

Butte County Association of Governments

Unmet Transit Needs Assessment – 2010/2011



Adopted: January 28, 2010

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

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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 end, BCAG is continuing its educational outreach efforts with workshops throughout the fiscal year.

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. The 2009/10 Unmet Transit Needs Process resulted in the addition of an early morning regional run from Oroville to Chico. 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 and B-Line is in the process of procuring and installing these fareboxes for the paratransit fleet as well. The data captured from these fareboxes allows for more comprehensive ridership analyses. During the 2009/10 fiscal year B-Line is equipping the fleet with digital security cameras and a Computer Aided Dispatching System with Automatic Vehicle Location. This system offers passengers the ability to go online to obtain real time ETA's of individual routes as well as being able to plan and map their trips. This will also allow for better tracking of vehicles, leading to a more efficient system. At the time of this report B-Line was also undergoing a Market Based Transit Study in which the current fixed route system and ridership trends are being evaluated. Route modifications that may better meet the needs for riders as they relate to their daily travel or commute patterns are then identified.

Findings for FY 2010/11

After analysis of all testimony received during the 2010/11 fiscal year Unmet Transit Needs process, BCAG finds that the following is an Unmet Transit Need that is Reasonable to Meet:

Addition of one commuter route providing direct service from Gridley to Chico with one morning run from Gridley to Chico and a late afternoon run from Chico to Gridley (exact routing and times to be determined). This is estimated to take 3 hours each day. Based on the current ridership of Route 30 and the percentage of riders that originate in Gridley, staff estimates that this run would meet the minimum farebox recovery ratio of 10%. The estimated farebox recovery ratio is 10.36% and because of the fact that this estimate meets the farebox recovery ratio by such a narrow margin, staff will be carefully reviewing the performance of this new route over the course of the fiscal year. At the conclusion of the fiscal year, if the service is not performing at the minimum required levels, staff would recommend discontinuing the service.

Per approval of the Unmet Transit Needs Assessment for the 2010/11 fiscal year by the BCAG Board of Directors, this service addition will be implemented July 1, 2010.

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 and 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 2009 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: BCAG Regional Data Collection Center for U.S. Department of Census

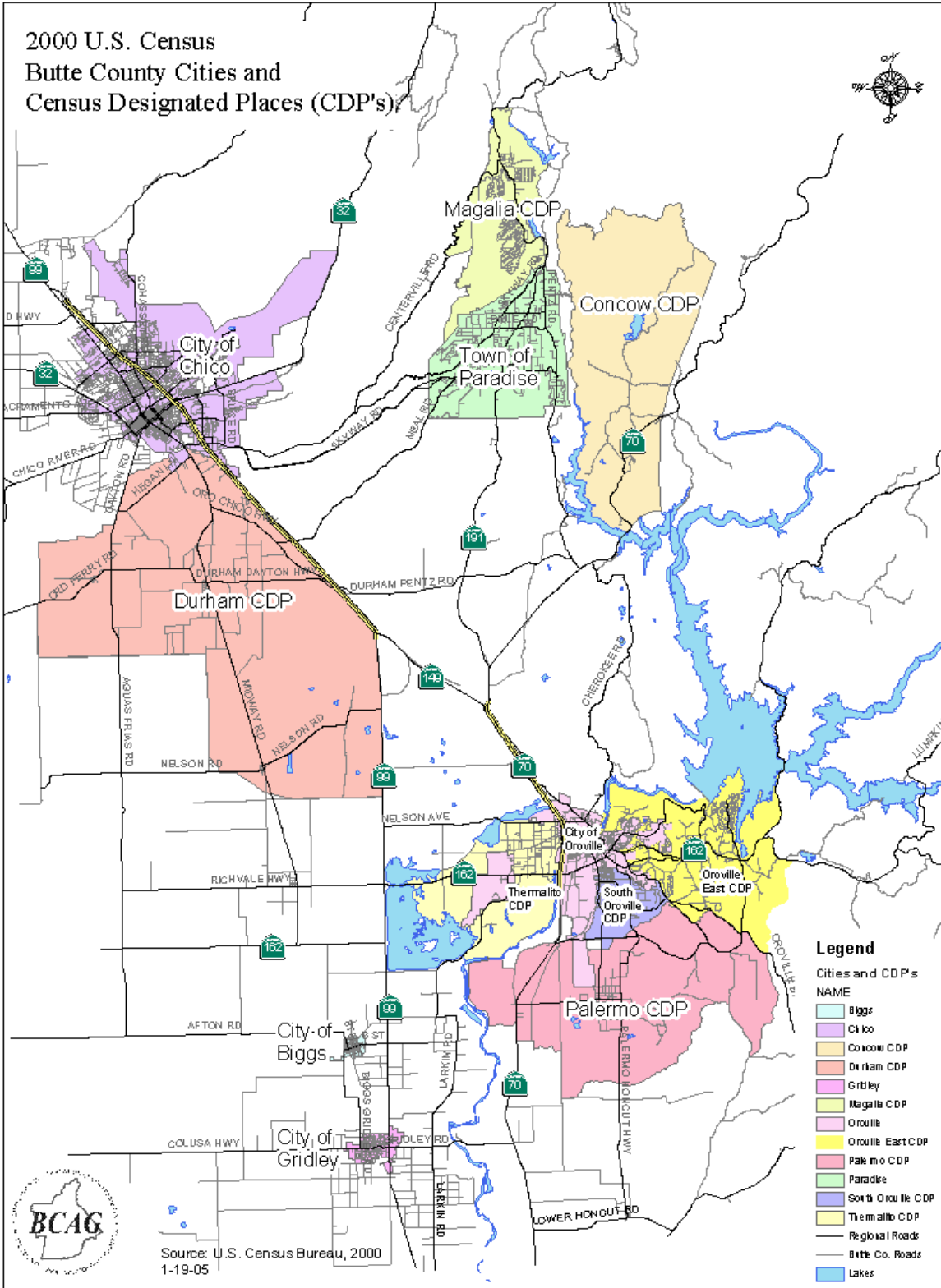
Transit Dependency Indicators in Butte County

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 5-19 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 2010/11 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 7:20 PM. Weekend service begins at 7:50 AM and ends at 5:42 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 7:31 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 6:41 PM in Paradise. Sunday service begins at 9:50 AM in Chico and end at 5:42 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 on weekdays. This route can deviate in Magalia to allow for pickup of paratransit eligible passengers. Service begins in Paradise Pines at 6:03 AM and ends in Chico at 6:51 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 9:15 PM at Ceres & Lassen. Saturday service begins at 8:50 AM and ends at 6:15 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 PM 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 8:23 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 7:38 AM at 4th Avenue & Cedar and ends at 7:08 PM at 4th Avenue & Cedar. Friday service begins at 4th Avenue & Cedar at 7:38 AM but ends at 4:08 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 8:44 PM at Esplanade & Highway 99. Saturday service begins at 8:50 AM at Esplanade & Highway 99 and ends at 6:44 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 5:57 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, 9:28 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 operates 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 – 7:20 PM Saturday/Sunday 7:50 AM – 5:42 PM	2	M-F: 60 min. Sun: 120 min.
Route 30 Oroville – Gridley – Biggs	Monday – Friday 7:42 AM – 5:17 PM Saturday 8:42 AM – 4:47 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	1	M-F: One round-trip
Route 40 Paradise – Chico	Monday – Friday 6:21 AM – 7:31 PM Saturday 7:50 AM – 6:41 PM Sunday 9:50 AM – 5:42 PM	3	M-F: 120 min. Sat/Sun: 120 min.
Route 41 Paradise Pines – Chico	Monday – Friday 6:03 AM – 6:51 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 – 9:15 PM Saturday 8:15 AM – 6:15 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 8:23 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 7:30 AM – 7:00 PM Friday 7:30 AM – 4:00 PM	1	M-F: 30 min.
Route 9 Warner/Oak	Monday – Thursday 7:38 AM – 7:08 PM Friday 7:38 AM – 4:08 PM	1	M-F: 30 min.
Route 10 Esplanade	Monday – Friday 6:50 AM – 8:44 PM Saturday 8:50 AM – 6:44 PM	1	M-F: 60 min. Sat: 60 min.
Local Oroville/Paradise Routes			
25, 26 & 27 Oroville	Monday – Friday 7:05 AM – 5:57 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

*** 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 \$90.00 an hour plus a service fee of \$60.00 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. 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 from 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.

BCAG is currently coordinating a market based transit study. This study is 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 strives to provide the best possible service with available resources; and is dedicated to improving 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 placed on the Community Calendar. 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.

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 C 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 2008 through the month of June 2009. 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 2008 – June 2009)

<u>System</u>	<u>Total Fares (fiscal audit)</u>	<u>Total Passengers</u>
B-Line Rural F.R.	\$272,617	317,200
B-Line Urban F.R.	\$674,966	977,561
Total Fixed Route	\$947,583	1,294,761
B-Line Rural Para	\$110,282	58,827
B-Line Urban Para	\$92,209	47,294
Total Paratransit	\$202,491	106,121

<u>System</u>	<u>Average Service Hour Cost</u>	<u>Average Fare / Passenger</u>
Fixed Route (F.R.)	\$78.11	\$.73
Paratransit	\$62.87	\$1.97

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. As noted previously, some testimony does not meet the definition for Unmet Transit Needs and thus will not be analyzed for the purpose of this document. However, all testimony received *is* forwarded on to the appropriate department for consideration and may be met through a different avenue or used for future planning efforts.

COMMENTS REGARDING SERVICE EXPANSION:

FOREST RANCH:

- Forest Ranch Community Association Board of Directors – The community of Forest Ranch requests a transit bus service between Chico and Forest Ranch on a daily basis. We see the bus as a way to unify our community to all members on the ridge and in Chico. The community is excited about the possibility of this service, as it will lessen traffic and pollution, increase access to businesses and services to all county residents, both on the ridge and in Chico.
We propose a 12 month trial period with a bus making 4 trips a day. Monday through Friday we ask for a morning, mid-morning, mid-afternoon, and evening schedule. The weekly morning bus would start in Chico to take children from Chico up to the school on Schott Rd. On the weekends we ask for 2 runs each day, morning and evening. The smaller van like bus would be appropriate set up with bike racks and handicap access.
The bus should go as far up Highway 32 as Schott Rd where the school is located. Other stop locations on the way up or down should be at: Downtown Forest Ranch, North Highlands, Crown Pointe Rd, Autumn Lane, Upper Bidwell Park and the Disc Golf Course area.
Starting in November, the Forest Ranch Association is undertaking our own survey amongst our community members. We especially want to represent the Special Needs members of our community who we know would use the bus but need our voice to ask for one. We appreciate your consideration on this matter.
- Don and Elizabeth Hankins – We would like service from Forest Ranch to Chico. We would use a line that ran during the week that would arrive in Chico in the morning, preferably around 8 am and returning around 5 pm.
- Durl Van Alstyne – Need service in Forest Ranch down to Chico, specifically in the late morning. Stated that riders are concerned about not being able to bring their bikes back at the end of the day. Would like staff to look into getting bike lockers at the Park N' Ride or Chico Transit Center (**BCAG note: It is B-Line policy to allow a bike inside the vehicle if it is the last run of the day. Staff will look into the bike locker issue at the Transit Center, but there are already bike lockers at the Park N' Ride).**)
- Marti Leicester – Forest Ranch has no public transit for a community of 2000+ people. We have a bus running daily for our community elementary school, have many seniors and some with disabilities who don't drive, and commuters as well as others who would use the bus for errands in Chico or to go to County offices in

Oroville if we had public transit. I believe creative, cost effective solutions are available to make public transit a reality for Forest Ranch.

- Kristen Loch – It would be great to have the bus come to Forest Ranch, especially if you do not have a car to get to Chico.
- Brenda Belcher – My family has one car. I have to go up and down Chico twice for a total of four trips to get everyone where they need to be daily. Some days I drive more. Bus service would be MORE than wonderful! Please! Please! Please!
- James Lerner – I would like to see a B-Line route to Forest Ranch. If there was a daily morning and late afternoon/evening route (e.g. 8:30 am & 5:30 pm) this would allow me to commute to work in Chico by bus instead of car. Weekend routes would allow me and my children to ride the bus to and from Chico instead of driving some of the time.
- Margaret Gunnell – Forest Ranch is a thriving foothill community. Bus service to Chico would allow this environmentally conscious community to be more sustainable. Friends could ride together, enjoy the scenery. Folks from Chico and surrounding areas could come visit our new restaurant and exciting outdoor store, and enjoy the beauty of Forest Ranch while reducing their carbon footprint.
- Anita Angeleni – Would like to have service to Forest Ranch.
- Liz and Mark Bohn – It would be extremely useful to grant Forest Ranch residents a bus route on a trial basis to evaluate ridership and profitability. A route for morning service, midday service and evening service could be offered to enable school children and students to travel back and forth as well as those who have medical appointments after which it is not advisable to operate a vehicle. Please consider a bus route on a trial basis!
- John Alden - In regards to the B-Line coming to Forest Ranch: we need it badly. I am a student at Butte College and with the economy the way it is, I can barely afford to drive my truck there and back every day. If the B-Line came to Forest Ranch, I could ride it to the Park and Ride in Chico and catch the Butte College bus to the campus. I know many of my neighbors would benefit from it as well. If you decide to expand the route to Forest Ranch, I believe that you would have enough riders to make it worth it every day. Thanks for your consideration.
- Amanda Belak - We need the bus to come to Forest Ranch!!! I am a mother of two and if we had the B-Line here, I could save money on gas by riding the bus up and down into Chico. I could take my boys to the park more often, and when i need to go to town for a few errands or an appointment, I could ride the bus instead of using my car. I know many of our neighbors would be able to benefit from it as well. I know a few that do not have vehicles or driver's licenses, that would be grateful to have a reliable mode of transportation. We desperately need the bus up here. Please consider it seriously, we really do need it.
- Beverly Musick - I feel that the residents of Forest Ranch need some minimal public transportation option. Perhaps a twice daily morning/early evening bus, with a fare appropriate to the distance from a reasonably central Chico location (or several). My husband and I are semi-retired and definitely would use this sort of service for various types of errands, plus as a way of linking up with the North Valley Shuttle when we travel (fairly frequently) to the Sacramento Airport. We and others also could use such a service in a host of other ways--for example, getting to/from an auto repair shop, or simply to avoid having to drive for medical or financial reasons. At present, with no public transport option, it costs at least \$40 in a one-way cab fare to get from FR to downtown Chico.

- Butte County Supervisor Maureen Kirk – In order to make fixed route service to Forest Ranch more feasible, suggested coordinating with the charter school to provide bus service in the morning and afternoon hours. They are currently renting a bus and if we picked up those riders we should be able to meet our minimum farebox recovery ratios for those runs. **(BCAG Note: FTA regulation 49 CFR 605 prohibits bus systems that are federally funded from providing service that competes with school transportation operators and/or is designed with the specific intention of transporting students to/from school.)**

FINDING → Based on the population of Forest Ranch and ridership levels from comparable communities, service to Forest Ranch 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%. The estimated farebox recovery ratio is 3.86%. Based on projected ridership/farebox recovery ratios, staff does not recommend implementing a trial run for bus service to Forest Ranch.

YANKEE HILL/CONCOW:

- Deborah Fassbinder – is advocating for service for residents of the Yankee Hill/Concow area. Ms. Fassbinder would be happy to see the addition of any service regardless of how minimal. There are many, many residents that would utilize this service and many that are at a disadvantage because the bus does not go up there. There are a lot of elderly, disabled and low income residents that have no means of transportation to shopping, medical appointments or other necessary trips such as court mandated appearances at the county. Deborah got signatures from 239 residents attesting that there is a need for such a service in the area. After speaking to Deborah about the fact that there is a minimum farebox recovery ratio that bus service must be able to meet in order for BCAG to make a finding that an unmet transit need is “reasonable to meet”, Deborah is imploring the board to find a way to implement service. She is requesting that the board of supervisors consider using county TDA funding voluntarily to pay for service in the Yankee Hill area.
- Laura Hudson (Home Health Care) – Need bus service to Concow so individuals can get to medical appointments.

FINDING → Based on the population of Yankee Hill/Concow and ridership levels from comparable communities, this service 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%. The estimated farebox recovery ratio is 2.88%.

PALERMO

- Laura Hudson (Home Health Care) – Need Paratransit service out to Palermo – Home Health Care has approximately 20 elderly clients in Palermo that can’t drive and need to get to appointments.
- JoAnne Hurley – Need Paratransit Service to Palermo.

FINDING → Based on the population of Palermo and average paratransit ridership levels, this service 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%. The estimated farebox recovery ratio is 7.51%.

SUPPLEMENTAL/PREMIUM PARATRANSIT SERVICE:

- Ed Morgado - I have an urgent need for Extended or Premium Service. I have an elderly parent who lives about 1 mile outside the boundary and would greatly appreciate B-Line service. I am willing to pay an additional amount. Please do all you can to expedite the availability of this service.
- Trudy Phillips - I understand that there is ongoing consideration for adding "premium service" for areas beyond the existing B-Line. Currently my elderly father lives alone and his residence is exactly 1/4 mile beyond the line. Should the "premium service" be in existence, his mode of transportation would be expanded and his independence level would also be expanded. At the present, he has to rely on his children for transportation as he no longer drives. This exasperates him as he feels he is a burden, and while we all share the responsibility of the care of our father, we also realize that we are fortunate to have so many siblings living in the same town. Many families are not so lucky. As time has gone on, this issue has gotten easier, or I should say, my father has just succumbed to his situation. At the age of 91 he has given up on his independence. I find this sad. He knows he will never be able to go town on his own again; to the doctor alone again etc. Mind you, he is healthy, he is mindful, he is simply aging. He should have the ability to pay for the premium service of the B-Line and maintain his independence as long as possible. And if it is too late for my father, please make it possible for other elderly people in outlying areas in the future.

FINDING → While not an unmet transit need, it should be noted that B-Line is in the process of moving forward with a supplemental paratransit service plan. B-Line plans to implement such a service after its fleet is outfitted with the Computer Aided Dispatching and Automatic Vehicle Location/GPS. This is anticipated to be complete by the end of the 2009/10 fiscal year.

STOPS/ROUTES REQUESTED:

- Woody Culleton – Would like to have a Paradise local bus. Rather than using the regional buses, this would be a dedicated route that would go around Paradise only so folks can do day to day business.

FINDING → This request does not fall under the accepted definition of unmet transit need, as service is currently being provided in this area. Furthermore, the addition of a new route cannot be implemented at a reasonable cost at this time.

SOUTHSIDE COMMUNITY CENTER

- JoAnne Hurley – The apartments near the Southside Community Center in Oroville should have a bus stop. There is plenty of room to stop. Also need to add some flag stop areas to Route 30.

- Jamie Johansson – Would like a stop at the Southside Community Center. Would like the bus to actually pull in to the center and stop at the door – there is plenty of room for a bus to pull in there and elderly/disabled might find the walk from the road difficult.

FINDING → This is not an Unmet Transit Need, as this stop is currently being served by Route 30. Route 27 previously served this location as well, but it was not utilized so it was rerouted to better serve South Oroville.

- Jamie Johansson – Would like a bus stop at Riverbend Park, located at 1 Salmon Run Rd, near Lincoln & Montgomery.

FINDING → With a stop located .5 miles from this location, this area is currently being served. Though it does not meet the definition of an Unmet Transit Need, this suggestion will be forwarded to the operations department for consideration during future route revisions.

- Martha French – Need service to Carriage Manor Mobile Home Park (Monte Vista & Lower Wyandotte). This park is for seniors age 55+ that must walk to Monte Vista & Autrey for the nearest bus stop.

FINDING → With a stop located .3 miles from this location, this area is currently being served. Though it does not meet the definition of an Unmet Transit Need, staff looked at the possibility of adding an additional stop along Lower Wyandotte to serve this mobile home park and it does not appear to be operationally feasible. There is no safe place for the bus to stop that is closer.

- Anonymous - wants the bus to go beyond Gold Country Casino about two miles up near Lakeside Market.

FINDING → This is an Unmet Transit Need that is not reasonable to meet, based on Criterion 1 – Cost Effectiveness. There is not a large enough population base in this area to provide the ridership necessary to generate the minimum farebox recovery ratio of ten percent.

- Woody Culleton – Need bus stops above Wagstaff along Clark. (Look at 41 cutting across Wagstaff and traveling up Clark Rd. instead of Skyway)

FINDING → With a stop located .4 miles from this location, this area is currently being served and does not meet the definition of an Unmet Transit Need. However, staff will forward this to the operations department for consideration during future route revisions.

- Virginia Stark - Would like to see the previous Route 7 schedule reinstated, where it continued on Floral, turned into Route 2 and continued downtown. It is very inconvenient to get downtown for current route 7 riders including Sycamore Glen and the Lodge on Sierra Sunrise Terrace.

FINDING → Operationally, with the prior routing, Route 7 could not adhere to the schedule and was unreliable. Although the new configuration does not cover as large an area, it is much more reliable for the passengers it can serve.

DIRECT GRIDLEY-CHICO ROUTE

- Robert J. Miller – Would like a direct route from Gridley to Chico. I wish there would be a bus that would go to Yuba City through Live Oak. There would be large ridership from Chico to Yuba City. Live Oak is only 5 miles further than Gridley. There should be a way for people from Butte County to get to Yuba/Sutter Counties. Would like service to West Biggs Gridley Road. **(BCAG Note: West Biggs Gridley Road is currently served and connections outside the county are not considered during the Unmet Transit Needs process.)**
- Andrea Redamonti (City of Gridley) – I would like a direct route from Chico to Gridley. We also need more bus shelters in the Gridley area.
- Owen Stiles – Investigate an earlier time to depart from Gridley to CSU Chico.

FINDING → The request for direct service from Gridley to Chico is an Unmet Transit Need that is reasonable to meet. Staff analyzed implementing a commuter route that would strictly operate one earlier a.m. run from Gridley to Chico and a return p.m. run from Chico to Gridley. This is estimated to take 3 hours each day. Based on the current ridership of Route 30 and the percentage of riders that originate in Gridley, staff estimates that this run could meet the minimum farebox recovery ratio of 10%. The estimated farebox recovery ratio is 10.36% and because of the fact that this estimate meets the farebox recovery ratio by such a narrow margin, staff will be carefully reviewing the performance of this new route over the course of the fiscal year. At the conclusion of the fiscal year, if the service is not performing at the minimum required levels, staff would recommend discontinuing the service.

ADDITIONAL OROVILLE – CHICO RUN AT 7:00 AM

- Randy Frieze - I catch the number 20 bus to Chico at 7:13 am at the Third and Grand Park and Ride location. And I must stand with several others all the way to Chico, almost every day. The ride home at 5:20 pm usually allows me to find a seat because I transfer onto the 20 at the Chico Transit Center. However, before leaving town there are others forced to stand all the way to Oroville every day. I know there are earlier buses, and later buses, but that would not fit the schedules for a lot of us, or would create a really long work day. Would it be possible to have **two buses go between Oroville and Chico at the same time such as 7:13 am and 5:20 pm?** I believe a second bus on the 20 line, maybe with a slightly different routing to and from Chico and Oroville would be greatly appreciated and utilized.
- Linda Bell - I ride the bus daily from Chico to Butte County Public Works. I would like to see a bus just for county employees. One that would leave Chico at 7:00 a.m. (virtually the same time it leaves now) and returns from Public Works at 5 p.m. (again the same time it leaves now). The reason is that there are so many of us county employees on this bus but lots of times there are indigent, homeless, or crazy people on the bus. They always take up more than one seat (you wouldn't want to sit next to them anyways), they put their feet on the seats so that those of us dressed for work often get our clothes dirty and they are rude. I think if the employees had their own bus it would certainly benefit those of us who are now paying the full cost to travel whereas those people could ride their own bus possibly 10 or 15 minutes later for

their reduced rates. I hate to sound so snobby but it truly is disgusting to have to ride with these people.

- Beverly Gentry - Thank you for adding an additional morning bus route from the Oroville Park-n-Ride to Chico. I hear that it does not have many riders. Maybe during the school year, use that bus to double-up at the 7:10 Oroville Park-n-Ride to Chico? And then go back to the 6 am route during the summer when some employers move to an earlier summer schedule and there are fewer students riding the 7 am route.

FINDING → Since service is already being provided, this request is not considered an Unmet Transit Need. However, the capacity issue will be forwarded to the appropriate department and looked at as part of regular B-Line transit operations.

ROUTE REVISIONS:

- JoAnne Hurley – Suggested running two buses in Oroville, one for routes 25 & 27 and one for routes 24 & 26. All loops would be half-hour. Ms. Hurley submitted suggested route changes as well and these are on file at the BCAG offices.
- Helen - We need the 27 bus to connect with the 20 bus line. Thank you. **(BCAG Note: It is noted in the B-Line schedule that if you would like to transfer from Route 27 to Route 20 to let the driver know, so a connecting bus will be waiting).**

FINDING → 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 forwarded to the appropriate department for consideration.

- Butte County Adult Services Coordinating Council (ASCC) Transportation - 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 ASCC 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:

Magalia and Paradise to Greater Chico Area –

- “400 Block” of Valley View Drive, Paradise
- “1500 Block” of Redwood Lane, Paradise
- “6000 Block” of Pentz Road, Paradise
- “1060 & 1080 Blocks” of Buschmann, Paradise
- “1300 Block” of Bille Road, Paradise
- “7000 Block” of Montna Drive, Paradise
- “9000 Block” of Skyway, Paradise
- “1300 Block” of Taylor Lane, Paradise
- “1600 Block” of Ginny Lane, Paradise
- “5000 Block” of Foster Road, Paradise
- “6000 Block” of Harvey Road, Paradise
- “14000 Block” of Jack Pine Way, Magalia

“14000 Block” of Northwood Dr., Magalia
“13000 Block” of Old Skyway, Magalia
“14000 Block” of Yakima Court, Magalia
“15000 Block” of Pinon, Magalia

Oroville to Greater Chico Area –

“40 Block” of Monarch Court, Oroville
“100 Block” of Windward Way, Oroville
“1100 Block” of Nevada Avenue, Oroville
Olive Hill Mobile Park, 156 Willow Park Way, Oroville
“2000 and 6000 Blocks” of Lincoln, Oroville
“5000 Block” of Royal Oaks, Oroville
“10 Block” of Oakwood, Oroville
“100 Block” of Worth Avenue, Oroville

Within the Greater Chico Area – Requests identified for Chico areas not presently served by the B-Line, including:

1901 Dayton Road

4810 Songbird

- Cori Miller (Peg Taylor Center) – Need Paratransit service out to: Honey Run area, Keefer Rd (Morning Glory Place), Durham area with Chico addresses (Aguas Frias Rd.) Also, riders are on the bus longer than one hour.

FINDING → Paratransit service is currently available at the above locations with the exception of Royal Oaks Drive and Oakwood Lane in Oroville as well as the Chico locations listed. 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. These are Unmet Transit Needs that are not reasonable to meet under Criterion 1 – Cost Effectiveness.

Royal Oaks Drive, Oakwood Lane, Dayton Road, Songbird Ln, Keefer Rd, Honey Run, and Aguas Frias Rd are currently outside the B-Line Paratransit service areas. However, staff is currently developing a supplemental paratransit plan in which possible ways to serve patrons up to 3 miles outside the boundary will be considered. B-Line plans to implement such a service after its fleet is outfitted with the Computer Aided Dispatching and Automatic Vehicle Location/GPS. This is anticipated to be complete by the end of the 2009/10 fiscal year. Simply adding paratransit service to these destinations without charging higher fares are not anticipated to meet the minimum farebox recovery ratio of 10%, thus making these destinations Unmet Transit Needs that are not reasonable to meet under Criterion 1 – Cost Effectiveness.

ROUTE TIMES

SUNDAY SERVICE:

- Mary Anne Blake - Would like bus service on Sundays, holidays, earlier and later on weekdays.
- Jean Beed – Need fixed route service Sunday mornings on Mangrove. Needs to get to church by 8:30 am and then return at approximately 11:30 or Noon.

- Becky Barnes-Boers – Need Sunday service in Chico.

FINDING → 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.

SATURDAY SERVICE:

- Steve Hogan, Joyce Wolf, Joanne Hurley – Would like Saturday service in Oroville.
- Rusty Schulz – Need local Saturday service in Oroville.

FINDING → 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 5.48%.

- Steve Hogan, Joyce Wolf, Joanne Hurley – Would like later service in Oroville.

FINDING → 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%).

MORE FREQUENT SERVICE:

- Becky Barnes-Boers – Would like half-hour service on Routes 2, 3, and 4.
- Steve Hogan – Routes 26 & 27 need more frequent service.
- Rusty Schulz – Route 41 Saturday service is inadequate – improve or discontinue the route (**BCAG Note: Route 41 Saturday service is minimal, as it serves as a lifeline service only**). Need hourly service on Clark Rd.
- JoAnne Hurley – Need hourly service in Oroville.

FINDING → Testimony requesting more frequent service does not meet the definition of Unmet Transit Need, as service is currently being provided.

- Steve Hogan – Would like additional runs from Oroville to the Chico Mall strictly seasonally, the week or two before Christmas.

FINDING → While this is not an Unmet Transit Need, staff will look at the possibility of implementing this temporary increase in service.

- Christine Hill - Has a study been done to determine the viability of a mid-day bus from Oroville to Chico? It is extremely time consuming to go to Chico to get home early if we rode the bus in the morning and the same goes for coming in to Oroville after the morning run.

FINDING → This is not an Unmet Transit Need. There are several midday buses from Oroville to Chico. Route 20 runs from Oroville to Chico at times including 11:57am, 1:57pm, 3:57pm and 4:57pm among others.

- Margeurite Sheffler - Would like to see the westbound Route 40 getting to E. Park Avenue and Whitman Avenue earlier than 7:02. She works for Lifetouch and there are several employees that state they would ride the bus if they could get to work by 7:00. Further, the first westbound Route 40 was normally crowded in the summer. Now that school is in there are people standing in front of the stairwell. I feel an earlier westbound Route 40 could generate sufficient fares.

FINDING → With only one person requesting earlier service from Paradise, this Unmet Transit Need does not meet the definition of “Reasonable to Meet” under Criterion 3 since not enough support exists, as indicated through the public hearing process.

OPERATIONAL ISSUES

- Anonymous - Many of the bus signs are missing. It's a long walk if you are carrying children or packages. Stops need to be user friendly not just "company friendly". Also when it's one hour between buses, riders are more concerned about being picked up than the bus being on time.
- Ian Mills – Bus stop at East & Esplanade (Routes 1 & 10) needs a sign and bench at a minimum. Wife sat on a low brick wall there and the wall is crumbling, brick fell off and bruised her leg. This is a liability issue and we should provide seating. Please include in Bus Stop Improvement Plan for immediate consideration.
- Mary Anne Blake - Would like a bench at Chico Country Day School at 102 W. 11th St.
- Steve Hogan, Joyce Wolf, Joanne Hurley – Need bus shelters at Oroville Walmart, Food Maxx, CVS, and/or the Canned Food Grocery Outlet.
- Anonymous - Bus stop at Higher Grounds Coffee (E. 1st Ave) needs a trash can.
- Anonymous – The bench at the bus stop in front of the old Veterans building needs repairs.
- Woody Culleton – Bus stops need to be better maintained. The benches have graffiti on them and there are cigarette butts and trash all over.
- Woody Culleton – The bus stop at Feather River Medical Center in Paradise (Skyway & Neal) is not conveniently located. One must cross a 4 lane highway to get to it. The bus service out to the hospital is not adequate – riders have to go all the way to the transit center and transfer to another bus to get to the hospital.
- Driver - At the 8th & Forest bus stop, cars are parking on the ADA ramp. Can't we paint the curb red? **(BCAG note: Staff has since relocated the stop approximately 100 yards west to ameliorate this issue. There is a dedicated bus turnout at the new stop location.)** The stop at the Deer Pen is often blocked by cars even though there is an ADA ramp.
- Kimberly Cook (Caminar) – The stop near Caminar is placed in such a way that when the bus stops, the front door is adjacent to the pole, and people getting off can run into the pole.
- Becky Barnes-Boers – The bus shelter in front of Enloe is not ADA-compliant and a wheelchair is unable to get into the shelter.

FINDING → 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 departments for consideration and where applicable will be included in the Bus Stop Improvement Plan.

COMPLAINTS/SUGGESTIONS:

- Anonymous - It would be great for paratransit to do same day service. I would definitely do a lot more riding.
- Rusty Schulz – Chico routes have been running late because of busier traffic on the streets.
- Laura Hudson (Home Health Care) – The paratransit eligibility process is too cumbersome. It is very difficult for consumers to apply and the application is too long and repetitive.

FINDING → While these comments are not Unmet Transit Needs, they will be forwarded to the appropriate department for follow-up.

Chapter
6

Unmet Transit Needs Findings and Recommendations

Summary of Findings

After consideration of all testimony received during the 2010/11 fiscal year Unmet Transit Needs process, BCAG finds that the following is an Unmet Transit Needs that is Reasonable to Meet:

Addition of one commuter route providing direct service from Gridley to Chico.

- *This would include one morning run from Gridley to Chico and a late afternoon run from Chico to Gridley. This is recommended as a one-year trial to see how the route performs. At the conclusion of the year, if the service is not performing at the minimum required levels, staff recommends discontinuing the service.*

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.

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 CTSA's.

The 2010/2011 Transit Needs Assessment was presented to the Butte County Social Service Transportation Advisory Council on December 14, 2009. The Council reviewed the Assessment and unanimously supported staff's recommendation. See Appendix B for the current SSTAC membership roster.

Recommendations

After consideration of all testimony received during the 2010/11 fiscal year Unmet Transit Needs process, BCAG finds that the following is an Unmet Transit Need that is Reasonable to Meet:

Addition of one commuter route providing direct service from Gridley to Chico, with one a.m. and one p.m. run. Exact routing and times have yet be determined

A recommendation to approve the Unmet Transit Needs Assessment for the 2010/11 fiscal year is made to the BCAG Board of Directors. This service addition will be implemented July 1, 2010.

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APPENDIX A



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

- **Paradise**
Monday, October 5, 2009, 12:30 pm – 2:00 pm ~ Paradise Town Hall, Rm #9 ~ 5555 Skyway
- **Gridley**
Monday, October 5, 2009, 5:00 pm – 7:00 pm ~ Gridley City Hall, Community Room ~ 685 Kentucky Street
- **Chico**
Wednesday, October 7, 2009, 3:00 pm – 5:00 pm ~ Butte County Library – Chico Branch, Conference Room ~ 1108 Sherman Avenue
- **Oroville**
Tuesday, October 13, 2009, 12:00 pm – 2:00 pm ~ Butte County Public Health, Tahoe Room ~ 202 Mira Loma Drive
- **Butte County**
Thursday, October 22, 2009, 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 BCAG:

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

Si Ud. desea comentar sobre el sistema de tránsito "B-LINE" que no han sido correspondidos, por favor asista unas de las juntas o escriba sus comentarios.

Comments are due by 5:00 p.m. Thursday, October 22, 2009

PROOF OF PUBLICATIONS

(SPACE FOR FILING STAMP ONLY)

IN THE SUPERIOR COURT OF THE STATE OF CALIFORNIA, IN AND FOR THE COUNTY OF BUTTE

In The Matter Of

ANNUAL UNMET TRANSIT NEEDS MEETINGS SCHEDULE. NO:

AFFIDAVIT OF PUBLICATION

State of California }
County of Butte } SS.

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 Chico Enterprise-Record
The Oroville Mercury-Register**

That said newspaper is one of general circulation as defined by Section 6000 Government Code of the State of California, Case No. 26796 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 daily in the City of Chico 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:

SEPTEMBER 6, 2009.

Dated September 9, 2009.
At Chico, California.

Jeanine Whelan
(Signature)

BCAG **B-Line**
Butte Regional Transit

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Comments are due by 5:00 p.m. Thursday, October 22, 2009.

PROOF OF PUBLICATION

No. _____

In The Matter of _____

B-LINE MEETING

SCHEDULE

(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:

SEPTEMBER 30, 2009

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

Dated SEPTEMBER 30, 2009

at Gridley, California


(Signature)



B-Line
Butte Regional Transit

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Comments are due by 5:00 p.m. Thursday, October 22, 2009

RECEIVED SEP 10 2009

Paradise Post

Declaration of Publication

State of California
County of Butte

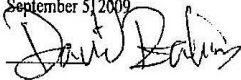
That at all times herein mentioned Declarant is and was a resident of said county of Butte over the age of twenty-one years; not a part to nor interested in the within matter; that Declarant is now and was at all times herein mentioned the Legal Clerk of the Paradise Post, a tri-weekly newspaper, which said newspaper was adjudged a newspaper of general circulation on November 12, 1946, by Super or Court Order No.22262 as entered in Book 30 Page 223 of said Court; and that said newspaper is printed and published every Tuesday, Thursday and Saturday in Display Legal

Butte County Association of Governments
Butte Regional Transit- B-Line
Annual Unmet Transit Needs Meetings Schedule
Legal # 497-09

September 5, 2009

and such publications was made in the regular issues of said paper (and not in any supplemental edition or extra thereof)...

I declare under penalty of perjury that the foregoing is true.
September 5, 2009



Declarant



B-Line
Butte Regional Transit

Is Transit Taking You Where You Need to Go?

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Comments are due by 5:00 p.m. Thursday, October 22, 2009 Sept. 5, 2009 #497-09

APPENDIX B

Butte County Association of Governments 2009/10 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	John L. McCash	Feather River Tribal Health, Inc.	x				x			June 30, 2010
2	William A. Moline	Butte County DESS - CALWORKS					x			June 30, 2010
3	Jay Harris	Independent Living Services		x		x				June 30, 2011
4	Michael Worley	At Large Appointment				x			x*	June 30, 2011
5	Joyce Wolf	Citizen-Oroville	x	x						June 30, 2011
6	Mike Crump	Butte County Public Works						x		June 30, 2011
7	Cameron Wise	Work Training Center				x				June 30, 2012
8	Diane Cooper	Peg Taylor Center			x					June 30, 2012
9	Jo Anne Hurley	Citizen-Oroville	x							June 30, 2012
10	Mary Neumann	Passages Adult Resource Ctr.			x	x	x			June 30, 2012
11	Shawn O'Brien	Butte County Public Works						x		June 30, 2012

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 C



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 D

2009/10 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 Biggs Fiscal Year 2009/10 May-08

See Chapter 10 of BCAG's Transportation Development Aid Workbook for detailed instructions on how to complete this form.

TDA STATUTE DESCRIPTION & LOCAL AGENCY PROJECT TITLE	CLAIMED FUNDS		SOURCE OF FUNDING		OTHER FUNDING SOURCES		TOTAL
	LTF \$	PUC Article & Section	STA \$ amount	CCR Section	OTHER FUNDS	SOURCE	
	5,044	Art 8, Sec. 99400 (c)	-	Art 4, Sec. 6731 (b)			
Support of Public Transp System / B Line Ops. FIXED ROUTE				Art 4, Sec. 6731 (b)			5,044
Support of Public Transp System / B Line Cap. Res. FIXED ROUTE				Art 4, Sec. 6731 (b)			-
Streets and Roads - Road Maintenance Incl. Transp. Planning	36,232	Art 8, 99402					36,232
							-
							-
							-
							-
							-
							-
							-
SUB TOTAL	43,276		-			-	43,276

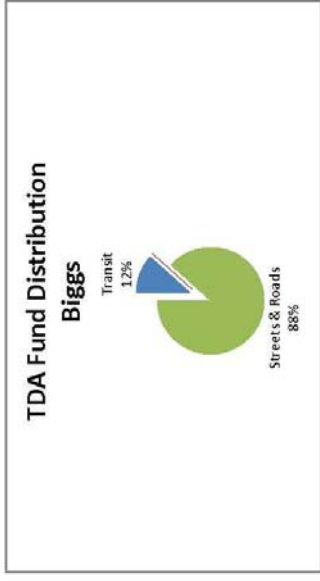
TDA - 1

SUPPLEMENTAL INFO:	LTF	STA	Remaining 07/08 B-Line Carryover	Total
Appointments:	43,276	-	-	43,276
B Line Obligations:				
Fixed Route	5,044	-	-	5,044
Paratransit	-	-	-	-
Total	5,044	-	-	5,044
STA Funds Remaining	-	-	-	-
Remaining 07/08 Carryover	-	-	-	-
LTF "Discretionary Funds Remaining"	43,276	-	43,276	-

Local Contact: Pete Carr 868-5483 biggs1@biggs-ca.gov
 BCAG Contact: Ivan Garcia 530-879-2468
 Note:

Distribution Summary

Transit	5,044 (LTF)
Bicycles & Peds	- (LTF)
Streets & Roads	36,232 (LTF)
Total	43,276



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

Claimant: City of Chico

Fiscal Year: 2009/10

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

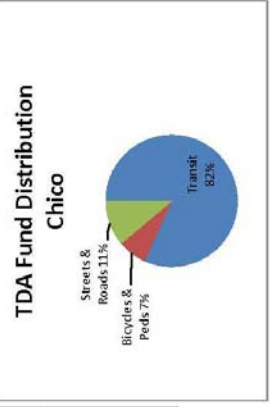
May-08

TDA STATUTE DESCRIPTION & LOCAL AGENCY PROJECT TITLE	CLAIMED FUNDS				SOURCE OF FUNDING				TOTAL
	TDA - LTF		TDA - STA		CLAIMED FUNDS		OTHER FUNDING SOURCES		
	LTF \$ amount	PUC Article & Section	STA \$ amount	CCR Section	OTHER FUNDS	SOURCE	OTHER FUNDS	SOURCE	
Support of Public Transp System / B Line Ops. FIXED ROUTE	1,215,379	Art 4, Sec. 99260 (a)	-	Art 4, Sec. 8730 (e)	-	-	-	-	1,215,379
Support of Public Transp System / B Line Ops. PARATRANSIT	464,246	Art. 4, Sec. 99260 (a)	-	-	-	-	-	-	464,246
Support of Public Transp System / B Line Cap. Res. FIXED ROUTE	-	-	-	-	-	-	-	-	-
Support of Public Transp System / B Line Cap. Res. PARATRANSIT	-	-	-	-	-	-	-	-	-
Support of Public Transp System/Transit Administration (212-653)	53,692	Art 4, Sec. 99260 (b)	-	-	-	858	-	Fund Balance	54,650
Streets and Roads Claims/Planning and Planning Process Funds Administration (212-000)	33,532	Article 8, 99402	-	-	-	59,975	-	Fund Balance	93,507
Projects for Pedestrians and Bicycles /Transportation (212-654)	149,766	Article 8, 99400 (a)	-	-	-	-	-	-	149,766
Streets and Roads Claims / Planning and Planning Process Transportation-Planning (212-655)	202,086	Article 8, 99402	-	-	-	-	-	-	202,086
Passenger Rail Operations & Capital /Transportation -Depot(212-659)	-	Article 8, 99400 (b)	-	-	-	69,371	-	Fund Balance	69,371
Bike Racks (Capital Project 24112)	-	Article 8, 99400 (a)	-	-	-	15,606	-	Fund Balance	15,606
Public Fleet Rule Compliance (Capital Project 50151)	-	Article 8, 99400 (a)	-	-	-	102,000	-	Fund Balance	102,000
Bike Path Fence UPRR (Capital Project 50152)	-	Article 8, 99400 (a)	-	-	-	62,190	-	Fund Balance	62,190
Streets & Roads Claim (001)	-	Article 8, 99400 (a)	-	-	-	171,771	-	LTF Carry-Over	171,771
Streets & Roads Claim (001)	-	Article 8, 99400 (a)	-	-	-	628,229	-	Fund Balance	628,229
SUB TOTAL	2,118,701		-		-	1,109,100			3,227,801

TDA - 1

SUPPLEMENTAL INFO:		LTF	STA	Remaining 07/08 B-line Carryover	Total
Appportionments:		2,118,701	-	171,771	2,290,472
B Line Obligations:			Capital Reserve	Capital Purchase	Total
Fixed Route	1,215,379	-	-	-	1,215,379
Paratransit	464,246	-	-	-	464,246
Total	1,679,625	-	-	-	1,679,625
STA Funds Remaining		171,771	-	-	171,771
Remaining 07/08 Carryover		-	-	171,771	171,771
LTF "Discretionary Funds Remaining"		2,118,701	-	-	2,118,701

Local Contact: Frank Fields: 895-46561
BCAG Contact: Ivan Garcia 530-879-2468



Distribution Summary For FY 09/10 Apportioned Funds Only & for Pie Chart

Transit	1,733,317 (LTF)
Bicycles & Peds	149,766 (LTF)
Streets & Roads	235,618 (LTF)
Total	2,118,701

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

Claimant: City of Gridley Fiscal Year 2009/10 May 2008

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

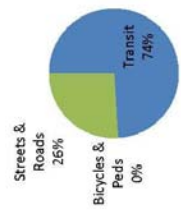
TDA STATUTE DESCRIPTION & LOCAL AGENCY PROJECT TITLE	SOURCE OF FUNDING				TOTAL
	CLAIMED FUNDS		OTHER FUNDING SOURCES		
	LTF \$ amount	STA \$ amount	OTHER FUNDS	SOURCE	
Support of Public Transp System / B Line Ops. FIXED ROUTE (710)	14,305	Article 8, 99400 (c)			14,305
Support of Public Transp System / B Line Cap. Res. FIXED ROUTE (700)	101,189	Article 4, 99260 (a)	Article 4, 6730 (a)		101,189
Streets and Roads Maintenance (430)	40,529	Article 8, 99402		Local Funds	40,529
SUB TOTAL	156,023				156,023

TDA - 1

Supplemental Info:
 Apportionments: **156,023**
 B Line Obligations:
 Fixed Route
 Paratransit
 Total

	LTF	STA	STA - Bond	Total
Operating Reserve	14,305	-	-	14,305
Capital Reserve	-	-	-	-
Capital Purchase	-	-	-	-
Total	14,305	-	-	14,305
STA Funds Remaining				
STA BOND funds Remaining				
LTF "Discretionary Funds Remaining"	156,023	-	-	156,023
Distribution Summary				
Transit	115,494	(LTF)		
Bicycles & Peds	-	(LTF)		
Streets & Roads	40,529	(LTF)		
Total	156,023			

Gridley - TDA Fund Distribution



Streets & Roads 26%
 Bicycles & Peds 0%
 Transit 74%

Israt Khan: 846-9695 ikhan@gridley.ca.us
 BCAG Contact: Ivan Garcia 530-879-2468, igarcia@bcag.org

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

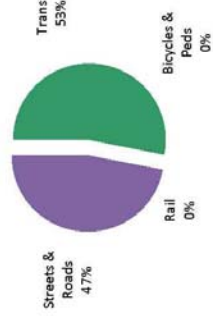
Claimant: **Butte County Public Works** Fiscal Year: **2009/10**
 See Chapter 10 of BCAG's Transportation Development Act Workbook for detailed instructions on how to complete this form. Jun-09

TDA STATUTE DESCRIPTION & LOCAL AGENCY PROJECT TITLE	SOURCE OF FUNDING				TOTAL
	CLAIMED FUNDS		OTHER FUNDING SOURCES		
	LTF \$ amount	TDA - LTF PUC Article & Section	STA \$ amount	OTHER FUNDS	
Support of Public Transp System / B Line Ops. FIXED ROUTE	505,930	Art 4. Sec. 99260 (a)	-	77,724.00	583,654
Support of Public Transp System / B Line Ops. PARATRANSIT	557,107	Art 4. Sec. 99260 (a)	-		557,107
Support of Public Transp System / B Line Cap. Res. FIXED ROUTE	-	-	-		-
Support of Public Transp System / B Line Cap. Res. PARATRANSIT	-	-	-		-
Transit Fund 0131 Administration-County's Support Services	23,727	Art 3. Sec 99233.1			23,727
Passenger Rail Service Amtrak-Chico	1,700	Art 8. 99400 (b)			1,700
Payment Under Contract for Public Transportation Gridley Flyer	5,000	Art 8. 99400 (c)			5,000
Streets and Roads - Road Maintenance Incl. Transp. Planning	963,637	Art 8. 99402			963,637
SUB TOTAL	2,057,101		-	77,724.00	2,134,825

TDA - 1

Local Contact: Cindy Jones 530-538-7681
 BCAG Contact: Ivan Garcia 530-879-2468

TDA Fund Distribution County



SUPPLEMENTAL INFO:	LTF	STA	STA - Bond	Total
Appointments:	2,057,101	-	-	2,057,101
B Line Obligations:		Capital Reserve	Capital Purchase	Total
Fixed Route	583,654	-	-	583,654
Paratransit	557,107	-	-	557,107
Total	1,140,761	-	-	1,140,761
STA Funds Remaining	-	-	Claimed	Balance
STA BOND funds Remaining	-	-	-	-
LTF "Discretionary Funds Remaining"	2,057,101	-	2,057,101	-

Distribution Summary

Transit	1,091,764 (LTF)
Bicycles & Peds	(LTF)
Rail	1,700 (LTF)
Streets & Roads	963,637 (LTF)
Total	2,057,101

LTF & STA Fund Annual Project & Expenditure Plan
LOCAL TRANSPORTATION FUND (LTF) AND STATE TRANSIT ASSISTANCE (STA) FUND
ANNUAL PROJECT AND EXPENDITURE PLAN

BUTTE COUNTY ASSOCIATION OF GOVERNMENTS

Claimant: City of Oroville Fiscal Year 2009/10
 See Chapter 10 of BCAG's Transportation Development Act Workbook for detailed instructions on how to complete this form. Jun-09

TDA STATUTE DESCRIPTION & LOCAL AGENCY PROJECT TITLE	SOURCE OF FUNDING				TOTAL
	CLAIMED FUNDS		OTHER FUNDING SOURCES		
	LTF \$ amount	TDA - LTF PUC Article & Section	STA \$ amount	OTHER FUNDS	
Support of Public Transp System / B Line Ops. FIXED ROUTE	127,093	Art 8, Sec. 99400 (c)	-	-	127,093
Support of Public Transp System / B Line Ops. PARATRANSIT	225,987	Art. 8, Sec. 99400 (c)	-	78,149	304,136
Support of Public Transp System / B Line Cap. Res. FIXED ROUTE					
Support of Public Transp System / B Line Cap. Res. PARATRANSIT					
SUB TOTAL	353,080		-	78,149	431,229

TDA - 1

SUPPLEMENTAL INFO:

	LTF	STA	STA - Bond	Total
Apportionments:	353,080	-	-	353,080
	Operating	Capital Reserve	Capital Purchase	
B Line Obligations:				
Fixed Route	127,093	-	-	127,093
Paratransit	304,136	-	-	304,136
Total	431,229	-	-	431,229
	Apportionment	Claimed	Balance	
STA Funds Remaining	-	-	-	-
STA BOND funds Remaining	-	-	-	-
LTF "Discretionary Funds Remaining"	353,080	-	-	353,080

Distribution Summary

Transit	431,229	(LTF)
Bicycles & Peds	-	(LTF)
Streets & Roads	-	(LTF)
Total	431,229	

Sherral Skinner (530) 538-2412 skimmers@cityoforoville.org
 BCAG Contact: Ivan Garcia 530-879-2468. igarcia@bcag.org

**TDA Fund Distribution
 Oroville**



LTF & STA Fund Annual Project & Expenditure Plan
LOCAL TRANSPORTATION FUND (LTF) AND STATE TRANSIT ASSISTANCE (STA) FUND
ANNUAL PROJECT AND EXPENDITURE PLAN

BUTTE COUNTY ASSOCIATION OF GOVERNMENTS

Claimant: Town of Paradise Fiscal Year 2009/10 May-08
 See Chapter 10 of BCAG's Transportation Development Act Workbook for detailed instructions on how to complete this form.

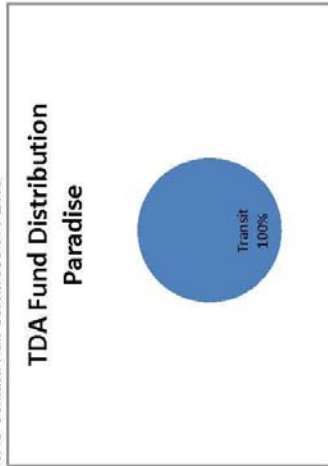
TDA STATUTE DESCRIPTION & LOCAL AGENCY PROJECT TITLE	CLAIMED FUNDS				SOURCE OF FUNDING				TOTAL
	TDA - LTF		TDA - STA		OTHER FUNDS		SOURCE		
	LTF \$ amount	PUC Article & Section	STA \$ amount	CCR Section	OTHER FUNDS	SOURCE	SOURCE		
Support of Public Transp System / B Line Ops. FIXED ROUTE	113,449	Art 8, Sec. 99400 (c)	-	Art 4, Sec 6731 (b)	-	-	07/08	113,449	
Support of Public Transp System / B Line Ops. PARATRANSIT	529,064	Art 8, Sec. 99400 (c)	-	Art 4, Sec 6731 (b)	-	104,554.00	Carryover	633,618	
Support of Public Transp System / B Line Cap. Res. FIXED ROUTE	-	-	-	-	-	-	-	-	
Support of Public Transp System / B Line Cap. Res. PARATRANSIT	-	-	-	-	-	-	-	-	
Streets and Roads - Road Maintenance Incl. Transp. Planning	-	Art 8, 99402	-	-	-	-	-	-	
SUB TOTAL	642,513		-			104,554		747,067	

SUPPLEMENTAL INFO:

	LTF	STA	Remaining 07/08 B-line Carryover	Total
Apportionments:	642,513	-	113,554	756,067
B Line Obligations:			Capital Reserve	Capital Purchase
Fixed Route	113,449	-	-	113,449
Paratransit	633,618	-	-	633,618
Total	747,067	-	-	747,067
	Appportionment	Claimed	Balance	
	STA Funds Remaining	-	-	-
	Remaining 07/08 Carryover	113,554	104,554	9,000
	LTF "Discretionary Funds Remaining"	642,513	642,513	-

Distribution Summary

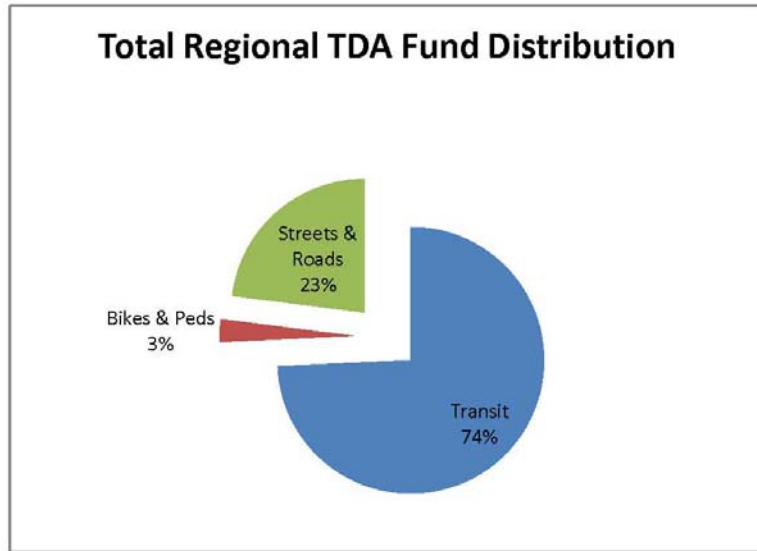
Transit	747,067	(LTF)
Bicycles & Peds	-	(LTF)
Streets & Roads	-	(LTF)
Total	747,067	



Shelly Hernandez 872-6981shernandez@lowmofparadise.com
 BCAG Contact: Ivan Garcia 530-879-2468

TDA - 1

Total Regional TDA Fund Distribution	
Transit	\$4,123,915.00
Bikes & Peds	\$149,766.00
Streets & Roads	\$1,278,016.00
Total	\$5,551,697.00



APPENDIX E

**Resolution of the Butte County Association of Governments
Making Findings Regarding Unmet Transit Needs Affecting Fiscal
Year 2010/11**



**BUTTE COUNTY ASSOCIATION OF GOVERNMENTS
RESOLUTION NO 2009/2010-12**



**RESOLUTION OF THE BUTTE COUNTY ASSOCIATION OF GOVERNMENTS
MAKING FINDINGS REGARDING UNMET TRANSIT NEEDS AFFECTING FISCAL
YEAR 2010-2011**

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 a commuter route that will provide direct service from Gridley 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 2010/2011 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 a commuter route that will provide direct service from Gridley 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 2010/11 fiscal year.

PASSED AND ADOPTED by the Butte County Association of Governments on the 28th day of January 2010 by the following vote:

AYES:

Connelly, Dolan, Kirk, Lambert, Yamaguchi, Thompson, Gruendl, Fichter, Johansson, White

NOES:

None

ABSENT:

None

ABSTAIN:

None

APPROVED:



JANE DOLAN, CHAIR
BUTTE COUNTY ASSOCIATION OF GOVERNMENTS

ATTEST:



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