



Butte County Association of Governments

Unmet Transit Needs Assessment – 2021/2022



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For information or questions regarding this assessment, please contact

Butte County Association of Governments

Butte County Association of Governments
326 Huss Drive, Suite 150 Chico, CA 95928
Phone (530) 809-4616 Fax (530) 879-2444

www.bcag.org www.blinetransit.com

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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.

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 they are able to. Not all changes are the result of comments from the Unmet Transit Needs. BCAG receives comments year-round, and if appropriate will implement a suggested change at any time.

Ridership on transit in general has been decreasing over the past few years. This is a nationwide problem and Butte County is not immune from that trend. Lower gas prices, combined with more affordable low-cost automobiles, have allowed more people the opportunity to own and operate personal cars. This combination has reduced the dependence on public transit of the lower income population, which traditionally makes up the largest percentage of transit users.

In the aftermath of the November 2018 Camp Fire, several routes were modified as a result of the displacement of people. Then, in 2020, the Coronavirus caused all transit agencies to reassess their operations. This had two goals of making sure transit was safe for drivers and passengers, as well as making sure the system could keep running despite decreased revenue and ridership. As we head into FY2021/22 it is possible that additional changes caused by the Camp Fire and COVID-19 may occur, outside the scope of the Unmet Transit Needs process.

In response to the changing ridership needs, due in part to the Camp Fire and COVID, BCAG is conducting a Route Optimization Study to be completed during FY 2021/22. This study will assess the whole system, while also looking at each individual route as well. Recommendations from that study may also be implemented outside the UTN Process.

Findings for FY 2021/22

After analysis of all testimony received during the 2020/21 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.

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 2010 census as well as 2017 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 - Select Census Designated Places (CDPs)

City, County, or Census Designated Place	Population Estimate	Percentage of Population Ages 5-19 and 65 and above	*Percentage of Population Below Poverty Level
<i>Biggs</i>	2,175	37%	22%
<i>Butte County</i>	225,817	36%	19%
<i>Concow</i>	553	36%	17%
<i>Durham</i>	5,987	40%	10%
<i>Chico</i>	94,529	33%	23%
<i>Cohasset</i>	631	45%	4%
<i>Forest Ranch</i>	772	34%	9%
<i>Gridley</i>	6,744	38%	15%
<i>Magalia</i>	11,476	38%	14%
<i>Oroville East</i>	7,771	42%	11%
<i>Oroville South</i>	2,906	30%	40%
<i>Oroville</i>	19,393	34%	26%
<i>Thermalito</i>	6,894	35%	29%
<i>Palermo</i>	5,395	45%	23%
<i>Paradise</i>	22,135	41%	13%
<i>Yankee Hill</i>	279	32%	25%

Data Sources: 2015-2019 American Community Survey population and age data (S0101) and poverty data (DP03).

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.

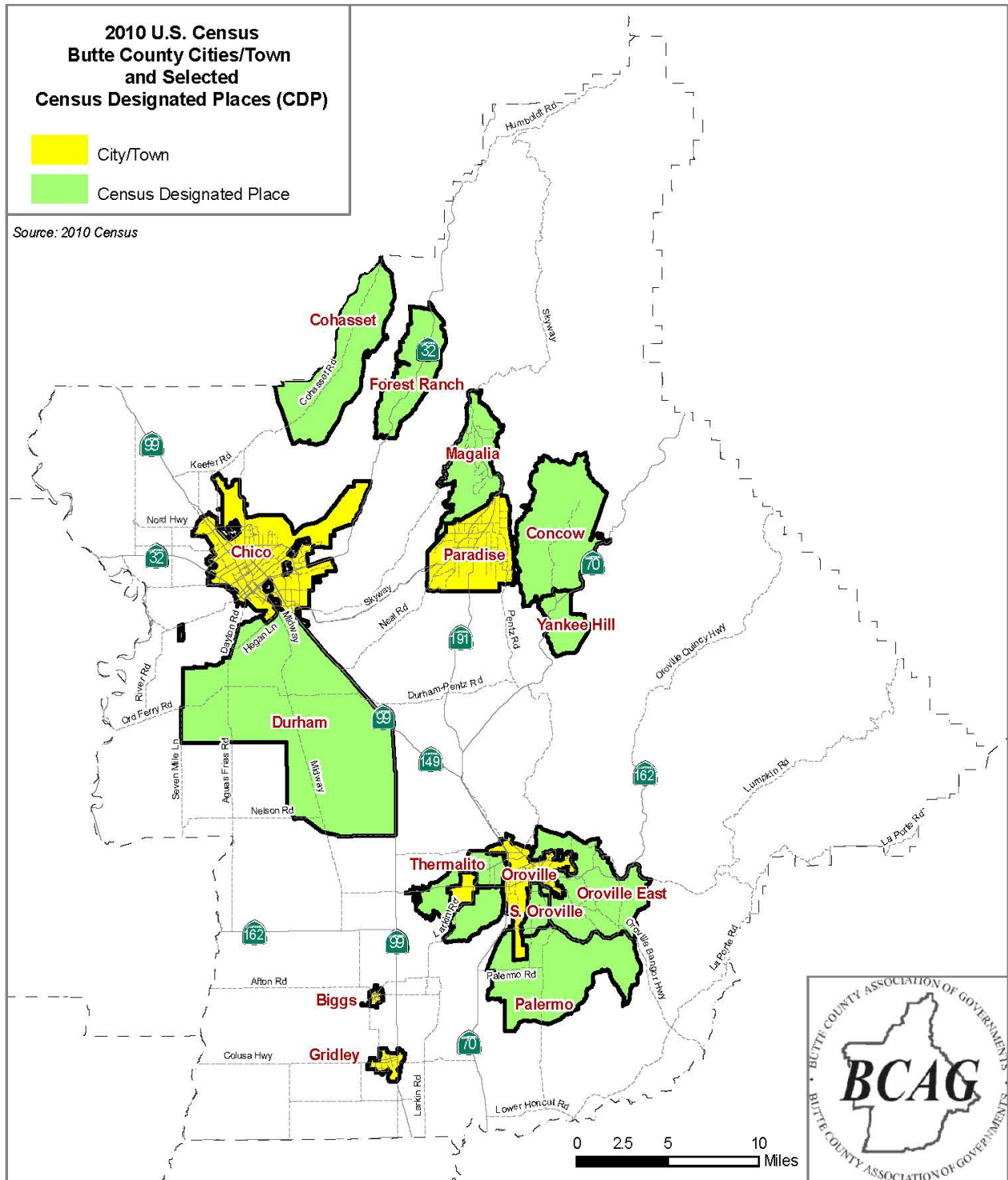
Poverty Indicators (19% and above) - Table 1 identifies transit dependent families that are at poverty levels* by census designated places. These poverty indicators are highlighted in this table by bold and large print.

**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."*

**2010 U.S. Census
Butte County Cities/Town
and Selected
Census Designated Places (CDP)**

- City/Town
- Census Designated Place

Source: 2010 Census



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 2021/22 B-Line Service Plan

All transit information and maps can be found at www.blinetransit.com.

Fixed 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 8:00 PM. Weekend service begins at 7:50 AM and ends at 6:00 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 50 minutes with a layover in Oroville.

The major stops and timepoints on Route 20 are: Chico Transit Center, Fir Street Park and Ride, Forest Ave Xfer (WalMart & Bank), Butte 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 7:45 AM and ends in Oroville at 4:50 PM. Saturday service begins at 8:47 AM and ends at 5:00 PM. Weekday headways are approximately four hours and Saturday headways are 180 minutes. There is a five-minute layover in Biggs and vehicles go out of service in Oroville between each return trip. 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 32 Gridley – Chico. Route 32 provides one morning trip and one evening trip between Gridley and Chico on weekdays only. The morning trip begins in Biggs at 6:40 AM, serves Gridley at 6:51 AM and arrives at the Chico Transit Center at 7:40 AM. The evening trip leaves the Chico Transit Center at 5:20 PM and ends in Biggs at 6:20 PM. The total travel time between Gridley and Chico is approximately 60 minutes. Vehicles will go out of service at the end of each trip.

Major stops and timepoints on Route 32 are: City Hall - 6th & C St (Biggs), Spruce & SR 99 (Gridley), Midway & Durham Dayton Hwy (Durham), and the Chico Transit Center.

Route 40 Paradise – Chico. Route 40 provides service between Paradise and Chico, seven days a week. Weekday service (Eastbound) begins in Chico at 6:50 AM and ends in Paradise at 7:03 PM and weekday service (Westbound) begins in Paradise at 6:00 AM and ends in Chico at 7:26 PM. Weekday headways are approximately 120 minutes, with more frequent service during the evening peak hours. Saturday service (Eastbound) begins at 7:50 AM in Chico and ends at 7:03 PM in Paradise and Saturday service (Westbound) begins at 8:44 AM in Paradise and ends at 6:00 PM in Chico. Sunday service (Eastbound) begins at 9:50 AM in Chico and end at 5:03 PM in Chico and Sunday service (Westbound) begins at 10:44 AM in Paradise and end at 6:00 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 Ave Xfer @ WalMart (Chico), Almond & Birch (Paradise) and Skyway & Wagstaff (Paradise).

Route 41 Magalia – Chico. Route 41 provides service between Magalia and Chico, weekdays. Eastbound service begins in Chico at 7:20 AM and ends in Magalia at 6:24 PM and the Westbound service begins in Magalia at 5:50 AM and ends in Paradise at 6:53 PM. Headways are approximately 130 minutes, with some variation during the peak hours. Round trip travel times between Magalia and Chico are approximately two hours and 10 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), Lakeridge @ Holiday Market (Magalia), Skyway & Wagstaff (Paradise), Almond & Birch (Paradise), Forest Ave Xfer (WalMart & Bank) (Chico) and the Chico Transit Center.

In Chico, there are eleven local fixed routes. It is important to note that most routes in Chico are timed to depart the Chico Transit Center at approximately 0:50 minutes past the hour in the mornings and 0:10 minutes past the hour in the afternoons. 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. Service is provided every 30-minutes during the peak morning 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 Ceres & Lassen at 8:34 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 approximately 45 minutes with layover time at the Chico Transit Center. During peak times Route 2 is through-routed with Route 7 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 AM peak-hour times where service increases to 30-minutes. Monday through Friday service on Route 3 begins at 6:18 AM at North Valley Plaza and ends at 9:00 PM at the Chico Transit Center. Saturday service begins at 8:50 AM at North Valley Plaza and ends at 7:00 PM at the Chico Transit Center. Round trip running time on Route 3 is 49 minutes with layover time at 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 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. First, 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 9:00 PM at the Chico Transit Center. Saturday service begins at the Chico Transit Center at 8:50 AM and ends at the Chico Transit Center at 7:00 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. 8th/E. 9th and Forest. Service is provided every 60-minutes on weekdays and Saturdays. Monday through Friday service begins at 6:15 AM at the Forest Ave Xfer (Bank) and ends at 8:34 PM at the Forest Ave Xfer (Bank). Saturday service begins at 8:15 AM at the Forest Ave Xfer (Bank) and ends at 7:00 PM at the Chico Transit Center. Round trip running time on Route 5 is 49 minutes with a layover at the Chico Transit Center.

Major stops and timepoints on Route 5 are: Chico Transit Center, 9th Street & Pine, 8th Street and Highway 32, 8th Street and Olive and the Forest Ave Xfer (Bank).

Route 7 – Courthouse/East. Route 7 provides service between North Butte County Courthouse and Pleasant Valley High School via E. 20th St, Forest Ave, Bruce and Manzanita to Ceres/Lassen. Route 7 is the only route in Chico that does not provide service to the Chico Transit Center. Monday through Friday service on Route 7 provides three runs, peak AM and PM hours, and one mid-day run. Service on Monday through Friday begins at 6:45 AM at the North Butte County Courthouse and ends at 5:30 PM at Ceres and Lassen. Route 7 is through-routed with Route 2 at Ceres and Lassen. Round trip running time on Route 7 is 51 minutes.

Major stops and timepoints on Route 7 are: Forest Ave Xfer (Bank), Marsh Junior HS, Pleasant Valley HS 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 2nd and Salem. Route 8 provides 30-minute service Monday through Friday only while CSU-Chico is in session. Monday through Friday service begins at 7:34 AM at Nord & University Village Apt. and ends at 9:34 PM at the Chico Transit Center. Friday service ends at 4:04 PM at the Chico Transit Center. Round trip running time on Route 8 is 24 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 – Oak/Warner/Cedar. 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 Friday service begins at 7:33 AM at 4th Avenue & Cedar and ends at 10:01 PM at the Chico Transit Center. Friday service ends at 4:01 PM at the Chico Transit Center. Round trip running time on Route 9 is 27 minutes and there is no scheduled layover time between runs. Route 9 is through-routed with Route 8 at the Chico Transit Center.

Route 9C- Cedar Loop. Route 9C is a limited-service loop that only operates when the regular Route 9 (Student Shuttle) is not running, including: Fridays after 4 PM (year-round), Saturdays year round and CSUC breaks. Friday afternoon service begins at 5:10 PM at the Chico Transit Center and ends at 8:24 PM at the Chico Transit Center. Monday through Friday service, when the regular Route 9 is not running, begins at 7:50 AM at the Chico Transit Center and ends at 8:24 PM at the Chico Transit Center. Saturday service begins at 8:30 AM at the Chico Transit Center and ends at 6:24 PM at the Chico Transit Center.

Route 14 – Park/Forest/MLK. Route 14 provides service from the Chico Transit Center to Park Ave/MLK/Forest Ave. Route 14 services E 20th St & Forest & MLK in a clockwise loop. At the Chico Transit Center, Route 14 interlines with Route 15. Monday through Friday Route 14 provides 20-minute service during AM and PM peak hours and 30-minute service throughout the rest of the day and 60 minutes in the evenings. Saturday Route 14 provides 60-minute service. Round trip running time on Route 14 is approximately 35 minutes for each loop. Route 14 Monday through Friday service begins at 6:18 AM at the Forest Ave Xfer (WalMart) and ends at 9:45 PM at Chico Transit Center. Saturday service begins at 7:50 AM at Chico Transit Center and ends at 6:45 PM at Chico Transit Center.

Major stops and timepoints on Route 14 are: Chico Transit Center, 20th St & E. Park, Forest Ave Xfer (WalMart), and E. Park & MLK.

Route 15 – Esplanade/Lassen. Route 15 provides service along the Esplanade and Lassen Ave corridor; between Ceres/Lassen and the Chico Transit Center. Monday through Friday Route 15 provides 20-minute service during AM and PM peak hours and 30-minute service throughout the rest of the day and 60 minutes in the evenings. Saturday Route 15 provides 60-minute service. Round trip running time on Route 15 is approximately 45 minutes for each loop. Route 15 Monday through Friday service begins at 6:15 AM at Ceres & Lassen and ends at 9:34 PM at Ceres & Lassen. Saturday service begins at 7:50 AM at the Chico Transit Center

and ends at 6:34 PM at Ceres & Lassen. Route 15 is through routed with Route 14 at the Chico Transit Center.

Major stops and timepoints on Route 15 are: Chico Transit Center, Esplanade & 5th, Esplanade & East, Lassen & Cohasset, and Ceres & Lassen.

Route 16 – Esplanade/SR 99. Route 16 provides service from the Chico Transit Center to Esplanade and SR 99. Route 16 provides 60-minute service Monday through Saturday. Round trip running time on Route 16 is 52 minutes for each loop. Monday through Friday service begins at 6:55 AM at Esplanade & SR 99 and ends at 6:55 PM at Esplanade & SR 99. Saturday service begins at 7:55 AM at Esplanade & SR 99 and ends at 5:55 PM at Esplanade & SR 99. Route 16 is through routed with Route 17 at the Chico Transit Center.

Major stops and timepoints on Route 16 are: Chico Transit Center, Esplanade & 5th, Rio Lindo & Parmac, East & Esplanade and Esplanade and SR 99.

Route 17 – Park/MLK/Forest. Route 17 provides service from the Chico Transit Center to Park Ave/MLK/Forest Ave. Route 17 services E 20th St & MLK & Forest in a counterclockwise loop. At the Chico Transit Center, Route 17 interlines with Route 16. Route 17 provides 60-minute service throughout the entire day. Round trip running time on Route 17 is 35 minutes for each loop. Route 17 Monday through Friday service begins at 7:30 AM at Chico Transit Center and ends at 6:05 PM at Chico Transit Center. Saturday service begins at 8:30 AM at Chico Transit Center and ends at 6:05 PM at Chico Transit Center.

Major stops and timepoints on Route 17 are: Chico Transit Center, 20th St & E. Park, E. Park & MLK, and Forest Ave Xfer (Bank).

Oroville also has local fixed route service. These services are summarized below.

Route 24 – Thermalito. Route 24 provides service from the Oroville Transit Center (Mitchell & Spencer) along Mitchell and Feather River Blvd to Thermalito and Butte County Public Works/Administration. Route 24 provides 60-minute service Monday through Friday with a 1-hour layover midday. Service begins at 6:34 AM at the Oroville Transit Center (Mitchell & Spencer) and ends at 7:30 PM at the Oroville Transit Center (Mitchell & Spencer). Route 24 is timed to connect with the Route 20 at Butte County Public Works for transfers to Chico. Total round trip running time on Route 24 is 36 minutes. Route 24 is through routed with Route 27.

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

Route 25 – Oro Dam. Route 25 provides service from the Oroville Transit Center (Mitchell & Spencer) to the WalMart and Downtown. Route 25 provides 60-minute service Monday through Friday with a 1-hour layover midday. Service begins at 6:12 AM at the Oroville Transit Center (Mitchell & Spencer) and ends at 6:50 PM at the Oroville Transit Center (Mitchell & Spencer). Total round trip running time on Route 25 is 18 minutes. Route 25 is through routed with Route 26.

Major stops and timepoints on Route 25 are: Oroville Transit Center (Mitchell & Spencer) and WalMart.

Route 26 – Olive Highway/Kelly Ridge. Route 26 provides service from the Oroville Transit Center (Mitchell & Spencer) along Olive Highway to Gold Country Casino and Kelly Ridge as well as serving the Orange and Acacia area. Monday through Friday Route 26 provides 60-minute service to South Oroville and Gold Country Casino and alternating 120-minute service to Kelly Ridge (5 trips per day) and the Orange & Acacia area (6 trips per day). Service begins at 6:33 AM at the Oroville Transit Center (Mitchell & Spencer) and ends at 6:21 PM at the Oroville Transit Center (Mitchell & Spencer). Total running time for Route 26 is between 28 and 34 minutes depending on which alternate loop it is running. Route 26 is through routed with Route 25.

Major stops and timepoints on Route 26 are: Oroville Transit Center (Mitchell & Spencer), D St & Meyers, Gold Country Casino, Kelly Ridge & Royal Oaks, Oroville Hospital and Orange & Acacia.

Route 27 – South Oroville. Route 27 provides service from the Oroville Transit Center through South Oroville to Las Plumas High School. Route 27 provides 60-minute service Monday through Friday, with a 1-hour layover at 10 AM. Monday through Friday service begins at 7:10 AM at the Oroville Transit Center (Mitchell & Spencer) and ends at 6:50 PM at the Oroville Transit Center (Mitchell & Spencer). Total running time for Route 27 is 20 minutes. Route 27 is through routed with route 24.

Major stops and timepoints on Route 27 are: Oroville Transit Center (Mitchell & Spencer), Las Plumas High School and Meyers & D St.

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 – 8:00 PM Saturday/Sunday 7:50 AM – 6:00 PM	3	M-F: 60 min. Sat/Sun: 120 min.
Route 30 Oroville – Gridley – Biggs	Monday – Friday 7:45 AM – 4:50 PM Saturday 8:47 AM – 5:00 PM	1	M-F: 240 min. Sat: 120 min.
Route 31 Paradise – Oroville	Monday – Friday One round-trip: 6:45 AM – 7:33 AM and 5:05 PM – 5:56 PM	0*	M-F: One round-trip
Route 32	Monday – Friday	1	M-F: One

Gridley – Chico	One round-trip: 6:40 AM – 7:40 AM and 5:20 PM – 6:20 PM		round-trip
Route 40 Paradise – Chico	Monday – Friday 6:00 AM – 7:26 PM Saturday 7:50 AM – 7:03 PM Sunday 9:50 AM – 6:00 PM	3	M-F: 120 min. Sat/Sun: 120 min.
Route 41 Paradise Pines – Chico	Monday – Friday 5:50 AM – 6:53 PM Saturday 9:45 AM – 6:03 PM	1	M-F: 120 min. Sat: three trips in Magalia loop only
Route	Hours of Operation	Fleet Requirement	Peak Hour Headway
Local Chico Routes			
Route 2 Mangrove**	Monday – Friday 6:15 AM – 8:34 PM Saturday 8:15 AM – 7:00 PM	2	M-F: 60 min. Sat: 60 min.
Route 3 Nord/East**	Monday – Friday 6:18 AM – 9:00 PM Saturday 8:50 AM – 7:00 PM	2	M-F: 30 min. Sat: 60 min.
Route 4 First/East**	Monday – Friday 6:15 AM – 9:00 PM Saturday 8:50 AM – 7:00 PM	2	M-F: 30 min. Sat: 60 min.
Route 5 E. 8 th Street	Monday – Friday 6:15 AM – 8:34 PM Saturday 8:15 AM – 7:00 PM	2	M-F: 30 min. Sat: 60 min.
Route 7 Courthouse/East**	Monday – Friday 6:45 AM – 5:30 PM	1	M-F: 60 min.
Route 8 Nord**	Monday – Thursday 7:34 AM – 9:34 PM Friday 7:34 AM – 4:04 PM	1	M-F: 30 min.
Route 9 Oak/Warner/Cedar*	Monday – Thursday 7:33 AM – 10:01 PM Friday 7:33 AM – 4:01 PM	1	M-F: 30 min.
Route 14 Park/Forest/MLK	Monday – Friday 6:18 AM – 9:45 PM Saturday 7:50 AM – 6:45 PM	3	M-F: 20 min. Sat: 30 min.
Route 15 Esplanade/Lassen	Monday – Friday 6:15 AM – 9:34 PM Saturday 7:50 AM – 6:34 PM	3	M-F: 20 min. Sat: 30 min.

Route 16 Esplanade/SR99	Monday – Friday 6:55 AM – 6:55 PM Saturday 7:55 AM – 5:55 PM	2	M-F: 60 min. Sat: 60 min.
Route 17 Park/MLK/Forest	Monday – Friday 7:30 AM – 6:05 PM Saturday 8:30 AM – 6:05 PM	2	M-F: 20 min. Sat: 30 min.
Local Oroville/Paradise Routes			
24 Thermalito *Interlined with 27	Monday – Friday 6:34 AM – 7:30 PM	0.5	M-F: 60 min.
25 Oro Dam *Interlined with 26	Monday – Friday 6:12 AM – 6:50 PM	0.5	M-F: 60 min.
26 Olive Highway *Interlined with 25	Monday – Friday 6:33 AM – 6:21 PM	0.5	M-F: 60 min.
27 South Oroville *Interlined with 24	Monday – Friday 7:10 AM – 6:50 PM	0.5	M-F: 60 min.

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

** Routes 2, 3, 4 and 7 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	7,360
30 Oroville – Gridley – Biggs	1,666
32 Gridley – Chico	510
40 Paradise – Chico	2,347
41 Paradise Pines – Chico	3,149
Intercity Subtotal	15,032
Local Chico Routes	
2 Mangrove	4,432
3 & 4 Nord/East-First/East	9,511
5 E. 8 th Street	4,063

7 Bruce/Manzanita	1,849
8 & 9 Nord – Warner/Oak	3,411
9C Warner/Oak (Non-Student Shuttle)	414
14 & 17 Park/MLK/Forest	9,564
15 & 16 Esplanade/Lassen/SR 99	9,978
52 Airport Express	1,332
Local Chico Routes Subtotal	44,554
Local Oroville Routes	
24 & 27 Thermalito & Las Plumas	2,958
25 & 26 Central Oroville & Kelly Ridge	2,869
Local Oroville Routes Subtotal	5,827
TOTAL Estimated Fixed Route Annual Vehicle Service Hours	65,413

B-Line Paratransit

The B-Line Paratransit service has combined the previous Paratransit services provided in Chico, Paradise and Oroville into one service. B-Line Paratransit provides complementary Paratransit service in accordance with the Americans with Disabilities Act. B-Line Paratransit also offers Dial-a-Ride service for seniors and persons with disabilities. To be eligible for the service, riders must be 70 years of age or older or have an impairment that prevents using the fixed route system.

The service area of B-Line Paratransit includes the Chico Urban Area, the entire Town of Paradise and portions of Paradise Pines, Wilderness Way off of Pentz Road, 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 are 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 developed Paratransit policies and procedures that took effect on July 1, 2007. The primary purpose is 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 and implemented a new eligibility certification process. 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: 30,400

Actual hours vary by service area according to the fixed route schedule in that city. These estimated hours have been reduced approximately 20% due to COVID. Prior to the Camp Fire the annual Paratransit hours were budgeted at around 50,000. Post Camp Fire they were 37,000 hours.

Legal Holidays

Both Fixed Route and Paratransit service shall not be provided on the following six (6) legal holidays:

1. New Year's Day
2. Memorial Day
3. Independence Day (July 4)
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.

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 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 taxicab 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.

Adequacy of Transit Service for Transit Dependent Groups

In 2006, 2010 and 2015 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 completed a Market Based Transit Study in 2010. This study was an in-depth analysis of the B-Line fixed route system which resulted in several major service changes and improvements. The study provided a way to survey passenger needs and wants, meet local unmet transit needs and, ultimately, provide the best possible fixed route service to the residents of Butte County based on resources available.

BCAG completed a Transit & Non-Motorized Plan in 2015, which includes an in-depth look at the current transit system and suggestions for future improvements. This Transit & Non-Motorized Plan was updated in FY 2020/21.

In response to the changing ridership needs, due in part to the Camp Fire and COVID, BCAG is conducting a Route Optimization Study to be completed during FY 2021/22. Recommendations from that study may be implemented outside the UTN Process.

Additional information regarding these studies can be found on BCAG's website at www.bcag.org. BCAG continues to strive to provide the best possible service with available resources; and is dedicated to improving transportation services in the region.

Community Outreach

In Butte County the Unmet Transit Needs process entails a 30-day outreach period where the public can provide input via mail, email, phone, as well as an online comment form on the B-Line web page. The outreach period culminates with a public hearing before the BCAG Board of Directors to obtain testimony on perceived unmet transit needs that may be reasonable to meet. This 30-day period to gather comments, along with this final public hearing, was promoted in local newspapers, on all transit buses and on the Internet at both the BCAG and B-Line web site, as well as on the Butte Regional Transit Facebook page. In addition, the notice was emailed to community social service agencies. See Appendix A for announcements and proof of publication.

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 which 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 recovery ratio is the ratio of fares to operating costs for transit service. The minimum required ratio to implement a new service for urban fixed route is 20%. For rural fixed route and all paratransit services, the minimum ratio is 10%. These requirements are set by the Transportation Development Act.

DATA ASSUMPTIONS USED

BCAG used available ridership and total fares received from July 2018 through the month of June 2019. Normally BCAG uses the data from the most recent FY. However, due to COVID, these numbers would not accurately reflect what we expect moving forward. Therefore, data used in this table is from FY 2018/19. 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 2018 – June 2019)

<u>System</u>	<u>Total Fares (fiscal audit)</u>	<u>Total Passengers</u>
B-Line Rural F.R.	\$461,042	249,692
B-Line Urban F.R.	\$750,702	700,179
Total Fixed Route	\$1,211,744	949,871
B-Line Rural Para	\$105,770	49,557
B-Line Urban Para	\$211,392	91,720
Total Paratransit	\$317,162	141,277

<u>System</u>	<u>Average Service Hour Cost</u>	<u>Average Fare / Passenger</u>
Fixed Route (F.R.)	\$91.59	\$ 1.28
Paratransit	\$74.16	\$ 2.25

Analysis of Public Testimony

The following is testimony received during the 2020/21 fiscal year that was specifically reviewed for the Unmet Transit Needs process. All testimony received is individually looked at, but some comments are too general in nature to be properly analyzed. Normally, live testimony is summarized to state only the perceived unmet transit need. However, due to COVID restrictions this year no live testimony was received. Because of reduced ridership during this year, the actual total amount of comments received was down from previous years. Similar comments are grouped together with a common response at the end of the grouping. 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.

STOPS/ROUTES REQUESTED:

- Several requests for additional stops along current routes were received.

FINDING → Requests for additional stops along existing routes, along with requests for shelters to be installed at existing stops, do not meet the definition of Unmet Transit Need, unless there are no stops available within a reasonable walking distance. On local routes, the average distance between B-Line bus stops is less than a quarter mile. Which means along the route, on average, a passenger is always within 250 yards of a stop.

- In Oroville combine routes 25 & 27 into a single route and have routes 24 and 26 each operate with on its own route. This would reduce the waiting time and help the on-time performance of the Oroville routes.

FINDING → This is an operation issue and does not meet the definition of Unmet Transit Need, since service already exists. However, that being said, although not an unmet need, this idea to improve the routing in Oroville is understandable. Changes to improve the service in Oroville are addressed in the FY 20/21 Transit and Non-Motorized Plan update and are currently being considered from an operational viewpoint in the Route Optimization Study.

- Remove flag stop areas and place specific stops along those routes.

FINDING → This is an operation issue and does not meet the definition of Unmet Transit Need, since service already exists. However, that being said, although not an unmet need, the idea will be given consideration.

ROUTE TIMES

- Would like better spacing of timing on Routes 40 & 41 between Chico and Paradise.

FINDING → Requests for adjusted timing does not meet the definition of Unmet Transit Need, since service is currently available. However, with that being said,

the need for more efficient service is understood. Since the Camp Fire, the level of service on routes 40 & 41 was greatly modified. Restoring more service depends on several factors, the main one being the number of residents who move back into Paradise and Magalia. Service to the Ridge in general will be looked at in depth as part of the Route Optimization Study.

SUNDAY SERVICE:

- 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 8%. The required minimum farebox recovery ratio in Chico is 20%.

SATURDAY SERVICE:

- Would like service in the Oroville area on Saturdays.

FINDING → Right now, minimal Saturday service is provided in Oroville via Regional Route 20. The need for localized Saturday service in Oroville is an Unmet Transit 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 5.79%.

MISCELLANEOUS COMMENTS:

- More affordable transportation options for seniors and disabled.

FINDING → Although this issue does not meet the definition an unmet public transit need, it is a very important topic and is being recorded in this assessment to make sure it is a matter of public record.

- Would like non-emergency medical transportation connecting to different cities both inside Butte County and the surrounding counties.

FINDING → During the SSTAC meeting on June 7, 2021, the issue of lack of reliable transportation for non-emergency medical visits was brought up and discussed. There are very few options for residents who have doctor's appointments outside of their immediate town, and outside the county. While this is a very important issue, it is a completely different service than what is currently offered by B-Line. More investigation and study is needed outside this process in order to determine what is feasible.

Unmet Transit Needs Findings and Recommendations

Recommendations

After consideration of all testimony received during the 2020/21 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 2021/22 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 2021/2022 Transit Needs Assessment was presented to the Butte County Social Service Transportation Advisory Council via a Zoom meeting/Conference Call on June 7, 2021. The Council reviewed the Assessment and unanimously supported staff's recommendation. See Appendix B for the current SSTAC membership roster.

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APPENDIX A

PROOF OF PUBLICATIONS



IS B-LINE TAKING YOU WHERE YOU NEED TO GO?

Butte County Association of Governments is requesting comments from the public on unmet transit needs. Members of the public are invited to submit comments by mail, email, phone, internet or via Zoom at our public hearing. For consideration in the 2021/22 Transit Needs Assessment comments need to be received by Thursday, March 25, 2021.

All testimony received is given equal consideration.

- **Mail** – 326 Huss Dr, Suite 150, Chico CA 95928
- **Email** – jpeplow@bcag.org
- **Phone** – (530) 809-4616, ex. 1
- **Web Page** – on the B-Line Web site (www.blinetransit.com) fill out the Comment Form (type UTN as the subject)
- **Public Hearing at BCAG Board Meeting** - Thursday, March 25, 2021, 9:00 am ~ Zoom link available the week before

Comments are due by 5:00 p.m. Thursday, March 25, 2021

Si desea comentar las necesidades de B-Line, pero no habla inglés, por favor envíelas por correo o por correo electrónico a BCAG, y se traducirán para su consideración.

400 E. Park Ave.
Chico, Ca 95928
530-896-7702
erlegal@chicoer.com
2120552

BUTTE COUNTY ASSOCIATION OF GOVERNMENTS
326 HUSS DR STE 150
CHICO, CA 95928-8265

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

In The Matter Of B-line Taking You

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 times 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:

02/24/2021

Dated February 25, 2021
at Chico, California

G. Mutch

(Signature)

Legal No. 0006555171



**IS B-LINE TAKING YOU
WHERE YOU NEED TO GO**

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PO Drawer 70
Paradise, CA 95967
530-877-4413
legals@paradisepost.com
2120552

BUTTE COUNTY ASSOCIATION OF GOVERNMENTS
326 HUSS DR STE 150
CHICO, CA 95928-8265

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 newspaper published twice a week, 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 Wednesday and Saturday.

02/24/2021

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

02/25/2021

J. Mutch

Signature

Legal No. **0006555181**



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A Tribute to Rush Limbaugh Rest in Peace

Dear Reader,

It's hard to believe he's gone, and it's hard to imagine the last 30 years of my adult life without Rush.

I can distinctly recall the first time I heard Rush on the radio. It was 1990, and my wife and I had just relocated to Virginia for graduate school. I was driving down I-64 when I stumbled upon this voice... that resonated inside of me... a voice of reason in a world of chaos and confusion.

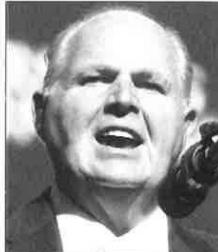
That voice was the voice of Rush Limbaugh.

Soon thereafter, my lunch breaks were consumed with sitting in my car and listening to Rush. I hadn't listened to much AM radio since I was a young boy listening to baseball games late into the evening. Now, in the middle of the day, there I was having lunch "with" Rush.

For the next three decades, Rush has been the "background music" always playing in my conservative world. He always made me smile and laugh. Yet he always brought a keen insight that I couldn't find anywhere else. And every time there was a seemingly earth-shattering political story, me and millions of conservatives would have our radios tuned to Rush as the intro music played.

What would Rush say? How will he interpret the events? And most importantly, what will Rush say we need to do next?

It wasn't even so much that Rush would tell us what to do. Instead, he would put the political



I stumbled upon this voice... that resonated inside of me... a voice of reason in a world of chaos and confusion. Photo courtesy: Getty Images/Don Spitzer, AP

disaster in a larger context and give us a reason to hope, along with confidence that we would find our way forward.

Right through the 2020 elections, I would tune into Rush - now through his podcast as I took my daily walks. Rush always had the best and clearest perspective. He made things understandable. And he somehow always had insight into what was just around the bend.

In these final weeks and months, he reminded us all about what's just around the bend for each of us. Rush was unshaken about his faith in Christ which guided him. I'm sure to his final breath.

Rush, thanks. You truly have been, as you often

said, our "guiding light through times of trouble, confusion, darkness, tumult, chaos, misdirection, and even good times."

Well done, Steve Elliott, Grassfire.

P.S. Please visit our tribute page to share how Rush Limbaugh impacted you personally and how grateful you are for the way he has impacted our nation to share your "Rush Story" with Grassfire Nation at www.grassfire.com/contribute.

Grassfire, a division of Grassroots Action, Inc., is a million-strong network of grassroots conservatives dedicated to equipping you with the tools that give you a real impact on the key issues of our day. © 2021 Grassroots Action, Inc. ★

Prosecutors Feud over Criminal Sentencing Laws



By Dan Walters
CALMatters

The starker aspect of California's evolution from a relatively conservative state into a blue bastion has been an evolving attitude toward crime and punishment.

In the 1980s and 1990s, California became a national leader in increasing penalties for crimes large and small, symbolized by a three-strikes-and-you're-out law calling for life imprisonment of repeat offenders.

Not surprisingly, despite construction of many new prisons, they became horrendously overcrowded with inmates.

However, as California made its almost 180-degree political turn to the left over the last couple of decades, attitudes about crime also evolved, culminating in legislative sex, ballot measures and administrative policies that repealed or softened the state's sentencing laws. The number of felons locked up in state prisons has dropped by at least one-third in recent years.

That said, what supporters call "criminal justice reform" is not universally accepted. Some law enforcement officials believe it's gone too far and has contributed to recent upticks in violent crime — a conflict now rippling through the state's local district attorneys.

who had been district attorney of San Francisco, challenged and defeated Costa County's Diane Beaton.

Prosecutor Jackie Laury and immediately issued new operational rules that downplayed punishment.

He prohibited his deputies from seeking the death penalty, prosecuting juveniles as adults, attending parole hearings or seeking "enhancements" that increase a defendant's prison term. The union representing those deputies sued, alleging that Gascon was ordering them to violate criminal laws, and won an initial judgment.

What really blew up the conflict politically was support from the California District Attorneys Association (CDA) for the union position. It is supporting brief, the District Attorneys said Gascon's orders meant that "the voices of victims fall silent and the might of the state has failed its most vulnerable."

Last week, Gascon resigned from the organization with a two-page letter that he posted on Twitter, accusing the association of being racially insensitive, closed-minded about criminal justice reform and even corrupt.

"CDA continues to be a member organization solely for those willing to toe the 'tough on crime' line," Gascon wrote. "For the rest of us, it is a place that fails to support us, our communities, or the pursuit of justice."

Gascon and several other like-minded district attorneys have founded their own group, the Prosecutors Alliance of California, to push for criminal justice reforms it includes Gascon, San Joaquin County's Tori

Salazar, Chesa Boudin of San Francisco and Contra Costa County's Diane Beaton.

Gascon's election and the burgeoning conflict with more traditional prosecutors is part of a larger phenomenon — a nationwide effort by left-of-center organizations to change criminal justice policies one election at a time.

Billionaire businessman George Soros is a major figure in the campaign, having donated millions of dollars to reform-minded candidates. The movement has scored some victories, such as Gascon's election, and also suffered some losses, such as a failed challenge to Sacramento County District Attorney Anne Marie Schubert.

The conflict also colors Gov. Gavin Newsom's selection of a replacement for Attorney General Xavier Becerra if he is confirmed as the federal health and human services secretary.

Newsom seemingly supports the criminal justice reform movement. He sponsored a ballot measure to make marijuana legal, has sped up reductions in prison populations and declared a moratorium on executions.

He could appoint a new Attorney General sympathetic to the Gascon-led faction, such as Oakland Assemblyman Rob Bonta, but such a move would carry some political risk. Were Newsom to face a recall election this year, as seems likely, opposition from police and prosecutors could be a critical factor.

Don Walters has been a journalist for nearly 60 years, spending all but a few of those years working for California newspapers. ★

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APPENDIX B

**Butte County Association of Governments
2020-2021 Social Services Transportation Advisory Council**

1 2 3 4 5 6 7

Name	Agency	Category Filled							Term ends
Cameron Wise	Work Training Center			x					June 30, 2021
Jeannie Schroeder	Mains'l Services Inc.		x	x	x				June 30, 2021
Michael Harding	We Care A lot Foundation/FNRC	x	x	x					June 30, 2021
Radley Ott	Public Works						x		June 30, 2021
Ron Ullman	Citizen - Oroville	x	x						June 30, 2021
Tara Sullivan Hames	Butte 211		x	x	x				June 30, 2021
Talmadge (Goldie) House	Disability Action Center	x	x	x					June 30, 2022
Linda Cartier	Citizen-Chico	x	x						June 30, 2022
Mary Neumann	Passages						x		June 30, 2022
Debra Connors	Citizen-Chico	x							June 30, 2023
Marta De Los Santos	Mains'l Services Inc.		x	x	x				June 30, 2023
Kristy Malloy	Paradise Medical Group		x		x				June 30, 2023
W. Jay Coughlin	Butte County DESS				x				June 30, 2023

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.

BCAG Board Summary Minutes

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.

BCAG Board Summary Minutes

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

2020/21 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
LOCAL TRANSPORTATION FUND (LTF)
ANNUAL PROJECT AND EXPENDITURE PLAN

Fiscal Year 2020/2021
 Submitted April 2021

Claimant: Butte County Public Works

FY 20/21 LTF APPORTIONMENT	
Prior Year Apport Balance	421,135
20/21 Apportionment	1,666,308
Total Available to Claim	2,087,443
Current amount claimed	(1,816,308)
Unclaimed balance	271,135

CLAIMED	SOURCE OF FUNDING						TOTAL Project Expense
	CURRENT CLAIM		PRIOR CLAIM		OTHER FUNDING SOURCES		
	LTF		LTF Fund Balance		OTHER FUNDS	SOURCE	
	LTF \$ amount	PUC Section	LTF \$ amount	PUC Section			
TDA STATUTE DESCRIPTION & LOCAL AGENCY PROJECT TITLE							
TDA Fund 0131 Administration-County's Support Services	-	Art 8, 99400 (d)					-
Payment Under Contract for Public Transportation Gridley Flyer	4,000	Art 8, 99400 (c)					4,000
Rail Passenger Service Amtrak-Chico Streets and Roads - Road Maintenance Incl.	1,680	Art 8, 99400 (b)					1,680
Transp. Planning	1,660,628	Art 8, 99400(a)	-	Art 8, 99400(a)			1,660,628
Las Plumas CG&S	150,000	Art 8, 99400(a)					150,000
ALLOCATED FUNDS	1,816,308		-		-	-	1,816,308

Local Contact: Ananda Partain 538-7661 BCAG- Ivan Garcia or Julie Quinn : 809-4616

SUPPLEMENTAL INFO SPECIFIC TO BUTTE COUNTY:

TDA Fund:	Beginning TDA Fund Bal (a)	20/21 Revenue (b)	20/21 Expense (c)	Estimated End Fund Balance (a+b-c)
Transit LTF	-	5,680	5,680	-
Transportation LTF	103,386	1,810,628	1,810,628	103,386
Total County TDA Fund	103,386	1,816,308	1,816,308	103,386

BUTTE COUNTY ASSOCIATION OF GOVERNMENTS
LOCAL TRANSPORTATION FUND (LTF)
ANNUAL PROJECT AND EXPENDITURE PLAN

Claimant:	City of Biggs
FY 2021 LTF APPORTIONMENT	
Prior Year Apport Balance	9,860
2021 Apportionment	45,624
Total Available to Claim	55,484
Amount claimed	(55,484)
Unclaimed balance	-

Fiscal Year 2020/2021
Submitted April 2021

CLAIMED	CLAIMED FUNDS		SOURCE OF FUNDING			TOTAL STREETS & ROADS PROJECTS- W/RTDA
	TDA - LTF		FUND BALANCE USED			
	LTF \$ amount	PUC Section	LTF \$ amount	PUC Section	OTHER FUNDS	
Streets & Roads Maintenance	55,484	Art 8, 99400(a)				55,484
						-
ALLOCATED FUNDS	55,484		-		-	55,484

Local Contact: Mark Sorensen 868-5393

SUPPLEMENTAL INFO SPECIFIC TO BIGGS:

TDA Fund:	Beginning		2021 Revenue (b)	2021 Expense (c)	Estimated End Fund Balance (a+b-c)
	Fund Balance (a)				
Transit LTF	-	-	-	-	-
Transportation- LTF	111,025	55,484	55,484	55,484	111,025
Total TDA Fund	111,025	55,484	55,484	55,484	111,025

BUTTE COUNTY ASSOCIATION OF GOVERNMENTS
LOCAL TRANSPORTATION FUND (LTF)
ANNUAL PROJECT AND EXPENDITURE PLAN

Fiscal Year 2020/2021
Submitted April 2021

Claimant: City of Chico

FY 2021 LTF APPORTIONMENT	
Prior Year Appt Balance	475,980
20/21 Apportionment	2,717,876
Total Available to Claim	3,193,856
Amount claimed	(3,193,856)
Unclaimed balance	-

TDA STATUTE DESCRIPTION & LOCAL AGENCY PROJECT TITLE	CLAIMED FUNDS		SOURCE OF FUNDING			OTHER FUNDING SOURCES		TOTAL PROJECT
	CLAIMED FUNDS		FUND BALANCE USED		OTHER FUNDS	SOURCE		
	LTF \$ amount	TDA - LTF PUC Section	LTF \$ amount	TDA - LTF PUC Section				
General Public / Transit Service (212-653)	70,000	Article 8, 99400 (c)	-	-				70,000
Planning and Administration / Transit Service (212-653)	5,552	Article 8, 99400 (d)	-	-				5,552
Transit Center Maint. & Utilities / Transit Service (212-653)	6,544	Article 8, 99400 (e)	-	-				6,544
Passenger Rail Operations & Capital / Transportation - Depot (212-659)	53,767	Article 8, 99400 (b)						53,767
Projects for Pedestrians and Bicycles / Transportation (212-654)	107,132	Article 8, 99400 (a)						107,132
Streets and Roads Claims / Planning and Planning Process Admin Indirect Cost (212-600) & (212-995)	71,741	Article 8, 99402						71,741
Public Right-of-Way Maintenance / Traffic Safety (212-609)	107,227	Article 8, 99402						107,227
Streets and Roads Claims / Planning and Planning Process Transportation-Planning (212-655)	309,971	Article 8, 99402						309,971
Streets and Roads - Road Maintenance Incl. Transp. Planning (9001)	100,000	Article 8, 99402						100,000
Capital Projects (roads) 16004, 16038, 50235, 50316, 50347, 50378, 50410, 50452	1,730,000	Article 8, 99400 (a)						1,730,000
Capital Projects (bikes/ped) 12058, 50160, 50307, 50464	631,822	Article 8, 99400 (a)						631,822
ALLOCATED FUNDS	3,193,856		-	-			-	3,193,856

Local Contact: Brendan Okobani, Kathryn Mathus, Linda Herman

BCAG: Ivan Garcia or Julie Quinn 809-4616

SUPPLEMENTAL INFO SPECIFIC TO CHICO:

TDA Fund:	Beginning Fund Balance (a)	2021 Revenue (b)	2021 Expense (c)	Estimated End Fund Balance (d)=(a)+(b)-(c)
Transit LTF	106,520	136,863	136,863	106,520
Transportation LTF	2,785,456	3,057,993	3,057,993	2,785,456
Total Chico Transportation Fund	2,891,976	3,193,856	3,193,856	2,891,976

BUTTE COUNTY ASSOCIATION OF GOVERNMENTS
LOCAL TRANSPORTATION FUND (LTF) and STATE TRANSIT ASSISTANCE (STA) FUND
ANNUAL PROJECT AND EXPENDITURE PLAN

Claimant: City of Gridley

Fiscal Year 2020/2021
Submitted April 2021

FY 20/21 LTF/STA APPORTIONMENT	
Prior Year Alloc Balance	35,755
20/21 LTF Apportionment	157,713
20/21 STA Apportionment	86,000
Total Available TDA	279,468
Amount claimed	(279,468)
Unclaimed balance	-

CLAIMED	SOURCE OF FUNDING					
	CLAIMED FUNDS		CLAIMED FUNDS		OTHER FUNDING SOURCES	
	TDA - LTF		TDA - STA		OTHER FUNDS	SOURCE
	LTF \$ amount	PUC Article & Section	STA \$ amount	CCR Section		
TDA STATUTE DESCRIPTION & LOCAL AGENCY PROJECT TITLE						TOTAL
Support of Public Transp System / Gridley Golden Flyer (Fund 700)	9,500	Article 4, 99260 (a)	86,000	Art 4, Sec 6730 (a)		95,500
Streets and Roads Maintenance (Fund 430)	78,000	Article 8, 99400(a)				78,000
CIP (Fund 430); Pavement Management Plan/ Equipment	105,968	Article 8, 99400(a)			94,032	200,000
ALLOCATED FUNDS	193,468		86,000		94,032	373,500

Local Contact: Elisa Artega or Martin Pineta 846-5695

BCAG: Ivan Garcia or Julie Quinn 809-4616

SUPPLEMENTAL INFO SPECIFIC TO GRIDLEY:

TDA Funds:	Beginning Fund Balance (a)	20/21 Revenue (b)	20/21 Expense (c)	Estimated End Fund Balance (a+b-c)
TDA Fund held by City:	426,134	183,968	278,000	332,102
Transportation- LTF				
Taxi Fund held by City:				
Transit- LTF	(153,865)	9,500	9,500	(153,865)
Transit- STA	-	86,000	86,000	-
Total Taxi Fund	(153,865)	95,500	95,500	(153,865)
Total TDA Funds		279,468	373,500	

BUTTE COUNTY ASSOCIATION OF GOVERNMENTS
LOCAL TRANSPORTATION FUND (LTF)
ANNUAL PROJECT AND EXPENDITURE PLAN

Claimant: _____ Fiscal Year 2019/2020
 City of Oroville Submitted June 2020

TDA STATUTE DESCRIPTION & LOCAL AGENCY PROJECT TITLE	SOURCE OF FUNDING						TOTAL STREETS & ROADS PROJECTS- w/TA
	CLAIMED FUNDS		FUND BALANCE USED				
	TDA - LTF		TDA - LTF		OTHER FUNDING SOURCES		
	LTF \$ amount	PUC Section	LTF \$ amount	PUC Section	OTHER FUNDS	SOURCE	
2019 Pavement Rehabilitation Projects	371,797	Article 8, 99402			258,659	Article 8, 99402	630,456
		Article 8, 99402					-
SUB TOTAL	371,797				258,659		630,456

Local Contact: Ruth Wright 538-2412; BCAG: Ivan Garcia or Julie Quinn 809-4616

LTF funds claimed and held by the jurisdiction:

TDA Revenue Classification:	7/1/19 Beg Fund Balance	19/20 Revenue	19/20 Expense	Estimated End Fund Balance
Transit - STA from Q4 18/19	(5,348)	7,639	-	2,291
Transportation LTF	754,186	371,797	630,456	495,527
Total TDA Funds	748,838	379,436	630,456	497,818

FY 19/20 LTF APPORTIONMENT			
Original			371,797
Additional			93,518
Total			465,315
Amount claimed			(371,797)
19/20 LTF-Available to claim			93,518

BUTTE COUNTY ASSOCIATION OF GOVERNMENTS
LOCAL TRANSPORTATION FUND (LTF)
ANNUAL PROJECT AND EXPENDITURE PLAN

Claimant: Town of Paradise

Fiscal Year 2019/2020
Submitted June 2020

TDA STATUTE DESCRIPTION & LOCAL AGENCY PROJECT TITLE	SOURCE OF FUNDING						TOTAL STREETS & ROADS PROJECTS- w/TA
	CLAIMED FUNDS		FUND BALANCE USED		OTHER FUNDING SOURCES		
	TDA - LTF		TDA - LTF		OTHER FUNDS	SOURCE	
	LTF \$ amount	PUC Section	LTF \$ amount	PUC Section			
Streets and Roads- Administration & Planning process	-	Art 8, 99402	26,121	Art 8, 99402			26,121
Streets and Roads- Pearson Road Safe Routes to School (9371)	-	Art 8, 99402	665	Art 8, 99402			665
Streets and Roads- Almond Multi-modal (CIP 9377)	-	Art 8, 99402	9,403	Art 8, 99402			9,403
Streets and Roads- Memorial Trailway Enhancements (9378)	-	Art 8, 99402	8,608	Art 8, 99402			8,608
Streets and Roads- Ponderosa Safe Routes to School (CIP 9380)	-	Art 8, 99402	(107)	Art 8, 99402			(107)
Streets and Roads- Skyway at Black Olive Signal (CIP 9382)	-	Art 8, 99402	10,500	Art 8, 99402			10,500
Streets and Roads- Almond Underground Utility District (CIP 9392)	-	Art 8, 99402	-	Art 8, 99402			-
SUB TOTAL	-		55,190		-	-	55,190

Gina Will 872-6291 x119 gwill@townofparadise.com BCAG: Ivan Garcia or Julie Quinn 809-4616

LTF funds claimed and held by the jurisdiction:

TDA Revenue Classification:	7/1/19 Beg	19/20	Estimated End
	Fund Balance	Expense	Fund Balance
Transit Fund	28,961	-	28,961
Transportation Fund	656,978	-	601,788
Total Paradise TDA Fund Balance	685,939	55,190	630,749

FY 19/20 LTF APPORTIONMENT			
Original	544,499		
Additional	136,957		
Total	681,456		
Amount claimed	-		
19/20 LTF-Available to claim	681,456		

APPENDIX E

Resolution of the Butte County Association of Governments Making Findings Regarding Unmet Transit Needs Affecting Fiscal Year 2021/22

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

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

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

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

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

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

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

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

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

PASSED AND ADOPTED by the Butte County Association of Governments on the 24th day of June 2021 by the following vote:

AYES: Connelly, Ritter, Jones, Calderon
K Reynolds, Busch, Lucero, Teeter

NOES: None

ABSENT: Kimmelshue, C Reynolds

ABSTAIN: None

APPROVED:



BILL CONNELLY, CHAIR
BUTTE COUNTY ASSOCIATION OF GOVERNMENTS

ATTEST:



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