



Butte County Association of Governments

Unmet Transit Needs Assessment – 2022/2023



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For information or questions regarding this assessment, please contact

Butte County Association of Governments

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Introduction

Executive Summary, Requirements and Background

Executive Summary

Each year, pursuant to the California state Transportation Development Act (TDA) law, the Butte County Association of Governments (BCAG) must identify any unmet public transit needs that may exist in Butte County in order to receive state funding. If unmet transit needs are found, a further determination must be made as to whether or not those needs are reasonable to meet.

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

BCAG is the Metropolitan Planning Organization (MPO), 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. Automobile and gas prices have trended downward for the last 30 years, but recently inflation has caused both of those costs to start increasing again. It’s still too early to tell if this will greatly increase ridership in Butte County, but we are determined to provide the best service possible for those who cannot afford to keep and maintain a personal vehicle for whatever reason.

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 pandemic caused all transit agencies to reassess their operations. This had two goals: 1) making sure transit was safe for drivers and passengers; and 2) making sure the system could keep running despite decreased revenue and ridership. Related to the pandemic, there has also been a national driver shortage. Many bus drivers are nearing retirement and recruitment of new drivers is more difficult than it was in the past. At this stage, it’s unlikely that we’ll need to make additional modifications directly related to the pandemic, but it is possible that changes will need to be made in response to the driver shortage.

In response to these changing needs, BCAG is conducting a Route Optimization Study to be completed during FY 2022/23. This study will assess the whole system, while also looking at each individual route to improve efficiency and access to transit for the transit dependent population within Butte County. Recommendations from that study may also be implemented outside the UTN Process. Additionally, in response to feedback received during the last two UTN cycles, BCAG is conducting a Non-Emergency Medical Transportation Study. This study, while separate from the fixed route and paratransit service B-Line already offers, is looking in-depth at the needs for NEMT service throughout Butte County as a whole, not just the B-Line service area. This study is expected to be completed in FY 2022/23.

Findings for FY 2022/23

After analysis of all testimony received during the 2021/22 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 streets and roads. To see a breakdown of how these funds were used in FY 2021/22, please refer to Appendix D. 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 streets and roads 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. Comments are received via the comment cards placed on the buses, phone calls, e-mails, and messages received on social media. All comments received throughout the year are recorded and taken into consideration.

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 2020 census. 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 aged 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>Butte County</i>	223,344	36%	18%
<i>Bangor</i>	407	42%	-
<i>Berry Creek</i>	1,278	38%	34%
<i>Biggs</i>	2,648	43%	13%
<i>Butte Creek Canyon</i>	677	63%	6%
<i>Butte Meadows</i>	25	-	-
<i>Butte Valley</i>	907	50%	7%

Cherokee	100	-	-
Chico	98,683	32%	22%
Clipper Mills	451	46%	-
Cohasset	497	40%	4%
Concow	472	32%	6%
Durham	6,255	39%	4%
Forbestown	369	38%	11%
Forest Ranch	1,551	37%	5%
Gridley	7,154	42%	10%
Honcut	172	-	-
Kelly Ridge	2,932	58%	8%
Magalia	11,444	37%	15%
Nord	368	43%	-
Oroville	19,659	34%	26%
Oroville East	8,093	45%	9%
Palermo	5,204	44%	19%
Paradise	17,560	48%	15%
Rackerby	193	36%	-
Richvale	157	28%	-
Robinson Mill	48	-	-
South Oroville	2,606	31%	28%
Stirling City	300	55%	-
Thermalito	6,495	36%	24%
Yankee Hill	256	25%	-
Butte County	223,344	36%	18%

Data Sources: 2016-2020 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.

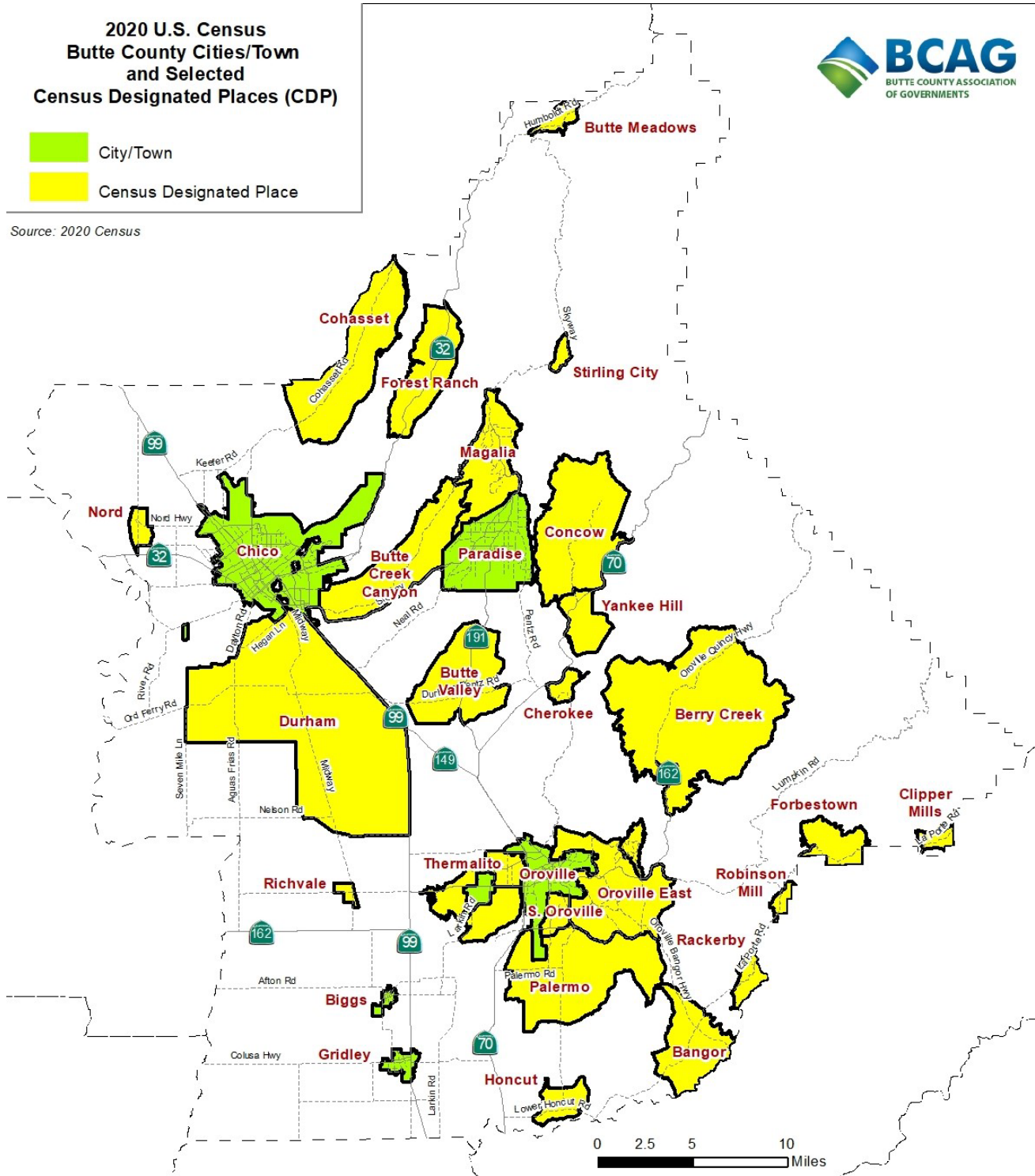
Poverty Indicators (19% and above) - Table 1 identifies transit dependent families that are at poverty levels* by census designated places. These poverty indicators are highlighted in this table by bold and large print.

**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."*

**2020 U.S. Census
Butte County Cities/Town
and Selected
Census Designated Places (CDP)**

- City/Town
- Census Designated Place

Source: 2020 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 2022/23 B-Line Service Plan

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

Fixed Route Services

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

Route 20 Chico – Oroville. This intercity route operates between Chico and Oroville seven days a week. Weekday service begins at 5:50 AM and ends at 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, six days a week. Weekday service (Eastbound) begins in Chico at 6:50 AM and ends in Paradise at 6:23 PM and weekday service (Westbound) begins in Paradise at 7:44 AM and ends in Chico at 6:23 PM. Weekday headways are approximately 240 minutes, with more frequent service during the evening peak hours. Saturday service (Eastbound) begins at 9:50 AM in Chico and ends at 5:03 PM in Paradise and Saturday service (Westbound) begins at 10:44 AM in Paradise and ends 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, Monday through Saturday. 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 6:35 AM and ends in Magalia at 5:00 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 twelve 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).

Route 52 – Airport Express. Route 52 provides peak hour 60-minute between the Chico Transit Center to the Chico Airport. This service operates Monday through Friday, beginning at 6:30 AM until 9:00 AM. Afternoon service resumes at 3:06 PM and ends at 5:40 PM. Total running time for Route 52 is 50 minutes.

Major stops and timepoints on Route 52 are: Chico Transit Center, North Valley Plaza, and Chico Airport.

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 32 Gridley – Chico	Monday – Friday One round-trip: 6:40 AM – 7:40 AM and 5:20 PM – 6:20 PM	1	M-F: One round-trip
Route 40 Paradise – Chico	Monday – Friday 6:00 AM – 7:26 PM Saturday 7:50 AM – 7:03 PM	3	M-F: 120 min. Sat: 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	2	M-F: 60 min. Sat: 60 min.

	8:15 AM – 7:00 PM		
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.
Route 52 Airport Express	Monday – Friday 6:30 AM – 9:00 AM AND 3:06 PM – 5:40 PM	1	M-F: 60 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	7,390
30 Oroville – Gridley – Biggs	1,676
32 Gridley – Chico	514
40 Paradise – Chico	2,362
41 Paradise Pines – Chico	3,174
Intercity Subtotal	15,117
Local Chico Routes	
2 Mangrove	4,463
3 & 4 Nord/East-First/East	9,577
5 E. 8 th Street	4,090
7 Bruce/Manzanita	1,863
8 & 9 Nord – Warner/Oak	3,506
9C Warner/Oak (Non-Student Shuttle)	406
14 & 17 Park/MLK/Forest	9,631
15 & 16 Esplanade/Lassen/SR 99	10,049
52 Airport Express	1,537
Local Chico Routes Subtotal	45,120
Local Oroville Routes	
24 & 27 Thermalito & Las Plumas	2,981
25 & 26 Central Oroville & Kelly Ridge	2,892
Local Oroville Routes Subtotal	5,873
TOTAL Estimated Fixed Route Annual Vehicle Service Hours	66,110

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.bcaq.org.

Estimated Annual Vehicle Service Hours for Paratransit: 24,000

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 2022/23. Recommendations from that study may be implemented outside the UTN Process.

In response to requests by the Board and the SSTAC, BCAG is also conducting a Non- Emergency Medical Transportation Study that will be completed in FY 2022/23. Recommendations from that study may result in a third service provided by B-Line to address those needs.

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, in-person, via comment on social media, 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 at eight local outreach events throughout Butte County (three in Chico, two in Oroville, one in Paradise, one in Biggs, and one in Gridley), in local newspapers, on the local new station, 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, Twitter, and Instagram pages. In addition, the notice was emailed out to targeted email lists of those who have expressed interest in transit and social services activities. 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 2020 through the month of June 2021. 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 2020 – June 2021)

<u>System</u>	<u>Total Fares (fiscal audit)</u>	<u>Total Passengers</u>
B-Line Rural F.R.	\$307,491	91,851
B-Line Urban F.R.	\$281,635	234,389
Total Fixed Route	\$589,126	326,240
B-Line Rural Para	\$33,678	14,155
B-Line Urban Para	\$99,090	35,820
Total Paratransit	\$132,768	49,975

<u>System</u>	<u>Average Service Hour Cost</u>	<u>Average Fare / Passenger</u>
Fixed Route (F.R.)	\$117.34	\$ 1.81
Paratransit	\$101.20	\$ 2.66

Analysis of Public Testimony

The following is testimony received during the 2021/22 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. Comments have been condensed for clarity. Similar comments are consolidated and addressed in one line- item. 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:

- Adjust Route 5 to service the VA Clinic and courthouse. Service is only a few times a day on Route 7 and this area could be better served by Route 5.

FINDING → Service to the Chico Courthouse and VA Clinic is already provided, so this does not meet the definition of an Unmet Transit Need. Improving service within Chico is a component of the Route Optimization Study, which is set to be completed in fiscal year 2022/23.

- 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. Stop locations on current routes will be looked at as part of the Route Optimization Study.

- 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 operations issue and does not meet the definition of Unmet Transit Need, since service already exists. However, the issue of improving service in Oroville is being looked at in-depth as part of the Route Optimization Study.

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

FINDING → This is an operations issue and does not meet the definition of Unmet Transit Need, since service already exists in these areas. This request to modify existing service is being looked at in-depth with the Route Optimization Study.

- Add a route that services all the major shopping hubs in Chico and bypasses the downtown transfer center.

FINDING → This is not an Unmet Need because the major shopping centers in Chico are all currently served. Having one route that makes a loop

between the major shopping hubs and does not visit the transit center in downtown Chico is impractical from an operations perspective. Most of the routes right now are through-routed with other routes that serve popular connection points in order to limit the number of transfers necessary to complete a trip.

- Add more service in Thermalito.

FINDING → This is an Unmet Transit Need that is Not Reasonable to Meet because of Criteria 4- Operational Feasibility. The further out from central Oroville one gets, the more country roads with narrow shoulders are encountered. There is not adequate space on most of the roads in this area to safely pull off to board and alight passengers.

- Increase service along Eaton Rd, specifically at the intersection with Floral Ave.

FINDING → This is not an Unmet Transit Need as there is already service to this area via Routes 2, 7, and 15. Improving service within Chico is a component of the Route Optimization Study.

- Add a route from downtown Chico to Doe Mill and Meriam Park neighborhoods.

FINDING → This is not an Unmet Transit Need as there is currently service to both neighborhoods on Route 7, which is an extension of Route 2 if a rider wanted to travel to downtown Chico. Improving service within Chico is a component of the Route Optimization Study.

- Add a route down Vallombrosa Ave.

FINDING → This is not an Unmet Transit Need as there is service via Route 4 down East 1st Ave, and multiple routes via E 8th and E 9th Streets, both of which run parallel to Vallombrosa Ave on either side and provide greater coverage for business and recreational access.

SERVICE AREA EXPANSION

- Expand paratransit service area to provide life-line support for those not covered by paratransit at this time.

FINDING → This is an Unmet Transit Need that is not Reasonable to Meet under Criteria 1 – Cost Effectiveness and Criteria 3 – Economy. The ADA mandates that paratransit services be provided within $\frac{3}{4}$ of a mile of any fixed route. B-Line has three supplemental zones outside of that boundary that capture three miles from that boundary, making the paratransit zone 3.75 miles from any fixed route in Butte County. The further from the core zone, the more expensive each trip is to make, and there becomes less and less of a guarantee that there would be a safe place to turn around and maneuver the bus. Paratransit vehicles are not designed

to hold the passengers necessary to meet the farebox recovery ratio for a trip of this distance.

- Service to Yankee Hill, Concow, and Butte Valley.

FINDING → Service to the smaller communities on the Ridge is an Unmet Transit Need, however it is not reasonable to meet based on Criterion 1 – Cost Effectiveness and Criterion 4 – Operational Feasibility. Since the Camp Fire, the population on the Ridge has been decimated and there are not enough potential transit users in order to support regular fixed route service. Farebox recovery for all three areas would need to be 10% to comply with TDA regulations, but it would be less than 1.5% for all three areas. The roads in these areas are not designed to support bus turnouts on the shoulders for the larger fixed-route buses.

- Service to Butte-Glenn Community College main campus

FINDING → This campus is served by an independent bus that's run by the college. B-Line currently services the Skyway Center in Chico, but the main campus is served by the college's bus with limited service for students and faculty. Therefore, this is not an Unmet Transit Need.

ROUTE TIMES

- Would like earlier service from Biggs to Oroville to accommodate 8:00am work start times, and later return service from Oroville to Biggs for those same commuters.

FINDING → Requests for adjusted timing does not meet the definition of Unmet Transit Need, since service is currently available. Route scheduling is a component of the Route Optimization Study.

- 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, the need for more efficient service is understood. Directly after 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. Route scheduling is a component of the Route Optimization Study.

- Would like more frequent service on highly used routes.

FINDING → Requests for adjusted timing does not meet the definition of Unmet Transit Need, since service is currently available. Route scheduling is a component of the Route Optimization Study.

- Would like more consistent timetables for starting times on routes for predictability.

FINDING → Requests for adjusted timing does not meet the definition of Unmet Transit Need, since service is currently available. The start times for routes

depends greatly on how long a route takes to complete and how frequent service needs to be on that specific route. The runs in the morning all have the same start time (for example: 20 minutes after the hour) and the runs in the afternoon all have the same, or very similar start times (for example: 50 minutes after the hour). Route scheduling is a component 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 3%. The required minimum farebox recovery ratio in Chico is 20%.

SATURDAY SERVICE:

- Would like service in the Oroville area on Saturdays.

FINDING → 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 4.58%.

- Would like service in Chico on Saturday evenings.

FINDING → The need for transit service that runs further into the evenings in Chico is an Unmet Transit Need that is Not Reasonable to Meet based on Criteria 1 – Cost Effectiveness. Ridership tends to go down in the evenings, and Saturday Chico ridership isn't currently meeting farebox recovery ratios of 20%. We could not expect later service to improve upon the existing ratio.

MISCELLANEOUS COMMENTS:

- Add benches to all bus stops and improve signage.

FINDING → This is an operational issue, given the location of some of our stops, it's not feasible to add benches or shelters to all of them. We are constantly assessing the quality of the amenities provided at our bus stops, verifying that all signs and timetables are posted and in good repair.

- Add service from Chico to Sacramento.

FINDING → This is an inter-county request and does not fall under the definition of an Unmet Transit Need, however, BCAG has been studying the feasibility of this

service in coordination with the San Joaquin Joint Powers Authority. This service will be looked at again in the future to see if it's reasonable to implement at that time.

- Add service from Chico to Orland.

FINDING → This is an inter-county request and does not fall under the definition of an Unmet Transit Need. There is service currently via Glenn Ride between Orland and Chico, so this service is already being provided by a different transit agency.

Unmet Transit Needs Findings and Recommendations

Recommendations

After consideration of all testimony received during the 2021/22 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 2022/23 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 2022/2023 Transit Needs Assessment was presented to the Butte County Social Service Transportation Advisory Council via a Zoom teleconferencing meeting on XXXXX. 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 2022/23 Transit Needs Assessment comments need to be received by Thursday, March 24, 2022.

All testimony received is given equal consideration.

- **Mail** – 326 Huss Dr, Suite 150, Chico CA 95928
- **Email** – vproctor@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 24, 2022, 9:00 am ~ Zoom link available the week before

Comments are due by 5:00 p.m. Thursday, March 24, 2022

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.

CANADA

Ottawa crackdown: Police arrest at least 100 after 3-week protest

By Rob Gilles, Wilson Ring and Robert Bumsted
The Associated Press

OTTAWA, ONTARIO — Police arrested scores of demonstrators and towed away vehicles Friday in Canada's capital, and a stream of trucks started leaving under the pressure, raising authorities' hopes for an end to the three-week protest against the country's COVID-19 restrictions.

By evening, at least 100 people had been arrested, mostly on mischief charges, and nearly two dozen vehicles had been towed, including all of those blocking one of the city's major streets, authorities said. One officer had a minor injury, but no protesters were hurt, in terms of Ottawa Police Chief Steve Bell said.

Police "continue to push forward to take control of our streets," he said, adding, "We will work day and night until this is completed."

Those arrested included four protest leaders. One received bail while the others remained jailed.

The crackdown on the self-proclaimed Freedom Convoy began in the morning, when hundreds of police, some in riot gear and some carrying automatic weapons, descended on the protest zone and began leading demonstrators away in handcuffs through the snowy streets as holdout trucks flared their horns.

Tow truck operators — wearing neon-green ski masks, with their companies' details taped over on their trucks to conceal their identities — arrived under police escort and started removing the hundreds of big rigs, campers and other vehicles parked shoulder-to-shoulder near Parliament. Police smashed through the door of at least



Police officers assist a tow operator to remove a truck from a blockade on Nicholas St. in Ottawa on Friday.



A man is arrested by police during a protest that continues to occupy downtown Ottawa, Ontario, on Thursday.

one RV camper before hauling it away.

Scaffolds broke out in places, and police repeatedly went nose-to-nose with the protesters and pushed the crowd back amid cries of "freedom!" and the singing of the national anthem, "O Canada." Later police on horses were used to push back the crowd for a time.

Police said late in the afternoon that protesters had

assaulted officers and tried to take their weapons. Some began dismantling equipment at a stage where they had played music for weeks, saying they didn't want it to get destroyed.

Many protesters stood their ground in the face of one of the biggest police enforcement actions in Canada's history, with officers drawn from around the country.

"Freedom was never free," said trucker Kevin Homand, of Montreal. "So what if they put the handcuffs on us and they put us in jail?"

But a steady procession of trucks began leaving Parliament Hill in the afternoon.

"There are indications we are now starting to see progress," Ontario Premier Doug Ford said.

Police would not disclose how many protesters or vehicles remained downtown. All indications were that police would be working into the weekend to clear the area.

The capital and its paralyzed streets represented the movement's last stronghold after weeks of demonstrations and blockades that shut down border crossings into the U.S. and created one of the most serious tests yet for Prime Minister Justin Trudeau. They also shook Canada's reputation for civility, with some blaming America's influence.

EUROPE

Biden is 'convinced' Putin has decided to invade Ukraine

The Associated Press

KYIV, UKRAINE — U.S. President Joe Biden said Friday that he is "convinced" Russian President Vladimir Putin has decided to invade Ukraine, including an assault on the capital, as tensions spiked along the country's militarized line with attacks that the West said could be "false-flag" operations meant to establish a pretext for invasion.

A humanitarian convoy was hit by shelling, and pro-Russian rebels evacuated civilians from the conflict zone. A car bombing in the eastern city of Donetsk, but no casualties were reported.

After weeks of saying the U.S. wasn't sure if Putin had made the final decision to invade, Biden said that assessment had changed, citing American intelligence.

"As of this moment I'm convinced he's made the decision," Biden said. "We have reason to believe that." He reiterated that the assault could occur in the "coming days."

Meanwhile, the Kremlin announced massive nuclear drills to flex its military muscle, and Putin pledged to protect Russia's national interests against what it sees as encroaching Western threats.

Biden reiterated his threat of massive economic and diplomatic sanctions against Russia if it does invade, and pressed Putin to rethink his course of action. He said the U.S. and its Western allies were more united than ever to ensure Russia pays a price for the invasion.

With an estimated 150,000 Russian troops

posted around Ukraine's borders, U.S. and European officials warn that the long-simmering separatist conflict in eastern Ukraine could provide the spark for a broader attack.

At further indication that the Russians are preparing for a potential invasion, a U.S. defense official said an estimated 40% to 50% of the ground forces deployed in the vicinity of the Ukrainian border have moved into attack positions nearer the border. That shift has been under way for about a week, other officials have said, and does not necessarily mean Putin has decided to begin an invasion. The defense official spoke on condition of anonymity to discuss internal U.S. military assessments.

The official also said the number of Russian ground units known as battalion tactical groups deployed in the border area had grown to as many as 125, up from 82 two weeks ago. Each battalion tactical group has 750 to 1,000 soldiers.

Lines of communication remain open. The U.S. and Russian defense chiefs spoke Friday, and U.S. Defense Secretary Lloyd Austin called for de-escalation, the return of Russian forces surrounding Ukraine to their home bases and a diplomatic resolution, according to the Pentagon. Secretary of State Antony Blinken and Russian Foreign Minister Sergey Lavrov agreed to meet next week.

Immediate worries focused on eastern Ukraine, where Ukrainian forces have been fighting Russia rebels since 2014 in a conflict that has killed some 14,000 people.



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FOOD INSPECTIONS

US paves way for resumption of Mexico avocado exports

By Mark Stevenson

The Associated Press

MEXICO CITY — The U.S. Embassy announced Friday that Washington is lifting a ban on inspections of Mexican avocados, paving the way for exports to resume.

The suspension of inspections had threatened Mexico's \$3 billion annual exports and raised the possibility of price increases for U.S. consumers.

Ambassador Ken Salazar said in a statement the decision came after Mexico and the United States agreed "to enact the measures that ensure the safety" of agricultural inspectors who are in charge of making sure Mexican avocados don't carry diseases or pests that would harm U.S. orchards.

Salazar did not describe those measures or whether they would address reports of Mexican growers and pickers playing fast and loose with sanitary measures designed to protect U.S. production.

The inspections were halted last week after one of the U.S. inspectors was threatened in the western state of Michoacan, where growers are routinely subject to extortion by drug cartels.

The U.S. Department of Agriculture said Thursday that the inspector had received a threat "against him and his family."

It said the inspector had "questioned the integrity of a certain shipment, and refused to certify it based on concrete issues."

Michoacan is the only Mexican state certified as pest-free and able to export avocados to the U.S. market. There have been frequent reports that some packers in Mexico are buying avocados from foreign, non-certified states, and trying to pass them off as being from Michoacan.

"I am pleased to report



A worker selects avocados at a packing plant in Uruapan, Mexico, on Wednesday.

that today the U.S. Department of Agriculture's Animal Plant Health Inspection Service has determined it will immediately resume its avocado inspection program in Michoacan," Salazar wrote.

The service said Friday that "avocado exports to the United States have resumed."

The week-old ban had already been taking a toll on avocado pickers in Michoacan, who stood on a roadside this week outside the city of Uruapan asking for donations after they lost their work.

Holding up signs saying "Voluntary donations" and "We make our living off avocado picking," they waited for motorists to drop spare change into buckets they held.

There were signs that supplies may have tightened since the inspection suspension was announced last Saturday and that the damage to Mexico's violence-plagued avocado industry may be lasting. It could prompt companies that import avocados to look beyond Mexico, which currently supplies about 92% of U.S. imports of the fruit.

Peru, Colombia and Chile already ship avocados to the United States, but in quantities that are

only a tiny fraction of Mexico's production. That may change.

"I was talking with a few buyers of avocado domestically and on toward the future, they know they need to diversify suppliers," said Miguel Gómez, professor of applied economics and management in the Cornell SC Johnson College of Business. "The issue is that they realized that it would be very risky to depend on a single source."

Exports from Mexico were largely responsible for the huge increase in U.S. avocado consumption in recent decades because they made the fruit available year-round, most famously during the Super Bowl.

U.S. per capita consumption of avocados tripled since 2001 to 8 pounds per person in 2018.

The Mexican harvest is January through March, while U.S. production runs from April to September.

While there is concern about the deforestation and violence that have resulted from the avocado boom in Michoacan, it is unclear whether Americans would be willing to pay more for avocados produced by growers who do not pay protection money demanded by drug cartels in Michoacan.

LAW ENFORCEMENT

Federal border agency chief faces challenges from within and outside

By Ben Fox, Anita Snow and Elliot Spagat
The Associated Press

YUMA, ARIZ. — One agent protested that he didn't join the Border Patrol to look after children in custody. Another asked why a policy to make asylum-seekers wait in Mexico for court hearings wasn't being used more. And one turned his back on the senior officials who had come to listen.

Unsurprisingly for anyone who's been tracking migration along the United States' southern border, the recent showdown happened in Yuma, Arizona, where encounters with migrants illegally crossing into the country from Mexico jumped more than 30-fold in December from a year earlier.

Discontent among the ranks is only one of the challenges Chris Magnus faces as the new leader of the United States' largest law enforcement agency.

Magnus, who was sworn in this month as commissioner of the Border Patrol's parent agency, Customs and Border Protection, also faces persistent allegations that his agency is mistreating migrants, failing to recruit more women and is at the mercy of a broken asylum system.

Magnus might seem like an unconventional pick. When he was the police chief in Tucson, Arizona, he rejected federal grants to collaborate on border security with the agency he now leads and kept a distance from Border Patrol leaders in a region where thousands of agents are assigned.



ELLIOT SPAGAT — THE ASSOCIATED PRESS FILE

A Mexican smuggler guides a Haitian family across the Morelos Cam over the Colorado River from Los Algodones, Mexico, on to Yuma, Ariz., on the other side.

In his first interview as commissioner, Magnus acknowledged morale problems and outlined some initial steps meant to fix them. "But I don't think anybody disputes that the numbers are high right now and that we have to work as many different strategies as possible to deal with those high numbers."

There have always been periods of migrant surges into this country for different reasons, at different times," he said last week. "But I don't think anybody disputes that the numbers are high right now and that we have to work as many different strategies as possible to deal with those high numbers."

Magnus noted the growing number of migrants who come from countries outside of Mexico and Central America, a trend that has been especially strong in Yuma.

Under a public health order known as Title 42 that was designed to limit spread of COVID-19, Mexico takes back migrants from the U.S. who are from Mexico, Guatemala, Honduras or El Salvador and are denied a chance to seek asylum. Other nationalities are eligible for expulsion, but the U.S. often won't fly them home due to the expense or strained diplomatic relations with their home countries. Instead, they are often quickly released in the U.S. to pursue asylum.

"There's a lot of frustration," said Rafael Rivera, president of the National Border Patrol Council Local 2695, a union that represents agents in the patrol's Yuma sector, which has seen a huge increase in such migrants. "They feel like there's no consequences, that we have an open border."

The number of migrant encounters on the U.S.-Mexico border totaled nearly 154,000 in January, a 15% decline from December following three months of increases, according to court records in a suit filed by the state of Texas challenging Biden administration immigration policy. Just over half of the people encountered were quickly expelled under the public health order.

In December, U.S. officials stopped Venezuelans at the border nearly 26,000 times, which was more than double September's count and more than a hundred times the roughly 200 they

made in December 2020. Venezuelans trailed only Mexicans in the number stopped at the U.S. border in December.

In the Yuma sector, which stretches from California's Imperial Sand Dunes to western Arizona's desert and rocky mountain ranges, Venezuelans were stopped nearly 10 times more than Mexicans in December. Colombians, Indians, Cubans and Haitians also outnumbered Mexicans.

Mexico began requiring visas for Venezuelans on Jan. 24. Homeland Security Secretary Alejandro Mayorkas noted during his congressional Jan. 25 meeting with Yuma agents, according to a recording leaked to the website Townhall, which publishes conservative news and commentary. The U.S. was pressing Mexico to accept more nationalities under Title 42, including Venezuelans, to increase immigration enforcement within its own borders.

Magnus, who reports to Mayorkas, told the AP that migration flows are "increasingly complex" and that the U.S. was "doing our best to build and take advantage of relationships with these different countries and their governments."

Although President Joe Biden faces a number of the same challenges as his predecessors, Donald Trump visited the border often, spent massively on enforcement and got an early endorsement from the agents' union in 2019.

Mootz

FROM PAGE 6

expenses and investment objectives carefully before investing. A prospectus containing this and other information about the investment company can be obtained from your financial professional. Read it carefully before you invest or send money. Out of Pocket Charities: It's not just cash donations that are deductible. If you donate goods or use your personal car for charitable work, these are potential tax deductions. Just be sure to get a receipt for any amount over \$250.

State taxes

Did you owe state taxes when you filed your previous year's tax return? If you did, don't forget to include this payment as a tax deduction on your current year's tax return. The Tax Cuts and Jobs Act of 2017 placed a \$10,000 cap on the state and local tax deduction.

Use Medicare Premiums: If you are self-employed (and not covered by an employer plan or your spouse's plan), you may be eligible to deduct premiums paid for Medicare Parts B and D, Medicaid insurance and Medicare Advantage Plan. This deduction is available regardless of whether you itemize deductions or not. Income in Respect of a Decedent: If you've inherited an IRA or pension, you may be able to deduct any estate tax paid by the IRA owner from the taxes due on the withdrawal you take from the inherited account.

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We Know Plumbing

Earl's Plumbing
CHICO 343-0330
ORVILLE 514-1500
PACIFIC 872-7900

Two, two information refers to customer service, y como ellos están conectados a la factura, llame al 1-800-666-6790. 著者、その更新の通知をあなたの月次請求書に添付し、お問い合わせ、1-800-666-6790.

NOTICE OF PUBLIC FORUMS (PUBLIC PARTICIPATION HEARINGS): PG&E's 2023 GENERAL RATE CASE APPLICATION A.21-06-021

HOW CAN I PARTICIPATE? Pacific Gas and Electric Company (PG&E) and the California Public Utilities Commission (CPUC) would like to hear from you. You are invited to participate in a remote public forum, also called a Public Participation Hearing, about PG&E's 2023 General Rate Case (GRC) application. At the hearing, you can raise comments, raise questions, and ask questions of PG&E's representatives. The Public Participation Hearing is a public forum. It is not a trial. The Public Participation Hearing is a public forum. It is not a trial. The Public Participation Hearing is a public forum. It is not a trial.

WHERE AND WHEN WILL THESE PUBLIC FORUMS BE HELD? In compliance with the Governor's directive and the CPUC's ongoing efforts to protect customers and community members, the hearings will be held via remote participation.

MARCH 2022
March 1
March 14
March 29
2 p.m. and 6 p.m.
Webcast: www.admnistrator.ca.gov/cpuc/
Phone number: 1-800-857-1917
Hascode: English-602708W / Spanish-379627W

The Public Forum can be viewed via Internet, or listened to via phone, with the information above. If you wish to make a public comment, please participate by phone above and pressing "1". Your participation by providing your thoughts on PG&E's request can help the CPUC make an informed decision.

The March 10 hearing is open to all customers, however, it will be structured to include a focus on feedback from San Joaquin Valley customers and communities. Written public comments may also be provided at any time during the proceeding in the "Public Comments" tab of the Account Card for A.21-06-021 available at: <https://cpuc.ca.gov/A2106021>.

Phone note: Spanish language interpreters will be available at each hearing for those who need them. If you need a different language interpreter, contact the CPUC's Public Affairs Office using the contact information at the end of this notice at least five business days before the hearing.

VERY AM I RECEIVING THIS NOTICE? Every four years, PG&E is required to file a GRC application with the CPUC to propose rates that reflect the projected costs to safely provide service, maintain infrastructure, and make needed system improvements.

To address increasing energy challenges, PG&E is proposing to adopt innovations and new technologies, and to make strategic investments to ensure a safe, reliable, and clean energy future for the 15 million people the utility serves across Northern and Central California.

Investments are being proposed across the electric distribution system (including utility reliability, safety, and safety improvements), gas distribution, transmission, and system systems (including reliability, safety, and safety improvements), and power generation assets (including reliability and safety improvements at natural gas, hydroelectric, solar generation, and Geothermal Power Plant facilities).

This application also addresses ongoing operational and workforce needs to ensure PG&E can continue providing safe and reliable service and operations to our customers. These needs include maintaining a skilled and trained workforce, insurance, and resources to support PG&E's Customer Care, Shared Services, and Information Technology operations.

If approved by the CPUC, PG&E's request would result in a revenue increase of approximately \$3.5 billion for 2023 and additional increases of \$400 million in 2024, \$500 million in 2025, and \$500 million in 2026.

HOW DOES THIS AFFECT MY MONTHLY BILL? ELECTRIC RATES: Based on rates currently in effect, the bill for a typical non-CARE residential customer using 500 kilowatt-hours per month would increase from \$13.89 to \$14.05, or 1.1%, if the GRC is approved as filed.

Direct Access (DA) and Community Choice Aggregation (CCA) customers only receive electric transmission and distribution services from PG&E, and distribution rate charges for these customers would increase by 21.5% if the application is approved as filed. DA problems and CCA's own rates, as customers are encouraged to check with your DA provider or CCA to see how this would impact your overall bill.

Gas Rates: Gas customers do not receive electric generation, transmission, or distribution services from PG&E; however, these customers are still required to pay certain charges by law or CPUC decision. On average, these customers would see a rate increase of 7.5% if the application is approved as filed.

Actual impacts will vary depending on usage. GAS RATES: Based on rates currently in effect, the gas bill for a typical residential non-CARE customer averaging 33 therms per month of gas usage would increase from \$50.02 to \$50.75, or 1.5%.

Actual impacts will vary depending on usage. HOW DOES THE REST OF THIS PROCESS WORK? This application has been assigned to a CPUC Administrative Law Judge who will consider proposals and evidence presented during the formal hearing process. The Administrative Law Judge will issue a proposed decision that may adopt PG&E's application, modify it, or deny it. Any CPUC Commissioner may appear on an alternate decision with a different outcome. The proposed decision, and any alternate decisions, will be discussed and voted on by the CPUC Commissioners at a public CPUC Voting Meeting.

Parties to the proceeding will review PG&E's application, including the Public Advocates Office, which is an independent consumer advocate within the CPUC that represents customers to obtain the lowest possible rates for service consistent with reliable and safe service levels. For more information, please call 1-415-703-1564, email PublicAdvocates@cpuc.ca.gov, or visit PublicAdvocates.cpuc.ca.gov.

Your participation by providing your thoughts on PG&E's request can help the CPUC make an informed decision. WHERE CAN I GET MORE INFORMATION? CONTACT PG&E: If you have questions about PG&E's filing, please contact PG&E at 1-800-743-5000. For TTY, call 1-800-662-4712. If you would like an electronic copy of the filing and exhibits, please write to the address below:

Pacific Gas and Electric Company
2023 GRC Application (A.21-06-021)
P.O. Box 7442
San Francisco, CA 94112

More information, including PG&E's application and supporting documents, is available at pgue.com/gro. CONTACT CPUC: For additional information and any updates on the hearings, please visit cpuc.ca.gov/pgh. If you have questions about CPUC's processes, you may contact the CPUC's Public Affairs Office at:

Phone: 1-866-849-6390 (toll-free) or 1-415-703-2024
Mail: CPUC Public Affairs Office
505 Van Ness Avenue
San Francisco, CA 94102
Email: PublicAffairs@cpuc.ca.gov

Please reference PG&E's 2023 General Rate Case (A.21-06-021) in any communications you have with the CPUC regarding this matter.



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 2022/23 Transit Needs Assessment comments need to be received by Thursday, March 24, 2022.

All testimony received is given equal consideration.

- Mail – 326 Huss Dr, Suite 150, Chico CA 95928
- Email – vproctor@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 24, 2022, 9:00 am ~ Zoom link available the week before

Comments are due by 5:00 p.m. Thursday, March 24, 2022

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.

GHS Tennis is Ready for the Serve!



This year's GHS Tennis Team began its season on Thursday, February 24th. Photo by GHS

GUSD News Release

GRIDLEY, CA (MPC) — The Gridley High School boys tennis team will begin match play this week and will host its first of the year against Colusa on February 24. The team features four returning players in Jeremy Longmire, Spencer Davis, Cole Lefebvre and Ryan Woolery as well as newcomers Taylor Johnson, Eric Ramirez, Cesar Ortiz and Juan Diego Avila.

The team is on the rebound after a rough season last year. New Varsity Head Coach Bob Moffitt tells the Herald he is excited by the talent level he has seen so far.

"This team is full of young men with athletic ability and solid work ethics. I have been tremendously pleased and impressed with their effort and their attitude," Moffitt says.

Six of the eight players recently finished playing football for a squad that went 4-2 in league play.

And though they have been involved in a winning culture, wins and losses are not part of the discussion for this tennis team, on strict orders of Coach Moffitt.

"Worrying about winning can only lead to thoughts about the outcome instead of the task at hand," Moffitt says, "it actually increases the chance of losing. Our goals are to improve every day, to play hard, to be good sportsmen and let the chips fall where they may. We will take our lumps in the early going, I am sure. But we will learn from those experiences and I am confident we will be in a solid position to surprise some schools by the time playoffs roll around."

Moffitt is an English teacher at the high school. He has been a coach in multiple sports within the Yuba-Sutter area for a dozen years. He began his coaching career 20 years ago at Sparks High School as a junior varsity baseball coach.

The assistant coach, Emily Morgan, returns for a second season in this capacity. She played tennis for GHS in 2012 and 2013.

"I love tennis," Morgan says. "It's amazing to see both experienced and brand-new players with such a strong desire to learn and grow as athletes. Their desire is really pushing them along quite quickly."

Morgan is also involved with the school assisting the theater department.

The Bulldogs play in the Shasta Valley League. They will play Las Plumas, Paradise Adventist, Corning, Orland, and Oroville twice each from now through the third week of April. Gridley had planned to play Wheatland and Sutter in boys tennis this Spring, but neither school managed to field a team. The regular season will end April 19 with Senior Night against Oroville. DVL championship play will commence April 22 at Las Plumas. Northern Section California Interscholastic Federation team playoffs will take place at the end of April and into early May.

"Whether you are a serious or casual fan, this is a great way for you to come out and be a part of your community," says Moffitt. "Bring your lawn chair and an umbrella and be prepared to support our boys. There isn't a bad seat in the house!"

Soccer Rivals Clash

Continued from page 1

COVID-19, his team has been unable to play an entire match with their complete starting lineup the entire season and the win against Gridley felt "amazing."

"We've had a very, very difficult season," Christian said. "So, I am very proud of our boys."

Live Oak will play Wheatland in the NSCIF Finals on Saturday at 3:00 P.M. ★



Members of the Live Oak High School Varsity Soccer team pose for a photo following a 1-0 victory over Gridley in the NSCIF. Photo by Seth Long



Members of the Live Oak Lions react to a yellow card being called on senior Johan Rivers against Gridley during a NSCIF Division II Boys Soccer Playoff game on Tuesday, Feb. 22 in Gridley. Photo by Seth Long



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 2022/23 Transit Needs Assessment comments need to be received by Thursday, March 24, 2022.

All testimony received is given equal consideration.

- **Mail** — 326 Huss Dr, Suite 150, Chico CA 95928
- **Email** — vproctor@bcag.org
- **Phone** — (530) 809-4616, ext. 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 24, 2022, 9:00 am - Zoom link available the week before

Comments are due by 5:00 p.m. Thursday, March 24, 2022

Si desea comentar las necesidades de B-Line, por favor hágalo en línea, por correo electrónico, por correo o por correo telefónico a BCAG y se tomará en consideración.



¿ESTÁ B-LINE LLEVÁNDOTE A DONDE TIENES QUE IR?

La Asociación de Gobiernos del Condado de Butte está solicitando comentarios del público sobre las necesidades de tránsito no satisfechas. Los miembros del público están invitados a enviar comentarios por correo, correo electrónico, teléfono, Internet o a través de Zoom en nuestra audiencia pública. Para ser considerados en la Evaluación de Necesidades de Tránsito 2022/23 los comentarios deben ser recibidos antes del jueves 24 de marzo de 2022.

Todos los testimonios recibidos serán considerados por igual.

- **Correo** — 326 Huss Dr, Suite 150, Chico CA 95928
- **Correo electrónico** — vproctor@bcag.org
- **Teléfono** — (530) 809-4616, ext. 1
- **Página web** — en el sitio web de B-Line (www.blinetransit.com) complete el formulario de comentarios (escriba UTN como asunto)
- **Audiencia pública en la reunión de la Junta de BCAG** - jueves, 24 de marzo del 2022, 9:00 am - El link de Zoom estará disponible una semana antes

Los comentarios deben enviarse antes de las 5:00 p.m. del jueves 24 de marzo de 2022

Si desea comentar las necesidades de B-Line, por favor hágalo en línea, por correo electrónico, por correo o por correo telefónico a BCAG y se tomará en consideración.



APPENDIX B

**Butte County Association of Governments
2021-2022 Social Services Transportation Advisory Council**

		1 2 3 4 5 6 7						
Name	Agency	Category Filled						
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
David Wilkinson	Citizen - Chico	x	x					June 30, 2024
Jeannie Schroeder	Mains'l Services Inc.			x	x	x		June 30, 2024
Michael Harding	We Care A lot Foundation/FNRC		x	x	x			June 30, 2024
Ron Ullman	Citizen - Oroville	x	x					June 30, 2024
Tara Sullivan Hames	Butte 211			x	x	x		June 30, 2024

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.

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

2021/22 TDA Local Transportation Fund (LTF) and State Transit Assistance (STA) Fund Annual Project and Expenditure Plan Worksheets by Jurisdiction

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

Fiscal Year 2021/2022
 Submitted July 2021

Claimant: Butte Regional Transit

FY 21/22 APPORTIONMENTS		
LTF	STA	Total
4,262,542	1,444,173	5,706,715

PROJECT TITLE	CLAIMED		SOURCE OF FUNDING					TOTAL
	CLAIMED FUNDS		CLAIMED FUNDS		OTHER FUNDING SOURCES			
	TDA - LTF		TDA - STA		OTHER FUNDS			
	LTF \$ amount	PUC Article & Section	STA \$ amount	CCR Section			SOURCE	
Support of Public Transp System /B Line Capital Reserve (general)	400,000	Art 4, Sec. 99262						400,000
Support of Public Transp System /B Line STA Reserve (busses)	-	Art 4, Sec. 99262	400,000	Art 4, Sec 6730 (b)		-		400,000
Support of Public Transp System / B Line Ops.	1,852,047	Art 4, Sec. 99260 (a)	1,044,173	Art 4, Sec 6730 (a)				2,896,220
Support of Public Transp System/ B Line Ops.	2,010,495	Art 4, Sec. 99260 (a)						2,010,495
PARATRANSIT								-
ALLOCATED FUNDS	4,262,542		1,444,173			-	-	5,706,715

BRT Contact: Andy Newsom 809-4616 BCAG: Ivan Garcia or Julie Quinn 809-4616

SUPPLEMENTAL INFO SPECIFIC TO BRT:

B Line				Capital	
Obligations:	Operating TDA	Less Carryover	Reserve	Capital Purchase	Total
Fixed Route	3,723,709	(827,489)	-	-	2,896,220
Paratransit	2,837,984	(827,489)	-	-	2,010,495
Capital			400,000	400,000	800,000
Total	6,561,693	(1,654,978)	400,000	400,000	5,706,715

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

Claimant: Butte County Public Works

Fiscal Year 2021/2022
Submitted July 2021

FY 21/22 APPORTIONMENT	
Prior Year Apport Balance	271,135
21/22 Apportionment	1,612,249
Total Available to Claim	1,883,384
Current amount claimed	(1,883,384)
Unclaimed balance	-

CLAIMED	SOURCE OF FUNDING						TOTAL Project Expense		
	TDA STATUTE DESCRIPTION & LOCAL AGENCY PROJECT TITLE	CURRENT CLAIM		PRIOR CLAIM		OTHER FUNDING SOURCES			
		LTF \$ amount	PUC Section	LTF Fund Balance	LTF \$ amount	PUC Section		OTHER FUNDS	SOURCE
TDA Fund 0131 Administration-County's Support Services	225	Art 8, 99400 (d)						225	
Payment Under Contract for Public Transportation Gridley Flyer	4,000	Art 8, 99400 (c)						4,000	
Rail Passenger Service Amtrak-Chico	1,680	Art 8, 99400 (b)						1,680	
Streets and Roads - Road Maintenance Incl. Transp. Planning	1,529,865	Art 8, 99400(a)						1,529,865	
Las Plumas CG&S	347,614	Art 8, 99400(a)		150,000	Art 8, 99400(a)			497,614	
ALLOCATED FUNDS	1,883,384			150,000		-	-	2,033,384	

Local Contact: Amanda Partain 538-7681 BCAG- Ivan Garcia or Julie Quinn : 809-4616

SUPPLEMENTAL INFO SPECIFIC TO BUTTE COUNTY:

TDA Fund:	Estimated Beg	21/22	21/22	Estimated End
	TDA Fund Bal (a)	Revenue (b)	Expense (c)	Fund Balance (a+b-c)
Transit LTF	-	5,905	5,905	-
Transportation LTF	553,386	1,877,479	2,027,479	403,386
Total County TDA Fund	553,386	1,883,384	2,033,384	403,386

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

Claimant: City of Biggs

Fiscal Year **2021/2022**
 Submitted July 2021

FY 21/22 APPORTIONMENTS	
Prior Year Apport Balance	-
21/22 Apportionment	46,864
Total Available to Claim	46,864
Amount claimed	(46,864)
Unclaimed balance	-

CLAIMED	SOURCE OF FUNDING						TOTAL STREETS & ROADS PROJECTS- w/TA
	CLAIMED FUNDS		FUND BALANCE USED		OTHER FUNDING SOURCES		
					OTHER FUNDS	SOURCE	
	TDA - LTF	LTF \$ amount	PUC Section	TDA - LTF			
TDA STATUTE DESCRIPTION & LOCAL AGENCY PROJECT TITLE	LTF \$ amount	PUC Section	LTF \$ amount	PUC Section	OTHER FUNDS	SOURCE	
Streets & Roads Maintenance	46,864	Art 8, 99400(a)				46,864	
						-	
						-	
ALLOCATED FUNDS	46,864		-		-	46,864	

Local Contact: Mark Sorensen 868-5393

SUPPLEMENTAL INFO SPECIFIC TO BIGGS:

TDA Fund:	Estimated Beg Fund Balance (a)	21/22 Revenue (b)	21/22 Expense (c)	Estimated End Fund Balance (a+b-c)
Transit LTF	-	-	-	-
Transportation- LTF	111,025	46,864	46,864	111,025
Total TDA Fund	111,025	46,864	46,864	111,025

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

Fiscal Year 2021/2022
 Submitted July 2021

PRELIMINARY

Claimant: City of Chico

FY 21/22 APPORTIONMENTS	
Prior Year Appt Balance	-
21/22 Apportionment	3,025,374
Total Available to Claim	3,025,374
Amount claimed	(2,748,765)
Unclaimed balance	276,609

TDA STATUTE DESCRIPTION & LOCAL AGENCY PROJECT TITLE	CLAIMED		SOURCE OF FUNDING				TOTAL PROJECT
	CLAIMED FUNDS		FUND BALANCE USED		OTHER FUNDING SOURCES		
	LTF \$ amount	TDA - LTF PUC Section	LTF \$ amount	TDA - LTF PUC Section	OTHER FUNDS	SOURCE	
General Public / Transit Service (212-653)	82,213	Article 8, 99400 (c)	-	-			82,213
Planning and Administration /Transit Service (212-653)		Article 8, 99400 (d)	-	-			
Transit Center Maint. & Utilities /Transit Service (212-653)		Article 8, 99400 (e)	-	-			
Passenger Rail Operations & Capital /Transportation -Depot (212-659)	51,983	Article 8, 99400 (b)					51,983
Projects for Pedestrians and Bicycles / Transportation (212-654)	90,678	Article 8, 99400 (a)					90,678
Streets and Roads Claims /Planning and Planning Process Admin/ Indirect Cost (212-000) & (212-995)	27,633	Article 8, 99402					27,633
Public Right-of-Way Maintenance /Traffic Safety (212-650)	108,587	Article 8, 99402					108,587
Streets and Roads Claims /Planning and Planning Process Transportation-Planning (212-655)	181,207	Article 8, 99402					181,207
Streets and Roads - Road Maintenance Incl. Transp. Planning (9001)	100,000	Article 8, 99402					100,000
Capital Projects (roads) 16004, 16038, 50233, 50316, 50347, 50378, 50410, 50452	1,900,000	Article 8, 99400 (a)					1,900,000
Capital Projects (bike/ped) 12058, 50160, 50307, 50464	206,464	Article 8, 99400 (a)					206,464
ALLOCATED FUNDS	2,748,765		-	-			2,748,765

BCAG: Ivan Garcia or Julie Quinn 809-4616

Local Contact: Brendan Ottobani, Kathryn Mathus, Linda Herman

SUPPLEMENTAL INFO SPECIFIC TO CHICO:

TDA Fund:	Beginning Fund Balance (a)	21/22 Revenue (b)	21/22 Expense (c)	Estimated End Fund Balance (a+b-c)
Transit LTF	198,331	134,196	134,196	198,331
Transportation LTF	4,392,510	2,614,569	2,614,569	4,392,510
Total Chico Transportation Fund	4,590,841	2,748,765	2,748,765	4,590,841

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

Fiscal Year 2021/2022
Submitted July 2021

Claimant: City of Gridley

FY 21/22 APPORTIONMENTS	
Prior Year Alloc Balance	-
21/22 Apportionment	166,316
21/22 STA Apportionment	86,000
Total Available TDA	252,316
Amount claimed	(252,316)
Unclaimed balance	-

CLAIMED		SOURCE OF FUNDING						
TDA STATUTE DESCRIPTION & LOCAL AGENCY PROJECT TITLE		CLAIMED FUNDS		CLAIMED FUNDS		OTHER FUNDING SOURCES		TOTAL
		TDA - LTF		TDA - STA		OTHER FUNDS	SOURCE	
		LTF \$ amount	PUC Article & Section	STA \$ amount	CCR Section			
Support of Public Transp System / Gridley Golden Flyer (Fund 700)		45,253	Article 4, 99260 (a)	86,000	Art 4, Sec 6730 (a)			131,253
Streets and Roads Maintenance (Fund 430)		121,063	Article 8, 99400(a)					121,063
CIP (Fund 430): Pavement Management Plan/ Equipment			Article 8, 99400(a)				TDA Fund Balance	
ALLOCATED FUNDS		166,316		86,000			-	252,316

Local Contact: Elisa Artega or Martin Pineta 846-5695 BCAG: Ivan Garcia or Julie Quinn 809-4616

SUPPLEMENTAL INFO SPECIFIC TO GRIDLEY:

TDA Funds:	Estimated Beg Fund Balance (a)	21/22 Revenue (b)	21/22 Expense (c)	Estimated End Fund Balance (a+b-c)
TDA Fund held by City: Transportation- LTF	426,134	121,063	121,063	426,134
Taxi Fund held by City:				
Transit- LTF	(153,865)	45,253	45,253	(153,865)
Transit- STA	-	86,000	86,000	-
Total Taxi Fund	(153,865)	131,253	131,253	(153,865)
Total TDA Funds		252,316	252,316	

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

Claimant: _____ **City of Oroville**

Fiscal Year 2021/2022
 Submitted July 2021

FY 21/22 APPORTIONMENTS	
Prior Year Apport Balance	-
21/22 Apportionment	484,728
Total Available to Claim	484,728
Amount claimed	(484,728)
Unclaimed balance	-

CLAIMED	SOURCE OF FUNDING						TOTAL STREETS & ROADS PROJECTS- w/TDA
	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							
21-22 Pavement Rehabilitation Projects		484,728	Article 8, 99400(a)		Article 8, 99400(a)	-	484,728
							-
							-
ALLOCATED FUNDS		484,728		-			484,728

Local Contact: Ruth Wright 538-2813; Matt Thompson; Dawn Nevers

BCAG: Ivan Garcia or Julie Quinn 809-4616

SUPPLEMENTAL INFO SPECIFIC TO OROVILLE:

TDA funds:	Estimated Beg Fund Balance (a)	21/22 Revenue (b)	21/22 Expense (c)	Estimated End Fund Balance (a+b-c)
Transit - LTF (Transfer to Transportation)	-	-	-	-
Transportation LTF	292,351	484,728	484,728	292,351
Total TDA Funds	292,351	484,728	484,728	292,351

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

Claimant: Town of Paradise

Fiscal Year 2021/2022
Submitted July 2021

FY 21/22 APPORTIONMENTS	
Prior Year Apport Balance	795,540
21/22 Apportionment	164,063
Total Available to Claim	959,603
Current amount claimed	(240,000)
Unclaimed balance	719,603

CLAIMED	SOURCE OF FUNDING						TOTAL STREETS & ROADS PROJECTS- w/TDA
	CURRENT CLAIM		PRIOR CLAIM		OTHER FUNDING SOURCES		
	LTF \$ amount	LTF	LTF \$ amount	LTF Fund Balance	PUC Section	PUC Section	
TDA STATUTE DESCRIPTION & LOCAL AGENCY PROJECT TITLE							
Streets and Roads- Administration & Planning process	-	Art 8, 99402		Art 8, 99402			-
Streets and Roads- Almond Multi-modal (CIP 9377)	-	Art 8, 99400(a)	300,000	Art 8, 99400(a)			300,000
Streets and Roads- Ponderosa Safe Routes to School (CIP 9380)	240,000	Art 8, 99400(a)	-	Art 8, 99400(a)			240,000
Streets and Roads- Interim Safety Striping and Markings (CIP 9392)			27,500	Art 8, 99400(a)			27,500
							-
							-
ALLOCATED FUNDS	240,000		327,500			-	567,500

Ross Gilb 872-6291 x119 rgilb@townofparadise.com; Marc Mattox

BCAG: Ivan Garcia or Julie Quinn 809-4616

SUPPLEMENTAL INFO SPECIFIC TO PARADISE:

TDA Funds:	Estimated Beg Fund Balance (a)	21/22 Revenue (b)	21/22 Expense (c)	Estimated End Fund Balance (a+b-c)
Transit Fund	29,467	-	-	29,467
Transportation Fund	372,993	240,000	567,500	45,493
Total Paradise TDA Fund	402,460	240,000	567,500	74,960

APPENDIX E

Resolution of the Butte County Association of Governments Making Findings Regarding Unmet Transit Needs Affecting Fiscal Year 2022/23

**RESOLUTION OF THE BUTTE COUNTY ASSOCIATION OF GOVERNMENTS
MAKING FINDINGS REGARDING UNMET TRANSIT NEEDS AFFECTING FISCAL
YEAR 2022-2023**

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 2022/2023 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 26th day of May 2022 by the following vote:

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

NOES:
None

ABSENT: C Reynolds, Kimmelshue

ABSTAIN: None

APPROVED:



JODY JONES, CHAIR
BUTTE COUNTY ASSOCIATION OF GOVERNMENTS

ATTEST:



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