

BUTTE COUNTY ASSOCIATION  
OF GOVERNMENTS



BOARD OF DIRECTORS MEETING  
SEPTEMBER 26, 2019

## Acronyms for Butte County Association of Governments

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

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



## BCAG Board of Directors

September 26, 2019  
9:00 a.m.



### BCAG Board Room

326 Huss Drive, Suite 100  
Chico, CA 95928

#### Live Stream

[www.youtube.com/channel/UCHidik5N5lu0dU8NwhK3hIw](http://www.youtube.com/channel/UCHidik5N5lu0dU8NwhK3hIw)

1. Pledge of Allegiance
2. Roll Call

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

### CONSENT AGENDA

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

### ITEMS REMOVED FROM CONSENT AGENDA – *If Any*

### ITEMS FOR ACTION

6. Approval of Letter to US Fish & Wildlife Service Concerning the Status of the Butte Regional Conservation Plan (Attachment) – **Chris**

### ITEMS FOR INFORMATION

7. Sustainable Communities Strategy Progress Report (Attachment) - **Brian**
8. Butte Regional Transit Fourth Quarter Progress Report (Attachment) – **Jim**
9. National Highway Traffic Safety Administration / U.S. EPA Proposed Rule - **Ivan**

## ITEMS FROM THE FLOOR

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

## ADJOURNMENT

11. The next meeting of the BCAG Board of Directors has been scheduled for Thursday, October 24, 2019, **at the BCAG Board Room.**

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

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

BUTTE COUNTY ASSOCIATION  
OF GOVERNMENTS



BOARD OF DIRECTORS MEETING  
ITEM #3



**DRAFT MEETING MINUTES  
OF THE BUTTE COUNTY  
ASSOCIATION OF GOVERNMENTS  
AUGUST 22, 2019**

The following minutes are a summary of actions taken by the Board of Directors. A digital recording of the actual meeting is available at BCAG’s office located at 326 Huss Drive, Suite 150, Chico, CA.

Board Member Connelly called the meeting to order at 9:00 a.m. at the BCAG Board Room, 326 Huss Drive, Suite 100, Chico CA.

**MEMBERS PRESENT**

Tami Ritter	Supervisor	District 3
Nathan Wilkinson	Councilmember	City of Biggs
Randall Stone	Mayor	City of Chico
Bill Connelly	Supervisor	District 1
Chuck Reynolds	Mayor	City of Oroville
Debra Lucero	Supervisor	District 2
Melissa Schuster (arrived 9:50am)	Board Alternate	Town of Paradise

**MEMBERS ABSENT**

Doug Teeter	Supervisor	District 5
Ray Borges	Councilmember	City of Gridley
Jody Jones	Mayor	Town of Paradise
Steve Lambert	Supervisor	District 4

**STAFF PRESENT**

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

**OTHERS PRESENT**

Nima Kabirinassab, Caltrans

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Sutha Suthahar, Caltrans  
Linda Furr, League of Women Voters  
Lance Atencio, Transdev

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

**CONSENT AGENDA**

- 3.** Approval of Minutes from the July 25, 2019 BCAG Board of Directors Meeting
- 4.** Approval of Revised Findings of Apportionment for 2019/20 Transportation Development Act (TDA) Funds and Reallocation
- 5.** Approval of the Project List for the 2019/20 FY California State of Good Repair (SGR) Program
- 6.** Approval of Revisions to BCAG Contracts/Purchasing Policy Manual and B-Line – Butte Regional Transit Procurement and Procedures Manuals
- 7.** Approval of Social Services Transportation Advisory Council (SSTAC) Appointments
- 8.** Approval of Resolution 2019/20-02 Authorizing the Federal Funding under FTA Section 5310 (49U.S.C. Section 5310) with Caltrans

Board Member Lucero requested Items 5 and 7 be pulled from the Consent Agenda. On motion by Board Member Stone, seconded by Board Member Wilkinson, the remaining items of the Consent Agenda were approved.

**ITEMS REMOVED FROM CONSENT AGENDA**

**5: Approval of the Project List for the 2019/20 FY California State of Good Repair (SGR) Program**

Staff informed the Board of the list of projects intended for the State of Good Repair Program. After Staff started to go into detail, the Board recognized that they had pulled the wrong item from the Consent Agenda and no questions existed about the SGR project list.

On motion by Board Member Wilkinson and seconded by Board Member Stone, the project list for the 2019/20 FY California State of Good Repair Program was unanimously approved.

**7: Approval of Social Services Transportation Advisory Council (SSTAC) Appointments**

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Staff asked the Board what questions existed about the Social Services Transportation Advisory Council Appointments and the Board asked for clarification on the appointment types. The Board asked how the at-large appointments are made and Staff informed them that those are on a case by case basis and that category does not need to be filled in order for the SSTAC to be an accurate representation of the transit community.

On motion by Board Member Reynolds and seconded by Board Member Wilkinson, the Social Services Transportation Advisory Council appointments were unanimously approved.

### **6: Approval of Revisions to BCAG Contracts/Purchasing Policy Manual and B-Line – Butte Regional Transit Procurement and Procedures Manuals**

The Board requested that Staff review this item even though it had already been approved, by request of Board Member Lucero. There were questions from the Board because of the jump in purchasing limit for Small Purchases from \$25,000 to \$150,000. Staff detailed that this change brings us in line with how Caltrans has been trending in updating their purchasing manuals. BCAG and Butte Regional Transit have not updated their manuals in several years, so the lower spending limit makes it difficult to perform necessary maintenance on a facility of our size.

There was general discussion between the Board and Staff regarding the other changes and the need for these changes. This item was already approved with the rest of the Consent Agenda.

## **ITEMS FOR ACTION**

### **9: Approval of Butte Regional Transit (B-Line) Bus Replacement Purchase**

Staff informed the Board that there are several compressed natural gas (CNG) buses that are due to be replaced. These eight buses were identified for replacement in the last quarter of fiscal year 2020/2021, however they will need to be replaced with clean diesel in the first quarter of fiscal year 2020/2021.

There was general discussion between Staff and the Board about why all eight buses are being replaced at once, the costs associated with maintaining those buses, and the costs of replacing them with six clean diesel buses rather than trying to wait. Due to this change coming so close to a fare increase, there was the question of if these buses will be utilized if ridership goes down. Staff was able to assure the Board that even if ridership dips right after the fare increase, it will even back out, and these buses are not adding additional numbers to the fleet size, but rather replacing old buses that are at the end of their useful lives.



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On motion by Board Member Reynolds and seconded by Board Member Stone, the B-Line bus replacement purchase adjustment was unanimously approved.

### **10: Public Hearing for BCAG's 5310 Grand Application to Determine if There are Local Non-profit Agencies able to Provide ADA Complementary Paratransit Service**

Staff informed the Board that BCAG is required to hold a public hearing to determine if there are any non-profit agencies readily available to provide transit services to the elderly and disabled.

The Board asked if Butte County Behavioral Health is eligible for these funds for transit needs that they provide their clients. Staff informed the Board that as far as they are aware, that is done internally with Behavioral Health and does not come from FTA 5310 funding sources. Staff asked the Board to open a public hearing for other unknown non-profits to assert that they are able to provide ADA complementary paratransit service.

The Board opened the public hearing. No public comment was made during this time and the public hearing was closed.

On motion by Board Member Ritter and seconded by Board Member Lucero, the resolution authorizing the Executive Director to file and execute the FTA Section 5310 program on behalf of BCAG with the applicable state and federal agencies was unanimously approved.

## **ITEMS FOR INFORMATION**

### **11: Butte Regional Transit (B-Line) Post Camp Fire Service Requests**

Since the Camp Fire, Staff has received numerous requests from FEMA, Cal OES and other short- and long-term disaster relief organizations about transit needs. Staff has been replying to these requests to attempt to get all the information needed in order to provide service for temporary housing facilities that are not currently on the B-Line bus routes, however, that is moving slowly.

There was general discussion between the Board and Staff regarding the situation with transit to these areas. The Board specifically asked that Staff be proactive in finding solutions to these problems. This item was presented for information purposes only.

### **12: Butte Regional Conservation Plan (BRCP) Update**

Staff informed the Board that since the Final BRCP and EIS/EIR were submitted to the state and federal agencies, the Sacramento Regional Office of U.S. Fish and Wildlife (USFW) has refused to forward our documents to the federal level. This decision has

**BCAG Board of Directors Meeting – Item #3**

**September 26, 2019**

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been made because the BRCP lacks the support of the local Congressman and USFW feels the current administration would not approve the plan without that support.

There was general discussion between the Board and Staff regarding current steps to take to get the plan approved. The Board requested a verbal list of all the changes that have been enacted to help get the approval of the Butte County Farm Bureau and Chico Builders Association. Staff listed several of the changes and pointed to the written list that accompanied the memo. The Board also suggested that a letter of support be written and sent to the Congressman, and Staff agreed to write a letter to present to the Board in the next meeting.

This item was presented for information purposes only.

**13: 2020 Regional Transportation Improvement Plan (RTIP) Development**

Staff informed the Board that they are developing the 2020 Region Transportation Improvement Plan (RTIP), as required by December 31, 2019, which identifies the regions' project recommendations for the State Transportation Improvement Program (STIP) to be approved by the California Transportation Commission (CTC).

Staff presented the Board with a draft list of projects and recommendations and issues for the 2020 RTIP. There was general discussion about the different recommendations, with particular focus to the State Route 70 Corridor widening. The part of the widening inside Butte County has already been fully funded, so the \$8 million funding in the RTIP is specifically as a funding match for SACOG and Yuba County in order to complete Segments 4 & 5 that are in Yuba County.

The Board suggested that if SACOG refuses to match those funds, that they can be equally well spent on other projects inside Butte County. Sutha Suthahar, a Caltrans District 3 team member, addressed the Board about why it's vital for the entire project to be completed now rather than to finish these segments now and Segments 4 & 5 later. If completion were to wait, it would cost several more millions of dollars.

**ITEMS FROM THE FLOOR**

**14: There were no items from the floor.**

**ADJOURNMENT**

With no further items to discuss, the BCAG Board meeting adjourned at 10:20 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

September 26, 2019

### **APPROVAL OF RESOLUTION 2019/20-06 ENDORSING HELP CENTRAL INC.'s FTA SECTION 5310 (49 U.S.C. SECTION 5310) PROJECT SUBMITTED IN THE BUTTE COUNTY REGION**

**PREPARED BY:** Sara Cain, Associate Senior Planner

**ISSUE:** Under Federal Transit Administration (FTA) Section 5310, project funds are available for capital, mobility management, and operating expenses that support public transportation services beyond those required by the Americans with Disabilities Act of 1990 (ADA) and public transportation alternatives beyond those required by the ADA designed to assist individuals with disabilities in accessing transportation services, including transportation to and from jobs and employment support services. Eligible applicants include private non-profit corporations and public agencies.

**DISCUSSION:** Help Central Inc. is a local non-profit organization established to facilitate and improve public access to essential health and human services. Help Central Inc. and BCAG have worked together to ensure elderly and disabled persons, as well as Camp Fire survivors, in Butte County are aware of and able to access B-Line services available to them.

Help Central Inc. submitted an FTA "Expanded" Section 5310 application for mobility management services to continue the Butte-Glenn 211 One Stop Call Center Helpline & Travel Training. The proposed project provides a way to quickly connect people in need to low-cost and no-cost health and human services in Butte and Glenn counties. This program is currently funded by a combination of FTA Section 5310 and other grant programs.

As the MPO/RTPA of Butte County, a Board Resolution endorsing FTA Section 5310 projects submitted in the region is required.

**STAFF RECOMMENDATION:** Staff is requesting that the Board of Directors approve Resolution No. 2019/20-06 endorsing Help Central Inc.'s FTA Section 5310 project.

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



**BUTTE COUNTY ASSOCIATION OF GOVERNMENTS  
RESOLUTION NO 2019/2020-06**



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**RESOLUTION OF THE BUTTE COUNTY ASSOCIATION OF GOVERNMENTS  
ENDORING HELP CENTRAL INC.'S FTA SECTION 5310 (49 U.S.C. SECTION  
5310) PROJECT SUBMITTED IN THE BUTTE COUNTY REGION**

**WHEREAS**, Butte County Association of Governments (BCAG) is the Metropolitan Planning Organization and the Regional Transportation Planning Agency responsible for transportation planning in Butte County; and

**WHEREAS**, the Section 5310 program of the Federal Transit Administration (FTA) provides capital assistance to provide nonprofit corporations and, under certain circumstances, to public agencies; and

**WHEREAS**, the FTA Section 5310 program is intended to provide improved transportation services to meet the special needs to elderly persons and people with disabilities; and

**WHEREAS**, the BCAG Coordinated Public Transit – Human Services Transportation Plan, approved by BCAG in July 2008, identify transportation needs of individuals with disabilities, older adults and people with low-incomes; provide strategies for meeting those local needs and prioritized transportation services for funding and implementation; and

**NOW THEREFORE BE IT RESOLVED** that the BCAG Board of Directors does hereby endorse Help Central Inc.'s FTA Expanded Section 5310 application to continue the Butte-Glenn 211 One Stop Call Center Helpline & Travel Training program.

That BCAG hereby certifies that the proposed program has met the conditions for the Section 5310 program and are also consistent with the BCAG Coordinated Public Transit – Human Services Transportation Plan.

That BCAG assures that the program finally recommended for funding will be included in the Federal Transportation Improvement Plan (FTIP).

**PASSED AND ADOPTED** by the Butte County Association of Governments Board of Directors, State of California, at a regular meeting of said Board Meeting held on the 26<sup>th</sup> day of September 2019 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 #5



## BCAG BOARD OF DIRECTORS

## Item #5 Consent

September 26, 2019

### **APPROVAL OF AMENDMENT #1 FOR THE 2019/20 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 July 1, 2019, for the 2019/20 OWP & Budget.

**DISCUSSION:** The 2019/20 budget is prepared before the end of the previous fiscal year. Amendment #1 of the 2019/20 OWP & Budget adjusts the Work Elements (WE) for project cost and funding information received after closing out the 2018/19 fiscal year, such as carryover amounts or amended grant funds.

The following changes are:

- WE 20-103 *Regional Geographic Information Systems (GIS) Maintenance & Coordination*; \$6k increase contract with CSUC and additional license.
- WE 20-114 *Butte Regional Conservation Plan (BRCP)*; include \$20k FHWA funding that became available. No change in expense.
- WE 20-124 *Regional Climate Adaption Plan*; grant was not awarded. Salaries and indirect costs of \$79k were moved to WE 20-216 SR 191 Mitigation
- WE 20-121 *SB1 Sustainable Transportation Planning (17-18)*; adjusting the carryover of funding for year 3 of 3.
- WE 20-122 *SB1 Sustainable Transportation Planning (18-19)*; adjusting the carryover of funding for year 2 of 3.
- WE 20-123 *SB1 Sustainable Transportation Planning (19-20)*; adjusting the grant award to actual. \$185,943 will be utilized over 3-year period.

Attached is a summary of adjustments to the 2019/20 OWP & Budget by work element.

**STAFF RECOMMENDATION:** Approve Amendment #1 of the 2019/20 Overall Work Program & Budget and the OWP Agreement.

Key Staff: Julie Quinn, Chief Fiscal Officer  
Brian Lasagna, Regional Analyst  
Jon Clark, Executive Director



**FISCAL YEAR 2019/20**  
**SUMMARY OF OWP AMENDMENT 1 (OWPA AMENDMENT 1)**

<b>20-103 REGIONAL GEOGRAPHIC INFORMATION SYSTEM (GIS)</b>			
	<u>PRIOR</u>	<u>AMENDED</u>	<u>NET CHANGE</u>
FED HIGHWAY PLANNING	54,026	59,337	5,311
LTF PLANNING MATCH	7,000	7,689	689
<b>TOTAL REVENUE</b>	<b>61,026</b>	<b>67,026</b>	<b>6,000</b>
SALARIES & BENEFITS	11,567	11,567	-
INDIRECT	9,459	9,459	-
CONSULTANTS/OTHER DIRECT	40,000	46,000	6,000
<b>TOTAL EXPENDITURES</b>	<b>61,026</b>	<b>67,026</b>	<b>6,000</b>

<b>20-124 REGIONAL CLIMATE ADAPTATION PLAN</b>			
	<u>PRIOR</u>	<u>AMENDED</u>	<u>NET CHANGE</u>
CALTRANS GRANT	158,113	-	(158,113)
LTF PLANNING MATCH	20,486	-	(20,486)
<b>TOTAL REVENUE</b>	<b>178,599</b>	<b>-</b>	<b>(178,599)</b>
SALARIES & BENEFITS	43,238	-	(43,238)
INDIRECT	35,361	-	(35,361)
CONSULTANTS/OTHER DIRECT	100,000	-	(100,000)
<b>TOTAL EXPENDITURES</b>	<b>178,599</b>	<b>-</b>	<b>(178,599)</b>

<b>20-114 BUTTE REGIONAL CONSERVATION PLAN (BRCP)</b>			
	<u>PRIOR</u>	<u>AMENDED</u>	<u>NET CHANGE</u>
FED HIGHWAY PLANNING	-	20,000	20,000
LTF PLANNING MATCH	127,920	107,920	(20,000)
SECTION 6 USFWS	47,000	47,000	-
<b>TOTAL REVENUE</b>	<b>174,920</b>	<b>174,920</b>	<b>-</b>
SALARIES & BENEFITS	39,839	39,839	-
INDIRECT	32,581	32,581	-
CONSULTANTS	102,500	102,500	-
<b>TOTAL EXPENDITURES</b>	<b>174,920</b>	<b>174,920</b>	<b>-</b>

<b>20-216 SR 191 MITIGATION</b>			
	<u>PRIOR</u>	<u>AMENDED</u>	<u>NET CHANGE</u>
STIP	1,046,705	1,125,304	78,599
<b>TOTAL REVENUE</b>	<b>1,046,705</b>	<b>1,125,304</b>	<b>78,599</b>
SALARIES & BENEFITS	53,198	96,436	43,238
INDIRECT	43,507	78,868	35,361
CONSULTANTS/OTHER DIRECT	950,000	950,000	-
<b>TOTAL EXPENDITURES</b>	<b>1,046,705</b>	<b>1,125,304</b>	<b>78,599</b>

**SUMMARY OF OWP AMENDMENT 1 (OWPA AMENDMENT 1)**

<b>20-121 SB1 SUSTAINABLE TRANSPORTATION PLANNING (17-18)</b>			
	<u>PRIOR</u>	<u>AMENDED</u>	<u>NET CHANGE</u>
SB1 PLANNING GRANT	12,836	2,260	(10,576)
LTF PLANNING MATCH	8,673	4,749	(3,924)
<b>TOTAL REVENUE CARRYOVER</b>	<b>21,509</b>	<b>7,009</b>	<b>(14,500)</b>
SALARIES & BENEFITS	3,856	3,856	-
INDIRECT	3,153	3,153	-
CONSULTANTS/OTHER DIRECT	14,500	-	(14,500)
<b>TOTAL EXPENDITURES- YEAR 3</b>	<b>21,509</b>	<b>7,009</b>	<b>(14,500)</b>

<b>20-122 SB1 SUSTAINABLE TRANSPORTATION PLANNING (18-19)</b>			
	<u>PRIOR</u>	<u>AMENDED</u>	<u>NET CHANGE</u>
SB1 PLANNING GRANT	132,795	152,574	19,779
FED HIGHWAY PLANNING	510,000	507,023	(2,977)
LTF PLANNING MATCH	17,205	19,768	2,563
<b>TOTAL REVENUE CARRYOVER</b>	<b>660,000</b>	<b>679,365</b>	<b>19,365</b>
SALARIES & BENEFITS	36,221	36,221	-
INDIRECT	29,623	29,623	-
CONSULTANTS/OTHER DIRECT	530,000	507,023	(22,977)
<b>TOTAL EXPENDITURES- YEAR 2</b>	<b>595,844</b>	<b>572,867</b>	<b>(22,977)</b>

<b>20-123 SB1 SUSTAINABLE TRANSPORTATION PLANNING (19-20)</b>			
	<u>PRIOR</u>	<u>AMENDED</u>	<u>NET CHANGE</u>
SB1 PLANNING GRANT	180,000	185,943	5,943
LTF PLANNING MATCH	23,321	24,091	770
<b>TOTAL AWARD</b>	<b>203,321</b>	<b>210,034</b>	<b>6,713</b>
SALARIES & BENEFITS	21,526	21,526	-
INDIRECT	17,605	17,605	-
CONSULTANTS/OTHER DIRECT	25,000	25,000	-
<b>TOTAL EXPENDITURES- YEAR 1</b>	<b>64,131</b>	<b>64,131</b>	<b>-</b>

<b>NET CHANGE IN BUDGET REVENUE:</b>	<u>PRIOR</u>	<u>AMENDED</u>	<u>NET CHANGE</u>
FED HIGHWAY PLANNING	1,231,974	1,254,308	22,334
LTF PLANNING MATCH	614,961	574,572	(40,389)
SB1 PLANNING GRANT	325,631	340,777	15,146
CALTRANS GRANT	158,113	-	(158,113)
STATE TRANSP IMPROVEM PLAN	1,046,705	1,125,304	78,599
<b>NET BUDGET REVENUE CHANGE</b>			<b>(82,423)</b>
<b>ORIGINAL TOTAL OWP AWARDS</b>			<b>4,820,788</b>
<b>AMENDED TOTAL OWP AWARDS</b>			<b>4,738,365</b>
<b>LESS FUNDS PROGRAMED FOR FUTURE YEARS</b>			<b>(232,400)</b>
<b>AMENDED OWP EXPENSE</b>			<b>4,505,965</b>

BUTTE COUNTY ASSOCIATION  
OF GOVERNMENTS



BOARD OF DIRECTORS MEETING  
ITEM #6



## BCAG BOARD OF DIRECTORS

## Item #6 Action

September 26, 2019

### **APPROVAL OF LETTER TO U.S. FISH AND WILDLIFE SERVICE REGIONAL OFFICE DIRECTOR PAUL SOUZA**

**PREPARED BY:** Chris Devine, Planning Manager

**ISSUE:** The Final BRCP and EIS/EIR were submitted to the state and federal wildlife agencies for final approvals on June 28, 2019. To date, these documents have not been sent from the U.S. Fish and Wildlife Service (USFWS) Regional Office in Sacramento to the U.S. Department of the Interior (DOI) in Washington D.C. for final approvals and subsequent publication in the Federal Register.

**DISCUSSION:** At last month's BCAG Board of Directors meeting, BCAG staff indicated that USFWS had not forwarded the Final BRCP and EIS/EIR to the DOI. The Board gave direction to staff to draft a letter that would help get the plan moving forward again, possibly addressed to Congressman LaMalfa whose lack of support for the BRCP was affecting USFWS from forwarding the plan to the DOI.

BCAG staff consulted with its environmental counsel Alicia Guerra from Buchalter LLC, who advised staff to instead send a letter to USFWS Regional Office director Paul Souza outlining a list of concerns and requesting USFWS send the documents to the U.S. Department of the Interior for final review and publication in the Federal Register.

Counsel pointed out a number of concerns regarding USFWS' actions, including that the USFWS is required by law to process our permit application and allow the public process to move forward. The BRCP has been developed precisely according to the rules and regulations that govern regional HCP development, a permit application has been signed and submitted by all eleven (11) Permit Applicants, and USFWS is required by the Administrative Procedures Act to continue processing permit applications once submitted. Thus USFWS' efforts to stall and/or suspend the processing of the BRCP are without merit.

A letter has been drafted by staff in consultation with environmental counsel and is attached for the Board's review and approval.

**STAFF RECOMMENDATION:** BCAG staff recommends the Board approve this item.

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



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

September 26, 2019

Paul Souza, Director  
USFWS Regional Office  
2800 Cottage Way, Rm W-2605  
Sacramento, CA 95825

**Re: Request Regarding Final Butte Regional Conservation Plan (BRCP) and Environmental Impact Statement/Environmental Impact Report (EIS/EIR)**

Dear Mr. Souza:

As you are aware, the Butte County Association of Governments (BCAG) has been facilitating the development of the Butte Regional Conservation Plan (BRCP) (a federal Habitat Conservation Plan (HCP) and state Natural Communities Conservation Plan (NCCP)) since 2007 on behalf of eleven (11) participating Permit Applicants (Cities of Biggs, Chico, Gridley and Oroville, the County of Butte, Western Canal Water District, Butte Water District, Biggs West Gridley Water District and Richvale Irrigation District).

On June 28, 2019, BCAG submitted the final BRCP and EIS/EIR to USFWS for review and subsequent distribution to the U.S. Department of the Interior for finalization and publication in the Federal Register. We submitted the final documents after years of extensive coordination with USFWS, NMFS and CDFW. It is our understanding that to date the final BRCP and EIS/EIR have not been sent from USFWS Regional Office in Sacramento to the U.S. Department of the Interior in Washington D.C. BCAG and the Permit Applicants are concerned that USFWS' efforts to stall and/or suspend the processing of the BRCP are without merit. We request that you promptly forward the documents to the U.S. Department of the Interior as required by law and your own policies and procedures.

As you know, over the past 12+ years, BCAG and USFWS developed the BRCP in a very open and transparent manner that included multiple rounds of public workshops, periodic newsletters, brochures and press releases, a publicly accessible website, and hundreds of meetings with state and federal agency staff, Permit Applicant representatives, and key stakeholder groups. We revised the documents at USFWS' NMFS' and CDFW's direction and with your agency's concurrence.

In June 2015, BCAG submitted the formal public draft BRCP and EIS/EIR to USFWS, along with a Federal Fish and Wildlife Permit Application Form signed by each of the eleven (11) BRCP Permit Applicants. Following Federal Register publication in November 2015, BCAG and USFWS

agreed to an extension of the required 90-day public review period to 204 days to provide local stakeholder groups with additional time to review and comment.

Following the public comment period, we made substantial changes to the BRCP and EIS/EIR both in response to public comment letters received, and through direct coordination with local stakeholder group representatives and USFWS Field Office staff. We submitted the final BRCP and EIS/EIR to USFWS, NMFS and CDFW on June 28, 2019.

BCAG and the Permit Applicants have developed the BRCP precisely according to the rules and regulations that govern regional HCP development, have submitted an HCP permit application signed by each Permit Applicant, and have to date spent approximately \$2.7 million in federal Section 6 Planning Assistance grant funds and \$2.5 million in BCAG funds in the development of the BRCP, EIS/EIR and required components. Accordingly, USFWS is required by law to process our permit application and allow the public process to move forward with a final Notice of Availability of the Final BRCP and EIS/EIR and final 30-day comment period.

Additionally, both Secretarial Order 3355 dated April 27, 2018, and a subsequent timeliness waiver approved in March 2019, require the Record of Decision for the BRCP EIS/EIR to be filed no later than October 30, 2019. By delaying the public process, your agency is in direct conflict with the direction provided by the Deputy Secretary of the U.S. Department of the Interior.

Further, our region is still struggling to recover from the effects of the November 2018 “Camp Fire” natural disaster that burned almost 19,000 buildings and was the deadliest and most destructive wildfire in California’s recorded history. This has created an urgent need for housing and infrastructure improvements within our region – projects that the BRCP will greatly streamline and facilitate. USFWS’ actions to continue to delay our efforts to streamline the permitting process for our region will greatly prejudice the Permit Applicants’ efforts to rebuild our community.

Again, we request that USFWS forward the final BRCP and EIS/EIR to the U.S. Department of the Interior for subsequent Federal Register publication, allowing the public process to move forward and providing the governing boards of the Permit Applicants the opportunity to proceed with their consideration of the BRCP. We further request per the afore mentioned October 30, 2019 deadline a reply to this communication within 72 hours of receipt.

Sincerely,

Bill Connelly, Chairman  
Butte County Association of Governments Board of Directors

Copy:

Jennifer Norris, Field Supervisor, USFWS Field Office

Alicia Guerra, Buchalter LLC

David Zippin, ICF International

BRCP Permit Applicants

BUTTE COUNTY ASSOCIATION  
OF GOVERNMENTS



BOARD OF DIRECTORS MEETING  
ITEM #7





## BCAG BOARD OF DIRECTORS

## Item #7 Information

September 26, 2019

### SUSTAINABLE COMMUNITIES STRATEGY - PROGRESS REPORT

**PREPARED BY:** Brian Lasagna, Regional Analyst

**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 responsible for state and federally required transportation plans and programs in the region, including the Regional Transportation Plan (RTP)/Sustainable Communities Strategy (SCS).

**DISCUSSION:** BCAG staff, working in coordination with the BCAG Planning Director's Group (PDG) and the Transportation Advisory Committee (TAC), has prepared a Sustainable Communities Strategy Progress Report for the purpose of informing the development of BCAG's 2020 RTP/SCS. The report looks at several indicators for objectives included in the 2016 SCS and the progress made to date. Once analyzed, the indicators provide planners and policy makers information regarding the implementation of the stated objectives and if adjustments or additional actions should be pursued. It is anticipated the report will be prepared on a 4-year cycle to coincide with each update of the RTP/SCS.

A complete copy of the report is available online at:

<http://www.bcag.org/documents/planning/RTP%20SCS/2020%20RTP%20SCS/BCAG%20SCS%20Progress%20Report%20-%20Final.pdf>

#### Background

As required by the SB 375, BCAG prepares a SCS with each update of the RTP. The SCS is an integrated transportation and land use plan which is intended to meet regional passenger vehicle GHG emissions reduction targets for the years 2020 and 2035 while also accommodating the region's forecasted growth.

In November 2018, CARB released the state's 2018 Progress Report for SB 375, as directed by SB 150. The intent of the report was to analyze the progress made under SB 375 and to determine if regions and the state are on track to meet passenger vehicle greenhouse gas reduction targets. The fundamental finding of the report was that California is not on track to meet the reductions expected under SB 375, with emissions from statewide passenger vehicle travel per capita increasing rather than decreasing.

#### BCAG's Progress Report Indicators

The report includes 10 indicators grouped into five categories to assist in tracking progress. The five categories include regional growth, land use, transportation

**BCAG Board of Directors Meeting – Item #7**

**September 26, 2019**

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investment, transportation mode choice, and resources areas and farmland. Each category includes an associated RTP/SCS objective. Table 1 includes a summary listing of indicators by category.

Table 1.

Category	Progress Report Indicator	Trend
Regional Growth	Annual Growth Rate of Population (P), Housing (H), and Jobs (J)	P   H   J
Land Use	New Housing and Employment by Growth Area	
	New Housing Mix (Multi-Family / Single Family)	
	Jobs to Housing Unit Ratio	
Transportation Investment	Investment by Category	
Transportation Mode Choice	Travel Mode to Work	
	Annual Transit Boarding's Per Capita	
	Miles of Class 1 & 2 Bike Facilities Per Capita	
Resource Areas and Farmland	Rate of Important Farmland Conversion to Urban and Built-Up Land	
	New Housing within BRCP Proposed UPA's	

**Trend Key**

<i>Exceeding Plan</i>	<i>On Track with Plan</i>	<i>Falling Short of Plan</i>
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Observations

- Location related land use and development activities are on track or exceeding expectations with housing and job growth occurring in desired locations with less than anticipated impacts to resource areas and farmland. However, this may change as communities have yet to expand development into projected new growth areas.
- Transportation mode shifts have yet to respond to new development and infrastructure. This may be a result of other travel related factors (i.e. fuel prices, auto ownership rates, improved economy, etc.), including declining transit ridership. Also, a slower than anticipated growth rate in population and housing could be a factor, as the extent of new growth just isn't in place to have an influence.

Recommendations

- Regional Growth: adjust population and housing forecasts to align with updated estimates from the California Department of Finance.
- Land Use: review potential for adjusting the ratio of multi-family to single-family unit growth and jobs-housing ratio.
- Transportation Investment: monitor transit investments with upcoming 2021 FTIP and new state funding sources.
- Transportation Mode Choice: monitor shifts in mode choice with upcoming 2020 Census; explore "work from home" mode and effects on passenger vehicle

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**September 26, 2019**

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travel; investigate strategies for recovering ridership with update of Transit and Non-Motorized Plan, and; remain on track with bike infrastructure.

- Resource Areas and Farmland: review Important Farmland conversion rate and associated factors (i.e. increased density, ratio of multi-family to single family development, etc.) and determine if adjustment is needed.

**Next Step**

The report will be consulted in preparing the updated SCS for the 2020 RTP by considering the recommendations as the land use and transportation components are developed in consultation with the TAC and PDG. In addition, a copy of the report will be shared with the California Air Resources Board as background for their review of BCAG's approved 2020 RTP/SCS, once adopted.

**STAFF RECOMMENDATION:** This item is presented for the BCAG Boards discussion, awareness, and information.

Key staff:     Brian Lasagna, Regional Analyst  
                  Ivan Garcia, Transportation Programming Specialist

BUTTE COUNTY ASSOCIATION  
OF GOVERNMENTS



BOARD OF DIRECTORS MEETING  
ITEM #8



## BCAG BOARD OF DIRECTORS

## Item #8 Information

September 26, 2019

### **BUTTE REGIONAL TRANSIT- BLINE 4th QUARTER 2018/19 REPORT**

**PREPARED BY:** Jim Peplow, Senior Planner

**ISSUE:** Staff is presenting key financial and statistical results for Butte Regional Transit for the fourth quarter of fiscal year 2018/19.

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

**Rural Fixed Route** is exceeding the TDA (Transportation Development Act) farebox ratio requirement of 10% ticket sales to operating expenditures; this year the fare revenue covered 17.6% of operating expenditures for rural fixed routes for the 18/19 fiscal year. Ridership for the year is down 20.5% over the prior year, with 10.7 passengers per service hour. Farebox revenues came in at 90% of budget. Operating expenses also came in a 90% of budget. The extreme drop in ridership as well as the revenues and expenses falling short of expectation are a direct result of the Camp Fire.

**Urban Fixed Route** is meeting the TDA farebox ratio requirement of 20%, at 20.9% for the fiscal year. Ridership held steady compared to the prior year quarter but is down 8.5% for the year, with 15.8 passengers per hour. Overall transit passenger numbers continue to trend down nationwide, and Butte County is no exception. After seeing ridership drop 12.4% during the first two quarters, the 4<sup>th</sup> quarter holding its own was likely attributed to the Camp Fire, as displaced Ridge residents created a larger ridership base in Chico. During the first half of the year, overall system ridership was down about 4-8%. Farebox revenues for the year came in at 99% of budget. Budgeted expenditures in the urban fixed route are in line with budget expectations at 96% of the annual budget.

**BCAG Board of Directors Item #8**

**September 26, 2019**

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**Rural Paratransit** is narrowly meeting the TDA farebox ratio requirement of 10%, coming in at 10.1% for the year. This system was severely impacted by the Camp Fire as regular service in Paradise was eliminated after November 8. Ridership for the year was down 37%, and 57% for the final two quarters as service was basically cut in half. With the reduction in passengers there was an equivalent reduction in service hours, so the efficiency of this system remains favorable at 3.6 passengers per hour. With the reduction in service financial figures were well short of expectation. Passenger fares came in at 62% of budget, as did operating expenses.

**Urban Paratransit** is meeting the TDA farebox ratio requirement of 10% at 10.5% for the fiscal year. Ridership increased significantly over prior year quarter with a 9.5% increase, as was the case with the Urban Fixed Route system. This increase is likely due to displaced Paradise riders now living in Chico. For the year, the system was up 2.0%. The passengers per hour were 3.3 for the quarter, an excellent indicator of efficiency in operations. Expenditures, at 105%, were higher than budget expectations because some of the Paradise hours were shifted to Chico. This also was a corresponding increase in passenger fare, which came in at 110% of budget.

**Overall** - The number of accidents for the quarter was at a ratio of 72,948 miles per accident, this is slightly below our established standard of one accident per every 80,000 miles. The number of complaints during this past quarter is within our expected ratio.

**STAFF RECOMMENDATION:** This item is presented for information only.

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

Butte Regional Transit  
4th Quarter Financial Report  
Fiscal Year 2018/19

Rural Fixed Route					
17/18 Q4 Actual to Date	% of 17/18 Budget	18/19 Annual Budget	18/19 Q4 Actual to Date	% of 18/19 Budget	

Urban Fixed Route					
17/18 Q4 Actual to Date	% of 17/18 Budget	18/19 Annual Budget	18/19 Q4 Actual to Date	% of 18/19 Budget	

Passeger Fares	\$ 487,592	93%	\$ 504,250	\$ 461,042	91%
TDA Funds	\$ 1,198,985	91%	\$ 1,383,757	\$ 1,008,514	73%
Federal/State Grants	\$ 1,040,940	96%	\$ 1,021,358	\$ 1,115,099	109%
Interest/ Other Local	\$ 17,277		\$ -	\$ 39,687	
<b>Total Operating Income</b>	<b>\$ 2,744,794</b>	<b>99%</b>	<b>\$ 2,909,365</b>	<b>\$ 2,624,342</b>	<b>90%</b>

Passeger Fares	\$ 753,764	100%	\$ 757,546	\$ 750,702	99%
TDA Funds	\$ 1,500,769	99%	\$ 1,521,571	\$ 1,316,107	86%
Federal/State Grants	\$ 1,306,018	89%	\$ 1,484,310	\$ 1,463,230	99%
Interest/ Other Local	\$ 18,800		\$ -	\$ 53,868	
<b>Total Operating Income</b>	<b>\$ 3,579,351</b>	<b>96%</b>	<b>\$ 3,763,427</b>	<b>\$ 3,583,907</b>	<b>95%</b>

Operator Expense	\$ 1,606,013	106%	\$ 1,660,725	\$ 1,431,995	86%
Fuel Expense	\$ 357,559	90%	\$ 450,000	\$ 423,899	94%
Other Operating	\$ 338,829	81%	\$ 455,079	\$ 379,183	83%
Facility Maintenance	\$ 217,113	106%	\$ 138,361	\$ 145,093	105%
Services & Supplies	\$ 2,519,514	99%	\$ 2,659,165	\$ 2,380,170	90%
Admin Charges	\$ 225,280	102%	\$ 250,200	\$ 244,172	98%
<b>Total Operating Expense</b>	<b>\$ 2,744,794</b>	<b>99%</b>	<b>\$ 2,909,365</b>	<b>\$ 2,624,342</b>	<b>90%</b>

Operator Expense	\$ 2,667,491	100%	\$ 2,731,437	\$ 2,710,032	99%
Fuel Expense	\$ 339,387	85%	\$ 350,000	\$ 352,878	101%
Other Operating	\$ 281,844	73%	\$ 377,488	\$ 230,960	61%
Facility Maintenance	\$ 170,479	107%	\$ 126,062	\$ 159,812	127%
Services & Supplies	\$ 3,459,201	95%	\$ 3,584,987	\$ 3,453,682	96%
Admin Charges	\$ 120,150	102%	\$ 133,440	\$ 130,225	98%
<b>Total Operating Expense</b>	<b>\$ 3,579,351</b>	<b>96%</b>	<b>\$ 3,718,427</b>	<b>\$ 3,583,907</b>	<b>96%</b>

% Change in Expense from Prior Year      -4.6%

% Change in Expense from Prior Year      0.1%

Farebox Ratio	<u>17.8%</u>	<u>17.3%</u>	<u>17.6%</u>
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Farebox Ratio	<u>21.1%</u>	<u>20.4%</u>	<u>20.9%</u>
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Revenue Hours	26,798	25,400	23,434	92%
Annual Passengers	314,009		249,692	(64,317)
Annual Pass/Rev Hr	11.7		10.7	
			<u>% change</u>	
Cost/Rev Hr	\$102.43		\$ 111.99	8.5%
Cost/passenger	\$8.74		\$ 10.51	16.8%
Fare/passenger	\$1.55		\$ 1.85	15.9%

Revenue Hours	44,570	44,697	44,347	99%
Annual Passengers	765,210		700,179	(65,031)
Annual Pass/Rev Hr	17.2		15.8	
			<u>% change</u>	
Cost/Rev Hr	\$80.31		\$ 80.82	0.6%
Cost/passenger	\$4.68		\$ 5.12	8.6%
Fare/passenger	\$0.99		\$ 1.07	8.1%

Butte Regional Transit  
4th Quarter Financial Report  
Fiscal Year 2018/19

Rural Paratransit					
17/18 Q4 Actual to Date	% of 17/18 Budget	18/19 Annual Budget	18/19 Q4 Actual to Date	% of 18/19 Budget	

Urban Paratransit					
17/18 Q4 Actual to Date	% of 17/18 Budget	18/19 Annual Budget	18/19 Q4 Actual to Date	% of 18/19 Budget	

Passeger Fares	\$ 174,816	96%	\$ 171,180	\$ 105,770	62%
TDA Funds	\$ 1,352,675	83%	\$ 1,506,604	\$ 918,844	61%
Federal/State Grants	\$ -		\$ -	\$ -	
Interest/ Other Local	\$ 9,787		\$ -	\$ 21,735	
<b>Total Operating Income</b>	<b>\$ 1,537,278</b>	<b>84%</b>	<b>\$ 1,677,784</b>	<b>\$ 1,046,349</b>	<b>62%</b>

\$ 202,269	108%	\$ 192,896	\$ 211,392	110%
\$ 843,238	100%	\$ 1,162,585	\$ 890,560	77%
\$ 732,473	89%	\$ 554,181	\$ 902,523	163%
\$ 2,844		\$ -	\$ 8,906	
<b>\$ 1,780,824</b>	<b>96%</b>	<b>\$ 1,909,662</b>	<b>\$ 2,013,381</b>	<b>105%</b>

Operator Expense	\$ 1,263,176	83%	\$ 1,405,530	\$ 841,619	60%
Fuel Expense	\$ 113,895	91%	\$ 125,000	\$ 89,274	71%
Other Operating	\$ 97,712	95%	\$ 95,411	\$ 65,486	69%
Facility Maintenance	\$ 29,106	107%	\$ 18,448	\$ 16,568	90%
Services & Supplies	\$ 1,503,889	85%	\$ 1,644,389	\$ 1,012,947	62%
Admin Charges	\$ 33,389	104%	\$ 33,395	\$ 33,402	100%
<b>Total Operating Expense</b>	<b>\$ 1,537,278</b>	<b>85%</b>	<b>\$ 1,677,784</b>	<b>\$ 1,046,349</b>	<b>62%</b>

\$ 1,503,977	97%	\$ 1,588,860	\$ 1,678,936	106%
\$ 139,349	103%	\$ 135,000	\$ 165,612	123%
\$ 75,003	72%	\$ 114,239	\$ 91,218	80%
\$ 29,106	107%	\$ 24,598	\$ 30,563	124%
\$ 1,747,435	96%	\$ 1,862,697	\$ 1,966,329	106%
\$ 33,389	104%	\$ 46,965	\$ 47,052	100%
<b>\$ 1,780,824</b>	<b>96%</b>	<b>\$ 1,909,662</b>	<b>\$ 2,013,381</b>	<b>105%</b>

% Change in Expense from Prior Year -46.9%

% Change in Expense from Prior Year 11.6%

Farebox Ratio	<b>11.4%</b>	10.2%	<b>10.1%</b>
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Farebox Ratio	<b>11.4%</b>	10.1%	<b>10.5%</b>
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Revenue Hours	21,105	23,000	13,778	60%
Annual Passengers	78,558		49,557	(29,001)
Annual Pass/Rev Hr	3.7		3.6	
Cost/Rev Hr	\$72.84		\$ 75.94	4.1%
Cost/passenger	\$19.57		\$ 21.11	7.3%
Fare/passenger	\$2.23		\$ 2.13	-4.3%

25,129	26,000	27,481	106%
89,891		91,690	1,799
3.6		3.3	
\$70.87		\$ 73.26	3.4%
\$19.81		\$ 21.96	10.8%
\$2.25		\$ 2.31	2.5%



**B-Line Operating Data**  
**FY 2018/19 - Fourth Quarter (and annual total)**

**RURAL FIXED ROUTE**

Passengers			
Quarter	17/18	18/19	change
1st	79,371	73,990	-6.8%
2nd	81,236	63,441	-21.9%
3rd	77,344	53,762	-30.5%
4th	76,058	58,499	-23.1%
<b>Total</b>	<b>314,009</b>	<b>249,692</b>	<b>-20.5%</b>

Vehicle Revenue Hours		
17/18	18/19	change
6,682	6,645	-0.6%
6,662	5,648	-15.2%
6,723	5,530	-17.7%
6,731	5,611	-16.6%
<b>26,798</b>	<b>23,434</b>	<b>-12.6%</b>

Passengers per Revenue Hr		
17/18	18/19	change
11.9	11.1	-6.3%
12.2	11.2	-7.9%
11.5	9.7	-15.5%
11.3	10.4	-7.7%
<b>11.7</b>	<b>10.7</b>	<b>-9.1%</b>

**URBAN FIXED ROUTE**

Passengers			
Quarter	17/18	18/19	change
1st	183,742	150,232	-18.2%
2nd	206,655	191,751	-7.2%
3rd	202,924	186,623	-8.0%
4th	171,889	171,573	-0.2%
<b>Total</b>	<b>765,210</b>	<b>700,179</b>	<b>-8.5%</b>

Vehicle Revenue Hours		
17/18	18/19	change
10,908	10,710	-1.8%
11,265	11,392	1.1%
11,299	11,146	-1.4%
11,098	11,099	0.0%
<b>44,570</b>	<b>44,347</b>	<b>-0.5%</b>

Passengers per Revenue Hr		
17/18	18/19	change
16.8	14.0	-16.7%
18.3	16.8	-8.2%
18.0	16.7	-6.8%
15.5	15.5	-0.2%
<b>17.2</b>	<b>15.8</b>	<b>-8.0%</b>

**RURAL PARATRANSIT**

Passengers			
Quarter	17/18	18/19	change
1st	20,392	20,118	-1.3%
2nd	19,152	12,584	-34.3%
3rd	19,343	7,992	-58.7%
4th	19,671	8,863	-54.9%
<b>Total</b>	<b>78,558</b>	<b>49,557</b>	<b>-36.9%</b>

Vehicle Revenue Hours		
17/18	18/19	change
5,571	5,206	-6.6%
5,237	3,478	-33.6%
5,174	2,605	-49.7%
5,123	2,489	-51.4%
<b>21,105</b>	<b>13,778</b>	<b>-34.7%</b>

Passengers per Revenue Hr		
17/18	18/19	change
3.7	3.9	5.6%
3.7	3.6	-1.1%
3.7	3.1	-17.9%
3.8	3.6	-7.3%
<b>3.7</b>	<b>3.6</b>	<b>-3.4%</b>

**URBAN PARATRANSIT**

Passengers			
Quarter	17/18	18/19	change
1st	22,813	22,289	-2.3%
2nd	22,172	20,613	-7.0%
3rd	22,096	23,812	7.8%
4th	22,810	24,976	9.5%
<b>Total</b>	<b>89,891</b>	<b>91,690</b>	<b>2.0%</b>

Vehicle Revenue Hours		
17/18	18/19	change
6,267	6,372	1.7%
6,113	6,459	5.7%
6,255	7,333	17.2%
6,494	7,317	12.7%
<b>25,129</b>	<b>27,481</b>	<b>9.4%</b>

Passengers per Revenue Hr		
17/18	18/19	change
3.6	3.5	-3.9%
3.6	3.2	-12.0%
3.5	3.2	-8.1%
3.5	3.4	-2.8%
<b>3.6</b>	<b>3.3</b>	<b>-6.7%</b>

**PREVENTABLE ACCIDENTS**

Qtr-FY	Accidents	Miles	Ratio (1 per x)
4-18/19	5	364,744	72,948
3-18/19	2	356,586	178,292
2-18/19	3	366,430	122,142
1-18/19	3	405,564	135,187

**VALID PASSENGER COMPLAINTS**

Complaint	Rides	Ratio (1 per x)
1	263,911	263,910
3	272,045	90,681
2	286,839	143,419
1	265,842	265,841

BUTTE COUNTY ASSOCIATION  
OF GOVERNMENTS



BOARD OF DIRECTORS MEETING  
ITEM #9



## BCAG BOARD OF DIRECTORS

## Item # 9 Information

September 26, 2019

### **NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION / U.S. EPA PROPOSED RULE**

**PREPARED BY:** Ivan Garcia, Transportation Programming Specialist

**ISSUE:** President Trump announced on September 19, 2019 the revocation of the California Clean Air Act Waiver previously approved by the Environmental Protection Agency in 2013. This will impact all transportation projects in California which require a new air quality conformity determination by the Federal Highway Administration.

**DISCUSSION:** In August 2018, the National Highway Traffic Safety Agency (NHTSA) and the US Environmental Protection Agency (US EPA) proposed the Safer Affordable Fuel Efficient (SAFE) Vehicle Rule. The rule would hold the national fuel efficiency standard at the 2020 levels. The rule also proposes a "50 state solution" that repeals California's higher fuel efficiency standards, which were originally allowed to address California's unique air quality challenges. Once finalized, the rule would revoke California's authority to implement the Advanced Clean Cars (ACC I and II) and ZEV mandates. Revoking these mandates will negatively impact the state's ability to meet its greenhouse gas and criteria pollutant emissions reductions goals as well as public health, housing, equity, and goods movement goals.

In California, MPOs and Caltrans use a unique model developed by the California Air Resources Board (called "EMFAC") to demonstrate that each region and the state comply with the conformity requirements of the federal Clean Air Act. The current version of EMFAC assumes that ACC (I and II) and the ZEV mandate will continue to operate in California - resulting in cleaner cars. Once those standards are rolled back, the EMFAC model will not meet federal planning requirements.

As a result, California transportation agencies will be unable to demonstrate that their projects conform to federal Clean Air Act requirements. This means that MPOs and Caltrans (for rural non-attainment areas) will be unable to make new transportation conformity determinations for their Regional Transportation Plan/Sustainable Communities Strategy and Federal Transportation Improvement Program (RTP/SCS & FTIPs), and amendments for projects that are not exempt from federal Clean Air Act requirements. All areas that are defined as "non-attainment areas" will be affected, which is most of California.

The types of projects that can move forward during a conformity lapse include:

1. Projects exempt from conformity (regional and project level)
2. Project phases that were **approved** before the lapse (existing projects in the FTIP and RTP/SCS).
3. Transportation Control Measures (TCMs) in an Approved State Implementation Plan (SIP)

For the Butte region, the following types of projects **cannot** move forward and will be affected include:

1. Any capacity increasing project or project that is “not-exempt” which may include the State Route 70 Corridor (widening portion **in** Yuba County).
2. Local bridge projects which increase capacity that are not already included in the FTIP/RTP and require an amendment with a new conformity determination.

The EPA has released a press release on September 19, 2019 and is posted at:

<https://www.epa.gov/regulations-emissions-vehicles-and-engines/final-rule-one-national-program-federal-preemption-state>

**STAFF RECOMMENDATION:** This item is presented for information only. Staff will continue to keep the Board informed as more information on the impacts are made known.

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