

**BUTTE COUNTY ASSOCIATION
OF GOVERNMENTS**



**BOARD OF DIRECTORS MEETING
OCTOBER 24, 2019**

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

October 24, 2019
9:00 a.m.



BCAG Board Room

326 Huss Drive, Suite 100
Chico, CA 95928

Live Stream

www.youtube.com/channel/UCHidik5N5lu0dU8NwhK3hIw

1. Pledge of Allegiance
2. Roll Call

Members of the public may comment on any item on the agenda at the time the item is taken up by the Board of Directors. We ask that members of the public come forward to be recognized by the Chair, state your name and address for the record, and keep remarks brief.

CONSENT AGENDA

3. Approval of Minutes from the September 19, 2019 BCAG Board of Directors Meeting (Attachment) – **Victoria**
4. Authorization for Executive Committee to work with Executive Director on 2019 Annual Personnel Evaluation (Attachment) – **Jon**

ITEMS REMOVED FROM CONSENT AGENDA – *If Any*

ITEMS FOR INFORMATION

5. Provisional Long-Term Regional Growth Forecasts 2018-2040 (Attachment) – **Brian**
6. BCAG Strategic Partnerships Transit Grant Application (Attachment) – **Sara**
7. Update on BCAG Post Camp Fire Regional Population & Transportation Study (Attachment) – **Sara**
8. Governor Newsom Signs Executive Order N-19-19 Aligning Transportation Funding with Climate Goals (Attachment) - **Jon**

ITEMS FROM THE FLOOR

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

ADJOURNMENT

10. The next meeting of the BCAG Board of Directors has been scheduled for Thursday, December 12, 2019, **at the BCAG Board Room.**

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
SEPTEMBER 26, 2019**

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

MEMBERS PRESENT

Tami Ritter	Supervisor	District 3
Jody Jones	Mayor	Town of Paradise
Steve Lambert	Supervisor	District 4
Randall Stone	Mayor	City of Chico
Bill Connelly	Supervisor	District 1
Chuck Reynolds	Mayor	City of Oroville
Debra Lucero	Supervisor	District 2
Angela Thompson	Board Alternate	City of Biggs

MEMBERS ABSENT

Doug Teeter	Supervisor	District 5
Quintin Crye	Councilmember	City of Gridley
Nathan Wilkinson	Councilmember	City of Biggs

STAFF PRESENT

Jon Clark	Executive Director
Ivan Garcia	Transportation Programming Specialist
Chris Devine	Planning Manager
Brian Lasagna	Regional Analyst
Victoria Proctor	Administrative Assistant
Sara Cain	Associate Senior Planner
Cheryl Massae	Human Resources Manager
Julie Quinn	Chief Fiscal Officer

OTHERS PRESENT

Nima Kabirinassab, Caltrans
Linda Furr, League of Women Voters
Lance Atencio, Transdev

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

CONSENT AGENDA

3. Approval of Minutes from the August 22, 2019 BCAG Board of Directors Meeting
4. Approval of Resolution 2019/20-06 For Endorsing Help Central Inc's FTA Section 5310 (49U.S.C. Section 5310) Project Submitted in the Butte County Region
5. Approval of Amendment #1 for the 2019/20 Overall Work Program (OWP) & Budget and Overall Work Program Agreement (OWPA)

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

Board Member Lambert arrived after the Consent Agenda was approved.

ITEMS FOR ACTION

6: Approval of Letter to US Fish & Wildlife Service Concerning the Status of the Butte Regional Conservation Plan (BRCP)

As a follow-up to the August Board Meeting, Staff presented the Board with a letter prepared by Staff and reviewed by legal counsel regarding the current status of the Butte Regional Conservation Plan (BRCP).

Staff, by advice from environmental counsel Alicia Guerra, drafted a letter addressed to U.S. Fish & Wildlife Service (USFWS) Regional Office director Paul Souza rather than Congressman LaMalfa. It was counsel's advise that since the hold-up with the BRCP is currently with the regional office for USFWS, addressing the letter to the director is the appropriate course of action. Staff and the Board had a general discussion about the letter's content and the likelihood of getting a response in the timeframe given within the letter. Staff remains optimistic about moving the plan through the necessary process.

On motion by Board Member Ritter and seconded by Board Member Stone, the letter to USFWS concerning the status of the BRCP was unanimously approved.

ITEMS FOR INFORMATION

7: Sustainable Communities Strategy Progress Report

Staff informed the Board that, as the state designated Regional Transportation Planning Agency (RTPA) and federally designated Metropolitan Planning Organization (MPO), Staff is updating the Regional Transportation Plan (RTP) and Sustainable Communities Strategy (SCS) for 2020.

Staff laid out the progress report on the SCS with focus on the ratio of housing to jobs in the Butte County region. The Board asked for clarification on when this data was taken and how the Camp Fire will affect those numbers. Since this progress report uses data from 2018 before the fire, Staff explained that the numbers might look a bit misleading since we now have less houses rather than more jobs in the area.

There was general discussion between the Board and Staff regarding the SCS and how it will factor into future funding and legislative opportunities. This item was presented for information purposes only.

8: Butte Regional Transit Fourth Quarter Progress Report

Staff presented the Board with the Fourth Quarter Transit Report for the 2018/19 Fiscal Year for Butte Regional Transit (B-Line). The quarter's numbers were as expected post-Camp Fire with accidents and complaints in line with what was projected, and ridership down following the nation-wide trend.

There was general discussion between Staff and the Board regarding the farebox recovery, ridership, and the rest of the data in the fourth quarter report. This item was presented for information purposes only.

9: National Highway Traffic Safety Administration / U.S. EPA Proposed Rule

Staff informed the Board that President Trump announced in September the revocation of the California Clean Air Act Waiver that has been in effect, in one form or another, since the 1970s. This is in response to the National Highway Traffic Safety Agency (NHTSA) and US Environmental Protection Agency's (US EPA) proposed Safer Affordable Fuel Efficient (SAFE) Vehicle Rule that was proposed in August 2018. Since California has higher fuel efficiency standards than the rest of the country, this would revoke California's authority to implement those standards in favor of a nationwide set of regulations.

There was discussion regarding how this would impact California in general, and specifically Butte County. As the area's MPO, we would be unable to make new transportation conformity determinations for the RTP/SCS, FTIP or make amendments for projects that are not exempt from the Clean Air Act requirements. This will not hinder any projects that are already programmed and fully funded in the region.

The Board asked how long it would take to get into compliance with the new rules and what response Staff has planned to send to the EPA. There was general discussion regarding the impact if this revocation goes through. This item was presented for information purposes only.

ITEMS FROM THE FLOOR

10: There were no items from the floor.

ADJOURNMENT

With no further items to discuss, the BCAG Board meeting adjourned at 9:31 AM.

Attest:

Jon Clark, Executive Director

Victoria Proctor, Board Clerk

Butte County Association of Governments

BUTTE COUNTY ASSOCIATION
OF GOVERNMENTS



BOARD OF DIRECTORS MEETING
ITEM #4



BCAG BOARD OF DIRECTORS

Item #4 Consent

October 24, 2019

AUTHORIZATION FOR EXECUTIVE COMMITTEE TO WORK WITH EXECUTIVE DIRECTOR ON 2019 ANNUAL PERSONNEL EVALUATION

PREPARED BY: Jon Clark, Executive Director

ISSUE: The Employment Agreement between the BCAG Board of Directors and the Executive Director requires that an annual evaluation be prepared for review with the BCAG Board of Directors.

DISCUSSION: The Executive Director is requesting the BCAG Board of Directors authorization to have the BCAG Executive Committee meet with the Executive Director to work on his 2019 annual evaluation. The BCAG Executive Committee includes Supervisor Bill Connelly (*BCAG Chair*) and Town of Paradise Mayor Jody Jones (*Vice Chair*).

The Executive Director's 2019 annual evaluation will then be brought back to the BCAG Board of Directors for their review at the January 2020 meeting.

STAFF RECOMMENDATION: The Executive Director is requesting the BCAG Board of Directors authorization for the BCAG Executive Committee to work with the Executive Director on his annual personnel evaluation.

Key Staff: Jon Clark, Executive Director

BUTTE COUNTY ASSOCIATION
OF GOVERNMENTS



BOARD OF DIRECTORS MEETING
ITEM #5



BCAG BOARD OF DIRECTORS

Item #5 Information

October 24, 2019

PROVISIONAL LONG-TERM REGIONAL GROWTH FORECASTS 2018-2040

PREPARED BY: Brian Lasagna, Regional Analyst

ISSUE: Federal air quality transportation conformity regulations require BCAG to update land use planning assumptions every four years. BCAG has prepared draft growth forecasts to be used in updating these assumptions.

DISCUSSION: BCAG staff, in consultation with the BCAG Planning Directors Group, has prepared long-term (2018-2040) growth forecasts for housing, population and employment for the Butte County region, as required by the federal government. The forecasts will be used in preparing the 2020 Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS) and Federal Air Quality Conformity Determination. The forecasts also provide data support for BCAG's regional travel demand model. Local planning agencies may elect to use the forecasts in preparing district plans or city and county long range plans.

A complete copy of the draft forecasts has been included as an attachment and is available on the BCAG website –

<http://www.bcag.org/Planning/Socio-Economic-Data/Growth-Projections/index.html>

The forecasts have been prepared as the Camp Fire related impacts to population, housing, and employment are still being assessed. Therefore, the figures will be noted as provisional and updated upon the completion of the Camp Fire study and incorporated in the development of BCAG's 2024 RTP/SCS.

The forecasts will remain in draft form until adoption of the 2020 RTP/SCS, which is anticipated to occur in December 2020.

STAFF RECOMMENDATION: This item is presented for information.

Key staff: Brian Lasagna, Regional Analyst

Provisional Long-Term
Regional Growth Forecasts
2018 – 2040

Prepared by:
Butte County Association of Governments
September 2019



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 and Population 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.

The forecasts have been prepared as the Camp Fire related impacts to population, housing, and employment are still being assessed. Therefore, these figures are provisional. Concurrently, BCAG has undertaken an effort to better understand these impacts and the associated changes to planning assumptions resulting from the Camp Fire with the preparation of a Post-Camp Fire Regional Population and Transportation Study. It is anticipated the study will be completed in early 2021, at which time the regional forecasts will be revised.

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.

As stated above, the regional growth forecasts will be revised upon completion of the Post-Camp Fire Regional Population and Transportation Study and incorporated into the development of BCAG's 2024 RTP/SCS.

APPROACH

The growth forecasts presented in this document represent an update of the 2014-2040 forecasts developed during the 2014/15 fiscal year and include a revised methodology which considers the latest California Department of Finance (DOF) population projections and estimates, California Employment Development Department (EDD) job estimates, past housing production by the local jurisdictions, and preliminary housing unit loss and population re-distribution estimates resulting from the Camp Fire. As presented, the forecasts meet both state and federal transportation planning requirements.

REGIONAL FORECASTS

In comparison to the regional forecast prepared by BCAG in 2014, the 2018 forecast presents a significantly slower growth trend. Compound annual growth rates (CAGR) for the 2018 forecasts (2018-2040) range from 0.48% to 0.88% for housing, compared to the 1.17% to 1.57% CAGR prepared in 2014 (2014-2040). This represents a 50% decrease for the medium scenario.

As observed in BCAG's past forecasts, the City of Chico is expected to see the greatest growth in housing units, followed by the unincorporated areas of Butte County and the City of Oroville. As a temporary place holder, the Town of Paradise has been given a range of housing recovery, due to the Camp Fire, at 69% (low scenario) to 106% (high scenario). As previously mentioned, these figures will be updated upon completion of the Post-Camp Fire Regional Population and Transportation Study.

In terms of population, the cities of Chico and Oroville show a significant increase between 2018 and 2020 as a result of the re-distribution of people associated with the Camp Fire with this trend reversing into 2025. By the year 2030, Chico and Oroville are again gaining in population. In contrast, the Town of Paradise shows significant growth for the 2020-2025 period. The cities of Biggs and Gridley are each projected to increase by over 40% for the long-term planning period.

Employment exceeded forecasts prepared in 2014 with a job to housing unit ratio of 0.83 achieved for 2018, compared to the 0.78 projected ratio included in 2014. In 2020, this ratio continues to increase to 0.96 as a result of the housing loss associated with the Camp Fire. By the year 2030, the area returns to its historic ratio of 0.80 and this continues into the horizon year of 2040.

Table 1: Housing Forecasts 2018-2040

Low Scenario

Jurisdiction^	2018*	2020	2025	2030	2035	2040	Total Increase 2018-2040	Percent Increase 2018-2040	Compound Annual Growth Rate (CAGR) 2018-2040
Biggs	692	711	761	805	839	920	228	33%	1.30%
Chico	39,810	40,594	42,317	43,809	44,993	47,767	7,957	20%	0.83%
Gridley	2,517	2,593	2,799	2,978	3,120	3,453	936	37%	1.45%
Oroville	7,333	7,467	7,841	8,165	8,422	9,024	1,691	23%	0.95%
Paradise	13,091	1,856	5,035	7,000	8,038	8,994	-4,097	-31%	-1.69%
Unincorporated^^	35,910	33,256	35,333	36,916	38,029	40,232	4,322	12%	0.52%
Total County	99,353	86,477	94,087	99,673	103,442	110,391	11,038	11%	0.48%

Medium Scenario

Jurisdiction^	2018*	2020	2025	2030	2035	2040	Total Increase 2018-2040	Percent Increase 2018-2040	Compound Annual Growth Rate (CAGR) 2018-2040
Biggs	692	718	790	853	903	948	256	37%	1.44%
Chico	39,810	40,689	43,168	45,314	47,018	48,574	8,764	22%	0.91%
Gridley	2,517	2,622	2,920	3,177	3,381	3,567	1,050	42%	1.60%
Oroville	7,333	7,524	8,062	8,528	8,898	9,236	1,903	26%	1.05%
Paradise	13,091	1,916	6,490	9,318	10,811	11,347	-1,744	-13%	-0.65%
Unincorporated^^	35,910	33,460	36,449	38,726	40,328	41,563	5,653	16%	0.67%
Total County	99,353	86,929	97,879	105,916	111,339	115,235	15,882	16%	0.68%

High Scenario

Jurisdiction^	2018*	2020	2025	2030	2035	2040	Total Increase 2018-2040	Percent Increase 2018-2040	Compound Annual Growth Rate (CAGR) 2018-2040
Biggs	692	725	821	905	971	978	286	41%	1.59%
Chico	39,810	40,792	44,088	46,943	49,209	49,446	9,636	24%	0.99%
Gridley	2,517	2,654	3,049	3,391	3,663	3,692	1,175	47%	1.76%
Oroville	7,333	7,586	8,301	8,921	9,413	9,465	2,132	29%	1.17%
Paradise	13,091	1,980	8,064	11,824	13,809	13,891	800	6%	0.27%
Unincorporated^^	35,910	33,681	37,656	40,684	42,814	43,003	7,093	20%	0.82%
Total County	99,353	87,418	101,980	112,668	119,880	120,474	21,121	21%	0.88%

* Source: State of California, Department of Finance, E-5 Population and Housing Estimates for Cities, Counties and the State, 2010-2019, with 2010 Benchmark. Sacramento, California, May 2019.

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 Bell Muir/Chico Area, Doe Mill/Honey Run Specific Plan, Thermalito Afterbay, Biggs Area, and Gridley Area and includes shared growth (50%) of Thermalito, Southern Oroville and Eastern Oroville.

Table 2: Population Forecasts 2018-2040

Low Scenario

Jurisdiction^	2018*	2020	2025	2030	2035	2040	Total Increase 2018-2040	Percent Increase 2018-2040	Compound Annual Growth Rate (CAGR) 2018-2040
Biggs	1,894	2,103	2,148	2,221	2,303	2,519	625	33%	1.30%
Chico	92,861	111,631	105,472	104,133	105,550	111,421	18,560	20%	0.83%
Gridley	6,921	7,398	7,809	8,222	8,590	9,494	2,573	37%	1.45%
Oroville	18,091	21,934	20,757	20,552	20,904	22,264	4,173	23%	0.95%
Paradise	26,423	4,880	11,342	14,585	16,380	18,154	-8,269	-31%	-1.69%
Unincorporated^^	81,706	79,569	81,981	84,456	86,670	91,541	9,835	12%	0.52%
Total County	227,896	227,515	229,508	234,169	240,398	255,392	27,496	12%	0.52%

Medium Scenario

Jurisdiction^	2018*	2020	2025	2030	2035	2040	Total Increase 2018-2040	Percent Increase 2018-2040	Compound Annual Growth Rate (CAGR) 2018-2040
Biggs	1,894	2,123	2,230	2,354	2,477	2,595	701	37%	1.44%
Chico	92,861	111,892	107,593	107,712	110,301	113,303	20,442	22%	0.91%
Gridley	6,921	7,482	8,144	8,770	9,308	9,810	2,889	42%	1.60%
Oroville	18,091	22,102	21,342	21,466	22,086	22,785	4,694	26%	1.05%
Paradise	26,423	5,037	14,619	19,413	22,031	22,902	-3,521	-13%	-0.65%
Unincorporated^^	81,706	80,057	84,570	88,597	91,910	94,569	12,863	16%	0.67%
Total County	227,896	228,694	238,497	248,313	258,113	265,964	38,068	17%	0.70%

High Scenario

Jurisdiction^	2018*	2020	2025	2030	2035	2040	Total Increase 2018-2040	Percent Increase 2018-2040	Compound Annual Growth Rate (CAGR) 2018-2040
Biggs	1,894	2,145	2,318	2,498	2,665	2,677	783	41%	1.59%
Chico	92,861	112,174	109,886	111,583	115,440	115,338	22,477	24%	0.99%
Gridley	6,921	7,573	8,506	9,363	10,085	10,151	3,230	47%	1.76%
Oroville	18,091	22,283	21,976	22,455	23,364	23,350	5,259	29%	1.17%
Paradise	26,423	5,207	18,164	24,634	28,142	28,038	1,615	6%	0.27%
Unincorporated^^	81,706	80,585	87,370	93,077	97,576	97,844	16,138	20%	0.82%
Total County	227,896	229,968	248,219	263,610	277,271	277,397	49,501	22%	0.90%

* Source: State of California, Department of Finance, E-5 Population and Housing Estimates for Cities, Counties and the State, 2010-2019, with 2010 Benchmark. Sacramento, California, May 2019.

Notes:

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^^ Unincorporated Butte County figures exclude forecasted growth identified in the Butte County General Plan 2030 - Environmental Impact Report as Bell Muir/Chico Area, Doe Mill/Honey Run Specific Plan, Thermalito Afterbay, Biggs Area, and Gridley Area and includes shared growth (50%) of Thermalito, Southern Oroville and Eastern Oroville.

Table 3: Employment Forecasts 2018-2040

Low Scenario

Jurisdiction	2018*	2020	2025	2030	2035	2040	Total Increase 2018-2040	Percent Increase 2018-2040
Butte County	82,900	83,018	80,915	79,738	82,753	88,313	5,413	7%

Medium Scenario

Jurisdiction	2018*	2020	2025	2030	2035	2040	Total Increase 2018-2040	Percent Increase 2018-2040
Butte County	82,900	83,452	84,176	84,733	89,071	92,188	9,288	11%

High Scenario

Jurisdiction	2018*	2020	2025	2030	2035	2040	Total Increase 2018-2040	Percent Increase 2018-2040
Butte County	82,900	83,921	87,703	90,135	95,904	96,379	13,479	16%

Table 4: Jobs (Non-Farm) to Housing Unit Ratios 2018-2040

Factor	2018*	2020	2025	2030	2035	2040
Jobs/Housing Unit	0.83	0.96	0.86	0.80	0.80	0.80

* Source: State of California, Department of Finance, E-5 Population and Housing Estimates for Cities, Counties and the State, 2010-2019, with 2010 Benchmark. Sacramento, California, May 2019. California Employment Development Department, Industry Employment & Labor Force - by Annual Average, March 2018 Benchmark, for Butte County (Chico MSA).

FORECAST METHODOLOGY

BCAG has prepared the forecasts using professionally accepted methodologies for long-range forecasting. Utilizing a “top down” approach, long-term projections prepared by the DOF were consulted for Butte County and used to re-establish control totals for the region. Additionally, a variety of data sources, including input from local jurisdictions, were reviewed and inserted at the local jurisdiction level, therefore incorporating a “bottom up” approach. Adjustments were made to compensate for the re-distribution and re-population of the Camp Fire burn area. Forecasts were then allocated into five-year increments until the year 2040. Lastly, low, medium, and high scenarios were prepared for each forecasted category.

HOUSING

The latest DOF long range projections, as of January 2018, were analyzed for the period 2018-2040 for the Butte County region. These projections estimate that the Butte County region will add ~16,600 new housing units over the next 22 years. This information was used to establish the control total for BCAG’s medium forecast scenario.

BCAG then prepared an update of the 2014 BCAG growth forecasts utilizing 2018 base line data and the long-range forecasts from DOF. A base allocation of units at the jurisdictional level was built on each jurisdiction’s share of regional growth contained in the 2014-2040 forecasts and then balanced to historical building permit data for the 2000-2017 period. Appendix A provides details and assumptions regarding the county and jurisdiction level adjustments.

A Camp Fire adjustment was then incorporated into the methodology to account for the units lost (~14,500) within the burn area. An initial 75% re-build assumption (~10,900 units) was first applied to Town of Paradise and unincorporated portions of the burn area, followed by a secondary re-distribution of 20% (~2,900) units to all jurisdictions using the base allocation method.

The units developed at the jurisdictional level for the base allocation and Camp Fire adjustment were then combined resulting in regional Compound Annual Growth Rate (CAGR) of 0.68%. This information was used to represent the medium forecast scenario. The information was then reviewed by local agency planning staff.

Based on a 0.2 percent incremental change between the established high and medium scenarios, a low and high housing scenario were developed using a CAGR of 0.48% and 0.88%. This incremental change is identical to that included with the 2014 forecasts.

POPULATION

Population forecasts were prepared by applying the 2018 average persons per housing unit to the housing unit forecasts. This method allows for the capture of variations in household size for each jurisdiction. As with the housing unit forecasts, a Camp Fire adjustment was made. This adjustment incorporates 2019 post-Camp Fire person per housing unit numbers then assumes 2018 averages will be re-established by the year 2040.

EMPLOYMENT

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

Baseline 2018 and historical employment data was obtained from the California Employment Development Department (EDD) for the years 1999-2018. The EDD data provide 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 0.83 jobs per housing unit for the year 2018 and a ratio of 0.80 20-year (1999-2018) average.

The 20-year ratio was applied to the years 2035-2040 based on the long-term historical average. Year 2020 (0.82) and 2030 (0.81) represent a linear reduction of the 2018 average.

The ratios for year 2020 and 2025 are based on employment information from EDD which shows minimal job loss within the region as a result of the Camp Fire. These numbers, in conjunction with the regional housing losses, drive the ratio up to 0.96 for the 2020 period then return to 0.86 in 2025 as housing begins to rebound.

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 (Base Allocation)

	A	B	C
Jurisdiction	2014 Forecasts	Building Permit History (2000-2017)	2018 Forecasts
Biggs	2.0%	0.6%	1.3%
Chico	39.3%	50.7%	45.0%
Gridley	7.4%	3.5%	5.4%
Oroville	14.4%	4.9%	9.7%
Paradise	6.3%	5.0%	5.6%
Unincorporated	30.6%	35.3%	33.0%
Total County	100.0%	100.0%	100.0%

- A. Share of regional growth used in BCAG's 2014-2040 Long-Term Regional Growth Forecasts
- B. Share of regional growth based on each jurisdiction's building permit history for the 2000-2017 period
- C. Share of regional growth developed for BCAG's 2018-2040 Long-Term Regional Growth Forecasts. Formula $(A+B)/2=C$

Camp Fire Adjustment

	A	B		C	D	E	F	G	H	I
		<i>Base Allocation</i>		<i>Camp Fire Adjustment</i>						
Jurisdiction	Revised 2018 Housing Units (Jan. 1, 2018)*	Base Distribution of New Units	Base Housing Unit Growth	Estimated Housing Unit Loss (Burn Area)	75% HU Re-Build (Burn Area Only)	20% Remaining Distribution (All Jurisdictions)	Housing Unit Growth (Gross Total)	Housing Unit Growth (Net Total)	Year 2040 Housing Unit Totals	
Biggs	692	1.3%	217			38	255	255	947	
Chico	39,810	45.0%	7,474			1,304	8,779	8,779	48,589	
Gridley	2,517	5.4%	900			157	1,058	1,058	3,575	
Oroville	7,333	9.7%	1,604			280	1,884	1,884	9,217	
Paradise	13,091	5.6%	937	11,371	8,528	164	9,629	-1,742	11,349	
Unincorporated	35,910	33.0%	5,473	3,119	2,339	955	8,768	5,649	41,559	
Total	99,353	100.00%	16,606	14,490	10,868	2,898	30,372	15,882	115,235	

* DOF E-5 City/County Population and Housing Estimates - January 1, 2018 (Updated May 2019)

- A. Year 2018 housing unit total by jurisdiction from DOF E-5 report (May 2019)
- B. Base distribution of units by jurisdictions based on historical housing production and 2014 BCAG forecasts
- C. Base housing unit growth of estimated units over 22-year planning period (2018-2040)

- D. Estimated unit loss in Camp Fire burn area by jurisdiction (source: DOF E-5 report May 2019)
- E. Camp Fire - 75% housing unit re-build applied to burn area jurisdictions
- F. Camp Fire - 20% housing unit re-distribution to all jurisdictions
- G. Gross total of housing units by jurisdiction over 22-year planning period
- H. Net total of housing units by jurisdiction over 22-year planning period
- I. Total housing units by jurisdiction for year 2040

Population Assumptions

Persons Per Housing Unit by Year

Jurisdiction	Average Persons Per Housing Unit					
	2018*	2020	2025	2030	2035	2040
Biggs	2.74	2.96	2.82	2.76	2.74	2.74
Chico	2.33	2.75	2.49	2.38	2.35	2.33
Gridley	2.75	2.85	2.79	2.76	2.75	2.75
Oroville	2.47	2.94	2.65	2.52	2.48	2.47
Paradise	2.02	2.63	2.25	2.08	2.04	2.02
Unincorporated	2.28	2.39	2.32	2.29	2.28	2.28
Total County	2.29	2.63	2.44	2.34	2.29	2.29

* DOF E-5 City/County Population and Housing Estimates -January 1, 2018 (Updated May 2019)

Countywide Population Forecast Comparison to DOF Estimates

	A	B	C
Year	DOF	BCAG	Meets State Requirement
2018	227,804	227,896	-
2020	230,701	228,694	YES
2025	238,538	238,497	YES
2030	247,331	248,313	YES
2035	256,034	258,113	YES
2040	263,634	265,964	YES

- A. Population projections prepared by Demographic Research Unit, California Department of Finance, January 2018
- B. BCAG Provisional Long-Term Regional Growth Forecasts 2018-2040
- 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

BUTTE COUNTY ASSOCIATION
OF GOVERNMENTS



BOARD OF DIRECTORS MEETING
ITEM #6



BCAG BOARD OF DIRECTORS

Item # 6 Information

October 24, 2019

BCAG STRATEGIC PARTNERSHIPS TRANSIT GRANT APPLICATION

PREPARED BY: Sara Cain, Associate Senior Planner

ISSUE: BCAG has submitted an application for the FY 2020-21 California Department of Transportation (Caltrans) Strategic Partnerships Transit Grant Application for the Chico to Sacramento Inter-City Transit Strategic Plan.

DISCUSSION:

The Caltrans Strategic Partnership Transit Program funds multimodal planning studies with a focus on transit, in partnership with Caltrans, of regional, interregional and statewide significance. Approximately \$3 million is available for MPOs/RTPAs for FY 2020-21. Successful projects are expected to be announced by Caltrans in spring 2020. BCAG has requested \$243,457 in Federal Transit Administration (FTA) Section 5304 funds to identify solutions to consolidate Butte Regional Transit (B-Line) and the San Joaquin Joint Powers Authority's (SJJPA) bus and rail services from Butte County to Sacramento County.

Background

The proposed study is the result of formal planning efforts including the previous development of the Butte County Inter-City Commuter Bus Feasibility Study in 2014 evaluating the viability of a daily commuter bus service between Chico and Sacramento. The study estimated approximately 70-80 daily one-way passenger trips and 50-60 daily round trips between Chico and Sacramento. Based on these estimates, the proposed commuter service would generate an approximate 40% farebox recovery ratio.

At the August 24, 2017 BCAG Board of Directors meeting, staff received direction from the Board to identify possible funding programs that could support implementation of the inter-city commuter bus service. In 2018, BCAG applied for the Caltrans Transit and Intercity Rail Capital Program (TIRCP) to purchase Renewable Diesel/Hybrid MCI Coaches to implement the service between Chico and Sacramento. Operating funds for the service would have been obtained from the Caltrans Low Carbon Transit Operations Program (LCTOP) over a five-year period. BCAG was not successful in receiving the requested TIRCP capital funds.

Strategic Partnerships Transit Grant Application

BCAG staff met with SJJPA to discuss partnering on the Chico to Sacramento commuter service. SJJPA indicated an interest in providing operating funds for B-Line to operate the service that also serves the San Joaquin rail stations in Sacramento. SJJPA's 2019 Business Plan identified the BCAG-SJJPA partnership as an opportunity to incorporate a portion of the Thruway Bus Route 3 (between Chico and Stockton) into intercity bus service between Chico and Sacramento.

The proposed Chico to Sacramento Inter-City Transit Strategic Plan will analyze routing and timing plans, operating and capital costs, fare structure, park and ride opportunities in disadvantaged communities, number and type of buses required, and develop a marketing plan to integrate the B-Line the San Joaquin Rail systems. BCAG will prepare the study in partnership with Caltrans and SJJPA.

There currently exists no transit service to meet the needs of riders between Chico and Sacramento. The contemplated service will reduce greenhouse gas emissions, vehicle miles traveled, provide additional park and ride facilities to accommodate commuters and enhance multi-modal safety in disadvantaged communities. The study will also fulfill long-standing requests made by the public as part of the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) and Unmet Transit Needs process to provide a commuter service between Chico and Sacramento. If funded, the study will be included in BCAG's FY 2020-21 Overall Work Plan.

STAFF RECOMMENDATION: This item is presented for information only.

Key Staff: Sara Cain, Associate Senior Planner
Jon Clark, Executive Director
Andy Newsum, Deputy Director

BUTTE COUNTY ASSOCIATION
OF GOVERNMENTS



BOARD OF DIRECTORS MEETING
ITEM #7



BCAG BOARD OF DIRECTORS

Item # 7 Information

October 24, 2019

UPDATE ON BCAG POST CAMP FIRE REGIONAL POPULATION & TRANSPORTATION STUDY

PREPARED BY: Sara Cain, Associate Senior Planner

ISSUE: BCAG is preparing the Post Camp Fire Regional Population & Transportation Study to analyze regional population, housing, employment, and traffic patterns for pre- and post-Camp Fire (November 2018) time periods.

DISCUSSION: BCAG received funding from Caltrans to prepare the Post Camp Fire Regional Population & Transportation Study which began August 2019. The study will also update BCAG's Transit and Non-Motorized Plan (2012) and inform the 2024 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) and various land use, transportation, and housing plans and projects beyond the best available data used in the development of the 2020 RTP/SCS. In April 2019, BCAG released a Request for Proposals (RFP) seeking proposals from qualified consultants to assist in the development of the study. Proposals were received by Fehr & Peers and Cambridge Systematics. After an evaluation process, BCAG selected Fehr & Peers to lead the study. The study will be complete by June 2021.

BCAG identified its Technical Advisory Committee (TAC) and Planning Directors Group (PDG) to form the Project Development Team (PDT) to ensure valuable feedback, ideas, and concerns are shared as the plan is developed. The project was presented to the TAC at the September 5, 2019 meeting and PDG at the September 26, 2019 meeting.

The first PDT meeting was held on October 8, 2019 and discussed project goals, PDT role, and the Data Collection Plan. The Data Collection Plan focuses on comparing travel behavior before and after the Camp Fire, the use of transit specifically, overall travel in general, and the potential to integrate new mobility options into the update of the Transit and Non-Motorized Plan. The project team shared that traffic counts and on-board transit surveys (available in English, Spanish, and Hmong) will be collected at the end of October and discussed proposed count locations and venues for pop-up events to obtain feedback from the public.

After traffic counts, on-board transit surveys, and initial outreach events are complete, the consultant team will summarize the results in a memorandum on Pre- and Post-Camp Fire Conditions. Residential household, business information (location, firm, size, firm name, industry type, small business, estimated revenue, tenure), and travel patterns

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October 24, 2019

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based on cellular data (according to census tract) will be included in the memorandum. A literature review of recovery activity across the country will be incorporated with specific focus on the type of recovery, recovery time, and similarities between the regions. The memorandum will be complete mid-2020.

As the Pre- and Post-Camp Fire Conditions memorandum is developed, the consultant team will begin population and vehicle travel forecasts for 2030 and 2040 and Transit and Non-Motorized Plan Update. The 2024 RTP/SCS Integration and Next Steps and the final document summarizing major deliverables will begin early 2021. Outreach events will occur throughout the plan development. The project schedule is attached. BCAG staff will continue to inform the BCAG Board as the study is developed.

STAFF RECOMMENDATION: This item is presented for information only.

Key Staff: Sara Cain, Associate Senior Planner
Brian Lasagna, Regional Analyst
Jon Clark, Executive Director
Andy Newsum, Deputy Director

**California Department of Transportation Transportation Planning Grants
Fiscal Year 2019-20
PROJECT SCHEDULE**

POST CAMP FIRE REGIONAL POPULATION & TRANSPORTATION			Fiscal Year 2019/20												FY 2020/21												FY 2021/22												Deliverable	
Task Number	Responsible Party		July	August	September	October	November	December	January	February	March	April	May	June	July	August	September	October	November	December	January	February	March	April	May	June	July	August	September	October	November	December	January	February	March	April	May	June		
1	Project Management																																							
1.1	PM, Oversight, & Grant Admin	BCAG																																					Quarterly reports, progress reports, final reports, and invoices to Caltrans	
2	Project Initiation																																							
2.1	Internal Project Kick Off Meeting	BCAG																																					Sign in sheet agenda and meeting notes	
2.2	Request for Proposals	BCAG																																					RFP document	
2.3	Fehr & Peers Interviews and Selection	BCAG																																					Copy of executed contract with Fehr & Peers and detailed project delivery schedule	
2.4	Kick-off Meeting	Fehr & Peers																																					Kick-off meeting agenda and meeting minutes	
2.5	Administrative Coordination	Fehr & Peers																																					Monthly progress reports	
3	Public Outreach																																							
3.1	Project Development Team	BCAG																																					PDT Member List	
3.2	Public Participation Process	Fehr & Peers																																					Presentations and public outreach materials	
3.3	Surveys	Fehr & Peers																																					Raw survey data and memorandum with summarized results including public workshop input	
4	Identify and Assess Pre and Post-Camp Fire Conditions																																							
4.1	Data Collection	Fehr & Peers																																					Memorandum describing collected data	
4.2	Data Analysis	Fehr & Peers																																					Memorandum describing analysis of data	
4.3	Report of Pre and Post-Camp Fire Conditions	Fehr & Peers																																					Report of Pre and Post Camp Fire Conditions	
5	Prepare Population and Vehicle Travel Forecasts for 2030 and 2040																																							
5.1	Population and Vehicle Travel Scenarios	Fehr & Peers																																					Scenarios of population & vehicle travel for 2030 and 2040	
5.2	Report of Population and Vehicle Travel Scenarios	Fehr & Peers																																						Report of Population and Vehicle Travel Scenarios
6	Butte County Transit and Non-Motorized Plan Update																																							
6.1	Transit Ridership Data Collection	Fehr & Peers																																					Existing Conditions (post-Camp Fire) Memo	
6.2	Existing Conditions	Fehr & Peers																																					Service Plan Framework Memo	
6.3	Service Planning Framework	Fehr & Peers																																					Updated Butte County Transit and Non-Motorized Plan (draft and final)	
6.4	Transit Service Planning	Fehr & Peers																																						
6.5	Active Transportation Planning	Fehr & Peers																																						
6.6	Documentation	Fehr & Peers																																						
7	2024 RTP/SCS Integration and Next Steps																																							
7.1	Project Integration	Fehr & Peers																																					Memorandum on methodology for 2024 RTP/SCS integration and next steps for implementation	
8	Post Camp Fire Regional Population & Transportation Study																																							
8.1	Draft Document	Fehr & Peers																																					Draft Study Document	
8.2	Final Document	Fehr & Peers																																					Final Study Document	

Note: Tasks 6.4 and later are contingent on Tasks 3 through 5.2

BUTTE COUNTY ASSOCIATION
OF GOVERNMENTS



BOARD OF DIRECTORS MEETING
ITEM #8



BCAG BOARD OF DIRECTORS

Item #8 Information

October 24, 2019

GOVERNOR NEWSOM SIGNS EXECUTIVE ORDER N-19-19 ALIGNING TRANSPORTATION FUNDING WITH CLIMATE GOALS

PREPARED BY: Jon Clark, Executive Director

ISSUE: Governor Newsom signed Executive Order N-19-19 on September 20, 2019 which immediately redirects California's transportation funding (*including new SB 1 gas tax revenues*) to projects and programs that are intended to reduce greenhouse gas emissions (GHG) and mitigate the impacts of climate change.

DISCUSSION: Executive Order N-19-19 will affect the state transportation funding programs currently under the authority of the California Transportation Commission (CTC) and Caltrans (*see Executive Order N-19-19 attached*).

As outlined in the Executive Order, California has established ambitious climate goals including: *reducing greenhouse gas emissions 40 percent below 1990 levels by 2030; providing 100 percent of the state's electricity from clean energy sources by 2045; reducing methane emissions and hydrofluorocarbon gases by 40 percent; and adding five million zero-emission vehicles to California's roads by 2030.*

To address transportation sources which contribute approximately half of the GHG emissions, California enacted SB 375 in 2009 which requires Metropolitan Planning Organizations (MPOs) like BCAG to prepare and adopt a Sustainable communities Strategy (SCS) as part of their Regional Transportation Plans (RTPs). The SCS includes greenhouse gas emission reduction targets established by the California Air Resources Board (CARB), and MPOs must show plans and/or projects that lead to the reduction of GHG emissions in their regions.

While California has made progress towards lowering GHG emissions, the Governor believes that in order to achieve the overall climate goals that have been established for the state and the transportation sector, more funding and a stronger shift towards funding alternative transportation projects such as transit, rail and bike/ pedestrian is necessary to meet emission reduction goals.

Key provisions in Executive Order N-19-19 include:

- Developing a framework for investing the states various investment and pension funds to in carbon-neutral, carbon-negative, climate resilient, and clean energy technologies;

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- Directing the California State Transportation Agency (CalSTA) to leverage the more than \$5 billion in annual state transportation spending for construction, operations, and maintenance to programs and projects that will reduce VMT through innovative strategies that encourage people to shift from cars to other modes of transportation;
- Directing the Department of General Services to manage the state's physical assets (buildings, vehicle fleets, etc) through methods that will reduce the state governments carbon footprint;
- And, directing the California Air Resources Board to accelerate progress on the state's goal of achieving 5 million zero emission vehicle sales by 2030 through new incentives and/or through strengthening new regulations to achieve the necessary GHG reductions from the transportation sector.

To implement this new policy direction, the Governor has already appointed new officials with a background in alternative transportation to key positions in the state transportation programs including David Kim, Secretary to CalSTA, Toks Omishakin, Director of Caltrans, and two new commissioners to the California Transportation Commission.

How will this affect BCAG?

CalSTA's direction to leverage funds for projects that decrease VMT and reduce greenhouse gas emissions could limit funding toward highway widening projects in the future, such as State Route 70.

While funding for capacity and other highway improvements are uncertain, BCAG is already working to meet the EO goals:

- BCAG has received funds to purchase a zero-emission battery electric bus and charging equipment, meeting the Executive Order's goal to promote zero-emission vehicles;
- BCAG is currently updating its Transit and Non-Motorized Plan which will identify innovative solutions to reduce vehicle miles traveled and encourage people to use alternative modes of transportation;
- BCAG has submitted an application for Caltrans' Strategic Partnership Transit Grant Program for the Chico to Sacramento Inter-City Transit Strategic Plan. The plan would identify solutions to provide a regionally significant transit connection from Butte County to Sacramento County by integrating B-Line and the San Joaquin Joint Powers Authority's bus and rail services.

Staff will provide updates regarding any changes to transportation planning, programming and funding programs as they occur.

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STAFF RECOMMENDATION: This item is presented for information.

Key Staff: Jon Clark, Executive Director
 Andy Newsum, Deputy Director
 Ivan Garcia, Programming Specialist
 Sara Cain, Associate Senior Planner
 Brian Lasagna, Regional Analyst

EXECUTIVE DEPARTMENT
STATE OF CALIFORNIA

EXECUTIVE ORDER N-19-19

WHEREAS California is proof that a bold climate agenda is good for the economy, for workers, for health and for our future, as evidenced by our state having achieved record economic growth while reaching some of the strongest climate goals in the world; and

WHEREAS in the face of inaction on climate change from the federal government, California is a global leader in climate change mitigation efforts through bold climate goals and actions, as well as leadership in the US Climate Alliance and Under2 Coalition, using the state's power as the fifth largest economy in the world to drive positive action; and

WHEREAS California has ambitious and essential climate goals to transition to a healthier, more sustainable and more inclusive economy, including: reducing greenhouse gas emissions 40 percent below 1990 levels by 2030; providing 100 percent of the state's electricity from clean energy sources by 2045; reducing methane emissions and hydrofluorocarbon gases by 40 percent; and adding five million zero-emission vehicles to California's roads by 2030; and

WHEREAS California has made substantial, measurable progress on many of the goals enumerated above, but in recent years, direct tailpipe emission from cars, ships, diesel trains, airplanes, and other transportation sources have remained a stubborn driver of greenhouse gas emissions, totaling 40.1 percent of all greenhouse gas emissions statewide; and

WHEREAS the California Air Resources Board has a fifty-year history of leading the globe in addressing harmful pollution through innovative air pollution control standards, including the nation's first NOx emissions standards for motor vehicles; and

WHEREAS California's renewable energy targets have spurred innovation and private investment in new technologies with California leading the nation in clean technology patents and bringing in more than 50 percent of all clean energy investment in the nation; and

WHEREAS the state has made significant progress in lowering greenhouse gas emissions and mitigating climate risk in California's own state government operations and public schools; and

WHEREAS achieving California's climate goals will require concerted commitment and partnership by government, the private sector, and California residents.

NOW, THEREFORE, I, GAVIN NEWSOM, Governor of the State of California, by virtue of the power and authority vested in me by the Constitution and the statutes of the State of California, do hereby issue the following Order to become effective immediately to require that every aspect of state government redouble its efforts to reduce greenhouse gas emissions and mitigate the impacts of climate change while building a sustainable, inclusive economy.

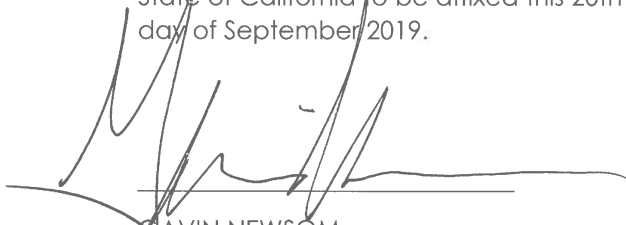
1. To leverage the state's \$700 billion investment portfolio to advance California's climate leadership, protect taxpayers, and support the creation of high-road jobs, the Department of Finance shall create a Climate Investment Framework.
 - a. The Framework shall include a proactive investment strategy for the state's pension funds that reflects the increased risks to the economy and physical environment due to climate change.
 - b. The Framework shall provide the timeline and criteria to shift investments to companies and industry sectors that have greater growth potential based on their focus of reducing carbon emissions and adapting to the impacts of climate change, including but not limited to investments in carbon-neutral, carbon-negative, climate resilient, and clean energy technologies.
 - c. The Framework shall align with the fiduciary responsibilities of the California Public Employees' Retirement System, California State Teachers' Retirement System and the University of California Retirement Program.
 - d. The Department of Finance shall consult with the Governor's Office of Planning and Research, and the California Department of Human Resources on the Framework.
2. The State Transportation Agency shall leverage the more than \$5 billion in annual state transportation spending for construction, operations, and maintenance to help reverse the trend of increased fuel consumption and reduce greenhouse gas emissions associated with the transportation sector. To accomplish this, the State Transportation Agency, in consultation with the Department of Finance, shall:
 - a. Align the state's climate goals with transportation spending on planning, programming and mitigation to achieve the objectives of the state's Climate Change Scoping Plan, where feasible,
 - b. Reduce vehicle miles traveled by strategically directing discretionary transportation investments in support of housing production near available jobs and in accordance with the state's smart growth principles, as defined in Government Code section 65041.1, and taking public health into account,

- c. Reduce congestion through innovative strategies designed to encourage people to shift from cars to other modes of transportation,
 - d. Fund transportation options that contribute to the overall health of Californians and reduce greenhouse gas emissions, such as transit, walking, biking and other active modes, and
 - e. Mitigate increases in transportation costs for lower income Californians.
3. The Department of General Services shall leverage its management and ownership of the state's 19 million square feet in managed buildings, 51,000 vehicles and other physical assets and goods to minimize state government's carbon footprint. To accomplish this, the Department of General Services shall:
 - a. Maximize reduction of greenhouse gas emissions, including harmful diesel emissions, from the state fleet,
 - b. Develop and implement sustainable purchasing policies across state agencies that prioritize the purchase of environmentally preferable goods such as more sustainable food and recycled materials, consistent with state climate policies,
 - c. Reduce greenhouse gas emissions and mitigate climate risk from the state's owned and future-leased buildings,
 - d. Manage energy demand to maximize benefits to the grid, and
 - e. Promote zero-emission vehicle purchasing in state and local government fleets.
4. To accelerate progress towards California's goal of five million zero emissions vehicles sales by 2030, the California Air Resources Board shall:
 - a. Develop new criteria for clean vehicle incentive programs to encourage manufacturers to produce clean, affordable cars,
 - b. Propose new strategies to increase demand in the primary and secondary markets for zero emissions vehicles, and
 - c. Consider strengthening existing or adopting new regulations to achieve the necessary greenhouse gas reductions from within the transportation sector.

IT IS FURTHER ORDERED that as soon as hereafter possible, this Order shall be filed with the Office of the Secretary of State and that widespread publicity and notice shall be given to this Order.

This Order is not intended to, and does not, create any rights or benefits, substantive or procedural, enforceable at law or in equity, against the State of California, its departments, agencies, or other entities, its officers or employees, or any other person.

IN WITNESS WHEREOF I have hereunto set my hand and caused the Great Seal of the State of California to be affixed this 20th day of September 2019.

A handwritten signature in black ink, appearing to read 'Gavin Newsom', written over a horizontal line.

GAVIN NEWSOM
Governor of California

ATTEST:

ALEX PADILLA
Secretary of State