

# Butte County Association of Governments

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## Unmet Transit Needs Assessment – 2011/2012



**Adopted January 27, 2011**

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

# TABLE OF CONTENTS

<b>CHAPTER 1: INTRODUCTION .....</b>	<b>1</b>
Executive Summary.....	1
Requirements.....	2
Background.....	3
<b>CHAPTER 2: DEMOGRAPHIC INFORMATION.....</b>	<b>3</b>
Transit Dependent Groups.....	3
Demographic Data.....	4
Transit Dependency Indicators in Butte County.....	4
<b>CHAPTER 3: ADEQUACY OF EXISTING TRANSIT SERVICES .....</b>	<b>6</b>
Overview .....	6
Description of Local Public Transit Services .....	6
FY 2010/11 B-Line Service Plan.....	6
Days and Hours of Operation and Fleet Requirement .....	10
Estimated Annual Fixed Route Vehicle Service Hours.....	12
B-Line Paratransit .....	13
Description of Other Transportation Services Available in Butte County.....	13
Adequacy of Transit Service for Transit Dependent Groups.....	14
<b>CHAPTER 4: COMMUNITY OUTREACH .....</b>	<b>15</b>
<b>CHAPTER 5: ANALYSIS OF COMMENTS RECEIVED .....</b>	<b>16</b>
Definitions of “Unmet Transit Needs” and “Reasonable to Meet” .....	16
Comments that are NOT defined as an “Unmet Need” .....	17
Analysis Requirements and Assumptions.....	17
Analysis of Public Testimony.....	18
<b>CHAPTER 6: UNMET TRANSIT NEEDS FINDINGS AND RECOMMENDATIONS ...</b>	<b>21</b>
Summary of Findings.....	21
Social Service Transportation Advisory Council Review .....	21
Recommendations.....	21
<b>TABLE OF APPENDICES .....</b>	<b>22</b>

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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 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 consolidates all administrative and operating responsibilities for public transit under the BCAG Board.

As a result of the consolidation, 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 continues its educational outreach efforts with workshops throughout each 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.

Perhaps most notably, this fiscal year BCAG concluded a 19-month Market Based Transit Study which was undertaken to help B-Line grow ridership and ensure that it is meeting economic, customer service and productivity goals. BCAG’s specific aims were to create

routes which serve the sites most frequently used by passengers; serve at the most reasonable frequency possible; and run on-time consistently and safely. The resulting plan was based on keeping the status quo in terms of annual service hours (i.e. the hours that the system is actually in service and transporting passengers), yet modifying the overall hours allocation to better meet the public's stated needs.

In order to achieve these goals, the study involved:

- Public involvement through two sets of public hearings in each jurisdiction
- A Project Development Team which included members of each jurisdiction, key stakeholders and BCAG Board members
- A random telephone survey of Butte County residents
- A targeted online survey
- A 2008 On-Board Passenger Survey
- Review of Veolia management reports

B-Line began operating new bus routes and schedules on Monday, November 1, 2010 and is continuing to evaluate the effectiveness of this new routing. After receiving feedback through several public outreach workshops, BCAG will evaluate the feedback along with ridership data and revise schedules where possible to better meet the needs of riders.

Other significant system changes over the past few years included route revisions in November 2006 and April 2008 which added transit runs and modified the existing operations for some locations for improved service and connectivity. The 2009/10 Unmet Transit Needs(UTN) Process resulted in the addition of an early morning regional run from Oroville to Chico; and the 2010/11 UTN Process resulted in the implementation of direct service from Gridley to Chico in the mornings with a return trip at the end of the day.

In August 2007, the entire fleet of B-Line fixed route vehicles was equipped with electronic validating fareboxes and the paratransit fleet was equipped in November 2009. The data captured from these fareboxes allows for more comprehensive ridership analyses. During the 2009/10 fiscal year B-Line equipped the fleet with digital security cameras and in 2010/11 a Computer Aided Dispatching System with Automatic Vehicle Location was installed throughout the system. 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.

### **Findings for FY 2011/12**

After analysis of all testimony received during the 2011/12 fiscal year Unmet Transit Needs process, BCAG finds that there are no Unmet Transit Needs that are Reasonable to Meet:

## **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

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# 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 2010 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	<b>40%</b>	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	<b>41%</b>	<b>19.5%</b>
<i>Magalia</i>	10,569	2,902	1,864	<b>45%</b>	9.2%
<i>Oroville East</i>	8,680	2,423	1,375	<b>44%</b>	4.6%
<i>Oroville South</i>	7,695	951	2,199	<b>41%</b>	<b>25.6%</b>
<i>Oroville</i>	13,004	1,908	3,289	<b>40%</b>	<b>26.2%</b>
<i>Thermalito</i>	6,045	925	1,499	<b>41%</b>	<b>20.2%</b>
<i>Palermo</i>	5,720	901	1,341	39%	<b>19.3%</b>
<i>Paradise</i>	26,408	7,175	4,288	<b>43%</b>	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

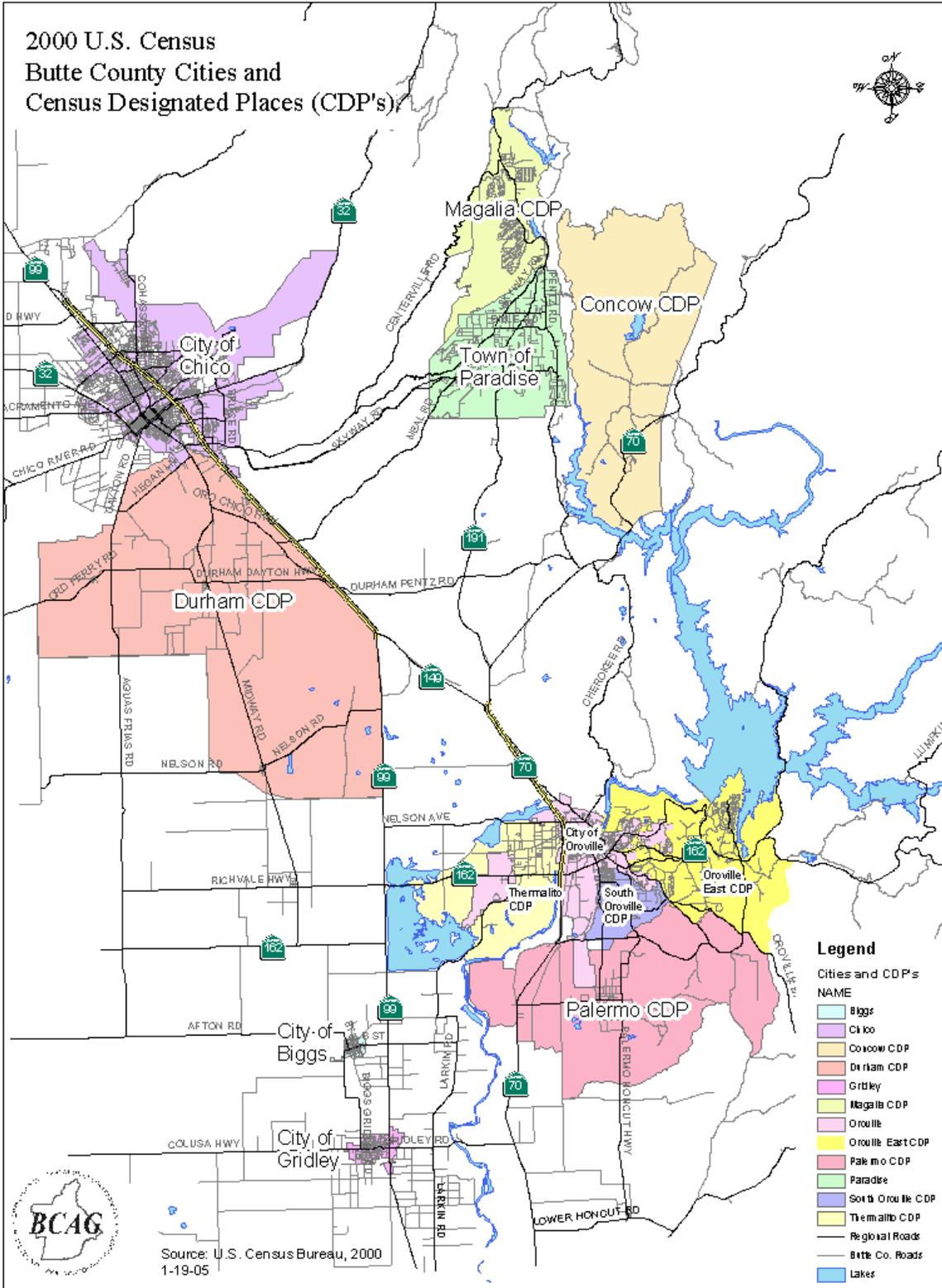
### Transit Dependency Indicators in Butte County

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."*



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## 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 2011/12 B-Line Service Plan

All transit information and maps can be found [www.BLineTransit.com](http://www.BLineTransit.com).

#### Fixed Route and Flexible Route Services

Six 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 8:03 PM. Weekend service begins at 7:50 AM and ends at 6:04 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, Forest Transfer Point, 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 7:48 AM and ends in Oroville at 5:02 PM. Saturday service begins at 8:47 AM and ends at 4:52 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 6<sup>th</sup> 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), Clark & Wagstaff (Paradise), Clark & Pearson (Paradise), County Administration (Oroville) and the Oroville Transit Center (Mitchell & Spencer).

**Route 32 Gridley – Chico.** Route 32 provides one morning trip and one evening trip between Gridley and Chico on weekdays only. The morning trip begins at Biggs City Hall at 6:30 AM and arrives at the Chico Transit Center (2<sup>nd</sup> & Normal) at 7:40 AM. The evening trip leaves the Chico Transit Center at 5:20 PM and ends in Biggs at 6:30 PM. The total travel time between Gridley and Chico is approximately an hour and ten minutes.

The major stops and timepoints on Route 32 are: Biggs City Hall (6<sup>th</sup> & C St.), SR 99 & Ford (Gridley), Midway & Durham Dayton Hwy (Durham) and the Chico Transit Center (2<sup>nd</sup> & Normal).

**Route 40 Chico – Paradise.** Route 40 provides service between Paradise and Chico, seven days a week. Weekday service begins in Paradise at 6:00 AM and ends in Chico at 7:22 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 7:03 PM in Paradise. Sunday service begins at 9:50 AM in Chico and ends at 6:02 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, Forest Transfer Point (Chico), Almond & Birch (Paradise) and Skyway & Wagstaff (Paradise).

**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 5:50 AM and ends in Paradise at 6:45 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 three round trip loops, one in the morning, one midday and one in late afternoon.

Major stops and timepoints on Route 41 are: Skyway & Colter (Paradise Pines), Skyway & Wagstaff (Paradise), Almond & Birch (Paradise), Forest Avenue Transfer Point (Chico) and the Chico Transit Center.

In Chico, there are eight local fixed routes. In November 2010, several changes were implemented on the Chico routes to improve system performance. Routes 1, 6 and 10 were combined to create one route that enables passengers to travel from one end of town to the other without the need to transfer. It is important to note that seven of the eight routes in Chico have timed connections at the Chico Transit Center. Route 7 serves the east side of Chico and connects with other buses at other locations rather than the Chico Transit Center. 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 2 – Mangrove.** Route 2 provides service between the Chico Transit Center and Ceres & Lassen via Mangrove and Cohasset Rd. Service is provided every 60-minutes, with an additional run during the AM commute times. Monday through Friday service begins at 6:15 AM at Ceres & Lassen and ends at Ceres & Lassen at 8:35 PM. Saturday service begins at 8:15 AM at Ceres & Lassen and ends at 7:00 PM at the Chico Transit Center. 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 7 at Ceres & Lassen.

Major stops and timepoints along Route 2 are: The Chico Transit Center, 5<sup>th</sup> & 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 9:01 PM at the Chico Transit Center. Saturday service begins at 8:50 AM at the Chico Transit Center and ends at 7:01 PM at the Chico Transit Center. 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.

Major stops and timepoints on Route 3 are: Chico Transit Center, West 8<sup>th</sup> 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. 1<sup>st</sup> 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 6:15 AM at North Valley Plaza and ends at 8:59 PM at the Chico Transit Center. Saturday service begins at the Chico Transit Center at 8:50 AM and ends at Chico Transit Center at 6:59 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.

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. 8<sup>th</sup>/E. 9<sup>th</sup> Streets and Forest. Service is provided every 60-minutes throughout the day Monday-Saturday. Monday through Friday service begins at 6:20 AM at the Forest Ave Transfer Point and ends at 8:36 PM at the Forest Ave Transfer Point. Saturday service begins at 8:20 AM at the Forest Ave Transfer Point and ends at 6:36 PM at the Forest Ave Transfer Point. Round trip running time on Route 5 is 39 minutes with a layover at the Chico Transit Center and at the Chico Mall.

Major stops and timepoints on Route 5 are: Chico Transit Center, 9<sup>th</sup> Street & Pine, Fir St Park 'n Ride, 8<sup>th</sup> St & Forest and the Forest Ave Transfer Point.

**Route 7 – Bruce/Manzanita.** Route 7 provides service between the Chico Mall and Pleasant Valley High School via Bruce and Manzanita Monday through Friday. Route 7 is the only route in Chico that does not provide service to the Chico Transit Center. Service on Route 7 is provided every 60 minutes during morning and afternoon peak periods only, with an extra morning run at 7:45am to accommodate commute traffic. Service on Monday

through Friday begins at 6:45 AM at the Forest Ave Transfer Point and ends at 5:45 PM Ceres & Lassen. Round trip running time on Route 7 is 60 minutes with a layover at Forest Avenue Transfer Point.

Major stops and timepoints on Route 7 are: Forest Ave Transfer Point, Marsh Junior High School, Sierra Sunrise Village, Pleasant Valley High School and Ceres & Lassen.

**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 2<sup>nd</sup> and Salem. Route 8 provides 30-minute service Monday through Friday only while CSU, Chico is in session. Monday through Thursday service begins at 7:35 AM at W. 8<sup>th</sup> Avenue & Nord and ends at 9:37 PM at the Chico Transit Center. Friday service begins at W. 8<sup>th</sup> Avenue & Nord at 7:35 AM but ends at 4:07 PM at the Chico Transit Center. 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 campus. Route 9 also provides a connection to other routes at the Chico Transit Center at 2<sup>nd</sup> & 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 7:40 AM at 4<sup>th</sup> Avenue & Cedar and ends at 10:10 PM at the Chico Transit Center. Friday service begins at 4<sup>th</sup> Avenue & Cedar at 7:40 AM but ends at 4:10 PM at the Chico Transit Center. 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 15 – Esplanade/Park/MLK.** Route 15 provides service throughout much of North Chico and South Chico including major thoroughfares such as the Esplanade, Lassen, Park Ave., Martin Luther King Jr. Pkwy and 20<sup>th</sup> Street. Service is provided every 15 minutes during the peak hours and averaging 30-minutes at most other times of the day. Runs after 5:47 PM and all runs serving the northern portion of the Esplanade (referred to as 15(a) in the system schedule) run hourly. Service on Monday through Friday begins at 6:15 AM at Ceres & Lassen and ends at 9:39 PM at the Forest Ave Transfer Point. Saturday service begins at 7:30 AM and ends at 6:39 PM. Round trip running time on Route 15 is 90 minutes with layover time at the Chico Transit Center.

Major stops and timepoints along Route 15 are: The Forest Ave Transfer Point, E. Park & MLK Pkwy, the Chico Transit Center, East & Esplanade, Ceres & Lassen and Esplanade & SR 99.

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

**Routes 24, 25, 26 & 27 – Oroville.** Routes 24, 25, 26 and 27 provide local circulator routes in Oroville. There are four distinct 30 minute loops that share a single vehicle. Routes 24 and 27 interline with Route 24 operating in the Thermalito area hourly and Route 27 running every hour, serving South Oroville. Routes 25 and 26 interline with Route 25 running hourly with service to Oro Dam Blvd and Downtown and Route 26 running every other hour along Olive Highway.. Service is provided Monday through Friday only. Service begins at 6:25 AM at the Oroville Transit Center (Mitchell & Spencer) and ends at the Oroville Transit Center at 7:00 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 are as follows: Route 25 - Mitchell & Spencer (Oroville Transit Center) and Feather River Cinemas; Route 26 - Oroville TC, D St & Roseben, Gold Country Casino (Olive & Tyme), Kelly Ridge & Royal Oaks, Oroville Hospital and Orange & Acacia; Route 27 - Oroville TC and Las Plumas High School; Route 24 - Oroville TC, 14<sup>th</sup> & 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 5:01 PM and return to Almond & Birch at 10:08 AM, 2:08 PM and 5:28 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
<b>Intercity Routes</b>			
Route 20 Chico – Oroville	Monday – Friday 5:50 AM – 8:03 PM Saturday/Sunday 7:50 AM – 6:04 PM	2	M-F: 60 min. Sun: 120 min.
Route 30 Oroville – Gridley – Biggs	Monday – Friday 7:48 AM – 5:02 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 32 Gridley – Chico	Monday – Friday One round-trip 6:30 AM – 7:40 AM and 5:20 PM – 6:30 PM	1	M-F: One round-trip
Route 40 Paradise – Chico	Monday – Friday 6:00 AM – 7:22 PM Saturday 7:50 AM – 7:03 PM Sunday 9:50 AM – 6:02 PM	2	M-F: 120 min. Sat/Sun: 120 min.
Route 41 Paradise Pines – Chico	Monday – Friday 5:37 AM – 6:45 PM Saturday 9:46 AM – 6:03 PM	2	M-F: 120 min. Sat: Three trips - Magalia loop only

Route	Hours of Operation	Fleet Requirement	Peak Hour Headway
<b>Local Chico Routes</b>			
Route 2 Mangrove	Monday – Friday 6:15 AM – 8:35 PM Saturday 8:15 AM – 7:00 PM	2	M-Sat: 60 min.
Route 3 Nord/East**	Monday – Friday 6:20 AM – 9:00 PM Saturday 8:50 AM – 7:00 PM	2	M-Sat: 60 min.
Route 4 First/East**	Monday – Friday 6:15 AM – 9:00 PM Saturday 8:50 AM – 7:00 PM	2	M-Sat: 60 min.
Route 5 E. 8 <sup>th</sup> Street	Monday – Friday 6:20 AM – 8:36 PM Saturday 8:20 AM – 6:36 PM	1	M-Sat: 60 min.
Route 7 Bruce/Manzanita	Monday – Friday 6:45 AM – 5:45 PM	1	M-F: 60 min. Peak times only
Route 8 Nord	Monday – Thursday 7:35 AM – 9:37 PM Friday 7:35 AM – 4:07 PM	1	M-F: 30 min.
Route 9 Warner/Oak	Monday – Thursday 7:40 AM – 10:10 PM Friday 7:40 AM – 4:10 PM	1	M-F: 30 min.
Route 15 Esplanade/Lassen (North) Park/MLK (South)	Monday – Friday 6:15 AM – 9:35 PM Saturday 7:30 AM – 6:39 PM	6	M-F: 15/30 min. Sat: 30/60 min.
<b>Local Oroville/Paradise Routes</b>			
25 & 26 Oro Dam/Olive Hwy	Monday – Friday 6:25 AM – 7:00 PM	1	M-F: 30 min.
24 & 27 Thermalito/ South Oroville	Monday – Friday 6:34 AM – 7:28 PM	1	M-F: 30 min.
46 Feather River Hospital-Paradise	Monday – Friday 9:41 AM – 5:38 PM	1 paratransit vehicle	M-F: three trips daily

**\*\* Routes 3& 4, 8&9, 24&27 and 25&26 are through-routed with each other. When Route 7 is operating, it is through-routed with Route 2.**

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
<b>Intercity Routes</b>	
20 Chico – Oroville	6,215
30 Oroville – Gridley – Biggs	1,575
31 Paradise – Oroville	512
32 Gridley - Chico	596
40 Paradise – Chico	5,854
41 Paradise Pines – Chico	3,743
<b>Intercity Subtotal</b>	<b>18,495</b>
<b>Local Chico Routes</b>	
2 Mangrove	4,204
3 Nord/East	4,736
4 First/East	4,736
5 E. 8 <sup>th</sup> Street	4,213
7 Bruce/Manzanita	1,736
8 Nord	1,750
9 Warner/Oak	1,750
15 Esplanade/Park/MLK Jr.	16,948
<b>Local Chico Routes Subtotal</b>	<b>40,072</b>
<b>Local Paradise Route</b>	
46 Feather River Hospital	346
<b>Local Paradise Route Subtotal</b>	<b>346</b>
<b>Local Oroville Routes</b>	
24, 27 Oroville	3,039
25, 26 Oroville	2,629
<b>Local Oroville Routes Subtotal</b>	<b>5,668</b>
<b>TOTAL Estimated Fixed Route Annual Vehicle Service Hours</b>	
	<b>64,840</b>

## 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 that do not prevent them from utilizing the fixed route.

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: 5:50 AM to 10:00 PM
- Saturday: 7:00 AM to 10:00 PM
- Sunday: 7:50 AM to 6:00 PM

BCAG has developed paratransit policies and procedures which took effect on July 1, 2007 with small revisions in 2010. 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 has defined paratransit boundaries to ensure ADA compliance. The complete B-Line Paratransit Policies and Procedures are posted on BCAG's website at [www.bcag.org](http://www.bcag.org).

### **Estimated Annual Vehicle Service Hours for Paratransit: 43,000**

(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 a Chico Trolley bus, 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 twice in the very early AM hours. 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 5<sup>th</sup> 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 and 2010 BCAG implemented significant revisions to specific routes in the system in an effort to remedy timing 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 (CTWG) 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 CTWG. 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.

BCAG recently concluded a Market Based Transit Study. This study was an in-depth analysis of the B-Line fixed route system which resulted in major service changes and 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 was 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.

Additional information regarding these studies be found on BCAG's website at [www.bcag.org](http://www.bcag.org). BCAG strives to provide the best possible service with available resources; and is dedicated to improving transportation services in the region.

## Chapter

# 4

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## 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, announced on the radio and emailed to community social service agencies. See Appendix A for announcements and affidavits of publication. While only one public hearing is required, BCAG held five public workshops as well as a "formal" hearing before the BCAG Board of Directors Board. In addition, BCAG solicited comments by telephone, e-mail and comment cards available on all buses.

In conjunction with the UTN workshops, outreach workshops were held to educate the public on how to use the transit system, help plan trips, and to address any other transit or transportation-related concerns, including recent routing changes.

## 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 analyzes whether all four evaluation criteria listed below are met. 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 2009 through the month of June 2010. 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)

<b><u>System</u></b>	<b><u>Total Fares (fiscal audit)</u></b>	<b><u>Total Passengers</u></b>
B-Line Rural F.R.	\$381,646	304,977
B-Line Urban F.R.	\$743,671	932,307
<b>Total Fixed Route</b>	<b>\$1,125,317</b>	<b>1,237,284</b>
B-Line Rural Para	\$128,147	59,203
B-Line Urban Para	\$106,784	52,040
<b>Total Paratransit</b>	<b>\$234,931</b>	<b>111,243</b>

<b><u>System</u></b>	<b><u>Average Service Hour Cost</u></b>	<b><u>Average Fare / Passenger (3 yr avg)</u></b>
Fixed Route (F.R.)	\$81.53	\$ .79
Paratransit	\$65.41	\$ 2.02

## Analysis of Public Testimony

The following is testimony received during the 2009/10 and 2010/11 fiscal years that qualifies as Unmet Transit Needs. 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 will not be analyzed for the purpose of this document. However, this testimony has been 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:**

#### **STIRLING CITY:**

- Rona O'Neil - Would like bus service in Stirling City, even if it was one day a week, one trip in the morning and a return trip at night. Need to get to Paradise for shopping, appointments.

**FINDING → With only one person requesting service to Stirling City, 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. Furthermore, based on the population of Stirling City and ridership levels from comparable communities, this service is not reasonable to meet based on Criterion 1 – Cost Effectiveness; the revenues generated from providing the service would not meet the minimum farebox recovery ratio of 10%.**

#### **BERRY CREEK:**

- Greg Hardt – Would like service to Berry Creek - suggested 5 days a week, morning and evening service to accommodate work schedules. Suggested stops would be Post Office and either Rockefeller Rd or the Grange.

**FINDING → With only one person requesting service to Berry Creek, 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. Furthermore, based on the population of Berry Creek and ridership levels from comparable communities, this service is not reasonable to meet based on Criterion 1 – Cost Effectiveness; the revenues generated from providing the service would not meet the minimum farebox recovery ratio of 10%.**

### **STOPS/ROUTES REQUESTED:**

- William Sheridan – Would like service out on Garner Ln. There are a lot of elderly, disabled individuals, and children that live out there that would benefit greatly from service. He has a son with autism that would love to use bus but it is 3 miles away and that is too far. Route 15 currently ends at Esplanade & 99. He suggested having

the bus go through Garner and loop back to Keefer, and finally turning back at 99 again. Estimated there is 600 houses out there so we could serve a couple thousand people.

**FINDING → This is an Unmet Transit Need that is not Reasonable to Meet. Based on the population density and makeup of this neighborhood, combined with the amount of time it would take to implement this service, it would not meet Criterion 1 – Cost Effectiveness; the revenues generated from providing the service would not meet the minimum farebox recovery ratio of 20%.**

- Scott Cory – Would like service to the Chico Municipal Airport. He has a business on Fairchild Avenue and suggested an hourly route or extending a current route out to the airport during peak hours. This would enable employees of businesses at the airport to use public transportation and also air passengers could ride the bus to catch their flights.
- Salvation Army – Has requested service out to business located on Browns Valley Road near the Chico Airport so their clients can utilize the bus system to get to work, appointments, etc.
- **FINDING → This is an Unmet Transit Need that is not Reasonable to Meet. Based on the population density and estimated ridership generated by employment in the area, combined with the amount of time it would take to implement this service, it would not meet Criterion 1 – Cost Effectiveness; the revenues generated from providing the service would not meet the minimum farebox recovery ratio of 20%.**
- David Fuller – Would like bus service out to Valley View Dr & Service St. 36 Valley View is an apartment complex with 22 units, mostly low income and the residents would greatly benefit from a bus stop out there.
- Charles Campbell and Sunny Sharp – Would like service on Valley View Dr. in Paradise. And would like to see more bus service in the residential areas of Paradise, not just the major business areas.

**FINDING → This is an Unmet Transit Need that is not Reasonable to Meet. Based on the population density, combined with the amount of time it would take to implement this service, it would not meet Criterion 1 – Cost Effectiveness; the revenues generated from providing the service would not meet the minimum farebox recovery ratio of 10%. Moreover, this Unmet Transit Need would not meet Criterion 4 – Operational Feasibility; a majority of this street would not be conducive to fixed route bus operations.**

- Phil Ruttenburg – Would like a bus stop on Huss Drive near Computers for Classrooms. Would specifically like an afternoon stop so that students from Pleasant Valley and Oroville can come daily for ROP program.  
**FINDING → With only one person requesting service to Huss Drive, 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.**

## ROUTE TIMES

### SUNDAY SERVICE:

- Rusty Schulz – Would like Sunday service throughout the B-Line system.
- Dave Carson – Would like Sunday service on Chico's major routes.
- Laurie Hutchinson – Would like Sunday service in Chico and suggested having the regional routes that currently run on Sunday go out to North Valley Plaza so the north end of town is served as well.

**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:

- Keith Alcombright, Joanne Hurley – Would like Saturday service on the Route 24 (Thermalito area) 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%.**

- Keith Alcombright – Would like later service in Oroville so he can attend Town Hall meetings and other events.

**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%).**

## 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 there are no Unmet Transit Needs that are Reasonable to Meet. A recommendation to accept the Unmet Transit Needs Assessment for the 2011/12 fiscal year is made to the BCAG Board of Directors.

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 make 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 CTSAs.

The 2011/2012 Transit Needs Assessment was presented to the Butte County Social Service Transportation Advisory Council on January 12, 2011. 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 2011/12 fiscal year Unmet Transit Needs process, BCAG finds that there are no Unmet Transit Needs that are Reasonable to Meet. A recommendation to approve the Unmet Transit Needs Assessment for the 2011/12 fiscal year is made to the BCAG Board of Directors.

**TABLE OF APPENDICES**

APPENDIX A  
Annual Unmet Transit Needs Meetings Schedule and Proof of Publications.....22

APPENDIX B  
Social Services Transportation Advisory Council Membership .....28

APPENDIX C  
BCAG Board of Directors Summary Minutes of October 23, 2003 Approving TDA Definitions  
for “Unmet Transit Needs” and “Reasonable to Meet” .....29

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..... 32

APPENDIX E  
Resolution of the Butte County Association of Governments Making Findings Regarding  
Unmet Transit Needs Affecting Fiscal Year 2010/2011 ..... 40



## B-LINE IS HOSTING A SERIES OF 2-PART PUBLIC WORKSHOPS:

Meetings are Open House—Drop-ins welcome any time during scheduled meetings

- **B-Line Informational Sessions**
  - \* New Schedules/Changes to the System
  - \* Valuable Information about Riding the Bus
  - \* Question & Answer Period
- **Unmet Transit Needs Sessions**
  - \* Tell us about Locations you would like Served that are not Currently being Served.

**Tues. November 30, 2010-4:00pm-6:00pm**  
Butte County Public Library, Chico  
1108 Sherman Avenue

**Thurs. December 2, 2010-11:00am-1:00pm**  
Butte County Public Health, Oroville-Tahoe rm  
202 Mira Loma Drive

**Wed. December 1, 2010-11:00am-1:00pm**  
California State University, Chico  
BMU Rm. #211  
400 W. 1st. Street

**Thurs. December 2, 2010-2:30pm-4:30pm**  
Gridley City Hall Council Chambers  
685 Kentucky Street

**Wed. December 1, 2010-2:30pm-4:30pm**  
Butte County Public Library, Paradise  
5922 Clark Road

**Thurs. December 9, 2010—9:00 am**  
(UNMET TRANSIT NEEDS HEARING ONLY)  
City of Chico Council Chambers  
421 Main Street-at regularly scheduled BCAG  
Board of Directors Meeting.



If you have unmet transit needs and are unable to attend, please contact BCAG prior to December 10, 2010.  
Mail: Butte County Association of Governments, 2580 Sierra Sunrise Terr., Ste 100, Chico, CA 95928  
Email: [kbonnifet@bcag.org](mailto:kbonnifet@bcag.org) Phone: (530) 879-2468 Fax: (530) 891-2979

PROOF OF PUBLICATIONS

PROOF OF PUBLICATION

No. BCAG

In The Matter of

B-LINE

2-PART PUBLIC WORKSHOPS

(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:

NOVEMBER 12, 2010

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

Dated DECEMBER 20, 2010
at Gridley, California

[Handwritten Signature]
(Signature)

B-Line Butte Regional Transit
B-LINE IS HOSTING A SERIES OF 2-PART PUBLIC WORKSHOPS:
• B-Line Informational Sessions
• Unmet Transit Needs Sessions
Tues., November 30, 2010 - 4 to 6pm
Wed., December 1, 2010 - 11am to 1pm
Wed., December 1, 2010 - 2:30 to 4:30pm
Thurs., December 2, 2010 - 11am to 1pm
Thurs., December 2, 2010 - 2:30 to 4:30pm
Thurs., December 9, 2010 - 9am
Meetings are Open House. Drop-ins welcome any time during scheduled meetings.
BCAG logo
Image of B-Line bus
If you have unmet transit needs and are unable to attend, please contact BCAG prior to December 10, 2010.

# PARADISE POST

PO Drawer 70  
Paradise, CA 95967  
530-877-4413  
legals@paradisepost.com

Legal No. 0003753380

BUTTE REGIONAL TRANSIT  
2580 SIERRA SUNRISE TER STE 100  
CHICO CA 95928

## 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 party 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 Superior 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.

### MAINNEWS OTHER

#### BLine Public Workshops

11/13/2010

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

12/13/10



Signature

# B-Line

Butte Regional Transit

## B-LINE IS HOSTING A SERIES OF 2-PART PUBLIC WORKSHOPS:

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Mail: Butte County Association of Governments, 2580 Sierra Sunrise Terr., Ste 100, Chico, CA 95928  
Email: [kbonnifet@bcag.org](mailto:kbonnifet@bcag.org) Phone: (530) 879-2468 Fax: (530) 891-2979

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

In The Matter Of  
2-Part Public Workshops

AFFIDAVIT OF PUBLICATION

State of California }  
                                  ss. }  
County of Butte

The undersigned resident of Butte, State of California, says

That I am, and at all time heretofore, was a citizen of the United States and am not interested in the above entitled matter; that I am the principal clerk of the publisher of

The Chico Enterprise-Record  
The Oroville Mercury-Record

That said newspaper is one of the newspapers published in this county as defined by Section 6000 of the Code of the State of California and is published daily in the City of Chico and for the County of Butte; that the notice herein mentioned and published daily in the City of Chico and for the County of Butte; that the notice herein mentioned is a true printed copy, said newspaper on the following

Nov. 12, 2010.

Dated December 13, 2010  
at Chico, California

*Donna Tynell*  
(Signature)



**B-LINE IS HOSTING A SERIES OF 2-PART PUBLIC WORKSHOPS:**

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<b>Wed. December 1, 2010-11:00am-1:00pm</b> California State University, Chico BMU Rm. #211 400 W. 1st. Street	<b>Thurs. December 2, 2010-2:30pm-4:30pm</b> Gridley City Hall Council Chambers 685 Kentucky Street
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If you have unmet transit needs and are unable to attend, please contact BCAG prior to December 10, 2010.  
Mail: Butte County Association of Governments, 2580 Sierra Sunrise Terr., Ste 100, Chico, CA 95928  
Email: [kbonnifet@bcag.org](mailto:kbonnifet@bcag.org) Phone: (530) 879-2468 Fax: (530) 891-2979

## APPENDIX B

### Butte County Association of Governments 2010/11 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	Jay Harris	Independent Living Services		x	→	x				June 30, 2011
2	Michael Worley	At Large Appointment				x			x	June 30, 2011
3	Joyce Wolf	Citizen-Oroville	x	x						June 30, 2011
4	Mike Crump	Butte County Public Works						x		June 30, 2011
5	Cameron Wise	Work Training Center				x				June 30, 2012
6	Diane Cooper	Peg Taylor Center			x					June 30, 2012
7	Jo Anne Hurley	Citizen-Oroville	x							June 30, 2012
8	Mary Neumann	Passages Adult Resource Ctr.			x	x	x			June 30, 2012
9	Shawn O'Brien	Butte County Public Works						x		June 30, 2012
10	Mike Trainor	Citizen-Gridley	x						x*	June 30, 2013
11	Bernard Beerman	Citizen-Chico	x	x						June 30, 2013
12	William Moline	Butte County DESS - CALWORKS					x			June 30, 2013

#### 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

**2010/11 TDA Local Transportation Fund (LTF) and State Transit Assistance (STA) Fund Annual Project and Expenditure Plan Worksheets and Fund Distribution Charts by Jurisdiction**



BUTTE COUNTY ASSOCIATION OF GOVERNMENTS

LTF & STA Fund Annual Project & Expenditure Plan

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

Claimant: City of Chico Fiscal Year 2010/11 May-10

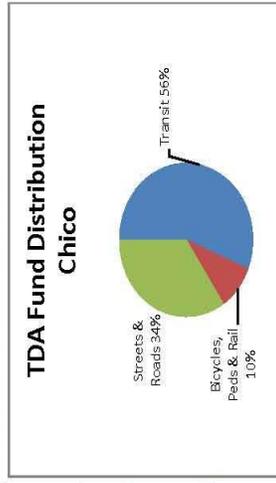
See Chapter 19 of BCAG's Transportation Development Act Workbook for detailed instructions on how to complete this form.

TDA STATUTE DESCRIPTION & LOCAL AGENCY PROJECT TITLE	CLAIMED FUNDS		SOURCE OF FUNDING		TOTAL
	LTF \$ amount	TDA - LTF amount	CLAIMED FUNDS TDA - STA amount	OTHER FUNDS	
Support of Public Transp System / B Line Ops. FIXED ROUTE	770,789	Art 4. Sec. 99260 (a)	397,839	Art 4. Sec 6730 (a)	1,217,103
Support of Public Transp System/ B Line Ops. PARATRANSIT	157,108	Art. 4. Sec. 99260 (a)	-	8/9 B-Line Carryover	361,515
Support of Public Transp System / B Line Cap. Res. FIXED ROUTE	59,007	Art. 4. Sec. 99260 (a)	-	8/9 B-Line Carryover	59,007
Support of Public Transp System / B Line Cap. Res. PARATRANSIT	15,019	Art. 4. Sec. 99260 (a)	-	-	15,019
Support of Public Transp System/Transit Administration (212-653)	76,984	Art 4. Sec. 99260 (a)	-	-	76,984
Streets and Roads Claims / Planning and Planning Process Funds Administration (212-000) & (212-654)	93,359	Article 8. 99402	-	-	93,359
Projects for Pedestrians and Bicycles / Transportation (212-654)	163,473	Article 8. 99400 (a)	-	-	163,473
Streets and Roads Claims / Planning and Planning Process Transportation-Planning (212-655)	232,421	Article 8. 99402	-	-	232,421
Passenger Rail Operations & Capital / Transportation -Depot (212-659)	68,399	Article 8. 99400 (b)	-	-	68,399
Bike Racks (Capital Project 24112)	15,606	Article 8. 99400 (a)	-	-	15,606
Public Fleet Rule Compliance (Capital Project 50151)	102,000	Article 8. 99400 (a)	-	-	102,000
Bike Path Fence UPRR (Capital Project 50152)	-	Article 8. 99400 (a)	-	-	-
Streets & Roads Claim (001)	475,723	Article 8. 99400 (a)	-	39,450	515,173
Streets & Roads Claim (001)	-	Article 8. 99400 (a)	-	Fund Balance Carryover09-10	684,827
<b>SUB TOTAL</b>	<b>2,229,889</b>		<b>397,839</b>	<b>977,158</b>	<b>3,604,886</b>

Local Contact: Frank Fields: 879-7329

TDA - 1

BCAG Contact: Ivan Garcia 530-879-2468



SUPPLEMENTAL INFO:	LTF	STA	Remaining 08/09 B-line Carryover*	Total
Apportionsments:	2,229,889	397,839	252,881	2,880,609
<b>B Line Obligations:</b>	<b>Operating</b>	<b>Capital Reserve</b>	<b>Capital Purchase</b>	<b>Total</b>
Fixed Route	1,217,103	59,007	-	1,276,110
Paratransit	361,515	15,019	-	376,534
<b>Total</b>	<b>1,578,618</b>	<b>74,026</b>	<b>-</b>	<b>1,652,644</b>
	<b>STA Funds Remaining</b>	<b>397,839</b>	<b>Claimed</b>	<b>Balance</b>
	Remaining 08/09 Carryover	252,881	2,229,889	(0)
	LTF "Discretionary Funds Remaining"	2,229,889	2,229,889	0

**Distribution Summary For FY 10/11 Apportioned Funds Only & for Pie Chart**

Transit	1,476,747 (L,TF)
Bicycles, Peds & Rail	247,478 (L,TF)
Streets & Roads	903,503 (L,TF)
<b>Total</b>	<b>2,627,728</b>

08/09 carryover:

252,881	Total
48,475	Rural fixed route
204,407	Urban Paratransit

H:\OWP 2010-2011\TDA-TRANSIT\1-300 TDA Admin\TDA Claims 10-11\All Claims with charts FY 10\_11

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

Claimant: Butte County Public Works Fiscal Year 2010/11  
 See Chapter 10 of BCAG's Transportation Development Act Workbook for detailed instructions on how to complete this form. 5/7/2010

TDA STATUTE DESCRIPTION & LOCAL AGENCY PROJECT TITLE	SOURCE OF FUNDING				TOTAL
	CLAIMED FUNDS		OTHER FUNDING SOURCES		
	TDA - LTF amount	PUC Article & Section	TDA - STA amount	OTHER FUNDS	
Support of Public Transp System / B Line Ops. FIXED ROUTE	149,613	Art 4, Sec. 99260 (a)	380,136	Art 4, Sec 6730 (a)	610,174
Support of Public Transp System/ B Line Ops. PARATRANSIT	407,357	Art. 4, Sec. 99260 (a)	-	100,223.24	507,580
Support of Public Transp System / B Line Cap. Res. FIXED ROUTE	26,798	Art. 4, Sec. 99260 (a)	-	-	26,798
Support of Public Transp System / B Line Cap. Res. PARATRANSIT	14,656	Art. 4, Sec. 99260 (a)	-	-	14,656
Transit Fund 0131 Administration-County's Support Services	10,325	Art 3, Sec 99233.1	-	-	10,325
Passenger Rail Service Amtrak-Chico	1,700	Art 8, 99400 (b)	-	-	1,700
Payment Under Contract for Public Transportation Gridley Flyer	3,000	Art 8, 99400 (c)	-	-	3,000
Streets and Roads - Road Maintenance Incl. Transp. Planning	1,517,214	Art 8, 99402	-	-	1,517,214
<b>SUB TOTAL</b>	<b>2,130,662</b>		<b>380,136</b>	<b>180,649</b>	<b>2,691,447</b>

TDA - 1

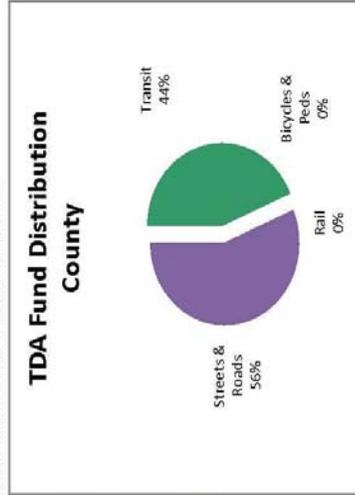
SUPPLEMENTAL INFO:	LTF	STA	Remaining 08/09 B-line Carryover*	Total
Apportionments:	<b>2,130,662</b>	<b>380,136</b>	180,649	<b>2,691,447</b>
B Line Obligations:	Operating	Reserve	Capital Purchase	Total
Fixed Route	610,174	26,798	-	636,972
Paratransit	507,580	14,656	-	522,236
<b>Total</b>	<b>1,117,754</b>	<b>41,454</b>	<b>-</b>	<b>1,159,208</b>
STA Funds Remaining	380,136	380,136	-	-
Remaining 08/09 Carryover	180,649	180,649	-	-
<b>LTF "Discretionary Funds Remaining"</b>	<b>2,130,662</b>	<b>2,130,662</b>	<b>2,130,662</b>	<b>0</b>

**Distribution Summary**

Transit	1,172,533 (LTF)
Bicycles & Peds	0 (LTF)
Rail	1,700 (LTF)
Streets & Roads	1,517,214 (LTF)
<b>Total</b>	<b>2,691,447</b>

\*08/09 carryover:  
 180,649 Total  
 80,425 Rural fixed route  
 100,223 Urban Paratransit

Local Contact: Cindy Jones 530-538-7881  
 BCAG Contact: Ivan Garcia 530-879-2468



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

Claimant: City of Gridley Fiscal Year 2010/11 May 07, 2010

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

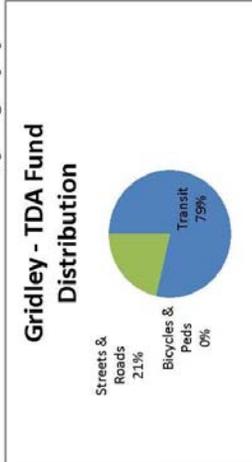
TDA STATUTE DESCRIPTION & LOCAL AGENCY PROJECT TITLE Support of Public Transp System / B Line Ops. FIXED ROUTE (430-4434)	CLAIMED FUNDS		SOURCE OF FUNDING		OTHER FUNDING SOURCES		TOTAL
	LTF \$ amount	TDA - LTF PUC Article & Section	STA \$ amount	TDA - STA	OTHER FUNDS	SOURCE B-Line 08/09	
Support of Public Transp System / B Line Cap. Res. FIXED ROUTE		Article 8, 99400 (c)	579				579
Support of Public Transp System / Gridley Golden Flyer (700)	121,558	Article 4, 99260 (a)	15,991	Article 4, 6730 (a)		City Car	137,549
Streets and Roads Maintenance (430)	41,561	Article 8, 99402			11,337	Funds	52,898
<b>SUB TOTAL</b>	<b>163,119</b>						<b>206,705</b>

TDA - 1

<b>SUPPLEMENTAL INFO:</b>	<b>LTF</b>	<b>STA</b>	<b>Remaining 08/09</b>	<b>Total</b>
Apporionments:	163,119	29,102	B-line Carryover 3,147	195,368
<b>B Line Obligations:</b>	<b>Operating Reserve</b>	<b>Capital Purchase</b>	<b>Total</b>	
Fixed Route	15,679	579	16,258	
Paratransit				
<b>Total</b>	<b>15,679</b>	<b>579</b>	<b>16,258</b>	
	Apporionment	Claimed	Balance	
	29,102	29,102	-	
	3,147	3,147	-	
	163,119	163,119	-	
<b>LTF "Discretionary Funds Remaining"</b>	<b>195,368</b>	<b>195,368</b>	<b>-</b>	

Distribution Summary

Transit	153,807 (LTF)
Bicycles & Peds	- (LTF)
Streets & Roads	41,561 (LTF)
<b>Total</b>	<b>195,368</b>



Ishrat Khan: 846-5695 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: City of Oroville Fiscal Year 2010/11  
 See Chapter 10 of BCAG's Transportation Development Act Workbook for detailed instructions on how to complete this form. 5/7/2010

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	44,049	66,227	29,294	B line 8/9 Carryover	139,570
Support of Public Transp System/ B Line Ops. PARATRANSIT	304,915	-	-	-	304,915
Support of Public Transp System / B Line Cap. Res. FIXED ROUTE	5,155	-	-	-	5,155
Support of Public Transp System / B Line Cap. Res. PARATRANSIT	6,731	-	-	-	6,731
Streets and Roads Claims / Planning and Planning Process Funds Administration	10,352	-	-	-	10,352
<b>SUB TOTAL</b>	<b>371,202</b>	<b>66,227</b>	<b>29,294</b>		<b>466,723</b>

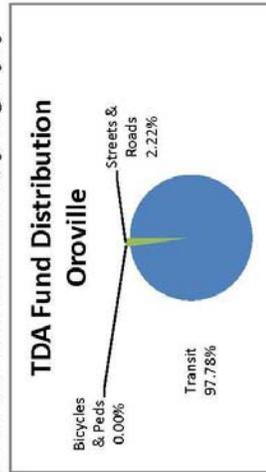
TDA - 1

SUPPLEMENTAL INFO:		Remaining 08/09 B-		Total	
Appointments:	LTF	STA	line Carryover	29,294	466,723
B Line Obligations:	Operating	Reserve	Capital Purchase		
Fixed Route	139,570	5,155			144,725
Paratransit	304,915	6,731			311,646
Total	444,485	11,886			456,371
	Appropriation	Claimed	Balance		
STA Funds Remaining	66,227	66,227	-		
Remaining 08/09 Carryover	29,294	29,294	-		
LTF "Discretionary Funds Remaining"	371,202	371,202	-		

Distribution Summary

Transit	456,371	(LTF & STA)
Bicycles & Peds	-	(LTF)
Streets & Roads	10,352	(LTF)
<b>Total</b>	<b>466,723</b>	

Sherril Skinner (530) 538-2412 skinners@cityoforoville.org  
 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**

Fiscal Year 2010/11 5/7/2010

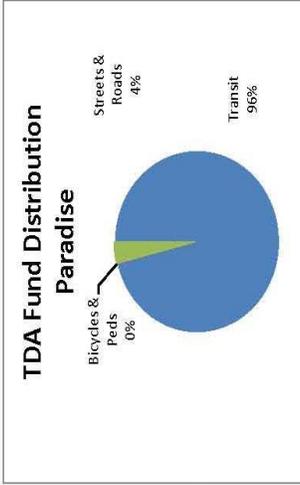
Claimant: Town of Paradise  
See Chapter 10 of BCAG's Transportation Development Act Workbook for detailed instructions on how to complete this form.

TDA STATUTE DESCRIPTION & LOCAL AGENCY PROJECT TITLE	SOURCE OF FUNDING				TOTAL
	CLAIMED FUNDS		OTHER FUNDING SOURCES		
	LTF \$ amount	IPUC Article & Section	STA \$ amount	CCR Section	
Support of Public Transp System/ B Line Ops. FIXED ROUTE	-	Art 8. Sec. 99400 (c)	97,865	Art 4. Sec 6731 (b)	124,163
Support of Public Transp System/ B Line Ops. PARATRANSIT	614,468	Art 8. Sec. 99400 (c)	20,772	Art 4. Sec 6731 (b)	635,240
Support of Public Transp System/ B Line Cap. Res. FIXED ROUTE	4,586	Art 8. Sec. 99400 (c)	-	-	4,586
Support of Public Transp System/ B Line Cap. Res. PARATRANSIT	14,024	Art 8. Sec. 99400 (c)	-	-	14,024
Streets and Roads - Road Maintenance Incl. Transp. Planning	31,885	Art 8. 99402	-	-	31,885
<b>SUB TOTAL</b>	<b>664,963</b>		<b>118,637</b>	<b>26,298</b>	<b>809,898</b>

TDA - 1

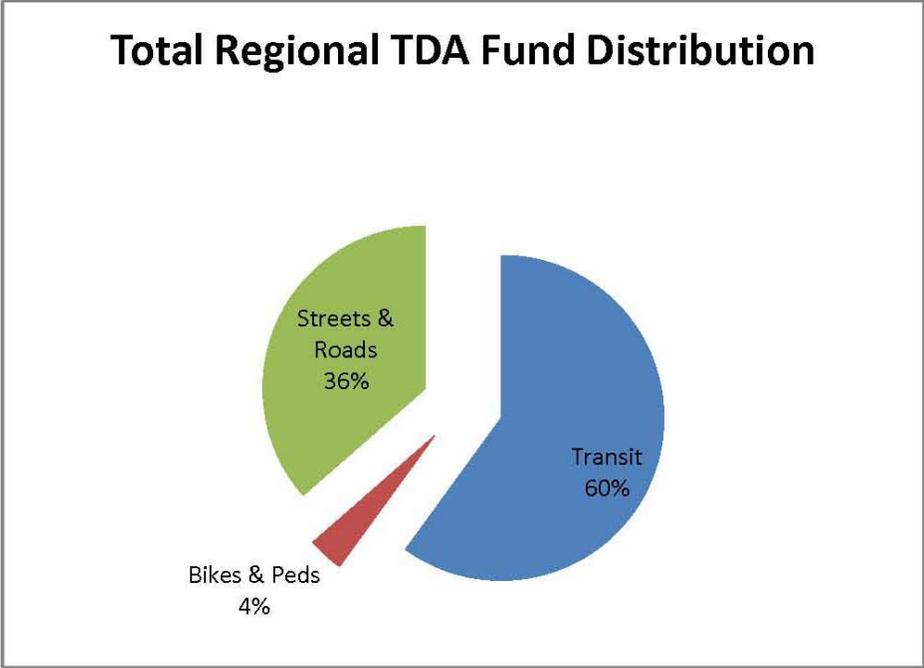
SUPPLEMENTAL INFO:	LTF	STA	Remaining 08/09 B-line Carryover	Total
Apportionments:	664,963	118,637	26,298	809,898
B Line Obligations:	Operating	Capital Reserve	Capital Purchase	Total
Fixed Route	124,163	4,586	-	128,749
Paratransit	635,240	14,024	-	649,264
<b>Total</b>	<b>759,403</b>	<b>18,610</b>	<b>-</b>	<b>778,013</b>
STA Funds Remaining	118,637	118,637	-	-
Remaining 08/09 Carryover	26,298	26,298	-	-
<b>LTF "Discretionary Funds Remaining"</b>	<b>664,963</b>	<b>664,963</b>	<b>-</b>	<b>-</b>

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



Distribution Summary	
Transit	778,013 (LTF)
Bicycles & Peds	- (LTF)
Streets & Roads	31,885 (LTF)
<b>Total</b>	<b>809,898</b>

<b>Total Regional TDA Fund Distribution</b>	
Transit	\$4,197,009.94
Bikes & Peds	\$247,478.00
Streets & Roads	\$2,549,679.73
<b>Total</b>	<b>\$6,994,167.67</b>



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 2010/2011-08**



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**RESOLUTION OF THE BUTTE COUNTY ASSOCIATION OF GOVERNMENTS  
MAKING FINDINGS REGARDING UNMET TRANSIT NEEDS AFFECTING FISCAL  
YEAR 2011-2012**

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

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

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

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

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

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

**WHEREAS**, it has been determined that **there are no Unmet Transit Needs that are Reasonable to Meet** for B-Line fixed route service;

**NOW THEREFORE BE IT RESOLVED** that based on the definitions of "unmet transit needs" and "reasonable to meet" adopted by the Board of Directors on October 23, 2003 and the 2011/2012 Transit Needs Assessment, and in accordance with the recommendation of the Social Services Transportation Advisory Council, the Butte County Association of Governments finds that there are no unmet transit needs for B-Line fixed route service.

**PASSED AND ADOPTED** by the Butte County Association of Governments on the 27<sup>th</sup> day of January 2011 by the following vote:

**AYES:**

Connelly, Yamaguchi, Thompson, Schwab, White, Lambert

**NOES:**

Wahl, Dahlmeier

**ABSENT:**

Fichter, Kirk

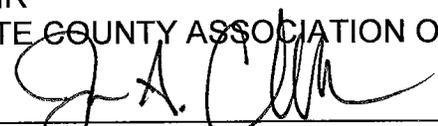
**ABSTAIN:**

None

**APPROVED:**

  
\_\_\_\_\_  
CHAIR  
BUTTE COUNTY ASSOCIATION OF GOVERNMENTS

**ATTEST:**

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