

**BUTTE COUNTY ASSOCIATION
OF GOVERNMENTS**



**BOARD OF DIRECTORS MEETING
DECEMBER 10, 2020**

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

December 10, 2020
9:00 a.m.



BCAG Conference Room

326 Huss Drive, Suite 150
Chico, CA 95928

BCAG BOARD MEETING LIVE [Zoom Link](#)

Due to the COVID-19 Pandemic, this meeting is being held remotely.

Members of the public may view and participate in the meeting through the following Zoom link:

Zoom Meeting ID: 834 8692 1273 Password: None
To join the meeting by phone: 1-669-900-6833

1. Pledge of Allegiance
2. Roll Call

CONSENT AGENDA

3. Approval of Minutes from the October 22, 2020 BCAG Board of Directors Meeting (Attachment) – **Victoria**
4. Approval for Rejection of BCAG Tort Claims (Attachment) - **Cheryl**

ITEMS REMOVED FROM CONSENT AGENDA – *If Any*

ITEMS FOR ACTION

5. Approval of 2020 BCAG Regional Housing Needs Plan (Attachment) – **Chris**
6. Public Hearing and Approval of 2020 Regional Transportation Plan (RTP) & Sustainable Communities Strategy (SCS) and Certification of the Final Supplemental Environmental Impact Report (Attachment) - **Ivan**

ITEMS FOR INFORMATION

7. Regional Early Action Planning (REAP) Grant Funds – Summary of Recommended Sub Allocation Projects (Attachment) – **Chris**
8. Congestion Mitigation and Air Quality Program (CMAQ) and Highway Improvement Program - Draft Staff Recommendations (Attachment) - **Ivan**
9. Butte Regional Transit 1st Quarter 2020/21 Progress Report (Attachment) – **Jim**
10. 2021 Board meeting dates (Attachment) - **Jon**

ITEMS FROM THE FLOOR

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

ADJOURN TO CLOSED SESSION **(Item will be sent separately)**

12. Public Employee Annual Evaluation – (Government Code 54957)
Executive Director

ADJOURNMENT

13. The next meeting of the BCAG Board of Directors has been scheduled for Thursday January 28, 2021, **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

<p>DRAFT MEETING MINUTES OF THE BUTTE COUNTY ASSOCIATION OF GOVERNMENTS OCTOBER 22, 2020</p>

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 Conference Room, 326 Huss Drive, Suite 150, Chico CA.

MEMBERS PRESENT IN PERSON

Bill Connelly	Supervisor	District 1
Jody Jones	Councilmember	Town of Paradise
Doug Teeter	Supervisor	District 5
Angela Thompson	Councilmember	City of Biggs

MEMBERS PRESENT REMOTELY

Randall Stone	Mayor	City of Chico
Tami Ritter	Supervisor	District 3
Debra Lucero (9:20 AM)	Supervisor	District 2
Steve Lambert	Supervisor	District 4

MEMBERS ABSENT

Chuck Reynolds	Mayor	City of Oroville
Quintin Crye	Councilmember	City of Gridley
Bruce Johnson	Board Alternate	City of Gridley
John Busch	Board Alternate	City of Biggs

STAFF PRESENT

Jon Clark	Executive Director
Victoria Proctor	Administrative Assistant
Brian Lasagna	Regional Analyst
Sara Cain	Associate Senior Planner
Cheryl Massae	Human Resources Manager
Ivan Garcia	Transportation Programming Specialist
Jim Peplow	Senior Transit Planner

OTHERS PRESENT

Lance Atencio	Transit General Manager
Andrea Howard	Place Works
Kari Zajac	Rincon Consultants

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October 22, 2020

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

CONSENT AGENDA

- 3. Approval of Minutes from the September 23, 2020 BCAG Board of Directors Meeting**

On motion by Board member Connelly and seconded by Board member Teeter and Board member Thompson, the consent agenda was unanimously approved.

ITEMS FOR ACTION

- 4. Approval of Final Allocation Methodology for the 2020 Regional Housing Needs Update**
- 5. Approval of Resolution 2020/21-05 for Allocation of Regional Early Action Planning (REAP) Grant Funds**
- 6. Approval of 2020/21 Unmet Transit Needs Assessment and Findings**
- 7. Authorize Executive Director to Negotiate and Execute Agreement for BC/BERT Operations Facility Electric Vehicle Underground Charging Infrastructure.**

ITEMS FOR ACTION

4: Approval of Final Allocation Methodology for the 2020 Regional Housing Needs Update

Staff updated the Board on the continued development of the Regional Housing Needs Plan which is scheduled for adoption in December of this year. Staff informed the Board that before adoption of the RHNP, the final allocation methodology must be approved.

The consulting firm of Place Works joined the Board meeting and provided an in-depth analysis of the updated methodology.

Following completion of the presentation and general conversation between the Board and staff, Board member Connelly moved for approval of this item with a second by Board member Ritter. The item was approved by unanimous vote.

5: Approval of Resolution 2020/21-05 for Allocation of Regional Early Action Planning (REAP) Grant Funds

Staff reminded the Board of a resolution that was approved at the February 2020 Board meeting allowing a 25% “Advance allocation” in Regional Early Action Planning (REAP) grant funds, and that a new resolution must be approved to receive the remaining 75% of the funding allocation.

BCAG will use a portion of the funds for RHNP development with the rest of the funding

going to five projects within the member jurisdictions.

Staff requested the Board accept the proposed funding request to allow time to prepare for approval at the December Board meeting. There was general discussion whether staff would bring in other agencies to aide in this project or whether the project would include only the jurisdictions. Board member Connelly commented on the importance of Project #2 included in the agenda item.

Board member Ritter moved approval of the item, seconded by Board member Lucero. The item was unanimously approved.

6. Approval of 2020/21 Unmet Transit Needs Assessment and Findings

Staff presented the Board with the required annual Unmet Transit Needs Assessment. Following the required thirty (30) day public noticing period, all comments received from the public regarding any perceived unmet transit needs were compiled into the draft Unmet Transit Needs Assessment and reviewed with the Social Service Transit Advisory Council (SSTAC). The SSTAC approved the Assessment and recommended that “there are no unmet transit needs that are reasonable to meet”.

There was discussion regarding rider dependency in the Oroville area, how rider population is determined, and how this factors into the analysis of what defines an “unmet need that is reasonable to meet.”

Board member Connelly motioned for approval with a second by Board member Teeter. The item was unanimously approved.

7. Authorize Executive Director to Negotiate and Execute Agreement for BCAG/BRT Operations Facility Electric Vehicle Underground Charging Infrastructure.

Staff informed the Board of the state’s 2018 proposed goal to move public transit into a 100% zero emission fleet by 2040. Staff described the need to install underground electric charging infrastructure as means of advancing forward in achieving that goal. A Design Build Request for Proposals was released on October 27th, 2020, with submittals due on December 2, 2020. Following proposal submittal, staff will do a review and determine which firm is the best to move forward with.

Staff informed the Board that funds have been budgeted in the 2020/21 Overall Work Program for the development and construction of the project Design and development for this project is expected to begin in the second quarter of 2021.

There was general discussion between the Board and staff regarding the interest in hiring a consulting firm to complete both the design of the project as well as the construction. Staff replied that the project is not complicated and somewhat small in size yet does have some characteristics unique to the Butte Regional Operations Center

property. There were also questions regarding the technology and its relevancy to the development of future technologies around electric vehicle charging. Staff reassured the Board the installed infrastructure would be developed with this in mind and required changes should be accommodated with minimal effort.

Board member Connelly called for a motion which was seconded by Board member Ritter. The item passed unanimously.

ITEMS FOR INFORMATION

8. Draft 2020 Regional Transportation Plan (RTP)/ Sustainable Communities Strategy (SCS) & Supplemental Environmental Impact Report Public Review Period and Workshop.

Staff informed the Board of BCAG's role as a state designated Regional Transportation Planning Agency (RTPA), and federally designated Metropolitan Transportation Planning Organization (MPO) and the requirement to update the RTP/SCS every four years. The draft 2020 RTP/SCS is complete, has been circulated for review and has been presented at public workshops for review and comments. The draft 2020 RTP/SCS is available at the Chico and Oroville Libraries and is on the BCAG website.

All required attachments are included within the RTP/SCS document including Policy, Action, Financial elements, the Air Quality Conformity Analysis and Determination, and the Environmental Impact report. All documents were developed and coordinated according to required preparation guideline and criteria. The Notice of Availability has been placed in public newspapers and social media sites to provide for public participation and comment.

The Board was also notified that due to COVID-19, the next public workshop would be held virtually on November 5th, 2020 from 4:00pm to 6:00pm.

Staff requested the Board to open a public hearing to solicit comments on the prepared documents. There were no comments or questions from the public or from the Board.

The final draft 2020 RTP/SCS would be presented to the Board at the December 2020 meeting for adoption.

9. Draft 2020 Regional Housing Needs Plan.

BCAG is required to update the Regional Housing Needs Plan (RHNP) every 8 years and the 2020 RHNP has been completed. This item will come before the Board for adoption at the December BCAG Board meeting.

The draft document contains the final methodology discussed in Item 4 and has met the State of California's requirements. Staff informed the Board that the RHNP is under a 45

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- day review period conducted by the BCAG member jurisdictions. After the 45 - day review period has ended, a public hearing will be held with a final adoption vote. Changes recommended to the RHNP as a result of public review will be completed before December 10th.

ITEMS FROM THE FLOOR

There were no items from the floor.

ADJOURNMENT

With no further items to discuss, the BCAG Board meeting adjourned at 9:40 AM.

Attest:

Jon Clark, Executive Director

Mia Herhusky, 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

December 10, 2020

APPROVAL FOR REJECTION OF BCAG TORT CLAIMS

PREPARED BY: Cheryl Massae, Human Resources Manager

ISSUE: Rejection of Tort Claims

DISCUSSION: BCAG has received three tort claims regarding Highway 99 and Neal Road:

1. Liability Claim of Cassandra Ortiz
Date of Loss: June 10, 2020
Date Filed: November 30, 2020
Recommended Action: Reject Claim Entirely
2. Liability Claim of Cassandra Ortiz
Date of Loss: June 10, 2020
Date Filed: November 30, 2020
Recommended Action: Reject Claim Entirely
3. Liability Claim of Ariel de Jesus ("Jessie") Ortiz
Date of Loss: June 10, 2020
Date Filed: November 30, 2020
Recommended Action: Reject Claim Entirely

These three claims are attached for the BCAG Board to review.

STAFF RECOMMENDATION: Staff is requesting the BCAG Board of Directors authorize staff to reject the tort claims pursuant to Government Code Section 913 and provide notice thereof.

Key Staff: Jon Clark, Executive Director
Cheryl Massae, Human Resources Manager
Greg Einhorn, BCAG Legal Counsel

BUTTE COUNTY ASSOCIATION
OF GOVERNMENTS



BOARD OF DIRECTORS MEETING
ITEM #5



BCAG BOARD OF DIRECTORS

Item #5 Action

December 10, 2020

APPROVAL OF 2020 BCAG REGIONAL HOUSING NEEDS PLAN

PREPARED BY: Chris Devine, Planning Manager

ISSUE: BCAG is required to update its Regional Housing Needs Plan (RHNP) every 8 years. The last update was completed in 2012. BCAG staff has completed the 2020 update of the RHNP and is requesting BCAG Board of Directors approval.

DISCUSSION: At the October 22, 2020 BCAG Board of Directors meeting, the Board approved the final allocation methodology for the 2020 update of the BCAG RHNP and reviewed the draft RHNP document. This initiated a final 45-day review period of the draft plan, which closed on December 6, 2020. BCAG staff received no further comments on the draft RHNP during this period, thus BCAG staff is recommending the Board approve the final 2020 RHNP which remains fundamentally unchanged from the draft reviewed with the Board in October 2020. The final 2020 RHNP can be viewed on the BCAG website at:

http://www.bcag.org/documents/planning/RHNP/2020%20RHNP/BCAG_6thCycleRHNP_11.30.20_FINAL.pdf.

Background

California Government Code Section 65584 requires BCAG to prepare a RHNP covering all jurisdictions in Butte County. The RHNP indicates how Butte County's regional housing need, as stipulated by the California Department of Housing and Community Development (HCD), is to be allocated on a "fair share" basis among the municipalities and the unincorporated County. Each jurisdiction must then use its regional "fair share" allocation as the basis for updating the Housing Element of its General Plan.

While the preparation of the RHNP is a State requirement, the RHNP is an important component that allows BCAG to fulfill its federal requirements as Butte County's Metropolitan Planning Organization (MPO). The RHNP is a key input into BCAG's regional transportation model, its Regional Transportation Plan (RTP), and its Sustainable Communities Strategy (SCS). Housing is also one of the primary data sets used in building the transportation model's current and future land use scenarios, and in preparing BCAG's federal-required air quality conformity determinations.

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BCAG staff has coordinated with member jurisdiction planning staff (through the Planning Directors Group meetings) and key stakeholder groups to complete the 2020 update of the BCAG RHNP. The primary steps included:

- Early May 2020: Using the methodology from the 2012 RHNP update as a base, new and updated data and factors to be considered in the methodology were gathered and reviewed by the Planning Directors Group (BCAG member jurisdiction planning staff).
- Late May: Based on input from the Planning Directors Group (and later BCAG Board of Directors), a stakeholder contact list was developed and a virtual public workshop was held to receive additional input regarding the preliminary data and factors to be considered in the allocation methodology.
- Early June: A press release was circulated via local media soliciting further input on the development of the 2020 RHNP update.
- Late June: A member jurisdiction survey was conducted as required by state law to solicit further input regarding data and factors to be considered in the allocation methodology. This information was shared with the BCAG Board of Directors, stakeholder group and posted to the project website.
- Early July: A draft allocation methodology “tool” was developed in the form of an Excel spreadsheet that allowed users to run different scenarios based on the different weighting of factors to see how they affected the allocation of housing units to each jurisdiction. This information was reviewed by the Planning Directors Group, stakeholder group, and posted to the project website.
- Early August: Based on input received on the draft allocation methodology tool, a preferred draft allocation methodology was agreed to by the Planning Directors Group. A memo was sent to the state department of Housing and Community Development (HCD) on August 10th for a required 60-day review by HCD staff. It was also shared with the stakeholder group along with a notification of a public hearing that was held at the August 27th BCAG Board meeting.
- Late August: A press release was sent out to local media on August 19, 2020 announcing the completion of the draft allocation methodology and upcoming public hearing scheduled for the August BCAG Board of Directors meeting. At the August 27, 2020 Board meeting, a public hearing was held to solicit comments on the draft allocation methodology.
- September/October: On October 9th BCAG staff received HCD’s findings letter (based on its 60-day review of the draft methodology) which found that the draft methodology furthers the five statutory objectives of RHNA as required,

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conditioned upon a small revision to adjust the City of Biggs' allocation of "low income" units from zero to one. This change was implemented and reviewed with the Planning Directors Group and key stakeholders and posted to the project website. On October 22nd the final allocation methodology was approved by the BCAG Board of Directors which resulted in the commencement of a required 45-day public review period of the draft RHNP.

- November/December: The 45-day review period of the draft RHNP closed on December 6th, and no further comments were received. A final RHNP was brought to the BCAG Board of Directors for approval on December 10, 2020.

STAFF RECOMMENDATION: BCAG staff recommends the Board open a public hearing for any final comments on the 2020 BCAG RHNP. If no significant comments are received, staff recommends the Board adopt the 2020 BCAG RHNP by Resolution 2020/2021-07.

Key Staff: Chris Devine, Planning Manager
Brian Lasagna, Regional Analyst



**BUTTE COUNTY ASSOCIATION OF GOVERNMENTS
RESOLUTION NO 2020/2021 - 07**



**APPROVAL OF THE 2020 BUTTE COUNTY ASSOCIATION OF GOVERNMENTS
REGIONAL HOUSING NEEDS PLAN**

WHEREAS, the Butte County Association of Governments (BCAG) is a joint powers agency formed pursuant to California Government Code 6500, *et seq.*, and is the council of governments (COG) for the Butte County area;

WHEREAS, pursuant to the Housing Element Law (“Act”) at California Government Code 65580, *et seq.*, each COG and the California Department of Housing and Community Development (HCD) are required to determine the existing and projected housing needs in the COG’s region;

WHEREAS, under the Act, BCAG determines each city’s, town and county’s share of the regional housing need through the regional housing need allocation process (RHNA);

WHEREAS, in developing the 2020 BCAG Regional Housing Needs Plan, BCAG has followed all steps and requirements identified in California Government Code Section 65584 as applicable;

WHEREAS, BCAG has received no request for further revisions from member jurisdictions or members of the public for the 2020 BCAG Regional Housing Needs Plan;

WHEREAS, The 2020 BCAG Regional Housing Needs Plan is consistent with the BCAG Sustainable Communities Strategy and specifically furthers the objectives in California Government Code Section 65584, subdivision (d);

NOW THEREFORE BE IT RESOLVED that the Butte County Association of Governments does hereby approve and adopt the Final 2020 Regional Housing Needs Plan for Butte County.

BE IT FURTHER RESOLVED that in the interest of project delivery, the Butte County Association of Governments authorizes its staff to make minor technical corrections in cooperation with HCD as needed to ensure the timely submittal of the 2020 BCAG Regional Housing Needs Plan.

BCAG
Resolution 2020/21 - 07
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PASSED AND ADOPTED by the Butte County Association of Governments on the 10th day of December, 2020 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



BOARD OF DIRECTORS MEETING
ITEM #6



BCAG BOARD OF DIRECTORS

Item #6 Action

December 10, 2020

PUBLIC HEARING AND APPROVAL OF 2020 REGIONAL TRANSPORTATION PLAN (RTP) AND SUSTAINABLE COMMUNITIES STRATEGY (SCS) FOR BUTTE COUNTY AND CERTIFICATION OF FINAL SUPPLEMENTAL ENVIRONMENTAL IMPACT REPORT (EIR)

PREPARED BY: Ivan Garcia, Transportation Programming Specialist

ISSUE: BCAG is required to adopt a Regional Transportation Plan / Sustainable Communities Strategy (RTP/SCS) with an Environmental Impact Report (EIR) every 4 years. The RTP/SCS is required to be adopted by December 2020.

DISCUSSION: The 2020 RTP/SCS is BCAG's long range regional transportation plan which covers the years from 2020 to 2040. The RTP/SCS serves as the foundation for the development of the short-range Regional Transportation Improvement Program (RTIP) and the Federal Transportation Improvement Program (FTIP). The RTP/SCS can be amended at any time by the BCAG Board of Directors.

The 2020 RTP/SCS contains the following:

1. RTP Document – including all required components (Policy, Sustainable Communities Strategy, Action and Financial)
2. Air Quality Conformity Analysis and Determination – demonstrating that the projects in the RTP conform to the applicable federal air quality requirements
3. Environmental Impact Report – complying with the California Environmental Quality Act requirements

The RTP/SCS was developed in consultation with the BCAG Transportation Advisory Committee, which includes each of the cities, the county, Butte County Rancherias, citizen representatives, BCAQMD, and Caltrans. In addition, staff held Interagency Consultation Review meetings with the Air District, Caltrans, FHWA, and the EPA.

Staff has prepared and completed the 2020 RTP/SCS in accordance with BCAG's Public Participation Plan (PPP). Two final public meetings were held on November 5, 2020 and on September 3, 2020 to present the draft RTP/SCS and EIR. In addition, a public hearing notice was posted in local Butte County newspapers to solicit final comments on the draft 2020 RTP/SCS. An Executive Summary for the 2020 RTP/SCS is attached. Development of this document is a two-year process with extensive opportunities for public input.

Environmental Impact Report

The RTP/SCS is a “project” as defined by the California Environmental Quality Act (CEQA). The 2020 RTP/SCS Final Supplemental EIR is a supplemental and program EIR. A program EIR is a plan-level document that analyzes environmental impacts of the 2020 RTP/SCS on a programmatic level. Project-specific impacts should be analyzed in detail by project proponents as the individual projects are designed and engineered at a later date. A supplemental EIR need only include the information necessary to make the previous EIR adequately apply to the project in the changed situation. Therefore, the Final Supplemental EIR for the 2020 RTP/SCS focuses only on the resource topics to which the project would result in new environmental impacts not previously analyzed in the Final EIR for the 2016 RTP/SCS.

BCAG staff has worked with Rincon Consultants, Inc. to develop the program-level and supplemental EIR.

A draft Supplemental EIR was released for a 45-day public review period October 8, 2020 and a public hearing was held in October 2020. Pursuant to CEQA Guidelines Section 15086, BCAG consulted with and requested comments on the draft Supplemental EIR from responsible agencies, trustee agencies with resources affected by the project, and other state, federal, and local agencies which exercise authority over resources which may be affected by the RTP/SCS. BCAG did not receive any comments on the Draft Supplemental EIR.

The BCAG Board is required to certify the Final Supplemental Environment Impact Report (EIR) and find that it complies with the requirements of the California Environmental Quality Act (CEQA). In addition, the BCAG Board must adopt a Mitigation and Monitoring and Reporting Program, and Findings and Statement of Overriding Considerations relative to the Supplemental EIR.

Attached to the memorandum is a Summary of CEQA Findings of Fact, Statement of Overriding Considerations, and Mitigation Monitoring and Reporting Program.

A complete final draft RTP/SCS and Supplemental EIR are posted on-line by chapter on BCAG’s website at: <http://www.bcag.org/Planning/RTP--SCS/index.html> and the EIR at: <http://www.bcag.org/Planning/RTP--SCS/2020-RTPSCS-EIR/index.html>

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STAFF RECOMMENDATION: Staff requests the Board open a public hearing for any final comments on the 2020 RTP/SCS and Supplemental EIR. If no significant comments are received, staff recommends the BCAG Board adopt the 2020 Regional Transportation Plan / Sustainable Communities Strategy by Resolution 2020/21#06. This resolution also certifies the Final Supplemental Environmental Impact Report (EIR), adopting Findings and Statement of Overriding Consideration, and the Mitigation Monitoring and Reporting Program. This resolution also authorizes staff to make any necessary changes to the RTP/SCS document to ensure timely approval by the required state and federal agencies.

Key Staff: Iván García, Transportation Programming Specialist
Brian Lasagna, Regional Analyst

ATTACHMENT

Summary of CEQA Findings of Fact, Statement of Overriding Considerations, and Mitigation Monitoring and Reporting Program

Findings for Significant PROJECT and Cumulative Impacts for Which Project's Incremental Contribution has Been Mitigated to Less than Significant Levels

For the following impacts, BCAG hereby finds mitigation measures have been identified in the Final Supplemental EIR that will avoid or substantially lessen the Project's incremental contribution to the following significant project and cumulative impacts to a less than significant (i.e., less than cumulatively considerable) level. The significant impacts and the mitigation measures that will reduce them to a less than significant level are as follows:

- Impact AQ-3; Mitigation Measure AQ-3
- Impact AQ-1; Mitigation Measure AQ-1
- Impact BIO-1; Mitigation Measure BIO-1
- Impact BIO-2; Mitigation Measures BIO-2(a)-(c)
- Impact BIO-3; Mitigation Measure BIO-3
- Impact BIO-4; Mitigation Measure BIO-4
- Impact BIO-5; Mitigation Measure BIO-5
- Impact CUL-1 (for archaeological and paleontological resources); Mitigation Measures CUL-1(a)-(d)
- Impact CUL-2; Mitigation Measure CUL-2
- Impact GHG-1; Mitigation Measure GHG-1
- Impact N-1; Mitigation Measures N-1(a)-(e)
- Impact N-2; Mitigation Measures N-2(a)-(b)
- Impact N-3; Mitigation Measure N-1(b)
- Impact TCR-1; Mitigation Measures TCR-1(a)-(b)

Findings for Significant PROJECT AND Cumulative Impacts for Which Project's Incremental Contribution has Not Been Mitigated to Less than Significant Levels

For the following impacts, BCAG hereby finds that mitigation measures have been identified in the Final Supplemental EIR that will reduce the Project's incremental contribution to the following significant cumulative impacts, but not to a less than significant

(i.e., less than cumulatively considerable) level. The significant impacts and the mitigation are as follows:

- Impact AG-1; Mitigation Measures AG-1(a)-(d)
- Impact CUL-1 (for historic structures); Mitigation Measures CUL-1(a)-(d)
- Impact T-2; Mitigation Measure T-1
- Impact WF-1; Mitigation Measure WF-1

STATEMENT OF OVERRIDING CONSIDERATIONS

BCAG adopts and makes this statement of overriding considerations concerning the Project's unavoidable significant impacts to explain why the project's benefits override and outweigh its unavoidable impacts.

Even with implementation of all feasible mitigation, the project will result in significant and unavoidable impacts as follows:

1. Implementation of the 2020 RTP/SCS would convert agricultural lands including Prime Farmland and lands under Williamson Act contract to non-agricultural uses. (Impact AG-1)
2. Implementation of the 2020 RTP/SCS would disturb known and unknown cultural resources such as historic structures. (Impact CUL-1)
3. Implementation of the 2020 RTP/SCS would interfere with achievement of the vehicle miles traveled reductions set forth by the state. (Impact T-2)
4. Implementation of the 2020 RTP/SCS would increase wildfire risks. (Impact WF-1)

Each benefit set forth below constitutes an overriding consideration warranting approval of the Project, independent of the other benefits, despite each and every unavoidable impact.

- a. The implementation of 2020 RTP/SCS transportation projects will provide for a comprehensive transportation system of facilities and services that meets the public's need for the movement of people and goods, and that is consistent with the social, economic, and environmental goals and policies of the region.
- b. The Project will improve transportation mobility and accessibility in the county.
- c. The Project will improve air quality by reducing emissions of ozone precursors compared to future No Project conditions.
- d. The 2020 RTP/SCS will contribute to a reduction in greenhouse gas (GHG) emissions from passenger vehicles and light trucks, helping the Butte County area to achieve the regional GHG reduction targets set by the California Air Resources Board.

- e. The Project will promote consistency between the California Transportation Plan 2025, the regional transportation plan and other plans developed by cities, counties, districts, Native American Tribal Governments, and State and Federal agencies in responding to Statewide and interregional transportation issues and needs.
- f. The construction of transportation projects will result in both short-term and long-term economic benefits to the Butte County area and its residents. Transportation projects will indirectly provide for a number of jobs relating to construction and maintenance. The RTP program includes transportation investments in the BCAG region. Other California MPO studies have shown that investments in regional transportation projects and programs provide numerous jobs locally (see, for example, SANDAG 2050 RTP/SCS, Technical Appendix 3, Table TA 3.1, average annual increase of 18,500 jobs).

MITIGATION MONITORING AND REPORTING PROGRAM

BCAG finds that a Mitigation Monitoring and Reporting Program (MMRP) for the 2020 RTP/SCS has been prepared for the project and has been adopted concurrently with these Findings (Public Resources Code, § 21081.6(a)(1)).



**BUTTE COUNTY ASSOCIATION OF GOVERNMENTS
RESOLUTION NO 2020/2021 #06**

**A RESOLUTION OF THE BUTTE COUNTY ASSOCIATION OF GOVERNMENTS
CERTIFYING THE FINAL SUPPLEMENTAL ENVIRONMENTAL IMPACT REPORT
FOR THE 2020 REGIONAL TRANSPORTATION PLAN AND SUSTAINABLE
COMMUNITIES STRATEGY, ADOPTING A MITIGATION MONITORING AND
REPORTING PROGRAM, AND APPROVING THE 2020 REGIONAL
TRANSPORTATION PLAN AND SUSTAINABLE COMMUNITIES STRATEGY**

WHEREAS, the Butte County Association of Governments (BCAG) is the designated Metropolitan Planning Organization (MPO) comprised of five member agencies: Butte County, the cities of Biggs, Chico, Gridley, Oroville or Paradise; and

WHEREAS, BCAG is the agency responsible for maintaining a continuing, cooperative, and comprehensive transportation planning process which will result in a Regional Transportation Plan and Sustainable Communities Strategy pursuant to 23 U.S.C. 134(a) and (g), 49 U.S.C. §5303(f); 23 C.F.R. §450, and 49 C.F.R. §613; and

WHEREAS, BCAG is the Lead Agency in preparing the Regional Transportation Plan and Sustainable Communities Strategy and is required to comply with the California Environmental Quality Act (CEQA) [Cal. Pub. Res. Code § 21000 et seq.]; and

WHEREAS, pursuant to CEQA Guidelines Section 15002(f), an Environmental Impact Report (EIR) is the public document used by a governmental agency to analyze the significant environmental effects of a proposed project, to identify alternatives, and to disclose possible ways to reduce or avoid the potential environmental damage; and

WHEREAS, CEQA Guidelines Section 15168(a) specifies that a Program EIR (PEIR) be prepared on a series of actions that can be characterized as one large project and are related either: (1) geographically; (2) as logical parts in a chain of contemplated actions; (3) in connection with issuance of rules, regulations, plans, or other general criteria, to govern the conduct of a continuing program; or (4) as individual activities carried out under the same authorizing statutory or regulatory authority and having generally similar environmental effects which can be mitigated in similar ways; and

WHEREAS, BCAG has determined that a Supplemental EIR (SEIR) is appropriate to assess the environmental impact of the 2020 Regional Transportation Plan (RTP) and Sustainable Communities Strategy (SCS) for the Butte County regional given no major new projects and policies since the 2016 RTP/SCS; and

WHEREAS, the 2020 RTP/SCS is consistent with Section 15163 of the CEQA Guidelines for supplemental EIRs as only minor additions and changes are necessary to make the 2016 RTP/SCS EIR adequate for the project as revised and conditions described in Section 15162 of the CEQA Guidelines do not apply to the 2020 RTP/SCS; and

WHEREAS, the SEIR is a regional planning level analysis which analyzes environmental impacts of the 2020 RTP/SCS on a broad planning level, while presenting as much detailed information about the individual RTP projects that is available at this time; and

WHEREAS, project-specific impacts of the individual RTP project should be analyzed in detail by the implementing agencies as the individual projects are designed, engineered, and considered for approval at a later date; and

WHEREAS, pursuant to CEQA Guidelines Section 15086, BCAG consulted with and requested comments on the Draft SEIR EIR from responsible agencies, trustee agencies with resources affected by the project; and other state, federal, and local agencies which exercise authority over resources which may be affected by the RTP; and

WHEREAS, BCAG circulated a Notice of Preparation (NOP) of an EIR for the proposed project on October 22, 2019, to trustee and responsible agencies, the State Clearinghouse, and the public; and

WHEREAS, a scoping meeting was held on November 7, 2019, at 4:00 PM in the in the BCAG Conference Room in the City of Chico to solicit concerns and issues relative to the RTP; and

WHEREAS, concerns raised in response to the NOP were considered during preparation of the Draft SEIR; and

WHEREAS, BCAG published a public notice of availability (NOA) for the Draft SEIR on October 8, 2020, inviting comments from the general public, agencies, organizations, and other interested parties; and

WHEREAS, the Draft SEIR was available for public review from October 8 through November 22, 2020; and

WHEREAS, pursuant to CEQA Guidelines Section 15088(a), BCAG, as the Lead Agency, must evaluate comments on significant environmental issues received from persons who review the Draft SEIR and must prepare a written response thereto; and

WHEREAS, BCAG received no comment letters, regarding the Draft Program EIR; and

WHEREAS, the Final SEIR document and the Draft SEIR, as amended by the Final SEIR, constitute the Final SEIR; and

WHEREAS, when making the findings pursuant to CEQA Guidelines Section 15091(a)(1), the agency must also adopt a program for reporting on or monitoring the changes which have been either required in the project or made a condition of approval to avoid or substantially lessen significant effects, and which are fully enforceable through permit conditions, agreements, or other measures, as required by CEQA Guidelines Section 15091(d); and

WHEREAS, consistent with the requirements of the CEQA Guidelines, a Mitigation Monitoring and Reporting Program (MMRP) has been prepared to outline the procedures for implementing all mitigation measures identified in the SEIR; and

WHEREAS, according to CEQA Guidelines Section 15093(b), where the decision of the public agency allows the occurrence of significant effects which are identified in the Final SEIR but are not avoided or substantially lessened, the agency must issue a Statement of Overriding Considerations setting forth the specific reasons to support its actions based on the Final SEIR or other information in the record; and

WHEREAS, CEQA Guidelines Section 15093(c) provides that if an agency makes a statement of overriding considerations, the statement should be included in the record of the project approval and should be mentioned in the Notice of Determination.

WHEREAS, The results from the 2019 FTIP and 2020 RTP emissions analysis show that current and future emissions of the ozone precursors ROG and NOx will be no greater than the 2011 and 2017 base year emissions levels. Thus, Butte County, in accordance with the Transportation Conformity Rule requirements applicable to Butte County (§51.464 and §51.436 – 51.440), has satisfied the “no-greater-than-2011” test for the 2008 8-hour federal ozone NAAQS and the “no-greater-than-2017” test for the 2015 8-hour federal ozone NAAQS. **Based on this analysis, the 2020 Regional Transportation Plan (RTP) and 2019 Federal Transportation Improvement Program (FTIP) conforms to the applicable State Implementation Plan (SIP) and all applicable sections of the EPA’s Transportation Conformity Rule.**

NOW, THEREFORE, BE IT RESOLVED that:

1. The Butte County Association of Governments finds as follows:

(a) The Final Supplemental Environmental Impact Report (SEIR) prepared for the 2020 Regional Transportation Plan (RTP) and Sustainable Communities Strategy (SCS) for the Butte County region was completed in compliance with the California Environmental Quality Act; and

(b) The Final SEIR was presented to BCAG's decision making body, the BCAG Board; and

(c) The BCAG Board has reviewed and considered information contained in the Final SEIR; and

(d) The Final SEIR reflects BCAG's independent judgment and analysis; and

(e) The Final SEIR consists of the Draft SEIR and the Final SEIR, which includes a Mitigation Monitoring and Reporting Program; and

2. Based on and incorporating all of the foregoing recitals and findings supported by substantial evidence in the record and set forth in the "Findings and Statement of Overriding Considerations," attached hereto and incorporated by reference, BCAG hereby certifies the Final SEIR for the 2020 RTP and adopts the Mitigation Monitoring and Reporting Program; and

3. BCAG hereby approves the Butte County 2020 Regional Transportation Plan and Sustainable Communities Strategy and Air Quality Conformity Determination.

BE IT FURTHER RESOLVED, that the BCAG BOARD of Directors finds that the RTP/SCS achieves the regional greenhouse gas targets established by the California Air Resources Board and meets the requirements of SB 375;

BE IT FURTHER RESOLVED that the BCAG Board of Directors authorizes its staff to make any necessary changes to the RTP/SCS document to ensure the timely delivery and approval of the RTP/SCS to the appropriate state and federal agencies;

PASSED AND ADOPTED by the Butte County Association of Governments on the 10th day of December 2020 by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

APPROVED:

BILL CONNELLY, CHAIR
BUTTE COUNTY ASSOCIATION OF GOVERNMENTS

ATTEST:

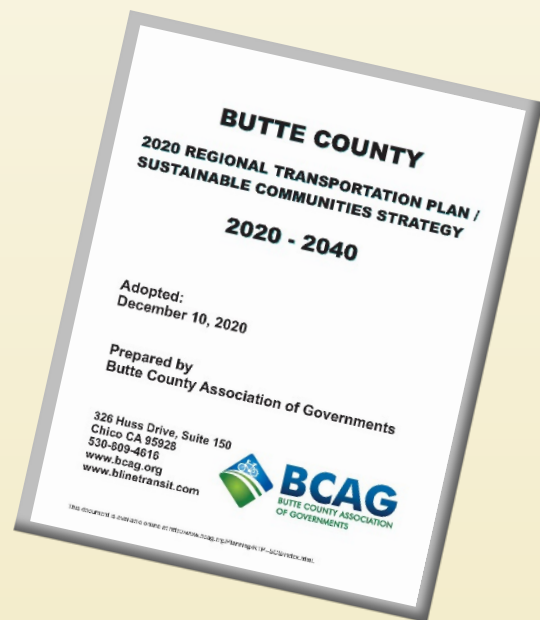
JON A. CLARK, EXECUTIVE DIRECTOR
BUTTE COUNTY ASSOCIATION OF GOVERNMENTS



2020 Regional Transportation Plan / Sustainable Communities Strategy for Butte County

Executive Summary

December 10, 2020



Prepared by:
Butte County Association of Governments
326 Huss Drive, Suite 150
Chico CA 95928
www.bcag.org 530-809-4616

WHAT IS A MPO?

A Metropolitan Planning Organization (MPO) is a federally designated agency responsible for coordinating transportation planning and programming on a regional scale, makes transportation planning decisions and sets transportation planning policies for the metropolitan planning area it covers.

TABLE OF CONTENTS

1. INTRODUCTION
2. GOALS & OBJECTIVES
3. TRENDS AND FORECASTS
4. SUSTAINABLE COMMUNITIES STRATEGY (SCS)
5. LAND USE SCENARIO
6. REGIONAL INVESTMENTS
7. PUBLIC INVOLVEMENT

1. INTRODUCTION

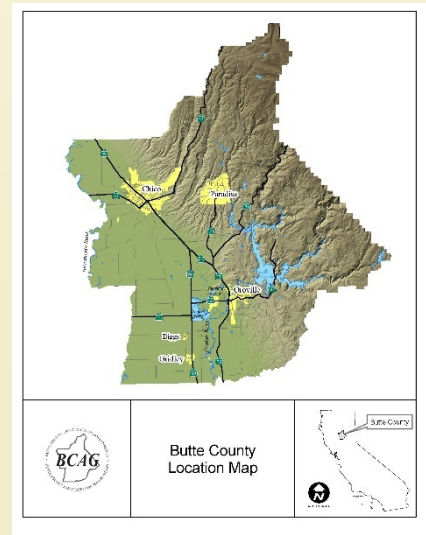
As the MPO for Butte County, BCAG has prepared the Regional Transportation Plan / Sustainable Communities Strategy (RTP/SCS), which specifies policies, projects and programs necessary over a 20+ year period to maintain, manage and improve the region's transportation system. The 2020 RTP/SCS covers the 20-year period between 2020 and 2040. The document includes an Air Quality Conformity Analysis and Determination as well as a Supplemental Environmental Impact Report. This executive summary is intended to provide the highlights of the comprehensive document.

The RTP/SCS provides a foundation for the development of the:

- ☑ Federal Transportation Improvement Program
- ☑ Regional Transportation Improvement Program
- ☑ Interregional Transportation Improvement Program

The RTP/SCS has four main components:

- ☑ **Policy Element** – Goals, policies & objectives
- ☑ **Action Element** – Recommended projects by mode and fund source
- ☑ **Financial Element** – Financial projections by fund source
- ☑ **Sustainable Communities Strategy** – Integration of land use, housing, and transportation to reduce green house gas emissions (GHGs)



2. GOALS & OBJECTIVES

Highways, Streets and Roads

Goal: A safe and efficient regional road system that accommodates the demand for movement of people and goods

Transit

Goal: Provide an efficient, effective, coordinated regional transit system that increases mobility for urban and rural populations including those located in disadvantaged

Goods Movement

Goal: Provide a transportation system that enables safe movement of freight goods in within and outside of Butte County



Non-Motorized Transportation (Bicycles & Pedestrians)

Goal: Work towards a regional transportation system for bicyclists and pedestrians

Intelligent Transportation System (ITS)

Goal: Promote the use of ITS technologies in the planning and programming process

Energy

Goal: Reduce usage of nonrenewable energy resources for transportation purposes

Air Quality (AQ)

Goal: Strive to achieve AQ standards set by the EPA and CARB

Land Use Strategies

Goal: Provide economical, long-term solutions to transportation problems by encouraging community designs which encourage walking, transit and bicycling

Sustainability

Goal: Incorporate SCS into process which works towards social equity, a healthy environment and prosperous economy



Housing

Goal: To support and collaborate on proactive efforts to address housing needs in the region

3. TRENDS AND FORECASTS

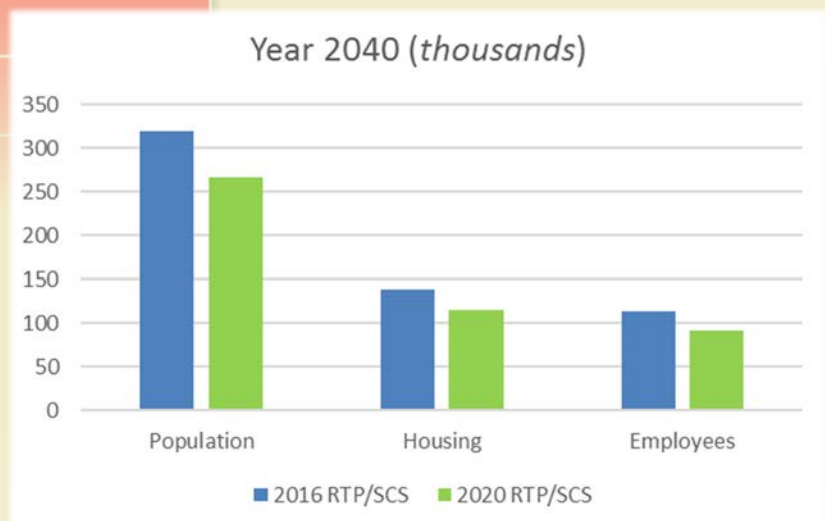
There have been many changes to demographics, population and housing availability since the 2016 RTP/SCS. The following graphs provide a snapshot of changes and trends for the region. In terms of projects, many of the projects included in this RTP/SCS are the same. One key difference however, are the regional impacts associated with the devastation from the Paradise “Camp Fire” on November 8, 2018. The Camp Fire redistributed population largely to Chico and its surrounding communities. With the 2020 RTP/SCS underway when the Camp Fire struck and its impacts unknown, BCAG pressed forward to develop this RTP/SCS in consultation with

RTP/SCS Regional Growth Forecasts			
Year	Employees	Population	Housing Units
2018	82,900	227,896	99,353
2020	83,452	228,694	86,929
2030	84,733	248,313	105,916
2040	92,188	265,964	115,235

its local, state and federal partners. The elimination of Butte County’s 2nd largest community required the preparation of the Post Camp Fire Regional Population and Transportation Study which is currently under development. This study will serve as the foundation for the 2024 RTP/SCS.

This 2020 RTP/SCS should be taken into context as an interim RTP/SCS given the severity of the Camp Fire to the region. A slower growth rate is assumed from previous plans with continued development patterns as the 2016 RTP/SCS. In addition, it is assumed that rebuilding of destroyed homes and business will be 75-85% for the timeframe within the burn area.

Camp Fire impacts are still being discovered in terms of population redistribution, rate of rebuilding, housing, employment and travel patterns as examples.

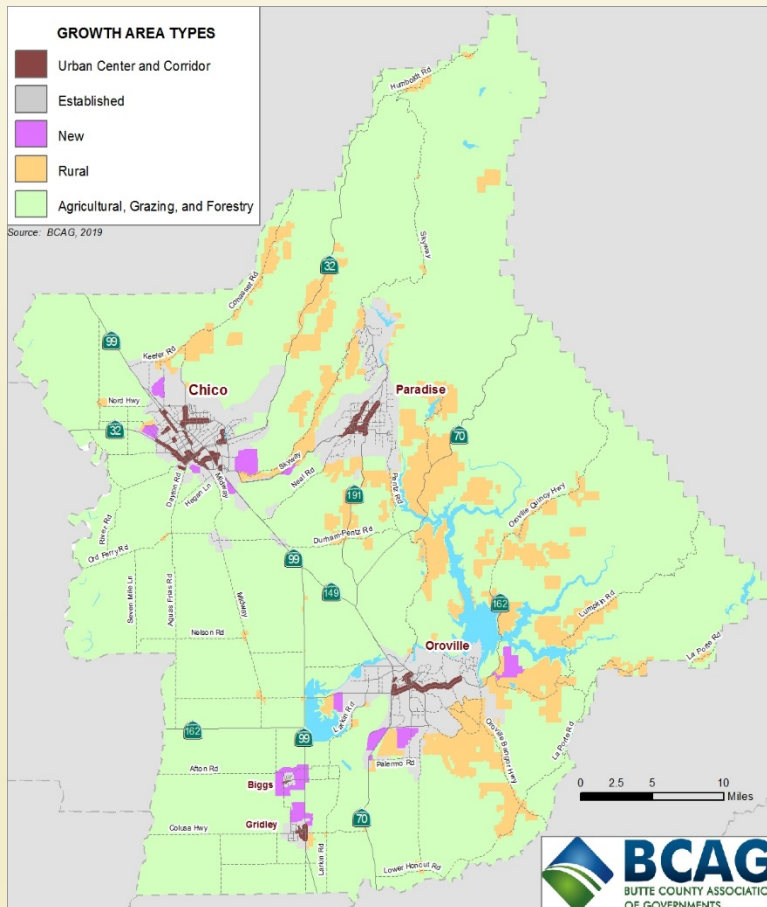


4. SUSTAINABLE COMMUNITIES STRATEGY

What is the SCS?

- Senate Bill 375 (Steinberg) – Sustainable Communities and Climate Protection Act of 2008
- Demonstrates the integration of land use, housing, and transportation to reduce passenger vehicle (cars & light trucks) greenhouse gas emissions (GHG)
- Goal to meet GHG emission reduction targets set by the California Air Resources Board for the years 2020 and 2035

Strategies



Land Use

- Increase mixed use development and development in areas with existing infrastructure
- Increase residential/commercial density near transit
- Provide local housing for local workforce to improve the jobs – housing balance

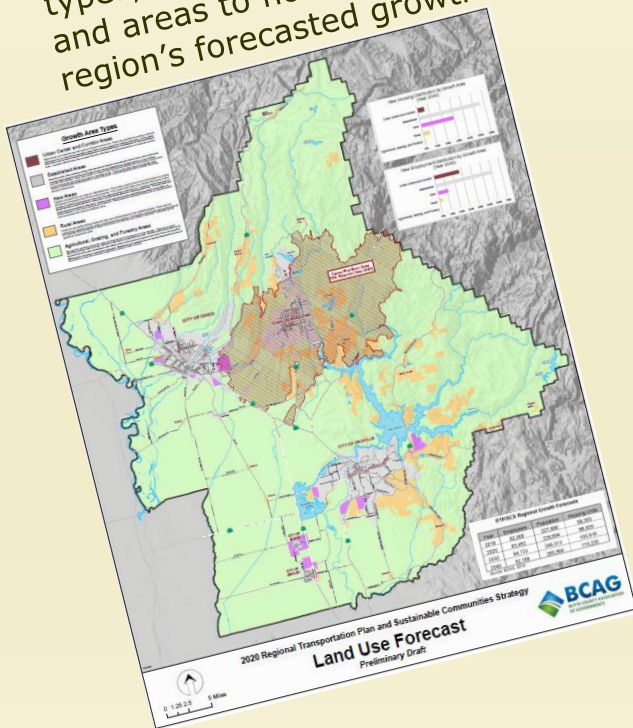
Transportation

- Improve and expand transit facilities
- Improve pedestrian and bicycle facilities and infrastructure
- Improve linkages between modes of travel - *First/ Last Mile* (auto, transit, bike, and walk)
- Minimize the addition of general purpose road lanes
- Maintain the existing road network

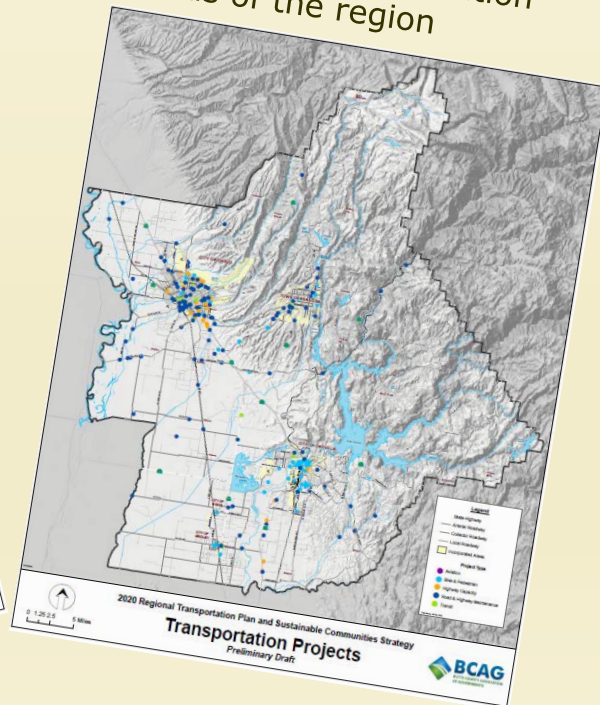
SCS - Continued

- **Reduce Greenhouse Gas Emissions** – The primary objective of the SCS is to meet GHG reduction targets established by the state, by reducing passenger vehicle travel.
- **Manage Region’s Growth** – Projections for this RTP/SCS show that over the next 20 years, the region’s population will increase by ~38,000 people representing an increase of 17% for the period. For the same period, an estimated 16,000 homes or 16% increase will need to be accommodate.
- **Provide Opportunities for Affordable Housing** – The SCS must be consistent with the Regional Housing Needs Assessment, assuring that each community provides for a mix of housing affordable to all economic segments of the population.
- **Preserve Farmland and Natural Resources** – SCS must consider the region’s natural resources and prime farmlands.

- **Land Use Allocation** - must identify the general location of different land use types, residential densities, and areas to house the region’s forecasted growth




- **Transportation Network** - financially constrained multimodal network which serves the transportation needs of the region



2012 SCS

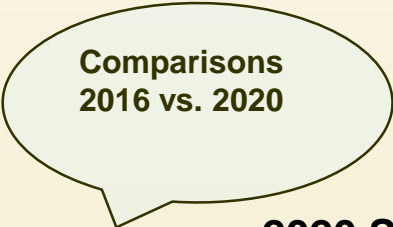
- First BCAG RTP to include SCS under SB375
- Land Use Focused – brought together several planning efforts
 - New local jurisdiction general plans
 - Regional habitat conservation plan
 - Regional blueprint efforts
 - Incorporated Regional Housing Needs Plan



**Comparisons
2012 vs. 2016**

2016 SCS

- Expanded on the 2012 SCS
- Integrates new Butte Long-Range Transit & Non-Motorized Plan
- Incorporates latest Regional Growth Forecasts
- Updates preferred “balanced” land use scenario



**Comparisons
2016 vs. 2020**

2020 SCS

- Incorporate recommendations from BCAG’s 2018 SCS Progress Report.
 - Revise forecasted jobs, population, and housing
 - Adjust housing mix and jobs-housing ratio to align with recent trends
 - Review transportation investments based on new funding sources and current FTIP programming
 - Continue implementation of Long-Range Transit and Non-Motorized Plan
 - Remain on track with new bike/ped infrastructure
 - Increase frequency, expand and optimize existing service
 - Continue to monitor development within Butte Regional Conservation Plan (BRCP) – Urban Permit Areas
- Account for known impacts of Camp Fire and incorporate reasonable assumptions moving forward.
- Increase ability to model transit/bike/ped improvements of plan

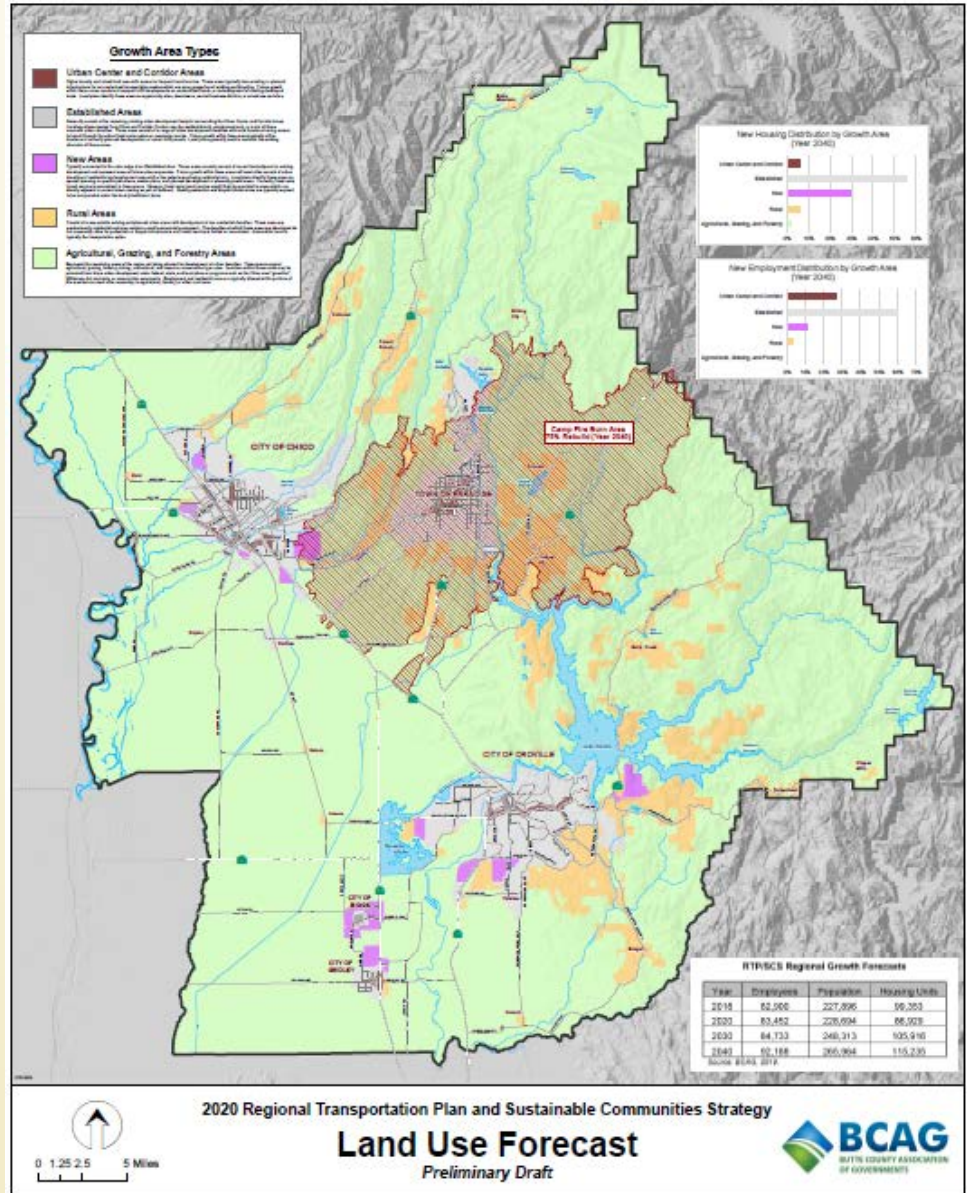
5. LAND USE SCENARIO

Land Use

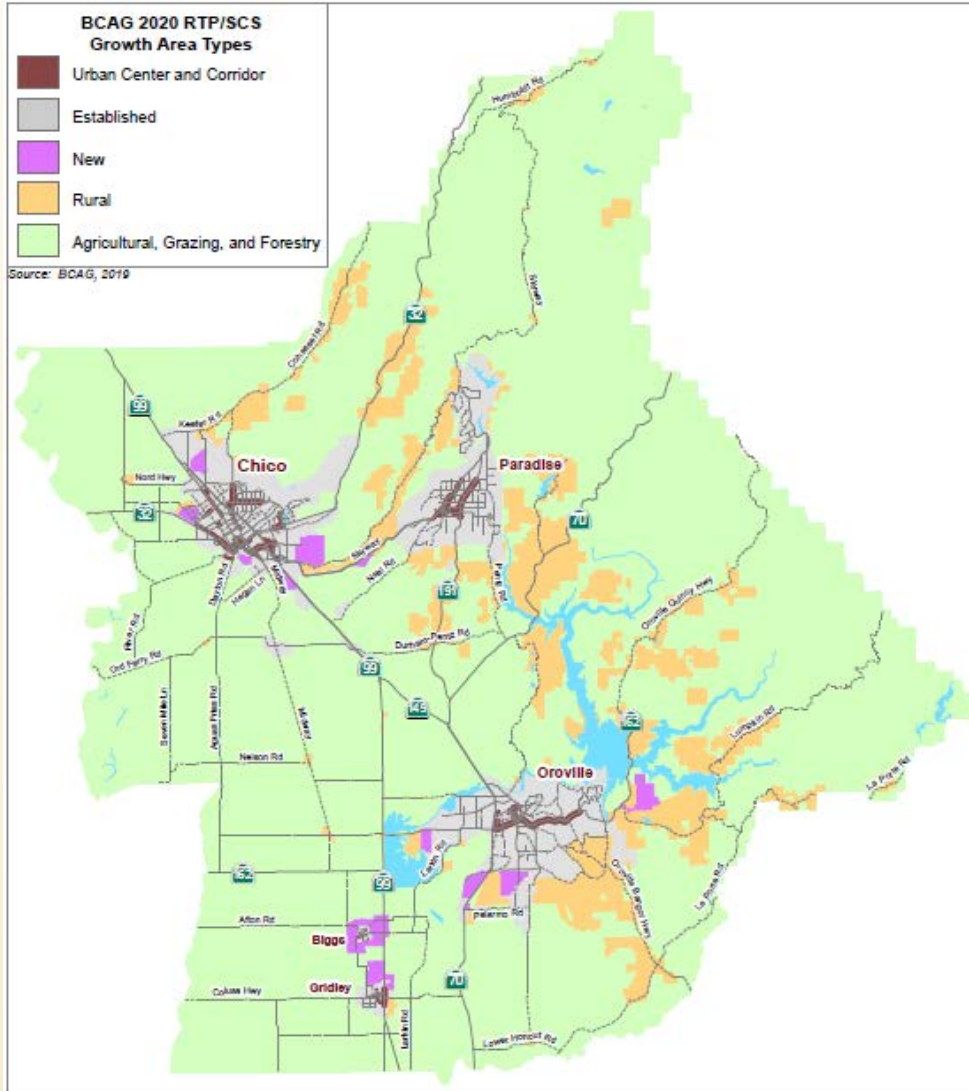
Slower growth rate than past plans (>50% decrease), per CA Department of Finance Forecasts

Continues development pattern included in past RTP/SCS with adjusted housing-mix and jobs-housing ratios

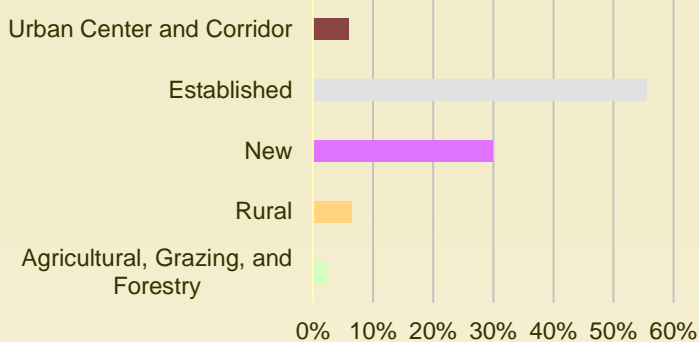
Assumes ~75-85% rebuild of homes and businesses lost in Camp Fire, within burn area



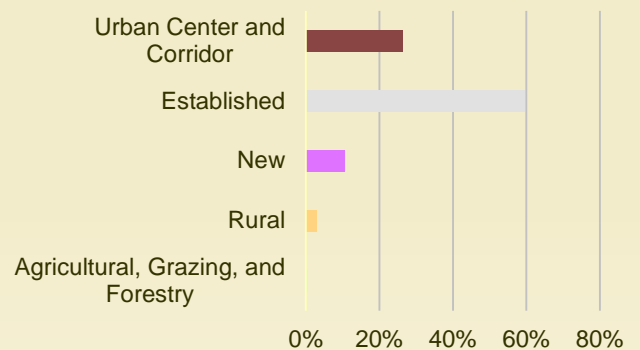
Land Use Allocation



New Housing Distribution by Growth Area (Year 2040)

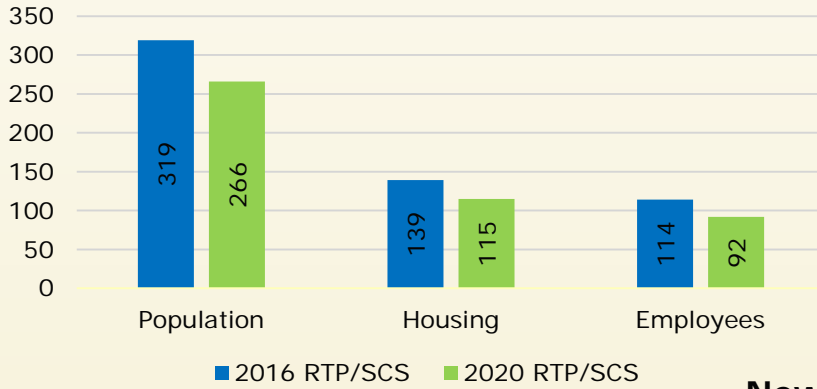


New Employment Distribution by Growth Area (Year 2040)

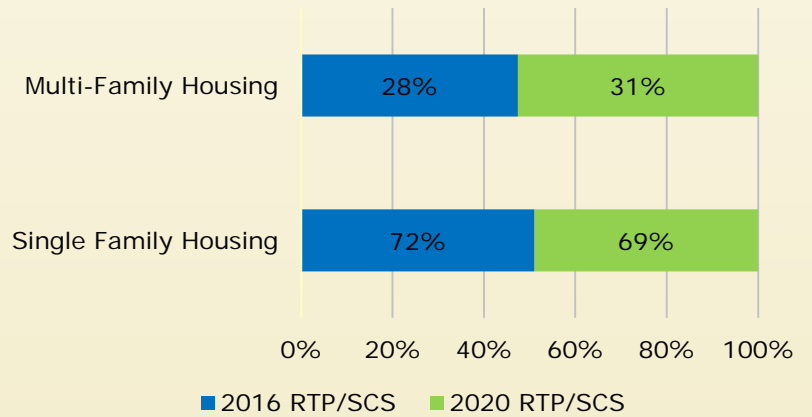


Land Use cont.

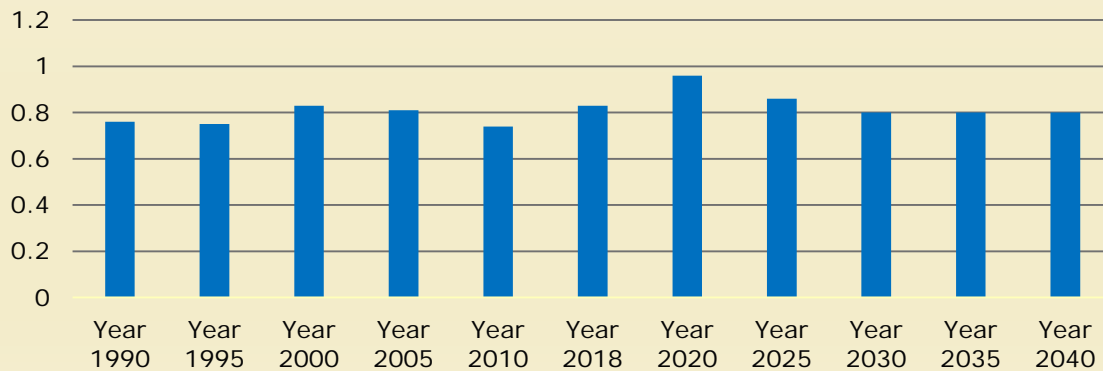
**BCAG Regional Growth - Year 2040
(thousands)**



New Housing Mix - Year 2040

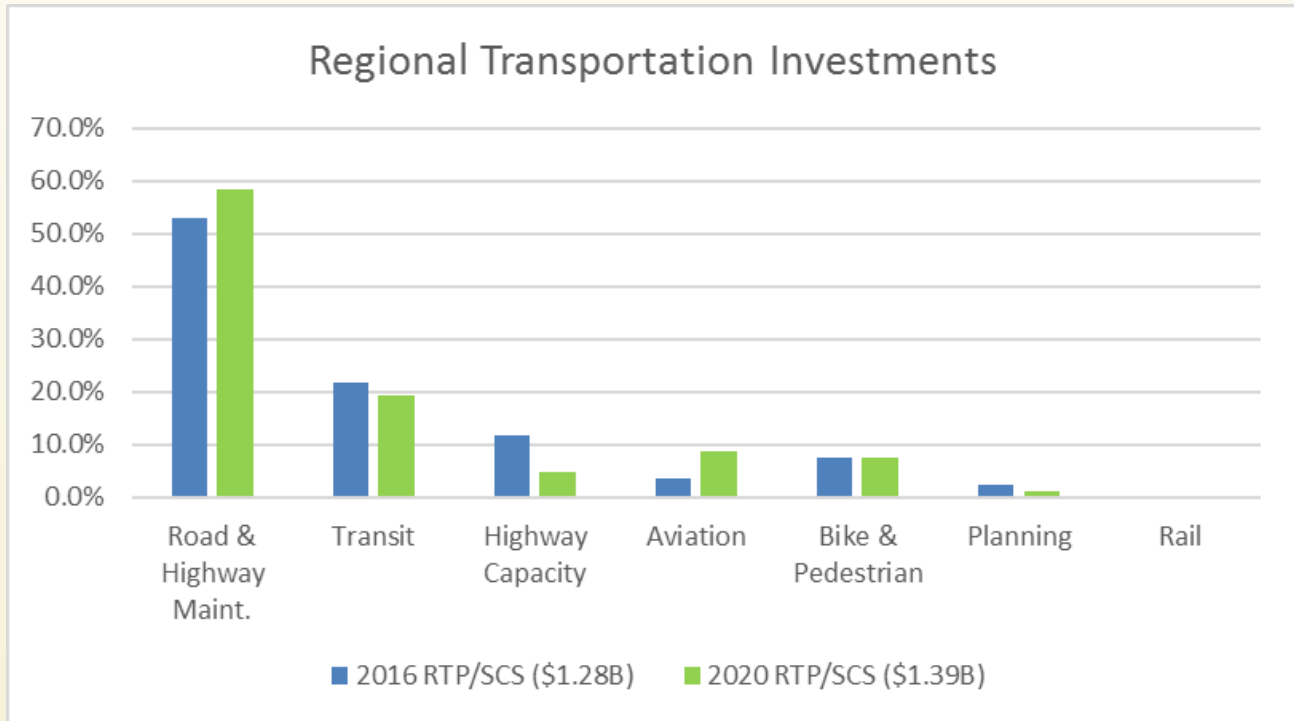


Jobs to Housing Ratio



Increase long-term ratio from **0.78** (2016 RTP/SCS) to **0.80** (2020 RTP/SCS)

6. REGIONAL INVESTMENTS



2020 RTP/SCS FUNDING SOURCES	TOTALS		
	Years	Years	TOTALS
	2020 - 2030	2030-2040	
STIP - Regional Improvement Program (RIP)	13,770	10,000	23,770
Caltrans IIP	13,220	0	13,220
Caltrans SHOPP	189,793	0	189,793
Active Transportation Program (ATP)		39,270	39,270
State Fuel Tax	125,233	125,233	250,467
SB 1 RMRA	87,502	87,502	175,004
TDA - LTF	97,305	97,305	194,610
TDA - STA	20,000	20,000	40,000
Transit Fare Revenue (B-Line only)	13,000	13,000	26,000
State Aeronautics Program	60,585	0	60,585
Local Funds	14,919	15,056	29,975
RSTP "State Exchange	27,389	27,389	54,778
CMAQ	20,795	19,395	40,190
FTA Sec. 5307 - BCAG/B-Line	27,555	24,555	52,109
FTA Sec. 5311 BCAG/B-Line	7,375	7,375	14,750
FTA Sec. 5310 Various Non-Profit Agencies	3,000	3,000	6,000
FTA 5311(f)	3,000	3,000	6,000
HBP - Highway Bridge Program	60,551	0	60,551
HSIP - Highway Safety Improvement Program	9,632	0	9,632
Active Transportation Program (ATP)	39,270	0	39,270
FAA	60,585	0	60,585
TOTALS	894,479	492,081	1,386,560

Regional Investments Continued

LOCAL & REGIONAL PROJECTS – Sorted and Summarized

Project details have been compiled and sorted by various criteria and posted online at: <http://www.bcag.org/Planning/RTP--SCS/index.html>

- [Appendix 8 - Performance Report](#)
- [Appendix 9 - Title VI & Environmental Justice](#)
- [Appendix 10-1: Projects Programmed - Short Term](#)
- [Appendix 10-2: Projects Planned - Long Term](#)
- [Appendix 10-3: Unconstrained Projects](#)
- [Appendix 10-4: Projects by Performance Measure - PM 1 \(Safety\)](#)
- [Appendix 10-5: Projects by Performance Measure - PM 2 \(Pavement and Bridge Condition\)](#)
- [Appendix 10-6: Projects by Performance Measure - PM 3 \(Freight Movement, Congestion and Reliability\)](#)



By Report



By Agency

- [Appendix 10-7 – BCAG Summary of Projects](#)
- [Appendix 10-8 – Biggs Summary of Projects](#)
- [Appendix 10-9 – Butte County Summary of Projects](#)
- [Appendix 10-10 – Caltrans District 03 Summary of Projects](#)
- [Appendix 10-11 – Chico Summary of Projects](#)
- [Appendix 10-12 – Gridley Summary of Projects](#)
- [Appendix 10-13 – Oroville Summary of Projects](#)
- [Appendix 10-14 – Town of Paradise Summary of Projects](#)

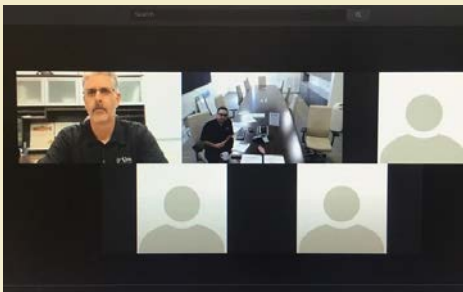
7. PUBLIC INVOLVEMENT

- Public Workshops – four rounds of workshops took place between 2018 and 2020 in addition to advisory committee and Board meetings
- Public Hearings – conducted at regularly scheduled meetings of the BCAG Board of Directors
- Public Comment and Review Periods – noticed in the local newspapers, BCAG website, social media, B-Line Transit Fleet, Spanish Radio interviews
- Website and Email Notification List – was made available for those interested to be placed on the RTP/SCS notification list and receive information regarding activities related to the SCS.

Pre COVID Outreach



COVID Outreach – Round 3 & 4 workshops in 2020 – via Zoom



RTP/SCS Process Timeline

**First Round Public Workshops
(August 2018)**



**RTP/SCS Development - Preliminary
Financial and Policy Elements
(January – June 2019)**



**Second Round Public Workshops
(November 2019)**



**Prepare Preliminary Transportation
Project List and Land Use Scenarios (June
2019 – July 2020)**



**Third Round Public Workshop
(September 3, 2020)**



**Draft RTP/SCS, Environmental Impact
Report, and Air Quality Analysis
(September 2020)**

**Complete draft document and SEIR
released/posted October 8, 2020**



**Fourth Round Public Workshops
(November 5, 2020)
Comment period 10/08 – 11/22**



**Final RTP/SCS to BCAG Board for Adoption
(December 10, 2020)**

The 2020 Regional Transportation Plan & Sustainable Communities Strategy

PLAN



CONSULT



CONSTRUCT



PARTICIPATE



ANALYZE

DELIVER



DECIDE

**The RTP/SCS can be amended at any time by the BCAG Board of Directors.
All information including environmental impact report are posted at:
<http://www.bcag.org/Planning/RTP--SCS/index.html>**

Si Ud. esta interesado en participar en el proceso de transportacion de Butte County Association of Governments, esta invitado a asistir una junta para aprender de los actividades, documentos y proyectos en su comunidad. Sea parte de el proceso! Puede hacer sus comentarios o preguntas en español.

BUTTE COUNTY ASSOCIATION
OF GOVERNMENTS



BOARD OF DIRECTORS MEETING
ITEM #7



BCAG BOARD OF DIRECTORS

Item #7 Information

December 10, 2020

REGIONAL EARLY ACTION PLANNING (REAP) GRANT FUNDS – SUMMARY OF RECOMMENDED SUBALLOCATION PROJECTS

PREPARED BY: Chris Devine, Planning Manager

ISSUE: Resolution 2020/2021-05 was approved by the BCAG Board of Directors at the October 2020 meeting, accepting the remaining 75% allocation of Regional Early Action Planning (REAP) grant funds. At the time, final project descriptions and cost estimates for the projects that were to be funded through the grant allocation were not completed. These have now been completed and are included in this agenda item for the Board's information.

DISCUSSION: As discussed at the October 22, 2020 BCAG Board meeting, REAP funds are allocated to Councils of Governments throughout California according to a population-based formula; BCAG's total allocation is \$883,334. Of this total amount, \$220,833 was received in March 2020 as part of the 25% "advance allocation". These funds were primarily used by BCAG to assist with preparing the 2020 update of the BCAG Regional Housing Needs Plan (RHNP).

The REAP grant program allows BCAG to suballocate funds to member jurisdictions for grant-eligible projects that generally lead to increased housing production in the region. BCAG staff has been coordinating with member jurisdiction planning staff through the Planning Directors Group (PDG) meetings to determine possible projects to fund. Through this, the following projects have been identified for funding with the remaining \$662,501 of REAP funding:

1. Butte County/City of Chico: Development of California Environmental Quality Act (CEQA) Document for North Chico Special Planning Area.

Project Description: This project will develop a required CEQA document for the North Chico Special Planning Area located off Hicks Lane in north Chico. A specific plan was previously developed for the area in the 1990's, which is reflected in city and county General Plan land use elements. The land use plan for the area is being revisited, and the completion of the CEQA document will help facilitate housing development in this area.

Total Costs: \$216,251

BCAG Board of Directors Meeting – Item #7

December 10, 2020

Page 2

2. Butte County/Lake Oroville Area Public Utility District (LOAPUD): Planning and Design Tasks for Las Plumas Area Gravity Sewer Interceptor in southeastern Oroville.

Project Description: LOAPUD provides sewer collection and conveyance services in the unincorporated areas of Butte County, generally to the south and east of the City of Oroville. The District has anticipated, in their master planning and their latest Sphere of Influence update, serving areas between Oroville and Palermo as those areas are developed. Lack of sewer services in those areas is one of the major infrastructure hurdles facing developers. This project will lead to the construction of a new regional sewer lift station and force main pipeline near the intersection of Ophir Road and Lincoln Boulevard that will be designed to meet current and future development needs in the area.

Total Costs: \$216,250

3. City of Biggs: Phased Annexation Plan & Zoning Code Amendments \$160,000

Project Description: The Phased Annexation Plan will increase the inventory of land zoned for residential growth within the City of Biggs by annexing and pre-zoning approximately 578 acres adjacent to the eastern city limits. The project would update the zoning code to ensure consistency with existing city plans and policies.

Total Costs: \$160,000

4. City of Oroville: Temporary Associate Planner position in Planning and Building Department

Project Description: Involves hiring one part-time Associate Planning consultant for approximately 1-year. This consultant will assist with expediting development applications, conditional use permits, variances, and subdivision and project design review to accommodate the development of housing.

Total Costs: \$46,000

5. BCAG: Grant Administration Costs

Project Description: Tasks involve developing grant contract with HCD, overseeing member jurisdiction suballocation projects, reviewing invoices, deliverables and deadlines associated with suballocation projects, and providing progress reports and communication to HCD as needed.

Total Costs: \$24,000

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The projects nominated by BCAG member jurisdictions all meet the grant program requirements (see below) and will lead to an increase in housing production throughout the region. All funding must be expended by August 2023. BCAG staff will continue to coordinate with the funding recipients to ensure successful completion and reporting of the projects.

REAP Grant Program Background

Senate Bill (SB) 113 and Assembly Bill (AB) 101 resulted in funding allocations available to Councils of Government such as BCAG through a grant program called Local Government Planning Support Grants Program (LGPSGP), later to be known as the Regional Early Action Planning (REAP) grant program. This program is being administered by the California Department of Housing and Community Development (HCD), and its primary goal is to accelerate housing production in California by cities and counties and facilitate compliance with the Regional Housing Needs Assessment administered by HCD and BCAG.

The Regional Early Action Planning grant program provides one-time allocations of funding to Councils of Governments (COGs) and Multiagency Working Groups in the total amount of \$125 million. These funds are intended to be used to achieve the grant program objectives which include:

- Increasing planning efforts related to housing.
- Facilitating local housing production through technical assistance and preparation and adoption of planning documents.
- Identifying current best practices at the regional and statewide level that promote sufficient supply of housing affordable to all income levels, and a strategy for increasing adoption of these practices at the regional level, where viable.
- Developing an education and outreach strategy to inform local agencies of the need and benefits of taking early action related to the sixth cycle regional housing need allocation.
- Facilitating compliance by the local agencies with the next update (6th cycle) of the Regional Housing Needs Assessment to accelerate housing production through process improvements.

STAFF RECOMMENDATION: This item is presented for the Board's information only.

Key Staff: Chris Devine, Planning Manager
Jon Clark, Executive Director

BUTTE COUNTY ASSOCIATION
OF GOVERNMENTS



BOARD OF DIRECTORS MEETING
ITEM #8



BCAG BOARD OF DIRECTORS

Item #8 Information

December 10, 2020

CONGESTION MITIGATION AND AIR QUALITY PROGRAM (CMAQ) AND HIGHWAY IMPROVEMENT PROGRAM – DRAFT STAFF RECOMENDATIONS

PREPARED BY: Ivan Garcia, Transportation Programming Specialist

ISSUE: BCAG initiated a call to member jurisdictions for new Congestion Mitigation and Air Quality Program (CMAQ) and Highway Improvement Program (HIP) projects for funding consideration. Applications were due on November 5, 2020.

DISCUSSION: The purpose of the CMAQ program is to fund projects which reduce the region's non-attainment pollutants. As in the past, projects are ranked by the amount of emissions reduced with regional equity also being considered. At the September 2020 BCAG Board meeting, staff indicated approximately \$6.2 million was being made available for new CMAQ projects to be incorporated into the development of the new 2021 Federal Transportation Improvement Program.

In addition, BCAG's federal Highway Improvement Program (HIP) apportionment of \$1,609,209 is available for projects on the federal aid system. This program was created through a previous Appropriations Act. It is not known if these funds will continue as part of the federal FAST Act reauthorization.

APPLICATIONS RECEIVED: Staff received two project applications for funding consideration:

City of Chico – Hegan Lane Business Park Access Improvement Project. This project will provide operational and safety improvements to the Hegan Lane Business Park District. This funding request is for the development and construction of a phase 1 project working towards the construction of **four (4) roundabouts** at the intersections of:

- Park Avenue and Midway
- E. Park Avenue and Fair Street
- Hegan Lane and Midway
- Hegan Lane and Otterson Drive

The City is requesting \$6.2 million in CMAQ and \$1.6 million in HIP funds.

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Staff Recommendation: Staff supports the programming of the City's request. The four (4) roundabouts are necessary for the full congestion relief and air quality benefits to be realized. This project also improves access for all transportation modes including bicycles and pedestrians.

Butte County – Autrey Lane South Rehabilitation Project. The County is requesting funding for the preliminary engineering component only to design curb, gutter and sidewalk with enhanced intersection crossings to replace the existing inefficient infrastructure to encourage students walking to school, local citizens walking to businesses and churches in the area. The County intends to pursue Active Transportation Program (ATP) through Caltrans once the component is done.

The County is requesting \$150,000.

Staff Recommendation: Staff supports the programming of this project.

Staff will incorporate the CMAQ and HIP funded recommendations supported by the BCAG Board into the development of the 2021 Federal Transportation Improvement Program. Complete project applications are available at the BCAG offices.

STAFF RECOMMENDATION: This item is presented for information and discussion.

Key Staff: Jon Clark, Executive Director
Ivan Garcia, Transportation Programming Specialist
Brian Lasagna, Senior Planner

BUTTE COUNTY ASSOCIATION
OF GOVERNMENTS



BOARD OF DIRECTORS MEETING
ITEM #9



BCAG BOARD OF DIRECTORS

Item #9 Information

December 10, 2020

BUTTE REGIONAL TRANSIT 1st Quarter 2020/21 Progress Report

PREPARED BY: Jim Peplow, Senior Planner

ISSUE: Staff is presenting key financial and statistical results for Butte Regional Transit (B-Line) for the first quarter of FY20/21.

DISCUSSION: The attached tables present a summary of key financial and operation results for Butte Regional Transit. Financial data presentation compares fourth quarter results to the annual budget and to the prior year quarter. Operations tables represent a performance-based assessment in comparison to the same quarter of the prior fiscal year. The measures of revenue, expense, ridership, vehicle revenue hours and passengers per vehicle revenue hour are broken down by the four types of service – fixed route and paratransit; urban and rural. This separation helps to define where improvements and/or issues are taking place. Accidents and complaints, gauging safety and customer satisfaction, are analyzed for the system as a whole.

The disruption of ridership and reduction of service due to the COVID-19 pandemic beginning in the final weeks of March 2020 will make financial data comparisons challenging. Although COVID first hit during the 3rd quarter of FY19/20, it was the 4th quarter that showed the full impact.

Overall Fixed Route ridership during the 1st quarter of FY20/21 was down by 53%, an improvement of 17% from the 4th quarter of FY19/20. Fixed route service has remained the same, except for Student Shuttle routes (8 & 9) that were reduced due to Chico State's cancellation of on-campus classes. Consequently, CSUC was granted a reduction in the contract rates for FY20/21. While this will have a severe impact on passenger fare revenue for the Urban Fixed Route system, BCAG plans to utilize the Federal CARES Act funding to cover costs associated with continued service during the pandemic.

Unlike fixed route hours that only saw a relatively small reduction in revenue hours, paratransit service hours were basically cut in half, as paratransit hours are strictly based on ridership reservations. Overall paratransit ridership during the 1st quarter was down by 66%, an improvement of 6% from the 4th quarter of FY19/20.

It is the understanding of BCAG, that the TDA farebox requirements will not be upheld during the period of the pandemic, though no official pronouncement has been made.

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Rural Fixed Route is exceeding the TDA (Transportation Development Act) farebox ratio requirement of 10% ticket sales to operating expenditures, with 11.5% for the quarter. Ridership for the quarter was down 47% from prior year (pre-COVID) quarter but has bounced back by 30% from last quarter (COVID). Expenditures for services and supplies are in line with budget expectations.

Urban Fixed Route is not meeting the TDA farebox ratio requirement of 20%. The farebox ratio of 7.06% reflects the lost CSUC fare revenue of nearly \$70 thousand. Ridership is still down 55% compared to prior year (pre-COVID) quarter but has rebounded by 66% from last quarter (COVID). Expenditures for services and supplies are in line with budget expectations.

Rural Paratransit is below the TDA farebox ratio requirement of 10%, coming in at 5.14% for the quarter. Ridership for the quarter was down 56% from prior year (pre-COVID) quarter and is nearly the same as last quarter (COVID). Service hours were down over 35% for the quarter. Expenditures for services and supplies are in line with budget expectations. The efficiency of this system fell to 2.3 passengers per hour mainly because fewer riders were scheduled per vehicle to practice social distancing.

Urban Paratransit is under the TDA farebox ratio requirement of 10%, at 5.64%. Ridership is down 56% compared to prior year (pre-COVID) quarter but has rebounded by 28% from last quarter (COVID). Service hours are down 56% for the quarter. Expenditures for services and supplies are lower than budget expectations as this service has not rebounded as much as expected. The efficiency of this system for the quarter is 2.4 passengers per hour compared to 3.5 in the prior year. This is due to fewer passengers boarded together to follow CDC guidelines for the coronavirus.

Overall – There were no accidents in the quarter, with 337,879 miles driven. There were eight valid complaints in the quarter which is within reason for the total number of passengers (118,811) served.

STAFF RECOMMENDATION: This item is presented for information only.

Key Staff: Jim Peplow, Senior Planner
Julie Quinn, Chief Fiscal Officer

Butte Regional Transit
1st Quarter Financial Report
Fiscal Year 2020/21

	Rural Fixed Route					Urban Fixed Route				
	19/20 Actual to Date	% of 19/20 Budget	20/21 Annual Budget	20/21 Actual to Date	% of 20/21 Budget	19/20 Actual to Date	% of 19/20 Budget	20/21 Annual Budget	20/21 Actual to Date	% of 20/21 Budget
Passenger Fare/Aux	\$ 112,923	22%	\$ 371,037	\$ 83,038	22%	\$ 184,357	21%	\$ 589,443	\$ 76,523	13%
Other Income	\$ 5,801	0%	\$ 2,741,001	\$ 160,998	6%	\$ 8,701	0%	\$ 3,861,005	\$ 82,447	2%
Total Income	<u>\$ 118,724</u>	4%	<u>\$ 3,112,038</u>	<u>\$ 244,036</u>	8%	<u>\$ 193,058</u>	5%	<u>\$ 4,450,448</u>	<u>\$ 158,970</u>	4%
Services & Supplies	\$ 618,026	22%	\$ 2,861,838	\$ 661,211	23%	\$ 977,615	24%	\$ 4,317,008	\$ 1,051,299	24%
Admin Charges	\$ 99,647	40%	\$ 250,200	\$ 60,692	24%	\$ 53,145	40%	\$ 133,440	\$ 32,369	24%
Total Expense	<u>\$ 717,673</u>	24%	<u>\$ 3,112,038</u>	<u>\$ 721,903</u>	23%	<u>\$ 1,030,760</u>	24%	<u>\$ 4,450,448</u>	<u>\$ 1,083,668</u>	24%
Farebox Ratio	<u>15.73%</u>		<u>11.92%</u>	<u>11.50%</u>	<u>% change</u>	<u>17.89%</u>		<u>13.24%</u>	<u>7.06%</u>	<u>% change</u>
Revenue Hours	5,609	25%	22,384	5,566	-1%	10,884	24%	42,409	10,645	-2%
Annual Passengers	57,048			30,217	-47%	171,680			77,288	-55%
Annual Pass/Rev Hr	10.2			5.4		15.7			7.3	

Notes:

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

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

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

Butte Regional Transit
1st Quarter Financial Report
Fiscal Year 2020/21

	Rural Paratransit					Urban Paratransit				
	19/20 Actual to Date	% of 19/20 Budget	20/21 Annual Budget	20/21 Actual to Date	% of 20/21 Budget	19/20 Actual to Date	% of 19/20 Budget	20/21 Annual Budget	20/21 Actual to Date	% of 20/21 Budget
Passenger Fare/Aux	\$ 18,350	21%	\$ 44,000	\$ 8,549	19%	\$ 62,467	26%	\$ 114,688	\$ 20,475	18%
Other Income	\$ -	0%	\$ 728,427	\$ 303,917	42%	\$ -	0%	\$ 2,057,424	\$ 231,912	11%
Total Income	\$ 18,350	2%	\$ 772,427	\$ 312,466	40%	\$ 62,467	3%	\$ 2,172,112	\$ 252,387	12%
Services & Supplies	\$ 201,186	24%	\$ 754,287	\$ 162,433	22%	\$ 612,823	28%	\$ 2,107,892	\$ 349,907	17%
Admin Charges	\$ 2,698	30%	\$ 18,140	\$ 3,858	21%	\$ 20,956	29%	\$ 64,220	\$ 13,410	21%
Total Expense	\$ 203,884	24%	\$ 772,427	\$ 166,291	22%	\$ 633,779	28%	\$ 2,172,112	\$ 363,317	17%
Farebox Ratio	9.00%		5.70%	5.14%	% change	9.86%		5.28%	5.64%	% change
Revenue Hours	2,442	22%	8,000	1,587	-35%	7,273	28%	22,400	3,198	-56%
Annual Passengers	8,138			3,596	-56%	25,414			7,710	-70%
Annual Pass/Rev Hr	3.3			2.3		3.5			2.4	

Notes:

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

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

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

B-Line Operating Data
FY 2020/21 - First Quarter

RURAL FIXED ROUTE

Quarter	Passengers			Vehicle Revenue Hours			Passengers per Revenue Hr		
	19/20	20/21	change	19/20	20/21	change	19/20	20/21	change
1st	57,048	30,217	-47.0%	5,609	5,566	-0.8%	10.2	5.4	-46.6%
2nd	54,992			5,611			9.8		
3rd	41,396			5,611			7.4		
4th	23,224			5,273			4.4		

URBAN FIXED ROUTE

Quarter	Passengers			Vehicle Revenue Hours			Passengers per Revenue Hr		
	19/20	20/21	change	19/20	20/21	change	19/20	20/21	change
1st	171,680	77,288	-55.0%	10,884	10,645	-2.2%	15.8	7.3	-54.0%
2nd	197,665			11,507			17.2		
3rd	139,596			11,309			12.3		
4th	46,501			9,791			4.7		

RURAL PARATRANSIT

Quarter	Passengers			Vehicle Revenue Hours			Passengers per Revenue Hr		
	19/20	20/21	change	19/20	20/21	change	19/20	20/21	change
1st	8,138	3,596	-55.8%	2,442	1,587	-35.0%	3.3	2.3	-32.0%
2nd	7,758			2,339			3.3		
3rd	6,780			2,236			3.0		
4th	3,365			1,358			2.5		

URBAN PARATRANSIT

Quarter	Passengers			Vehicle Revenue Hours			Passengers per Revenue Hr		
	19/20	20/21	change	19/20	20/21	change	19/20	20/21	change
1st	25,414	7,710	-69.7%	7,273	3,198	-56.0%	3.5	2.4	-31.0%
2nd	24,769			7,085			3.5		
3rd	21,621			6,560			3.3		
4th	6,037			3,094			2.0		

PREVENTABLE ACCIDENTS

Qtr-FY	Accidents	Miles	Ratio (1 per x)
1-20/21	0	337,879	n/a
4-19/20	0	285,954	n/a
3-19/20	3	353,705	117,901
2-19/20	2	363,810	181,904

VALID PASSENGER COMPLAINTS

Complaint	Rides	Ratio (1 per x)
8	118,811	14,850
1	79,127	79,126
5	209,360	41,871
6	285,184	47,530

BUTTE COUNTY ASSOCIATION
OF GOVERNMENTS



BOARD OF DIRECTORS MEETING
ITEM #10



BCAG Board of Directors Meeting Dates & Locations - 2021

<i>January 28</i>	<i>Chico, BCAG Board Room</i>
<i>February 25</i>	<i>Chico, BCAG Board Room</i>
<i>March 25</i>	<i>Chico, BCAG Board Room</i>
<i>April 22</i>	<i>Chico, BCAG Board Room</i>
<i>May 27</i>	<i>Chico, BCAG Board Room</i>
<i>June 24</i>	<i>Chico, BCAG Board Room</i>
<i>July 22</i>	<i>Chico, BCAG Board Room</i>
<i>August 26</i>	<i>Chico, BCAG Board Room</i>
<i>September 23</i>	<i>Chico, BCAG Board Room</i>
<i>October 28</i>	<i>Chico, BCAG Board Room</i>
<i>November</i>	<i>No Meeting</i>
<i>December 9</i>	<i>Chico, BCAG Board Room</i>

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