019 ORIGINS		2019 DESTINATIONS		2022 ORIGINS			2022 DESTINATIONS		
	TRIPS	SHARE OF TRIPS	TRIPS	SHARE OF TRIPS	TRIPS	SHARE OF TRIPS	% CHANGE FROM 2019	TRIPS	SHARE OF TRIPS	% CHANGE FROM 2019
Biggs	180	0.2%	186	0.2%	182	0.4%	+1%	184	0.4%	-1.1%
Butte College	255	0.3%	252	0.3%	90	0.2%	-65%	93	0.2%	-63.1%
Butte Valley	38	0.0%	51	0.1%	75	0.2%	+97%	65	0.2%	+27.5%
Chico	70,294	84.7%	70,260	84.7%	31,216	74.5%	-56%	31,209	74.5%	-55.6%
Chico Airport	300	0.4%	297	0.4%	203	0.5%	-32%	187	0.4%	-37.0%
Durham	1,015	1.2%	1,047	1.3%	634	1.5%	-38%	652	1.6%	-37.7%
Gridley	960	1.2%	951	1.1%	1,058	2.5%	+10%	1,080	2.6%	+13.6%
Kelly Ridge	48	0.1%	53	0.1%	38	0.1%	-21%	42	0.1%	-20.8%
Magalia	363	0.4%	390	0.5%	391	0.9%	+8%	397	0.9%	+1.8%
NE Butte Co	653	0.8%	632	0.8%	765	1.8%	+17%	786	1.9%	+24.4%
NW Butte Co	621	0.7%	632	0.8%	419	1.0%	-33%	403	1.0%	-36.2%
Oroville	6,200	7.5%	6,158	7.4%	4,298	10.3%	-31%	4,307	10.3%	-30.1%
Paradise	1,642	2.0%	1,616	1.9%	2,027	4.8%	+23%	2,020	4.8%	+25.0%
SE Butte Co	240	0.3%	259	0.3%	393	0.9%	+64%	379	0.9%	+46.3%
SW Butte Co	138	0.2%	163	0.2%	131	0.3%	-5%	113	0.3%	-30.7%
TOTAL TRIPS AND PERCENT CHANGE	82,947				41,920 (-49.5%)					

Table 8 and Data Sets I1 through I5 indicate that that **bicycle trip volumes decreased by approximately 50% in the 2022 analysis period compared to the 2019 period and most bike travel in the region occurs in Chico, and Chico accounts for most of the decrease between the two analysis periods.**² Overall average daily trips arriving to Chico dropped from 70,294 in 2019 to 31,216 trips in 2022. Datasets I1 through I5 indicate that, in the 2019 analysis period, the highest volumes of bike trips occurred during the weekday midday (36,749 total), followed by weekend day (31,764 total trips), and weekday PM (28,312 trips). Similarly, in 2022, the highest volume of bicycle trips occurred during the weekday midday (18,834 trips), followed by weekend day (17,746 trips), and weekend PM (14,979 trips).

Data sets J1 through J15 indicate that **nearly all bike trips that occur in Butte County are local** (beginning and ending in the same zone), and the disaggregated **NW Chico zone has the highest share of trips** in both analysis periods across weekdays and daytimes. In 2022, during the weekday midday (the daypart with the highest volume of bike trips), NW Chico attracted 5,195 trips, 4,178 of which also originated in NW Chico, while 425 originated in the CSU Chico Campus zone. This is followed by NE Chico, which attracted 3,485 weekday midday trips, 2,819 of which also originated in NE Chico while 386 originated in NW Chico. SE and SW Chico attracted 1,872 trips and 1,714 trips, respectively, during the weekday midday in 2022. For trips to SE Chico, 1,176 trips also originated in SE Chico, but for SW Chico, origins are more spread out among SW Chico (676 trips), CSU Chico Campus (402 trips), and NW Chico (358 trips). Of all POIs, CSU Chico Campus attracted the largest volume of bike trips: 795 during the weekday AM peak in 2022 (562 of which came from NW Chico), 764 during the weekday midday (385 of which came from NW Chico). Chico Walmart also attracted significant bike trips, particularly during the weekend day (747 trips), followed by the weekend night (648 trips), and weekday midday (503 trips). These patterns are similar for the 2019 analysis period, though trip volumes were higher in 2019.

For regional bike trips (trips that begin in one zone and end in another), the highest volumes during the 2019 analysis period occurred during weekend day (212 total trips), followed by weekend evening (185 total trips), and weekday midday (147 trips). Volumes for regional bike trips account for a relatively small share of all bicycle trip volumes, as most bicycle travel is local. Across all three analysis periods and across most dayparts, NW Butte County generates the highest volume of regional bike trips, followed by NE Butte County.

² Note: StreetLight bicycle travel data is unavailable prior to the year 2019, so only the 2019 and 2022 analysis periods were analyzed.

4. TRANSIT TRAVEL

Table 9 compares total annual ridership for the years 2019 through 2022.

Table 9. B-Line Ridership 2019-2022

YEAR	TOTAL B-LINE RIDERSHIP	% CHANGE FROM PREVIOUS YEAR	% CHANGE FROM 2019 BASELINE
2019	951,842	-	-
2020	406,907	-57%	-57%
2021	402,139	-1%	-58%
2022	541,949	+35%	-43%

Source: B-Line 2022.

Ridership fell significantly between 2019 and 2020, from more than 951,000 total riders in 2019 to just over 406,000 riders in 2020. Ridership in 2022 increased somewhat to over 541,000 riders, but has not reached pre-pandemic ridership levels. B-Line routes are depicted in Appendix D of this report.

B-Line currently operates 21 fixed routes, consisting of 12 local Chico routes (including an airport route), 4 Oroville area routes, and 5 regional routes that serve as both intercity routes and local routes for smaller communities:

- » 20 - between Chico and Oroville
- » 30 - between Biggs, Gridley, and Oroville
- » 32 - between Biggs, Gridley, and Oroville
- » 40 - between Chico and Paradise
- » 41 - between Chico, Magalia, and Paradise

According to B-Line annual stop boardings data, **Route 20 between Chico and Oroville, which has the highest ridership of any route**, has the most annual boardings at the Chico Transit Center (18,804 in 2022) followed by the Oroville Transit Center (17,437 boardings in 2022). Other stops along Route 20 with significant boardings include those near the Butte County administration offices in north Oroville, with the largest number of boardings at the Butte County Public Works Office (4,406 in 2022), the County Administration Office (2,488 boardings in 2022), and Butte County Juvenile Hall (1,436).

Chico Transit Center is unsurprisingly the stop with the highest annual boardings. The route with the highest boardings at Chico Transit Center is Route 14 serving South Chico and Downtown, with 22,338 boardings in 2022.

Currently, B-Line Routes 15 and 16 directly serve the major destination, Enloe Hospital (discussed in more detail in section 3). These two routes also serve stops along the Esplanade corridor between the CSU Chico campus and the northern Chico city limit. Route 15 serves additional stops along East Lassen Avenue to Eaton Road. In 2022, 2,004 riders boarded Route 15 at the Enloe Hospital stop along Esplanade, and 1,548 riders boarded Route 16 at this stop, together constituting 3,552 boardings.

BCAG is currently preparing the B-Line Routing Study to provide recommendations that improve ridership, identify alternative routing opportunity, and develop innovative solutions that utilize B-Line’s resources. The Study will be complete mid-2023 and will modify some routes, stops, and other information in the above sections of this report.

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Appendix - for appendices, please see BCAG website at:

<http://www.bcag.org/Planning/RTP--SCS/2024-RTPSCS-Update/index.html>**Appendix A: Survey Results**

- A1. Community Survey Results
- A2. Employer Survey Results

Appendix B: StreetLight Analysis Zone Sets B1. Disaggregated Zones

- B2. Aggregated Zones
- C1. Origin-Destination Summary: 2018
- B3. Inter-County Zones
- C2. Origin-Destination Summary: 2019
- C3. Origin-Destination Summary: 2022

Appendix C: Regional Trips Summaries

Appendix D: B-Line Schedule and System Maps Handout

Data Sets – Excel Files Available from BCAG Upon Request

Data Set A: Demographic and Travel Characteristic Data

- A1. Population
- A2. Age
- A3. Gender
- A4. Language
- A5. Race
- A6. Disability
- A7. Employment Status
- A8. Commute to Work

Data Set B: StreetLight Vehicle O-D Period Comparison Tables: All Trips, Jurisdictions Aggregated

- B1. Weekday AM Peak
- B2. Weekday Midday
- B3. Weekday PM Peak
- B4. Weekend Day
- B5. Weekend Night

Data Set C: Percent Local Trips in Butte County Jurisdictions, Developed Unincorporated Communities, and Major POIs

- C1. Summary Table: Percent of Local Trips by Weekday Day/Times by Analysis Period
- C2: Percent Local Trips: Pre-Camp Fire, Weekday AM Peak
- C3: Percent Local Trips: Pre-Camp Fire, Weekday Midday
- C4: Percent Local Trips: Pre-Camp Fire, Weekday PM Peak
- C5: Percent Local Trips: Pre-Camp Fire, Weekend Day
- C6: Percent Local Trips: Pre-Camp Fire, Weekday Night
- C7: Percent Local Trips: Post-Fire Pre-COVID, Weekday AM Peak
- C8: Percent Local Trips: Post-Fire Pre-COVID, Weekday Midday
- C9: Percent Local Trips: Post-Fire Pre-COVID, Weekday PM Peak
- C10: Percent Local Trips: Post-Fire Pre-COVID, Weekend Day
- C11: Percent Local Trips: Post-Fire Pre-COVID, Weekend Night

BUTTE COUNTY ASSOCIATION
OF GOVERNMENTS



BOARD OF DIRECTORS MEETING
ITEM #12



BCAG BOARD OF DIRECTORS

Item # 12 Information

April 27, 2023

2023 FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM – AMENDMENT #2

PREPARED BY: Ivan Garcia, Programming Director

ISSUE: BCAG is required to amend the 2023 FTIP for various local projects. This amendment will be presented to the BCAG Board of Directors for approval at the May 25, 2023, 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 FHWA or the FTA. BCAG is required to amend the FTIP for the following actions:

Active Transportation Program (ATP) – This amendment will program new ATP Cycle 6 projects as approved by the California Transportation Commission for the region including:

1. Town of Paradise - Go Paradise: Pentz Student Pathway for \$22,009,000 in ATP funding.
2. Town of Paradise - Go Paradise: Neal Gateway Project for \$12,348,000 in ATP funding.
3. Town of Paradise - Go Paradise: Skyway Link Project for \$6,704,000 in ATP funding.
4. Butte County - South Oroville Bike and Ped Connectivity Project for \$7,786,000 in ATP funding.

Total ATP Funding for the region: \$48,847,000

Congestion Mitigation and Air Quality Program (CMAQ) – This amendment recommends the approval of programming adjustments for the two projects:

1. City of Chico – Bikeway 99 Phase 5 Project. This amendment recommends shifting CMAQ programming capacity from the City of Chico's Hegan Lane Corridor project to the Bikeway 99 project to address cost increases. This amendment will program an additional \$3.5 million in CMAQ funds and \$1.5

BCAG Board of Directors Meeting – Item #12

April 27, 2023

Page 2

million in local funds for the construction component. The City of Chico will re-submit the Hegan Corridor Project at a future date for funding consideration.

2. Town of Paradise – ATP Gap Closure Project. This amendment recommends programming \$1 million in CMAQ funds for the construction component. This project was originally programmed in the 2017 FTIP. Due to Paradise Camp Fire delays and the current construction cost environment, additional funds are necessary to complete the project.

Both projects have experienced significant cost increases due to COVID economic impacts and a change in current materials associated with construction. Staff is recommending approval of both projects. Current and future CMAQ projects are not impacted.

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 list for local projects along: Forbestown Road, Coutolenc Road, Skyway, Cohasset Road, Palermo Honcut Hwy, and Lower Honcut Road are included.

Fiscal Year 2023 Congressionally Directed Projects – This amendment will add \$1,800,000 for the Roe Road Extension Project (ID: 82350) for the Town of Paradise as secured by Congressman LaMalfa.

Federal Transit Administration (FTA) Section 5310 Program – This amendment updates the FTA Section 5310 Program for transit projects approved for the Butte Regional Transit System. The California Transportation Commission (CTC) has approved 4 medium paratransit vehicles for a total of \$288,000.

This item was presented to the BCAG Transportation Advisory Committee meeting on April 6, 2023. Staff will prepare the draft amendment package in accordance with the adopted Public Participation Plan which includes public noticing and an Interagency Consultation Review process.

STAFF RECOMMENDATION: This item is presented for information. A recommendation to approve Amendment #2 to the 2023 FTIP will be presented at the May 25, 2023, Board meeting.

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