

BUTTE COUNTY ASSOCIATION
OF GOVERNMENTS



BOARD OF DIRECTORS MEETING
AUGUST 27, 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

August 27, 2020
9:00 a.m.



BCAG Board Room

326 Huss Drive, Suite 150
Chico, CA 95928

BCAG BOARD MEETING LIVE [Zoom Link](#)

Due to the COVID-19 Pandemic, members of the public attending the BCAG Board meeting in person must wear a mask.

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

<https://us02web.zoom.us/j/81609549392?pwd=Ry9NR0V3QjI3Unp3ZlNTMnovYTB2QT09>

Zoom Meeting ID: **816 0954 9392** Password: **656140**

1. Pledge of Allegiance
2. Roll Call

CONSENT AGENDA

3. Approval of Minutes from the June 25, 2020 BCAG Board of Directors Meeting (Attachment) – **Victoria**
4. Approval of Amendment #1 for the 2020/21 Overall Work Program (OWP) & Budget and Overall Work Program Agreement (Attachment) – **Julie**
5. Approval of 2020/21 Findings of Apportionment for the Transportation Development Act (TDA) Funds (Attachment) - **Julie**
6. Approval of Fiscal Year 2020/21 Preliminary Transportation Development Act (TDA) Claims (Attachment) – **Julie**
7. Approval of Resolution 2020/21-1 Authorizing BCAG's 2019/20 Federal Transit Administration (FTA) Section 5311 CARES Act Phase 2 Program Application (Attachment) – **Sara**
8. Approval of BCAG's Triennial Disadvantaged Business Enterprise (DBE) Overall Goal for FFY 2020/2023 – **Cheryl**
9. Approval of Social Services Transportation Advisory Council (SSTAC) Appointments - **Cheryl**

ITEMS REMOVED FROM CONSENT AGENDA – *If Any*

ITEMS FOR ACTION

10. Public Hearing for the 2020 Regional Housing Needs Plan (RHNP) – Draft Allocation Methodology (Attachment) - **Chris**

ITEMS FOR INFORMATION

11. Federal Transit Administration Buses and Bus Facilities Award for Zero-Emission Battery Electric Buses and Charging Equipment (Attachment) – **Sara**
12. 2020 Regional Transportation Plan (RTP) & Sustainable Communities Strategy (SCS) Update – **Ivan**

ITEMS FROM THE FLOOR

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

ADJOURNMENT

14. The next meeting of the BCAG Board of Directors has been scheduled for Thursday September 24, 2020, **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 JUNE 25, 2020</p>
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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 9:05 a.m. at the BCAG Conference Room, 326 Huss Drive, Suite 150, Chico CA.

MEMBERS PRESENT IN PERSON

Bill Connelly	Supervisor	District 1
Doug Teeter	Supervisor	District 5
Jody Jones	Councilmember	Town of Paradise

MEMBERS PRESENT REMOTELY

Quintin Crye	Councilmember	City of Gridley
Angela Thompson	Councilmember	City of Biggs
Randall Stone	Mayor	City of Chico
Steve Lambert (9:10am)	Supervisor	District 4

MEMBERS ABSENT

Debra Lucero	Supervisor	District 2
Chuck Reynolds	Mayor	City of Oroville
Tami Ritter	Supervisor	District 3

STAFF PRESENT

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

OTHERS PRESENT

David Early, PlaceWorks
 Andrea Howard, PlaceWorks
 Sue Takhar, Caltrans District 3
 Nima Kabirinassab, Caltrans District 3
 Lace Atencio, Transdev

BCAG Board of Directors Meeting – Item #3

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David Smith
Kathryn Mathes
Tom Brannon

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

CONSENT AGENDA

- 3. Approval of Minutes from the May 28, 2020 BCAG Board of Directors Meeting**
- 4. Approval of Revised Findings of Apportionment for 2019/20 Transportation Development Act (TDA) Funds**
- 5. Approval of 2019/20 Transportation Development Act (TDA) Claims**

On motion by Board Member Teeter and seconded by Board Member Jones, the consent agenda was unanimously approved.

ITEMS FOR ACTION

6: Authorization for Chair to Sign a Letter to Caltrans District 3 Regarding the State Route 99/Neal Road Signal Warning System

Staff detailed a recent collision on June 10, 2020 that resulted in two fatalities at the intersection of State Route 99 and Neal Road. This is the latest in a string of collisions over the last five years and BCAG and members of the Board have previously been in communication with Caltrans to update the signal warning system. Caltrans has already been planning on updating the signal warning system in Spring 2021, however, with the recent accident Staff is asking the Board to approve a letter to Caltrans District 3 requesting that the new signal warning system be put in place by the end of calendar year 2020.

Board Member Lambert arrived via conference line during the presentation of this item. There was general discussion regarding the letter, which was an attachment to this item, and the state of that intersection. Several Board Members expressed personal concern about the state of the intersection and how difficult it is for large trucks to have adequate time to stop before the light. Since the Camp Fire, there has been a significant increase in the northbound traffic of large trucks due to cleanup work on the Ridge.

On motion by Board Member Stone and seconded by Board Member Jones the request for authorization for the Chair to sign a letter to Caltrans District 3 regarding the State Route 99 and Neal Road Signal Warning System was unanimously approved.

7: Approval of Butte Regional Transit (BRT) Butte County Association of Governments (BCAG) Public Transportation Agency Safety Plan (PTASP)

Staff provided a final draft of the Public Transportation Agency Safety Plan (PTASP) for approval by the Board. The PTASP is required for certain operators of public transportation systems that receive federal funds under FTA's Urbanized Area Formula Grants to develop safety plans that include the processes and procedures to implement Safety Management Systems.

The entire PTASP was made available to the Board and public via the BCAG website in electronic form, and a link was included in this memo. There was general discussion between Staff and the Board regarding how the plan was developed and how it can be modified as needed.

On motion by Board Member Teeter and seconded by Board Member Lambert the Butte County Association of Governments Public Transportation Agency Safety Plan was unanimously approved.

ITEMS FOR INFORMATION

8: 2020 Regional Housing Needs Plan (RHNP) Update

Staff presented an update on the status of the 2020 Regional Housing Needs Plan (RHNP). The development of the plan was originally put forth at the May 2020 Board Meeting, and the plan is scheduled for adoption in December 2020. Staff has been working with the consultant team at PlaceWorks to create and administer a survey of the member jurisdictions in order to obtain information that will be used in updating the draft allocation methodology.

There was discussion between Staff and the Board regarding the specifics of the draft allocation methodology and the limitations of the RHNP. The Board was concerned given that some of the starting numbers used were based on data from 2012 and didn't consider the changes as a result of the Camp Fire at the end of 2018. The Board was also concerned with what this plan will be used for. The consultant and Staff assured the Board that while this will allocate housing needs throughout Butte County, there is no expectation of achievement of these plans.

This item was presented for information only.

9: Social Services Transportation Advisory Council (SSTAC) Recruitment of Members for FY 2020/21

Staff informed the Board that the Transportation Development Act (TDA) requires that Staff have a Social Services Transportation Advisory Council (SSTAC) made up of members of the public in specific categories for transit related issues. Each member is appointed for a three-year term. Every year, one third of the memberships on the

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August 27, 2020

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SSTAC come to an end to allow for new members, or renewal of membership by sitting members since there is no term limit. Staff has started the process to recruit new members for the 2020/21 fiscal year. Specifically, Staff has put flyers on all the buses, posted on Facebook and Twitter, and sent a newsletter via email to social service agencies in Butte County to solicit potential candidates. There was general comment and conversation between the Board and Staff.

This item was presented for information purposes to allow for Board recommendations for recruitment, as well as an overview of how Staff is reaching out for recruitment to the general public.

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 9:26 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

August 27, 2020

APPROVAL OF AMENDMENT #1 FOR THE 2020/21 OVERALL WORK PROGRAM (OWP) & BUDGET AND OVERALL WORK PROGRAM AGREEMENT (OWPA)

PREPARED BY: Julie Quinn, Chief Fiscal Officer

ISSUE: BCAG Chief Fiscal Officer is requesting the BCAG Board of Directors approval of an amendment with an effective date of August 1, 2020, for the FY20/21 OWP & Budget.

DISCUSSION: Amendment #1 adjusts the below OWP work elements (WE) for grant award information received after the approval of the initial budget.

The following changes are:

- WE 21-124 SB743 and WE 21-125 Regional General Permit; FY20-21 SB1 Planning grant award was \$943 higher than estimated. A total of \$185,943 will be split between the two projects listed above. The increase in SB1 funding is a decrease to match funds. The amendment includes adjustments to personnel hours and associated indirect costs between the two projects. There is no net effect from the original budget.
- WE 21-131 Chico to Sacramento Strategic Plan; increase of \$29,705 for FTA 5304 Strategic Partnership grant award of \$243,457. Match is reduced from 20% to 11.47%. Total project funding of \$275,000 reflects an increase of \$7,810 from original budget.
- WE 21-301 Public Transportation Coordination & Planning; added FTA 5307 award of \$200,000 and matching funds of \$50,000 for work with consultant on a Butte Regional Transit Routing Study. Work element update attached.

Attached is a summary of adjustments to the FY20/21 OWP & Budget by work element.

STAFF RECOMMENDATION: Approve Amendment #1 of the FY20/21 Overall Work Program & Budget and the OWP Agreement.

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

**FISCAL YEAR 2020/21
SUMMARY OF OWP AMENDMENT 1 (OWPA AMENDMENT 1)**

21-124 SB743			
	<u>PRIOR</u>	<u>AMENDED</u>	<u>NET CHANGE</u>
SB1 PLANNING GRANT 20-21	85,481	84,111	(1,370)
LTF PLANNING MATCH	25,711	24,468	(1,243)
TOTAL REVENUE	111,192	108,579	(2,613)
SALARIES & BENEFITS	6,498	4,981	(1,517)
INDIRECT	4,694	3,598	(1,096)
CONSULTANTS/OTHER DIRECT	100,000	100,000	-
TOTAL EXPENDITURES	111,192	108,579	(2,613)

21-125 RGP			
	<u>PRIOR</u>	<u>AMENDED</u>	<u>NET CHANGE</u>
SB1 PLANNING GRANT 20-21	99,519	101,832	2,313
LTF PLANNING MATCH	25,251	25,551	300
TOTAL REVENUE	124,770	127,383	2,613
SALARIES & BENEFITS	11,478	12,995	1,517
INDIRECT	8,292	9,388	1,096
CONSULTANTS	105,000	105,000	-
TOTAL EXPENDITURES	124,770	127,383	2,613

21-131 CHICO TO SAC STRATEGIC PLAN			
	<u>PRIOR</u>	<u>AMENDED</u>	<u>NET CHANGE</u>
STRATEGIC PARTNERSHIP- FTA 5304	213,752	243,457	29,705
LTF PLANNING MATCH	53,438	31,543	(21,895)
TOTAL REVENUE	267,190	275,000	7,810
SALARIES & BENEFITS	39,009	39,009	-
INDIRECT	28,181	28,181	-
CONSULTANTS/OTHER DIRECT	200,000	207,810	7,810
TOTAL EXPENDITURES	267,190	275,000	7,810

21-301 PUBLIC TRANSIT SYSTEM COORDINATION & PLANNING			
	<u>PRIOR</u>	<u>AMENDED</u>	<u>NET CHANGE</u>
FHW PLANNING	73,881	73,881	-
FTA 5303	31,663	31,663	-
FTA 5307	-	200,000	200,000
LTF PLANNING MATCH	13,675	63,675	50,000
TOTAL REVENUE	119,219	369,219	250,000
SALARIES & BENEFITS	69,216	69,216	-
INDIRECT	50,003	50,003	-
CONSULTANTS	-	250,000	250,000
TOTAL EXPENDITURES	119,219	369,219	250,000

NET CHANGE IN BUDGET REVENUE:	<u>PRIOR</u>	<u>AMENDED</u>	<u>NET CHANGE</u>
SB1 PLANNING GRANT 20-21	185,000	185,943	943
STRATEGIC PARTNERSHIP FTA 5304	213,752	243,457	29,705
FTA 5307- PLANNING	-	200,000	200,000
LTF PLANNING MATCH	546,990	574,152	27,162
NET BUDGET REVENUE CHANGE	945,742	1,203,552	257,810
ORIGINAL TOTAL OWP AWARDS			4,212,659
AMENDED TOTAL OWP AWARDS			4,470,469
LESS FUNDS PROGRAMED FOR FUTURE YEARS			(106,822)
AMENDED OWP EXPENSE			4,363,647

Expense Adjustment			
SALARIES	1,743,998	1,743,998	-
INDIRECT	1,259,864	1,259,864	0
CONSULTANT	405,000	662,810	257,810
			<u>257,810</u>



WORK ELEMENT 21-301

Public Transit System Coordination & Planning

OBJECTIVE: To coordinate plans and studies that help improve the efficiency and ridership of the Butte Regional Transit System.

DESCRIPTION: Starting with the 2001/02 FY, BCAG assumed the day-to-day administration for the public transit systems operated by the cities, town and county (*formerly Butte County Transit, Chico Area Transit, Chico Clipper, Oroville Area Transit, Oroville Express, and Paradise Express*). In 2005, the cities, town and county took a further step and consolidated the transit administration and operations policy making authority under BCAG by establishing Butte Regional Transit known as the B-Line. The consolidation of the transit systems resulted after a multi-year planning study was prepared and coordinated by BCAG.

Since the consolidation and establishment of the B-Line, BCAG has maintained this work element to identify planning and coordination work that supports improving the efficiency and ridership of the B-Line.

Past planning and coordination studies have included development of the B-Line Tracker which was developed in the 2011/12 FY. The B-Line Tracker allows riders to type in a number identified at each bus stop location to get real-time information on bus arrival time.

During the 2014/15 FY, BCAG worked with Google Maps to plan and coordinate a Trip Planner tool that allows B-Line riders to plan their transit trip from origin to destination by using a mobile phone or online at the B-Line webpage.

During the 2019/20 FY, BCAG staff has been working with a consultant to develop a mobile fare app that will allow riders to purchase their ticket through their phones or other mobile devices. This app is being developed with Token Transit and is scheduled to be in use by the end of the 2019/20 FY.

Since the 2012/13 FY, BCAG has also assisted with the establishment of *HelpCentral.Org* to develop a centralized Human Services/Public Transportation website to improve Regional Mobility. During the 2018/19 FY, BCAG leased office space to *HelpCentral.Org* and continues to coordinate necessary activities with *HelpCentral.Org* to ensure correct transit information is provided to the public.

During the 2020/21 FY BCAG staff will work with a consultant to prepare the Butte Regional Transit Routing Study to examine the current fixed route system to identify any improvements that can be made to improve routing headways, bus stop locations and other improvements that will make fixed route service more attractive to non-users. This study will be funded by Federal Transit Administration (FTA) Section 5307 FY 2020 funds. The underlying goal of this study will be to increase ridership and reduce greenhouse gas emissions. BCAG will

coordinate this study with the local jurisdictions, social service agencies, non-profit agencies, and the public.

Development of potential projects that result from the transit coordination and planning work element will be included in the RTP/SCS and FTIP if necessary or required. Work under this work element will also be coordinated with FTA and Caltrans.

PREVIOUS WORK: Coordinated Public Transit-Human Services Transportation Plan 2007/08; Short-Range Transit Plans 1998/99; Countywide Transit Consolidation Study Report 2000/2001; Startup of Butte Regional Transit July 2005; Triennial Performance Audits 2013, 2016 & 2019; Market Based Transit Study 2010/11.

TASKS:

1. Review, update and revise existing routes and schedules based upon AVL/GPS system data, driver and public input, coordinate implementation with contractor, BCAG Board and Public;
2. Hold public workshops as needed to educate riders on using the B-Line Fixed Route and Paratransit services – coordinate with low-income and senior communities as well as with traditionally under-represented populations – ongoing;
3. Monitor funding sources for transit studies and transit improvement projects – ongoing;
4. Oversee/Prepare appropriate FTA funding applications and program of projects – October 2020/May 2021;
5. Attend appropriate transportation related workshops and meetings – as needed;
6. Coordinate with Butte OEM, EOC Logistics, and CalOES on Butte County Emergency Management Plan;
7. Document all Tribal Government-to-Government relations and communications;
8. Submit FTA Section 5307 application, prepare RFP and retain consultant to prepare B-Line Routing Study;
9. Project management and oversight of B-Line Routing Study (\$30,000);
10. Prepare Request for Proposals document and select consultant(s), hold internal kick-off meeting, and administrative coordination of B-Line Routing Study (\$33,000);
11. Participate in Transit Administrative Oversight Committee meetings, organize and attend public workshops on major deliverables for the B-Line Routing Study (\$37,000);

12. Prepare B-Line Routing Study Existing Conditions, System Alternatives, and draft and final document memorandums (\$150,000)

WORK ELEMENT 21-301 PRODUCTS		SCHEDULE
1. Coordination of transit policy in consultation with Transit Administrative Oversight Committee and BCAG Board of Directors		Annual
2. Implement ongoing transit planning activities including public involvement process with local jurisdictions, Caltrans, FTA and the Board		Quarterly
3. Prepare public outreach materials including brochures, commercials and other advertisement related materials to promote and encourage using public transit		Ongoing During the FY
4. Coordinate with the Local and State Law Enforcement and Federal Agencies with Homeland Security training		March 2021
5. Invoice backups, Milestone Progress Reports (MPR), and Federal Financing Reports for B-Line Routing Study		June 2021
6. Request for Proposals document and copy of executed contract with consultant for B-Line Routing Study		November 2020
7. Kick-off meeting agenda and meeting minutes for B-Line Routing Study		January 2021
8. Transit Administrative Oversight Committee meeting agendas and minutes for B-Line Routing Study		January 2022
9. Presentations and public outreach materials for B-Line Routing Study		June 2021
10. Memorandum on existing conditions for B-Line Routing Study		April 2021
11. Memorandum on system alternatives for B-Line Routing Study		July 2021
12. Draft B-Line Routing Study document		November 2021
13. Final B-Line Routing Study document		March 2022

STAFFING	PERSON MONTHS
Senior Planner	3.5
Associate Senior Planner	3.0
TOTAL	6.5

WORK ELEMENT 21-301 FUNDING			
REVENUES		EXPENDITURES	
FHWA PL	\$73,881	Personnel	\$69,216
LTF MATCH	63,675	Indirect Costs	50,003
FTA 5303	31,663	Consultant	250,000
FTA 5307	200,000		
TOTAL	\$369,219	TOTAL	\$369,219

BUTTE COUNTY ASSOCIATION
OF GOVERNMENTS



BOARD OF DIRECTORS MEETING
ITEM #5



BCAG BOARD OF DIRECTORS

Item #5 Consent

August 27, 2020

APPROVAL OF 2020/21 FINDINGS OF APPORTIONMENT FOR THE TRANSPORTATION DEVELOPMENT ACT (TDA) FUNDS

PREPARED BY: Julie Quinn, Chief Fiscal Officer

ISSUE: Staff is presenting the FY20/21 Transportation Development Act (TDA) apportionments for Board approval. Apportionments are required prior to the approval of claims. Apportionments are allocated to Butte County claimants based on TDA claims in the following board item.

DISCUSSION: The TDA provides two funding sources: Local Transportation Funds (LTF) and State Transit Assistance (STA). Revenues of the LTF are derived from a ¼ cent of general sales tax collected within the county and revenues of the STA are derived from the statewide sales tax on diesel fuel. The STA provides funding for allocation to local transit service for operations and capital associated with local mass transportation programs. The LTF funds a wide variety of transportation programs, including planning and programming activities, pedestrian and bicycle facilities, public transportation and bus and rail projects. Providing certain conditions are met, counties with a population under 500,000 may also use the LTF for local streets and roads construction and maintenance.

The apportionment of LTF is based on the Butte County Auditor-Controller's estimate of sales tax revenues for the upcoming year, plus any available fund balance or adjustments for changes in estimate. The FY20/21 estimate of LTF from the County is \$9,437,520. BCAG has adjusted this estimate down by 6% to account for a reduction of \$566,251 in sales taxes due to Covid-19 pandemic. BCAG has also added \$300,000 from the estimated fund balance of FY19/20. Additional fund balance can be utilized if the estimated loss in sales tax is higher.

The State Transit Assistance (STA) apportionment of \$1,152,358 is based on the adopted State budget. The August 2020 estimate from the SCO was reduced \$920,832 from the Preliminary Apportionment reviewed with the Board in April of 2020. This represents a 44% reduction. No additional fund balance is included at this time.

BCAG and the Butte County Auditor-Controller receive allocations off the top per the TDA regulations. Butte Regional Transit allocation of \$4,492,118 consists of operations funding of \$3,492,118 and \$1,000,000 of capital reserve funding that is set aside for future capital needs, including bus purchases. Operating funds are determined from the

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April 23, 2020

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B-Line Budget and Service Plan and are adjusted for any prior year carryover. Capital reserves are determined from the bus replacement schedule.

Allocations to the cities, town and county for streets and roads projects are based on January 1, 2020 population figures from the State Department of Finance. Changes in population reflect a shift in apportionment from the County and the Town of Paradise to the City of Chico, due to lasting effects of the Camp Fire.

Attached is the Findings of Apportionment for the LTF and STA for FY20/21.

STAFF RECOMMENDATION: Staff requests the Board approve the FY20/21 TDA Findings of Apportionment.

Key Staff: Iván García, Programming Manager
Julie Quinn, Chief Fiscal Officer
Jon Clark, Executive Director

**STATE TRANSIT ASSISTANCE FUND (STA)
and
LOCAL TRANSPORTATION FUND (LTF)
Fiscal Year 2020/21
Preliminary Findings of Apportionment**

Proposed 8/27/2020

STA - Total Funds = \$ 1,152,358

Jurisdiction	PUC 99313	PUC 99314	2020/21 Allocation	Change from 20-21 Preliminary Finding
BRT OPERATIONS	\$ 957,717	\$ 108,641	\$ 1,066,358	(920,832)
BUTTE CO			\$ -	-
BIGGS			\$ -	-
CHICO			\$ -	-
GRIDLEY FLYER	\$ 84,665	\$ 1,335	\$ 86,000	-
OROVILLE			\$ -	-
PARADISE			\$ -	-
TOTAL	1,042,382	\$ 109,976	\$ 1,152,358	\$ (920,832)

STA Source: State Controller's Office August 2020 estimate; 44% reduction from January estimate.

LTF - Total Funds = \$ 9,171,269

Jurisdiction	Population	Pop %	2020/21 Allocation	Change from 20-21 Preliminary Finding
BCAG/Admin	N/A	N/A	\$ 550,000	-
BC AUDITOR/Admin	N/A	N/A	\$ 15,000	5,000
BRT CAPITAL	N/A	N/A	\$ 1,000,000	-
BRT OPERATIONS	N/A	N/A	\$ 2,425,760	(1,202,287)
BUTTE CO	67,640	32.16%	\$ 1,666,308	(1,616)
BIGGS	1,852	0.88%	\$ 45,624	1,839
CHICO	110,326	52.46%	\$ 2,717,876	341,918
GRIDLEY	6,402	3.04%	\$ 157,713	4,615
OROVILLE	19,440	9.24%	\$ 478,903	17,470
PARADISE	4,631	2.20%	\$ 114,084	16,809
TOTAL	210,291	100.00%	\$9,171,268	\$ (816,252)

LTF Source: 94% of Butte County Auditor's Office estimate of \$9,437,520 for FY 20/21 plus \$300,000 of Fund Balance

Source: Population - Department of Finance Report E-1 for Jan 1, 2020

FY 20-21 Agency Apportionments for STA and LTF				Change from 20-21 Preliminary Finding
AGENCY	STA	LTF	TOTAL	
BCAG		\$ 550,000	\$ 550,000	\$ -
AUDITOR		\$ 15,000	\$ 15,000	\$ 5,000
BUTTE REGIONAL TRANSIT	\$ 1,066,358	\$ 3,425,760	\$ 4,492,118	\$ (2,123,119)
BUTTE CO		\$ 1,666,308	\$ 1,666,308	\$ (1,616)
BIGGS		\$ 45,624	\$ 45,624	\$ 1,839
CHICO		\$ 2,717,876	\$ 2,717,876	\$ 341,918
GRIDLEY	\$ 86,000	\$ 157,713	\$ 243,713	\$ 4,615
OROVILLE		\$ 478,903	\$ 478,903	\$ 17,470
PARADISE		\$ 114,084	\$ 114,084	\$ 16,809
TOTAL	\$ 1,152,358	\$ 9,171,268	\$ 10,323,626	\$ (1,737,084)

Change in Funding:		FY 20/21 Preliminary	FY 20/21 Final	Change in TDA
	STA	\$ 2,073,190	1,152,358	\$ (920,832)
	LTF	\$ 9,987,520	9,171,268	(816,252)
				<u>\$ (1,737,084)</u>
Change in Distribution:				
	BRT	\$ 6,615,237	4,492,118	\$ (2,123,119)
	Jurisdictions	\$ 4,895,473	5,281,508	386,035
				<u>\$ (1,737,084)</u>

BUTTE COUNTY ASSOCIATION
OF GOVERNMENTS



BOARD OF DIRECTORS MEETING
ITEM #6



BCAG BOARD OF DIRECTORS

Item #6 Consent

August 27, 2020

APPROVAL OF FISCAL YEAR 2020/21 PRELIMINARY TRANSPORTATION DEVELOPMENT ACT (TDA) CLAIMS

PREPARED BY: Julie Quinn, Chief Fiscal Officer

ISSUE: Transportation Development Act (TDA) regulation requires the governing board of the regional transportation agency approve by resolution all claims filed for the allocation of TDA funds.

DISCUSSION: Fiscal Year 2020-21 TDA funds have been apportioned to each jurisdiction with the Findings of Apportionment approved by the previous agenda item. A jurisdiction may file an expenditure plan to claim their apportionment for projects in the fiscal year. The FY 2020/21 claims include the remaining balance of FY 2019/20 TDA Apportionments. The expenditure plan allocates the apportionments to the prescribed uses within the TDA regulations. It may also include allocations of a locally held fund balance, which is for information purposes only. If no projects are identified for the current apportionment, the funds are considered unallocated apportionment and are held in the jurisdictions name for use in future projects.

Use of the funds is prioritized by the TDA regulations. STA provides funding solely for public transportation services while LTF allocation priorities are as follows:

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

The Preliminary Expenditure Plan identifies the jurisdictions use of funds in accordance with the requirements of the TDA. In the current year, Butte Regional Transit (BRT) will continue to claim operating and capital funds directly. The Cities and Town may claim funds for other transit needs, as well as bike and pedestrian, and streets and roads projects. The Town of Paradise has not submitted an expenditure plan for FY 20/21. As reconstruction plans for Paradise become more solidified, the Town will claim their accumulated apportionment, up to \$795,540, at a future date.

BCAG Board of Directors Item #6
August 27, 2020
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Staff has reviewed the attached claims and found them to be in accordance with the TDA guidelines and within the apportionments approved by this Board. The attached resolution identifies the Local Transportation Fund (LTF) and State Transit Assistance (STA) that has been claimed by the jurisdictions and allows for flexibility should minor adjustments to the form be necessary. Approval of the resolution initiates the distribution of current apportionments to the claimants.

The FY20/21 Preliminary Expenditure Plans will be revised after the FY19/20 TDA audits are complete and B-line carryover amounts are calculated. The Final Expenditure Plans will be brought to the Board for approval later in the fiscal year and utilized for the FY20/21 TDA audits.

STAFF RECOMMENDATION: Staff requests the Board adopt **Resolution No. 2020/21-02** to approve the preliminary TDA Claims for LTF and STA as summarized below:

	19/20	20/21	20/21	20/21
LTF Claimant	Beg Balance	Appropriation	Claimed	End Balance
BCAG	\$ -	\$ 550,000	\$ 550,000	\$ -
County Auditor	-	15,000	15,000	-
BRT - Capital Reserves	-	400,000	400,000	-
BRT - Operations	-	2,425,760	2,425,760	-
Butte County	421,135	1,666,308	1,816,308	271,135
City of Biggs	9,860	45,624	55,484	-
City of Chico	475,980	2,717,876	3,193,856	-
City of Gridley	35,755	157,713	193,468	-
City of Oroville	93,518	478,903	572,421	-
Town of Paradise	681,456	114,084	-	795,540
BRT- LTF reserve	-	600,000	600,000	-
LTF Totals	\$ 1,717,704	\$ 9,171,268	\$ 9,822,297	\$ 1,066,675
STA Claimant	Beg Balance	Appropriation	Claimed	End Balance
BRT - Operations	\$ -	\$ 1,066,358	\$ 1,066,358	\$ -
City of Gridley- Flyer	-	86,000	86,000	-
STA Totals	\$ -	\$ 1,152,358	\$ 1,152,358	\$ -

Key staff: Iván García, Transportation Programming Specialist
 Julie Quinn, Chief Fiscal Officer

**RESOLUTION OF THE PRELIMINARY ALLOCATION OF TRANSPORTATION
DEVELOPMENT ACT (TDA) FUNDS TO THE BUTTE COUNTY JURISDICTIONS
FOR FISCAL YEAR 2020/21**

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

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

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

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

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

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

TDA ALLOCATED to BUTTE COUNTY Jurisdictions for FY20/21 is as follows:

	19/20	20/21	20/21	20/21
LTF Claimant	Beg Balance	Appropriation	Claimed	End Balance
BCAG	\$ -	\$ 550,000	\$ 550,000	\$ -
County Auditor	-	15,000	15,000	-
BRT - Capital Reserves	-	400,000	400,000	-
BRT - Operations	-	2,425,760	2,425,760	-
Butte County	421,135	1,666,308	1,816,308	271,135
City of Biggs	9,860	45,624	55,484	-
City of Chico	475,980	2,717,876	3,193,856	-
City of Gridley	35,755	157,713	193,468	-
City of Oroville	93,518	478,903	572,421	-
Town of Paradise	681,456	114,084	-	795,540
BRT- LTF reserve	-	600,000	600,000	-
LTF Totals	\$ 1,717,704	\$ 9,171,268	\$ 9,822,297	\$ 1,066,675
STA Claimant	Beg Balance	Appropriation	Claimed	End Balance
BRT - Operations	\$ -	\$ 1,066,358	\$ 1,066,358	\$ -
City of Gridley- Flyer	-	86,000	86,000	-
STA Totals	\$ -	\$ 1,152,358	\$ 1,152,358	\$ -

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

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

PASSED AND ADOPTED by the Butte County Association of Governments on the 27rd day of August 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
LOCAL TRANSPORTATION FUND (LTF) AND STATE TRANSIT ASSISTANCE (STA) FUND
ANNUAL PROJECT AND EXPENDITURE PLAN

Claimant: Butte County Auditor's Office

Fiscal Year 2020/2021
Submitted August 2020

TDA STATUTE DESCRIPTION & LOCAL AGENCY PROJECT TITLE	SOURCE OF FUNDING						TOTAL
	CLAIMED FUNDS		CLAIMED FUNDS		OTHER FUNDING SOURCES		
	TDA - LTF		TDA - STA		OTHER FUNDS	SOURCE	
	LTF \$ amount	PUC Article & Section	STA \$ amount	CCR Section			
TDA Administration Allocations	15,000	Article 3, Sec 99233.1					15,000
							-
							-
							-
							-
							-
SUB TOTAL	15,000		-		-	-	15,000

SUPPLEMENTAL INFO:	LTF	Total
Apportionments:	10,000	10,000
	Apportionment	Claimed
LTF Balance	10,000	10,000
		Balance
		-

Auditor's Office: Rebecca Mittag 552-3607

BCAG Contact: Ivan Garcia/Julie Quinn 530-809-4616

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

Claimant: Butte County Association of Governments

Fiscal Year 2020/2021
 Submitted August 2020

TDA STATUTE DESCRIPTION & LOCAL AGENCY PROJECT TITLE	SOURCE OF FUNDING						TOTAL
	CLAIMED FUNDS		CLAIMED FUNDS		OTHER FUNDING SOURC		
	TDA - LTF		TDA - STA		OTHER FUNDS	SOURCE	
	LTF \$ amount	PUC Article & Section	STA \$ amount	CCR Section			
TDA Administration	123,760	Article 3, Sec 99233.1					123,760
Planning & Programing	426,240	Article 3, Sec 99233.2					426,240
							-
							-
							-
							-
							-
SUB TOTAL	550,000		-		-	-	550,000

SUPPLEMENTAL INFO:	LTF	Total
Apportionments:	550,000	550,000
	Apportionment	Claimed
LTF Balance	550,000	550,000
		Balance
		-

BCAG Contact: Ivan Garcia 530-809-4616
 Julie Quinn, BCAG CFO, 809-4616

LOCAL TRANSPORTATION FUND (LTF) AND STATE TRANSIT ASSISTANCE (STA) FUND
ANNUAL PROJECT AND EXPENDITURE PLAN

Claimant: Butte Regional Transit

Fiscal Year 2020/2021
 Submitted August 2020

FY 20/21 APPORTIONMENTS		
LTF	STA	Total
3,425,760	1,066,358	4,492,118

TDA STATUTE DESCRIPTION & LOCAL AGENCY PROJECT TITLE	SOURCE OF FUNDING						TOTAL
	CLAIMED FUNDS		CLAIMED FUNDS		OTHER FUNDING SOURCES		
	TDA - LTF		TDA - STA		OTHER FUNDS	SOURCE	
	LTF \$ amount	PUC Article & Section	STA \$ amount	CCR Section			
Support of Public Transp System /B Line Capital Reserve (general)	400,000	Art 4. Sec. 99262					400,000
Support of Public Transp System /B Line Capital Reserve (busses)	600,000	Art 4. Sec. 99262			-		600,000
Support of Public Transp System / B Line Ops. FIXED ROUTE	1,649,470	Art 4. Sec. 99260 (a)	1,066,358	Art 4, Sec 6730 (a)			2,715,828
Support of Public Transp System/ B Line Ops. PARATRANSIT	776,290	Art 4. Sec. 99260 (a)					776,290
SUB TOTAL	3,425,760		1,066,358		-	-	4,492,118

BRT Contact: Andy Newsum 809-4616 BCAG: Ivan Garcia or Julie Quinn 809-4616

SUPPLEMENTAL INFO:					
B Line Obligations:	Operating TDA	Less Carryover	Capital Reserve	Capital Purchase	Total
Fixed Route	3,176,244	(460,416)	-	-	2,715,828
Paratransit	1,236,706	(460,416)	-	-	776,290
Capital			400,000	600,000	1,000,000
Total	4,412,950	(920,832)	400,000	600,000	4,492,118

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

Claimant: Butte County Public Works

Fiscal Year 2020/2021
Submitted August 2020

TDA STATUTE DESCRIPTION & LOCAL AGENCY PROJECT TITLE	SOURCE OF FUNDING						TOTAL Project Expense
	CLAIMED FUNDS		FUND BALANCE USED		OTHER FUNDING SOURCES		
	LTF		LTF		OTHER FUNDS	SOURCE	
	LTF \$ amount	PUC Section	LTF \$ amount	PUC Section			
TDA Fund 0131 Administration-County's Support Services	13,759	Art 8, 99400 (d)					13,759
Payment Under Contract for Public Transportation Gridley Flyer	4,950	Art 8, 99400 (c)					4,950
Rail Passenger Service Amtrak-Chico	1,680	Art 8, 99400 (b)					1,680
Streets and Roads - Road Maintenance Incl. Transp. Planning	1,645,919	Art 8, 99402	13,727	Art 8, 99402			1,659,646
Autrey Lane & Monte Vista CG&S	150,000	Art 8, 99402					150,000
SUB TOTAL	1,816,308		13,727		-	-	1,830,035

Local Contact: Amanda Partain 538-7681 BCAG- Ivan Garcia or Julie Quinn : 809-4616

LTF funds claimed and held by the jurisdiction:

TDA Revenue Classification:	Estimated Beg Fund Balance	20/21 Revenue	20/21 Expense	Estimated End Fund Balance
Transit LTF	-	20,389	20,389	-
Transportation LTF	78,915	1,795,919	1,809,646	65,188
Total County TDA Fund Balance	78,915	1,816,308	1,830,035	65,188

FY 20/21 LTF APPORTIONMENT	
Beginning 19/20	421,135
20/21 Apportionment	1,666,308
Total	2,087,443
Amount claimed	(1,816,308)
Unclaimed balance	271,135

BUTTE COUNTY ASSOCIATION OF GOVERNMENTS

LOCAL TRANSPORTATION FUND (LTF)
ANNUAL PROJECT AND EXPENDITURE PLAN

Claimant: City of Biggs

Fiscal Year 2020/2021
 Submitted August 2020

TDA STATUTE DESCRIPTION & LOCAL AGENCY PROJECT TITLE	SOURCE OF FUNDING						TOTAL STREETS & ROADS PROJECTS-w/TDA
	CLAIMED FUNDS		FUND BALANCE USED		OTHER FUNDING SOURCES		
	TDA - LTF		TDA - LTF		OTHER FUNDS	SOURCE	
	LTF \$ amount	PUC Section	LTF \$ amount	PUC Section			
Streets & Roads Maintenance	55,484	Art 8, 99402					55,484
							-
							-
SUB TOTAL	55,484		-		-	-	55,484

Local Contact: Mark Sorensen 868-5393

LTF funds claimed and held by the jurisdiction:

TDA Revenue Classification:	Estimated Beg	20/21	20/21	Estimated End
	Fund Balance	Revenue	Expense	Fund Balance
Transit LTF	-	-	-	-
Transportation- LTF	-	55,484	55,484	-
Total TDA Fund	-	55,484	55,484	-

FY 20/21 LTF APPORTIONMENT	
Beginning 19/20	9,860
20/21 Apportionment	45,624
Total	55,484
Amount claimed	-
Unclaimed balance	55,484

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

Claimant: City of Chico

Fiscal Year 2020/2021
Submitted August 2020

TDA STATUTE DESCRIPTION & LOCAL AGENCY PROJECT TITLE	SOURCE OF FUNDING						TOTAL PROJECT
	CLAIMED FUNDS		FUND BALANCE USED		OTHER FUNDING SOURCES		
	TDA - LTF		TDA - LTF		OTHER FUNDS	SOURCE	
	LTF \$ amount	PUC Section	LTF \$ amount	PUC Section			
General Public / Transit Service (212-653)	82,096	Article 8, 99400 (c)	-	Article 8, 99400 (c)			82,096
Planning and Administration / Transit Service (212-653)		Article 8, 99400 (d)	-	Article 8, 99400 (d)			
Transit Center Maint. & Utilities / Transit Service (212-653)		Article 8, 99400 (e)	-	Article 8, 99400 (e)			
Passenger Rail Operations & Capital / Transportation -Depot (212-659)	53,767	Article 8, 99400 (b)					53,767
Projects for Pedestrians and Bicycles / Transportation (212-654)	107,132	Article 8, 99400 (a)					107,132
Streets and Roads Claims / Planning and Planning Process Admin/ Indirect Cost (212-000) & (212-995)	71,741	Article 8, 99402					71,741
Public Right-of-Way Maintenance / Traffic Safety (212-650)	107,227	Article 8, 99402					107,227
Streets and Roads Claims / Planning and Planning Process Transportation-Planning (212-655)	309,971	Article 8, 99402					309,971
Streets and Roads - Road Maintenance Incl. Transp. Planning (9001)	100,000	Article 8, 99402					100,000
Capital Projects (roads) 16004, 16038, 50233, 50316, 50347, 50410, 50452	1,750,958	Article 8, 99400 (a)					1,750,958
Capital Projects (bike/ped) 12058, 50160, 50378, 50464	610,964	Article 8, 99400 (a)					610,964
SUB TOTAL	3,193,856		-		-	-	3,193,856

Local Contact: Brendan Ottobani, Kathryn Mathus, Linda Herman

BCAG: Ivan Garcia or Julie Quinn 809-4616

LTF funds claimed and held by the jurisdiction:

TDA Revenue Classification:	Estimated Beg	20/21	20/21	Estimated End
	Fund Balance	Revenue	Expense	Fund Balance
Transit LTF	77,084	135,863	135,863	77,084
Transportation LTF	1,678,724	3,057,993	3,057,993	1,678,724
Total Chico Transportation Fund	1,755,808	3,193,856	3,193,856	1,755,808

FY 20/21 LTF APPORTIONMENT	
Beginning 19/20	475,980
20/21 Apportionment	2,717,876
Total	3,193,856
Amount claimed	(3,193,856)
Unclaimed balance	-

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

Claimant: City of Gridley

Fiscal Year 2020/2021
 Submitted August 2020

TDA STATUTE DESCRIPTION & LOCAL AGENCY PROJECT TITLE	SOURCE OF FUNDING						TOTAL
	CLAIMED FUNDS		CLAIMED FUNDS		OTHER FUNDING SOURCES		
	TDA - LTF		TDA - SGR		OTHER FUNDS	SOURCE	
	LTF \$ amount	PUC Article & Section	SGR \$ amount	CCR Section			
Support of Public Transp System / Gridley Golden Flyer (Fund 700)	9,500	Article 4, 99260 (a)	86,000	Art 4, Sec 6730 (a)			95,500
Streets and Roads Maintenance (Fund 430)	78,000	Article 8, 99402					78,000
CIP (Fund 430): Pavement Management Plan/ Equipment	105,968	Article 8, 99402			94,032	TDA Fund Balance	200,000
SUB TOTAL	193,468		86,000		94,032	-	373,500

Local Contact: Elisa Artega or Martin Pineta 846-5695

BCAG: Ivan Garcia or Julie Quinn 809-4616

LTF funds claimed and held by the jurisdiction:

TDA Revenue Classification:	Estimated Beg Fund Balance	20/21 Revenue	20/21 Expense	Estimated End Fund Balance
TDA Fund held by City:				
Transportation- LTF	425,344	183,968	278,000	331,312
Total TDA Fund	425,344	183,968	278,000	331,312
Taxi Fund Balance held by City:				
Transit- LTF	(105,173)	9,500	9,500	(105,173)
Transit- STA	-	86,000	86,000	-
Total Taxi Fund	(105,173)	95,500	95,500	(105,173)
Total TDA		279,468	373,500	

FY 20/21 LTF APPORTIONMENT	
Beginning LTF (19/20)	35,755
20/21 LTF Apportionment	157,713
20/21 STA Apportionment	86,000
Total Available TDA	279,468
Amount claimed	(279,468)
Unclaimed balance	-

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

Claimant: City of Oroville

Fiscal Year 2020/2021
 Submitted August 2020

TDA STATUTE DESCRIPTION & LOCAL AGENCY PROJECT TITLE	SOURCE OF FUNDING						TOTAL STREETS & ROADS PROJECTS-w/TDA
	CLAIMED FUNDS		FUND BALANCE USED		OTHER FUNDING SOURCES		
	TDA - LTF		TDA - LTF		OTHER FUNDS	SOURCE	
	LTF \$ amount	PUC Section	LTF \$ amount	PUC Section			
20-21 Pavement Rehabilitation Projects	572,421	Article 8, 99402	427,579	Article 8, 99402	-		1,000,000
							-
							-
							-
SUB TOTAL	572,421		427,579		-	-	1,000,000

Local Contact: Ruth Wright 538-2412; Mike Massearo BCAG: Ivan Garcia or Julie Quinn 809-4616

LTF funds claimed and held by the jurisdiction:

TDA Revenue Classification:	Estimated Beg Fund Balance	20/21 Revenue	20/21 Expense	Estimated End Fund Balance
Transit - LTF (Transfer to Transportation)	7,463	-	7,463	-
Transportation LTF	588,660	572,421	992,537	168,544
Total TDA Funds	596,123	572,421	1,000,000	168,544

FY 20/21 LTF APPORTIONMENT	
Beginning 19/20	93,518
20/21 Apportionment	478,903
Total	572,421
Amount claimed	(572,421)
Unclaimed balance	-

BUTTE COUNTY ASSOCIATION
OF GOVERNMENTS



BOARD OF DIRECTORS MEETING
ITEM #7



BCAG BOARD OF DIRECTORS

Item #7 Consent

August 27, 2020

APPROVAL OF RESOLUTION 2020/21-1 AUTHORIZING BCAG'S 2019/20 FEDERAL TRANSIT ADMINISTRATION (FTA) SECTION 5311 CARES ACT PHASE 2 PROGRAM APPLICATION

PREPARED BY: Sara Cain, Associate Senior Planner

ISSUE: BCAG has applied for the FY 2019/20 Federal Transit Administration Section 5311 CARES Phase 2 Program for non-urbanized operating assistance. BCAG was allocated \$1,481,971 for operating assistance in rural areas of Butte County.

DISCUSSION: The Federal Transit Administration (FTA) Section 5311 Intercity Bus Program in California is designed to address the “intercity bus transportation needs of the entire state” by supporting projects that provide transportation between non-urbanized areas and urbanized areas that result in connections of greater regional, statewide, and national significance. Under FTA Section 5311, project funds are available to provide supplemental financial support to transit operators and to facilitate the most efficient and effective use of available federal funds in support of providing rural intercity transportation services. Caltrans Division of Rail and Mass Transportation (DRMT) administers 5311 funds.

In response to the novel coronavirus (COVID-19), Caltrans has distributed \$46.2 million in FTA Section 5311 CARES Phase 2 funds to eligible recipients. BCAG was allocated \$1,481,971 to continue operations of rural operating services for the B-Line. If awarded, this will apply to Butte Regional Transit's Operating Budget for FY 2020/21. BCAG also received \$772,970 in FTA Section 5311 CARES Phase 1 funds which were applied to Butte Regional Transit's Operating Budget for FY 2019/20.

Staff has utilized prior Section 5311 grants for operating assistance for public transportation services in rural areas of Butte County. Part of the goal of the FTA Section 5311 funding is to provide financial assistance to help carry out national goals related to mobility for all, including: seniors, individuals with disabilities, and low-income individuals. The funding will enhance the access of people in non-urbanized areas to health care, shopping, education, employment, public services, and recreation.

If funded, this project will be included in the Federal Transportation Improvement

BCAG Board of Directors Item #7

August 27, 2020

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Program (FTIP) for Butte County. The 5311 CARES Phase 2 application requires a Board Resolution be included.

STAFF RECOMMENDATION: Staff is recommending the BCAG Board of Directors approve Resolution No. 2020/21-1, authorizing BCAG to file and execute applications to aid in the financing of capital/operating assistance projects pursuant to Section 5311 of the Federal Transit Act (FTA C 9040.1F and FTA C 9050.1).

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



**BUTTE COUNTY ASSOCIATION OF GOVERNMENTS
RESOLUTION NO 2020-21-1**



**RESOLUTION OF THE BUTTE COUNTY ASSOCIATION OF GOVERNMENTS
AUTHORIZING THE FEDERAL FUNDING UNDER FTA SECTION 5311 (49 U.S.C.
SECTION 5311) WITH CALIFORNIA DEPARTMENT OF TRANSPORTATION**

WHEREAS, the U. S. Department of Transportation is authorized to make grants to states through the Federal Transit Administration to support capital/operating assistance projects for non-urbanized public transportation systems under Section 5311 of the Federal Transit Act (FTA C 9040.1G); and

WHEREAS, the California Department of Transportation (Department) has been designated by the Governor of the State of California to administer Section 5311 grants for transportation projects for the general public for the rural transit and intercity bus; and

WHEREAS, the Butte County Association of Governments (BCAG) desires to apply for said financial assistance to permit operation of service in Butte County and;

WHEREAS, BCAG has, to the maximum extent feasible, coordinated with other transportation providers and users in the region (including social service agencies).

NOW, THEREFORE, BE IT RESOLVED AND ORDERED by the Butte County Association of Governments (BCAG) Board of Directors does hereby authorize the Executive Director to file and execute applications on behalf of with the Department to aid in the financing of capital/operating assistance projects pursuant to Section 5311 of the Federal Transit Act (**FTA C 9040.1G**), as amended.

BE IT FURTHER RESOLVED that the Executive Director and Deputy Director are authorized to execute and file all certification of assurances, contracts or agreements or any other document required by the Department;

That the Executive Director, Deputy Director, and Associate Senior Planner are authorized to provide additional information as the Department may require in connection with the application for the Section 5311 projects; and

That the Executive Director and Deputy Director are authorized to submit and approve request for reimbursement of funds from the Department for the Section 5311 project(s).

PASSED AND ADOPTED by the Butte County Association of Governments on the 27th day of August 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 #8



BCAG BOARD OF DIRECTORS

Item #8 Consent

August 27, 2020

APPROVAL OF BCAG'S TRIENNIAL DISADVANTAGED BUSINESS ENTERPRISE (DBE) OVERALL GOAL FOR FFY 2020/23

PREPARED BY: Cheryl Massae, Human Resources Manager

ISSUE: BCAG is required to develop and submit an Overall Goal for DBE participation on U.S. Department of Transportation – Federal Transit Administration (FTA) assisted contracts every three years, as a condition of federal financial assistance, pursuant to regulations set forth under Title 49 CFR Part 26; “Participation by Disadvantaged Business Enterprises in Department of Transportation Financial Assistance Programs” and directives issued by the FTA. In accordance with these DBE regulations, BCAG has established a Proposed Overall DBE Goal for Federal Fiscal Years 2020/23, to ensure full compliance with relevant regulatory requirements.

DISCUSSION: *The Established Overall DBE Goal for FFY 2020/23 is .42%* for BCAG's Department of Transportation (DOT) and Federal Transit Administration (FTA) assisted contracts. BCAG is required to conduct an annual review to account for changes that may warrant an adjustment to the overall goal or make an adjustment based on changed circumstances. Qualifying events may include; significant change in the legal standards governing the DBE program, new contracting opportunities presented by the availability of new or different grant opportunities to ensure the goal and program as a whole are narrowly tailored throughout the goal period.

Contracting opportunities identified in the DBE Goal for FFY 2020/23 include:

UNDERGROUND UPGRADES FOR ELECTRIC BUS DEPLOYMENT

(CONSTRUCTION ONLY): BCAG is beginning work in FY 2020-2021 to design and construct underground upgrades to Butte Regional Transit's facility for additional power. This power is needed to support electric buses and charging equipment. Federal funds are only being used for the construction part of this project.

BUTTE REGIONAL TRANSIT ROUTING STUDY: BCAG is beginning work in FY 2020-2021 to hire a consultant to design and construct underground upgrades to Butte Regional Transit's facility for additional power. This power is needed to support electric buses and charging equipment.

TRANSIT OPERATIONS (TRANSDEV, INC.): BCAG is currently contracted with Transdev, Inc. for transit operating services for Butte Regional Transit. BCAG's base contract term with Transdev expired on June 30, 2017. A two-year extension option was exercised to begin on July 1, 2017 and expired on June 30, 2019. Transdev submitted a bid and won the contract through a competitive bid process, Request for Proposal (RFP) during the FFY 2019.

The agreement is for five (5) years, from July 1, 2019 through and including June 30, 2024. BCAG has the option to extend the agreement for up to two (2) two-year extensions for a maximum contract term, including the initial term, of nine (9) years (through June 30, 2028).

Transdev partners with various vendors for bus maintenance, facility maintenance and services, employee required programs, bus parts, fuel, and uniforms. The Transdev, Inc. contract is for transit operating services for Butte Regional Transit. The majority of these services contain materials and supplies and includes some professional services. BCAG reviewed monthly vendor costs and services provided by Transdev to determine the North American Industry Classification System (NAICS) codes.

GOAL METHODOLOGY

To establish BCAG's Base Figure of the relative availability of DBEs to all comparable firms (DBE and Non-DBEs) BCAG accessed the ***California Unified Certification Program (CUCP) Directory of Certified DBE Firms*** and the ***2014 U.S. Census Bureau County Business Patterns (CBP) Database***.

PUBLIC PARTICIPATION

Prior to establishment or adoption of BCAG's proposed overall goal, BCAG provided outreach to city chambers, local small business groups, Butte College Small Business Development Center and organizations within BCAG's market area for feedback pertaining to the methodology utilized by BCAG to develop their proposed overall goal. No comments have been received. BCAG encourages small businesses who qualify to certify as a DBE to do so and is available to help them through the state certification process. The proposed DBE goal analysis is for review on BCAG's website.

The DBE Liaison reviews the DBE goal annually for any adjustments that need to be made or include projects not included in the Proposed goal. BCAG's next DBE goal and methodology submission is due to FTA on August 1, 2023.

STAFF RECOMMENDATION: Staff is recommending the BCAG Board of Directors approve the Proposed DBE Goal-Setting Methodology and .42% DBE goal for FFY 2020/23.

Key staff: Cheryl Massae, Human Resources Manager



326 Huss Drive, Suite 150
Chico, California 95928
(530) 809-4616 FAX (530) 879-2444
www.bcag.org

Dear Community Member:

FFY 2020/2023 PROPOSED TRIENNIAL DISADVANTAGED BUSINESS ENTERPRISE (DBE) GOAL

We are seeking public comments on BCAG's proposed FFY 2020/23 Triennial DBE goal. The proposed Goal is **0.42%**

We are seeking comments on availability of DBEs or non-DBEs in BCAG's market area.

Please include the following information with your comments:

- Your name
- Name of your business or organization
- Comment regarding BCAG's Triennial goal or the Methodology used to obtain the goal
- Other relevant information or comment

The goal methodology report and this public notice is available on BCAG's website:

<http://www.bcag.org/Resources/DBE-Program/index.html>

Or at the BCAG office during regular business hours of 8:15 am – 4:45 pm, Monday through Friday.

BCAG's office is located at **326 Huss Drive, Suite 150, Chico, CA 95928**

Public review and comments will be taken for 30 days, July 17, 2020 – August 17, 2020

Comments may be made via email to Cheryl Massae: cmassae@bcag.org

By mail to the address above, by fax 530-879-2444 or by telephone at 530-809-4616.

Cheryl Massae
DBE Liaison Officer
Public Notice



Butte County Association of Governments

DBE Goal-Setting Methodology for FFY 2021 - FFY 2023

*Submitted in fulfillment of:
Section 1101 of the Transportation Equity Act for the 21st Century
and 49 Code of Federal Regulations Part 26*

For adoption by the BCAG BOARD of DIRECTORS
August 27, 2020

**BUTTE COUNTY ASSOCIATION OF GOVERNMENTS
DISADVANTAGED BUSINESS ENTERPRISE (DBE)
OVERALL DBE GOAL AND METHODOLOGY
FOR

FEDERAL FISCAL YEAR (FFY) 2020/23
(Covering the period of October 1, 2020 to September 30, 2023)**

I. INTRODUCTION

Butte County Association of Governments (BCAG) herein does submit its Proposed Overall Disadvantaged Business Enterprise (DBE) Goal and corresponding federally prescribed goal-setting methodology for the three-year Federal Fiscal Year (FFY) goal period of 2021-2023.

II. BACKGROUND

Effective March 3, 2010, the United States Department of Transportation (“DOT”) issued a final rule affecting the implementation and management of the Department’s Disadvantaged Business Enterprise (“DBE”) program. The rule, which effectively amended the prior provision requiring annual submission of DBE goals and methodology, requires submission of a goal-setting methodology on a three-year cycle. Pursuant to this final rule, BCAG is still required to conduct an annual review to account for changes that may warrant an adjustment to the overall goal or make an adjustment based on changed circumstances (i.e. significant change in the legal standards governing the DBE program, new contracting opportunities presented by the availability of new or different grant opportunities to ensure the goal and program as a whole are narrowly tailored throughout the goal period. Under the new schedule, BCAG’s next DBE goal and methodology submission is due to FTA on August 1, 2023.

III. FTA-ASSISTED CONTRACTING PROGRAM FOR FFY 2020/23

Table 1 represents BCAG’s U.S. DOT-assisted (FTA) defined contracting program, which includes three (3) projects that were considered in preparing its **Overall DBE Goal-Setting Methodology**. The project includes contracting opportunities in the categories of Professional Services and Construction. These categories may include subcontracting possibilities with ready and available DBEs.

Table 1

PROJECT	Total Estimated Project Cost (Federal Share)	Estimated Federal Dollar Share of Construction	Estimated Federal Dollar Share of Professional Services	Estimated Federal Dollar Share of Materials & Supplies
Underground Upgrades for Electric Bus Deployment – Construction only	\$626,028	\$626,028	\$0	\$0
Butte Regional Transit Routing Study	\$200,000	\$0	\$200,000	\$0
Transit Operations	\$10,897,498	\$0	\$10,897,498	\$0
TOTAL	\$11,097,498	\$626,028	\$11,097,498	\$0

UNDERGROUND UPGRADES FOR ELECTRIC BUS DEPLOYMENT (CONSTRUCTION ONLY): BCAG is beginning work in FY 2020-2021 to design and construct underground upgrades to Butte Regional Transit’s facility for additional power. This power is needed to support electric buses and charging equipment. Federal funds are only being used for the construction part of this project.

BUTTE REGIONAL TRANSIT ROUTING STUDY: BCAG is beginning work in FY 2020-2021 to hire a consultant to design and construct underground upgrades to Butte Regional Transit’s facility for additional power. This power is needed to support electric buses and charging equipment.

TRANSIT OPERATIONS (TRANSDEV, INC.): BCAG is currently contracted with Transdev, Inc. for transit operating services for Butte Regional Transit. BCAG’s base contract term with Transdev expired on June 30, 2017. A two-year extension option was exercised to begin on July 1, 2017 and expired on June 30, 2019. Transdev submitted a bid and won the contract through a competitive bid process, Request for Proposal (RFP) during the FFY 2019.

The agreement is for five (5) years, from July 1, 2019 through and including June 30, 2024. BCAG has the option to extend the agreement for up to two (2) two-year extensions for a maximum contract term, including the initial term, of nine (9) years (through June 30, 2028).

Transdev partners with various vendors for bus maintenance, facility maintenance and services, employee required programs, bus parts, fuel, and uniforms. The Transdev, Inc. contract is for transit operating services for Butte Regional Transit. The majority of these services contain materials and supplies and includes some professional services.

BCAG reviewed monthly vendor costs and services provided by Transdev to determine the North American Industry Classification System (NAICS) codes.

IV. GOAL METHODOLOGY

Step 1: Determination of a Base Figure

To establish BCAG's Base Figure of the relative availability of DBEs to all comparable firms (DBE and Non-DBEs) available to propose on the BCAG's FFY 2020/23 FTA-assisted contracting opportunities during the respective goal period, BCAG followed one of the five prescribed federal goal-setting methodologies in accordance with 49 CFR Part 26 regulations. This was accomplished by accessing the **California Unified Certification Program (CUCP) Directory of Certified DBE Firms** and the **2014 U.S. Census Bureau County Business Patterns (CBP) Database**. Comparisons were made within BCAG's market area and by specified industries and types of businesses identified in Table 3.

Geographic Market Area: Butte County only

BCAG used the Butte County market area alone to calculate the number of potential DBEs for Medical Doctors, Pest Control, Landscaping, Drug Testing and Janitorial services. Due to the nature of the industries and keeping to local travel for contracting opportunities, the Butte County only search seemed most appropriate.

Geographic Market Area: Neighboring Counties – Butte, Colusa, Shasta, Sutter, Tehama and Yuba

The neighboring counties market area was used for services where BCAG felt vendors were not as likely to travel up to ninety (90) miles due to the nature of the service and including travel time would not keep them as competitive as a local vendor.

BCAG made a concerted effort to ensure that the scope of businesses included in the numerator was as close as possible to the scope included in the denominator.

- ⇒ ***For the numerator: California UCP DBE Database of Certified Firms***
- ⇒ ***For the denominator: 2014 U.S. Census Bureau's Business Pattern Database (CBP)***

To determine the relative availability of DBEs, BCAG divided the numerator representing the ratio of ready, willing and able DBE firms by the denominator representing all firms (DBE and Non-DBEs) available in each work category. BCAG focused on ready, willing DBEs located within the market area.

Application of this formula yielded the following baseline information:

$$\frac{\text{Number of Ready, Willing and Able DBEs}}{\text{Number of All Available Firms (including DBEs and Non-DBEs)}} = \text{BASE FIGURE}$$

The Base Figure resulting from this calculation is as follows:

Step 1: Base Figure: calculated by type of work to be performed

TABLE 2

TABLE 2 - Base Goal Calculation			A	B	C	
Project	NAICS Code	Description & Work Code Category	# of DBE firms	# of overall firms	# of DBE firms/# all firms (A/B)	
Underground Upgrades for Electric Bus Deployment (Construction only)	238210	C8740 Electrical Engineers	1	420	0%	
	238110	C0651 Concrete	0	36	0%	
	238190	B1440 Sand & Gravel	0	14	0%	
	238190	C1920 Structure Excavation	0	14	0%	
Butte Regional Transit Routing Study	541990	I8760 Transportation Planning	0	83		
Transdev Subcontracts	441310	I7531 Bus Services-Engine Rebuilding	0	199	0%	
	621111	I8010 Offices & Clinics of Medical Doctors	0	348	0%	Butte only
	561710	I7342 Disinfecting & Pest Control	0	40	0%	Butte only
	561612	I7384 Security Guard/Guard Patrol Services	1	10	10%	
	561730	A0780 Landscape & Horticultural Services	2	170	1%	Butte only
	541380	I8073 Drug Testing	0	10	0%	Butte only
	561720	I7341 Janitorial Services	1	50	2%	Butte only
	541990	F5132 Uniforms	1	14	7%	Butte only
	453210	D3950 Pens, Pencils, Office & Art Supplies	0	4	0%	
424310	F5171 Lubricants	0	0	0%		
TOTAL			6	1412	20%	

0.42%

Key Goal without weighting
 Geographic Market Area: Neighboring Counties - Butte, Colusa, Placer, Shasta, Sutter, Tehama and Yuba

Step 2: Adjusting the Base Figure

Upon establishing the Base Figure, BCAG reviewed and assessed other known evidence potentially impacting the relative availability of DBEs within BCAG's market area, in accordance

with prescribed narrow tailoring provisions set forth under 49 CFR Part 26.45 Step II; DBE Goal Adjustment guidelines.

Evidence considered in making an adjustment to the Base Figure included other Local Agencies' Disparity Studies within BCAG's jurisdiction and Other Evidence. A summary of these considered are as follows:

A. *Past DBE Goal Attainments*

BCAG has two potential new contracting opportunities. One for construction on upgrades to underground facilities for Electric Bus deployment and one for planning assistance for transit routing survey. Neither of these projects have DBE's within the Neighboring Counties that are available and ready to work. If BCAG went further out of the area to look for DBEs, it may not be feasible or profitable for the DBE to travel so far to bid on these contracts.

BCAG has been tracking monthly vendor payments to DBE's and small businesses by their Transit Contractor, Transdev. Currently, Transdev has only one DBE that they are doing business with, that is Capp Uniforms. This DBE just started work on the contract in March of 2020. BCAG will continue to track the payments to this DBE and encourage more participation when available DBE's can be contracted.

In the past methodology, BCAG was incorrectly tracking Local Small Businesses (LSB) and including with the DBE goal numbers. This has significantly reduced BCAG's Overall DBE Goal. The correction was made during the FTA 2018 Triennial Review that was finalized in December 2019. BCAG will continue to annually evaluate if there are any new FTA projects that will require adjustments to the goal.

B. *BCAG's Bidders List*

While BCAG's Vendor/Consultant and Plan holder Databases were assessed and utilized to verify BCAG's market area, BCAG's database is currently undergoing refinement to facilitate analysis by contract type and corresponding NAICS codes. Therefore, BCAG will not make an adjustment to the Base Figure based on the Bidders List. BCAG will continue to capture the required information from all bidders/proposers at the time of bid/proposal submission and will utilize such information in future Overall DBE Goal setting analyses. The CUCP listing is inclusive of the DBE firms in our market area.

C. *Disparity Study & Calculation of Race-Conscious Goal*

BCAG considered the State of California Department of Transportation's (Caltrans) completed Disparity Study (Study). The Study was initiated to determine the existence of discrimination or its effects within the state of California. The Study was completed in 2012, BCAG found that none of the projects included in the Overall Goal Methodology needed to use a Race Conscious goal.

BCAG did not make an adjustment to the base figure at this time and concluded that there will not be a need to calculate a race-conscious contract goal.

D. Other Evidence

BCAG did not receive any other evidence nor is aware of any other factors or adverse considerations that would have had a material effect on DBEs availability within BCAG's marketplace, or on DBEs' ability to participate (meeting bonding, insurance and financial requirements) in support of BCAG's FTA-assisted contracting programs. Therefore, no goal adjustment was made in consideration of this factor. However, BCAG will continue to explore and consider all available evidence that materially would affect the opportunities for DBEs to form, grow, and compete in BCAG's FTA-assisted contracting programs.

PROPOSED OVERALL DBE GOAL:

The Revised Overall DBE Goal for FFY 2020-2023 period for BCAG's FTA-assisted contracts is 0.42%.

The proposed goal further serves to identify the relative availability of DBEs based on evidence of ready, willing, and able DBEs to all comparable firms, which are known to be available to compete for and perform on BCAG's FTA-assisted contracts. The proposed goal reflects a determination of the level of DBE participation, which would be expected absent the effects of discrimination.

V. RACE-NEUTRAL MEASURES

The revised Overall DBE Goal for FFY's 2020-23 for BCAG's DOT-assisted contract is 0.42%. BCAG will implement race-neutral measures to meet its Overall DBE Goal objectives in accordance with 49 CFR Part 26.51, including but not limited to:

- Arranging timely solicitations, times for the presentation of bids, quantities, specifications, and delivery schedules in ways that facilitate DBEs and other small business firms' participation.
- Unbundling large contracts to make them more accessible to small businesses, requiring or encouraging prime contractors to subcontract portions of work that they might otherwise perform with their own work forces.
- Providing information and communications programs on contracting procedures and specific contract opportunities.
- Encourage local businesses to register with the state to become a certified DBE.
- Hold mandatory pre-bid meetings as appropriate to ensure DBE information is presented to proposers as well as to provide opportunities for DBE vendors to attend.
- Work with the local college and university's small business centers to provide information regarding DBE certification and contracting procedures.

VI. PUBLIC PARTICIPATION AND FACILITATION

Prior to establishment or adoption of BCAG's proposed overall goal, BCAG identified minority, women's, city chambers, local small business groups, general contractor groups and organizations within BCAG's market area to reach out to for consultation, feedback pertaining to the methodology utilized by BCAG to develop their proposed overall goal and any additional information they may have pertaining to effects of discrimination on opportunities for DBE's.

BCAG focused on providing direct outreach to the organizations listed above through telephone calls to obtain any comments on the proposed DBE Goal. Comments that could impact the goal would have been incorporated as a step 2 process of BCAG's goal development. All comments BCAG received are included in Attachment A – Public Comments Received for FFY 2020/2023 Overall DBE Goal.

In addition, BCAG has issued Outreach Consultation Letters advising the aforementioned business community of the proposed DBE goal analysis and availability for review on BCAG's website. BCAG consults minority groups and organizations year-round via event attendance and vendor programs to solicit any input they have on DBE opportunities.

BCAG has given full consideration to all comments and input and assessed the impact on the proposed Overall DBE Goal. The organizations contacted through this process seemed generally helpful in spreading word of potential contracting opportunities with BCAG and doing whatever they can to help both BCAG and the small business and/or DBE. There are many upcoming events that the local community college is involved with and now that BCAG has made contact, there is an established relationship to be part of future events to support local small businesses and encourage DBE certification when possible.

The comments received did not indicate that the proposed goal should be changed. The discussion with local organizations has been useful in shaping BCAG's future race-neutral activities and small business element of the DBE program.

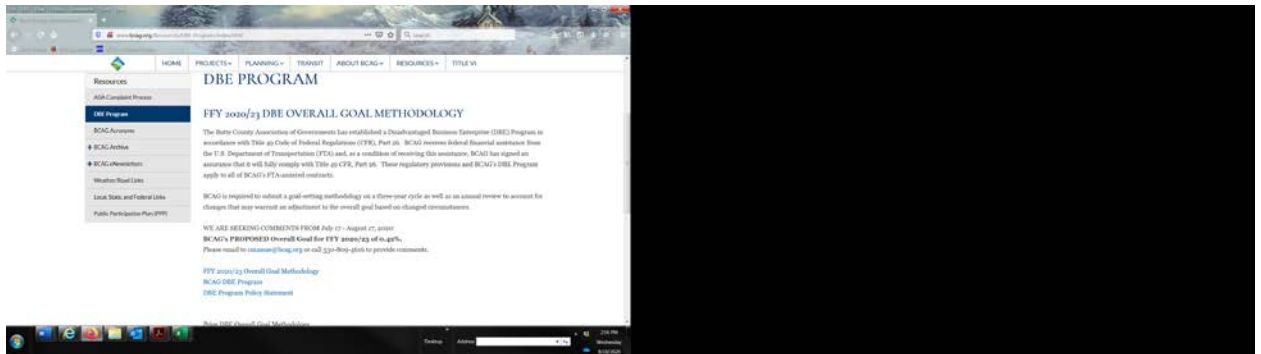
ATTACHMENT A
FFY 2020/23 Overall DBE Goal

Contact Notice of BCAG DBE & Projects – Public Outreach Agencies

BCAG contacted local chamber offices and agencies to inform them of the updated DBE Goal and Analysis.

Public Outreach included:

- 1) The proposed DBE Goal and Methodology for 2020-23 was posted on the BCAG website to solicit comments on BCAG's DBE program and/or goal.



- 2) Chico Chambers of Commerce, Paradise Chambers of Commerce, Gridley Area Chambers of Commerce and Oroville Chambers of Commerce

The Chambers of Commerce in Butte County were informed of the above information via mail. BCAG can provide them a copy of the RFPs and they will post in their office. In addition, there are Business Directories of local businesses that are registered with the Chambers. This is a useful tool to find DBE/Local Small Business contractors that may be able to perform functions associated with projects/services.

- 3) Non-Profit, Valley Contractors Exchange – www.vceonline.com – 530-343-1981

BCAG utilizes Valley Contractors Exchange to provide them a copy of the RFPs and they post to the list of contractors who are associated with them. Valley Contractors also has a search tool of licensed contractors by category type. This tool is useful to find DBE/Local Small Business contractors that may be able to perform functions associated with projects/services.

- 4) Butte College, Small Business Development Center - www.buttecollegesbdc.com/ - 530-895-9017

SBDC is enthusiastic that BCAG is becoming more involved with the community college and as a local government agency, to share upcoming contracting opportunities so that they can inform the local businesses. The DBELO has attended trainings and seminars for Women in Business and will be participating in future collaboration with SBDC.

SBDC has been notified via mail that BCAG is taking comments on the 2020-23 DBE Goal.

- 5) Referred a small business owner to Butte College SBDC for help in website design, marketing, accounting and attracting new clients. The small business is a female owned website business who said she was able to benefit from the information from SBDC.
- 6) Dbejournal.com
Utilize DBE Journal to solicit DBE firms for upcoming contracts.

STAFF TRAINING AND CONSULTATIONS

- 7) BCAG completed the 2018 FTA Triennial Review in December 2019. Through this process, staff has become more aware of DBE requirements and how important public participation and outreach is during the goal process. The tough fact for Butte County is the lack of DBE certified firms and contracting opportunities for DBE's.
- 8) BCAG's DBELO has attended a few of the National Transit Institute trainings for the DBE Program to better educate the DBELO and keep informed of updated requirements and methods.

BUTTE COUNTY ASSOCIATION
OF GOVERNMENTS



BOARD OF DIRECTORS MEETING
ITEM #9



BCAG BOARD OF DIRECTORS

Item #9
Consent

August 27, 2020

APPROVAL OF SOCIAL SERVICES TRANSPORTATION ADVISORY COUNCIL (SSTAC) APPOINTMENTS

PREPARED BY: Cheryl Massae, Human Resources Manager

ISSUE: Appointments to the BCAG Social Services Transportation Advisory Council (SSTAC) are required to be approved by the BCAG Board of Directors.

DISCUSSION: The attached roster identifies all members of the SSTAC and lists the categories that are required by the Transportation Development Act, Section PUC 99238.

The SSTAC is required under the Transportation Development Act (TDA) to work with staff during the annual unmet transit needs process. The purpose of the SSTAC is to review testimony obtained through public workshops conducted during the annual unmet transit needs process, and to provide the BCAG Board of Directors with an unmet transit needs finding. The SSTAC also provides a forum to address other issues facing transportations' disabled citizens. The BCAG Board may make at-large appointments at any time.

A call for applicants was advertised in local newspapers in June/July 2020 as well as on the BCAG website and the B-Line buses.

STAFF RECOMMENDATION: Staff recommends the Board approve the appointments of Marta De Los Santos (Mains'l Services), Debra Connors (Citizen-Chico), Kristy Malloy (Paradise Medical Group) and W. Jay Coughlin (Butte County, DESS) as identified in the attached roster.

Key Staff: Cheryl Massae, Human Resources Manager
Jim Peplow, Senior Planner

**Butte County Association of Governments
2020-2021 Social Services Transportation Advisory Council**

1 2 3 4 5 6 7

Name	Agency	Category Filled							Term ends
Cameron Wise	Work Training Center				x				June 30, 2021
Jeannie Schroeder	Mains'l Services Inc.			x	x	x			June 30, 2021
Michael Harding	We Care A lot Foundation/FNRC		x	x	x				June 30, 2021
Radley Ott	Public Works							x	June 30, 2021
Ron Ullman	Citizen - Oroville	x	x						June 30, 2021
Tara Sullivan Hames	Butte 211			x	x	x			June 30, 2021
Talmadge (Goldie) House	Disability Action Center	x	x	x					June 30, 2022
Linda Cartier	Citizen-Chico	x	x						June 30, 2022
Mary Neumann	Passages							x	June 30, 2022
Debra Connors	Citizen-Chico		x						June 30, 2023
Marta De Los Santos	Mains'l Services Inc.			x	x	x			June 30, 2023
Kristy Malloy	Paradise Medical Group			x		x			June 30, 2023
W. Jay Coughlin	Butte County DESS						x		June 30, 2023

Category Listings as per PUC Section 99238

- 1 - potential transit user who is 60 years of age or older
- 2 - potential transit user who is disabled
- 3 - representatives of the local social service providers for seniors
- 4 - representatives of local social service providers for the disabled
- 5 - representatives of local social service provider for persons of limited means
- 6 - representatives from the local consolidated transportation service agency
- 7 - at-large appointment

* Citizen nominated by a Jurisdiction

BUTTE COUNTY ASSOCIATION
OF GOVERNMENTS



BOARD OF DIRECTORS MEETING
ITEM #10



BCAG BOARD OF DIRECTORS

Item # 10 Action

August 27, 2020

PUBLIC HEARING FOR THE 2020 REGIONAL HOUSING NEEDS PLAN (RHNP) – DRAFT ALLOCATION METHODOLOGY

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 initiated the 2020 update of the RHNP which is scheduled for adoption in December 2020.

DISCUSSION: BCAG staff has coordinated with member jurisdiction planning staff and key stakeholder groups to complete the draft allocation methodology for the 2020 update of the BCAG RHNP. A public hearing is required to be conducted upon completion of the draft allocation methodology.

Details on the draft allocation methodology are provided in Attachment #1. In general, the steps that led to the completion of the draft allocation methodology included the following:

- Early May: 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. Materials from the workshop were posted to the project website at: <http://www.bcag.org/Planning/Regional-Housing-Need-Plan/2020-Regional-Housing-Need-Plan/index.html>.
- 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.

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- 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. The attached 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 the public hearing 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.

After the public hearing, any additional input received from the public will be combined with any comments received from HCD to result in a final allocation methodology.

Going forward, the following schedule is required for approval of the 2020 RHNP update at the December 2020 Board of Directors meeting concurrent with the BCAG RTP/SCS:

- 60-day Review for HCD; begin drafting RHNP Document Aug 10 – Oct 10
- Finalize Methodology and Draft RHNP Document October 12
- Stakeholder Group Reviews Final Methodology and Draft RHNP Document October 13
- Planning Directors Group Meeting – Review Final Methodology and Draft RHNP Document October 14
- BCAG Board Meeting – Adopt Final Methodology; Review Draft RHNP Document October 22
- Conduct Final Edits to RHNP November
- Final RHNP Adoption (Coincides with RTP/SCS Adoption) December 10

Please note that if HCD completes its review before October 10th, the October target dates may change for the completion of the final methodology and draft RHNP document and review by the stakeholder group and Planning Directors Group.

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STAFF RECOMMENDATION: This item is an action item to conduct a public hearing. BCAG staff recommends the Board open the public hearing and solicit public comment.

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

MEMORANDUM

DATE August 10, 2020

TO California Department of Housing and Community Development (HCD)

ATTN Megan Kirkeby, Acting Deputy Director, Housing Policy Development

CC Tom Brinkhuis, Housing Policy Specialist, HCD

FROM Chris Devine, Planning Manager, Butte County Association of Governments

SUBJECT BCAG Draft RHNP Methodology

Dear Ms. Kirkeby:

In accordance with California law, the Butte County Association of Governments (BCAG) has prepared a draft methodology for the 6th Cycle Regional Housing Needs Plan (RHNP). This draft methodology was developed in consultation with BCAG member jurisdictions and is informed by input from stakeholders, as detailed below:

- » The BCAG Planning Directors Group (PDG), composed of senior planning staff from all six member jurisdictions, has served as the technical advisory group to the 6th Cycle RHNP. The PDG has reviewed data and draft materials and provided critical input on the RHNP throughout its development.
- » The BCAG Board of Directors, composed of elected representatives from each member jurisdiction, has received regular updates on the RHNP process and provided input on the project at key milestones.
- » Pursuant to California Government Code, Section 65584.04(b)(1), member jurisdictions have been surveyed to support development of a methodology based on the factors required for inclusion in Government Code, Section 65584.04(e).
- » Pursuant to California Government Code, Section 65584.04(d), BCAG has engaged members of the public in the RHNP development process. The BCAG website provides up-to-date information on the RHNP and hosts materials for public review. On May 19, 2020, BCAG held an RHNP Stakeholder Workshop to inform and engage outside stakeholders in the RHNP development. At the direction of the Board of Directors, BCAG is seeking additional opportunities to engage and meet with stakeholders to foster a community-driven RHNP.

The draft methodology consists of two primary components: the overall jurisdictional allocation and the distribution of units by income tier. Following is an overview of the methodology to preparing each.

JURISDICTIONAL ALLOCATION

The BCAG regional housing needs allocation (RHNA), established by the California Department of Housing and Community Development (HCD), is composed of a regular growth allocation (6,703 units) and a fire rebuild allocation (8,803 units), and totals 15,506 units.

- » This draft methodology applies five weighted factors to distribute the regular growth allocation across BCAG's six-member jurisdictions.

- » The fire rebuild allocation is separately assigned to the jurisdictions that lost units in the Camp Fire (the Town of Paradise and Unincorporated County) based on the total rebuild units assigned and each jurisdiction’s proportionate loss of units in the fire.

To distribute the regular growth allocation among the jurisdictions, the methodology starts with assigning a base allocation, which is the product of the jurisdictions’ forecasted share of regular growth in the 2018–2040 BCAG Growth Forecast and the regular growth allocation. The base allocation establishes a foundational allocation that recognizes the significant capacity differences between jurisdictions and provides for an allocation that is suitable for each jurisdiction’s existing size. For example, the most populous city in the region, Chico, has approximately 57 times more housing units than the least populous city, Biggs; while the 2018–2040 BCAG Growth Forecast attributes 45 percent of anticipated regional housing growth to Chico and only 1.3 percent to Biggs, these projections represent a local housing unit increase of 31.2 percent in Biggs and only 18.7 percent in Chico. The base allocation is shown in Table 1.

TABLE 1 BASE ALLOCATION

Jurisdiction	Jurisdictional Percent of Regional Growth in 2018-2040 Growth Forecast	Base Allocation
Biggs	1.3%	87
Chico	45.0%	3,016
Gridley	5.4%	362
Oroville	9.7%	650
Paradise	5.6%	376
County Unincorporated	33.0%	2,212
Total	100%	6,703

ALLOCATION FACTORS

Using the base allocation as a foundation, the draft methodology adjusts each jurisdiction’s regular growth allocation using a series of weighted factors, each of which is normalized on a scale of 0.5 to 1.5 to allow for ease of computation and comparison of factors among each other.

In preparation for choosing the allocation factors, BCAG collected and analyzed more than 20 data layers, including:

- » Jobs and jobs-housing balance
- » Opportunities and constraints to development in each jurisdiction
- » Preserved and protected land
- » Designated agricultural land
- » The distribution of household growth in the regional transportation plan (the base allocation)
- » Cost-burdened households
- » Overcrowding
- » Homelessness
- » Loss of housing units from the Camp Fire
- » Wildfire risk
- » Flood and erosion hazards
- » Protected and/or sensitive environmental lands

- » Vehicle miles traveled
- » Transit connectivity
- » Affordable housing stock
- » HCD/Tax Credit Allocation Committee (TCAC) Opportunity Maps
- » Childhood poverty status

After thoughtful consideration, BCAG proposes to use Transit Connectivity, Jobs, Wildfire Risk, Agriculture and Forest Land Preserves, and a combined HCD/TCAC Opportunity Maps, and Childhood Poverty Status measure of opportunity as the factors to adjust the base allocation. Each of these measures is shown in Table 2 and described in more detail herein.

TABLE 2 PROPOSED FACTORS AND SCALED SCORES

Jurisdiction	Transit Connectivity	Jobs	Wildfire Risk	Agriculture and Forest Land Preserves	HCD/TCAC Opportunity Map	Opportunity	
						Percent of Children Living Above the Poverty Level	Combined HCD/TCAC and Childhood Poverty
Biggs	0.57	0.50	1.50	1.43	0.86	0.83	0.78
Chico	1.50	1.50	1.48	1.24	1.50	1.21	1.50
Gridley	0.65	0.54	1.50	1.34	0.87	1.16	1.02
Oroville	1.07	0.76	1.46	1.32	0.79	0.50	0.50
Paradise	0.78	0.58	0.50	1.50	0.57	1.50	1.05
Unincorporated County	0.50	0.74	1.06	0.50	0.50	1.27	0.84

Transit Connectivity

Availability of transit service is a key consideration in siting housing since transit allows residents to access jobs and services without generating vehicle trips. The Transit Connectivity factor is based on the Transit Connectivity Score prepared by AllTransit for each incorporated jurisdiction and the County as a whole. The Transit Connectivity Score is a measure of how connected the average household member is to the availability of a transit ride and accessibility to jobs using transit. More information on the Transit Connectivity Score and how it is developed is available in the [AllTransit Methods](#) document. BCAG consultants used the incorporated jurisdictions’ and County-wide scores to derive a transit connectivity score for the unincorporated County.

Jobs

The availability of jobs in a given community is an important consideration in siting housing, since residents need access to jobs for economic reasons, and the proximity of jobs to residents minimizes travel time and vehicle miles traveled (VMT). Current regional job count data is sourced from the California Employment Development Department (EDD). We determined the distribution of jobs per jurisdiction using each jurisdiction’s proportion of regional jobs from the latest available (2017) Longitudinal Employer-Household Dynamics (LEHD) OnTheMap measures. Because this distribution predated the 2018 Camp Fire, we then adjusted jurisdictional jobs distribution to account for the fire impact and calculated the resulting Jobs Factor. A detailed fire-adjustment methodology is available upon request.

Wildfire Risk

The 2018 Camp Fire was the deadliest wildfire in the state’s history and destroyed more than 14,000 homes in Butte County. The Wildfire Risk Factor uses 2020 CalFire measures of high- and very high-wildfire risk and geographic information system (GIS) analysis to determine what percentage of each jurisdiction’s land is not at a high- or very high-risk of wildfire. The intent of this factor is to prioritize the construction of homes in jurisdictions with a lower risk of wildfire.

Agriculture and Forest Land Preserves

Agriculture is Butte County’s number one industry; in 2018, it produced more than \$680 million worth of farming products. The region has a deep commitment to protecting its agriculture lands. In addition, the region has two national forests preserved from development. We used GIS analysis to determine the percentage of land in each jurisdiction not designated for agriculture or preserved as part of a national forest. The resulting percentage of land available for development makes up the Agriculture and Forest Land Preserves Factor.

Opportunity

BCAG and member jurisdictions considered both HCD/TCAC Opportunity Maps and Percent of Children Living Above the Poverty Level as potential factors to support the equitable distribution of housing units.

- » The HCD/TCAC Opportunity Maps calculate opportunity scores at the census block group level using 21 indicators: Income, Adult Educational Attainment, Labor Force Participation, Job Proximity, Median Home Value, 12 environmental health/pollution indicators, 4th Grade Math Proficiency, 4th Grade Reading Proficiency, High School Graduation Rate, and Students Living Above the Federal Poverty Level.
- » The Percent of Children Living Above Poverty Level measure uses 2013–2018 American Community Survey data prepared by the U.S. Census Bureau. This measure was considered because it has been recognized as a strong indicator for evaluating the level of economic stability and opportunity for families with children in a population. In addition, childhood poverty status has implications for positive life outcomes, as recognized by the similar Students Living Above Poverty Level indicator in the HCD/TCAC Opportunity measure.

BCAG determined that a combination of these two indicators would be the best measure of economic opportunity, because neither of them seemed to represent conditions in Butte County on its own. For example, the Town of Paradise, which scored second lowest in the County using the TCAC/HCD measure, is generally recognized as offering greater opportunity than many other jurisdictions in the County; this fact is borne out by the Percent of Children Living Above Poverty. Ultimately, BCAG and its member jurisdictions agreed to add the normalized (0.5 to 1.5) scores of the two measures and re-normalize the sum to create a new, combined measure of opportunity. The combination addresses concentrations of poverty and maximizes access to opportunity, as measured by HCD/TCAC.

FACTOR WEIGHTING

Following selection of the factors, the draft methodology assigns weights to each. These weights establish what percentage of the total allocation will be distributed based on that factor. Each of the factors advance important priorities in the BCAG region and were therefore assigned an equal weight of 10 percent each so that 50 percent of the allocation is determined by the five factors. The remaining 50 percent of units are allocated in accordance with the Regional Growth Forecast and the base allocation. This supports consistency with the Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS) as well as member jurisdiction General Plans and favors a more balanced distribution of growth, rather than concentrating a vast majority in the City of Chico. All weights are summarized below.

- » Combined TCAC/HCD Opportunity and Childhood Poverty Status Factor: 10-percent weight
- » Transit Connectivity: 10-percent weight
- » Number of Jobs: 10-percent weight
- » Wildfire Risk: 10-percent weight
- » Agriculture and Forest Land Preserves: 10-percent weight
- » Base Allocation: 50-percent weight

Table 3 shows the resulting factor-adjusted allocations for each jurisdiction.

TABLE 3 BASE ALLOCATION AND FACTOR ADJUSTMENT

Jurisdiction	Base Allocation	Factor-Adjusted Allocation	Divergence
Biggs	87	81	(6)
Chico	3,016	3,488	472
Gridley	362	344	(17)
Oroville	650	625	(25)
Paradise	376	342	(34)
Unincorporated	2,212	1,823	(389)
Total	6,703	6,703	-

FIRE REBUILD ALLOCATION

Once the regular growth allocation has been distributed to each jurisdiction, the fire rebuild allocation is added to reach the total allocation for all jurisdictions. As described above, this step simply distributes the units explicitly assigned by HCD as fire rebuild units to the two jurisdictions that lost housing units in the Camp Fire, based on the total allocation and each jurisdiction’s proportion of total housing unit loss. Table 4 shows the combination of the factor-adjusted regular growth allocation with the fire rebuild allocation to create the cumulative total allocation.

TABLE 4 FIRE REBUILD AND FINAL ALLOCATION

Jurisdiction	Factor-Adjusted Allocation	Fire Allocation	Total Allocation
Biggs	81	-	81
Chico	3,488	-	3,488
Gridley	345	-	345
Oroville	625	-	625
Paradise	342	6,838	7,180
Unincorporated	1,823	1,965	3,788
Total	6,703	8,803	15,506

INCOME ALLOCATION METHODOLOGY

The regional housing allocation provided by HCD includes both a total number of housing units and a distribution of those housing units across four affordability tiers: very low-income, low-income, moderate-income, and above moderate-income. Once the overall allocation for each jurisdiction is set, each jurisdiction’s housing unit allocation must be distributed among the four income tiers and the sum allocation in each income tier across all jurisdictions must equal the total amount set by HCD. The BCAG regional income tier allocation from HCD is separated into two categories: regular growth and fire rebuild units, which are shown in Table 5.

TABLE 5 BCAG REGIONAL INCOME TIER ALLOCATION

Income Level	Regular Growth		Fire Rebuild		All Units Combined	
	Unit Percent	Unit Total	Unit Percent	Unit Total	Unit Percent	Unit Total
Very low	26%	1,768	3.53%	310	13.4%	2,078
Low	15%	977	3.53%	310	8.3%	1,287
Moderate	16%	1,068	24.33%	2,142	20.7%	3,210
Above Moderate	43%	2,890	68.62%	6,041	57.6%	8,931
Total	100%	6,703	100.00%	8,803	100%	15,506

REGULAR GROWTH INCOME DISTRIBUTION

BCAG proposes the following process to distribute the ‘regular growth’ units by income tier to each jurisdiction:

- » We start with the pre-fire income distribution for each jurisdiction estimated in the 2013–2018 American Communities Survey prepared by the U.S. Census Bureau.
- » For the municipalities, we then calculate the increase in units for each income tier needed to have each community match HCD’s assigned income tier allocation by the horizon year 2040. We then use these factors to adjust each municipality’s income distribution on a straight-line basis for the 8-year period of the RHNA.
 - As in the 5th Cycle, we propose not to engage in this process for the unincorporated County; foregoing this process for the County allows the County to generally maintain its current allocation among the income tiers and concentrates low- and very low-income housing in better resourced, incorporated jurisdictions.
 - Biggs already has more low-income housing units today than it would need to have in 2040 to match the HCD allocation. For that reason, Biggs’ low-income unit allocation is proposed to be set to zero.
- » The next step involves checking each jurisdictions’ combined allocation of low- and very low-income units to see if the combined percentage was greater than that assigned to it in the 5th Cycle. Because the 6th Cycle regular growth percent allocation of low- and very low-income units from HCD exceeds that of the 5th Cycle, it is not possible to maintain an absolute restriction on every jurisdiction’s allocation of low- and very low-income units, but we were able to do this for all jurisdictions other than Chico.
- » As a final step, we make adjustments to ensure that each jurisdiction’s sum allocation across income tiers equals the jurisdiction’s total regional allocation and that the county-wide allocation in each income tier is equal to the amount set by HCD.

The final proposed distribution of units across all income tiers is shown in Table 6. The full process can be viewed in an Excel spreadsheet being distributed with this memo.

TABLE 6 INCOME DISTRIBUTIONS BY JURISDICTION

Jurisdiction	Very Low		Low		Moderate		Above Moderate		Total Housing Units
	%	HU	%	HU	%	HU	%	HU	
City of Biggs	45.6%	37	0.0%	-	15.5%	13	38.9%	31	81
City of Chico	31.6%	1,101	14.5%	506	22.3%	776	31.7%	1,104	3,488
City of Gridley	34.4%	118	11.8%	41	9.0%	31	44.8%	154	344
City of Oroville	27.0%	169	0.7%	4	12.0%	75	60.3%	377	625
Town of Paradise	21.1%	72	18.7%	64	9.3%	32	50.9%	174	342
Unincorporated	14.8%	271	19.9%	362	7.8%	142	57.5%	1,049	1,823
County Total	26.4%	1,768	14.6%	977	15.9%	1,068	43.1%	2,890	6,703
HCD Requirement	26.4%	1,768	14.6%	977	15.9%	1,068	43.1%	2,890	6,703

FIRE REBUILD ALLOCATION INCOME DISTRIBUTION

The fire rebuild allocation by income tier set by HCD is based on actual unit loss. To distribute the fire rebuild units by income tier between the Town of Paradise and the County, BCAG proposes to assign a rebuild share proportionate with the actual loss of units in each jurisdiction by income tier. This distribution is shown in Table 7.

TABLE 7 FIRE REBUILD ALLOCATION INCOME DISTRIBUTION

Jurisdiction	Very Low		Low		Moderate		Above Moderate		Total Housing Units
	%	HU	%	HU	%	HU	%	HU	
Town of Paradise	3.5%	310	3.5%	310	14.6%	1,287	56.0%	4,930	6,838
Unincorporated	0.0%	-	0.0%	0	9.7%	855	12.6%	1,111	1,965
County Total	3.5%	310	3.5%	310	24.3%	2,141	68.6%	6,041	8,803

TOTAL ALLOCATION BY INCOME TIER

As a final step, the jurisdictional allocation by income tier for regular growth and fire rebuild are combined, yielding the total allocation for each jurisdiction in each income tier, shown in Table 8. The final row in Table 8 shows the overall HCD requirement for comparison.

TABLE 8 TOTAL ALLOCATION BY INCOME TIER

Jurisdiction	Very Low		Low		Moderate		Above Moderate		Total HU
	%	HU	%	HU	%	HU	%	HU	
City of Biggs	45.6%	37	0.0%	-	15.5%	13	38.9%	31	81
City of Chico	31.6%	1,101	14.5%	506	22.3%	776	31.7%	1,104	3,488
City of Gridley	34.4%	118	11.8%	41	9.0%	31	44.8%	154	344
City of Oroville	27.0%	169	0.7%	4	12.0%	75	60.3%	377	625
Town of Paradise	5.3%	382	5.2%	374	18.4%	1,319	71.1%	5,105	7,180
Unincorporated	7.1%	271	9.6%	362	26.3%	996	57.0%	2,159	3,788
County Total	13.4%	2,078	8.3%	1,287	20.7%	3,209	57.6%	8,931	15,506
Overall HCD Requirement	13.4%	2,078	8.3%	1,287	21.7%	3,210	57.6%	8,931	15,506

STATUTORY OBJECTIVES

Following state law, the draft methodology furthers all statutory objectives, as outlined below.

Objective 1. *Increasing the housing supply and the mix of housing types, tenure, and affordability in all cities and counties within the region in an equitable manner, which shall result in each jurisdiction receiving an allocation of units for low- and very low income households.*

As described above, the methodology for allocating units in each income tier supports a redistribution of units, such that the jurisdictions that currently have a lesser share of low- and very-low income units receive a larger allocation.

The draft methodology allocates units in all four income tiers to each of the region’s six jurisdictions, with one exception. As noted above, the City of Biggs already accommodates a disproportionate share of the region’s existing low-income housing units, with more than 20 percent of the City’s existing units falling into this category. To further both Objectives 1 and 4, the City of Biggs was not assigned any additional low-income units (although it is assigned very low-income units).

Objective 2. *Promoting infill development and socioeconomic equity, the protection of environmental and agricultural resources, the encouragement of efficient development patterns, and the achievement of the region’s greenhouse gas reductions targets provided by the State Air Resources Board pursuant to Section 65080.*

The draft methodology places the preponderance of units in incorporated, urbanized municipalities so as to support infill and socioeconomic equity. Moreover, two of the factors used in the draft methodology prioritize transit connectivity and proximity to jobs to encourage efficient development patterns and support efforts to minimize VMT and greenhouse gas (GHG) emissions. The draft methodology’s incorporation of the Growth Forecast used in the Regional Transportation Plan, further supports consistency of the draft methodology with planning efforts to achieve regional GHG emission reduction targets. Additionally, the Agriculture and Forest Land Preserves factor prioritizes locating housing in areas not preserved or dedicated to agricultural uses.

Objective 3. *Promoting an improved intraregional relationship between jobs and housing, including an improved balance between the number of low-wage jobs and the number of housing units affordable to low-wage workers in each jurisdiction.*

A typical target relationship between jobs and housing is between 1.3 and 1.6 jobs for every one housing unit. No jurisdiction in the BCAG region has achieved this balance; two jurisdictions (Paradise and Oroville) have an excess of jobs, all others have an oversupply of housing units compared to jobs, as depicted in Table 9.

Table 9 Jobs-Housing Balance

Jurisdiction	Total Jobs	Total Housing Units	Jobs-Housing Balance
Biggs	237	696	0.34
Chico	49,238	41,738	1.18
Gridley	2,252	2,540	0.89
Oroville	12,879	7,391	1.74
Paradise	4,226	1,766	2.39
County Unincorporated	11,869	31,991	0.37

The jobs-housing fit, or relationship of low-wage jobs to very low- and low-income households, shows similar but slightly different results. Looking only at existing low- and very-low income households and low-wage jobs located in the jurisdictions, Oroville (2.24 low-wage jobs to low-income households), Chico (2.13 low-wage jobs to low-income households), and Gridley (1.69 low-wage jobs to low-income households) show a need for more low- and very low-income housing.

The proposed allocation addresses these issues as follows:

- » The fire rebuild allocation addresses the current imbalance of jobs to housing units in Paradise by assigning a large number of units to that jurisdiction.
- » Oroville's higher number of jobs and better transit access, reflected in the Jobs and Transit Connectivity Factors, support the allocation of more housing units to Oroville; however, the city's low Opportunity Score, serves to temper some of the growth. Further, Oroville's existing low- and very-low income households as a percentage of total households in the city exceeds the regional average, so, in accordance with Objective 4, the city's allocation of low- and very-low income households is only moderate.
- » Gridley is just slightly outside of the preferred jobs-housing fit and is allocated a sufficient share of low- and very low-income housing units to encourage a shift to within the desired range.
- » Chico's significant allocation of housing units supports a better jobs-housing balance overall. Further, the City's proportionately large allocation of the region's low- and very low-income housing units supports an improved jobs-housing fit in Chico.

Objective 4. *Allocating a lower proportion of housing need to an income category when a jurisdiction already has a disproportionately high share of households in that income category, as compared to the countywide distribution of households in that category from the most recent American Community Survey.*

The draft methodology's distribution of housing units by income tier allocates a lower proportion of housing units by income category to jurisdictions whose existing share of units in that income tier is larger than the regional average. Similarly, the methodology allocates a greater proportion of units by income category to those jurisdictions whose existing share of units in that income tier is smaller than the regional average. As a result, all jurisdictions are assigned housing units by income tier at levels that would move their share of units by income tier closer to the regional average once constructed.

Objective 5. *Affirmatively furthering fair housing.*

BCAG proposes to directly address the objective of affirmatively furthering fair housing by specifically considering the HCD/TCAC Opportunity Analysis and Children Living in Poverty as factors in its methodology.

Furthermore, the draft methodology results in a concentration of housing units in the City of Chico, which offers by far the greatest opportunity in the county, as defined by the HCD/TCAC Opportunity Maps. Chico is one of only two jurisdictions in the county to achieve a positive score (13.14) when the TCAC/HCD Opportunity Map census block group data is aggregated on a jurisdictional scale. The only other jurisdiction to receive a positive score, the City of Gridley, scored only 0.22, and all other jurisdictions scored below zero. Thus, the placement of a preponderance of units in the City of Chico is a strong step toward affirmatively furthering fair housing in the BCAG region.

BCAG 6th Cycle RHNA Draft Methodology Income Allocation Worksheet

A 2018 Pre-Fire Housing by Income Group (Base)

Jurisdiction	Very Low		Low		Moderate		Above Moderate		Total
	%	HU	%	HU	%	HU	%	HU	Housing Units
City of Biggs	16.8%	114	20.7%	141	19.0%	129	43.5%	296	680
City of Chico	28.3%	10,171	13.4%	4,811	15.2%	5,444	43.1%	15,477	35,903
City of Gridley	26.6%	578	15.3%	333	19.8%	431	38.2%	830	2,172
City of Oroville	34.4%	2,136	19.4%	1,205	16.3%	1,009	29.9%	1,854	6,204
Town of Paradise	25.8%	2,864	14.9%	1,659	16.1%	1,785	43.3%	4,810	11,118
Unincorporated	16.5%	5,358	16.1%	5,247	13.7%	4,459	53.7%	17,494	32,558
County Total	23.9%	21,221	15.1%	13,396	15.0%	13,257	46.0%	40,761	88,635

B 2040 Housing by Income Group (Long Range Forecast Horizon Year)

Jurisdiction	Very Low		Low		Moderate		Above Moderate		Total
	%	HU	%	HU	%	HU	%	HU	Housing Units
City of Biggs	32.4%	294	13.6%	124	17.3%	157	36.7%	333	909
City of Chico	32.4%	15,311	13.6%	6,451	17.3%	8,174	36.7%	17,347	47,284
City of Gridley	32.4%	1,107	13.6%	466	17.3%	591	36.7%	1,254	3,417
City of Oroville	32.4%	2,894	13.6%	1,219	17.3%	1,545	36.7%	3,279	8,937
Town of Paradise	32.4%	860	13.6%	363	17.3%	459	36.7%	975	2,657
Unincorporated	16.5%	6,297	16.1%	6,167	13.7%	5,241	53.7%	20,560	38,264
HCD Req for Cycle	26.4%	26,764	14.6%	14,790	15.9%	16,167	43.1%	43,748	101,469
HCD Req for Cycle	26.4%	26,764	14.6%	14,790	15.9%	16,167	43.1%	43,748	101,469
HCD Requirement Adjusted to Keep County Constant	32.4%	20,467	13.6%	8,623	17.3%	10,927	36.7%	23,188	63,205

C RHNA Preliminary Allocation (Maintain 5th Cycle formula, with limit for units to not drop below 0)

Jurisdiction	Very Low		Low		Moderate		Above Moderate		Total
	%	HU	%	HU	%	HU	%	HU	Housing Units
City of Biggs	78.8%	63	0.0%	-	12.3%	10	16.4%	13	81
City of Chico	45.2%	1,575	14.4%	503	24.0%	837	16.4%	573	3,488
City of Gridley	42.4%	146	10.7%	37	12.8%	44	34.0%	117	345
City of Oroville	27.7%	173	0.5%	3	19.6%	123	52.1%	326	625
Town of Paradise	23.7%	81	15.3%	52	15.7%	54	45.3%	155	342
Unincorporated	16.5%	300	16.1%	294	13.7%	250	53.7%	980	1,823
County Total	34.9%	2,339	13.3%	889	19.6%	1,317	32.3%	2,164	6,703
HCD Requirement	26.4%	1,768	14.6%	977	15.9%	1,068	43.1%	2,890	6,703

BCAG 6th Cycle RHNA Draft Methodology Income Allocation Worksheet

D1 Modify to 2012 VL / Low Levels as Max

Jurisdiction	Very Low		Low		Moderate		Above Moderate		Total
	%	HU	%	HU	%	HU	%	HU	Housing Units
City of Biggs	42.4%	34	0.0%	-	23.9%	18	31.8%	25	77
City of Chico	30.9%	1,079	9.9%	344	35.1%	1,222	24.0%	837	3,482
City of Gridley	36.2%	125	9.1%	31	15.0%	52	39.7%	137	345
City of Oroville	27.7%	173	0.5%	3	19.6%	123	52.1%	326	625
Town of Paradise	22.8%	79	14.8%	51	16.0%	55	46.4%	160	344
Unincorporated	16.5%	300	16.1%	294	13.7%	250	53.7%	980	1,823
County Total	26.7%	1,790	10.8%	724	25.7%	1,719	36.8%	2,464	6,697
HCD Requirement	26.4%	1,768	14.6%	977	15.9%	1,068	43.1%	2,890	6,703

D2 Normalize to achieve State affordability targets

Jurisdiction	Very Low		Low		Moderate		Above Moderate		Total
	%	HU	%	HU	%	HU	%	HU	Housing Units
City of Biggs	45.7%	34	0.0%	-	15.5%	11	38.9%	29	74
City of Chico	32.6%	1,066	14.2%	465	23.2%	759	30.0%	982	3,271
City of Gridley	34.4%	123	11.8%	43	9.0%	32	44.8%	161	359
City of Oroville	27.0%	171	0.7%	4	12.0%	76	60.3%	382	634
Town of Paradise	21.1%	78	18.7%	69	9.3%	34	50.9%	187	368
Unincorporated	14.8%	296	19.9%	397	7.8%	155	57.5%	1,149	1,997
County Total	26.4%	1,768	14.6%	977	15.9%	1,068	43.1%	2,890	6,703
HCD Requirement	26.4%	1,768	14.6%	977	15.9%	1,068	43.1%	2,890	6,703

D3 Normalize to achieve assigned jurisdictional total allocation

Jurisdiction	Very Low		Low		Moderate		Above Moderate		Total
	%	HU	%	HU	%	HU	%	HU	Housing Units
City of Biggs	45.7%	37	0.0%	-	15.5%	12	38.9%	31	81
City of Chico	32.6%	1,136	14.2%	496	23.2%	809	30.0%	1,047	3,488
City of Gridley	34.4%	118	11.8%	41	9.0%	31	44.8%	155	345
City of Oroville	27.0%	169	0.7%	4	12.0%	75	60.3%	377	625
Town of Paradise	21.1%	72	18.7%	64	9.3%	32	50.9%	174	342
Unincorporated	14.8%	271	19.9%	362	7.8%	142	57.5%	1,049	1,823
County Total	26.9%	1,803	14.4%	967	16.4%	1,101	42.3%	2,832	6,703
HCD Requirement	26.4%	1,768	14.6%	977	15.9%	1,068	43.1%	2,890	6,703

BCAG 6th Cycle RHNA Draft Methodology Income Allocation Worksheet

D4 Manual adjustment to Chico to achieve State affordability targets

Jurisdiction	Very Low		Low		Moderate		Above Moderate		Total
	%	HU	%	HU	%	HU	%	HU	Housing Units
City of Biggs	45.7%	37	0.0%	-	15.5%	12	38.9%	31	81
City of Chico	31.6%	1,101	14.5%	506	22.3%	776	31.7%	1,104	3,488
City of Gridley	34.4%	118	11.8%	41	9.0%	31	44.8%	155	345
City of Oroville	27.0%	169	0.7%	4	12.0%	75	60.3%	377	625
Town of Paradise	21.1%	72	18.7%	64	9.3%	32	50.9%	174	342
Unincorporated	14.8%	271	19.9%	362	7.8%	142	57.5%	1,049	1,823
County Total	26.4%	1,768	14.6%	977	15.9%	1,068	43.1%	2,890	6,703
HCD Requirement	26.4%	1,768	14.6%	977	15.9%	1,068	43.1%	2,890	6,703

E Fire Rebuild Distribution

Jurisdiction	Very Low		Low		Moderate		Above Moderate		Total
	%	HU	%	HU	%	HU	%	HU	Housing Units
City of Biggs	0.0%	-	0.0%	0	0.0%	-	0.0%	-	-
City of Chico	0.0%	-	0.0%	0	0.0%	-	0.0%	-	-
City of Gridley	0.0%	-	0.0%	0	0.0%	-	0.0%	-	-
City of Oroville	0.0%	-	0.0%	0	0.0%	-	0.0%	-	-
Town of Paradise	3.5%	310	3.5%	310	14.6%	1,287	56.0%	4,930	6,838
Unincorporated	0.0%	-	0.0%	0	9.7%	855	12.6%	1,111	1,965
County Total	3.5%	310	3.5%	310	24.3%	2,141	68.6%	6,041	8,803

F Total Allocation with Fire Rebuild Allocation Incorporated

Jurisdiction	Very Low		Low		Moderate		Above Moderate		Total
	%	HU	%	HU	%	HU	%	HU	HU
City of Biggs	45.7%	37	0.0%	-	15.5%	12	38.9%	31	81
City of Chico	31.6%	1,101	14.5%	506	22.3%	776	31.7%	1,104	3,488
City of Gridley	34.4%	118	11.8%	41	9.0%	31	44.8%	155	345
City of Oroville	27.0%	169	0.7%	4	12.0%	75	60.3%	377	625
Town of Paradise	5.3%	382	5.2%	374	18.4%	1,319	71.1%	5,104	7,180
Unincorporated	7.1%	271	9.6%	362	26.3%	996	57.0%	2,160	3,788
County Total	13.4%	2,078	8.3%	1287	20.7%	3,209	57.6%	8,931	15,506
Overall HCD Requirement	13.4%	2,078	8.3%	1287	21.7%	3,210	57.6%	8,931	15,506

BUTTE COUNTY ASSOCIATION
OF GOVERNMENTS



BOARD OF DIRECTORS MEETING
ITEM #11



BCAG BOARD OF DIRECTORS

Item #11 Information

August 27, 2020

FEDERAL TRANSIT ADMINISTRATION BUSES AND BUS FACILITIES AWARD FOR ZERO-EMISSION BATTERY ELECTRIC BUSES AND CHARGING EQUIPMENT

PREPARED BY: Sara Cain, Associate Senior Planner

ISSUE: BCAG received \$1.7 million in Federal Transit Administration FY 2020 Buses and Bus Facilities funds to purchase two zero-emission battery electric buses and charging equipment.

DISCUSSION: The Federal Transit Administration (FTA) announced \$464 million in awards to support transit infrastructure grants nationwide to improve the safety and reliability of America's bus systems and enhance mobility for transit riders. A total of 96 projects in 49 states (five in the State of California) were awarded. The FTA received more than 280 applications totaling approximately \$1.8 billion in funding requests.

BCAG will utilize the Buses and Bus Facilities funds to purchase two zero-emission battery electric buses and charging equipment. The project will replace vehicles that have exceeded their useful life, thus enhancing the safety of the B-Line system and meeting federal, state, and local goals to reduce harmful emissions in vulnerable communities.

In addition to the purchase of buses and charging equipment, staff will be releasing a Request for Proposals in September 2020 to design and build the underground electrical infrastructure needed to accommodate the chargers and buses.

BCAG has already begun the transition from Compressed Natural Gas (CNG) and diesel to electric by successfully applying for State funds to purchase the first electric bus for the B-Line. This project is timely for BCAG to replace the vehicles with more sustainable and efficient technology and promote the state of good repair. BCAG staff will begin the process to purchase the electric buses and charging equipment this fall.

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

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

BUTTE COUNTY ASSOCIATION
OF GOVERNMENTS



BOARD OF DIRECTORS MEETING
ITEM #12



BCAG BOARD OF DIRECTORS

Item #12 Information

August 27, 2020

2020 REGIONAL TRANSPORTATION PLAN (RTP) & SUSTAINABLE COMMUNITIES STRATEGY (SCS) UPDATE

PREPARED BY: Ivan Garcia, Transportation Programming Specialist

ISSUE: The Butte County Association of Governments (BCAG) is the state designated Regional Transportation Planning Agency (RTPA) and federally designated Metropolitan Transportation Planning (MPO) for the Butte County region. As such, BCAG is required to prepare and update the RTP/SCS by December 2020.

DISCUSSION: The following activities related to the development of the 2020 RTP/SCS are provided for the Board's information and discussion.

Public Outreach

Due to COVID 19 concerns and social distancing recommendations, staff has scheduled the next public workshop for the RTP/SCS via Zoom. The Zoom workshop has been scheduled for September 3, 2020 from 4:00 p.m. to 6:00 p.m. An extensive power point presentation has been prepared which summarizes the purpose of the RTP/SCS and the contents of the draft plan. The power point presentation has been posted online at: <http://www.bcag.org/Planning/RTP--SCS/index.html>. This workshop will be recorded and made available online for future reference. The public will be able to ask questions during the Zoom workshop, and/or email comments. Staff will send out a press release regarding the workshop. Staff will evaluate its effectiveness compared to in-person workshops held in the past and report back to the Board.

Schedule

Included as Figure 1 is the latest schedule for the 2020 RTP/SCS. During the 3rd quarter of 2020, as scheduled, BCAG staff will be completing the 3rd round of public outreach and preparing the draft RTP/SCS for public review.

Regional Modeling

BCAG staff is currently working with project consultants, Fehr & Peers and Chico State, in completing the update of BCAG's regional land use and travel demand models for the analysis of the 2020 RTP/SCS.

Preliminary VMT and GHG Results

Included in Table 1 below are the preliminary vehicle miles traveled (VMT) and greenhouse gas reduction (GHG) results for the discussion draft land use and transportation network scenarios.

Table 1. 2020 RTP/SCS Preliminary VMT and GHG Results

Year	2005	2018 (Base)	2020	2035	2040
Population	214,582	227,896	228,694	258,113	265,964
Housing	85,478	99,353	86,929	111,339	115,235
Jobs (Non-Farm)	73,400	83,921	83,452	89,071	92,188
VMT (w/o X-X)	4,710,611	4,705,417	4,343,919	5,181,813	5,332,327
VMT per Capita (SB 375)	21.95	20.65	18.99	20.08	20.05
<i>% Change from 2005</i>		-5.95%	-13.47%	-8.55%	-8.67%
EMFAC 2014					
SB 375 CO2 per Capita (lbs/day) EMFAC 2014	17.39	16.23	14.84	15.69	15.68
<i>% Change from 2005</i>		-7%	-15%	-10%	-10%
<i>* Regional Target (CARB)</i>			-6%	-7%	

* Targets are expressed as a percent change in per capita passenger vehicle greenhouse gas emissions relative to 2005

As presented, the results meet the GHG targets for the region by achieving a -15% reduction for the year 2020 and a -10% reduction for the year 2035. The greater reduction associated with year 2020 is attributable to the estimated short-term impacts of the Camp Fire. It is reasonable to assume the numbers will move slightly in one direction or the other upon review by the California Air Resources Board.

BCAG staff will continue to inform the BCAG Board regarding the development of the 2020 RTP/SCS.

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

Key Staff: Sara Cain, Associate Senior Planner
 Brian Lasagna, Regional Analyst
 Ivan Garcia, Transportation Programming Specialist

Figure 1

**BUTTE COUNTY ASSOCIATION OF GOVERNMENTS - 2020 REGIONAL TRANSPORTATION
 PLAN AND SUSTAINABLE COMMUNITIES STRATEGY (RTP/SCS)
 Schedule**

2020 RTP/SCS Tasks	2020											
	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
RTP/SCS Document												
Public Outreach												
Preliminary Public Draft (Policy and Financial Elements)												
Public Draft (All Elements)												
Final												
Policy Element												
Review Existing and Update												
Public Draft												
Final												
Financial Element												
Develop Financial Forecasts												
Public Draft												
Final												
Action Element												
Review and Revise Project Priorities												
Public Draft												
Final												
Sustainable Communities Strategy												
Develop Land Use Allocation												
Prepare Public Draft												
Final												
Air Quality Conformity Determination												
Draft												
Final												
Environmental Impact Report												
Prepare RFP and Acquire Consultant												
Notice of Preparation / Initial Study												
Draft												
Final												

Updated 08/2020



Board of Directors

Public Meeting/Workshop(s)