

BUTTE COUNTY ASSOCIATION
OF GOVERNMENTS



BOARD OF DIRECTORS MEETING
JUNE 24, 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

June 24, 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: 821 1156 1252 **Password:** 884641

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

1. Pledge of Allegiance
2. Roll Call

CONSENT AGENDA

3. Approval of Minutes from the April 22, 2021 BCAG Board of Directors Meeting (Attachment) – **Victoria**
4. Approval of Amendment #3 to the 2021 Federal Transportation Improvement Program (FTIP) (Attachment) – **Ivan**
5. Approval of 2021/22 Findings of Apportionment for the Transportation Development Act (TDA) Funds (Attachment) – **Julie**
6. Approval of Amendment #4 for the 2020/21 BCAG Overall Work Program (OWP) & Budget (Attachment) – **Julie**

ITEMS REMOVED FROM CONSENT AGENDA – *If Any*

ITEMS FOR ACTION

7. Approval of 2021/22 Unmet Transit Needs Assessment and Findings (Attachment) – **Jim**
8. Approval of Funding to Study Non-Emergency Medical Transportation Service in Butte County (Attachment) - **Andy**
9. Acceptance of SB 743 Implementation Study (Attachment) - **Brian**

ITEMS FOR INFORMATION

10. Butte Regional Transit (B-Line) Quarterly Progress Report for the 3rd Quarter of 2020/21 FY (Attachment) – **Jim**
11. Social Services Transportation Advisory Council Recruitment – **Victoria**

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 July 22, 2021, **at the BCAG Board Room or 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
APRIL 22, 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 as well as online at YouTube.com.

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
Tod Kimmelshue	Supervisor	District 4
Kasey Reynolds	Vice Mayor	City of Chico
Doug Teeter	Supervisor	District 5

MEMBERS PRESENT REMOTELY

Tami Ritter	Supervisor	District 3
Debra Lucero	Supervisor	District 2
John Busch	Councilmember	City of Biggs
Rose Tryon	Alternate	Town of Paradise
J Angel Calderon	Councilmember	City of Gridley

MEMBERS ABSENT

Chuck Reynolds	Mayor	City of Oroville
Jody Jones	Councilmember	Town of Paradise

STAFF PRESENT

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

BCAG Board of Directors Meeting – Item #3

June 24, 2021

Page 2

OTHERS PRESENT REMOTELY

Lance Atencio, Transdev
Mike Wallace, Fehr & Peers

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

CONSENT AGENDA

- 3. Approval of Minutes from March 25, 2021 BCAG Board of Directors Meeting**
- 4. Approval of Resolution 2020/2021-10 Authorizing Federal Funding under FTA Section 5311 (49 U.S.C Section 5311) with the California Department of Transportation for the FY 2021 5311 Program**
- 5. Approval of Resolution 2020/2021-11 Authorizing Federal Funding under FTA Section 5311 (49 U.S.C Section 5311) with the California Department of Transportation for the FY 2021 5311(f) Program**
- 6. Approval of the Final 2020/21 Transportation Development Act (TDA) Claims**

On motion by Board Member Teeter and seconded by Board Member Kimmelshue, the Consent Agenda was unanimously approved.

ITEMS FOR ACTION

7: Approval of 2021/22 BCAG Overall Work Program & Budget

Staff presented the Board with the finalized version of the OWP that was presented in draft form at the March 25, 2021 Board Meeting. There were minor changes between the draft and final forms of the budget, which is updated yearly to include the specific work elements that address state and federal planning requirements, regional transportation planning needs, capital projects and administration for Butte Regional Transit. An overview was included in the memo, and a complete version of the 2021/22 OWP is available on the BCAG website.

There was general conversation between Staff and the Board regarding the changes from the draft form of the document. On motion by Board Member Kimmelshue, seconded by Board Member K Reynolds, the 2021/22 Overall Work Program & Budget was unanimously approved.

8: Approval of 2021/22 Butte Regional Transit Service Plan & Budget

Staff presented the final Service Plan and Budget for Butte Regional Transit's 2021/22 Fiscal Year. A draft budget was already presented to the Board at the March 25, 2021 Board meeting.

BCAG Board of Directors Meeting – Item #3

June 24, 2021

Page 3

There was general discussion about the specifics of the service plan and budget. There were no changes to the budget as presented in March 2021. Staff did expand upon parts of the budget that had raised questions in March, to make sure that all Board Members felt comfortable passing the service plan and budget.

On motion by Board Member K Reynolds, seconded by Board Member Lucero, the Butte Regional Transit Service Plan and Budget for 2021/22 was unanimously approved.

9: Public Hearing for BCAG's Federal Funding under FTA Section 5311 (49 U.S.C Section 5311) CRRSAA with California Department of Transportation

Staff informed the Board that they are applying for FTA FY 2021 5311 Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA) funds to construct the Paradise Transit Center. As part of this application, a public hearing is required to receive comments from the public on the project.

Staff has been working with the Town of Paradise for the past several years in order to construct a transit center at the intersection of Cedar and Almond Streets. Design documents are currently being finalized and are expected to be complete this year.

Board Chair Connelly opened the public hearing after no objection from the Board. No comments from the Board or the public were received in that time. On motion by Board Member Lucero, and seconded by Board Member K Reynolds, the public hearing for CRRSAA funding was unanimously closed.

ITEMS FOR INFORMATION

10: Project Delivery Services for Fire Victim Trust

Staff informed the Board that they have been approached by the designated counsel representing the Fire Victim Trust to be considered as an entity capable of providing settlement resources to private roads damaged by fires determined to have been caused by PG&E assets. Since private roads are not managed by either the county, town or city, those local jurisdictions would not be able to administer funds and oversee the rebuilding of those roads. BCAG is currently being considered if it is an acceptable alternative non-profit entity.

There was active discussion between the Board and Staff regarding this idea in general. Staff reiterated several times that currently they are just in talks with counsel and no commitments to the project would be made without Board approval. In an effort of transparency and clarity, Staff prepared a draft scope of work that was attached to the memo and sent to counsel for the trust, as well.

BCAG Board of Directors Meeting – Item #3

June 24, 2021

Page 4

Board Member Teeter specifically has concerns about the level of transparency with the trustee and other lawyers involved in specific lawsuits against PG&E. The question of how this is equitable to those who lost their houses or other real property, was brought up by numerous Board Members. Board Alternate Tryon and others requested that no decision be made until Board Member Jones could provide her opinion on the matter. There was debate as to whether or not BCAG is the appropriate non-profit to perform this work, or if it's just too complicated and out of Staff's current scope of work.

This item was presented for informational purposes only. Staff will provide updates as needed on the progression of conversation with counsel for the Trust.

11: Post Camp Fire Study and Transit & Non-Motorized Plan Final Update

Staff has been preparing the Post Camp Fire Study and an update to the Transit & Non-Motorized Plan since the fall of 2019 with consultant Fehr & Peers. This work has now been completed and is ready for review. Final documents can be found in full on the project website.

Mike Wallace from Fehr & Peers was on hand to present the key findings of the study and recommended updates to the Transit & Non-Motorized Plan, which had last been updated in 2015. He presented information on how regional growth forecasts have changed, as well as how travel patterns both inside and outside Butte County have changed as a result of the Camp Fire.

There was general discussion between Staff, Mr. Wallace, and the Board regarding these findings. Specifically, the question was raised by Board Member Lucero if the COVID-19 pandemic was taken into account during document creation. Data collection had been mostly completed by the time the pandemic started to affect transit, so it is not reflected heavily in these numbers and documents. A Routing Optimization Study has just begun with Staff and a different consultant team, which will take into account COVID-19 and the resulting shifts in transit ridership and needs.

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 9:48 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

June 24, 2021

APPROVAL OF AMENDMENT #3 TO THE 2021 FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM (FTIP)

PREPARED BY: Ivan Garcia, Transportation Programming Specialist

ISSUE: All transportation projects which receive federal transportation funding or require some type of approval by the Federal Highway Administration or Federal Transit Administration are required to be specifically identified in the Federal Transportation Improvement Program (FTIP). Staff has identified two local projects which require a formal FTIP amendment be approved by the BCAG Board.

DISCUSSION: The 2021 FTIP Amendment #3 has been prepared and has been made available for public review. The purpose of this amendment is to make the following changes described below:

EXISTING FTIP PROJECTS:

1. Autry Lane, Monte Vista & Lower Wyandotte Safe Routes to Schools Gap Closure Project. The purpose of this amendment is to add additional scope to the original Autry Lane & Monte Vista Safe Routes to Schools Gap Closure Project by adding Lower Wyandotte to the scope of improvements. This amendment combines a previous Lower Wyandotte Bicycle and Pedestrian Project from the 2019 FTIP into the Autry Lane & Monte Vista project currently programmed in the 2021 FTIP. This project is located in South Oroville in Butte County. This amendment also revises the right of way costs from \$200,000 to \$350,000 in the 2020/21 federal fiscal year. Funding is derived from the original Lower Wyandotte project. This project is included in the current 2020 Regional Transportation Plan/Sustainable Communities Strategy. The project is exempt from a regional emissions analysis per the Environmental Protection Agency's Transportation Conformity Rule Section 93.126 Exempt Projects, Table 2 "Air Quality" indicating that bicycle and pedestrian facilities are exempt.

2. City of Chico: Hegan Lane Business Park Access Improvements Project. The purpose of this amendment is to change the fund source from Local Advance Construction funds to Congestion Mitigation and Air Quality Program (CMAQ) funds for \$391,373. The overall costs and project delivery schedule do not change. This programming commitment was approved by the BCAG Board of Directors on February 25, 2021. The scope of the project includes operational and safety improvements in the

BCAG Board of Directors Meeting – Item #4

June 24, 2021

Page 2

form of roundabouts and bicycle and pedestrian facilities. This project is included in the current 2020 Regional Transportation Plan/Sustainable Communities Strategy. The project is exempt from a regional emissions analysis per the Environmental Protection Agency's Transportation Conformity Rule Section 93.126 Exempt Projects, Table 2 "Air Quality" and Table 3 – "Projects Exempt from Regional Emissions Analyses" indicating that bicycle, pedestrian, and intersection channelization projects are exempt.

Since the 2021 FTIP Amendment #3 does not include any new non-exempt projects, per 40 CFR 93.126, the amendment is exempt from the requirement that a new conformity determination and regional emission analysis be performed.

For the purpose of the proposed amendments, BCAG states for the record:

1. Exempt Project: No new conformity determination or regional emissions analysis is necessary for this proposed formal amendment. The projects being added as a result of the amendment are exempt from regional emissions analysis per EPA's Transportation Conformity Rule Section 93.127 Table 3 as referenced above.
2. TCM Implementation: There are no Transportation Control Measures in the approved Carbon Monoxide (CO) SIP and there is no approved Ozone or PM2.5 SIP applicable to Butte County. Because there are no TCMs in an approved SIP for Butte County, Butte County currently has no TCMs in place and therefore timely TCM implementation requirements do not apply.
3. Financial Constraint: The 2021 FTIP and 2020 RTP have been financially constrained in accordance with the requirements of 40 CFR 93.108 and consistent with the U.S. DOT metropolitan planning regulations (23 CFR Part 450).
4. Interagency and Public Consultation: For the 2021 FTIP Amendment #3 the projects are existing, included in the 2020 RTP/SCS, and exempt from regional emissions analysis, an Interagency Consultation review is not required. In addition, BCAG staff provided a 15-day public review and comment period in compliance with BCAG's adopted Public Participation Plan (PPP). On June 4, 2021, a public notice was issued in the local newspapers and posted on BCAG's website.

Details of this amendment has been attached to this memo and are posted online at BCAG's website at: <http://www.bcag.org/Planning/FTIP/index.html>.

The amended projects, as listed above, exist in the current 2020 Regional Transportation Plan / Sustainable Communities Strategy (RTP/SCS). The amendment for each project does not reflect a change in the design concept and scope of the project or the conformity analysis years as assumed for the regional emissions analysis

BCAG Board of Directors Meeting – Item #4

June 24, 2021

Page 3

of the currently conforming RTP and FTIP. The previous emissions analysis is consistent with the requirements of 40 CFR 93.118 and 93.119, as applicable. This amendment meets all applicable transportation planning requirements per 23 CFR Part 450 (financial constraint, public involvement, and consistency with the RTP). Allocating funds to these projects will not delay the implementation of projects in the 2020 RTP/SCS which are necessary to achieve the highway and transportation system envisioned by the plan. BCAG does not have any Transportation Control Measures in the State Implementation Plan (SIP) and therefore the project does not interfere with any TCMs.

STAFF RECOMMENDATION: If no significant comments are received, staff is recommending the Board of Directors approve Amendment #3 by Resolution #2020/2021-16. This resolution also authorizes staff to make any necessary technical corrections to ensure timely state and federal approval.

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



**BUTTE COUNTY ASSOCIATION OF GOVERNMENTS
RESOLUTION NO 2020/2021-16**



**APPROVAL OF AMENDMENT #3 TO THE 2021 FEDERAL TRANSPORTATION
IMPROVEMENT PROGRAM FOR VARIOUS PROJECTS IN BUTTE COUNTY**

WHEREAS, the Butte County Association of Governments is the designated Metropolitan Planning Organization for Butte County in accordance with 23 USC 134(b)(6); and Section 450.306 of the Metropolitan and Statewide Planning Rule;

WHEREAS, the Moving Ahead for Progress in the 21st Century Act (MAP-21) requires the Butte County Association of Governments, as the Metropolitan Planning Organization, to prepare a Transportation Improvement Program in cooperation with the State and transit operators, to include all projects to be funded under Title 23 and the Federal Transit Administration grants; and requires BCAG to prepare a long-range Regional Transportation Plan / Sustainable Communities Strategy (RTP/SCS) and short-range Federal Transportation Improvement Program (FTIP);

WHEREAS, the Butte County Association of Governments has prepared Amendment #03 to the 2021 FTIP as attached to this resolution;

WHEREAS, the 2021 FTIP through Amendment #03 is financially constrained by year and includes a financial plan that demonstrates projects can be implemented using committed funds;

WHEREAS, This amendment does not reflect a change in the design concept and scope of the project or the conformity analysis years as assumed for the regional emissions analysis of the currently conforming RTP and TIP. This amendment, meets all applicable transportation planning requirements per 23 CFR Part 450 (financial constraint, public involvement and consistency with the RTP).

WHEREAS BCAG does not have any Transportation Control Measures in the State Implementation Plan (SIP), therefore the projects do not interfere with any TCMs;

WHEREAS BCAG posted a notice to provide the public with the opportunity to review and comment in accordance with BCAG's adopted Public Participation Plan.

WHEREAS, Amendment #03 as described below is within BCAG's programming targets and is financially constrained for the following activities including:

EXISTING FTIP PROJECTS:

1. Autry Lane, Monte Vista & Lower Wyandotte Safe Routes to Schools Gap Closure Project. The purpose of this amendment is to add additional scope to the original Autry Lane & Monte Vista Safe Routes to Schools Gap Closure Project by adding Lower Wyandotte. This amendment combines a previous Lower Wyandotte Bicycle and Pedestrian Project from the 2019 FTIP into the Autry Lane & Monte Vista project currently programmed in the 2021 FTIP. This project is in South Oroville in Butte County. This amendment also revises the right of way costs from \$200,000 to \$350,000 in the 2020/21 federal fiscal year. Funding is derived from the original Lower Wyandotte project. This project is included in the current 2020 Regional Transportation Plan/Sustainable Communities Strategy. The project is exempt from a regional emissions analysis per the Environmental Protection Agency's Transportation Conformity Rule Section 93.126 Exempt Projects, Table 2 "Air Quality" indicating that bicycle and pedestrian facilities are exempt.

2. City of Chico: Hegan Lane Business Park Access Improvements Project. The purpose of this amendment is to change the fund source from Local Advance Construction funds to Congestion Mitigation and Air Quality Program (CMAQ) funds for \$391,373. The overall costs and project delivery schedule do not change. This programming commitment was approved by the BCAG Board of Directors on February 25, 2021. The scope of the project includes operational and safety improvements in the form of roundabouts and bicycle and pedestrian facilities. This project is included in the current 2020 Regional Transportation Plan/Sustainable Communities Strategy. The project is exempt from a regional emissions analysis per the Environmental Protection Agency's Transportation Conformity Rule Section 93.126 Exempt Projects, Table 3 – "Projects Exempt from Regional Emissions Analyses" indicating that intersection channelization projects are exempt.

WHEREAS, the amended projects, as listed above, exist in the current 2020 Regional Transportation Plan / Sustainable Communities Strategy (RTP/SCS). The amendment for each project does not reflect a change in the design concept and scope of the project or the conformity analysis years as assumed for the regional emissions analysis of the currently conforming RTP and FTIP. The previous emissions analysis is consistent with the requirements of 40 CFR 93.118 and 93.119, as applicable. This amendment meets all applicable transportation planning requirements per 23 CFR Part 450 (financial constraint, public involvement, and consistency with the RTP). Allocating funds to these projects will not delay the implementation of projects in the 2020 RTP/SCS which are necessary to achieve the highway and transportation system envisioned by the plan. BCAG does not have any Transportation Control Measures in the State Implementation Plan (SIP) and therefore the project does not interfere with any TCMs.

NOW THEREFORE BE IT RESOLVED that the Butte County Association of Governments has prepared and approved Amendment #03 to the 2021 Federal Transportation Improvement Program in accordance with the Transportation Conformity Rule requirements applicable to Butte County and determined that the programming is consistent with the policies, goals and objectives of the adopted 2020 Regional Transportation Plan / Sustainable Communities Strategy. Based on this analysis, the Butte County 2020 RTP/SCS and the Butte County 2021 FTIP conforms to the applicable State Implementation Plan (SIP) and all applicable sections of the EPA's Transportation Conformity Rule;

BE IT FURTHER RESOLVED that in the interest of project delivery, the Butte County Association of Governments authorizes its staff to modify the programming information including minor adjustments in cooperation with Caltrans and or FHWA as needed to ensure the timely submittal and approval of the amendment.

PASSED AND ADOPTED by the Butte County Association of Governments on the 24^h day of June 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

**Butte County Association of Governments - Federal Transportation Improvement Program
(Dollars in Whole)
Local Highway System**

DIST: 03	PPNO:	EA:	CTIPS ID: 202-0000-0196	TITLE (DESCRIPTION): Autrey Lane, Monte Vista & Lower Wyandotte Safe Routes to Schools Gap Closure Project (Bike and pedestrian improvements such as curb, gutter, sidewalk, crossing enhancements and or Class 2 bike facilities along Autrey Ln. Monte Vista Ave & Lower Wyandotte as able to. Project is included in the 2020 RTP/SCS Appendix 10-1, Project number 22.)	MPO Aprv: State Aprv: Federal Aprv:
CT PROJECT ID:			MPO ID.: CMAQ16_03		EPA TABLE II or III EXEMPT CATEGORY Bicycle and pedestrian facilities.
COUNTY: Butte County	ROUTE:		PM:		

IMPLEMENTING AGENCY: Butte County
PROJECT MANAGER: Terry Edwards

PHONE: (530) 538-7681

EMAIL: tedwards@buttecounty.net

PROJECT VERSION HISTORY (Printed Version is Shaded)

(Dollars in whole)

Version	Status	Date	Updated By	Change Reason	Amend No.	Prog Con	Prog RW	PE
5	Active	04/29/2021	IGARCIA	Amendment - Cost/Scope/Sch. Change	3	2,450,000	350,000	350,000
4	Official	02/25/2021	IGARCIA	Adoption - Carry Over	0	2,600,000	200,000	350,000
3	Official	09/27/2018	IGARCIA	Adoption - Carry Over	0	2,600,000	200,000	350,000
2	Official	03/27/2017	IGARCIA	Amendment - Technical Correction	3			300,000
1	Official	09/22/2016	IGARCIA	Adoption -	0			300,000

* CMAQ -		PRIOR	20-21	21-22	22-23	23-24	24-25	25-26	BEYOND	TOTAL
* Fund Source 1 of 3	PE	300,000								300,000
* Fund Type: Congestion Mitigation	RW		350,000							350,000
* Funding Agency: Butte County	CON									
	Total:	300,000	350,000							650,000

* Local Funds -		PRIOR	20-21	21-22	22-23	23-24	24-25	25-26	BEYOND	TOTAL
* Fund Source 2 of 3	PE	50,000								50,000
* Fund Type: County Funds	RW									
* Funding Agency: Butte County	CON					50,000				50,000
	Total:	50,000				50,000				100,000

* Local Funds -		PRIOR	20-21	21-22	22-23	23-24	24-25	25-26	BEYOND	TOTAL
* Fund Source 3 of 3	PE									
* Fund Type: County Funds	RW									
* Funding Agency: Butte County	CON					2,400,000				2,400,000
	Total:					2,400,000				2,400,000

Project Total:		PRIOR	20-21	21-22	22-23	23-24	24-25	25-26	BEYOND	TOTAL
	PE	350,000								350,000
	RW		350,000							350,000
	CON					2,450,000				2,450,000
	Total:	350,000	350,000			2,450,000				3,150,000

**Butte County Association of Governments - Federal Transportation Improvement Program
(Dollars in Whole)
Local Highway System**

Comments:

***** Version 5 - 04/27/2021 *****

Amendment #03 (Formal). Combining with another CMAQ project programmed in the 2019 FTIP. Combined project adds "Lower Wyandotte" street to Project Title. Scope, description and schedule are the same. R/W is increased from 200k to 350k with CMAQ funds, CON is pushed out to FY 23/24. Toll credits are used to fulfill match requirements.

***** Version 1 - 01/11/21 *****

Project data transferred from 2018 FTIP.

***** Version 1 - 07/26/18 *****

Utilizing toll credits 200k in FY 20/21 @20% = 40k in credits.

Project data transferred from 2016 FTIP.

***** Version 2 - 03/27/2017 *****

Administrative Modification #03: Project utilizing Toll Credits to fulfill match requirements for federal funds. No other changes.

***** Version 1 - 07/05/2016 *****

New Project: Preliminary Engineering Only.

Design Curb, gutter, sidewalk, and crossing enhancements along Autrey Ln. and Monte Vista Ave. for locations that do not have existing curb, gutter, and sidewalks. This work will include, but is not limited to design for traffic control, roadway excavation, grading, aggregate base, hot mix asphalt, minor drainage facilities, striping and signage. Right of way may be required around the intersection of Las Plumas Avenue and Lower Wyandotte Road.

Emissions Reduction Analysis. Kg/day

ROG: 0.17

NOx: 0.12

CO: 1.66

PM 2.5 0.033

C/B Ratio: 31.81 per kg

Butte County Association of Governments - Federal Transportation Improvement Program (Dollars in Whole) Local Highway System

DIST: 03	PPNO:	EA:	CTIPS ID: 202-0000-0196	TITLE (DESCRIPTION): Autrey Lane & Monte Vista Safe Routes to Schools Gap Closure Project (Curb, gutter, sidewalk, and crossing enhancements along Autrey Ln. and Monte Vista Ave. Project is included in the 2020 RTP/SCS Appendix 10-1, Project number 22.)	MPO Aprv: 02/25/2021 State Aprv: 04/01/2021 Federal Aprv: 04/16/2021
CT PROJECT ID:			MPO ID.: CMAQ16_03		
COUNTY: Butte County	ROUTE:		PM:		EPA TABLE II or III EXEMPT CATEGORY Bicycle and pedestrian facilities.

IMPLEMENTING AGENCY: Butte County
PROJECT MANAGER: LANE GREEN

PHONE: (530) 538-7681

EMAIL: lgreen@buttecounty.net

PROJECT VERSION HISTORY (Printed Version is Shaded)

(Dollars in whole)

Version	Status	Date	Updated By	Change Reason	Amend No.	Prog Con	Prog RW	PE
5	Active	04/29/2021	IGARCIA	Amendment - Cost/Scope/Sch. Change	3	2,450,000	350,000	350,000
4	Official	02/25/2021	IGARCIA	Adoption - Carry Over	0	2,600,000	200,000	350,000
3	Official	09/27/2018	IGARCIA	Adoption - Carry Over	0	2,600,000	200,000	350,000
2	Official	03/27/2017	IGARCIA	Amendment - Technical Correction	3			300,000
1	Official	09/22/2016	IGARCIA	Adoption -	0			300,000

* CMAQ -		<u>PRIOR</u>	<u>20-21</u>	<u>21-22</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>BEYOND</u>	<u>TOTAL</u>
	PE	300,000								300,000
* Fund Source 1 of 3	RW		200,000							200,000
* Fund Type: Congestion Mitigation	CON									
* Funding Agency: Butte County	Total:	300,000	200,000							500,000

* Local Funds -		<u>PRIOR</u>	<u>20-21</u>	<u>21-22</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>BEYOND</u>	<u>TOTAL</u>
	PE	50,000								50,000
* Fund Source 2 of 3	RW									
* Fund Type: County Funds	CON		200,000							200,000
* Funding Agency: Butte County	Total:	50,000	200,000							250,000

* Local Funds -		<u>PRIOR</u>	<u>20-21</u>	<u>21-22</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>BEYOND</u>	<u>TOTAL</u>
	PE									
* Fund Source 3 of 3	RW									
* Fund Type: County Funds	CON		2,400,000							2,400,000
* Funding Agency: Butte County	Total:		2,400,000							2,400,000

Project Total:		<u>PRIOR</u>	<u>20-21</u>	<u>21-22</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>BEYOND</u>	<u>TOTAL</u>
	PE	350,000								350,000
	RW		200,000							200,000
	CON		2,600,000							2,600,000
	Total:	350,000	2,800,000							3,150,000

Comments:

***** Version 1 - 01/11/21 *****
 Project data transferred from 2018 FTIP.
 ***** Version 1 - 07/26/18 *****
 Utilizing toll credits 200k in FY 20/21 @20% = 40k in credits.
 Project data transferred from 2016 FTIP.
 ***** Version 2 - 03/27/2017 *****
 Administrative Modification #03: Project utilizing Toll Credits to fulfill match requirements for federal funds. No other changes.

***** Version 1 - 07/05/2016 *****
 New Project: Preliminary Engineering Only.
 Design Curb, gutter, sidewalk, and crossing enhancements along Autrey Ln. and Monte Vista Ave. for locations that do not have existing curb, gutter, and sidewalks. This work will include, but is not limited to design for traffic control, roadway excavation, grading, aggregate base, hot mix asphalt, minor drainage facilities, striping and signage. Right of way may be required around the intersection of Las Plumas Avenue and Lower Wyandotte Road.

Emissions Reduction Analysis. Kg/day
 ROG: 0.17
 NOx: 0.12
 CO: 1.66
 PM 2.5 0.033
 C/B Ratio: 31.81 per kg

**Butte County Association of Governments - Federal Transportation Improvement Program
(Dollars in Whole)
Local Highway System**

DIST: 03	PPNO:	EA:	CTIPS ID: 202-0000-0226	TITLE (DESCRIPTION): Hegan Lane Business Park Access Improvements (In the City of Chico, operational and safety improvements to the Hegan Lane Business Park District. Phase 1 includes the synchronized construction of four roundabouts at the intersections of Park Avenue and Midway, Park Avenue and Fair Street, Hegan Lane and Midway, and Hegan Lane and Otterson Drive. Includes Bike and Ped improvements. Project is included in the 2020 RTP/SCS Appendix 10-2, project numbers 172 & 173.)	MPO Aprv: State Aprv: Federal Aprv:
CT PROJECT ID:			MPO ID.: CMAQ21C		EPA TABLE II or III EXEMPT CATEGORY Intersection channelization projects.
COUNTY: Butte County	ROUTE:		PM:		

IMPLEMENTING AGENCY: Chico, City of
PROJECT MANAGER: David Giongco
PHONE: (530) 879-6939
EMAIL: david.giongco@chicoca.gov

PROJECT VERSION HISTORY (Printed Version is Shaded)

(Dollars in whole)

Version	Status	Date	Updated By	Change Reason	Amend No.	Prog Con	Prog RW	PE
2	Active	06/04/2021	IGARCIA	Amendment - Cost/Scope/Sch. Change	3	13,700,000	800,000	2,400,000
1	Official	02/25/2021	IGARCIA	Adoption -	0	13,700,000	800,000	2,400,000

* Other Fed -	PE	PRIOR	20-21	21-22	22-23	23-24	24-25	25-26	BEYOND	TOTAL
* Fund Source 1 of 5	RW		1,608,209							1,608,209
* Fund Type: Highway Infrastructure Program (HIP)	CON									
* Funding Agency: Chico, City of	Total:		1,608,209							1,608,209

* CMAQ -	PE	PRIOR	20-21	21-22	22-23	23-24	24-25	25-26	BEYOND	TOTAL
* Fund Source 2 of 5	RW		400,418	391,373						791,791
* Fund Type: Congestion Mitigation	CON				800,000					800,000
* Funding Agency: Chico, City of	Total:		400,418	391,373	800,000	1,938,575				1,938,575

* Local Funds -	PE	PRIOR	20-21	21-22	22-23	23-24	24-25	25-26	BEYOND	TOTAL
* Fund Source 3 of 5	RW									
* Fund Type: Local Transportation Funds - Advance Construction	CON					5,580,418				5,580,418
* Funding Agency: Chico, City of	Total:					5,580,418				5,580,418

* Local Funds -	PE	PRIOR	20-21	21-22	22-23	23-24	24-25	25-26	BEYOND	TOTAL
* Fund Source 4 of 5	RW									
* Fund Type: TDA	CON					3,112,000				3,112,000
* Funding Agency: Chico, City of	Total:					3,112,000				3,112,000

* Local Funds -	PE	PRIOR	20-21	21-22	22-23	23-24	24-25	25-26	BEYOND	TOTAL
* Fund Source 5 of 5	RW									
* Fund Type: City Funds	CON					3,069,007				3,069,007
* Funding Agency: Chico, City of	Total:					3,069,007				3,069,007

Project Total:	PE	PRIOR	20-21	21-22	22-23	23-24	24-25	25-26	BEYOND	TOTAL
	RW		2,008,627	391,373						2,400,000
	CON				800,000					800,000
	Total:		2,008,627	391,373	800,000	13,700,000				13,700,000
	Total:		2,008,627	391,373	800,000	13,700,000				16,900,000

**Butte County Association of Governments - Federal Transportation Improvement Program
(Dollars in Whole)
Local Highway System**

Comments:

***** Version 2 - 06/04/2021 *****

Amendment 3: changing local AC in FY 20/21 to CMAQ in FY 21/22. Net zero funding change. No other changes.

***** Version 1 - 01/28/2021 *****

CMAQ & HIP Funded Project. This project reduces congestion, increases access to the area for all modes of transportation including bike and ped, and enhances public safety to the Hegan Lane Business Park District. Toll Credits are used as necessary.

Emissions Reductions: (kg/day)

ROG: 0.093

NOx: 0.399

CO: 0.981

PM 2.5: 0.047

CB Ratio: \$961.02/lb

HIP Toll Credits: 1608209 * 20% =

CMAQ Toll Credits: 3138993 * 20%

**Butte County Association of Governments - Federal Transportation Improvement Program
(Dollars in Whole)
Local Highway System**

DIST: 03	PPNO:	EA:	CTIPS ID: 202-0000-0226	TITLE (DESCRIPTION): Hegan Lane Business Park Access Improvements (In the City of Chico, operational and safety improvements to the Hegan Lane Business Park District. Phase 1 includes the synchronized construction of four roundabouts at the intersections of Park Avenue and Midway, Park Avenue and Fair Street, Hegan Lane and Midway, and Hegan Lane and Otterson Drive. Includes Bike and Ped improvements. Project is included in the 2020 RTP/SCS Appendix 10-2, project numbers 172 & 173.)	MPO Aprv: 02/25/2021 State Aprv: 04/01/2021 Federal Aprv: 04/16/2021
CT PROJECT ID:			MPO ID.: CMAQ21C		
COUNTY: Butte County	ROUTE:		PM:		EPA TABLE II or III EXEMPT CATEGORY Intersection channelization projects.

IMPLEMENTING AGENCY: Chico, City of
PROJECT MANAGER: David Giongco

PHONE: (530) 879-6939

EMAIL: david.giongco@chicoca.gov

PROJECT VERSION HISTORY (Printed Version is Shaded)

(Dollars in whole)

Version	Status	Date	Updated By	Change Reason	Amend No.	Prog Con	Prog RW	PE
2	Active	06/04/2021	IGARCIA	Amendment - Cost/Scope/Sch. Change	3	13,700,000	800,000	2,400,000
1	Official	02/25/2021	IGARCIA	Adoption -	0	13,700,000	800,000	2,400,000

* Other Fed -		<u>PRIOR</u>	<u>20-21</u>	<u>21-22</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>BEYOND</u>	<u>TOTAL</u>
	PE		1,608,209							1,608,209
* Fund Source 1 of 5	RW									
* Fund Type: Highway Infrastructure Program (HIP)	CON									
* Funding Agency: Chico, City of	Total:		1,608,209							1,608,209

* CMAQ -		<u>PRIOR</u>	<u>20-21</u>	<u>21-22</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>BEYOND</u>	<u>TOTAL</u>
	PE		400,418							400,418
* Fund Source 2 of 5	RW			800,000						800,000
* Fund Type: Congestion Mitigation	CON					1,938,575				1,938,575
* Funding Agency: Chico, City of	Total:		400,418	800,000		1,938,575				3,138,993

* Local Funds -		<u>PRIOR</u>	<u>20-21</u>	<u>21-22</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>BEYOND</u>	<u>TOTAL</u>
	PE		391,373							391,373
* Fund Source 3 of 5	RW									
* Fund Type: Local Transportation Funds - Advance Construction	CON					5,580,418				5,580,418
* Funding Agency: Chico, City of	Total:		391,373			5,580,418				5,971,791

* Local Funds -		<u>PRIOR</u>	<u>20-21</u>	<u>21-22</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>BEYOND</u>	<u>TOTAL</u>
	PE									
* Fund Source 4 of 5	RW									
* Fund Type: TDA	CON					3,112,000				3,112,000
* Funding Agency: Chico, City of	Total:					3,112,000				3,112,000

* Local Funds -		<u>PRIOR</u>	<u>20-21</u>	<u>21-22</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>BEYOND</u>	<u>TOTAL</u>
	PE									
* Fund Source 5 of 5	RW									
* Fund Type: City Funds	CON					3,069,007				3,069,007
* Funding Agency: Chico, City of	Total:					3,069,007				3,069,007

Project Total:		<u>PRIOR</u>	<u>20-21</u>	<u>21-22</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>BEYOND</u>	<u>TOTAL</u>
	PE		2,400,000							2,400,000
	RW			800,000						800,000
	CON					13,700,000				13,700,000
	Total:		2,400,000	800,000		13,700,000				16,900,000

BUTTE COUNTY ASSOCIATION
OF GOVERNMENTS



BOARD OF DIRECTORS MEETING
ITEM #5



BCAG BOARD OF DIRECTORS

Item #5 Consent

June 24, 2021

APPROVAL OF 2021/22 FINDINGS OF APPORTIONMENT FOR THE TRANSPORTATION DEVELOPMENT ACT (TDA) FUNDS

PREPARED BY: Julie Quinn, Chief Fiscal Officer

ISSUE: Staff is presenting the FY21/22 Transportation Development Act (TDA) apportionments for Board approval. Apportionments are required prior to the approval of claims. Apportionments are allocated to Butte County claimants based on TDA claims in the following board item.

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

The FY21/22 LTF apportionment of \$10,430,136 is based on the Butte County Auditor-Controller's estimate of sales tax revenues for the upcoming year, plus any available fund balance or adjustments for changes in estimate. The FY20/21 estimate of LTF from the County is \$9,530,136. BCAG is including \$900,000 from the estimated fund balance of FY20/21, which is \$250,000 more than the Preliminary Apportionment due to higher-than-expected sales tax revenues in the state.

The State Transit Assistance (STA) apportionment of \$1,530,173 is based on the adopted State budget. There is no change from the Preliminary Apportionment reviewed with the Board in March of 2021. No additional fund balance is included at this time.

BCAG and the Butte County Auditor-Controller receive allocations off the top per the TDA regulations. The Auditor-Controller allocation is increased to \$18,000. The BCAG allocation is increased \$100,000 from the prior year to improve the ratio of fund balance available for planning expenditures, as recommended by the June 30, 2020 audit.

BCAG Board of Directors Meeting – Item #5

June 24, 2021

Page 2

Butte Regional Transit allocation of \$4,262,542 consists of operations funding of \$3,862,542 and \$400,000 of capital funding that is reserved for future capital needs such as bus purchases. Operating funds are determined from the B-Line Budget and Service Plan and are adjusted for any prior year carryover. Capital reserves are determined from the bus replacement schedule.

Allocations totaling \$5,585,594 to the cities, town and county for bike/ped, streets/roads projects are based on January 1, 2021 population estimates from the State Department of Finance, released May 7, 2021. Preliminary Apportionments were based on prior year population estimates. As compared to the January 1, 2020 population estimates, the City of Chico and the Town of Paradise both increased in relation to the Cities of Biggs, Oroville, Gridley, and the unincorporated County population. This shift in population effects the apportionment of TDA as follows:

AGENCY	Population %		
	2020	2021	Change
BUTTE CO	32.16%	29.32%	-2.85%
BIGGS	0.88%	0.85%	-0.03%
CHICO	52.46%	55.01%	2.55%
GRIDLEY	3.04%	3.02%	-0.02%
OROVILLE	9.24%	8.81%	-0.43%
PARADISE	2.20%	2.98%	0.78%

Attached is the Findings of Apportionment for the LTF and STA for FY21/22. Population figures from Department of Finance are included.

STAFF RECOMMENDATION: Staff requests the Board approve the FY21/22 TDA Findings of Apportionment.

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

**STATE TRANSIT ASSISTANCE FUND (STA)
and
LOCAL TRANSPORTATION FUND (LTF)
Fiscal Year 2021/22
Findings of Apportionment**

June 24, 2021

STA - Total Funds = \$ 1,530,173

Jurisdiction	PUC 99313	PUC 99314	2021/22 Allocation	Change in TDA 20-21 Finding
BRT OPERATIONS	\$ 966,943	\$ 77,230	\$ 1,044,173	(22,185)
BRT CAPITAL	\$ 400,000	\$ -	\$ 400,000	400,000
GRIDLEY FLYER	\$ 84,928	\$ 1,072	\$ 86,000	-
TOTAL	1,451,871	\$ 78,302	\$ 1,530,173	\$ 377,815

STA Source: Estimate of State Controller's Office January 2021; plus \$0 Fund Balance

LTF - Total Funds = \$ 10,430,136

Jurisdiction	Population	Pop %	2021/22 Allocation	Change in TDA 20-21 Finding
BCAG	N/A	N/A	\$ 650,000	100,000
BC AUDITOR-CONTROLLER	N/A	N/A	\$ 18,000	3,000
BRT CAPITAL	N/A	N/A	\$ 400,000	(600,000)
BRT OPERATIONS	N/A	N/A	\$ 3,862,542	1,436,782
BUTTE CO	59,414	29.32%	\$ 1,612,249	(54,059)
BIGGS	1,727	0.85%	\$ 46,864	1,240
CHICO	111,490	55.01%	\$ 3,025,374	307,498
GRIDLEY	6,129	3.02%	\$ 166,316	8,603
OROVILLE	17,863	8.81%	\$ 484,728	5,825
PARADISE	6,046	2.98%	\$ 164,063	49,979
TOTAL	202,669	100.00%	\$10,430,136	\$ 1,258,868

LTF Source: Butte County Auditor's Office estimate of \$9,530,136 for FY 21/22 plus \$900,000 Fund Balance

Source: Population - Department of Finance Report E-1 for Jan 1, 2021

FY 21-22 Agency Apportionments for STA and LTF				Change in TDA 20-21 Finding	FY 20/21 Available for Bike, Ped, Streets & Roads
AGENCY	STA	LTF	TOTAL		
BCAG		\$ 650,000	\$ 650,000	\$ 100,000	
BC AUDITOR-CONTROLLER		\$ 18,000	\$ 18,000	\$ 3,000	
BUTTE REGIONAL TRANSIT	\$ 1,444,173	\$ 4,262,542	\$ 5,706,715	\$ 1,214,597	
BUTTE CO		\$ 1,612,249	\$ 1,612,249	\$ (54,059)	\$ 1,666,308
BIGGS		\$ 46,864	\$ 46,864	\$ 1,240	\$ 45,624
CHICO		\$ 3,025,374	\$ 3,025,374	\$ 307,498	\$ 2,717,876
GRIDLEY	\$ 86,000	\$ 166,316	\$ 252,316	\$ 8,603	\$ 243,713
OROVILLE		\$ 484,728	\$ 484,728	\$ 5,825	\$ 478,903
PARADISE		\$ 164,063	\$ 164,063	\$ 49,979	\$ 114,084
TOTAL	\$ 1,530,173	\$ 10,430,136	\$ 11,960,309	\$ 1,636,683	\$ 5,266,508

Change in Funding:		FY 20/21 Finding (Final)	FY 21/22 Finding	Change in TDA
	STA	\$ 1,152,358	1,530,173	\$ 377,815
	LTF	\$ 9,171,268	10,430,136	1,258,868
				\$ 1,636,683
Change in Distribution:	BCAG	\$ 550,000	650,000	\$ 100,000
	BC Auditor	\$ 15,000	18,000	\$ 3,000
	BRT	4,492,118	5,706,715	1,214,597
	Jurisdictions	\$ 5,266,508	5,585,594	319,086
				\$ 1,636,683

BUTTE COUNTY ASSOCIATION
OF GOVERNMENTS



BOARD OF DIRECTORS MEETING
ITEM #6



BCAG BOARD OF DIRECTORS

Item #6 Consent

June 24, 2021

APPROVAL OF AMENDMENT #4 FOR THE 2020/21 OVERALL WORK PROGRAM (OWP) & BUDGET

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 May 1, 2021, for the FY20/21 OWP.

DISCUSSION: Amendment #4 is required by Caltrans to adjust the FHWA Planning (PL) funds to the actual allocation as noticed in the Final FY 20/21 Allocations report from Caltrans. Adjustments are necessary when the final allocation is less than the estimated allocation included in the OWP budget. The FY 20/21 final allocations are based on an assumed 90% obligation authority rate of the federal apportionment amount. This translated to a reduction of \$13,056 in PL funds to Butte County Association of Governments.

The following Work Elements (WE) include adjustments for the reduction of PL funding and other Work Element changes for the identified purposes. The following attachment includes the OWP Budget adjustments by Work Element.

WE 21-101 Outreach, Education and Coordination reflects the required reduction of PL, reduces supplies to zero and increases the Local Transportation Funds to offset the change.

WE 21-123 19/20 SB1 SCS adjusts the current year expenditures for changes to staff time and consultant expense to better align with project activities for the remainder of the fiscal year. These changes will not affect the products or deliverables previously included.

WE 21-215 Paradise Transit Center is added to include the completion of the design work related to development of the Paradise Transit Center to accommodate transit routes between Chico, Paradise and other intra county routing. Recent availability of the *Coronavirus Response and Relief Supplemental Act (CRRSA)* funding has allowed for the accelerated delivery of the final Plans, Specifications and Estimate (PS&E) and construction of the transit center. This work will continue into the fiscal year 2021/22.

BCAG Board of Directors Meeting – Item #6

June 24, 2021

Page 2

Attached is a summary of adjustments to the FY 2020/21 OWP & Budget by work element.

STAFF RECOMMENDATION: Approve Amendment #4 of the FY 2020/21 Overall Work Program & Budget and the OWP Agreement (OWPA).

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

**FISCAL YEAR 2020/21
SUMMARY OF OWP AMENDMENT 4 (OWPA AMENDMENT)**

21-101 Outreach, Education & Coordination			
	PRIOR	AMENDED	NET CHANGE
FHWA PLANNING	76,625	63,569	(13,056)
LTF PLANNING MATCH	9,928	12,984	3,056
TOTAL REVENUE	86,553	76,553	(10,000)
SALARIES & BENEFITS	44,445	44,445	-
INDIRECT	32,108	32,108	0
SUPPLIES	10,000	-	(10,000)
TOTAL EXPENDITURES	86,553	76,553	(10,000)

21-123 19/20 SB1 SCS			
	PRIOR	AMENDED	NET CHANGE
19/20 SB1- Carryover to 20/21	136,448	136,448	-
19/20 SB1- for use in 21/22	(83,779)	(76,657)	7,122
LTF PLANNING MATCH- Carryover 20/21	17,679	17,679	-
LTF PLANNING MATCH- for FY21/22	(10,855)	(9,932)	923
TOTAL REVENUE	59,493	67,538	8,045
SALARIES & BENEFITS	15,962	23,962	8,000
CONSULTANTS	32,000	26,266	(5,734)
INDIRECT	11,531	17,310	5,779
TOTAL EXPENDITURES	59,493	67,538	8,045

21-215 Paradise Transit Center			
	PRIOR	AMENDED	NET CHANGE
CMAQ	-	30,000	30,000
TOTAL REVENUE	-	30,000	30,000
CONSULTANTS	-	30,000	30,000
TOTAL EXPENDITURES	-	30,000	30,000

NET CHANGE IN BUDGET REVENUE:	PRIOR	AMENDED	NET CHANGE
FHWA PLANNING	\$ 1,057,573	1,044,517	(13,056)
19-20 SB1 (adjust current/future use)	\$ 136,448	136,448	-
CMAQ	\$ -	30,000	30,000
LTF PLANNING MATCH	\$ 549,959	553,015	3,056

NET BUDGET REVENUE CHANGE	\$ 20,000
PREVIOUS OWP REVENUE- Amendment 3	4,573,718
Amended Total Programmed	4,593,718
Less amounts programmed for future years	(86,589)

AMENDED TOTAL OWP REVENUE \$ 4,507,129

SALARIES	\$ 1,798,843	1,806,843	8,000
INDIRECT	\$ 1,299,487	1,305,266	5,779
SERVICES & SUPPLIES	\$ 2,630,618	2,644,884	14,266

NET BUDGET EXPENDITURE CHANGE \$ 28,045
PREVIOUS OWP EXPENDITURES- Amendment 3 4,479,084

AMENDED TOTAL OWP EXPENDITURES \$ 4,507,129

BUTTE COUNTY ASSOCIATION
OF GOVERNMENTS



BOARD OF DIRECTORS MEETING
ITEM #7



BCAG BOARD OF DIRECTORS

Item #7 Action

June 24, 2021

APPROVAL OF 2021/22 UNMET TRANSIT NEEDS ASSESSMENT AND FINDINGS

PREPARED BY: Jim Peplow, Senior Planner

ISSUE: BCAG is required to prepare an annual Unmet Transit Needs Assessment as the administrator of Transportation Development Act (TDA) funds for Butte County.

DISCUSSION: Each year, BCAG must identify any public unmet transit needs that may exist in Butte County in order to receive state funding. If unmet transit needs are found, a further determination must be made as to whether those needs are reasonable to meet. All unmet transit needs that are reasonable to meet must be satisfied before TDA funds are expended for non-transit uses, such as streets and roads.

Testimony was collected during a 30-day outreach period in February and March 2021 where the public was invited to provide input via mail, email, phone, as well as an online comment from on the B-Line web site. This outreach period culminated with a public hearing before the BCAG Board of Directors. This 30-day period to gather comments, along with the final public hearing, was promoted in local newspapers, on all transit buses and on the Internet at both the BCAG and B-Line web site, as well as on the Butte Regional Transit Facebook page. In addition, the notice was emailed to community social service agencies.

After comments were received, they were compiled into an analysis report. Linked below, for the Board's review, is the Draft *Unmet Transit Needs Assessment – 2021/22*. The Assessment examines transit dependent groups, adequacy of existing transit services, a detailed summary of the public testimony received during this year's outreach process, and staff's analysis of whether the testimony meets the definitions of unmet transit needs and reasonable to meet. The Assessment can be viewed on the B-Line web site at: <http://www.blinetransit.com/Resources/Unmet-Transit-Needs-Process/index.html>

The Assessment has been reviewed by the Social Services Transportation Advisory Council (SSTAC), which provides a recommendation for Unmet Transit Needs Findings to the BCAG Board of Directors. At the June 7, 2021 SSTAC meeting, the council unanimously supported staff's recommendation, outlined in further detail below. At the

BCAG Board of Directors Meeting – Item #7

June 24, 2021

Page 2

SSTAC meeting, there was also significant discussion about the need for non-emergency medical transportation within Butte County. This is a separate service than what Butte Regional Transit provides and will require additional study. Staff will present an information item about this at the next Board meeting.

Based on the testimony and analysis using the adopted definitions of “unmet transit needs” and “reasonable to meet”, the BCAG Board of Directors is **required** to make one of three findings:

1. There are no unmet transit needs,
2. There are no unmet transit needs that are reasonable to meet,
3. There are unmet transit needs, including needs that are reasonable to meet.

STAFF RECOMMENDATION: Based on the testimony received and on staff’s analysis with the adopted definitions of unmet transit needs and reasonable to meet, BCAG staff and the Social Services Transportation Advisory Council (SSTAC) are recommending that the following finding be made by the BCAG Board of Directors:

There are no unmet transit needs that are reasonable to meet.

Staff further recommends the Board adopt the Unmet Transit Needs Assessment and Findings for the 2021/22 fiscal year by Resolution 2021/22-15.

Key staff: Jim Peplow, Senior Planner
 Cheryl Massae, Human Resource Manager
 Victoria Proctor, Administrative Assistant



**BUTTE COUNTY ASSOCIATION OF GOVERNMENTS
RESOLUTION NO 2020-21-15**



**RESOLUTION OF THE BUTTE COUNTY ASSOCIATION OF GOVERNMENTS
MAKING FINDINGS REGARDING UNMET TRANSIT NEEDS AFFECTING FISCAL
YEAR 2021-2022**

WHEREAS, Public Utilities Code Section 99401.5 requires that prior to making any allocation of Transportation Development Act funds not directly for public transportation purposes, that any unmet transit needs that are reasonable to meet shall be funded;

WHEREAS, the Butte County Association of Governments has adopted definitions of “unmet transit needs” and “reasonable to meet”;

WHEREAS, Public Utilities Code Section 99401.5 specifically describes the procedures required prior to making the unmet transit needs findings;

WHEREAS, the Butte County Association of Governments has complied with all required procedures, including establishment and consultation with the Social Services Transportation Advisory Council, preparation of an Unmet Transit Needs Assessment, and the solicitation of public input, including a public hearing;

WHEREAS, the Butte County Association of Governments is required to make one of three findings:

1. There are no unmet transit needs,
2. There are no unmet transit needs that are reasonable to meet,
3. There are unmet transit needs, including needs that are reasonable to meet;

WHEREAS, it has been determined that **there are no unmet transit needs that are reasonable to meet** for B-Line fixed route service;

NOW THEREFORE BE IT RESOLVED that based on the definitions of “unmet transit needs” and “reasonable to meet” adopted by the Board of Directors on October 23, 2003 and the 2021/2022 Unmet Transit Needs Assessment, and in accordance with the recommendation of the Social Services Transportation Advisory Council, the Butte County Association of Governments finds that there are no unmet transit need that are reasonable to meet for B-Line fixed route service.

PASSED AND ADOPTED by the Butte County Association of Governments on the 24th day of June 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

BUTTE COUNTY ASSOCIATION
OF GOVERNMENTS



BOARD OF DIRECTORS MEETING
ITEM #8



BCAG BOARD OF DIRECTORS

Item #8 Action

June 24, 2021

APPROVAL OF FUNDING TO STUDY NON-EMERGENCY MEDICAL TRANSPORTATION SERVICE IN BUTTE COUNTY

PREPARED BY: Andy Newsum, Deputy Director

ISSUE: Non-Emergency Medical (NEMT) Transportation for individuals not qualifying for ADA or Dial-a-Ride service are not widely supported services in Butte County.

DISCUSSION: During the preparation of past and current annual Unmet Transit Needs Assessments for the administration of Transportation Development Act (TDA) funds in Butte County, the lack of these services has been brought to the attention of staff by Social Services Transportation Advisory Committee (SSTAC) members, members of the public and social service providers. The issue does not technically meet the criteria under which unmet transit needs are evaluated according to TDA statute; however, it is an issue that requires investigation.

Non-Emergency Medical Transportation (NEMT) is typically defined as transportation by ambulance, wheelchair van, or other modified vehicle for those who cannot use public or private transportation to get to medical related appointments.

B-Line currently provides ADA and Dial-A-Ride to individuals meeting criteria that support physician certified disabilities, meet minimum age limits, and live within a geographic location that is served. Individuals meeting criteria can receive intercity service through “interlining” with the fixed route system. A successful example would be as follows:

An individual (meeting the criteria) needs to get from Paradise to an appointment in Chico. That individual would get a ride from their home in Paradise to a fixed route stop, take the fixed route to the closest point of their destination, then be picked up and delivered to their destination in Chico. The process would be repeated to return home.

Over time and with significant changes and impacts following the Camp Fire and COVID, shortfalls in the current system have been exasperated. There is a growing and

BCAG Board of Directors Meeting – Item #8

June 24, 2021

Page 2

aging population of people living in the more extreme locations of Butte County that are becoming impacted by existing or changing constraints:

- 1) The geographic location of where they live creates service exclusions.
- 2) Limited or non-existent connections to destinations through use of current system is less than ideal.
- 3) Physician referrals to Chico are being denied and re-directed to Oroville, Yuba City and other out of county areas.

Staff believes the issue has evolved to a point that a detailed study is needed to better define the issue and identify possible solutions. The primary concerns are the ability to sustainably support the solution with the necessary infrastructure, funding, and resources. Staff is engaged with consultants performing route analysis for our current fixed route system and has communicated they have the expertise to provide analysis of NEMT topics. Unallocated Federal Transit Administration (FTA) grant and LTF funding is available to support the required study.

STAFF RECOMMENDATION: Staff recommends the Board approve the use of unallocated FTA grant funding and/or LTF up to \$50,000 for the purpose of studying the definition and propose solutions to address the NEMT needs in Butte County.

Key staff: Jon Clark, Executive Director
 Andy Newsum, Deputy Director
 Jim Peplow, Senior Planner
 Sara Cain, Associate Senior Planner
 Cheryl Massae, Human Resource Manager
 Victoria Proctor, Administrative Assistant

BUTTE COUNTY ASSOCIATION
OF GOVERNMENTS



BOARD OF DIRECTORS MEETING
ITEM #9



BCAG BOARD OF DIRECTORS

Item #9 Action

June 24, 2021

ACCEPTANCE OF SB 743 IMPLEMENTATION STUDY

PREPARED BY: Brian Lasagna, Regional Analyst

ISSUE: California's Senate Bill (SB) 743, signed in 2013, put forth a process to change the way transportation impacts are analyzed under CEQA. California's Office of Planning and Research (OPR) has released guidelines recommending that Vehicle Miles of Travel (VMT) replace Level of Service (LOS) in analyzing transportation impacts.

DISCUSSION: In response to SB 743 legislation affecting member jurisdiction CEQA analyses, BCAG staff has completed the development of the *BCAG SB 743 Implementation Study* for the Butte County region. The purpose of the study is to provide guidelines for implementation of SB 743 in the region, with the goal of providing member jurisdictions and CEQA lead agencies with data, planning methods, and applicable travel demand management (TDM) strategies for the transition to VMT as the preferred transportation analysis metric required under SB 743.

Background

On September 27, 2013, Governor Jerry Brown signed SB 743 into law and started a process intended to change transportation impact analysis as part of CEQA compliance. These changes include elimination of auto delay, level of service (LOS), and other similar measures of vehicular capacity or traffic congestion as a basis for determining significant impacts for land use projects. Further, parking impacts will no longer be considered significant impacts on the environment for select development projects within infill areas served by frequent transit service. According to the legislative intent contained in SB 743, these changes to current practice were necessary to, "*More appropriately balance the needs of congestion management with statewide goals related to infill development, promotion of public health through active transportation, and reduction of greenhouse gas emissions.*" This includes better aligning CEQA with the state's climate and air quality goals, including California's greenhouse gas (GHG) reduction target of 40 and 80 percent below 1990 levels by 2030 and 2050, respectively.

As of July 1, 2020, lead agencies, under CEQA, must select VMT analysis methodologies, establish VMT thresholds for transportation impacts, and determine what mitigation strategies are most feasible for land use development projects.

BCAG Board of Directors Meeting – Item #9

June 24, 2021

Page 2

BCAG SB 743 Implementation Study

The roll-out of SB 743 implementation by the state has generally been unclear and has led to confusion by many lead agencies. This study is intended to help provide clarity and identify a variety of implementation tools for member jurisdictions and other CEQA lead agencies in the region to use when establishing their own thresholds and measures to meet the requirements of SB 743.

Over the past six months, BCAG staff has coordinated the development of the study with consultants Fehr & Peers, Caltrans, and BCAG member jurisdiction planning and public works staff.

A complete copy of the final BCAG SB 743 Implementation Study is available online at http://www.bcag.org/documents/planning/SB%20743%20Study/BCAG-SB-743-Draft-Document-Package_BCAG-Updates.pdf

The final document includes the following information for local CEQA lead agencies:

- Overview of SB 743 Requirements and a Review of Existing Plans and Policies
- Identification of VMT Methodologies and Data
- Identification of Potential VMT Thresholds applicable to the BCAG region
- Case Study Evaluations of Four Land Use Projects
- Local Plan and Policy Recommendations
- Identification of Applicable VMT Mitigation Measures Including Transportation Demand Management (TDM) Strategies

In addition, the project consultant has made improvements to the regional travel demand model and developed an online screening tool to assist local CEQA lead agencies in preparing the analysis required under SB 743.

BCAG will maintain an ongoing contract with CSU, Chico to house and maintain the Screening Tool and the SB 743 Travel Model will be updated with each new Regional Transportation Plan (next RTP expected in December 2024) and made available via a request form along with the associated GIS data. The SB 743 Implementation Study document will be available on BCAG's website. BCAG will not be available to prepare project or plan specific VMT analysis using the new SB 743 travel models. Local CEQA lead agencies will need to consider preparing the analysis in-house or by utilizing a consultant with experience in SB 743 related VMT analysis.

Moving forward, each local lead agency will need to adopt SB 743 thresholds specific to their jurisdiction and develop a mitigation strategy. In addition, local agencies may want to consider taking advantage of CEQA streamlining for VMT impact analysis when updating local land use plans.

BCAG Board of Directors Meeting – Item #9

June 24, 2021

Page 3

David Robinson, with Fehr & Peers, will provide an overview of the project. Following the presentation, BCAG staff is recommending the BCAG Board accept the final study.

STAFF RECOMMENDATION: BCAG staff is recommending the BCAG Board accept the Final BCAG SB 743 Implementation Study.

Key Staff: Chris Devine, Planning Manager
Brian Lasagna, Regional Analyst
Andy Newsum, Deputy Director
Jon Clark, Executive Director

BUTTE COUNTY ASSOCIATION
OF GOVERNMENTS



BOARD OF DIRECTORS MEETING
ITEM #10



BCAG BOARD OF DIRECTORS

Item #10 Information

June 24, 2021

BUTTE REGIONAL TRANSIT (B-LINE) QUARTERLY PROGRESS REPORT FOR THE 3rd QUARTER OF 2020/21 FY

PREPARED BY: Jim Peplow, Senior Planner

ISSUE: Staff is presenting key financial and statistical results for Butte Regional Transit for the third quarter of fiscal year 20/21.

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

In comparing operations to the prior year, the greatest difference is the reduced ridership due to the COVID-19 virus. The third quarter of 2019/20 was mostly unaffected by the pandemic, where 2020/21 was still fully affected. The reduction in ridership has had a significant impact on fare revenues in all systems, especially the on-demand paratransit systems. In addition, California State University Chico renegotiated their contract from a flat fee based on past years level of ridership to a current ridership basis, which reduces the annual fixed route fares by more than \$300,000.

While the overall loss of fares will prevent each system from meeting the farebox ratios for the year, the California Assembly passed AB90 that provides an exemption to the Transportation Development Act (TDA) requirement for 2021. Also, lost fare revenues can be covered with remaining federal CARES Act funding and possibly CRRSA Act funding.

Fixed route budgeted service hours for the year were reduced only slightly to account for certain routes that service the university areas. The budgeted service for paratransit was reduced by roughly 30% for rural paratransit and 15% for urban paratransit. Actual demand for paratransit service through the third quarter has been less than anticipated, though the fourth quarter shows signs of picking up.

Performance by service type:

Rural Fixed Route is currently operating at a farebox ratio of 9.7%. Ridership for the quarter was down 49.0% from prior year quarter, while service hours are down 8.2%. Fare revenue is down 39% from the prior year. Operating costs are lower than budgeted expectations at 69% of annual budget.

Urban Fixed Route is currently operating at a farebox ratio of 6.6%. Ridership for the quarter was down 59.4% from prior year quarter, while service hours are down 6.6%. Fare revenue is down 63% from the prior year. Operating costs are close to budget expectations at 73% of annual budget.

Rural Paratransit is currently operating at a farebox ratio of 5.2%. Ridership for the quarter was down 50.5% from prior year quarter, while service hours are down 32.1%. Fare revenue is down 62% from the prior year. Operating costs are lower than budget expectations at 60% of annual budget.

Urban Paratransit is currently operating at a farebox ratio of 6.2%. Ridership for the quarter was down 62.4% from prior year quarter, while service hours are down 46.8%. Fare revenue is down 64% from the prior year. Operating costs are significantly lower than budget expectations at 49% of annual budget.

Overall – There was one accident in the 330,452 miles driven in the quarter. The established standard is one accident for every 80,000 miles. There were two complaints in the quarter which is within reason for the number of passengers served.

STAFF RECOMMENDATION: This item is presented for information only.

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

Butte Regional Transit
3rd Quarter Financial Report
Fiscal Year 2020/21

Rural Fixed Route				
19/20 Q3	% of 19/20	20/21 Annual	20/21 Q3	% of 20/21
Actual to Date	Budget	Budget	Actual to Date	Budget

Urban Fixed Route				
19/20 Q3	% of 19/20	20/21 Annual	20/21 Q3	% of 20/21
Actual to Date	Budget	Budget	Actual to Date	Budget

Passenger Fares	\$ 343,783	66%	\$ 371,037	\$ 209,344	56%	\$ 574,921	66%	\$ 589,443	\$ 214,274	36%
Other Income	\$ 1,146,518	45%	\$ 2,741,001	\$ 720,438	26%	\$ 1,219,666	36%	\$ 3,861,005	\$ 548,671	14%
Total Income	<u>\$ 1,490,301</u>	49%	<u>\$ 3,112,038</u>	<u>\$ 929,782</u>	30%	<u>\$ 1,794,587</u>	43%	<u>\$ 4,450,448</u>	<u>\$ 762,945</u>	17%
Operator Expense	\$ 1,160,637	67%	\$ 1,749,664	\$ 1,323,171	76%	\$ 2,318,900	76%	\$ 3,314,934	\$ 2,650,124	80%
Fuel Expense	\$ 303,135	65%	\$ 446,000	\$ 225,749	51%	\$ 240,815	54%	\$ 386,000	\$ 181,070	47%
Other Operating	\$ 243,353	52%	\$ 507,414	\$ 303,267	60%	\$ 352,599	76%	\$ 486,474	\$ 251,040	52%
Facility Operations	\$ 93,607	69%	\$ 158,760	\$ 102,911	65%	\$ 81,397	69%	\$ 129,600	\$ 84,009	65%
Services & Supplies	\$ 1,800,732	64%	\$ 2,861,838	\$ 1,955,098	68%	\$ 2,993,711	73%	\$ 4,317,008	\$ 3,166,243	73%
Admin Charges	\$ 269,672	108%	\$ 250,200	\$ 192,153	77%	\$ 143,825	108%	\$ 133,440	\$ 102,259	77%
Total Expense	<u>\$ 2,070,404</u>	68%	<u>\$ 3,112,038</u>	<u>\$ 2,147,251</u>	69%	<u>\$ 3,137,536</u>	74%	<u>\$ 4,450,448</u>	<u>\$ 3,268,502</u>	73%
Farebox Ratio	<u>16.6%</u>		<u>11.9%</u>	<u>9.7%</u>		<u>18.3%</u>		<u>13.2%</u>	<u>6.6%</u>	
Revenue Hours	16,831		22,384	16,070	72%	33,626		42,409	31,895	75%
Annual Passengers	153,436			66,744	(86,692)	508,908			167,237	(341,671)
Annual Pass/Rev Hr	9.1			4.2		15.1			5.2	

Notes:

Other Income includes: Payments from jurisdictions, FTA grants, Interest, Proceeds from Sales, other miscellaneous income.

~Jurisdiction revenue can vary due to timing of booking carryover credits.

~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
3rd Quarter Financial Report
Fiscal Year 2020/21

	Rural Paratransit					Urban Paratransit				
	19/20 Q3 Actual to Date	% of 19/20 Budget	20/21 Annual Budget	20/21 Q3 Actual to Date	% of 20/21 Budget	19/20 Q3 Actual to Date	% of 19/20 Budget	20/21 Annual Budget	20/21 Q3 Actual to Date	% of 20/21 Budget
Passenger Fares	\$ 62,316	72%	\$ 44,000	\$ 23,914	54%	\$ 183,844	77%	\$ 114,688	\$ 65,471	57%
Other Income	\$ 776,908	101%	\$ 728,427	\$ 661,097	91%	\$ 1,269,655	64%	\$ 2,057,424	\$ 509,038	25%
Total Income	<u>\$ 839,224</u>	98%	<u>\$ 772,427</u>	<u>\$ 685,011</u>	89%	<u>\$ 1,453,499</u>	65%	<u>\$ 2,172,112</u>	<u>\$ 574,509</u>	26%
Operator Expense	\$ 498,834	66%	\$ 625,326	\$ 386,221	62%	\$ 1,440,428	81%	\$ 1,750,914	\$ 836,847	48%
Fuel Expense	\$ 50,761	98%	\$ 75,000	\$ 16,615	22%	\$ 121,531	76%	\$ 170,000	\$ 52,378	31%
Other Operating	\$ 25,383	68%	\$ 47,481	\$ 39,838	84%	\$ 108,189	62%	\$ 157,818	\$ 101,577	64%
Facility Operations	\$ 4,070	69%	\$ 6,480	\$ 4,200	65%	\$ 24,420	69%	\$ 29,160	\$ 18,902	65%
Services & Supplies	\$ 579,048	68%	\$ 754,287	\$ 446,873	59%	\$ 1,694,568	79%	\$ 2,107,892	\$ 1,009,704	48%
Admin Charges	\$ 8,171	92%	\$ 18,140	\$ 12,968	71%	\$ 64,548	90%	\$ 64,220	\$ 45,482	71%
Total Expense	<u>\$ 587,219</u>	68%	<u>\$ 772,427</u>	<u>\$ 459,841</u>	60%	<u>\$ 1,759,116</u>	79%	<u>\$ 2,172,112</u>	<u>\$ 1,055,186</u>	49%
Farebox Ratio	<u>10.6%</u>		<u>5.7%</u>	<u>5.2%</u>		<u>10.5%</u>		<u>5.3%</u>	<u>6.2%</u>	
Revenue Hours	7,017		8,000	4,693	59%	20,918		22,400	10,162	45%
Annual Passengers	22,676			10,578	(12,098)	71,804			23,882	(47,922)
Annual Pass/Rev Hr	3.2			2.3		3.4			2.4	

Notes:

Other Income includes: Payments from jurisdictions, FTA grants, Interest, Proceeds from Sales, other miscellaneous income.

~Jurisdiction revenue can vary due to timing of booking carryover credits.

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

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

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

RURAL FIXED ROUTE

Quarter	Passengers			Vehicle Revenue Hours			Passengers per Revenue Hr		
	19/20	20/21	change	19/20	20/21	change	19/20	20/21	change
1st	57,048	22,728	-60.2%	5,609	5,566	-0.8%	10.2	4.1	-59.9%
2nd	54,992	22,907	-58.3%	5,611	5,353	-4.6%	9.8	4.3	-56.3%
3rd	41,396	21,109	-49.0%	5,611	5,151	-8.2%	7.4	4.1	-44.5%
4th	23,224			5,273			4.4		

URBAN FIXED ROUTE

Quarter	Passengers			Vehicle Revenue Hours			Passengers per Revenue Hr		
	19/20	20/21	change	19/20	20/21	change	19/20	20/21	change
1st	171,680	53,976	-68.6%	10,884	10,645	-2.2%	15.8	5.1	-67.9%
2nd	197,665	56,579	-71.4%	11,507	10,686	-7.1%	17.2	5.3	-69.2%
3rd	139,596	56,682	-59.4%	11,309	10,564	-6.6%	12.3	5.4	-56.5%
4th	46,501			9,791			4.7		

RURAL PARATRANSIT

Quarter	Passengers			Vehicle Revenue Hours			Passengers per Revenue Hr		
	19/20	20/21	change	19/20	20/21	change	19/20	20/21	change
1st	8,138	3,596	-55.8%	2,442	1,587	-35.0%	3.3	2.3	-32.0%
2nd	7,758	3,623	-53.3%	2,339	1,588	-32.1%	3.3	2.3	-31.2%
3rd	6,780	3,359	-50.5%	2,236	1,518	-32.1%	3.0	2.2	-27.0%
4th	3,365			1,358			2.5		

URBAN PARATRANSIT

Quarter	Passengers			Vehicle Revenue Hours			Passengers per Revenue Hr		
	19/20	20/21	change	19/20	20/21	change	19/20	20/21	change
1st	25,414	7,710	-69.7%	7,273	3,198	-56.0%	3.5	2.4	-31.0%
2nd	24,769	8,049	-67.5%	7,085	3,473	-51.0%	3.5	2.3	-33.7%
3rd	21,621	8,123	-62.4%	6,560	3,491	-46.8%	3.3	2.3	-29.4%
4th	6,037			3,094			2.0		

PREVENTABLE ACCIDENTS

Qtr-FY	Accidents	Miles	Ratio (1 per x)
3-20/21	1	330,453	330,452
2-20/21	0	337,832	n/a
1-20/21	0	337,879	n/a
4-19/20	0	285,954	n/a

VALID PASSENGER COMPLAINTS

Complaint	Rides	Ratio (1 per x)
2	89,247	44,623
3	91,332	30,443
8	118,811	14,850
1	79,127	79,126

BUTTE COUNTY ASSOCIATION
OF GOVERNMENTS



BOARD OF DIRECTORS MEETING
ITEM #11



BCAG BOARD OF DIRECTORS

Item #11 Information

June 24, 2021

SOCIAL SERVICES TRANSPORTATION ADVISORY COUNCIL (SSTAC) RECRUITMENT OF MEMBERS FOR FY 2021/22

PREPARED BY: Victoria Proctor, Administrative Assistant

ISSUE: The Transportation Development Act (TDA) requires that BCAG have a Social Services Transportation Advisory Council (SSTAC). The main priority of the SSTAC is to annually participate in the identification of unmet transit needs within Butte County.

DISCUSSION: The SSTAC meets at least one time per year to review and recommend action, via the Transit Needs Assessment, to the Regional Transportation Planning Agency (RTPA) as part of the annual Unmet Transit Needs process. Council members can also advise the RTPA on any other major transit issues that may arise.

According to TDA guidelines, the SSTAC shall consist of representatives from several categories filling three-year terms, with one-third of the membership coming to the end of their term each year. There are no limits on the length of time an appointee can serve on the SSTAC, so at the end of one's term the member can reapply and be reappointed for an additional three-year term. Terms will coincide with the Fiscal Year.

In order to open up the membership to as broad a demographic and geographical range as possible, staff has placed posters in all of the fixed route and paratransit buses, sent out a press release to local news and radio agencies, reached out to local social services agencies, retirement centers, independent living centers, posted on the BCAG and B-Line websites, and Facebook pages. For the FY 2021/22 appointments the deadline to apply is June 30, 2021. Applications are available from the BCAG office or online at <http://www.bcag.org/About-BCAG/Commitees/SSTAC/index.html>

The TDA defined categories that are required to be filled are:

- potential transit user who is 60 years of age or older
- potential transit user who is disabled
- representatives of the local social service providers for seniors.
- representatives of local social service providers for the disabled.
- representative of social service provider for persons of limited means
- representatives from the local consolidated transportation service agency

BCAG Board of Directors Meeting – Item #11

June 24, 2021

Page 2

- at-large appointment by BCAG Board Member

This information is being presented to inform the BCAG Board Members of the recruitment process and the responsibilities of the SSTAC, and to solicit potential candidates. It is anticipated that staff will bring the final appointments to the Board for consideration at its August meeting.

REQUESTED ACTION: This item is for information only. No action is requested.

Key staff: Cheryl Massae, Human Resources Manager
Jim Peplow, Senior Transit Planner
Victoria Proctor, Administrative Assistant