

Butte County Association of Governments

Unmet Transit Needs Assessment – 2009/2010



..... Adopted: February 26, 2009

*For information or questions regarding this assessment, please
contact Butte County Association of Governments*

TABLE OF CONTENTS

CHAPTER 1: INTRODUCTION	1
Executive Summary.....	1
Requirements.....	2
Background.....	2
CHAPTER 2: DEMOGRAPHIC INFORMATION.....	3
Transit Dependent Groups.....	3
Demographic Data.....	3
Transit Dependency Indicators in Butte County.....	4
CHAPTER 3: ADEQUACY OF EXISTING TRANSIT SERVICES	6
Overview	6
Description of Local Public Transit Services	6
FY 2009/10 B-Line Service Plan.....	6
Days and Hours of Operation and Fleet Requirement	11
Estimated Annual Fixed Route Vehicle Service Hours.....	13
B-Line Paratransit	14
Description of Other Transportation Services Available in Butte County.....	14
Adequacy of Transit Service for Transit Dependent Groups.....	15
CHAPTER 4: COMMUNITY OUTREACH	16
CHAPTER 5: ANALYSIS OF COMMENTS RECEIVED	17
Definitions of “Unmet Transit Needs” and “Reasonable to Meet”	17
Comments that are NOT defined as an “Unmet Need”	18
Analysis Requirements and Assumptions.....	18
Analysis of Public Testimony.....	19
CHAPTER 6: UNMET TRANSIT NEEDS FINDINGS AND RECOMMENDATIONS ...	31
Summary of Findings.....	31
Social Service Transportation Advisory Council Review	31
Recommendations.....	32
TABLE OF APPENDICES	33

Introduction

Executive Summary, Requirements and Background

Executive Summary

Each year, pursuant to the California state Transportation Development Act (TDA) law, the Butte County Association of Governments (BCAG) must identify any unmet public 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 or not those needs are reasonable to meet.

The purpose of the Unmet Transit Needs Assessment is to document these needs and findings and identify the process in which Butte County Association of Governments (BCAG) conducted this assessment for Butte County.

BCAG is the Regional Transportation Planning Agency (RTPA) for Butte County, as designated by the Secretary of the Business Transportation & Housing Agency for the State of California. Since July 2005, BCAG has also been the administrator and operator for Butte Regional Transit, "B-Line", a consolidated public transit system serving the cities, town and county. The RTPA and transit agency are two separate functions of BCAG, with separate staff and separate budgets. The BCAG Joint Powers Agreement was amended to officially consolidate all administrative and operating responsibilities for public transit under the BCAG Board.

As a result of the consolidation, changes to routes and fare structures better serve Butte County residents by improved service with timed transfers and consistent headways for ease of use, elimination of duplication between systems, a uniform fare structure and comprehensive customer service.

Prior to approving the service plan and fare structure, BCAG underwent an extensive outreach process by holding public hearings to solicit public comments regarding the new B-Line. To this date BCAG is continuing its educational outreach efforts with workshops throughout the fiscal year. BCAG recognizes that the consolidated transit system is young and may require adjustments to the operations; most public input has been very positive.

In addition, based on public feedback during the Unmet Transit Needs workshops and public transit comment cards received, BCAG evaluates the system on an ongoing basis. As a result of the feedback received since the consolidation took effect, BCAG has continued to implement changes as able to, including some significant route changes which took effect on November 5, 2006. This was the result of BCAG's outreach effort and feedback from the public. Instead of waiting to implement changes at the beginning of the next fiscal year, as a

consolidated system, BCAG is able to respond more efficiently. The goal of these changes was to add additional transit runs where possible and to modify the existing operations for some locations for improved service and connectivity. This monitoring and feedback also led to revisions on several routes in April 2008. BCAG will continue to evaluate the system as public feedback is received and ridership data becomes available.

In August 2007, the entire fleet of B-Line fixed route vehicles was equipped with electronic validating fareboxes. The data captured from these fareboxes allows for more comprehensive ridership analyses. Additional improvements slated for B-Line include equipping the entire fleet with AVL/GPS and security cameras during the 2009/10 fiscal year. This will allow for better tracking of vehicles, leading to a more efficient system.

Recommendation for FY 2009/10

After consideration of all testimony received during the 2009/10 fiscal year Unmet Transit Needs process, BCAG finds that the following is an Unmet Transit Needs that is Reasonable to Meet:

Addition of one earlier weekday run from Oroville to Chico

Requirements

State law, as presented in the Transportation Development Act, requires BCAG to ensure that reasonable needs are met before TDA funds can be used for non-transit purposes.

In conducting the annual transit needs assessment, BCAG's role is to perform the following:

- 1) Establish and consult with the Social Services Transportation Advisory Council.
- 2) Assess the size and location of groups likely to be transit-dependent or transit-disadvantaged; such as the elderly, disabled and persons of limited means.
- 3) Assess the adequacy of existing public transportation services or the potential for new service to meet the needs of these groups.
- 4) Hold at least one unmet transit needs hearing to gather comments on needs that exist.
- 5) Adopt findings about unmet transit needs by the Butte County Association of Governments Board of Directors.

Background

The Transportation Development Act (TDA) was signed by the Governor on November 4, 1971 and became effective July 1, 1972. Several bills have amended the TDA over time. The TDA provides a State funding source for use by local jurisdictions at the county level to improve existing public transportation and encourage regional public transportation coordination.

In Butte County, this source can also provide funding for local street and road projects when certain conditions are met. The main purpose and priority of TDA, however, is to provide funding for public transportation. Even though BCAG's Unmet Transit Needs findings are made on an annual basis, the assessment process continues throughout the year. Comment cards are placed on all buses and telephone calls and e-mails are received and recorded throughout the year.

Chapter 2

Demographic Information

Transit Dependent Groups and Demographic Data

Transit Dependent Groups

As per the Public Utilities Code Section 99401.5, an annual assessment is required to determine the size and distribution of groups likely to be transit-dependent or transit-disadvantaged. Transit dependency is generally defined as dependency upon public or private transportation services by persons that are either unable to operate a vehicle, or do not have access to a vehicle. The elderly, youth, persons with disabilities, and low-income households are more likely to be transit-dependent than the general population.

For the purposes of this document:

- Elderly are considered to be individuals age 65 years old and older
- Persons of limited means are considered to be those with incomes below the poverty threshold as defined by the federal government.

Demographic Data

The determination of the size and location of identifiable groups likely to be transit dependent is based on information currently available from the 2000 census as well as 2008 population estimates. BCAG is the U.S. Census designated Affiliate Data Center for Butte County. This data is important to this analysis because studies have shown that age and income have a high correlation with automobile usage and transit dependency. Persons age 65 and over as well as youth are separated as a subset of the total population figures. These individuals are more likely to use transit services based solely on their age and also qualify for reduced fares.

Table 1: TRANSIT DEPENDENT INDICATORS

Census Designated Places	Population 2000*	Persons: Age 65+*	Persons: Age 5-19*	Percentage of Population Ages 5-19 and 65 and above	Percentage Families Below Poverty Level**
<i>Biggs</i>	1,793	188	537	40%	11.7%
<i>Butte County</i>	203,171	32,056	39,750	35%	12.2%
<i>Concow</i>	1,095	199	196	36%	8.3%
<i>Durham</i>	5,220	678	1,141	35%	4.2%
<i>Chico</i>	59,954	5,932	10,606	28%	12.7%
<i>Chico Urbanized Area</i>	89,221	9,662	16,375	29%	10.5%
<i>Gridley</i>	5,382	857	1,332	41%	19.5%
<i>Magalia</i>	10,569	2,902	1,864	45%	9.2%
<i>Oroville East</i>	8,680	2,423	1,375	44%	4.6%
<i>Oroville South</i>	7,695	951	2,199	41%	25.6%
<i>Oroville</i>	13,004	1,908	3,289	40%	26.2%
<i>Thermalito</i>	6,045	925	1,499	41%	20.2%
<i>Palermo</i>	5,720	901	1,341	39%	19.3%
<i>Paradise</i>	26,408	7,175	4,288	43%	9.7%

*2000 Census Short Form Data (100% Data)

**2000 Census Long Form Data (Sample Data)

Source: B.C.A.G. Regional Data Collection Center for U.S. Department of Census

Transit Dependency Indicators in Butte County

The purpose of this table is to document population percentages in census designated places in Butte County that have groups that are transit dependent and transit disadvantaged. This information will help BCAG with its ongoing transit planning efforts.

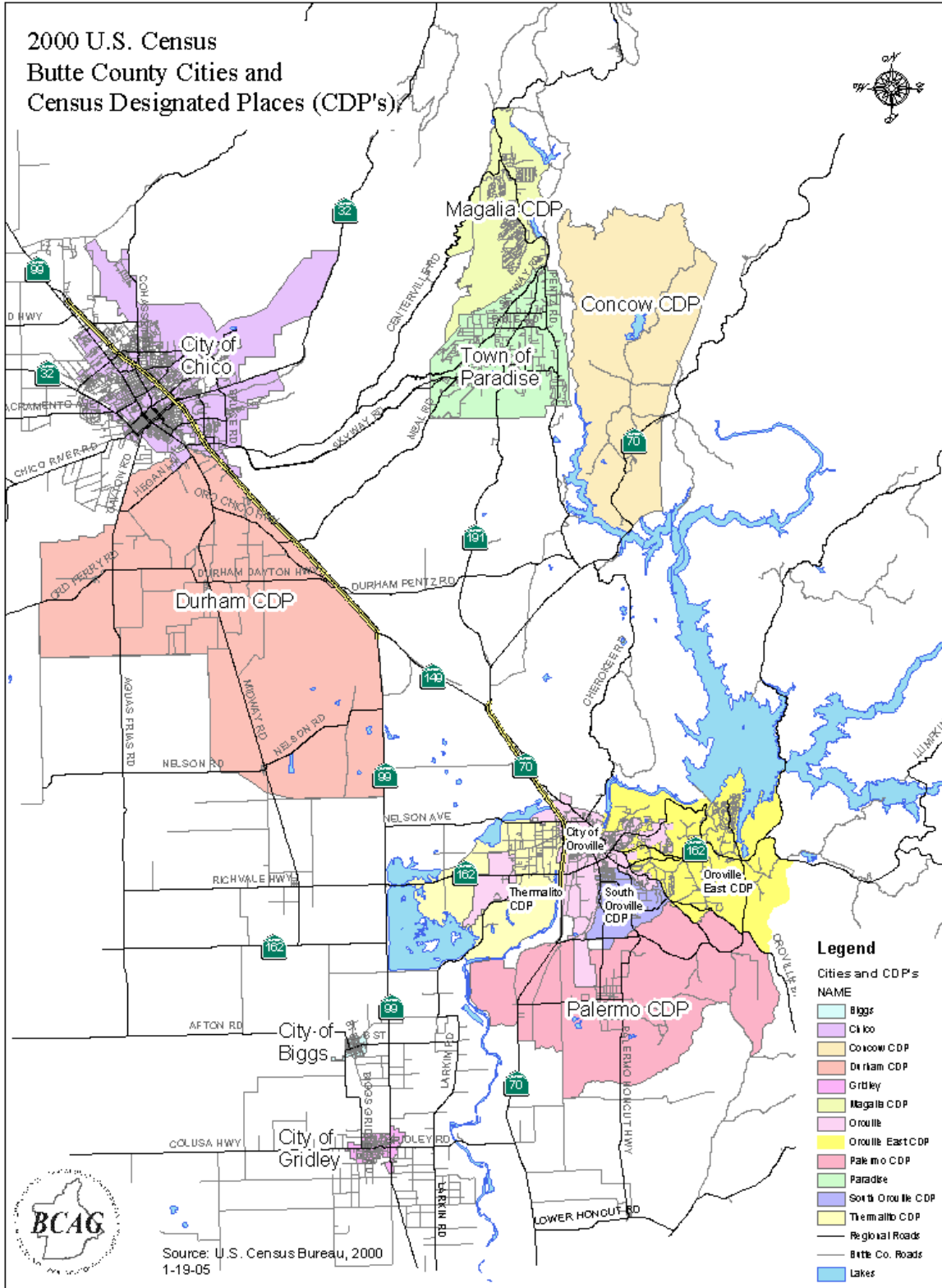
Age Indicators (40% and above)

Table 1 identifies transit dependent groups from ages 5 through 19 and ages 65 and above by population percentages. These census designated places with high percentages of aged population are highlighted in this table by bold and large print.

Poverty Indicators (19% and above)

Table 1 identifies transit dependent families that are at poverty levels* by census designated places. These poverty indicators are highlighted in this table by bold and large print.

*Following the Office of Management and Budget's (OMB's) Directive 14, the Census Bureau uses a set of money income thresholds that vary by family size and composition to detect who is poor. If the total income for a family or unrelated individual falls below the relevant poverty threshold, then the family or unrelated individual is classified as being "below the poverty level."



Adequacy of Existing Transit Services

Overview

BCAG is required to analyze the adequacy of the existing public and specialized transportation services including privately and publicly provided services as per the Transportation Development Act, P.U.C. Section 99401.5.

Description of Local Public Transit Services

FY 2009/10 B-Line Service Plan

All transit information and maps can be found www.BLineTransit.com.

Fixed Route and Flexible Route Services

Five intercity fixed-routes are provided on the B-Line. They are summarized below.

Route 20 Chico – Oroville. This intercity route operates between Chico and Oroville seven days a week. Weekday service begins at 5:50 AM and ends at 7:24 PM. Weekend service begins at 7:50 AM and ends at 5:43 PM. Weekday headways on Route 20 are 60 minutes peak, and 120 minutes midday; and weekend headways are 120 minutes. Total round-trip between Chico and Oroville is approximately one hour and 55 minutes with a layover in Oroville.

The major stops and timepoints on Route 20 are: Chico Transit Center, Fir Street Park and Ride, County Administration and Oroville Transit Center (Mitchell & Spencer).

Route 30 Oroville – Gridley – Biggs. Route 30 operates between Oroville and Biggs with stops in Palermo and Gridley, Monday through Saturday. Weekday service begins in Oroville at 7:42 AM and ends in Oroville at 5:17 PM. Saturday service begins at 8:42 AM and ends at 4:47 PM. Weekday headways are approximately four hours and Saturday headways are 120 minutes. During the weekday, there is a five-minute layover in Biggs and vehicles go out of service in Oroville between each return trip. On Saturday, there is a five-minute layover in Biggs and a 15-minute layover in Oroville. Total round-trip travel time between Oroville and Biggs is approximately one hour and 40 minutes.

The major stops and timepoints on Route 30 are: Oroville Transit Center (Mitchell & Spencer), Lincoln & Palermo (Palermo), Heritage Oaks Mall (Gridley) and 6th and B Streets in Biggs.

Route 31 Paradise – Oroville. Route 31 provides one morning trip and one evening trip between Paradise and Oroville on weekdays only. The morning trip begins at the Paradise Transit Center at 6:37 AM and arrives at the Oroville Transit Center (Mitchell & Spencer) at 7:31 AM. The evening trip leaves the Oroville Transit Center at 5:05 PM and ends in Paradise at 6:00 PM. The total travel time between Paradise and Oroville is approximately 55 minutes. Vehicles will go out of service at the end of each trip.

Major stops and timepoints on Route 31 are: Almond & Birch (Paradise), Skyway & Wagstaff (Paradise), Clark & Pearson (Paradise), County Administration (Oroville) and the Oroville Transit Center (Mitchell & Spencer).

Route 40 Chico – Paradise. Route 40 provides service between Paradise and Chico, seven days a week. Weekday service begins in Paradise at 6:21 AM and ends in Chico at 7:33 PM. Weekday headways are approximately 120 minutes, with more frequent service during the evening peak hours. Saturday service begins at 7:50 AM in Chico and ends at 6:42 PM in Paradise. Sunday service begins at 9:50 AM in Chico and end at 5:44 PM in Chico. Round trip travel times between Paradise and Chico are approximately an hour and 52 minutes with a 10-minute layover scheduled in Paradise. For most runs, Route 40 alternates with Route 41.

Major stops and timepoints on Route 40 are: Chico Transit Center, E. Park & Carmichael (Chico), Almond & Birch (Paradise) and Skyway & Wagstaff (Paradise). On the weekends, Route 40 makes a stop at the Chico Mall instead of E. Park and Carmichael.

Route 41 Chico – Paradise Pines. Route 41 provides service between Paradise Pines and Chico, weekdays. This route can deviate in Magalia to allow for pickup of paratransit eligible passengers. Service begins in Paradise Pines at 6:13 AM and ends in Paradise Pines at 6:23 PM. Headways are approximately 120 minutes, with some variation during the peak hours. Round trip travel times between Paradise and Chico are approximately an hour and 52 minutes. For most runs, Route 41 alternates with Route 40. Saturday service is available between Magalia and Paradise on two round trip loops, one in the morning and one in late afternoon.

Major stops and timepoints on Route 41 are: Skyway & Colter (Paradise Pines), Skyway & Wagstaff (Paradise), Almond & Birch (Paradise), 9th & Highway 99 (Chico) and the Chico Transit Center.

In Chico, there are ten local fixed routes. In November 2006 several changes were implemented on the Chico routes to improve system performance. It is important to note that seven of the ten routes in Chico have timed connections at the Chico Transit Center at approximately 0:20 minutes and 0:50 minutes past the hour. Also, many of the routes in the system are through-routed (interlined) with each other to improve connectivity and reduce the number of vehicles that are required to operate service. Each of the Chico routes is summarized below.

Route 1 – Esplanade/Lassen. Route 1 provides service between the Chico Transit Center and Ceres Ave & Lassen Ave via Esplanade and Lassen. Service is provided every 30-minutes during the peak hours and every 60-minutes at all other times of the day. Service on Monday through Friday, Route 1 will begin at 6:15 AM at Ceres & Lassen and end at 9:13 PM at Ceres & Lassen. Saturday service begins at 9:15 AM and ends at 6:13 PM. Round trip running time on Route 1 is 53 minutes with layover time at the Chico Transit Center. Route 1 is through-routed with Route 2 at Ceres & Lassen.

Major stops and timepoints along Route 1 are: The Chico Transit Center, 5th & Esplanade, Parmac & Rio Lindo, East & Esplanade and Ceres & Lassen.

Route 2 – Mangrove. Route 2 provides service between the Chico Transit Center and Ceres & Lassen via Mangrove and Cohasset Rd. Service is provided every 30-minutes during the peak hours and every 60-minutes at all other times of the day. Monday through Friday service begins at 6:15 AM at Ceres & Lassen and ends at North Valley Plaza at 9:20 PM. Saturday service begins at 8:15 AM at Ceres & Lassen and ends at 6:15 at Ceres & Lassen. Round trip running time on Route 2 is 54 minutes with layover time at the Chico Transit Center. Route 2 is through-routed with Route 1 at Ceres & Lassen.

Major stops and timepoints along Route 2 are: The Chico Transit Center, 5th & Mangrove, Parmac & Rio Lindo, North Valley Plaza and Ceres & Lassen.

Route 3 – Nord/East. Route 3 provides service between the Chico Transit Center and North Valley Plaza via Nord and East. Service is provided every 60-minutes at most times of the day with the exception of several peak-hour times where service increases to 30-minutes. Monday through Friday service on Route 3 begins at 6:20 AM at North Valley Plaza and ends at 10:02 PM at East & Nord. Saturday service begins at 8:20 AM at North Valley Plaza and ends at 6:10 PM at North Valley Plaza. Round trip running time on Route 3 is 41 minutes with layover time at North Valley Plaza and the Chico Transit Center. Route 3 is through-routed with Route 4 at North Valley Plaza and Routes 6 and 1 at the Chico Transit Center.

Major stops and timepoints on Route 3 are: Chico Transit Center, West 8th Avenue & Nord, East & Nord, East & Esplanade and North Valley Plaza.

Route 4 – First/East. Route 4 provides service between the Chico Transit Center and North Valley Plaza via E. 1st Ave, Manzanita and East. Service is provided every 60-minutes at most times of the day with limited 30-minute service during peak hours. Monday through Friday service begins at 6:18 AM at North Valley Plaza and ends at 9:15 PM at North Valley Plaza. Saturday service begins at North Valley Plaza at 8:18 AM and ends at North Valley Plaza at 6:15 PM. Round trip running time on Route 4 is 49 minutes with layovers at the Chico Transit Center and North Valley Plaza. Route 4 is through-routed with Route 3 at North Valley Plaza and Routes 5 and 2 at the Chico Transit Center.

Major stops and timepoints on Route 4 are: Chico Transit Center, Chico Junior HS, First & Longfellow, Pleasant Valley HS and North Valley Plaza.

Route 5 – East 8th Street. Route 5 provides service between the Chico Transit Center and the Chico Mall via E. 8th/E. 9th Streets and Forest. Service is provided every 30-minutes throughout the day on weekdays and every 60-minutes on Saturdays. Monday through Friday service begins at 6:23 AM at the Chico Mall and ends at 9:10 PM at the Chico Mall. Saturday service begins at 7:50 AM at the Chico Transit Center and ends at 6:10 PM at the Chico Mall. Round trip running time on Route 5 is 39 minutes with a layover at the Chico Transit Center and at the Chico Mall. Route 5 is through-routed with Route 6 at the Chico Mall and Routes 4 and 6 at the Chico Transit Center.

Major stops and timepoints on Route 5 are: Chico Mall, 8th Street and Forest, 8th Street and Highway 99, 8th Street and Olive and the Chico Transit Center.

Route 6 – Dr. Martin Luther King Jr. Pkwy/Park. Route 6 provides service between the Chico Transit Center and the Chico Mall via W. 11th, Park, 20th Street, Dr. Martin Luther King Jr. Parkway, E. Park, Notre Dame and Forest (see route map for more detail). Service is provided every 30 minutes throughout the day on weekdays and every 60 minutes on

Saturday. Monday through Friday service on Route 6 begins at 6:16 AM at the Chico Mall and ends at 9:45 PM at the Chico Transit Center. Saturday service begins at 8:16 AM at the Chico Mall and ends at 6:16 PM at the Chico Mall. Route 6 is through-routed with Route 5 at the Chico Mall and Routes 5 and 3 at the Chico Transit Center.

Major stops and timepoints on Route 6 are: Chico Transit Center, 11th & Ivy, E. 16th & C St., Dr. Martin Luther King Jr. Parkway & Park and the Chico Mall.

Route 7 – Bruce/Manzanita. Route 7 provides service between the Chico Mall and Pleasant Valley High School via Notre Dame, Skyway, Bruce and Manzanita. Route 7 is the only route in Chico that does not provide service to the Chico Transit Center. Monday through Saturday service on Route 7 is provided every 60 minutes. Service on Monday through Friday begins at 6:46 AM at the Chico Mall and ends at 6:36 PM at the Chico Mall. Saturday service begins at 8:46 AM at the Chico Mall and ends at 6:36 PM at the Chico Mall. Round trip running time on Route 7 is 50 minutes with layovers at the Chico Mall and Pleasant Valley High School.

Major stops and timepoints on Route 7 are: Pleasant Valley High School, Marsh Junior High School/Sierra Sunrise Village, Raley's on Notre Dame and the Chico Mall.

Route 8 – Nord. Route 8 is a student shuttle that directly connects CSU-Chico with student neighborhoods northwest of the campus. Route 8 also provides a connection to other routes at the Chico Transit Center at 2nd and Salem. Route 8 provides 30-minute service Monday through Friday only while CSU-Chico is in session. Monday through Thursday service begins at 7:30 AM at W. 8th Avenue & Nord and ends at 7:00 PM at W. 8th Avenue & Nord. Friday service begins at W. 8th Avenue & Nord at 7:30 AM but ends at 4:00 PM at W. 8th Avenue & Nord. Round trip running time on Route 8 is 30 minutes and there is no scheduled layover time between runs. Route 8 is through-routed with Route 9 at the Chico Transit Center.

Route 9 – Warner/Oak. Route 9 is also a student shuttle that directly connects CSU-Chico with student neighborhoods north and south of the campus. Route 9 also provides a connection to other routes at the Chico Transit Center at 2nd & Salem. Like Route 8, Route 9 provides 30-minute service Monday through Friday only while CSU-Chico is in session. Monday through Thursday service begins at 7:30 AM at 4th Avenue & Cedar and ends at 7:00 PM at 4th Avenue & Cedar. Friday service begins at 4th Avenue & Cedar at 7:30 AM but ends at 4:00 PM at 4th Avenue & Cedar. Round trip running time on Route 9 is 30 minutes and there is no scheduled layover time between runs. Route 9 is through-routed with Route 8 at the Chico Transit Center.

Route 10 – Esplanade. Route 10 provides service along Esplanade between the Chico Transit Center and Esplanade & Highway 99. Route 10 provides 60-minute service throughout the day and is offset with Route 1 to provide 30-minute service on Esplanade between the Chico Transit Center and Esplanade & Lassen Monday through Saturday. Monday through Friday service begins at 6:50 AM at Esplanade & Highway 99 and ends at 8:43 PM at Esplanade & Highway 99. Saturday service begins at 8:50 AM at Esplanade & Highway 99 and ends at 6:43 PM at Esplanade & Highway 99. Round trip running time on Route 10 is 46 minutes and there are layovers at both Esplanade & Highway 99 and at the Chico Transit Center. Route 10 is not through-routed with other routes.

Both Oroville and Paradise also have local fixed route service. These services are summarized below.

Routes 25, 26 & 27 – Oroville. Routes 25, 26 and 27 provide local circulator routes in Oroville. There are three distinct 30 minute loops that share a single vehicle. Route 25 runs

hourly with service to Oro Dam Blvd and Downtown. Route 26 runs every other hour along Olive Highway. Route 27 runs every other hour, opposite route 26, serving South Oroville. Service is provided Monday through Friday only. Service begins at 7:05 AM at the Oroville Transit Center (Mitchell & Spencer) and ends at the Oroville Transit Center at 6:01 PM. Round trip running time on these routes is approximately 24 minutes with a six minute layover at the Oroville Transit Center.

Major stops and timepoints on: Route 25 - Mitchell & Spencer (Oroville Transit Center) and 5th & Mitchell; Route 26 - Oroville TC, Olive & Tyme and Oroville Hospital; Route 27 - Oroville TC, Las Plumas HS and Oroville Hospital.

Route 24 – Thermalito Deviated Fixed Route. Route 24 operates along a fixed route with flexibility in Thermalito to allow for pickup of paratransit eligible passengers. Five trips are made daily between the Oroville Transit Center (Mitchell & Spencer) and the County Center along County Center Drive. The five trips from Mitchell & Spencer leave at 6:46 AM, 8:46 AM, 11:46 AM, 1:46 PM and 4:46 PM and return to Mitchell & Spencer at 7:28 AM, 10:28 AM, 12:28 PM, 2:28 PM and 5:28 PM. Total round trip running time on Route 24 is approximately 42 minutes and is timed to connect with Routes 25, 26 or 27 before or after each run at the Oroville Transit Center, and with Route 20 at County Center. Operation of Route 24 will be coordinated through B-Line Paratransit rather than the fixed-route and intercounty services (see “B-Line Paratransit” section below).

Major stops and timepoints on Route 24 are: Oroville Transit Center (Mitchell & Spencer), 14th & Oro Dam, 4th & Grand and Public Works/Administration.

Route 46 – Feather River Hospital. Route 46 will operate along a fixed route between the Paradise Transit Center and Feather River Hospital. Three trips are made daily between the Paradise Transit Center (Almond & Birch), and Feather River Hospital. The three trips from Almond & Birch leave at 9:41 AM, 1:41 PM and 5:11 PM and return to Almond & Birch at 10:08 AM, 2:08 PM and 5:38 PM. Total round trip running time on Route 46 is 30 minutes and is timed to connect with Route 40 at the Paradise Transit Center on both the Eastbound and Westbound runs. Operation of Route 46 will be coordinated through B-Line Paratransit rather than the fixed-route and intercity services (see “B-Line Paratransit” section below).

Major stops and timepoints on Route 46 are: Paradise Transit Center (Almond & Birch) and Feather River Hospital.

Days and Hours of Operation and Fleet Requirement

The following table summarizes the services that will be provided on B-Line and shows the days and hours of operation of all fixed route services. The table also shows how many buses are required for each route (fleet requirement) and peak-hour headways.

Figure 1: Hours of Operation and Fleet Requirements

Route	Hours of Operation	Fleet Requirement	Peak Hour Headway
Intercity Routes			
Route 20 Chico – Oroville	Monday – Friday 5:50 AM – 7:15 PM Saturday/Sunday 7:50 AM – 5:41 PM	2	M-F: 60 min. Sun: 120 min.
Route 30 Oroville – Gridley – Biggs	Monday – Friday 7:42 AM – 5:15 PM Saturday 8:42 AM – 4:27 PM	1	M-F: 240 min. Sat: 120 min.
Route 31 Paradise – Oroville	Monday – Friday One round-trip: 6:37 AM – 7:31 AM and 5:05 PM – 6:00 PM	0*	M-F: One round-trip
Route 40 Paradise – Chico	Monday – Friday 6:21 AM – 7:33 PM Saturday 7:50 AM – 6:42 PM Sunday 9:50 AM – 5:44 PM	3	M-F: 120 min. Sat/Sun: 120 min.
Route 41 Paradise Pines – Chico	Monday – Friday 6:13 AM – 6:23 PM Saturday 9:36 AM – 5:41 PM	1	M-F: 120 min. Sat: two trips in Magalia loop only

Route	Hours of Operation	Fleet Requirement	Peak Hour Headway
Local Chico Routes			
Route 1 Esplanade/Lassen**	Monday – Friday 6:15 AM – 9:13 PM Saturday 9:15 AM – 6:13 PM	3	M-F: 30 min. Sat: 60 min.
Route 2 Mangrove**	Monday – Friday 6:15 AM – 9:20 PM Saturday 8:15 AM – 6:15 PM	2	M-F: 30 min. Sat: 60 min.
Route 3 Nord/East**	Monday – Friday 6:20 AM – 10:02 PM Saturday 8:20 AM – 6:10 PM	2	M-F: 30 min. Sat: 60 min.
Route 4 First/East**	Monday – Friday 6:18 AM – 9:15 PM Saturday 8:18 AM – 6:15 PM	2	M-F: 30 min. Sat: 60 min.
Route 5 E. 8 th Street**	Monday – Friday 6:23 AM – 9:10 PM Saturday 9:10 AM – 6:10 PM	2	M-F: 30 min. Sat: 60 min.
Route 6 Dr. MLK Jr. Pkwy/Park**	Monday – Friday 6:16 AM – 9:45 PM Saturday 8:16 AM – 6:16 PM	2	M-F: 30 min. Sat: 60 min.
Route 7 Bruce/Manzanita	Monday – Friday 6:46 AM – 6:36 PM Saturday 8:46 AM – 6:36 PM	1	M-F: 60 min. Sat: 60 min.
Route 8 Nord	Monday – Thursday 7:00 AM – 7:30 PM Friday 7:00 AM – 3:00 PM	1	M-F: 30 min.
Route 9 Warner/Oak	Monday – Thursday 7:00 AM – 7:30 PM Friday 7:00 AM – 3:00 PM	1	M-F: 30 min.
Route 10 Esplanade	Monday – Friday 6:50 AM – 8:43 PM Saturday 8:50 AM – 6:43 PM	1	M-F: 60 min. Sat: 60 min.
Local Oroville/Paradise Routes			
25, 26 & 27 Oroville	Monday – Friday 7:05 AM – 5:59 PM	1	M-F: 30 min.
24 Thermalito Deviated Route	Monday – Friday 6:46 AM – 5:28 PM	1 paratransit vehicle	M-F: five trips daily
46 Feather River Hospital-Paradise	Monday – Friday 9:41 AM – 5:38 PM	1 paratransit vehicle	M-F: three trips daily

* Route 31 is through-routed with Route 30 and therefore does not require an extra vehicle.

** Routes 1, 2, 3, 4, 5 and 6 are all through-routed with each other at various times. Routes 8 and 9 are through-routed with each other.

Estimated Annual Fixed Route Vehicle Service Hours

Figure 2 provides an estimate of annual vehicle service hours for all B-Line fixed routes. Vehicle service hours are defined as all the time buses are in service during established hours and over established routes, or as specifically authorized by BCAG. All time during which buses are not in service for the purpose of transporting passengers, including but not limited to platform time, driving buses to or from Contractor facilities for any reason (maintenance, fueling, driver relief, etc.) and all other vehicle operations for purposes other than passenger transportation, do not constitute vehicle service hours.

Figure 2: Estimated Annual Fixed Route Vehicle Service Hours

Route	Estimated Annual Vehicle Service Hours
Intercity Routes	
20 Chico – Oroville	6,215
30 Oroville – Gridley – Biggs	1,575
31 Paradise – Oroville	463
40 Paradise – Chico	5,138
41 Paradise Pines – Chico	3,250
Intercity Subtotal	16,641
Local Chico Routes	
1 Esplanade/Lassen	5,578
2 Mangrove	5,476
3 Nord/East	4,651
4 First/East	4,657
5 E. 8 th Street	7,329
6 Dr. MLK Jr Pkwy/Park	7,528
7 Bruce/Manzanita	3,529
8 Nord	1,914
9 Warner/Oak	1,914
10 Esplanade	4,059
Local Chico Routes Subtotal	46,635
Local Paradise Route	
46 Feather River Hospital	344
Local Paradise Route Subtotal	344
Local Oroville Routes	
24, 25, 26, 27 Oroville	3,655
Local Oroville Routes Subtotal	3,655
TOTAL Estimated Fixed Route Annual Vehicle Service Hours	67,275

B-Line Paratransit

B-Line Paratransit provides door-to-door ambulatory and non-ambulatory transportation services. B-Line Paratransit offers two types of paratransit services; ADA Paratransit service and Dial-a-Ride service for seniors (65 years of age or older) and persons with disabilities found ineligible for ADA service.

The service area of B-Line Paratransit includes the Chico Urban Area, the Town of Paradise and portions of Paradise Pines, and the Greater Oroville area, including the City of Oroville and portions of unincorporated Butte County. Services on B-Line Paratransit are operated during the same time as the fixed route services. Services shall be operated during the following hours:

- Monday through Friday: 6:30 AM to 10:00 PM
- Saturday: 7:00 AM to 10:00 PM
- Sunday: 8:00 AM to 6:00 PM

BCAG has developed paratransit policies and procedures which took effect on July 1, 2007. The primary purpose was to comply with Federal Transit Administration (FTA) regulations and the Americans with Disabilities Act (ADA). As part of this process, BCAG defined new paratransit boundaries to ensure ADA compliance. The complete B-Line Paratransit Policies and Procedures are posted on BCAG's website at www.bcag.org.

Estimated Annual Vehicle Service Hours for Paratransit: 46,000

(Actual hours vary by service area according to the fixed route schedule in that city).

Legal Holidays

Neither fixed route nor paratransit service shall be provided on the following six (6) legal holidays:

1. New Year's Day
2. Memorial Day
3. Independence Day
4. Labor Day
5. Thanksgiving Day
6. Christmas Day

Description of Other Transportation Services Available in Butte County

City of Gridley

The City of Gridley operates the Gridley Golden Feather Flyer paratransit service within the Gridley Urban Area. Service hours are Monday through Friday, 8:00 AM to 6:00 PM.

Limited Incidental Charter Service

In addition to regular fixed route service, Butte Regional Transit provides limited incidental charter service in the Chico Urban Area. The service is provided by Chico Trolley buses, available Monday through Sunday, excluding certain holidays, between the hours of 8:00 a.m. and 11:00 p.m. All revenue passengers will be served including seniors and persons with disabilities. The rental fee is \$85.00 an hour plus a service fee of \$50.00 to cover charter

time for fueling, pre-trip inspection, and travel time to and from the bus yard. The service is provided in accordance with Federal Transit Administration Charter Service final rule (49 CFR 604).

Amtrak Rail Service

Amtrak has limited daily rail service in Butte County from Seattle to Los Angeles, only stopping in Chico southbound at 3:50 AM and northbound at 1:55 AM. There is no checked baggage service and tickets cannot be purchased at the Chico location. See Appendix C for more details. Amtrak Thruway Service provides motorcoach/bus service as well. Schedules vary and are available by phone at 1-800-USA-RAIL. The Chico Amtrak station is located at West 5th and Orange Streets.

Greyhound Bus Service

Greyhound provides service for Butte County residents to destinations throughout California and most of the country. There are two ticket centers, one in Chico at 450 Orange Street and one in Oroville at Tom's Sierra Chevron, 890 Oro Dam Blvd. Greyhound has two trips per day, seven days a week going south to Marysville and Sacramento and two trips per day going north to Redding.

Other Transportation

Privately owned taxi cab services, limousine services, airport shuttle services and non-emergency medical transporters are available in Butte County. Glenn Ride offers Monday-Saturday services between Butte County and Glenn County with pick-up points in Chico. Plumas Transit System offers round trip service between Quincy and Chico every Wednesday.

Adequacy of Transit Service for Transit Dependent Groups

In 2006 BCAG implemented significant revisions to specific routes in the system in an effort to remedy timing issues and operational issues. BCAG is continually evaluating the system to improve performance and makes minor route revisions as necessary, which are reflected in the schedule.

BCAG manages a coordinated transportation working group that includes staff of social service agencies throughout the County. One of the main purposes of this group is to coordinate with other agencies in Butte County to provide needed transportation services. During the 2007/08 work program, BCAG developed a Public Transit – Human Services Transportation Coordinated Plan in consultation with the SSTAC and Coordinated Transportation Working Group. Key stakeholders included, Peg Taylor Center, Independent Living Services of Northern California, Department of Rehabilitation, Butte County Behavioral Health, City of Chico, Chico Community Shelter Partnership, Butte County Department of Employment and Social Services, Passages Adult Resource Center, Merit Medi-Trans, Work Training Center, and Feather River Tribal Health.

The primary purpose of the Plan is to ensure communication between the various agencies which provide some type of transportation services to those individuals who require assistance. An analysis of existing services was made as well as project recommendations

that agencies may apply for grant funding for toward assisting in coordinated efforts. Additional information can be found on BCAG's website at www.bcag.org.

In addition to these efforts, BCAG will be coordinating the development of a market based transit study in 2009. This study will be an in-depth analysis of the B-Line fixed route system including recommendations for service improvements. The study stems from several factors; the need to update our system after the consolidation in 2005, attention to local unmet transit needs and, ultimately, the desire to provide the best possible service to the residents of Butte County. The goal of the Market Based Transit Study is to ensure the B-Line system is productively and efficiently addressing the transit needs of Butte County residents who utilize the fixed route system on a daily basis. BCAG intends to verify the areas consumers frequent and create routing which meets those needs.

BCAG strives to provide the best service with available resources to improve transportation services in the region.

Chapter

4

Community Outreach

Public Workshops for Unmet Transit Needs were held in Paradise, Gridley, Chico and Oroville with a final public hearing before the Butte County Association of Governments Board of Directors. In addition to published notices, the announcements were also placed on every transit vehicle in the B-Line fleet and announced on the local news. See Appendix A for announcements and affidavits of publication. While only one public hearing is required, BCAG held four public workshops as well as a "formal" hearing before the BCAG Board of Directors Board meeting. In addition, BCAG solicited comments by telephone, e-mail and comment cards available on all buses. Comment sheets were also distributed to social service agencies via email to provide their clients and posted on the BCAG website.

In addition to the UTN workshops, outreach workshops were held throughout the fiscal year to educate the public on how to use the transit system, help plan trips, and to address any other transit or transportation-related concerns.

Analysis of Comments Received

Definitions of “Unmet Transit Needs” and “Reasonable to Meet”

Transportation Development Act (TDA) law requires BCAG to adopt the definitions for the terms “unmet transit needs” and “reasonable to meet”. These definitions were adopted by the Butte County Association of Governments on April 21, 1994 and amended per recommendation of the Social Services Transportation Advisory Council on October 23, 2003. See Appendix E for BCAG Board of Director minutes approving adopted definitions of Unmet Needs.

In making a finding on whether or not an unmet need is reasonable to meet, BCAG conducts analysis of all four evaluation criteria listed below. If one criterion is determined to make the request unreasonable to meet, there is no need to apply the other criteria.

Unmet Transit Needs Definition

Unmet transit needs are those trips required, but currently not provided, and not scheduled to be provided within Butte County, for individuals dependent on public transit to maintain a minimum standard of living.

Reasonable to Meet Definition

Reasonable to meet shall include all of the following factors:

1. Cost Effectiveness: The cost to provide the service will meet the minimum farebox recovery ratio.
2. Economy: The project can be implemented at reasonable cost.
3. Community Acceptance: Support exists, indicated through the public hearing process.
4. Operational Feasibility: The service must be safe to operate.

Possible Findings for Unmet Transit Needs Process by Board of Directors

The Transportation Development Act Section 99401.5(d) states that the Board shall make one of the following 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.

Comments that are NOT defined as an "Unmet Transit Need"

Testimony in the following areas, by definition are **not** considered **unmet transit needs**. They may be legitimate concerns and/or comments and will be directed toward the appropriate departments for further consideration.

1. More bus shelters
2. Equipment issues (i.e. more bicycle racks, new vehicles, fareboxes)
3. Minor route modifications and/or modifications made for convenience
4. Connections outside the County
5. More frequent service

Analysis Requirements and Assumptions

The farebox ratio is the ratio of fares to operating costs for transit service. Farebox ratio for urban fixed route is 20%. For rural fixed route and all paratransit services, the minimum farebox is 10%. These requirements are set by the Transportation Development Act. This is referred to as "minimum farebox recovery ratio".

DATA ASSUMPTIONS USED

BCAG used current available ridership and total fares received from July 2007 through the month of June 2008. The following data is used for the analysis to determine the minimum farebox recovery ratios. These figures are updated annually to reflect current conditions.

Farebox Recovery / Average fare per passenger (July 2007 – June 2008)

<u>System</u>	<u>Total Fares (fiscal audit)</u>	<u>Total Passengers</u>
B-Line Rural	\$231,480	267,122
B-Line Urban	\$622,869	906,131
Total Fixed Route	\$854,349	1,173,253

<u>System</u>	<u>Average Service Hour Cost</u>	<u>Average Fare / Passenger</u>
Fixed Route	\$75.81	\$.73

Analysis of Public Testimony

The following testimony is organized by category. In some cases, an individual presented testimony for more than one system, in which case his/her comments may appear in more than one place. All testimony received is individually looked at but some comments are too general in nature to be properly analyzed. Live testimony is summarized to state only the perceived unmet transit need. Similar comments are grouped together with a common response at the end of the grouping.

COMMENTS REGARDING SERVICE EXPANSION:

Service to Airport and Surrounding Industrial Area:

- Anonymous – Cohasset & Browns Valley Road
- Charles & Sandree Sidney - Would like to go to Bible Study and work on Browns Valley Road in Chico.
- Al Manes – Would like service out to Chico Airport.
- Donald Peterson – Would like a shuttle that coordinates departure times with the Chico Airport. Many companies out at the airport work round the clock. It would be a real added value if all the Chico transit times were integrated with shift work from the north and south, east and west Butte County industrial locations. Even a limited route in any of these industrial park areas could help our economy grow...why not consider limited routes to and from these industrial locations?
- Martha Smith - With many concerns of saving gas, air quality and efficiency: why hasn't an additional route to the airport been made? I was thinking about how many manufacturing and production companies employ many workers. These workers drive. Many do not earn enough to drive from Oroville, Paradise or other areas, thus excluding those from gainful employment in times when gasoline is extremely high and wages are holding. Has there been a study done on how much money could be collected by BCAG to provide transportation to the airport every half hour from sun up to end of business day? Could they connect those from outside Chico to effectively transport to the airport? A mini start route of Park Ave through Mangrove up to the airport and back would be useful.
- Anonymous - Would like a route out to the Chico Airport for workers out there.
- Christina Perske - Would like service to Chico Airport Area - specifically Ryan - Represents Dharma Group and has a paraplegic member that cannot get to meetings.

RESPONSE → Service to the airport and its surrounding area is a need that is not reasonable to meet based on Criterion 1 – Cost Effectiveness. Based on ridership of parallel routes and employment figures, it is unlikely that a route to the airport would meet the urban minimum farebox recovery ratio of 20 percent (21 riders per hour). Estimates indicate figures closer to 10 riders per hour.

Service to Outlying Communities:

- Elizabeth Devero – I am asking BCAG to consider putting a trial service up Butte Creek Canyon during the most travel commuter hours. To start, perhaps just one run in the morning, and one in the evening. There is no service in the Canyon now.

- Sandy Fisher – As a member of the Forest Ranch Community Association I would like to request a B-Line bus for the community of Forest Ranch. Results of a survey by members of the community show that there is a need for a bus. The majority of individuals who submitted requests thought that a bus from a Park N Ride lot on Shott Rd (the church has already agreed to allow the parking lot to be used as a Park N Ride lot except on Sundays) with stops at the Nopel Road store area, North Highlands, Crown Pointe, and a few areas along the ridge to both the Park N Ride by Hwy 99 and the Transit Center in downtown Chico would meet their needs. The biggest results of the survey is that we wanted ways to get out of the car, to encourage this we would like the bus to have adequate bike racks with a regular schedule of morning, afternoon and evening trips up and down the hill that would allow for connections on other B-Line buses. Besides a weekday schedule, there was a need for a weekend schedule as well. Ms. Fisher also suggested that the Ridge population be included when calculating Forest Ranch population and stated that Chico residents that bicycle would also likely use this route.
- Anita Angeloni – Would like service to Forest Ranch on Tuesday, Thursday and Friday to get to Chico for shopping and doctor appointments. Would like to be picked up at the store in Forest Ranch.
- Maureen Blawat - I would like bus service in Forest Ranch. I live in Forest Ranch and go down to Chico 3 or 4 times a week and would definitely take the bus one of those times (and more if my auto was unavailable). I would like to see it leave the store about 7 or 8 and come back at noon and 5 or 6, 6 days a week. The Transit Center would be good for me or Park N Ride for a second option.
- Forest Ranch Community Association Board of Directors – The community of Forest Ranch requests a transit bus service between Chico and Forest Ranch. We see the bus as a way to unify our community to all members on the ridge and Chico. The community is excited about the possibility of this service. The bus could travel as far up Hwy 32 as Schott Rd. where the school is located. Suggestions for stops are downtown Forest Ranch, North Highlands, Crown Pointe Rd, and Autumn Ln. The greatest need is for commuters – 3 runs would probably be sufficient. A suggested turnaround point is near the charter school where the school bus already turns around. Would like to support at least a study to try out fixed route service to Forest Ranch. Forest Ranch has a large retirement community.
- Anne LeLoge - I am interested in the possibility of B Line service being extended to Forest Ranch. It is a service I would use 2-3 times a week if it was available.
- Edie Coyle - Would like service to Forest Ranch and would use the service daily. Lives near grocery store and Mountain View Bible Church - Hwy 32 & Nopel. Doesn't drive at all and any service would help.
- Jelena Quinn - My husband and I live on Kleinsdale Court in Forest Ranch, which is about five miles east of "downtown" Forest Ranch. A bus line to and from Chico would save us -- and most families in Forest Ranch -- enormous amounts of money every month. Needless to say, having the option to ride the bus, even if only for partial commuting, would limit the harmful emissions and help save our health as well as the health of our environment. I'm certain that I can speak on behalf of my neighbors and say that a bus line to Forest Ranch would only benefit our community by helping keep it beautiful and healthy. My husband teaches at CSU Chico and therefore commutes to and from Chico every week day. Even with my home-based employment, I go to and from Chico at least three times a week for exercise, shopping and other errands. Being able to take the bus would save us money, and allow us to have only one car. I know that most families here have at least one person

who commutes to Chico for work or school every week day, and I'm sure that most of them would take the bus, if that was an option.

- Liz Hankins - We are interested in the Transit bus between Chico and Forest Ranch. We would likely be using the bus during the week as a commuter bus. Stops that would be used by our household would be at The Store and/or Schott Road. We would prefer if the bus stopped at the Central Bus Station in Chico.
- Dave and Dina Sullivan - I understand that there may be a possibility to have B-line service to Forest Ranch! My wife and I both work in Chico and would be interested in a commuter bus to Chico if it was available. We already carpool and so it would be an easy transition for us. I would think we would likely use the bus about twice a week or more (depending on its schedule).
- Corey Johnson - I would like to add my support for the decision to provide public transportation to Forest Ranch. I will definitely use it often. I would use it the most if it arrived in the early morning.
- Bruce & Christelle Hall, Al Road - Speaking for Sierra Foothills Community (aka Buzztail Community), we would love and support a bus line servicing the Forest Ranch area. Our Community has nearly 100 residents and is located off Hwy 32 at the Santos Road Turnoff. I imagine there are another 100 residents along Hwy 32 just north of Santos Road. I feel that the buses ridership would be maximized serving both the Park n Ride and the Central Bus Station. The Forest Ranch Charter School pays a private bus line to take kids from the Park n Ride to and from the school every day. Would it make sense to use public buses for this application? Finally, for us, a bus stop at Santos is mandatory. We have more residents than Crown Point or some of the other proposed stops that I have heard about.
- Anonymous - Father of elderly mother requesting Paratransit service to Berry Creek. Mother cannot get to doctor without some kind of service to Berry Creek.
- Anne DeFelice - I live in Cohasset and work out on Chico River Road at the Water Pollution Control Plant. My work schedule is 7:00 AM to 3:30 PM. If a bus with a bike rack left early enough from Cohasset to be downtown by 6:30 AM, I would regularly utilize this service if the schedule worked out to get back to Cohasset as well. Bus service would be welcomed as I see people hitchhiking there.

RESPONSE → Based on analyses considering the population of these communities and ridership levels from comparable communities, service to Forest Ranch, Berry Creek, Butte Creek Canyon and Cohasset are Unmet Transit Needs that are not reasonable to meet. They do not meet Criterion 1 – Cost Effectiveness; the revenues generated from providing the services would not meet the minimum farebox recovery ratio of 10%. The estimated farebox recovery ratios are 4.73% for Forest Ranch, and <3% for Berry Creek, Butte Creek Canyon and Cohasset.

- Deborah Swanson – Need a connection to Yuba/Sutter.
- Lisa Van Detty – Need a connection to Yuba/Sutter.
- Kitty Ichelson - Could you please coordinate with Sutter/Yuba county transit system and get something going? I have had to turn down many many many many many many jobs this year because employers don't consider the buses to be reliable. I really think the problem is that, living in Oroville (Thermalito) as I do, there is no way for me to get home if I have a shift that ends after 5:50 in Chico or 6:36 in

Oroville. I can't work in Paradise. I can't work in Yuba City. I've had to turn down possible opportunities as there is no way to make these destinations work for employment purposes or any other.

RESPONSE → Connections outside of the county do not meet the definition of an Unmet Transit Need. However, the request for a service that connects with Yuba/Sutter will be examined in BCAG's upcoming Market Based Transit Study which is slated to be complete by the end of 2009.

- Kristen Warmen - Would like Fixed Rte service to Durham.
- Steve Brand – Would like service to Butte College. He conducted an employee survey and said a large number would take bus to campus if available: 65 Paradise, 90 Oroville, 210 Chico.
- Tom Nelson - Lives in Durham and would like to see some fixed route service reestablished in Durham, especially in light of the high gas prices. Specifically suggests two stops in each direction between Chico and Oroville in the AM and PM. Two sets of stops would serve commuters in early AM and later PM. The other stops would be more midday to serve shoppers and those with appointments. The regular routes between Chico and Oroville could be changed to run out the Midway and Durham-Pentz Road without a dramatic loss in time.
- Dennis Schmidt – Would like service between Durham and Paradise and suggested a pickup in Durham at 7:00 am and return from Paradise at 6:00 pm.
- Mike Miller, Butte College – Would really like fixed route service to Butte College. We are looking at changing our route structure that may impact B-Line and still want to find a way to get B-Line to stop at the campus. We are also wondering if B-Line/BCAG would be interested in contracting an 8 AM and 5 PM run to the campus from Chico for staff and faculty.
- Jackie - Would like direct route from Gridley to Chico.
- Anonymous - Would like to have a route from Gridley/Biggs direct to Chico fitting work hours 8-4, 9-5, 7-3.
- Lisa Van Detty – Need direct and earlier service to Chico from Gridley.
- Butte County Department of Employment and Social Services - For several years this Department has sensed that the limited bus services between the Gridley-Biggs area and Chico and Oroville has been a problem for a significant number of residents of that area. For years there has been no bus service that would enable Gridley-Biggs residents to get to either Chico or Oroville early in the morning in time for work, training, or education, and return them home at the end of the day.

In order to quantify the need for expanding the service on these routes, we surveyed our staff. (DESS submitted the responses to BCAG and BCAG has them on file). The consensus of respondents is that there is a significant need for early morning bus service from Gridley-Biggs to Chico and Oroville and then back in the evening (arrive in Chico by 7-7:30 am and depart at 5:30-6:00 at the earliest).

RESPONSE → This is an Unmet Transit Need that is not Reasonable to Meet, based on Criterion 1 – Cost Effectiveness. In order to maximize the efficiency of an additional route by picking up more riders, staff analyzed the potential of adding a route that combines earlier service to Gridley and minimal lifeline service to Durham and Richvale. This would require a route with a minimum of two runs, one in the morning and one in the evening. A minimum of 26 riders

would be required on each run to meet the minimum farebox recovery ratio of 10%. Comparative analyses using the population of these cities and ridership rates of similar cities indicate that this is not likely. The estimated farebox recovery ratio for this route would be 5.42%.

COMMENTS REGARDING STOPS/ROUTES REQUESTED:

- Linda Hamilton – Representative of Barber Neighborhood Association - Would like bus stops in front of city-owned lots on 9th St (between Hazel & Chestnut). There is an old bus stop sign located down near there already – suggestion is to move it down further towards Hazel.

RESPONSE → As stated in the above testimony, the area is currently being served; there is a stop within ¼ mile of this location. Though it does not meet the definition of an Unmet Transit Need, this comment will be forwarded to the appropriate department for consideration during future route revisions.

- Linda Hamilton - Would like to see the Esplanade Route be an express route between North Chico and Downtown. Right now it loops around medical area, etc and it takes a lot of extra time – it takes one hour to do a 3 mile ride.
- Joe Chiapella, M.D. – Submitted a letter (on file at BCAG office) requesting a transit route aimed directly at serving doctors/medical offices to enable patients to get to the doctor easier. Patients often have to transfer to get to medical destinations which make the trips lengthy and difficult to make. Many patients must cancel or do not show up due to transportation problems. Mr. Chiapella submitted a proposed route map and suggested that one or two smaller wheelchair accessible buses could make the route with stops at each medical care destination every thirty minutes. (Note: Supervisor Connelly supports the medical loop idea and suggested that BCAG ask medical community to partner with us to fund it if necessary, including in Oroville).

RESPONSE →These comments do not meet the definition of Unmet Transit Needs as they involve areas that are currently being served. Route revisions are not considered unmet transit needs, however this testimony will be considered as part our of the Market Based Transit Study.

- Misty Weaver - Rte 8 currently ends its last run of the day at W. 4th Ave & N. Cedar. She would really appreciate if they could make one more stop at W. 4th Ave & N. Cherry. It is dark and scary to walk there and the bus drives right by that stop anyhow. There are 3 other girls that get off there and have to walk as well.

RESPONSE →This is considered a minor route revision and thus does not meet the definition of an Unmet Transit Need. However, this suggestion will be forwarded to the appropriate department for consideration.

- Susan Minasian – Gave testimony regarding Southside Oroville. She stated the routes surround the perimeter of the southside but do not run through the populated area between Lincoln and Lower Wyandotte. People must walk several blocks to get to a stop. These individual must get to the County Center for court and public services. Suggested having Route 27 go down A Street instead of Myers. This

would be closer to where people live and would make the bus more visible to individuals that live there and would potentially utilize the service.

RESPONSE → As the locations in question are all located within ¼ mile from bus stops, this suggestion is considered a minor route revision and thus does not meet the definition of an Unmet Transit Need. However, the suggestion will be forwarded to the appropriate department for consideration.

- Janice O'Brien (Terraces Senior Living) – Would like a bus stop at the Chico Area Recreation Department (545 Vallombrosa). Many of the Terraces Senior Living residents attend senior programs at the CARD center and are unable to attend during bad weather. Some are unable to attend at all because of the great distance they would have to walk from the closest bus stop (there are a large amount of seniors that use walkers and cannot walk long distances).
- Anonymous - Need bus stop at Manzanita & Cactus on Route 7.

RESPONSE → These requested stop locations do not meet the definition of unmet transit needs, as the areas are currently being served; there are stops within ¼ mile of these locations.

- Brandon – Works at Tuscan Ridge Golf Course. Would like to see a stop there.

RESPONSE → This is an Unmet Transit Need that is not reasonable to meet based on Criterion 4 – Operational Feasibility. There are safety concerns about such a large bus pulling back into traffic on the Skyway due to the low acceleration speeds of our current fleet.

- Anonymous -Need new stop at Lookout Point on Route 40 to Paradise.

RESPONSE → This is an Unmet Transit Need that is not reasonable to meet based on Criterion 4 - Operational Feasibility. There is no safe location to stop, being just beyond a blind turn as well as the necessity to stop in a turning lane.

- Corinna Blackwell - Would like a bus route on South Park Drive in Magalia. Currently must walk 1 mile plus to Holiday Market for stop. She and her son are blind.

RESPONSE → This is an Unmet Transit Need that is not reasonable to meet due to Criterion 3 – Community Acceptance. There were not enough comments to support implementation. In addition, it does not meet Criterion 1 – Cost Effectiveness; the cost to provide this service is not projected to meet the minimum farebox recovery ratio of 10%.

- Matthew Bently - I would like to request a bus stop be placed at the intersection of Filbert and Madrone. This area of Chico is unserved by the transit system. It is a significantly large area, and I believe due to the population makeup, it would be used. I plan on using it. I do not use the bus right now because it is not convenient. When I lived on Peacock Lane, I walked a few blocks to catch the bus, so I rode it daily. However, since the move, I have not been using it.

RESPONSE → With a stop located .4 miles of this location, this area is currently being served. Thought it does not meet the definition of an Unmet Transit Need, this comment will be forwarded to the appropriate department for consideration during future route revisions.

- Andrea Rose - Need a bus stop on Honey Run Rd at the covered bridge in Butte Creek Canyon. Many people want this and would ride it.

RESPONSE → Considering the population of the surrounding community and ridership levels from comparable communities, service to Butte Creek Canyon is an Unmet Transit Need that is not reasonable to meet. It does not meet Criterion 1 – Cost Effectiveness; the revenues generated from providing the service would not meet the minimum farebox recovery ratio of 10%. It is only anticipated to recoup 2.69% of operating costs in fares.

- Elder Services Coordinating Council (ESCC) – Submitted a compilation of destinations that are not currently served. The letter is on file at the BCAG office. Along with submitting new needs, the ESCC urged BCAG to review their adopted “Coordinated Plan”, as significant unmet transit needs were identified in it by local human services providers. The needs identified were for mobility impaired residents who are unable to use the bus and who qualify for paratransit services and need transportation to sites in the Chico area including Parmac Road, the Esplanade and 20th Street. The specific locations were as follows:

Paradise to Chico –

- “192 & 400 Block” of Valley View Drive, Paradise; D.C.
- “1500 Block” of Redwood Lane, Paradise; M.A.
- “6000 Block” of Pentz Road, Paradise; M.H.
- “1060 & 1080 Blocks” of Buschman, Paradise; C.R.
- “1300 Block” of Bille Road, Paradise
- “7000 Block” of Montna Drive, Paradise
- “9000 Block” of Skyway, Paradise; B.A.
- “1300 Block” of Taylor Lane, Paradise; A.I.
- “1600 Block” of Ginny Lane, Paradise; E.H.
- “5000 Block” of Foster Road, Paradise; T.M.
- “6000 Block” of Harvey Road, Paradise; J.J.
- “400 Block” of Valley View Drive, Paradise; J.R.

Magalia to Chico –

- “14000 Block” of Jack Pine Way, Magalia; B.M.
- “14000 Block” of Northwood Dr., Magalia; G.M.
- “13000 Block” of Old Skyway, Magalia; J.C.
- “14000 Block” of Yakima Court, Magalia; V.R.
- “15000 Block” of Pinon, Magalia; V.R.

Oroville to Chico –

- “40 Block” of Monarch Court, Oroville; J.M.
- “1 Block” of Coarse Gold Road, Oroville; M.S.
- “100 Block” of Windward Way, Oroville; P.Q.

- “1100 Block” of Nevada Avenue, Oroville; V.
- Olive Hill Mobile Park, 156 Willow Park Way, Oroville; J.J.
- “2000 and 6000 Blocks” of Lincoln, Oroville; A.A. and I.R.
- “5000 Block” of Royal Oaks, Oroville; C.A. (*BCAG NOTE: 2.3 miles away from fixed route and 1.6 miles outside of paratransit boundary*)
- “10 Block” of Oakwood, Oroville; G.S
- “100 Block” of Worth Avenue, Oroville; A.B.

RESPONSE → Paratransit service is currently available at all of the above locations with the exception of Royal Oaks Drive and Oakwood Lane in Oroville. The request, then, is for paratransit service that will travel between jurisdictions from the listed locations into Chico. This would increase the travel time, with an average trip to Oroville requiring 2 hours and an average trip to Paradise taking approximately 1.5 hours. The anticipated farebox recovery ratios for these scenarios are far below the 10% requirement at 4.63% and 6.17% respectively.

Royal Oaks Drive and Oakwood Lane are both currently outside the B-Line Paratransit service areas. However, BCAG is currently developing a premium paratransit plan in which possible ways to serve patrons up to 3 miles outside the boundary will be considered. This plan is expected to be complete by the end of the 2009 calendar year.

COMMENTS REGARDING ROUTE TIMES:

- Carla Charamuga – Representative of Caminar – Additional runs are needed on the 12:30 pm run of Route 20 (Chico Transit Center to Oroville). Caminar has a group of 2 teachers with 8 students each. They travel to Oroville 4 times a week and it is standing room only.
- Anonymous - Rte 20 between Oroville & Chico leaving 3rd/Grand @ 7:10 am needs 2 buses. It is standing room only and very dangerous. Maybe an earlier bus would help. Also, a 5 pm pick-up @ Park/Carmichael would help.
- Anonymous - The 1st Oroville to Chico bus is overcrowded when CSU, Chico starts.
- Anonymous - Add an earlier rte in the am (1/2hr to 45 min) from Oroville to Chico. Current bus too crowded and standing room only is not safe.

RESPONSE → While these comments do not meet the definition of Unmet Transit Needs because service is already being provided, BCAG is aware of the capacity issue that has come up in recent months and is currently investigating possible solutions. These comments will be forwarded to the appropriate department as follow-up on this issue.

- Anonymous - Would like a 3 pm route from Oroville to Chico.

RESPONSE → Testimony requesting more frequent service does not meet the definition of Unmet Transit Need, as service is currently being provided. Buses leaving Oroville at major time points to Chico are available at 1:42 pm, 1:57 pm, 2:13 pm, 3:42 pm, 3:57 pm; and 4:13 pm.

- Kitty Ichelson – Would like later service in Oroville. I haven't been able to audition for plays, do karaoke or volunteer in the evening for ANYTHING, because there are NO buses running after 6:36 pm in Oroville. I have not been able to attend City Council meetings because there are NO BUSES RUNNING IN THE EVENING WHEN PUBLIC GOVERNMENT MEETINGS TAKE PLACE. I can't even get to YOUR meetings because of this BIG OVERWHELMING PROBLEM OF TRANSPORTATION. This is supposed to be a system that serves Butte County Residents, but if you don't live in CHICO, evening transportation is non-existent.
- Steve Hogan – In Oroville, Service is needed until 6-7 pm everyday and suggested at least extending the service hours during the Christmas season so people can shop.
- Paula Pinson - Would like later service out to Oroville from Chico. Shift ends at 10:30 pm and she would like to be able to take bus home.

RESPONSE → Later hours in the Oroville area is an Unmet Transit Need. However, this need is not reasonable to meet based on Criterion 1 – Cost Effectiveness. Based on current ridership of the last three runs of the day and the fact that there are declining levels of ridership with each additional run, it is estimated that later runs will not meet the minimum farebox recovery ratio of 10% (estimated farebox recovery ratio is <1%).

- Joanne Hurley – Need last two Oroville buses from Chico (6:05 pm & 6:35 pm) to make the Oro Dam/Mitchell loop. People can't get home. At least need the bus to go to Walmart or AM/PM so people can go home.

RESPONSE → This is an unmet transit need that is not reasonable to meet, due to Criterion 1 – Cost Effectiveness. In order to be operationally feasible, Route 25 would need to have an additional run added to make this loop. Based on ridership data from the last runs that this route is currently making, as well as survey data from individuals disembarking at the transit center who would potentially take this run, it is not anticipated that an additional run would meet the minimum farebox recovery ratio of 10%.

- Al Manes - Would like an earlier route from Oroville to Chico – would like it to arrive in Chico by 6 am.
- Patrick - Need a bus to leave Oroville at least 6:00 a.m. and get to Chico by 6:30a.m. Need to get on East by 6:40 a.m. I work at the CCC (California Conservation Corps) We start at 7:00 a.m.

RESPONSE → The request for an earlier weekday run from Oroville to Chico is an Unmet Transit Need that is reasonable to meet. An earlier run would require 18 or more passengers to meet the minimum farebox recovery ratio. Based on ridership levels of the first two runs from Oroville to Chico, it is projected that an earlier run would produce enough ridership to meet the minimum farebox recovery ratio of 10%.

- Richard Lindsey – Would like Route 24 to start running earlier and have more frequent runs. It currently only comes every 2 hours.

RESPONSE → An earlier run is an Unmet Transit Need that is not reasonable to meet due to Criterion 1 – Cost Effectiveness. There is no indication that an

earlier run would meet the minimum farebox recovery ratio of 10%, as the first runs that are in place now currently do not meet this criterion. More frequent service is not considered an Unmet Transit Need.

- Steve Hogan - Would like Saturday service in Oroville so that fixed income individuals can get around.
- Joanne Hurley - Need Saturday service in Oroville

RESPONSE → The need for Saturday service in Oroville is a need that is not reasonable to meet based on Criterion 1 – Cost Effectiveness. Based on weekday service passenger numbers and projected ridership, the requested service would not meet the minimum farebox recovery ratio of 10%. The estimated farebox recovery ratio for Saturday service in Oroville is 5.04%.

- Anonymous – Would like Route 4 to run every half hour.
- Rusty Schulz - Would like half hour service on Routes 3 and 4.
- Anonymous - Need 30 minute services on Route 3.
- Anonymous - Would like 1/2 hour runs on Rte 1-4 like on Rte 5&6.
- Joanne Hurley – Need to stop at the Oroville Social Security building every hour.
- Steve Hogan – Need hourly service on Routes 26 & 27.
- Jon and Tanha Luvaas – Would like more frequent service. 1/2 hour is not sufficiently frequent for our convenience and maximum use. I've barely missed a bus so many times and been forced to wait an extra half hour. It makes bus riding discouraging.

RESPONSE → Testimony requesting more frequent service does not meet the definition of Unmet Transit Need. These comments are not considered Unmet Transit Needs due to the fact that these are services already in place.

- Ann Nelson - Sunday service is needed for seniors - seniors are left stranded and must use taxis.
- Rusty Schulz - Sunday service throughout the system.
- Mel Draper - Need for Sunday service, esp. Oroville & Paradise.
- Jon and Tanha Luvaas - Sunday morning we can't get downtown on the bus, with our car in the shop, and we're forced to walk 70 minutes each way. What if we needed medical care? Minimal service is essential every day, at least twice morning and afternoon each direction, at least on central routes east-west and north-south.

RESPONSE → The need for transit service on Sundays is an Unmet Transit Need. It is not reasonable to meet due to Criterion 1 – Cost Effectiveness. Based on Saturday service passenger numbers and projected ridership on Sundays, the estimated farebox recovery ratio in Chico would be 7% and even lower in both Oroville and Paradise. The required minimum farebox recovery ratio is 20% in Chico and 10% in Oroville and Paradise.

- Gary Brune – Would like later service to Paradise. It currently ends at 6:20 pm and as a Chico State student he had a need to come down later due to classes. Cab fare is approximately \$50.
- Shea M. Cardinalli - Would like additional run to Paradise with a 7:30 pm stop at E. Carmichael. Feels the additional run might also alleviate bike situation.
- Virgil Hales – Would like to see a 10 pm run from Chico to Paradise.

RESPONSE → The request for later runs between Paradise and Chico is an Unmet Transit Need. It is not reasonable to meet due to Criterion 1 – Cost Effectiveness. Based on current ridership of the last two runs of the day and declining levels of ridership with each additional run, it is estimated that later runs will not meet the minimum farebox recovery ratio of 10% (estimated farebox recovery ratio is 8.64%).

COMMENTS REGARDING OPERATIONAL ISSUES:

- Linda Hamilton - Would like shelters with bike parking in case no room for bike on bus. Suggested adding bike parking on 20th Street and at Dairy Queen.
- Shea M. Cardinalli - Would like more bus racks on buses going up to Paradise. Has been stranded in Chico many times because bus racks full.
- Holly Gillespie – Owns a bicycle shop and hears from customers regularly that they cannot get on at Italian Cottage because the bike racks are already full. Would like to see a way to load more bikes on to the buses, perhaps by allowing bikes inside the bus if there is room (can be strapped in in wheelchair spaces). Suggested BCAG contact Portland to see about indoor bike racks. Also suggested bike lockers at park and ride lots.

RESPONSE → Equipment issues including bike racks and vehicle issues are not defined as “unmet needs” but will be forwarded to the appropriate departments for further consideration. (BCAG Note: All new bus purchases include triple bike racks, the maximum currently available. In addition, ten older vehicles have been retrofitted with the triple racks. BCAG is also looking to implement a policy to allow bikes on the bus under certain conditions.)

- Gary Brune – The Skyway and Neal bus stop is unmarked and needs a sign.
- Anonymous - Need bus stop sign at East and Floral outbound on Rte 4.
- Mel Draper - Buses need a sign stating, "1 fare = 1 seat". Bus stop numbers need to be on both sides of sign.
- Jon and Tanha Luvaas – Lack of posted schedules at bus stops makes it very difficult (hopeless really) for us to try to catch a bus from locations other than our regular ones, even on our regular routes. When we are off our regular routes, it's sheer guesswork, making us very unlikely to try to use the bus.
- Linda Nelson - The Fir Street Park N' Ride Lot is completely full even at 6:56 am. When will it be expanding?

RESPONSE → Testimony regarding bus stops and equipment issues do not meet the definition of Unmet Transit Needs. However, these suggestions will be forwarded to the appropriate department for inclusion in the Bus Stop Improvement Plan. BCAG is currently exploring possible alternatives to remedy the capacity constraints at the Park N' Ride Lot.

- Judy Christopherson - Lives on Ceres. Would like to take bus to Chapman Elementary but because she must transfer, takes 50 minutes to get there. Dissuades her from riding.
- Marguerite Sheffler - Marguerite would like to catch the 40 from Paradise Park and Ride and arrive in Chico at the Enterprise Record and would like the first bus to arrive

at 7:00 am rather than 7:10 am. Would like us to look into possibly having another run from Paradise to Chico. Marguerite does not drive and needs to be to work at Lifetouch by 7am.

- Brianna England - I am a student at Chico State and the only inconvenience I have with the B-Line is that the bus leaves Chico State on the 50 minute mark but the problem is that is when classes get out. So if there would be anyway to make the bus leave on the 56 mark and leave Oroville on the 50 mark that would allow me to utilize the B-Line more frequently.

RESPONSE → These requests are considered minor route revisions and thus do not meet the definition of an Unmet Transit Need. All of these suggestions involve routes where service is already in place. These suggestions will be forwarded to the appropriate department for consideration.

- Jesse Smith – A staging area is needed for back-up buses in Oroville. Currently, if a bus breaks down it takes a long time for a spare bus to come from Chico. Would like buses to hold more than 3 bikes, and has been left stranded in Oroville after work. Drivers need training on how to navigate the new roundabout – they seem scared and hesitant.
- Joanne Hurley – Route 27 always misses the transfers to Route 20. This is happening because the stoplights at Lower Wyandotte & Olive are so backed up that Route 27 is forced to become late. It misses its connection to Route 20 at 7:57 am regularly. Ms. Hurley suggested having Route 20 do Route 27 when it gets to Oroville to avoid transfer problems **(BCAG Note: Staff will send a letter to the Butte County Public Works Director advocating for crosswalks at this intersection.)**
- Steve Hogan - there is a current problem with Route 27 connecting with Route 20 on weekday mornings to get to Chico.

RESPONSE → These operational issues are not Unmet Transit Needs, as they are not requesting new bus service. They will be forwarded to the appropriate department for consideration.

Unmet Transit Needs Findings and Recommendations

Summary of Findings

After consideration of all testimony received during the 2009/10 fiscal year Unmet Transit Needs process, BCAG finds that the following is an Unmet Transit Needs that is Reasonable to Meet:

Addition of one earlier weekday run from Oroville to Chico

- An earlier run would require 18 or more passengers to meet the minimum farebox recovery ratio. Based on ridership levels of the first two runs from Oroville to Chico, it is projected that an earlier run would produce enough ridership to meet the minimum farebox recovery ratio of 10%.

BCAG is committed to improving B-Line fixed route and paratransit service. As ridership data is gathered and public input is received, BCAG will continue to make route modifications, add bus shelters and other improvements to better serve the public, especially those who rely on transit. All testimony received is reviewed and considered for improving B-Line Transit regardless of whether or not the testimony fits the definitions used for the unmet transit needs process. In addition, the documented testimony received in this assessment will be used toward the development of BCAG's Market-Based Transit study in the upcoming year.

Social Service Transportation Advisory Council Review

Government Code 99238 states, "Each transportation planning agency shall provide for the establishment of a social services transportation advisory council for each county operating under a joint power agreement, which is not subject to the apportionment restriction established in Section 99232." Committee members must include representation from senior citizens and disabled transit user groups, social service providers to seniors, disabled and low-income persons, transportation providers to seniors, disabled and low-income persons and CTSAs.

The 2009/2010 Transit Needs Assessment was presented to the Butte County Social Service Transportation Advisory Council on February 17, 2009. The Council reviewed the Assessment and unanimously supported staff's recommendation. See Appendix C for the current SSTAC membership roster.

Recommendations

After consideration of all testimony received during the 2009/10 fiscal year Unmet Transit Needs process, BCAG finds that the following is an Unmet Transit Need that is Reasonable to Meet:

Addition of one earlier weekday run from Oroville to Chico

A recommendation to approve the Unmet Transit Needs Assessment for the 2009/10 fiscal year is made to the BCAG Board of Directors. Pending approval, these service additions will be implemented during the 2009/10 fiscal year.

TABLE OF APPENDICES

APPENDIX A
Annual Unmet Transit Needs Meetings Schedule and Proof of Publications.....34

APPENDIX B
Amtrak Schedule38

APPENDIX C
Social Services Transportation Advisory Council Membership40

APPENDIX D
BCAG Board of Directors Summary Minutes of October 23, 2003 Approving TDA Definitions
for “Unmet Transit Needs” and “Reasonable to Meet”41

APPENDIX E
2008/09 TDA Local Transportation Fund (LTF) and State Transit Assistance (STA) Fund Annual
Project and Expenditure Plan Worksheets and Fund Distribution Charts by Jurisdiction..... 44

APPENDIX F
Resolution of the Butte County Association of Governments Making Findings Regarding
Unmet Transit Needs Affecting Fiscal Year 2008/2009 52



Is Transit Taking You Where You Need to Go?

Butte County Association of Governments (BCAG) is requesting comments from the public on unmet transit needs that may exist in the county. Members of the public are invited to submit comments by mail, email, phone, fax, internet or in person at one of the below meetings. All testimony received is given equal consideration.

Annual Unmet Transit Needs Meetings Schedule

- **Chico**
Thursday, November 6, 2008, 3:00 pm – 4:00 pm ~ Butte County Library – Chico Branch, Conference Room ~ 1108 Sherman Avenue
- **Oroville**
Friday, November 7, 2008, 12:30 pm – 1:30 pm ~ Butte County Public Health, Tahoe Room ~ 202 Mira Loma Drive
- **Gridley**
Friday, November 7, 2008, 2:00 pm – 3:00 pm ~ Gridley City Hall, EOC Room (upstairs) ~ 685 Kentucky Street
- **Paradise**
Monday, November 10, 2008, 12:30 pm – 1:30 pm ~ Paradise Town Hall, Rm #9 ~ 5555 Skyway
- **Butte County**
Thursday, December 11, 2008, 9:00 am ~ Public Hearing held at regular meeting of BCAG, City of Chico Council Chambers ~ 421 Main Street

Please note that workshops will not end until all comments have been received – everyone present will get an opportunity to submit testimony.

If you have comments and are unable to attend, please contact Kristy Bonnifet:

Mail: Butte County Association of Governments, 2580 Sierra Sunrise Terr., Ste 100, Chico, CA 95928

Email: kbonnifet@bcag.org

Phone: (530) 879-2468

Fax: (530) 891-2979

Comments are due by 5:00 p.m. Thursday, December 11, 2008

PROOF OF PUBLICATIONS

**Paradise Post
Declaration of
Publication**
State of California
County of Butte

That at all times herein mentioned Declarant is and was a resident of said county of Butte over the age of twenty one years; not a partner or interested in the within matters; that Declarant is and was at all times herein mentioned the legal Clerk of the Paradise Post, a tri-weekly newspaper, which said newspaper was adjudged a newspaper of general circulation on November 12, 1946, by

Superior Court order No. 22462 as entered in Book 44 Page 213 of said County, and that said newspaper is printed and published every Tuesday, Thursday and Saturday in

Display Level

F-Line

PCAG


Legal 4627-08

October 25, 2008

and such publication was made in the regular issue of this paper (and not in any supplemental edition or extra thereof);

CLERK OF SUPERIOR COURT

Declarant



Is Transit Taking You Where You Need to Go?

Butte County Association of Governments (BCAG) is requesting comments from the public on recent transit needs studies that they will be conducting in the county. Comments of the public are invited to submit comments by mail, email, phone, fax, or in person at one of the above meetings. All inquiries are invited to directly contact the coordinator.

Annual Unmet Transit Needs Assessment Schedule

- Chico**
 Thursday, November 6, 2008, 3:00 pm - 4:00 pm - Butte County Library, Chico Branch, Conference Room - 4408 Sherman Avenue
- Gridley**
 Friday, November 7, 2008, 12:30 pm - 1:30 pm - Butte County Public Health, Tahoe Room - 202 Mine Tenna Drive
- Gridley**
 Friday, November 7, 2008, 2:00 pm - 3:00 pm - Gridley City Hall, EOC Room (4 posters) - 686 Kentucky Street
- Paradise**
 Monday, November 10, 2008, 12:30 pm - 1:30 pm - Paradise Town Hall, RM 219 - 5555 Skyway
- Butte County**
 Thursday, December 11, 2008, 9:00 am - Public Hearing Field at regular meeting of BCAG, City of Chico Council Chambers - 421 Main Street

Please note that meetings will not start until all comments have been received - everyone present will get an opportunity to submit comments.

If you have comments and are unable to attend, please contact Kristy Brinkley:
 Mail: Butte County Association of Governments, 2590 State Springs Terr., Ste 100, Chico, CA 95928
 Email: kbrinkley@bcag.org Phone: (530) 898-7460 Fax: (530) 891-1909

Comments are due by 5:00 pm, Thursday, December 11, 2008

4627.D4 Oct. 25, 2008

(SPACE FOR FILING STAMP ONLY)

IN AND FOR THE COUNTY OF BUTTE

later of

IAI UNMET TRANSIT NEEDS MEETINGS
DILE.

DAVIT OF PUBLICATION

f California }
of Butte } SS.

designated resident of the county of
of California, says:

am, and at all time herein mentioned
tizen of the United States and not a party
rested in the above entitled matter;
the principal clerk of the printer and
r o.


The Chico Enterprise-Record
The Oroville Mercury-Register

That said newspaper is one of general circula-
defined by Section 6000 Government
f the State of California, Case No. 26796
Superior Court of the State of California,
of the County of Butte; that said newspa-
ll times herein mentioned was printed
blished daily in the City of Chico and
of Butte; that the notice of which the
sl is a true printed copy, was published in
waxpaper on the following days

MBER 25, 2008.

as December 29, 2008.
Chico, California.

Carine Wilson
(Signature)



Is Transit Taking You Where You Need to Go?

Butte County Association of Governments (BCAG) is requesting comments from the public on unmet transit needs that may exist in the county. Members of the public are invited to submit comments by mail, email, phone, fax, internet or in person at one of the below meetings. All meetings require a governmental designation.

Annual Unmet Transit Needs Meetings Schedule

- Chico**
Thursday, November 6, 2008, 3:00 pm - 4:00 pm - Butte County Library - Chico Branch, Conference Room - 1108 Sherman Avenue
- Oroville**
Friday, November 7, 2008, 12:30 pm - 1:30 pm - Butte County Public Health, Conference Room - 202 Mira Loma Drive
- Groveland**
Friday, November 7, 2008, 2:00 pm - 3:00 pm - Groveland City Hall, 600 Room (upstairs) - 685 Kentucky Street
- Paradise**
Monday, November 10, 2008, 12:30 pm - 1:30 pm - Paradise Town Hall, Rm 49 - 3555 Skyway
- Butte County**
Thursday, December 11, 2008, 9:00 AM - Public Hearing held at regular meeting of BCAG, City of Chico Council Chambers - 421 Main Street

Please note that workshops will not end until all comments have been received - everyone present will get an opportunity to submit comments.

If you have comments and are unable to attend, please contact Kristy Bonifant:
Mail: Butte County Association of Governments, 2580 State George Tort, Ste 110, Chico, CA 95926
City Hall - 421 Main Street - Phone: (530) 879-3463 Fax: (530) 881-1979

Comments due by 5:00 pm, Thursday, December 11, 2008

RECEIVED NOV 19 2008

PROOF OF PUBLICATION

No. _____

In The Matter of

Unmet Transit

Needs

(State of California)
(County of Butte) as

The undersigned resident of the County of Butte,
State of California, says:

That I am, and at all time herein mentioned
was a citizen of the United States and not a party to
nor interested in the above entitled matter; that I
am the principal clerk of the printer and publisher of:

The Gridley Herald

That said newspaper is one of general
circulation as defined by Section 6000 Government
Code of the State of California, Case No. 27,207 by
the Superior Court of the State of California, in and
for the County of Butte; that said newspaper at all
times herein mentioned was printed and published
twice a week (on Wednesdays and Fridays) in the
City of Gridley and County of Butte; that the notice
of which the annexed is a true printed copy, was
published in said newspaper on the following days:

October 27, 2008

I certify (or declare), under penalty of perjury, that
the foregoing is true and correct, at Gridley,
California.

Dated 11/17/08
at Gridley, California

[Signature]
(Signature)



Is Transit Taking You Where You Need To Go?

Butte County Association of Governments (BOAG) is requesting input from the public on unmet transit needs that may exist in the county. The public are invited to submit comments by mail, email, or in person at one of the below meetings. All testimony received will be given full consideration.

Annual Unmet Transit Needs Meeting

- **Chico**
Thursday, November 6, 2008, 3:00 pm - 4:00 pm - Butte Chico Branch, Conference Room - 1108 Sherman Ave
- **Gridley**
Friday, November 7, 2008, 12:30 pm - 1:30 pm - Butte Health, Tahoe Room - 202 Mira Loma Drive
- **Gridley**
Friday, November 7, 2008, 2:00 pm - 3:00 pm - Gridley Room (upstairs) - 685 Kentucky Street
- **Paradise**
Monday, November 10, 2008, 12:30 pm - 1:30 pm - Paradise - 5555 Skyway
- **Butte County**
Thursday, December 11, 2008, 9:00 am - Public Hearing meeting of BOAG, City of Chico Council Chambers

Please note that workshops will not end until all comments have been received. Everyone present will get an opportunity to submit comments.

If you have comments and are unable to attend, please contact:
Mail: Butte County Association of Governments, 2580 State
St Ste 100, Chico CA 95926 Email: khannifet@bcag.org Phone:
Fax: (530) 893-2979

Comments are due by 5:00 pm, Thursday, December 11, 2008.

APPENDIX B

AMTRAK SCHEDULE

Thruway Motorcoach Connections

Medford • Klamath Falls (The Shuttle)

8711		Thruway Number				8714	
Daily	Mile	Days of Operation	Symbol	Symbol	Daily	Daily	
3 30P	0	Medford, OR-RVTA	↕	↕	Ar	1 00P	
3 45P	15	Medford, OR-Greyhound Sta.	↕	↕	Ar	12 45P	
4 10P	20	White City, OR-Cascade Bldg	↕	↕	Ar	12 20P	
5 45P	72	Klamath Falls, OR-Amtrak Sta.	↕	↕	Dp	10 30A	
11		Connecting Train Number				14	

Ontario • Bend • Eugene • Coos Bay

(Porter Stage)

11		Connecting Train Number				14		11	
Daily	Mile	Days of Operation	Symbol	Symbol	Daily	Mo-Fr	Daily	Mo-Fr	
9 15A	0	Ontario, OR (MT)	↕	↕	Ar	7 55P			
9 30A	17	-Greyhound Station Vale, OR-Fletcher	↕	↕	Ar	7 40P			
11 00A	131	Chevron (MT) Burns, OR-Figaro's Italian Kitchen (PT)	↕	↕	Ar	4 15P			
1 30P	261	Bend, OR-Bus Station	↕	↕	Dp	1 45P		6 00P	
2 00P	Ar	Eugene-Springfield, OR	↕	↕	Dp	1 30P			
4 38P	388	Florence, OR	↕	↕	Dp	10 12A		3 00P	
4 40P	Ar	-2nd & U.S. 101	↕	↕	Dp	10 10A		1 35P	
6 30P	449	Reedsport, OR	↕	↕	Ar	8 50A			
7 00P	469	-Sentosa Store	↕	↕	Ar	8 30A		1 05P	
7 30P	496	Coos Bay, OR-Bus Station (PT)	↕	↕	Dp	8 00A		12 35P	

Redmond • Bend • Chemult (Redmond Airport Shuttle-OR DOT)

11		Connecting Train Number				11		14	
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	
5 15P	7 00A	0	Dp	Redmond Airport, OR	↕	Ar	10 00P	11 35A	
5 45P	7 25A	16	↕	-Riverhouse Resort	↕	D	9 40P	11 15A	
6 15P	8 00A	31	↕	Sunriver, OR-Lodge	↕	D	9 10P	10 45A	
6 40P	8 25A	49	↕	La Pine, OR-Chevron	↕	D	8 50P	10 25A	
7 40P	9 20A	84	Ar	Chemult, OR-Amtrak	↕	Dp	8 10P	9 45A	

NOTE: Redmond Airport pickup requires reservations made with Amtrak at least 2 hours prior to departing Redmond Airport or call (541) 382-1687.

Emeryville • Oakland • San Francisco (Amtrak Thruway)

5011		Thruway Number				5014	
Daily	Daily	Daily	Daily	Daily	Daily	Daily	
8 25A	0	Emeryville, CA-Amtrak Sta.	↕	↕	Ar	9 50P	
D 8 55A	9	San Francisco, CA	↕	↕	Dp	9 25P	
D 9 05A	10	-Ferry Bldg, Amtrak Sta.	↕	↕	Dp	9 10P	
D 9 20A	11	-Fisherman's Wharf, Pier 39	↕	↕	Dp	9 00P	
9 30A	11	-S.F. Shopping Ctr., 835 Market St.	↕	↕	Dp	8 50P	
		-Caltrain Sta.-4th & King Sts.					
6011		Thruway Number				6014	
Daily	Daily	Daily	Daily	Daily	Daily	Daily	
7 00A	0	-Caltrain Sta.-4th & King Sts.	↕	↕	Ar	10 40P	
7 10A	0	-S.F. Shopping Ctr., 835 Market St.	↕	↕	D	10 25P	
7 25A	1	-Fisherman's Wharf, Pier 39	↕	↕	D	10 10P	
7 55A	2	-Ferry Bldg, Amtrak Sta.	↕	↕	D	10 05P	
8 25A	11	-Financial District, Hyatt Regency	↕	↕	Dp	9 45P	
		Oakland, CA-Jack London Sq. (PT)					

Salinas • Monterey • Carmel (Pro Transportation Service, Inc.)

11		Connecting Train Number				11		14	
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	
11 50A	6 40P	0	Dp	Salinas, CA	↕	Ar	11 30A	6 15P	
				-Amtrak Sta.					
				Monterey, CA					
D 12 25P	D 7 15P	18	↕	-Hyatt Regency	↕	R 10 55A	R 5 30P		
D 12 30P	D 7 20P	19	↕	-Marriott	↕	R 10 30A	R 5 00P		
D 12 33P	D 7 23P	19	↕	-Travelodge	↕	R 10 15A	R 4 45P		
D 12 35P	D 7 30P	19	↕	-Transit Plaza	↕	R 10 40A	R 5 20P		
D 12 45P	D 7 35P	20	↕	-Monterey Bay Aquar	↕	R 10 25A	R 4 55P		
1 10P	7 45P	22	Ar	Carmel, CA	↕	Dp	10 00A	4 30P	

Connecting Local Services

Seattle-Victoria, BC Thruway Service

Clipper Navigation operates the high-speed catamaran Victoria Clipper year-round between Pier 69 in Seattle (one mile from Amtrak King Street Station) and Victoria's Inner Harbour. Reservations are required. Call Amtrak for schedules, fares and ticketing information for travel more than three days ahead. For travel less than three days in advance, contact Victoria Clipper at (206) 448-5000 or (800) 888-2535 or visit www.victoriaclipper.com.

Effective OCTOBER 29, 2007

Experience a journey.

Call 1-800-USA-RAIL

Visit AMTRAK.COM

COAST STARLIGHT®

SEATTLE
- to -
LOS ANGELES



SEATTLE - TACOMA
PORTLAND - EUGENE-SPRINGFIELD
SACRAMENTO - SAN FRANCISCO BAY AREA
SANTA BARBARA - LOS ANGELES

And intermediate stations



Schedules subject to change without notice. Amtrak is a registered service mark of the National Railroad Passenger Corp. National Railroad Passenger Corporation Washington Union Station, 60 Massachusetts Ave. N.E., Washington, DC 20002 NRPC Form P11-400M-10/29/07 Stock #02-3646

COAST STARLIGHT

Seattle • Portland • Los Angeles

11		◀ Train Number ▶		14	
Daily		◀ Days of Operation ▶		Daily	
☰ ☱ ☲ ☳ ☴ ☵ ☶ ☷		◀ On Board Service ▶		☰ ☱ ☲ ☳ ☴ ☵ ☶ ☷	
Read Down	Mile	Symbol	Symbol	Read Up	
☰ Amtrak Thruway Connection—Vancouver, BC/Seattle, WA					
5 30A	0	Dp	Vancouver, BC—Pacific Cental Sta. (PT)	○	Ar
R 5 50A	12		Richmond, BC—Vancouver Apt. Conf. Rsrst		
R 6 20A	29		Surrey, BC—Pacific Inn		
9 15A	144	Ar	Seattle, WA—Amtrak Sta. ☰	●	Dp
9 45A	0	Dp	Seattle, WA (Victoria, BC. ☰)	●	Ar
10 31A	39		Tacoma, WA	●	Ar
11 21A	75		Olympia-Lacey, WA	○	Ar
11 45A	94		Centralia, WA	●	Ar
12 29P	137		Kelso-Longview, WA	○	Ar
1 08P	177		Vancouver, WA	●	Ar
1 50P	187	Ar	Portland, OR	●	Dp
2 25P		Dp		Ar	Ar
3 37P	239		Salem, OR	●	Ar
4 10P	267		Albany, OR	●	Ar
5 10P	310		Eugene-Springfield, OR ☰ Ontario, Coos Bay—see back	●	Ar
8 05P	432		Chemult, OR ☰ Redmond, Bend, Sunriver—see back	○	Ar
10 00P	505		Klamath Falls, OR (Crater Lake) ☰ Medford—see back	●	Ar
12 35A	610		Dunsmuir, CA (Mt. Shasta)	○	Ar
2 21A	665		Redding, CA	○	Ar
3 50A	739		Chico, CA	○	Ar
6 35A	824		Sacramento, CA	●	Ar
6 50A	837		Davis, CA	●	Ar
7 34A	881		Martinez, CA	●	Ar
8 10A	908	Ar	Emeryville, CA	●	Dp
8 20A		Dp	☰ San Francisco—see back	Ar	Ar
8 35A	913	Ar	Oakland, CA—Jack London Sq.	●	Dp
8 50A		Dp	☰ San Francisco—see back	Ar	Ar
9 55A	954	Ar	San Jose, CA (Caltrain)	●	Dp
10 07A		Dp		Ar	Ar
11 48A	1021		Salinas, CA ☰ Monterey, Carmel—see back	●	Ar
1 38P	1119		Paso Robles, CA	○	Ar
3 20P	1157		San Luis Obispo, CA (Morro Bay)	●	Ar
6 17P	1274		Santa Barbara, CA	●	Ar
7 08P	1310		Oxnard, CA	●	Ar
D 7 38P	1341	Ar	Simi Valley, CA	○	Ar
D 8 05P	1358	Ar	Van Nuys, CA—Amtrak Sta.	●	Ar
9 00P	1377	Ar	Los Angeles, CA	●	Dp
796			Connecting Train Number		763
Daily		◀ Days of Operation ▶		Daily	
10 10P	1389	Dp	Los Angeles, CA	●	Ar
10 42P	1415	Ar	Fullerton, CA	●	Ar
10 51P	1421		Anaheim, CA (Disneyland®)	○	Ar
11 00P	1425		Santa Ana, CA	○	Ar
11 11P	1435		Irvine, CA	○	Ar
11 25P	1447		San Juan Capistrano, CA	○	Ar
11 56P	1476		Oceanside, CA	○	Ar
12 11A	1493		Solana Beach, CA	○	Ar
12 50A	1518	Ar	San Diego, CA (PT)	○	Dp

Guaranteed Bus Connection

Passengers on northbound Train 14 who are connecting with eastbound Train 28 will transfer to Amtrak dedicated bus service between Klamath Falls, OR and Pasco, WA. Bus boards trackside in Klamath Falls at 9:15 a.m., stops to receive additional connecting passengers at Chemult, OR at 10:45 a.m., makes a meal stop at approximately 5:00 p.m. at Biggs Junction, OR and arrives in Pasco at 8:15 p.m. Passengers on westbound Train 7 who are connecting southbound with Train 11 will transfer in Portland.

Services on the Coast Starlight®

- ☰ **Coaches:** Reservations required.
- ☱ **Sleeping Cars:** Superliner sleeping accommodations.
 - Sleeping car amenities include the Pacific Parlor Car with morning and afternoon beverage and snack service and afternoon wine tastings.
 - Amtrak's Metropolitan Lounge available in Portland for Sleeping Car Service passengers.
- ☲ **Dining:** Complete meals.
- ☳ **Sightseer Lounge:** Sandwiches, snacks and beverages.
- ☴ **Trails and Rails Program:** In a cooperative effort with the National Park Service, volunteer rangers provide narrative on select trains.
 - Rangers from the Klondike Gold Rush National Historical Park Thursday through Monday, Memorial Day through Labor Day.
 - Rangers from the Juan Bautista de Anza National Historic Trail between Santa Barbara and San Luis Obispo or Oakland on select days through out the year.
- ☵ **Programs and schedules are subject to change.**
- ☶ **Note—Checked baggage for San Francisco passengers:** Oversize items subject to delay.
- ☷ **No Smoking:** Smoking is prohibited entirely on this train. Passengers may smoke on station platforms as announced by train crews, and must remain next to the train, ready to reboard immediately upon hearing the sound of the locomotive horn and verbal "All Aboard" calls.

Scenic Highlights

- Puget Sound
- Willamette Valley
- Cascade Mountains
- California Coast
- Mission Santa Barbara
- Los Angeles—historic Olvera Street

Symbols and Reference Marks

- A Time Symbol for A.M.
- D Stops only to discharge passengers.
- P Time Symbol for P.M.
- PT Pacific Time
- R Stops only to receive passengers.
- Quick-Trak self-serve ticketing kiosk available for credit/debit card sales.
- ☰ **Checked Baggage Service available at stations indicated.**
- ☱ Thruway Motorcoach Connection. Coordinated train/motorcoach service with connections at the Amtrak station (in most cases), as well as through fares/ticketing. Passengers traveling on Amtrak Thruway connections must be ticketed before boarding coaches in order to obtain through fares. See Symbol column for wheelchair accessibility.
- ☲ Ticket office open for all train departures.
- ☳ Ticket office/checked baggage not open for all departures.
- ☴ Tickets can not be purchased at this location.
- ☵ All station facilities are fully accessible to persons who use wheelchairs.
- ☶ Barrier-free access between street or parking lot, station platform and trains; however, not all facilities within the station are fully accessible. Stops only on signal, or advance notice to conductor.
- ☷ Connecting Ferry Service.
- ☰ FlyAway Bus Service offers convenient non-stop service from Patsouras Bus Plaza on the east side of Los Angeles Union Station. Adult one-way fare is \$3.00, \$6.00 round trip. Purchase tickets at the bus stop. For schedules, visit www.lawa.org.
- ☱ Caltrain rail commuter service available between San Jose and San Francisco, San Mateo, Redwood City, Palo Alto, Gilroy and other Peninsula points. Separate ticket required.
- ☲ Bus will discharge passengers on request at Monterey Airport rental car offices.
- ☳ Bus 8711 arrives at the Shuttle's Waiting Room in Klamath Falls at 5:45 p.m. The Shuttle will take passengers and their baggage to the Amtrak station at 8:25 p.m. Passengers may eat in Klamath Falls during the layover.
- **Reserved long-distance train.**
- **Connecting train.**
- **Thruway and connecting services.**

APPENDIX C

Butte County Association of Governments 2008/09 Social Services Transportation Advisory Council

	Name	Agency	Category Filled							Term ends
			1	2	3	4	5	6	7	
		# required →	1	1	2	2	1	2	0	
1	Cameron Wise	Work Training Center				x				June 30, 2009
2	Diane Cooper	Peg Taylor Center			x					June 30, 2009
3	Jo Anne Hurley	Citizen-Oroville	x							June 30, 2009
4	Mary Neumann	Passages Adult Resource Ctr.			x	x	x			June 30, 2009
5	Shawn O'Brian	Butte County Public Works						x		June 30, 2009
6	John L. McCash	Feather River Tribal Health, Inc.	x				x			June 30, 2010
7	William A. Moline	Butte County DESS - CALWORKS					x			June 30, 2010
8	Jay Harris	Independent Living Services		x		x				June 30, 2011
9	Michael Worley	At Large Appointment				x			x*	June 30, 2011
10	Joyce Wolf	Citizen-Oroville	x	x						June 30, 2011
11	Mike Crump	Butte County Public Works							x	June 30, 2011

Category Listings as per PUC Section 99238

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

* Citizen nominated by a Jurisdiction

APPENDIX D



SUMMARY MEETING MINUTES OF THE BUTTE COUNTY ASSOCIATION OF GOVERNMENTS OCTOBER 23, 2003

The following minutes are a summary of actions taken by the Board of Directors. Audiocassette tape of the actual meeting is available for listening in BCAG's office.

Chair Andoe called the meeting to order at 9:08 a.m., in the Chico Municipal Building, Council Chambers located at 421 Main Street, Chico, CA.

MEMBERS PRESENT:

Robert Beeler	Supervisor	District 1
Jane Dolan	Supervisor	District 2
Mary Anne Houx	Supervisor	District 3
Kim Yamaguchi	Supervisor	District 5
Alan White	Councilmember	Town of Paradise
Gordon Andoe	Mayor	City of Oroville

MEMBERS ABSENT:

Curt Josiassen	Supervisor	District 4
Coleen Jarvis	Vice-Mayor	City of Chico
Andria Paul-Busch	Councilmember	City of Biggs
Frank Cook	Mayor	City of Gridley

STAFF PRESENT:

Jon Clark	Executive Director
Andy Newsum	Project Manager
Ivan Garcia	Programming Manager
Janice Fratallone	Senior Planner
Jim Peplow	Senior Planner
Cheryl Burton	Administrative Assistant

OTHERS PRESENT

Steve Schoonover, Chico E-R
Gail Williams, AQMD
Chuck and Jeri Benedict, Citizens, TAC members
Jim Rossas, Citizen, TAC member
Al McGreehan, Town of Paradise, TAC member
Bob Greenlaw, City of Chico, TAC member

PLEDGE OF ALLEGIANCE

CONSENT AGENDA

1. Approval of Minutes from the September 25, 2003 BCAG Board Meeting
2. Approval of 2003/04 LTF/STA Claim for the City of Biggs
3. Authorization for the BCAG Subcommittee for Programming & Policy issues to work with Executive Director on Annual Evaluation

On motion by Supervisor Houx, seconded by Supervisor Dolan, it was carried to approve Consent Agenda Items 1 through 3. Board member White abstained.

ITEMS FOR ACTION

4. 2002 Regional Transportation Improvement Program (RTIP) Amendment

Staff informed the Board that they are preparing an application for PLH discretionary funds to secure funding for the design component on the FH 171 (upper Skyway) project. The estimated cost of the FH 171 design is \$1.2 million.

Staff is proposing that \$600,000 in STIP funds be matched with \$600,000 in PLH discretionary funds to fund the FH 171 design component. The \$600,000 in STIP funds is available as a result of a previous amendment approved by the Board to exchange CMAQ funds for STIP funds on the SR 99 Durham/Pentz signalization & the SR 99 Gridley design widening projects.

Staff has reviewed this item with the Transportation Advisory Committee (TAC) and they support staff's proposal. Staff and the TAC recommend the Board program \$600,000 in RIP/STIP funds in 2004/05 FY by amending the 2002 RTIP.

Supervisor Yamaguchi asked if federal funds would likely be obtained? Staff indicated that it was optimistic that the federal funds could be obtained if there is \$600,000 in local matching support.

In March 2004, staff will attend the tri-agency meeting to lobby for the additional \$600,000 and go over the environmental schedule. Staff will work with Congressman Herger to secure the discretionary funds and lobby funds for the design component.

Staff informed the Board that at the public meeting in Stirling City, there was a representative from Federal Highways who indicated that the PLH program is focused on projects that have a lot of public support. It was apparent at the public meeting that this project is extremely important to the public and to the residents near the project area.

On motion by Board member White, seconded by Supervisor Yamaguchi, it was unanimously moved to approve the 2002 RTIP/STIP Amendment.

5. 2002 Federal Transportation Improvement Program (FTIP) Amendment

Insufficient funding in the state highway account is impacting Caltrans' ability to complete the environmental mitigation and will delay the construction on SR 149 until May 2005. Staff recommends the Board shift \$5.8 million in federal demo funds from the SR 70 Ophir Road and Marysville Bypass projects to the SR 149 project. An equal amount of STIP funds, \$5.8 million, will be shifted back to the SR 70 Ophir & Bypass projects. This shift doesn't change the delivery of the SR 70 projects and will ensure that the environmental mitigation for the SR 149 project is completed making the project ready for construction. The issue is cash flow. These federal funds were secured through Congressman Herger and are available now. Staff informed the Board they want to get as much done on SR 149 up to construction.

Supervisor Yamaguchi asked if the shifting of monies would hurt the other two projects? Staff replied that the projects would not be hurt or delayed. If the funds are shifted, mitigation can get done on SR 149 to make the project ready for construction when the funding is available.

On motion by Supervisor Yamaguchi, seconded by Board member White, it was unanimously moved to approve the 2002 FTIP Amendment.

6. Approval of Transportation Development Act (TDA) Definitions for “Unmet Transit Needs” and “Reasonable to Meet”

Staff informed the Board, that a main element of the unmet transit needs process is the definition of “Unmet Transit Needs” and “Reasonable to Meet.” This Board adopts the definitions that staff uses within the county. The current definitions were last adopted in 1994. The Social Services Transportation Advisory Committee (SSTAC) performed a comprehensive analysis of the definitions. The SSTAC recommended to amend the old definitions and make the new definitions more concise and easier to understand. By adopting the new definitions, it may be easier to find transit recommendations.

On motion by Supervisor Beeler, seconded by Supervisor Yamaguchi, it was unanimously moved to approve the new definitions for “Unmet Transit Needs” and “Reasonable to Meet”.

APPENDIX E

2008/09 TDA Local Transportation Fund (LTF) and State Transit Assistance (STA) Fund Annual Project and Expenditure Plan Worksheets and Fund Distribution Charts by Jurisdiction

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

Claimant: City of Oroville
See Chapter 10 of BCAG's Transportation Development Act Workbook for detailed instructions on how to complete this form.

Fiscal Year 2007/08

Revised
Dec-07

TDA STATUTE DESCRIPTION & LOCAL AGENCY PROJECT TITLE	SOURCE OF FUNDING						TOTAL
	CLAIMED FUNDS		CLAIMED FUNDS		OTHER FUNDING SOURCES		
	TDA - LTF		TDA - STA		OTHER FUNDS	SOURCE	
	LTF \$ amount	PUC Article & Section	STA \$ amount	CCR Section			
Support of Public Transp System / B Line Ops. FIXED ROUTE	113,020	Art 8. Sec. 99400 (c)	51,460	Art 4, Sec 6731 (b)			164,480
Support of Public Transp System/ B Line Ops. PARATRANSIT	299,374	Art. 8, Sec. 99400 (c)			18,406	LTF Fund Balance	317,780
Support of Public Transp System / B Line Cap. Res. FIXED ROUTE					7,720	LTF Fund Balance	7,720
Support of Public Transp System / B Line Cap. Res. PARATRANSIT					21,600	LTF Fund Balance	21,600
Support of Public Transp System / B Line Capital Purchase Prop 1B BOND Funding FIXED ROUTE			-				-
Support of Public Transportation System / B Line Capital Purchase Prop 1B BOND Funding PARATRANSIT			-				-
							-
							-
SUB TOTAL	412,394		51,460		47,726	-	511,580

TDA - 1

SUPPLEMENTAL INFO:	LTF	STA	STA - Bond	Total
Apportionments:	412,394	51,460		463,854
		Capital		
B Line Obligations:	Operating	Reserve	Capital Purchase	Total
Fixed Route	164,480	7,720		172,200
Paratransit	317,780	21,600		339,380
Total	482,260	29,320	-	511,580
	Apportionment		Claimed	Balance
STA Funds Remaining		51,460	51,460	-
STA BOND funds Remaining		-	-	-
LTF "Discretionary Funds Remaining"	412,394		412,394	-

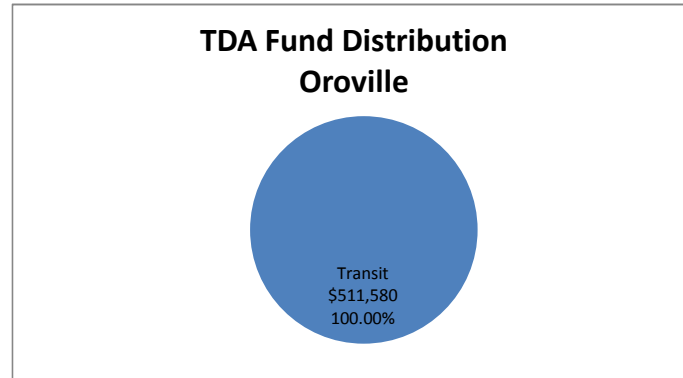
Local Contact:
Sherral Skinner (530) 538-2412 skinnerst@cityoforoville.org

BCAG Contact: Ivan Garcia 530-879-2468, igarcia@bcag.org

Notes:

Distribution Summary

Transit	\$511,580 (STA & LTF)
Bicycles & Peds	\$0 (LTF)
Streets & Roads	\$0 (LTF)
Total	\$511,580



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

Claimant: City of Gridley
See Chapter 10 of BCAG's Transportation Development Act Workbook for detailed instructions on how to complete this form.

Fiscal Year 2008/09 May 2008

TDA STATUTE DESCRIPTION & LOCAL AGENCY PROJECT TITLE	SOURCE OF FUNDING						TOTAL
	CLAIMED FUNDS		CLAIMED FUNDS		OTHER FUNDING SOURCES		
	TDA - LTF		TDA - STA		OTHER FUNDS	SOURCE	
	LTF \$ amount	PUC Article & Section	STA \$ amount	CCR Section			
Support of Public Transp System / B Line Ops. FIXED ROUTE (710)	19,163	Article 8, 99400 (c)					19,163
Support of Public Transp System / B Line Cap. Res. FIXED ROUTE	850	Article 8, 99400 (c)					850
Support of Public Transp System / Gridley Golden Flyer (700)	62,495	Article 4, 99260 (a)	21,973	Article 4, 6730 (a)			84,468
Streets and Roads Maintenance/ Purchase new Asphalt Roller 430)		Article 8, 99402					-
Streets and Roads Maintenance (430)	93,580	Article 8, 99402			28,820	Local Funds	122,400
Support of Public Transp System / Purchase of a new Vehicle for Golden Flyer w/ Proposition 1B (430)		Article 4, 99260 (a)	-	Article 4, 6730 (a)			-
							-
							-
							-
SUB TOTAL	176,088		21,973		28,820	-	226,881

TDA - 1

SUPPLEMENTAL INFO:	LTF	STA	STA - Bond	Total
Apportionments:	176,088	21,973		198,061
B Line Obligations:	Operating	Capital Reserve	Capital Purchase	Total
Fixed Route	18,110	850		18,960
Paratransit				-
Total	18,110	850		18,960
	Apportionment		Claimed	Balance
STA Funds Remaining		21,973	21,973	-
STA BOND funds Remaining		-	-	-
LTF "Discretionary Funds Remaining"	176,088		176,088	-

79500 Golden Flyer

Ishrat Khan: 846-5695 ikan@gridley.ca.us

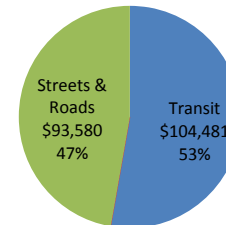
BCAG Contact: Ivan Garcia 530-879-2468, igarcia@bcag.org

Note: Includes 79500 to Flyer.

Distribution Summary

Transit	\$104,481 (STA & LTF)
Bicycles & Peds	\$0 (LTF)
Streets & Roads	\$93,580 (LTF)
Total	\$198,061

**TDA Fund Distribution
Gridley**



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

Claimant: City of Chico
See Chapter 10 of BCAG's Transportation Development Act Workbook for detailed instructions on how to complete this form.

Fiscal Year 2008/09
May 2008

TDA STATUTE DESCRIPTION & LOCAL AGENCY PROJECT TITLE	SOURCE OF FUNDING						TOTAL
	CLAIMED FUNDS		CLAIMED FUNDS		OTHER FUNDING SOURCES		
	TDA - LTF		TDA - STA		OTHER FUNDS	SOURCE	
	LTF \$ amount	PUC Article & Section	STA \$ amount	CCR Section			
Support of Public Transp System / B Line Ops. FIXED ROUTE	1,058,618	Art 4. Sec. 99260 (a)	330,907	Art 4, Sec 6730 (a)			1,389,525
Support of Public Transp System/ B Line Ops. PARATRANSIT	611,620	Art. 4, Sec. 99260 (a)					611,620
Support of Public Transp System / B Line Cap. Res. FIXED ROUTE	52,900	Art 4, Sec. 99260 (a)					52,900
Support of Public Transp System / B Line Cap. Res. PARATRANSIT	67,100	Art 4, Sec. 99260 (a)					67,100
Support of Public Transp System / B Line Capital Purchase Prop 1B BOND Funding FIXED ROUTE				Art. 4, Sec 6730 (a)			-
Support of Public Transp System/ Transit Administration (212-653)	70,559	Art 4, Sec. 99260 (a)					70,559
Streets and Roads Claims / Planning and Planning Process Funds Administration (212-000)	27,788	Article 8, 99402					27,788
Projects for Pedestrians and Bicycles / Transportation (212-654)	135,509	Article 8, 99400 (a)					135,509
Streets and Roads Claims / Planning and Planning Process Transportation-Planning (212-655)	274,994	Article 8, 99402					274,994
Passenger Rail Operations & Capital / Transportation -Depot (212-659)	55,312	Article 8, 99400 (b)					55,312
Projects for Pedestrians and Bicycles / Capital Projects-Downtown Bike Racks (Fund 212)	15,606	Article 8, 99400 (a)					15,606
Passenger Rail Operations & Capital Capital Project-Decking at Chico Depot (Fund 212)	39,768	Article 8, 99400 (b)					39,768
SUB TOTAL	2,409,774		330,907		-	-	2,740,681

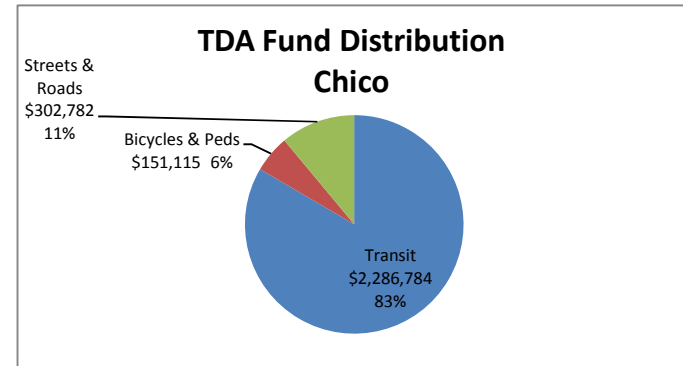
SUPPLEMENTAL INFO:	LTF	STA	STA - Bond	Total
Apportionments:	2,409,774	330,907		2,740,681
B Line Obligations:		Capital Reserve	Capital Purchase	
	Operating			Total
Fixed Route	1,389,525	52,900		1,442,425
Paratransit	611,620	67,100		678,720
Total	2,001,145	120,000	-	2,121,145
	Apportionment		Claimed	Balance
STA Funds Remaining		330,907	330,907	-
STA BOND funds Remaining		-	-	-
LTF "Discretionary Funds Remaining"	2,409,774		2,409,774	-

Local Contact: Linda Herman: 896-7241

BCAG Contact: Ivan Garcia 530-879-2468

Distribution Summary

Transit	\$2,286,784	(STA & LTF)
Bicycles & Peds	\$151,115	(LTF)
Streets & Roads	\$302,782	(LTF)
Total	\$2,740,681	



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

Claimant: City of Biggs
See Chapter 10 of BCAG's Transportation Development Act Workbook for detailed instructions on how to complete this form.

Fiscal Year 2008/09

May 6, 2008

TDA STATUTE DESCRIPTION & LOCAL AGENCY PROJECT TITLE	SOURCE OF FUNDING						TOTAL
	CLAIMED FUNDS		CLAIMED FUNDS		OTHER FUNDING SOURCES		
	TDA - LTF		TDA - STA		OTHER FUNDS	SOURCE	
	LTF \$ amount	PUC Article & Section	STA \$ amount	CCR Section			
Support of Public Transp System / B Line Ops. FIXED ROUTE	195	Art 8. Sec. 99400 (c)	6,303	Art 4, Sec 6731 (b)			6,498
Support of Public Transp System / B Line Cap. Res. FIXED ROUTE	305	Art 8. Sec. 99400 (c)		Art 4, Sec 6731 (b)			305
Support of Public Transp System / B Line Capital Purchase Prop 1B BOND Funding FIXED ROUTE			-	Art 4, Sec 6731 (b)			-
Streets and Roads - Road Maintenance Incl. Transp. Planning	50,011	Art 8, 99402					50,011
							-
							-
							-
							-
SUB TOTAL	50,511		6,303		-	-	56,814

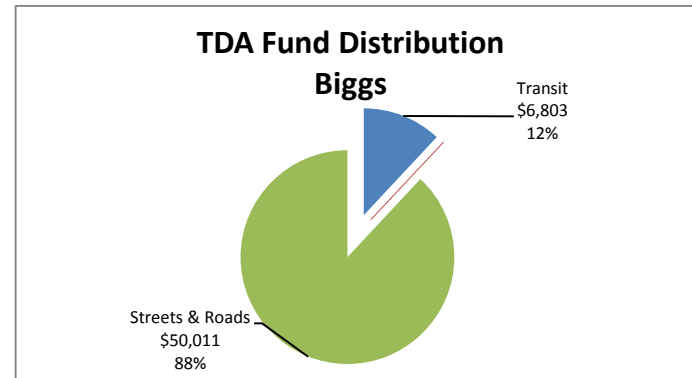
TDA - 1

SUPPLEMENTAL INFO:	LTF	STA	STA - Bond	Total
Apportionments:	50,511	6,303		56,814
		Capital		
B Line Obligations:	Operating	Reserve	Capital Purchase	Total
Fixed Route	6,498	305		6,803
Paratransit				-
Total	6,498	305	-	6,803
	Apportionment	Claimed	Balance	
STA Funds Remaining		6,303	6,303	-
STA BOND funds Remaining		-	-	-
LTF "Discretionary Funds Remaining"	50,511		50,511	-

Local Contact: Lori Adams 530-751-0952
BCAG Contact: Ivan Garcia 530-879-2468
Note:

Distribution Summary

Transit	\$6,803	(STA & LTF)
Bicycles & Peds	\$0	(LTF)
Streets & Roads	\$50,011	(LTF)
Total	\$56,814	



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

Claimant: Town of Paradise
See Chapter 10 of BCAG's Transportation Development Act Workbook for detailed instructions on how to complete this form.

Fiscal Year 2008/09
May 2008

TDA STATUTE DESCRIPTION & LOCAL AGENCY PROJECT TITLE	SOURCE OF FUNDING						TOTAL
	CLAIMED FUNDS		CLAIMED FUNDS		OTHER FUNDING SOURCES		
	TDA - LTF		TDA - STA		OTHER FUNDS	SOURCE	
	LTF \$ amount	PUC Article & Section	STA \$ amount	CCR Section			
Support of Public Transp System / B Line Ops. FIXED ROUTE	53,520	Art 8. Sec. 99400 (c)	93,703	Art 4, Sec 6731 (b)			147,223
Support of Public Transp System/ B Line Ops. PARATRANSIT	662,042	Art 8. Sec. 99400 (c)		Art 4, Sec 6731 (b)			662,042
Support of Public Transp System / B Line Cap. Res. FIXED ROUTE	6,910	Art 8. Sec. 99400 (c)					6,910
Support of Public Transp System / B Line Cap. Res. PARATRANSIT	28,448	Art 8. Sec. 99400 (c)			16,552	LTF Fund Bal	45,000
Support of Public Transp System / B Line Capital Purchase Prop 1B BOND Funding FIXED ROUTE			-	Art. 4, Sec 6731 (b)			-
Support of Public Transportation System / B Line Capital Purchase Prop 1B BOND Funding PARATRANSIT			-	Art. 4, Sec 6731 (b)			-
							-
							-
Streets and Roads - Road Maintenance Incl. Transp. Planning		Art 8, 99402					-
							-
SUB TOTAL	750,920		93,703		16,552	-	861,175

TDA - 1

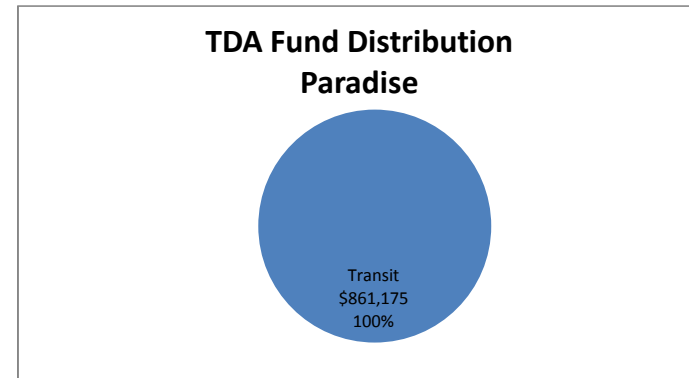
SUPPLEMENTAL INFO:	LTF	STA	STA - Bond	Total
Apportionments:	750,920	93,703		844,623
		Capital		
B Line Obligations:	Operating	Reserve	Capital Purchase	Total
Fixed Route	147,223	6,910		154,133
Paratransit	662,042	45,000		707,042
Total	809,265	51,910	-	861,175
	Apportionment		Claimed	Balance
STA Funds Remaining		93,703	93,703	-
STA BOND funds Remaining		-	-	-
LTF "Discretionary Funds Remaining"	750,920		750,920	-

Local Contact:
Shelly Hernandez 872-6981shernandez@townofparadise.com

BCAG Contact: Ivan Garcia 530-879-2468

Distribution Summary

Transit	\$861,175	(STA & LTF)
Bicycles & Peds	\$0	(LTF)
Streets & Roads	\$0	(LTF)
Total	\$861,175	



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

Claimant: Butte County Public Works
See Chapter 10 of BCAG's Transportation Development Act Workbook for detailed instructions on how to complete this form.

Fiscal Year 2008/09 May 2008

TDA STATUTE DESCRIPTION & LOCAL AGENCY PROJECT TITLE	SOURCE OF FUNDING						TOTAL
	CLAIMED FUNDS		CLAIMED FUNDS		OTHER FUNDING SOURCES		
	TDA - LTF		TDA - STA		OTHER FUNDS	SOURCE	
	LTF \$ amount	PUC Article & Section	STA \$ amount	CCR Section			
Support of Public Transp System / B Line Ops. FIXED ROUTE	403,734	Art 4, Sec. 99260 (a)	313,996	Art 4, Sec 6730 (a)			717,730
Support of Public Transp System/ B Line Ops. PARATRANSIT	644,147	Art. 4, Sec. 99260 (a)					644,147
Support of Public Transp System / B Line Cap. Res. FIXED ROUTE	31,315	Art 4, Sec. 99260 (a)					31,315
Support of Public Transp System / B Line Cap. Res. PARATRANSIT	56,300	Art 4, Sec. 99260 (a)					56,300
Support of Public Transp System / B Line Capital Purchase Prop 1B BOND Funding FIXED ROUTE				Art. 4, Sec 6730 (a)			-
Support of Public Transportation System / B Line Capital Purchase Prop 1B BOND Funding PARATRANSIT				Art. 4, Sec 6730 (a)			-
Passenger Rail Service Amtrak-Chico	1,700	Art 8, 99400 (b)					1,700
Payment Under Contract for Public Transportation Gridley Flyer	10,000	Art 8, 99400 (c)					10,000
Streets and Roads - Road Maintenance Incl. Transp. Planning	1,279,682	Art 8, 99402			28,302.00	Fund Bal.	1,307,984
Transit Fund Admin Support Services	5,688	Art 3, Sec 99233.1					5,688
SUB TOTAL	2,432,566		313,996		28,302.00	-	2,774,864

TDA - 1

SUPPLEMENTAL INFO:	LTF	STA	STA - Bond	Total
Apportionments:	2,426,878	313,996		2,740,874
B Line Obligations:	Operating	Capital Reserve	Capital Purchase	Total
Fixed Route	717,730	31,315		749,045
Paratransit	644,147	56,300		700,447
Total	1,361,877	87,615	-	1,449,492
	Apportionment		Claimed	Balance
STA Funds Remaining		313,996	313,996	-
STA BOND funds Remaining		-	-	-
LTF "Discretionary Funds Remaining"	2,426,878		2,432,566	(5,688)

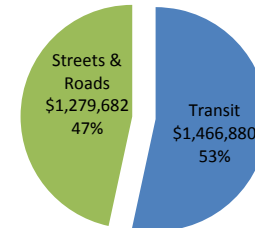
Local Contact: Cindy Andersen 530-538-7681

BCAG Contact: Ivan Garcia 530-879-2468

Distribution Summary

Transit	\$1,466,880	(STA & LTF)
Bicycles & Peds		(LTF)
Streets & Roads	\$1,279,682	(LTF)
Total	\$2,746,562	

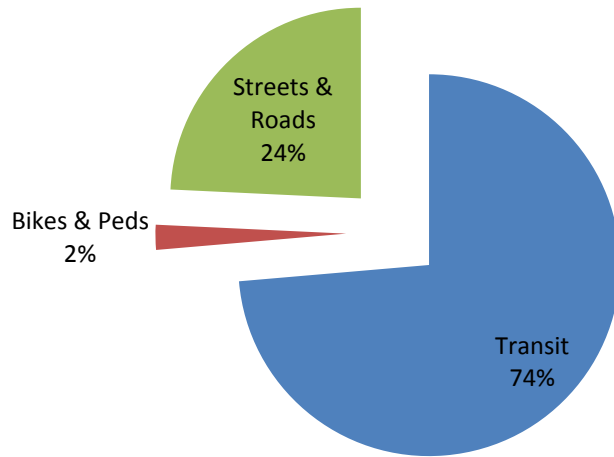
**TDA Fund Distribution
County**



Total Regional TDA Fund Distribution

Transit	\$5,244,506.00
Bikes & Peds	\$151,115.00
Streets & Roads	\$1,726,055.00
Total	\$7,121,676.00

Total Regional TDA Fund Distribution



APPENDIX F

**Resolution of the Butte County Association of Governments
Making Findings Regarding Unmet Transit Needs Affecting Fiscal
Year 2009/10**



**BUTTE COUNTY ASSOCIATION OF GOVERNMENTS
RESOLUTION NO 2008/2009-10**



**RESOLUTION OF THE BUTTE COUNTY ASSOCIATION OF GOVERNMENTS
MAKING FINDINGS REGARDING UNMET TRANSIT NEEDS AFFECTING FISCAL
YEAR 2009-2010**

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 **the addition of one earlier weekday run from Oroville to Chico is an Unmet Transit Need that is 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 2009/2010 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 the addition of one earlier weekday run from Oroville to Chico is an Unmet Transit Need that is Reasonable to Meet for B-Line fixed route service. This additional service shall be implemented during the 2009/10 fiscal year.

PASSED AND ADOPTED by the Butte County Association of Governments on the 26th day of February 2009 by the following vote:

AYES:

Dolan, Connelly, Kirk, Yamaguchi, Thompson, Schwab, Johansson, White

NOES:

None

ABSENT:

Lambert, Fichter

ABSTAIN:

None

APPROVED:



JANE DOLAN, CHAIR
BUTTE COUNTY ASSOCIATION OF GOVERNMENTS

ATTEST:



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