

BUTTE COUNTY ASSOCIATION
OF GOVERNMENTS



BOARD OF DIRECTORS MEETING
DECEMBER 9, 2021

Acronyms for Butte County Association of Governments

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

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



BCAG Board of Directors Meeting

December 9, 2021
9:00 a.m.



BCAG Board Room

326 Huss Drive, Suite 100
Chico, CA 95928

[BCAG BOARD MEETING LIVE](#)

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

Zoom Meeting ID: 870 1829 1394 Password: 588724
To join the meeting by phone: +1 669 900 6833

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

Satellite Locations:

Board Member Busch at Biggs City Council Chambers 3016 Sixth Street, Biggs, CA
Board Member Ritter at 1253 Orchard Ln, Chico, CA
Board Member Lucero at 269 E 3rd St, Suite 100, Chico, CA

1. Pledge of Allegiance
2. Roll Call

CONSENT AGENDA

3. Approval of Minutes from the September 23, 2021, BCAG Board of Directors Meeting (Attachment) – **Victoria**
4. Approval of Amendment #3 to the 2021/22 Overall Work Program (OWP) & Budget (Attachment) – **Julie**
5. Approval of Transportation Development Act (TDA) Blended Farebox Ratio for Transit Operator (Attachment) – **Julie**

ITEMS REMOVED FROM CONSENT AGENDA – *If Any*

ITEMS FOR ACTION

6. Approval of BCAG Post-Retirement Health Benefits Plan (Attachment) – **Jon**
7. Adoption of 2022 Regional Transportation Improvement program (RTIP) (Attachment) – **Ivan**

8. Approval of Authorization for Executive Director to Sign Consultant Agreement with AECOM for Preparation of the North Valley Passenger Rail Strategic Plan (Attachment) - **Chris**
9. Approval of MAP-21 Performance Measures –Safety (PM1) 2022 (Attachment) – **Brian**

ITEMS FOR INFORMATION

10. 2020 Regional Transportation Plan (RTP) & Sustainable Communities Strategy (SCS) Update (Attachment) - **Brian**
11. Butte Regional Transit (B-Line) 1st Quarter 2021/22 Report (Attachment) - **Jim**

ITEMS FROM THE FLOOR

12. 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

13. The next meeting of the BCAG Board of Directors has been scheduled for Thursday January 27, 2022, **at the BCAG Board Room & via Zoom.**

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

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

BUTTE COUNTY ASSOCIATION
OF GOVERNMENTS



BOARD OF DIRECTORS MEETING
ITEM #3

**DRAFT MEETING MINUTES
OF THE BUTTE COUNTY
ASSOCIATION OF GOVERNMENTS
SEPTEMBER 23, 2021**

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 IN PERSON

Bill Connelly	Supervisor	District 1
Jody Jones	Councilmember	Town of Paradise
Kasey Reynolds	Vice Mayor	City of Chico
Tod Kimmelshue	Supervisor	District 4
Tami Ritter	Supervisor	District 3

MEMBERS PRESENT REMOTELY

Debra Lucero	Supervisor	District 2
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MEMBERS ABSENT

Chuck Reynolds	Mayor	City of Oroville
J Angel Calderon	Councilmember	City of Gridley
Doug Teeter	Supervisor	District 5
John Busch	Councilmember	City of Bigg

STAFF PRESENT

Jon Clark	Executive Director
Sara Cain	Associate Senior Planner
Cheryl Massae	Human Resources Manager
Jim Peplow	Senior Transit Planner
Julie Quinn	Chief Fiscal Officer
Ivan Garcia	Programming Specialist
Victoria Proctor	Administrative Assistant

OTHERS PRESENT REMOTELY

Lance Atencio, Transdev
Alex Fong, Caltrans District 3

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

CONSENT AGENDA

3. Approval of Minutes from August 26, 2021 BCAG Board of Directors Meeting
4. Approval of Amendment #2 to the 2021/22 Overall Work Program (OWP) & Budget and Overall Work Program Agreement (OWPA)
5. Approval of the Project List for the FY 2021/22 California State of Good Repair (SGR) Program
6. Approval for BCAG Executive Committee to Work with Executive Director on Annual Evaluation

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

ITEMS FOR INFORMATION

7: Chico to Sacramento Strategic Plan Update

Staff updated the Board on the progress of the Chico to Sacramento Strategic Plan and public outreach opportunities. There was an overview given of the Service Plan framework, which proposed nine weekday trips in each direction, and eight weekend trips during a slightly shorter time period, since there would be less commuters and it would most likely be utilized for leisure trips on the weekend.

The Board asked for clarification on service area, specifically wanting to know if this will serve, or could be made to serve, the Sacramento Airport. Due to the nature of the connection this bus would need to make in Stockton for Amtrak, serving the airport is not possible, however it would go to downtown Sacramento and there are several pre-existing shuttles that already operate from downtown to the airport. There was also conversation about how this would function if rail service were to be extended into Butte County. These two projects are completely independent and would function separately. There was also discussion about VMTs and emissions calculations, but those have not yet been calculated for this study.

This item was presented for information purposes only.

8: Butte Regional Transit 4th Quarter 2020/21 Progress Report

Staff presented the fourth quarter report for the 2020/21 fiscal year. Since it is the final quarter of the year, the memo also summarized the performance of Butte Regional Transit for the whole year, rather than just that three-month period. Comparison of quarterly and annual operational and financial data over the past three years has proven quite difficult as each of those years has had a significant event that has had a major impact on the system. Starting in November 2018 with the Camp Fire, and for the past two fiscal years COVID has drastically reduced ridership and caused various service disruptions.

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The loss of fares caused all but the rural fixed route to miss their targets for farebox recovery. The California Assembly anticipated this throughout the state, however, so in June 2020 they passed AB90, which provides an exemption to the TDA farebox recovery requirement for FY 2020/21. In July 2021, AB 149 was passed to extend that exemption through FY 2022/23. Lost revenue from the farebox was covered in FY 2020/21 with remaining federal CARES funding.

There was general discussion between the Board and Staff regarding the financial and ridership data in the memo. The Board asked for specifics on what Chico State is doing and how that might change the ridership numbers. The university is back in person for most of their classes, and that has been providing a boost to ridership, but that is not seen in the fourth quarter since it ended in June 2021 and students didn't return to Chico until late August. We expect to start to see the effects of their return fully in the second quarter of FY 2021/22.

This item was presented for information purposes only.

ITEMS FROM THE FLOOR

There were no items from the floor.

ADJOURNMENT

With no further items to discuss, the BCAG Board meeting adjourned at 9:21 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

December 9, 2021

APPROVAL OF AMENDMENT #3 TO THE 2021/22 OVERALL WORK PROGRAM (OWP) & BUDGET

PREPARED BY: Jon Clark, Executive Director

ISSUE: The Executive Director is requesting the BCAG Board's approval of an administrative amendment to the 2021/22 OWP & Budget to include a new work element for preparation of a Regional Travel Survey.

DISCUSSION: The current approved 2021/22 OWP & Budget includes *Work Element 22-127 Regional VMT Planning Coordination*, which is funded by Caltrans SB 1 Planning Funds. Staff has determined that this work element and products are no longer necessary and is recommending that it be replaced with a new work element, *Work Element 22-128 BCAG Regional Travel Survey*, which would be funded by the same Caltrans SB 1 planning funds.

The BCAG Regional Travel Survey would be prepared by a qualified consultant and would benefit the preparation of the 2024 Regional Transportation Plan (RTP) and Sustainable Communities Strategy (SCS) by providing a more accurate baseline of current travel characteristics of Butte County residents. The data and information collected by the travel survey would be incorporated into the BCAG regional transportation model which is used for development of the 2024 RTP/SCS and required air quality conformity determination.

Attached for the Boards review and approval is a copy of *Work Element 22-128 BCAG Regional Travel Survey*.

STAFF RECOMMENDATION: The Executive Director is requesting the BCAG Board of Directors' approval of Administrative Amendment #3 to the 2021/22 OWP & Budget.

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



WORK ELEMENT 22-128

Sustainable Transportation Planning 2021-22 BCAG Regional Travel Survey

OBJECTIVE: To prepare a comprehensive survey to document the demographic and travel behavior characteristics of Butte County residents to better understand regional travel since the 2018 Camp Fire, 2020 North Complex Fire, and the ongoing COVID pandemic. The Regional Travel Survey data collected will be used to build a baseline data set for the 2024 RTP/SCS, allow for better planning of intercity and regional transit, and aid with future climate change planning within the region.

DESCRIPTION: The BCAG Regional Travel Survey will be a comprehensive survey of the demographic and travel behavior characteristics of residents within the region which includes the unincorporated areas of Butte County and the cities of Chico, Biggs, Gridley, Oroville and the Town of Paradise.

As a result of the 2018 Camp Fire, 2020 North Complex Fire, and ongoing COVID pandemic, there has been a significant change to the travel characteristics of Butte County residents, details of which are not known by BCAG. To establish a better baseline data set, BCAG will prepare a regional travel survey during the 2021/22 FY. The travel and demographic data collected by the Regional Travel Survey will then be used to support development of BCAG 2024 Regional Transportation Plan (RTP) and Sustainable Communities Strategy (SCS), and will also provide valuable data for Butte Regional Transit service planning and BCAG climate change planning work.

During the 2021/22 FY, BCAG will circulate a Request for Proposals (RFP) to retain a qualified consultant firm to conduct the Regional Travel Survey.

BCAG staff will work with the selected consultant to determine the best sample size and method for conducting the survey, as well as information to be obtained. At a minimum, BCAG would like to obtain current travel data on household trips for work, school, shopping, recreation, local trip frequency, and out of country trips and opinions on transit.

Once the survey is completed, BCAG and the consultant will compile a report on the survey results, the survey process and methodology, and share the information with regional planning partners, Caltrans and other interested agencies.

PREVIOUS WORK: The latest SCS was prepared with the 2020 RTP and was adopted in December of 2020.

TASKS

- 1) Administer and oversee project to ensure compliance with SB 1 Sustainable Communities Formula funds grant process, including administration of consultant

contract, schedule, project tasks, quality control, deliverables, meeting coordination, and quarterly reporting (BCAG). – Quarterly

- 2) Develop RFP and scope of work to circulate to qualified consultant firms, interview and make consultant selection (BCAG) – January-March 2022.
- 3) Work with consultant to develop sample size and questions for survey (BCAG/Consultant). – March/April 2022
- 4) Coordinate survey project with BCAG’s Planning Director’s Group and other interested parties (BCAG/Consultant). – Quarterly
- 5) Work with consultant on implementation of survey (BCAG/Consultant). – April/June 2022
- 6) Develop survey report (BCAG/Consultant) – August 2022
- 7) Present final document (BCAG/Consultant) – September 2022

WE 22-128 PRODUCTS	SCHEDULE
1. Quarterly reports, progress reports, final reports, and invoices to Caltrans (BCAG)	Quarterly
2. Meeting notes for kick-off and planning director meetings (BCAG/Consultant)	Quarterly
3. Memorandum with overview of proposed survey process (BCAG/Consultant)	April/June 2022
4. Memorandum presenting survey results (BCAG/Consultant)	September 2022
5. Final Document – Report summarizing survey results and travel trends (BCAG/Consultant).	September 2022

STAFFING	PERSON MONTHS
Planning Manager	1.0
Regional Analyst	.5
TOTAL	1.5

REVENUES		EXPENDITURES	
SB 1 Planning Funds (2021-22)	\$84,350	Personnel	\$18,588
LTF MATCH	\$21,725	Consultant	\$72,382
		Indirect Costs	\$15,105
TOTAL	\$106,075	TOTAL	\$106,075

BUTTE COUNTY ASSOCIATION
OF GOVERNMENTS



BOARD OF DIRECTORS MEETING
ITEM #5



BCAG BOARD OF DIRECTORS

Item #5 Consent

December 9, 2021

APPROVAL OF TRANSPORTATION DEVELOPMENT ACT (TDA) BLENDED FAREBOX RATIO FOR TRANSIT OPERATOR

PREPARED BY: Julie Quinn, CFO

ISSUE: BCAG has determined that a blended farebox ratio is allowable and preferable for fixed route transit operators that serve both the urban and rural areas of Butte County, in place of the individual TDA-stated rates used historically.

DISCUSSION: A farebox ratio is essentially the percentage of the transit operations cost that is covered by the public, the remainder being subsidized with federal grants and state Transportation Development Act (TDA) funds. To be eligible for TDA, transit operators must maintain a ratio of fare revenues to operating costs of at least 10% for non-urbanized areas and 20% for urbanized areas. These are the ratios historically used by Butte Regional Transit (BRT) when presenting their compliance with TDA regulation.

The 2019 TDA Performance Audit recommended a blended farebox ratio as an alternative to the standard TDA farebox ratios for BRT. PUC Section 99270.1 allows BCAG, as the transportation planning agency (TPA) to determine a single blended farebox ratio for operators within its jurisdiction that serve both rural and urban areas. This method better suits the B-Line operations as transit service between urban and rural is often hard to distinguish.

Per TDA regulation, the blended farebox ratio calculation is developed by the TPA and submitted to Caltrans for approval by April 1 preceding the fiscal year(s) for which the calculation takes effect. Caltrans must approve or reject the proposed methodology within 60 days after receiving it. The approved rate can be applied over a period of years as approved by Caltrans.

BCAG would like to include this process in the revised TDA workbook and begin using a blended farebox ratio starting in fiscal year 2022/23. With assistance from Michael Baker International, the consultant on our update of the TDA workbook, staff considered several methodologies to calculate the minimum blended farebox ratio required of transit providers serving both urban and rural areas within its jurisdiction.

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The industry accepted methodologies consider factors such as population, service hours and miles, and ridership.

BCAG has determined that a calculation utilizing both service hours and service miles provides the best allocation of urban and rural costs for Butte County. The City of Chico is the only urbanized area with regards to the TDA. While service hours are greater in the urban area, service miles are greater in the rural area. Because costs such as fuel, maintenance and driver time associated with serving areas outside of the urban area are increased, a combination of service miles and hours considers all the factors related to a predominantly rural county and are performance indicators impacting operating costs.

CALCULATION OF THE BLENDED FAREBOX RATIO

The data used for the calculation was taken from fiscal year 2019/20. Fiscal year 2020/21 data contained fluctuations due to the Covid-19 pandemic and therefore was considered unrepresentative.

A ratio based on *service hours* and *service miles* based on 19/20 fiscal year data yields a required blended farebox of **15.6%** calculated as follows:

$$\text{Farebox Ratio} = (10\% * Hr + 20\% * Hu + 10\% * Mr + 20\% * Mu) / 2$$

Data from 19/20 fiscal year:

- Hr = % of service hours in rural area- 34%
- Hu = % of service hours in urban area- 66%
- Mr = % of service miles in rural area- 55%
- Mu = % of service miles in urban area- 45%

$$\text{Farebox Ratio} = (10\% * 34\% + 20\% * 66\% + 10\% * 55\% + 20\% * 45\%) / 2 = \mathbf{15.6\%}$$

STAFF RECOMMENDATION: Staff recommends adopting a required blended farebox ratio of 15.6% for the combined rural and urban areas for submittal to Caltrans for periods beginning fiscal year 2022/23.

Key Staff: Julie Quinn, CFO

Jim Peplow, Senior Transit Planner

BUTTE COUNTY ASSOCIATION
OF GOVERNMENTS



BOARD OF DIRECTORS MEETING
ITEM #6



BCAG BOARD OF DIRECTORS

Item #6 Action

December 9, 2021

APPROVAL OF BCAG POST-RETIREMENT HEALTH BENEFITS PLAN

PREPARED BY: Jon Clark, Executive Director

ISSUE: BCAG's Management (*the Executive Director, Human Resource Manager, Chief Fiscal Officer and Deputy Director*) are proposing an amendment to BCAG's post-retirement health benefits plan. Currently, BCAG provides the minimum benefit known as the Employer Minimum Contribution as required by the CalPERS retirement contract with BCAG. The plan being proposed would add to this minimum benefit plan and provide vested employees with a more competitive benefits package, while ensuring sustainable costs for the agency.

DISCUSSION: Effective September 1, 2006, BCAG established a post-employment healthcare benefit plan (the Plan) which is contracted with the California Public Employees Retirement System (CalPERS). The Plan, which is a single employer defined benefit plan under the Public Employees Medical and Hospital Care Act (PEMHCA), was approved by the Board of Directors under Resolution #2006/07-01. Under the Plan the retired employee is responsible for the total medical premium less the minimum statutory amount under PEMHCA contributed by BCAG, which is \$143 per month for 2021. Additionally, employees with 10 years of service are entitled to 12 months of health care benefits at the active employee rate, which currently 90% of premium coverage.

When the current benefit was established, BCAG was a relatively new organization with no retirees on the horizon. As the first wave of employees begin to face retirement, management started reviewing the benefit policy in comparison to other similar organization policies and determined that revisions were necessary to remain competitive. To determine what changes would be feasible, BCAG retained the services of Carlos Diaz of DFA, LLC, the actuary that provides our GASB 75 Other Post-Employment Benefit (OPEB) reports used in the preparation of the financial statements. Management has been working with Mr. Diaz to review comparable benefit options and analyze future costs for providing additional retiree health benefits. Attached is a copy of the Post-Retirement Healthcare Plan Design Study provided by DFA, LLC.

With the assistance of Mr. Diaz, BCAG management reviewed a variety of benefit plan options. From this, an option was selected that would be consistent in its structure with the active employee health benefit plan and allow flexibility for future management to make adjustments if needed. The current active employee plan provides a health

BCAG Board of Directors Meeting – Item #6

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benefit of 90% coverage of CalPERS premiums. Management initially considered a retiree benefit of the same percentage as the active employee rate, however the actuarial liabilities and required contributions were determined to be unsustainable.

The final options in the DFA Design Study reflect policies that include 75% coverage for life-term of the retiree, and also consider a longevity benefit for employees with 15 to 30+ years of service. The longevity benefit is tied to the current active employee benefit rate. This allows management to adjust future health care costs without an amendment of the policy. It should be noted that once the employee retires, the current active rate at retirement becomes their contracted rate for the duration of the longevity benefit, after which time the benefit is 75% coverage for life-term of the retiree.

Upon careful review of the actuarial results, management has determined that Option B-Medical with Dental/Vision is financially feasible for BCAG to manage over the next 40 years, at a minimum. The factors considered in addition to the increase in liability are the ability to make annual payments and the percentage of total payroll cost. **In addition, it should be noted that BCAG established prefunding of the OPEB liability in 2015.** Even though BCAG maintained the minimum plan, annual contributions over the minimum requirement have been consistently made to the California Employer's Retiree Benefit Trust (CERBT) to fund this liability. The CERBT has assets of \$261 thousand as of June 30, 2021, which are included in the Design Study.

Management is presenting a retiree benefit plan they feel is most suitable, cost and benefit-wise, for those retirees who meet the requirements as vested employees and who retire from BCAG. Attached is a copy of the proposed retiree health benefit policy which, if approved, will be incorporated into the BCAG Personnel Policies.

The proposed policy offers vested benefits to the retiree, spouse, and dependents, depending on how many consistent years of service the retiree has with BCAG.

- 0-4 years: retirees are not eligible for health benefits through BCAG
- 5-14 years: retirees are vested for the minimum employer contribution benefit (PEMHCA)
- 15-19 years: retirees are vested for the longevity benefit of 1 year health premium paid at the active employee rate, then reduces to a 75% contribution rate for the life-term of retiree
- 20-24 years: retirees are vested for the longevity benefit of 2 years health premium paid at the active employee rate then reduces to a 75% contribution rate for the life-term of retiree
- 25-29 years: retirees are vested for the longevity benefit of 3 years health premium paid at the active employee rate then reduces to a 75% contribution rate for the life-term of retiree
- 30+ years: retirees are vested for the longevity benefit of 4 years health premium paid at the active employee rate then reduces to a 75% contribution rate for the life-term of retiree

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Mr. Diaz from DFA, LLC will be available at the board meeting to present the Design Study and discuss the benefits surveyed, the cost analysis, and actuarial assumptions included in the study. Staff will discuss how the costs have been analyzed in relationship to BCAG's financial position and sustainability.

STAFF RECOMMENDATION: Staff recommends the BCAG Board approve the revised post-retirement health benefit policy and Resolution #2021/22-06.

Key Staff: Jon Clark, Executive Director
 Cheryl Massae, Human Resources Manager
 Julie Quinn, Chief Fiscal Officer
 Andy Newsum, Deputy Director



**BUTTE COUNTY ASSOCIATION OF GOVERNMENTS
RESOLUTION NO 2021/22 - 06**



**RESOLUTION OF THE BUTTE COUNTY ASSOCIATION OF GOVERNMENTS
ADOPTING THE BCAG POST-RETIREMENT HEALTH BENEFITS PLAN**

WHEREAS, effective September 1, 2006, the Butte County Association of Governments (BCAG) established a post-employment healthcare benefit plan (the Plan) which is contracted with the California Public Employees Retirement System (CalPERS). The Plan, which is a single employer defined benefit plan under the Public Employees Medical and Hospital Care Act (PEMHCA), was approved by the Board of Directors under Resolution #2006/07-01. Under the Plan the retired employee is responsible for the total medical premium less the minimum statutory amount under PEMHCA contributed by BCAG. Additionally, employees with 10 years of service are entitled to 12 months of health care benefits at the current active employee rate.

WHEREAS, BCAG established a trust with the California Employer's Retiree Benefit Trust (CERBT) in 2015 to start prefunding post-retirement benefits liability.

WHEREAS, to maintain a competitive and fiscally sustainable post-retirement healthcare plan, BCAG worked with actuarial firm DFA, LLC to survey healthcare plans offered by comparable agencies and analyze projected costs. A Post-Retirement Healthcare Plan Design Study was presented to the BCAG Board of Director's with two sustainable options at the meeting on December 9, 2021.

WHEREAS, the BCAG Personnel Policies Section 6.2 has been revised to include the Post-Retirement Health Benefit Plan.

NOW THEREFORE BE IT RESOLVED the BCAG Board of Director's adopted Option B from the Study presented that includes medical, dental and vision benefits for the retiree, spouse, and dependents for the life-term of the retiree in addition to the longevity benefit that gives retirees the same rate as active employees for a determined number of years based on amount of service years to BCAG.

PASSED AND ADOPTED

AYES:

NOES:

ABSENT:

ABSTAIN:

APPROVED:

BILL CONNELLY, CHAIR
BUTTE COUNTY ASSOCIATION OF GOVERNMENTS

ATTEST:

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

1.1 Health Insurance

New Post-Retirement Health Benefits proposed for adoption December 9, 2021:

Retired Employees: Employees who retire under the provisions of BCAG's Retirement Contract with CalPERS may continue to cover themselves and their dependents under the health plan by giving written notice to the Human Resources Manager or Executive Director at least thirty (30) days before the effective retirement date. The retired employee is responsible for the total premium less the amount contributed by BCAG.

BCAG's contribution to retiree health benefits depends on the amount of service years the employee has been continuously employed by BCAG. The employee who, upon separation of employment, immediately retires under the provisions of the BCAG contract with CalPERS shall be eligible for the prepared health plan coverage.

The following schedule outlines the retiree's health benefit by the amount of continuous service years at BCAG and whether this benefit is considered vested or non-vested:

Non-Vested Benefit: A non-vested benefit is one where the employee has not yet fully earned the right to receive the benefit.

0 – 4 Years of continuous service with BCAG: retirees are not eligible for health benefit contributions from BCAG until year 5.

Vested Benefit: A vested benefit, is when an employee acquires full ownership of a financial retirement benefit granted to employees who have met the years of service required to receive the full benefit. Employees with a minimum of five (5) years of continuous service with BCAG, and in accordance with the vesting requirements of CalPERS, shall meet the requirement of a vested benefit.

This vested benefit defines the percentage of health premiums to be paid by BCAG for coverage of the employee, spouse and dependent(s) (as the law applies) for the life-term of the retiree not to exceed the maximum percentage allowed to regular active employees.

A vested benefit becomes a contract between BCAG and the retiree.

Longevity Benefit: A longevity benefit is a benefit in addition to the vested benefit and varies depending on the amount of service years of the retiree. The longevity benefit allows the retiree to receive the active employee healthcare rate for a determined number of years based on continuous years of service and the effective date of retirement. On the date of the employee's retirement, the current

rate that BCAG pays for active employee health benefit will be the contract rate for the retiree's longevity benefit.

Upon the age of 65, the retiree shall be required to enroll in the federal Medicare Program through the CalPERS Medicare health benefits plan to retain vested benefits. Retiree will be sent the required forms from CalPERS to sign up for the Medicare program four (4) months prior to turning age 65.

The Vesting & Longevity Schedule is as follows:

5 – 14 Years of continuous service with BCAG:

Upon immediate retirement from BCAG, the employee is vested to receive the Minimum Employer Contribution amount as prescribed by Government Code Section 22892 of the Public Employees' Medical and Hospital Care Act (PEMHCA). This comes as a monthly state minimum contribution and is adjusted by the CalPERS Board annually.

15 – 19 Years of continuous service with BCAG:

Upon immediate retirement from BCAG, the longevity benefit will be paid for the first year (12 months) at the current active employee rate by BCAG. This rate starts on the first day of the month after the date of retirement and terminates on the last day of the twelfth consecutive month.

After the first year (12 months) of retirement, employees with a minimum of fifteen (15) years of continuous service with BCAG, shall meet the vested benefit requirement for 75% of retirement health premiums paid by BCAG in accordance with the vested benefit and schedule.

20 – 24 Years of continuous service with BCAG:

Upon immediate retirement from BCAG, the longevity benefit will be paid for the first two years (24 months) at the current active employee rate by BCAG. This rate starts on the first day of the month after the date of retirement and terminates on the last day of the twenty-fourth consecutive month.

After two years (24 months) of retirement, employees with a minimum of twenty (20) years of continuous service with BCAG, shall meet the vested benefit requirement for 75% of retirement health premiums paid by BCAG in accordance with the vested benefit and schedule.

25 – 29 Years of continuous service with BCAG:

Upon immediate retirement from BCAG, the longevity benefit will be paid for the first three years (36 months) at the current active employee rate by BCAG. This rate starts on the first day of the month after the date of retirement and terminates on the last day of the thirty-sixth consecutive month.

After three years (36 months) of retirement, employees with a minimum of twenty-five (25) years of continuous service with BCAG, shall meet the vested benefit requirement for 75% of retirement health premiums paid by BCAG in accordance with the vested benefit and schedule.

30 + Years of continuous service with BCAG:

Upon immediate retirement from BCAG, the longevity benefit will be paid for the first four years (48 months) at the current active employee rate by BCAG. This rate starts on the first day of the month after the date of retirement and terminates on the last day of the forty-eighth consecutive month.

After four years (48 months) of retirement, employees with a minimum of thirty (30) years plus of continuous service with BCAG, shall meet the vested benefit requirement for 75% of retirement health premiums paid by BCAG in accordance with the vested benefit and schedule. This is the maximum retirement health benefit paid by BCAG.

Example Scenarios to set forth the intent of this policy:

Scenario 1

Employee A is planning to retire in Fiscal Year 2021/22 and has 30+ years of service. BCAG pays 90% of the active employee health premium during that fiscal year. Employee A retires on 6/30/22. The retiree maintains the benefit of 90% paid premium by BCAG for four (4) years. Beginning in the fifth year, the benefit reduces to the rate of 75% for the retiree's life-term.

If BCAG changes the active employee rate of 90% to 85% in the next Fiscal Year 2022/23 and Employee A instead retires on 7/1/22, the retiree will maintain the benefit of 85% paid premium by BCAG instead of 90% for four (4) years. Beginning in the fifth year, the benefit reduces to the rate of 75% for the retiree's life-term.

Scenario 2

Employee A retires at age 64 and has 22 years of continuous service with BCAG. A retires on 1/1/2022 with 90% BCAG premium contribution. When A retires, 90% of A's health premium will be paid by BCAG, the same as active employees for two (2) years. On 1/2/2024, BCAG's premium contribution reduces to the rate of 75% for the retiree's life-term.

Since Employee A is aged 64 at retirement, A will be required to sign up for CalPERS Medicare four (4) months prior to turning age 65. Since A retired at a 90% contribution rate for two (2) years, A will be covered under the CalPERS medical plans at 90% BCAG contribution at aged 64, and at age 65, BCAG will pay 90% contribution to the CalPERS Medicare rate. At age 66, BCAG's premium contribution reduces to the rate of 75% for the retiree's

life-term.

Option to Opt Out/In: Retirees who have met the vested requirements at the time of retirement from BCAG, as set forth above, may choose to opt out of participating in the post-retirement health benefits through CalPERS as circumstances may change. The retiree may later choose to opt in the post-retirement health benefits as well. To opt out of or opt in, the retiree is responsible for contacting CalPERS to make changes either during the annual open enrollment period or a qualifying life event and is a matter between the retiree and CalPERS.

If the retiree opts out of the post-retirement health benefits anytime during the twelve (12) to forty-eight (48) months the retiree would pay the active employee rate, the retiree forfeits the active employee rate for the number of months retiree was opted out.

Scenario 3

Employee A retires at age 58 and has 25 years of continuous service with BCAG. A retires on 1/1/2022 with 90% BCAG premium contribution. When A retires, A participates in the BCAG health plan and pays 10% of the health premium for one year. Year two, A opts out of BCAG's health plan and participates in A's spouse's health plan. In year three, A decides to opt back in to the BCAG health plan and the active employee BCAG contribution rate is 85%. A pays 10% of the health rate instead of 15%. When A retired, the BCAG premium contribution rate was 90% and continues for the remainder of the qualifying active employee rate whether A opts out or not.

If A remains in the BCAG health program in year four, A will go to the rate of 75% BCAG paid premium.

BUTTE COUNTY ASSOCIATION
OF GOVERNMENTS



BOARD OF DIRECTORS MEETING
ITEM #7



BCAG BOARD OF DIRECTORS

Item #7 Action

December 9, 2021

ADOPTION OF THE 2022 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM (RTIP) FOR BUTTE COUNTY

PREPARED BY: Ivan Garcia, Transportation Programming Specialist

ISSUE: BCAG is required to prepare and adopt a Regional Transportation Improvement Program (RTIP) by December 15, 2021, for the 2022 State Transportation Improvement Program (STIP).

DISCUSSION: The purpose of the RTIP is to identify programming recommendations for the State Transportation Improvement Program (STIP). The 2022 STIP will cover the five fiscal year period beginning July 1, 2022 through June 30, 2027.

The STIP is comprised of the following funding programs:

- 1) 75% - Regional Improvement Program (RIP). Projects are nominated by the Regional Transportation Planning Agencies (RTPAs) like BCAG as part of the Regional Transportation Improvement Program (RTIP) document.
- 2) 25% - Interregional Improvement Program (IIP). Projects are nominated by Caltrans as part of their Interregional Transportation Improvement Program (ITIP).

FUNDING: In developing the RTIPs and ITIP, Caltrans prepares a “Fund Estimate” (FE) which identifies the amount of funding available for new projects. The 2022 FE also identified new funding provided by the 2021 Coronavirus Response and Relief Supplemental Appropriations Act. Based on the adopted 2022 FE, BCAG’s total 2022 RTIP/STIP new programming capacity is as follows:

- **STIP/RTIP** **\$10,887,000** Delivery through STIP guidelines
 - **CRSAA (STIP)** **\$1,262,252** Delivery through CRSAA/STIP guidelines
 - **CRSAA (Non-STIP)** **\$1,061,606** Delivery through CRSAA/STIP guidelines
- \$13,210,858 Total available to Butte County**

BCAG Board of Directors Meeting – Item #7

December 9, 2021

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SCHEDULE

August 26, 2021	BCAG Board of Directors – Call for New Projects
September 27, 2021	RTIP Public Workshop (Zoom)
October 1, 2021	Project Nominations Due to BCAG for RTIP Consideration
October 28, 2021	BCAG Board - Draft RTIP Recommendations
December 2, 2021	BCAG TAC - Final RTIP Recommendations
December 9, 2021	BCAG Board Adoption of 2022 RTIP
January 27, 2022	CTC STIP Hearing
March 23-24, 2024	CTC Adopts the 2022 STIP

2022 RTIP/STIP PROJECT RECOMMENDATIONS

AGENCY	RIP PROJECT RECOMMENDATIONS	RIP ONLY	CRRSAA (STIP)	CRRSAA (Non STIP)	Other (Local/State)	TOTALS
B-Line	B-Line Rollout Program. Purchase two Zero Emission Buses & Equipment.	1,326	1,174			2,500
BCAG	Planning Programming and Monitoring (PPM). Rail Strategic Plan Development and BCAG Planning, Programming & Monitoring	333		900		1,233
Chico	2023 Active Transportation Plan. Develop New ATP Plan for City.			150		150
Chico	Esplanade Widening Project. Fund Bicycle/Pedestrian portion of project between Eaton Rd and Nord Highway.	5,000			7,200 (Local)	12,200
Gridley	Caltrans State Route 99 SHOPP Project. Fund new 8' path along east side of highway from Hollis Lane to just north of Ford Ave.	3,100			400 (Local) 16,730 (State)	20,220
Biggs	2nd Street Bicycle/Pedestrian Improvements. Safe Routes to Schools project from C to H Street near Biggs High School.	400	88	12	260 (Local)	760
Caltrans	State Route 32 at Meridian Rd Signalization Project. Construct new signal at SR 32 and Meridian Rd.	500			2,800 (State)	3,300
TOTAL 2022 RTIP RECOMMENDATIONS		\$10,659	\$1,262	\$1,062	\$27,380	\$40,363
TOTAL BCAG FUNDING ONLY		\$12,983				

2022 RTIP/STIP Summary by Project Type and Percent Programmed

Project Type	Investment	Percent Programmed
Highway - Safety	\$500,000	4%
Planning	\$1,233,000	11%
Transit	\$2,500,000	19%
Bicycle & Pedestrian	\$8,600,000	66%
Total RTIP Programming	\$12,583,000	100%

All projects proposed for funding consideration in the 2022 RTIP are consistent with BCAG’s adopted 2020 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), the goals of the Climate Action Plan for Transportation Infrastructure (CAPTI) built from the Governor’s Executive Orders (EO) EO N-19-19 and N-79-20.

Additionally, BCAG is required to report progress on the Federal Performance Measures to FHWA and to California Air Resources Board (CARB) under SB 375 for achieved GHG reductions. With these parameters, the projects included in the 2022 RTIP fulfill these state and federal objectives.

Attachment 1 identifies the project location for the RTIP Project Recommendations followed by a description of each project in more detail. The project information has not changed from what has been previously presented to the BCAG Board.

A hard copy of the 2022 RTIP is posted online at BCAG’s RTIP webpage at: <http://www.bcag.org/Planning/RTIP/index.html>.

REQUESTED ACTION: Staff recommends the BCAG Board of Directors adopt the 2022 RTIP by Resolution 2021/22-05. This resolution also authorizes staff to make any necessary technical corrections and minor modifications to ensure timely state approval.

Key staff: Jon Clark, Executive Director
Andy Newsum, Deputy Director
Ivan Garcia, Transportation Programming Specialist



BUTTE COUNTY ASSOCIATION OF GOVERNMENTS RESOLUTION NO 2021/22-05

RESOLUTION OF THE BUTTE COUNTY ASSOCIATION OF GOVERNMENTS APPROVING THE ADOPTION OF THE 2022 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM (RTIP)

WHEREAS, the Butte County Association of Governments is the designated Regional Transportation Planning Agency for Butte County in accordance with Government Code Section 29532; and California Governments Code Section 65080 requires Butte County Association of Governments as the Regional Transportation Planning Agency to prepare, adopt and submit a Regional Transportation Improvement Program (RTIP) to the California Transportation Commission, pursuant to sections 65080.5; and

WHEREAS, the 2022 Regional Transportation Improvement Program for Butte County identifies project recommendations to be funded utilizing State Transportation Improvement Program (STIP) funds, 2021 Coronavirus Response and Relief Supplemental Appropriations Act funds approved for BCAG programming by the CTC and other state, federal fund or local funds;

WHEREAS, the 2022 RTIP identifies projects which at the time of adoption may require modifications to the Project Programming Request funding sheets by BCAG staff prior to the adoption of the STIP by the California Transportation Commission;

WHEREAS, the 2022 RTIP is consistent with the current approved Regional Transportation Plan and Sustainable Communities Strategies; and to the best of BCAG's knowledge, at the time of RTIP adoption, the projects identified for funding in the proposed 2022 RTIP are not anticipated to be impacted by implementation of the Safer Affordable Fuel Efficient Vehicles Rule Part One – One National Program which became effective on November 26, 2019;

WHEREAS, BCAG certifies the 2022 RTIP is consistent with the goals, objectives and policies included in the adopted 2020 RTP/SCS;

NOW THEREFORE BE IT RESOLVED that the Butte County Association of Governments has prepared the 2022 Regional Transportation Improvement Program for Butte County in accordance with California Government Code 65080 and Chapter 622 of the Statutes of 1997 (SB 45) and the adopted STIP Guidelines and authorizes its staff to make any necessary changes to the RTIP document including the Project Programming Request funding sheets to ensure its timely submittal and approval to Caltrans and or the California Transportation Commission for adoption into the STIP.

PASSED AND ADOPTED by the Butte County Association of Governments on the 9th day of December 2021 by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

APPROVED:

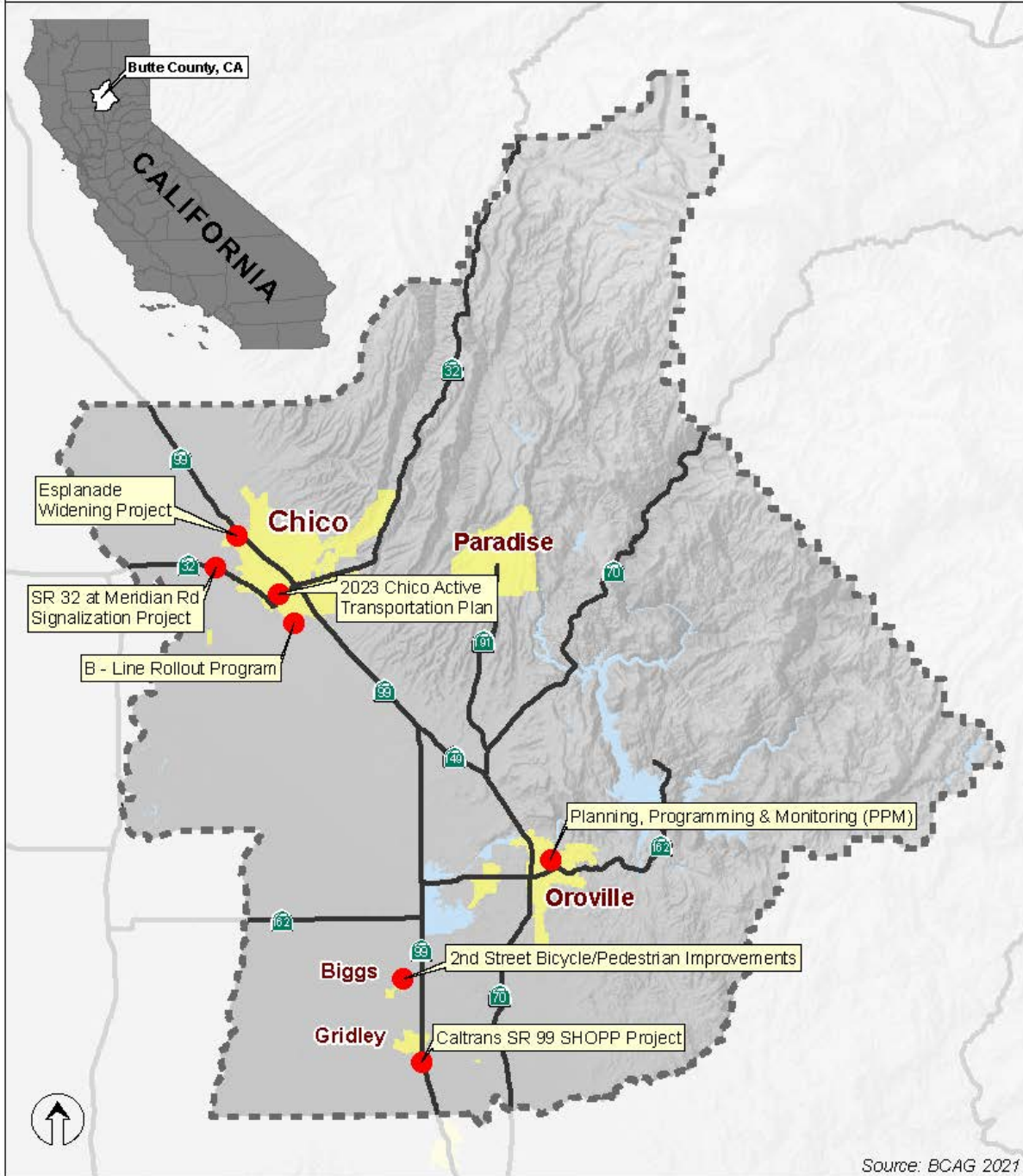
BILL CONNELLY, CHAIR
BUTTE COUNTY ASSOCIATION OF GOVERNMENTS

ATTEST:

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

Attachment 1

2022 STIP Project Locations



Source: BCAG 2021

BCAG 2022 RTIP PROJECT RECOMMENDATIONS – PROJECT DESCRIPTIONS

- 1) Butte Regional Transit - B-Line Zero Emission Bus Rollout Project.** B Line has submitted a request for the B-Line Zero Emission Bus Rollout Project. Butte Regional Transit (B-Line) is requesting FY 2022/23 RIP funds to purchase two zero-emission buses and charging equipment to replace aging diesel buses that are reaching the end of their useful life. The zero-emission buses will reduce energy consumption, harmful emissions, and direction carbon emissions in disadvantaged and low-income communities in Butte County. The requested funds will achieve the goals of the Climate Action Plan for Transportation Infrastructure (CAPTI), while implementing the policies set forth in BCAG's 2020 Regional Transportation Plan and Sustainable Communities Strategy. The buses will begin on routes in Chico and be expanded to other jurisdiction as technology/range permits.

Requested Funds: \$2,500,000

- 2) Butte County Association of Governments (BCAG) – Planning, Programming and Monitoring (PPM).** BCAG is requesting to program PPM funds with Coronavirus Response and Relief Supplemental Appropriations Act of 2021 funds (CRRSAA) and STIP funds. During the 2021/22 fiscal year, BCAG will begin the development of the North Valley Passenger Rail Strategic Plan (NVPRSP) in which \$500,000 in Strategic Partnership funds have already been secured through Caltrans. BCAG is requesting \$500,000 in CRRSAA to augment the Strategic Plan funds.

BCAG is partnering with Caltrans, San Joaquin Regional Rail Commission (SJRRC), San Joaquin Joint Powers Authority (SJJPA), and Union Pacific Railroad (UP) to develop a first-ever study to identify the steps necessary to extend passenger rail service from the extension of SJRRC's/SJJPA's "Valley Rail" project. SJRRC/SJJPA would be the managing agencies for the expanded rail service.

The North Valley Passenger Rail Strategic Plan is a high priority for BCAG, SJRRC, and SJJPA resulting from several years of collaboration and is consistent with related planning efforts including BCAG's RTP/SCS and SJJPA Business Plan with steps already underway to add the project to the California State Rail Plan. The project is also consistent with the goals and objectives of CalSTA's Climate Action Plan for Transportation Infrastructure (CAPTI).

The priority for the planning funds is to be used to ensure the Strategic Plan is adequately funded. Should funds remain after the completion of the strategic plan, funds would be used for other PPM eligible activities. Funds may also be used for BCAG's RTP/SCS and other planning requirements consistent with PPM eligible activities. CRRSAA funds are requested for the 2022/23 fiscal year.

BCAG is also requesting PPM to program up to its allowable STIP target. BCAG's PPM STIP target is \$333,000 which represents 5% for fiscal years 2024/25 through 2026/27. These funds support BCAG's planning and programming requirements as

defined in the Overall Work Program and Budget. BCAG typically programs PPM funds in the STIP to support its planning and programming activities.

Requested CRRSAA Non-STIP funds: \$900,000

Requested STIP funds: \$333,000

Total BCAG Planning, Programming and Monitoring Request: \$1,233,000

- 3) City of Chico – 2023 Active Transportation Plan** – The City of Chico is proposing to develop a new Active Transportation Plan (ATP). The City will utilize their existing Bicycle Transportation Plan and update to new ATP requirements. The City's original request to develop a SR 99 Bikeway Corridor Strategic Plan will still be completed with the revised scope. The ATP will be all encompassing to strategize for new grant funding opportunities.

Requested CRRSAA Funds: \$150,000

- 4) City of Chico – Esplanade Road Widening Project (Bike/Ped).** The City of Chico will be widening the Esplanade from Eaton Road to Nord Highway from 1 lane per direction to 2 lanes. The STIP request is to install sidewalks and buffered bike lane gap closure improvements along both the north and south bound lanes to increase safety along the project limits. The City will be contributing \$7.2 million for the road widening elements of the project. The STIP funds will be used for the non-motorized elements of the project.

Requested STIP Funds: \$5,000,000

- 5) City of Gridley – State Route 99 SHOPP Project (Bike/Ped).** Caltrans has programmed a Capital Maintenance project in Gridley from Hollis Lane to north of Ford Avenue. Gridley is requesting \$3,100,000 to augment the \$16.7 million in SHOPP funds programmed to construct a continuous and separated 8' bike/ped path along SR 99. As part of the SHOPP project, Caltrans will be rehabilitating the pavement and drainage system and update the Transportation Management System (TMS) elements along the corridor. With the STIP funds requested, Caltrans will also upgrade the lighting and construct a new bike and ped facilities along east side of SR99 to Americans with Disabilities Act (ADA) standards. Caltrans has agreed to include the additional non-motorized elements and scope into their project. Funding will be used for the construction component. The City of Gridley will be contributing \$400,000 in local funds.

Requested STIP Funds: \$3,100,000

- 6) City of Biggs – 2nd Street Bicycle and Pedestrian Improvements Project.** This project is located on 2nd Street from C Street to H street adjacent to Biggs High School. The scope of the project is to construct new pedestrian & bike facilities to connect Ped/Bike traffic to existing routes in the city. Biggs will be contributing \$100,000 in local funds.

Requested STIP Funds: \$500,000

7) Caltrans District 03 – State Route 32 at Meridian Rd Signalization Project. Due to an increase in safety concerns and accidents at the intersection of SR 32 and Meridian Rd. just west of Chico, Caltrans District 03 has requested \$500,000 in RIP funds to be used with SHOPP funds for the construction of a new signal light. The total estimate for the new signal is \$3.3 million.

Requested STIP Funds: \$500,000

BUTTE COUNTY ASSOCIATION
OF GOVERNMENTS



BOARD OF DIRECTORS MEETING
ITEM #8



BCAG BOARD OF DIRECTORS

Item #8 Action

December 9, 2021

APPROVAL OF AUTHORIZATION FOR EXECUTIVE DIRECTOR TO SIGN CONSULTANT AGREEMENT WITH AECOM FOR PREPARATION OF THE NORTH VALLEY PASSENGER RAIL STRATEGIC PLAN

PREPARED BY: Chris Devine, Planning Manager

ISSUE: BCAG was awarded \$500,000 in Caltrans grant funds in June 2021 to study expanding passenger rail service from the Sacramento area to Butte County. Authorization is required by the BCAG Board of Directors for the BCAG Executive Director to execute the contract agreement with consultant team.

DISCUSSION: After receiving the Notice to Proceed from Caltrans in September, BCAG staff released a Request for Proposals (RFP) in October 2021 and received four responses. Interviews were conducted, and after careful consideration, the contract was awarded to AECOM.

The AECOM team has worked extensively on passenger rail projects in the Central Valley, including working directly with the San Joaquin Joint Powers Authority (SJJPA) and San Joaquin Regional Rail Commission (SJRRRC) on the Valley Rail project. This has provided them with a deep understanding of the San Joaquins and Altamont Corridor Express passenger rail services, which would likely be extended into Butte County as a result of this study. The AECOM team also led the development of the 2018 California State Rail Plan on behalf of Caltrans. BCAG and the AECOM team will schedule a kick-off meeting in January and begin initiation of the study which will be completed in late 2023.

Background

The North Valley Passenger Rail Strategic Plan will examine both existing Union Pacific Railroad lines that extend through the cities of Oroville and Chico from the Natomas area. It will determine all necessary improvements, as well as cost estimates, and determine which of the two routes is preferable. The improvements and costs to be analyzed will include:

- Capital costs associated with track improvements on the existing Union Pacific Railroad lines to enable passenger rail service.
- Capital costs for passenger rail stations, parking lots, layover maintenance facilities, improving transit connectivity, etc.

BCAG Board of Directors Meeting – Item #8

December 9, 2021

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- Operations and maintenance costs

The study will also identify a proposed schedule, fare structure, and financing plan. The study will be guided by a project development team that includes representatives from agencies such as SJJPA, SJRRC, Caltrans District 3, Caltrans Division of Rail and Mass Transit, counties and cities along the study corridors, etc. Public outreach will be a component of the study and include online surveys and public workshops to share study findings. Regular updates will be provided to the BCAG Board of Directors along with review of key deliverables.

Once the study is completed, BCAG will coordinate with SJJPA, SJRRC, and other entities as necessary to secure funding to implement the required improvements identified in the study. Operation of the passenger rail service would be the responsibility of SJJPA/SJRRC and would likely be an extension of their San Joaquins and/or ACE passenger rail services.

The extension of passenger rail service to Butte County would connect our region to many other public transit services in the state including the San Joaquins, ACE, Capitol Corridor, and Sacramento Regional Transit Light Rail Lines, Sacramento International Airport Express Bus Service, California High Speed Rail, and other passenger rail services as they continue to expand across the state.

Staff will keep the Board informed as this project moves forward.

STAFF RECOMMENDATION: Staff is requesting the BCAG Board authorize the Executive Director to negotiate and execute an agreement with AECOM to prepare the North Valley Passenger Rail Strategic Plan.

Key Staff: Chris Devine, Planning Manager
Jon Clark, Executive Director
Sara Cain, Associate Senior Planner

BUTTE COUNTY ASSOCIATION
OF GOVERNMENTS



BOARD OF DIRECTORS MEETING
ITEM #9



BCAG BOARD OF DIRECTORS

Item #9 Action

December 9, 2021

APPROVAL OF MAP-21 PERFORMANCE MEASURES – SAFETY (PM1) 2022

PREPARED BY: Brian Lasagna, Regional Analyst

ISSUE: As the federally designated Metropolitan Planning Organization (MPO) for the Butte County region, BCAG is required to establish targets, track, and report the areas performance measures mandated under the federal Moving Ahead for Progress in the 21st Century Act (MAP-21), in coordination with Caltrans and the local jurisdictions.

DISCUSSION: Federal transportation legislation (MAP-21) placed new and stronger emphasis on measuring and monitoring the performance of the transportation system and requires states and MPOs to implement a performance-based approach to planning and programming. Performance-based planning and programming includes using transportation performance measures, setting targets, reporting performance, and programming transportation investments directed toward the achievement of transportation system performance outcomes. The performance targets ensure states and MPOs invest resources in transportation projects that achieve national goals in safety, infrastructure condition, congestion, reliability, freight movement, environmental sustainability, and reduced project delivery delays.

On August 31, 2021, Caltrans established statewide safety performance targets for calendar year 2022 – see Table 1. MPOs have 6 months (February 27, 2022) following the state’s target setting date to: A) establish their own targets; or B) agree to plan and program projects so that they contribute toward the accomplishment of the state target. Performance and targets are to be reported and revised annually.

Table 1. Statewide Safety Performance Targets - Year 2022

Measure	Target (Annual Reduction 2019 to 2022)
Number of Fatalities	-3.61%
Rate of Fatalities per 100M Vehicle Miles of Travel (VMT)	-2.00%
Number of Serious Injuries	-1.66%
Rate of Serious Injuries per 100M VMT	-1.66%
Number of Non-Motorized Fatalities	-3.61%
Number of Non-Motorized Serious Injuries	-1.66%

Note: Targets are based on a 5-year rolling average for all roadways.

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December 9, 2021

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Caltrans and the Office of Traffic and Safety (OTS) have adopted targets based on a “trendline” approach which looks at current fatalities and is data driven consistent with the California Strategic Highway Safety Plan (SHSP).

Included as Attachment #1 is a compilation of the Butte County datasets provided for each safety measure. Trends have been presented based on the rolling 5-year average for all years included in the dataset. A significant increase in the region’s fatalities is apparent, this is consistent with a national trend¹ attributed to decreases in vehicle miles traveled associated with COVID-19 and increases in impaired driving, speeding, and failure to wear a seat belt.

The 2020 Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS) includes a listing of federal performance measure safety projects which have been planned or programmed for the region. A link to Appendix 10-4 of the 2020 RTP/SCS is included [here](#)².

As with past cycles, staff is recommending that BCAG agree to plan and program projects so that they contribute toward the accomplishment of the state target for the 2022 performance year. Staff has reviewed the safety related measures and targets with BCAG’s Transportation Advisory Committee (TAC). If accepted by the BCAG Board, BCAG staff will incorporate the new measures and targets into the BCAG System Performance Report and notify Caltrans prior to February 27, 2022.

BCAG staff will continue to coordinate with Caltrans, the TAC, and BCAG Board regarding federal performance measures.

STAFF RECOMMENDATION: BCAG staff is recommending the BCAG Board of Director’s accept the state performance safety targets and the region agree to plan and program projects so they will contribute toward the accomplishment of the state safety targets for the 2022 performance year.

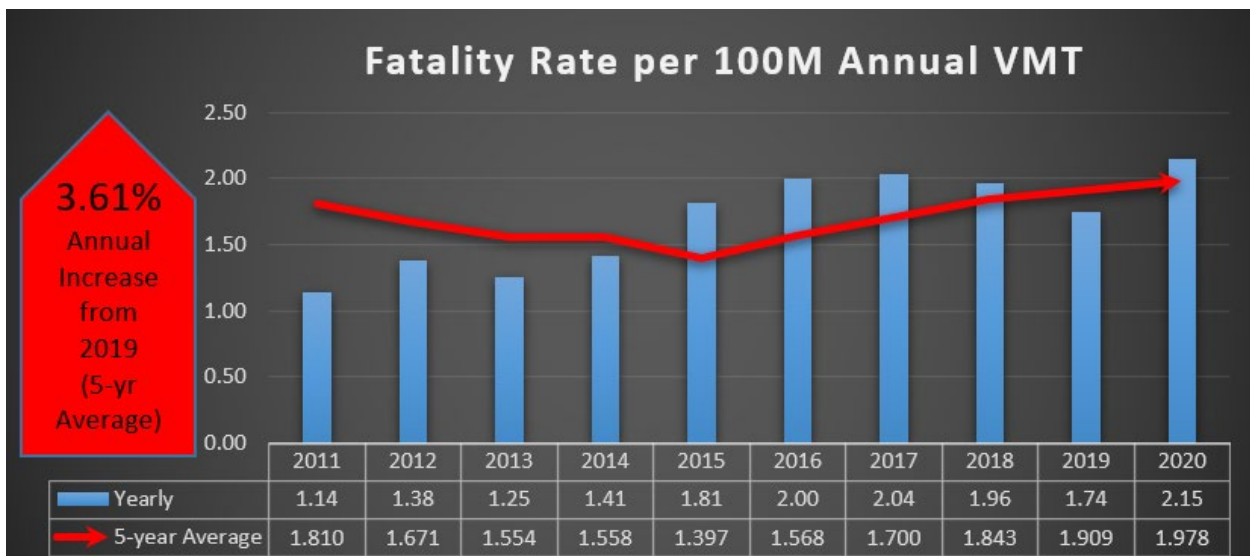
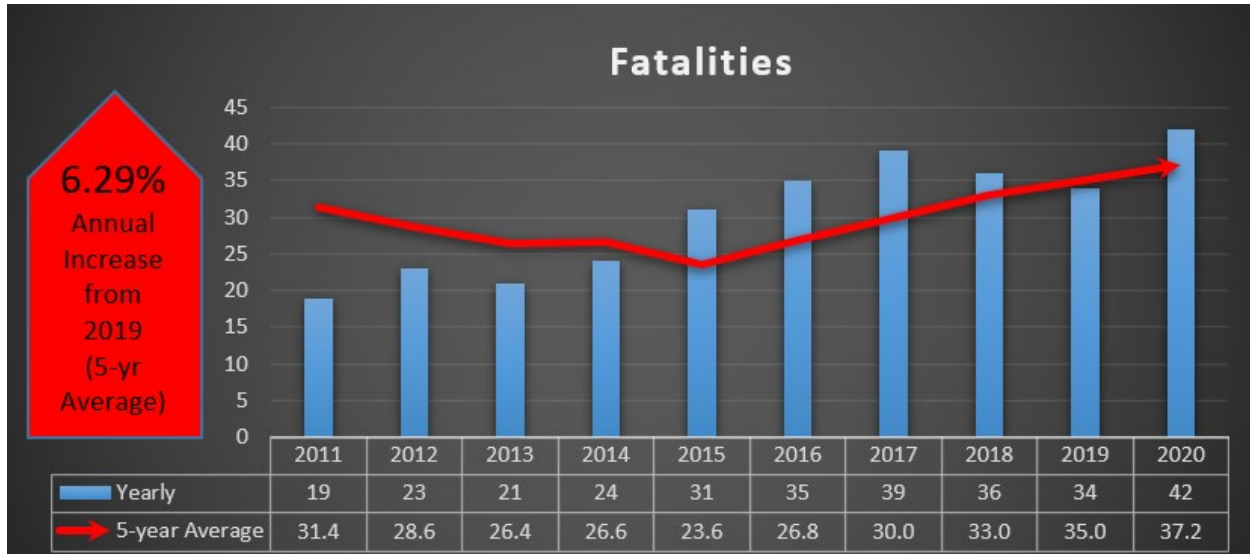
Key staff: Brian Lasagna, Regional Analyst
 Ivan Garcia, Transportation Programming Specialist

¹ U.S. Department of Transportation’s National Highway Traffic Safety Administration - 2020 Fatality Data Show Increased Traffic Fatalities During Pandemic. <https://www.nhtsa.gov/press-releases/2020-fatality-data-show-increased-traffic-fatalities-during-pandemic>

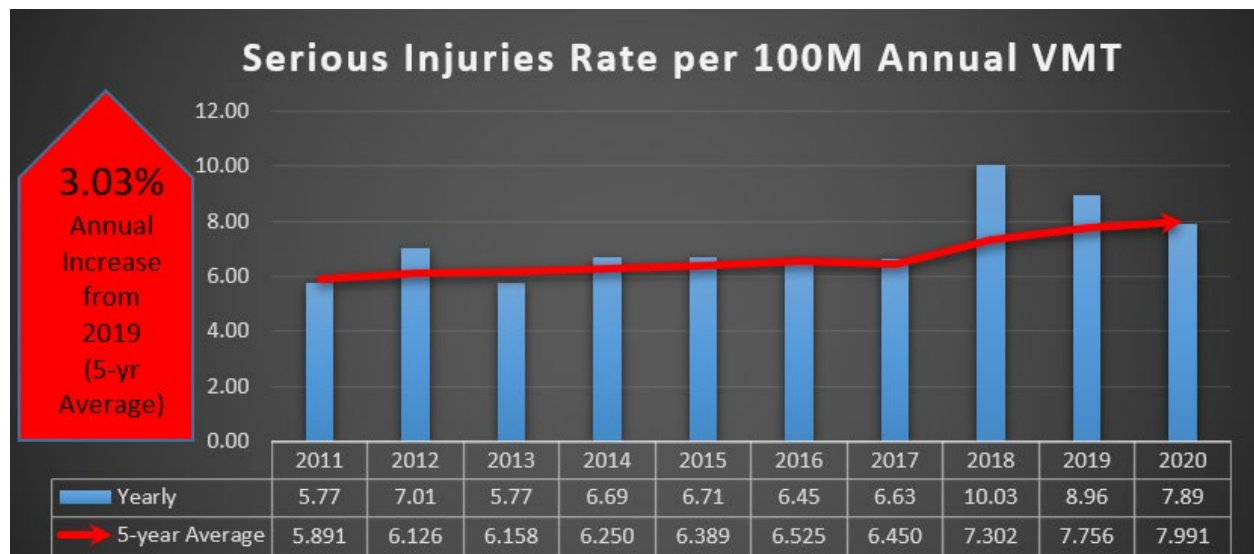
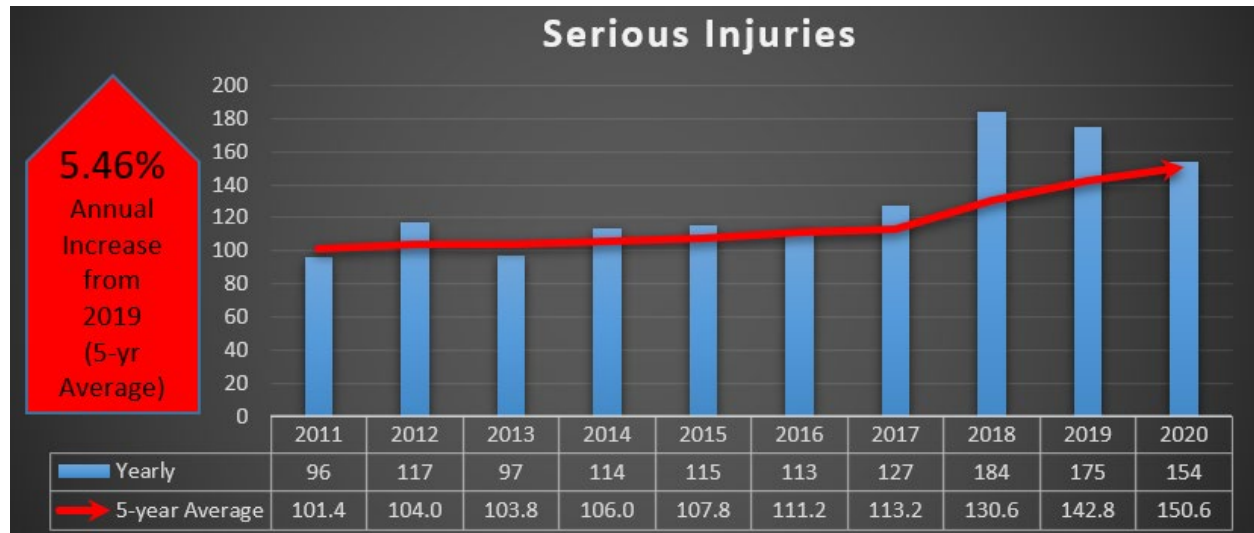
²<http://www.bcag.org/documents/planning/RTP%20SCS/2020%20RTP%20SCS/Appendices/Appendix%2010-4%20PM%201%20Safety%20Final%20October%202020.pdf>

ATTACHMENT #1

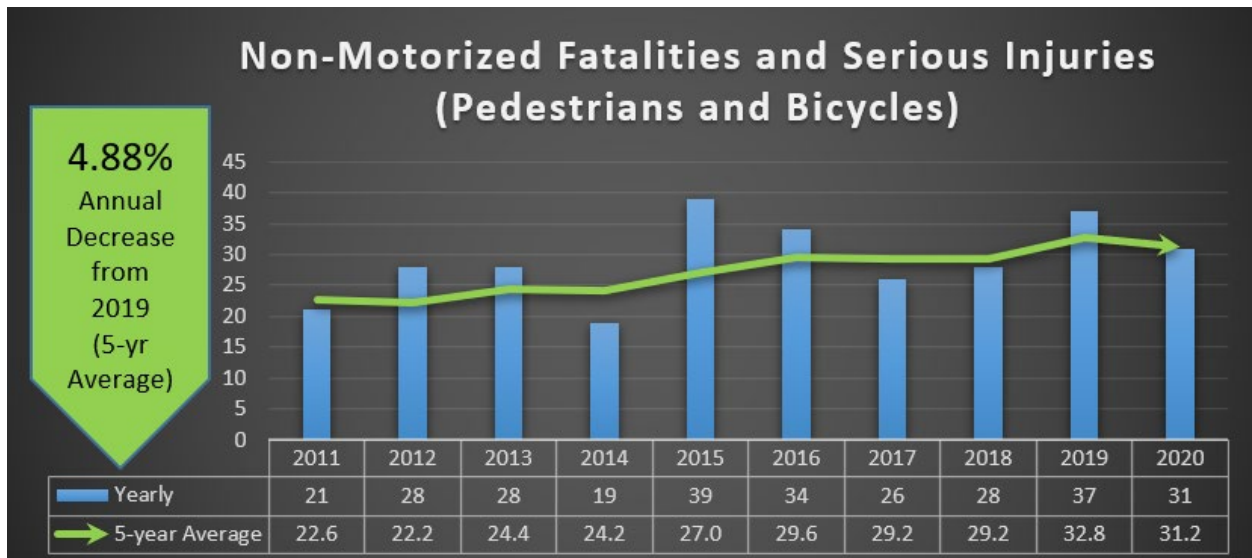
BCAG Regional Safety Performance Measure Trends



Note: 2020 VMT not available at time of preparation. 2019 VMT information was carried into year 2020 as a temporary placeholder.



Note: 2020 VMT not available at time of preparation. 2019 VMT information was carried into year 2020 as a temporary placeholder.



BUTTE COUNTY ASSOCIATION
OF GOVERNMENTS



BOARD OF DIRECTORS MEETING
ITEM #10



BCAG BOARD OF DIRECTORS

Item #10 Information

December 9, 2021

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

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 required to prepare and update the RTP/SCS every four years. Upon adoption, Senate Bill 375 requires BCAG submit an RTP/SCS for review and acceptance by the California Air Resources Board (CARB).

DISCUSSION: BCAG's 2020 RTP/SCS was adopted by the BCAG Board in December of 2020. Since adoption, BCAG has been coordinating with CARB staff in completing the review of the RTP/SCS as required by SB 375. In September, BCAG staff was informed by CARB that they could not recommend acceptance based on issues identified as part of the updated evaluation guidelines approved by CARB in November 2019.

CARB's updated evaluation guidelines include a new "determination component" which evaluates policy commitments contained in an RTP/SCS. The new analysis is intended to evaluate whether the strategies, key actions, and investments from the RTP/SCS support the quantified GHG emissions reductions. CARB utilizes four areas of analysis (trend, policy, investment, and plan adjustment) in making a determination. CARB has identified concerns in three (trend, policy, and investment) of the four areas.

- *Trend Analysis* – CARB has concerns that indicators such as vehicle travel mode share and household vehicle ownership rates are flat over the 2018-2035 analysis period covered in the plan. These rates showed a slight downward trend with the last RTP/SCS. This flattening is likely attributable to the decreases in vehicle operating costs (VOC) contained in the new plan and prescribed by CARB.
- *Policy Analysis* – CARB's comments focus on BCAG providing greater commitments to assure that the land use, housing, and transportation strategies contained in the plan will be implemented.

BCAG Board of Directors Meeting – Item #10

December 9, 2021

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- *Investment Analysis* – CARB's concerns are that the overall investment plan would not sufficiently support implementation of the SCS strategies.

Currently, BCAG is continuing to coordinate with CARB in working to clarify the issues, identify possible solutions, and determining a path forward. BCAG has been made aware that other MPO's in the state have been put into a similar position and that it may take several years to come to a solution.

BCAG staff will continue to inform the Board regarding CARB's review status of the 2020 RTP/SCS.

STAFF RECOMMENDATION: This item is presented for the BCAG Board's discussion, awareness, and information.

Key staff: Brian Lasagna, Regional Analyst
 Ivan Garcia, Transportation Programming Specialist
 Chris Devine, Planning Manager

BUTTE COUNTY ASSOCIATION
OF GOVERNMENTS



BOARD OF DIRECTORS MEETING
ITEM #11



BCAG BOARD OF DIRECTORS

Item #11 Information

December 9, 2021

BUTTE REGIONAL TRANSIT (B-LINE) 1st QUARTER 2021/22 REPORT

PREPARED BY: Jim Peplow, Senior Planner

ISSUE: Staff is presenting key financial and statistical results for Butte Regional Transit (B-Line) for the first quarter of fiscal year 2021/22.

DISCUSSION: The attached tables present a summary of key financial and operation results for Butte Regional Transit. Financial data presentation compares first quarter results to the annual budget and to the prior year. 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 are needed and/or issues are taking place. Farebox ratios for the quarter are presented for reference as only annual ratios are required for the Transportation Development Act (TDA) compliance. Accidents and complaints, gauging safety and customer satisfaction, are analyzed for the system as a whole.

Comparison of quarterly and annual operational and financial data over the past three years has proven quite difficult as each of the past three years has had a significant event which has disrupted transit operations. First, the Camp Fire in November 2018 had a major impact on the system with reduction of service in the Paradise area. Second, the disruption of ridership and reduction of service due to the COVID pandemic beginning in the final weeks of March 2020 and continuing through the rest of that fiscal year. Then the entire FY 2020/21 felt the full impacts of COVID. Now that we have been dealing with COVID long enough to be able to plan for it in our budget we are seeing estimates that are closer to expected projections.

While the overall loss of fares continues to prevent all but rural fixed route system from meeting the farebox ratios, AB90 which was passed by the California Assembly in June 2020 provided an exemption to the TDA requirement through FY 2020/21. In July 2021, AB 149 was passed that extended the farebox requirement exemption through FY 2022/23. Funding from the federal CARES Act continues to help cover lost fare revenues during this time.

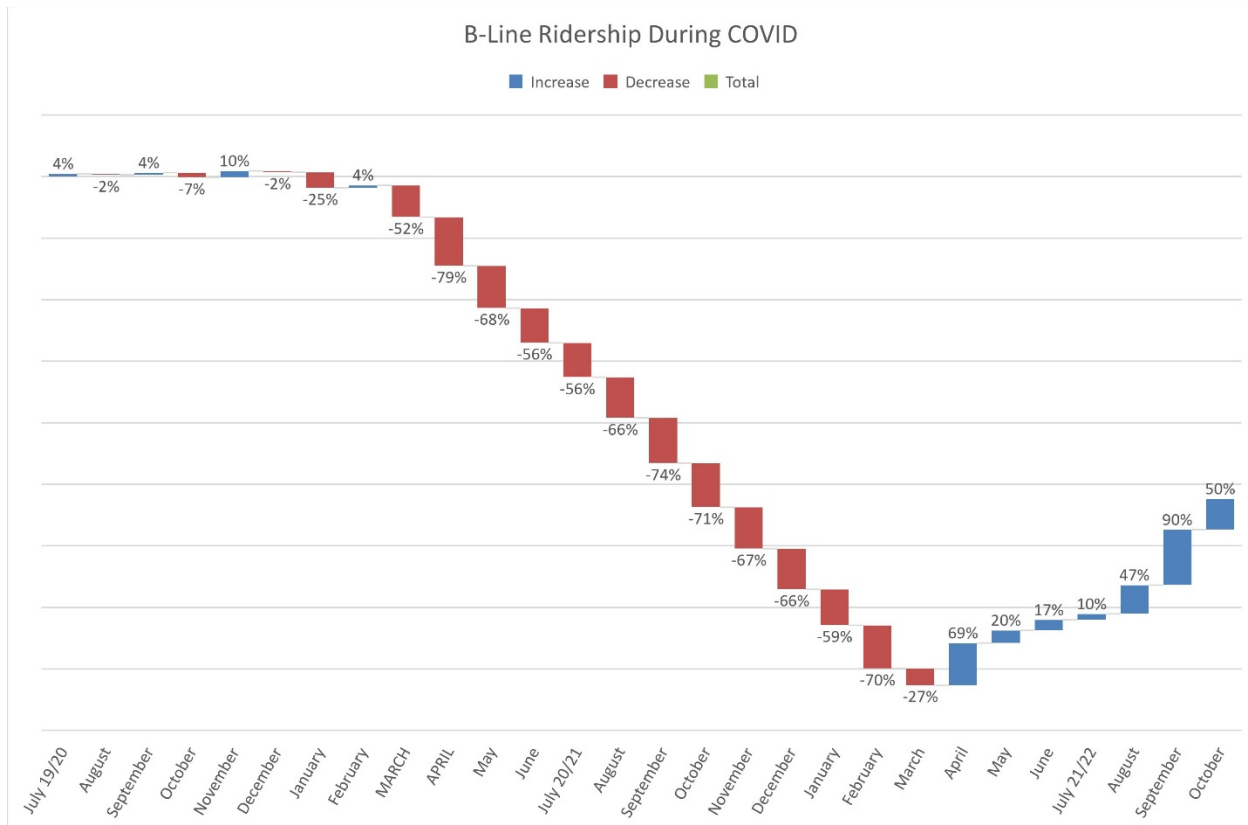
Unlike last year when most of the quarterly ridership comparisons saw large reductions as the data was being compared to the previous non-COVID year, this year's data should start to see increases as it is being compared to low ridership generated during the height of the COVID lockdown. The fourth quarter of FY 20/21 and the first quarter of FY 21/22 reflect large jumps in ridership. Even though ridership appears to be

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trending upward, that is only in relation to the low numbers of the previous year. The chart below shows that the average monthly ridership on the fixed route service was down by as much as 79% during the height of the pandemic. Now that ridership is slowly starting to return, the average monthly ridership is increasing, but still well below the pre-COVID baseline.



Rural Fixed Route is exceeding the TDA farebox ratio requirement of 10% ticket sales to operating expenditures, coming in at 10.55% for the fiscal year. Ridership for the quarter was up 23% from prior year quarter. Passenger fares were 26% of the annual budget. Expenditures for services and supplies came in at 27% of the annual budget for the first quarter of the year.

Urban Fixed Route is not meeting the TDA farebox ratio requirement of 20%, coming in at 8.13%. Ridership increased 57% compared to the prior year's quarter. Passenger fares were 26% of the annual budget. Expenditures are in line with budget expectations also coming in at 26%.

Rural Paratransit is not meeting the TDA farebox ratio requirement of 10%, coming in at 5.62%. Ridership was up 10.6% for the quarter. Passenger revenues for the quarter came in at 28% of budget. Expenditures for services and supplies are in line with budget expectations coming in at 23% of the annual budget for this first quarter. The efficiency of this system is starting to move back up as we begin to allow more riders

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per vehicle. During the heights of COVID fewer riders were scheduled per vehicle to practice social distancing.

Urban Paratransit is not meeting the TDA farebox ratio requirement of 10%, coming in at 7.34%. Ridership was up 71% for the quarter. Service hours were up 33% for the quarter. Passenger revenues for the first quarter came in at 33% of budget. Expenditures are currently 21% of budgeted expectations. The efficiency of this system for the first quarter came in at 3.1 passengers per Vehicle Revenue Hour.

Overall – There were three accidents in the quarter, with 360,059 miles driven. There were five valid complaints in the quarter which is within reason for the total number of passengers (113,191) served.

STAFF RECOMMENDATION: This item is presented for information only.

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

Butte Regional Transit
1st Quarter Financial Report
Fiscal Year 2021/22

	Rural Fixed Route					Urban Fixed Route				
	20/21 Actual to Date	% of 20/21 Budget	21/22 Annual Budget	21/22 Actual to Date	% of 21/22 Budget	20/21 Actual to Date	% of 20/21 Budget	21/22 Annual Budget	21/22 Actual to Date	% of 20/21 Budget
Passenger Fare/Aux	\$ 83,038	22%	\$ 326,841	\$ 85,467	26%	\$ 76,523	13%	\$ 366,229	\$ 96,875	26%
Other Income	\$ 160,998	6%	\$ 2,688,079	\$ 354,141	13%	\$ 82,447	2%	\$ 4,259,959	\$ 739,163	17%
Total Income	\$ 244,036	8%	\$ 3,014,920	\$ 439,608	15%	\$ 158,970	4%	\$ 4,626,188	\$ 836,038	18%
Operator Expense	\$ 461,276	26%	\$ 1,655,788	\$ 436,962	26%	\$ 882,465	27%	\$ 3,487,483	\$ 924,404	27%
Fuel Expense	\$ 45,456	10%	\$ 400,000	\$ 118,179	30%	\$ 41,413	11%	\$ 350,000	\$ 83,629	24%
Other Operating	\$ 154,479	25%	\$ 704,132	\$ 170,235	24%	\$ 127,421	21%	\$ 652,705	\$ 138,432	21%
Services & Supplies	\$ 661,211	23%	\$ 2,759,920	\$ 725,376	26%	\$ 1,051,299	24%	\$ 4,490,188	\$ 1,146,465	26%
Admin Charges	\$ 60,692	24%	\$ 255,000	\$ 84,937	33%	\$ 32,369	24%	\$ 136,000	\$ 45,300	33%
Total Expense	\$ 721,903	23%	\$ 3,014,920	\$ 810,313	27%	\$ 1,083,668	24%	\$ 4,626,188	\$ 1,191,765	26%
Farebox Ratio	<u>11.50%</u>		<u>10.84%</u>	<u>10.55%</u>	<u>% budget</u>	<u>7.06%</u>		<u>7.92%</u>	<u>8.13%</u>	<u>% budget</u>
Revenue Hours	5,566	25%	20,859	5,678	27%	10,645	25%	43,934	11,325	26%
Annual Passengers	22,728			28,056		53,976			84,959	
Annual Pass/Rev Hr	4.1			4.9		5.1			7.5	

Notes:

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

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

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

Butte Regional Transit
1st Quarter Financial Report
Fiscal Year 2021/22

	Rural Paratransit					Urban Paratransit				
	20/21 Actual to Date	% of 20/21 Budget	21/22 Annual Budget	21/22 Actual to Date	% of 21/22 Budget	20/21 Actual to Date	% of 20/21 Budget	21/22 Annual Budget	21/22 Actual to Date	% of 20/21 Budget
Passenger Fare/Aux	\$ 8,549	19%	\$ 38,838	\$ 10,881	28%	\$ 20,475	18%	\$ 108,412	\$ 35,531	33%
Other Income	\$ 303,917	42%	\$ 819,577	\$ 2,721	0%	\$ 231,912	11%	\$ 2,222,992	\$ 832,282	37%
Total Income	\$ 312,466	40%	\$ 858,415	\$ 13,602	2%	\$ 252,387	12%	\$ 2,331,404	\$ 867,813	37%
Operator Expense	\$ 131,454	21%	\$ 714,420	\$ 114,726	16%	\$ 264,994	15%	\$ 1,905,121	\$ 337,255	18%
Fuel Expense	\$ 75	0%	\$ 65,000	\$ 17,695	27%	\$ 17,218	10%	\$ 150,000	\$ 56,036	37%
Other Operating	\$ 30,904	61%	\$ 60,695	\$ 55,547	92%	\$ 67,695	39%	\$ 211,583	\$ 71,049	34%
Services & Supplies	\$ 162,433	22%	\$ 840,115	\$ 187,968	22%	\$ 349,907	17%	\$ 2,266,704	\$ 464,340	20%
Admin Charges	\$ 3,858	21%	\$ 18,300	\$ 5,683	31%	\$ 13,410	21%	\$ 64,700	\$ 19,902	31%
Total Expense	\$ 166,291	22%	\$ 858,415	\$ 193,651	23%	\$ 363,317	17%	\$ 2,331,404	\$ 484,242	21%
Farebox Ratio	5.14%		4.52%	5.62%	% budget	5.64%		4.65%	7.34%	% budget
Revenue Hours	1,587	20%	9,000	1,448	16%	3,198	14%	24,000	4,257	18%
Annual Passengers	3,596			3,978		7,710			13,198	
Annual Pass/Rev Hr	2.3			2.7		2.4			3.1	

Notes:

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

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

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

B-Line Operating Data
FY 2021/22 - First Quarter

RURAL FIXED ROUTE

Quarter	Passengers			Vehicle Revenue Hours			Passengers per Revenue Hr		
	20/21	21/22	change	20/21	21/22	change	20/21	21/22	change
1st	22,728	28,056	23.4%	5,566	5,678	2.0%	4.1	4.9	21.0%
2nd	22,907			5,353			4.3		
3rd	21,109			5,151			4.1		
4th	25,107			5,226			4.8		

URBAN FIXED ROUTE

Quarter	Passengers			Vehicle Revenue Hours			Passengers per Revenue Hr		
	20/21	21/22	change	20/21	21/22	change	20/21	21/22	change
1st	53,976	84,959	57.4%	10,645	11,325	6.4%	5.1	7.5	48.0%
2nd	56,579			10,686			5.3		
3rd	56,682			10,564			5.4		
4th	67,182			10,666			6.3		

RURAL PARATRANSIT

Quarter	Passengers			Vehicle Revenue Hours			Passengers per Revenue Hr		
	20/21	21/22	change	20/21	21/22	change	20/21	21/22	change
1st	3,596	3,978	10.6%	1,587	1,448	-8.8%	2.3	2.7	21.2%
2nd	3,623			1,588			2.3		
3rd	3,359			1,518			2.2		
4th	3,577			1,482			2.4		

URBAN PARATRANSIT

Quarter	Passengers			Vehicle Revenue Hours			Passengers per Revenue Hr		
	20/21	21/22	change	20/21	21/22	change	20/21	21/22	change
1st	7,710	13,198	71.2%	3,198	4,257	33.1%	2.4	3.1	28.6%
2nd	8,049			3,473			2.3		
3rd	8,123			3,491			2.3		
4th	11,962			4,184			2.9		

PREVENTABLE ACCIDENTS

Qtr-FY	Accidents	Miles	Ratio (1 per x)
1-21/22	3	360,059	120,019
4-20/21	2	299,915	149,957
3-20/21	1	330,453	330,452
2-20/21	0	337,832	n/a

VALID PASSENGER COMPLAINTS

Complaint	Rides	Ratio (1 per x)
5	113,191	22,637
6	107,828	17,970
2	89,247	44,623
3	91,332	30,443