



Butte County Association of Governments

Unmet Transit Needs Assessment – 2023/2024



DRAFT

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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 conducted a Non-Emergency Medical Transportation Study. This study, while separate from the fixed route and paratransit service B-Line already offers, looked in-depth at the needs for NEMT service throughout Butte County as a whole, not just the B-Line service area. As a result, BCAG is currently putting together a plan to implement those findings in a scaled approach. The first step of this process will be to implement intercity travel for paratransit riders for non-emergency medical trips. This service has an anticipated start date of late FY 2023/24, however that is heavily dependent on budget and finding the necessary technologies and staff to make this program work.

Findings for FY 2023/24

After analysis of all testimony received during the 2023/24 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 2022/23, 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, youths are considered those between ages 5 and 19, low-income households are considered to be those with incomes below the poverty threshold as defined by the federal government. Persons with disabilities are defined by those that have difficulty using the fixed route transit system either some or all of the time due to a physical or mental handicap.

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>	217,884	37%	18%
<i>Bangor</i>	420	54%	-
<i>Berry Creek</i>	1,190	43%	33%
<i>Biggs</i>	2,692	44%	11%
<i>Butte Creek Canyon</i>	598	61%	17%
<i>Butte Meadows</i>	-	-	-
<i>Butte Valley</i>	869	51%	6%
<i>Cherokee</i>	91	43%	-

Chico	103,898	33%	22%
Clipper Mills	402	34%	65%
Cohasset	480	48%	5%
Concow	306	26%	6%
Durham	5,989	41%	4%
Forbestown	272	32%	14%
Forest Ranch	1,820	41%	2%
Gridley	7,510	40%	10%
Honcut	229	16%	-
Kelly Ridge	3,002	58%	8%
Magalia	10,537	37%	13%
Nord	313	36%	-
Oroville	20,409	35%	21%
Oroville East	7,701	47%	9%
Palermo	5,387	42%	21%
Paradise	7,730	48%	16%
Rackerby	166	27%	45%
Richvale	203	46%	-
Robinson Mill	38	100%	50%
South Oroville	2,668	29%	22%
Stirling City	315	55%	66%
Thermalito	6,665	36%	21%
Yankee Hill	327	28%	7%
Butte County	217,884	37%	18%

Data Sources: 2017-2021 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.

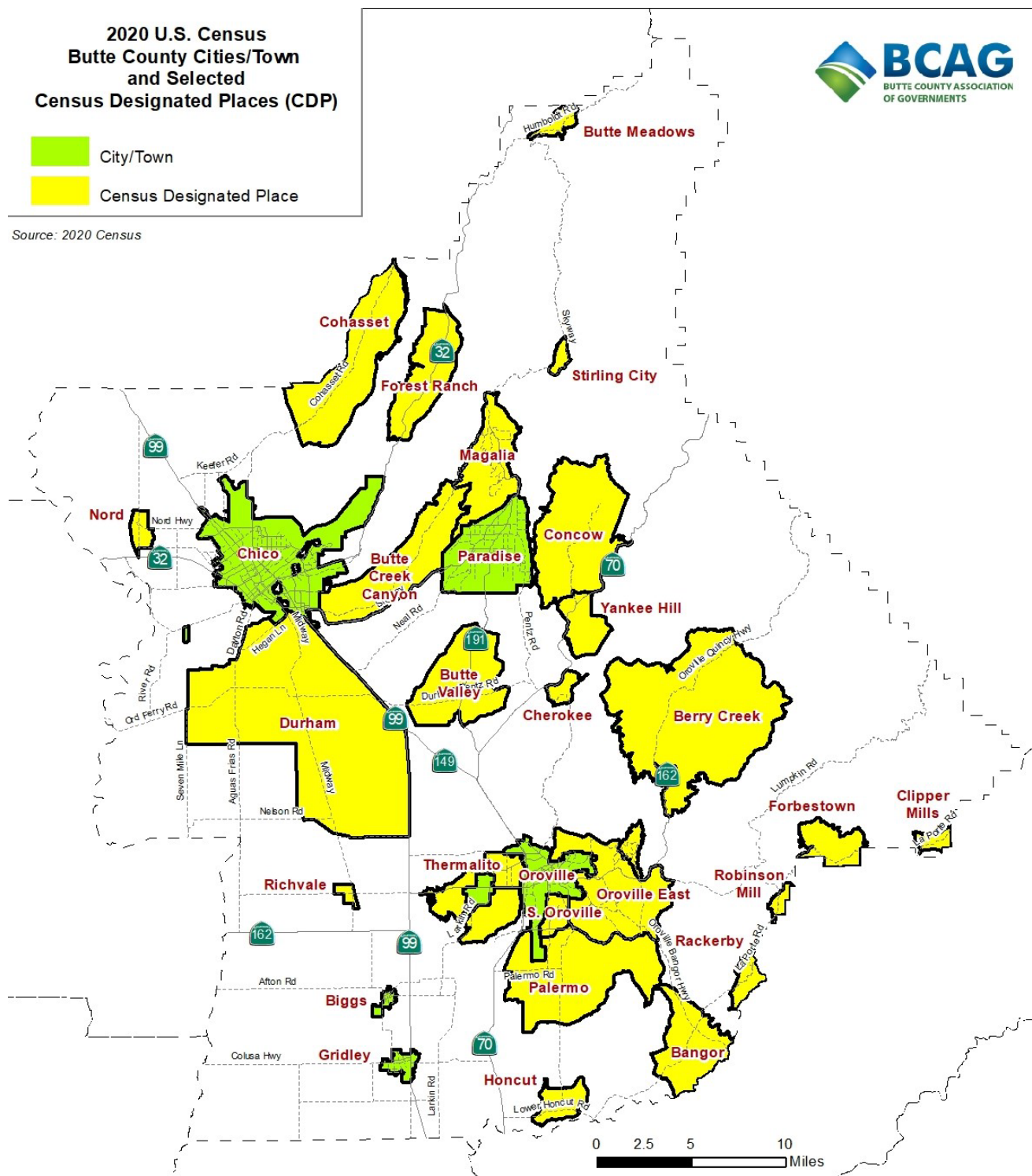
Poverty Indicators (19% and above) - Table 1 identifies transit dependent families that are at poverty levels* by census designated places. These poverty indicators are highlighted in this table by bold and large print.

**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

Intercity Routes

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.

Local Chico Routes

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.

Local Oroville Routes

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 8:15 AM – 7:00 PM	2	M-F: 60 min. Sat: 60 min.
Route 7 Courthouse/East**	Monday – Friday 6:45 AM – 5:30 PM	1	M-F: 60 min.
Route 8 Nord**	Monday – Thursday 7:34 AM – 9:34 PM	1	M-F: 30 min.

	Friday 7:34 AM – 4:04 PM		
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 an adhoc 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 on an as-needed basis. The CTWG has not been assembled in several years, but BCAG is ready and able to re-assemble should the need arise. 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 also conducted a Non- Emergency Medical Transportation Study that was 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 local pop-up events throughout Butte County, in local newspapers, on the local new station, on all transit buses and on the Internet at both the BCAG and B-Line web sites, 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 2021 through the month of June 2022. 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 2021 – June 2022)

<u>System</u>	<u>Total Fares (fiscal audit)</u>	<u>Total Passengers</u>
B-Line Rural F.R.	\$323,524	117,046
B-Line Urban F.R.	\$514,246	361,932
Total Fixed Route	\$837,770	478,978
B-Line Rural Para	\$42,593	16,246
B-Line Urban Para	\$135,534	48,331
Total Paratransit	\$178,127	64,577

<u>System</u>	<u>Average Service Hour Cost</u>	<u>Average Fare / Passenger</u>
Fixed Route (F.R.)	\$128.24	\$ 2.09
Paratransit	\$106.82	\$ 2.71

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:

- Service down Fair Street in Chico.

FINDING → Service to Fair Street in Chico is not an Unmet Need as it is currently served by Route 41 on its first inbound trip of the day, and there are two routes (14 and 17) that serve MLK Blvd, which runs parallel to Fair Street and stops at E 20th Street and Fair Street. More comprehensive service to Fair Street is being looked at as part of the Route Optimization Study.

- Request for a bus stop between 2301 and 2307 W. Biggs-Gridley Road.

FINDING → Due to the distance between this location and the closest stops on Route 32 between Biggs and Chico, this is an Unmet Transit Need. However, this need is unreasonable to meet due to Criteria 4 – Feasibility. The location of this section of road only has space on one side for a bus stop, and it would not be safe to stop there in both directions, making it unlikely to be useful for the population living there. Stop locations on current routes will be looked at as part of the Route Optimization Study.

- Add a shuttle between the major shopping centers and downtown Chico.

FINDING → This is not an Unmet Need because the major shopping centers in Chico are all currently served. A shuttle service connecting riders from the Chico Marketplace to the North Valley Plaza and downtown Chico only 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 and amount of time necessary to complete a trip.

ROUTE TIMES

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

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

SATURDAY SERVICE:

- Would like service in the Oroville area on the weekends.

FINDING → Minimal weekend 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%.

MISCELLANEOUS COMMENTS:

- Add seat belts to the buses.

FINDING → This is a safety issue. Buses are designed differently from commuter vehicles and have a lot more cushioning around a passenger in the event of a crash. Safety standards for buses of all sorts, public transit and school buses included, are very rigorous. Lap belts are not needed in the larger buses because they are low enough to the ground, of a heavier construction, and have padded seat backs with energy-absorbing steel skeletons.

- Have all paratransit drivers trained in CPR and first aid.

FINDING → This is an operational issue. Paratransit drivers are trained in various safety measures, including limited first aid. However, in the event of an emergency the priority is getting the vehicle and passengers to a safe location and calling 911. We will investigate whether CPR and first-aid certification would be a good addition to their current training.

Unmet Transit Needs Findings and Recommendations

Recommendations

After consideration of all testimony received during the 2022/23 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 2023/24 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 2023/2024 Transit Needs Assessment was presented to the Butte County Social Service Transportation Advisory Council via a Zoom teleconferencing meeting on January 9, 2023. 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 2023/24 Transit Needs Assessment, comments need to be received by Thursday, December 8, 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** – Visit <http://www.blinetransit.com/Contact-B-Line/Comment-Form/> - Type “UTN” as the subject.
- **Public Hearing at BCAG Board Meeting**
 - Thursday, December 8, 2022, 9:00 a.m.
 - Location, agenda and Zoom link available December 1

Comments are due by 5:00 p.m. Thursday, December 8, 2022

Yog koj xav tham txog kev pab los ntawm B-Line, tab sis hais tsi tau lus Askiv, thov hu lossis xa email rau BCAG, cov lus ntawd mam txhais ua lus Askiv.

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.

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

La Asociación de Gobiernos del Condado de Butte (BCAG) 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 2023/24 los comentarios deben ser recibidos antes del jueves, 8 de diciembre de 2022.

Todos los testimonios recibidos serán considerados por igual.

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- **Correo electrónico** – vproctor@bcag.org
- **Teléfono** – (530) 809-4616, ext. 1
- **Página web**
 - Visita www.blinetransit.com/Contact-B-Line/Comment-Form
 - complete el formulario de comentarios y escriba “UTN” como asunto
- **Audiencia pública en la reunión de la junta BCAG**
 - jueves, 8 de diciembre de 2022, 9:00 am
 - lugar, programa y el link de Zoom estará disponible diciembre 1

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, pero no habla inglés, por favor envíelas por correo o por correo electrónico a BCAG, y se traducirán para su consideración.



B-LINE PUAS COJ KOJ MUS RAU QHOV KOJ XAV MUS?

Lub Koom haum BCAG tab tom thov cov lus xam pom los ntawm pej xeeb txog kev tu ncu ntawm kev thauj mus los. Cov pej xeeb raug caw kom xa cov lus tawm tswv yim los ntawm kev xa ntawv, email, hu xov tooj, hauv is los sis hauv Zoom thaum peb lub rooj sab laj rau pej xeeb. Rau kev txiav txim siab nyob rau hauv 2023/24 Kev Ntsuam Xyuas Cov Kev Xav Tau Ntawm Kev Thauj Mus Los, cov lus tawm tswv yim yuav tsum tau txais tsis pub dhau Hnub Thursday, Kaum Ob Hlis 8, 2022.

Txhua zaj lus tawm tswv yim uas tau txais yog xam tias muaj vaj huam sib luag.

- **Xa Ntawv** – 326 Huss Dr, Suite 150, Chico CA 95928
- **Email** – vproctor@bcag.org
- **Xov Tooj** – (530) 809-4616, txuas rau. 1
- **Phab Web Page** – mus xyuas www.blinetransit.com/Contact-B-Line/Comment-Form/ (hom “UTN” raws li lub ncauj lus)
- **Lub Rooj Sib Tham Rau Pej Xeeb ntawm BCAG Pawg Thawj Tswj Xyuas Lub Rooj Sib Tham**
 - hnub Thursday, Kaum Ob Hlis 8, 2022
 - Zoom link thiab diam Kom tswi tso rau lub Kaum Ob Hlis 1, 2022

Lus tawm tswv yim yog xaus rau thaum 5:00 teev yuav tsaus ntuj

Hnub Thursday, Kaum Ob Hlis 8, 2022

SPARKY'S CORNER

Generator Safety

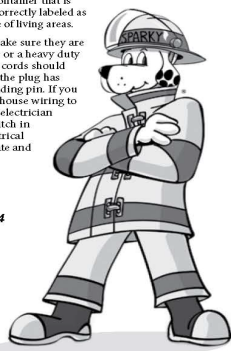
Downed utility lines, power company blackouts, heavy snow falls or summer storms can all lead to power outages. Many people turn to a portable generator for a temporary solution without knowing the risks.

- Generators should be used in well ventilated locations outside at least 5 feet away from all doors, windows, and vent openings. Measure the 5-foot distance from the generator exhaust system to the building.
- Never use a generator in an attached garage, even with the door open.
- Place generators so that exhaust fumes can't enter the home through windows, doors or other openings in the building. The exhaust must be directed away from the building.
- Make sure to install carbon monoxide (CO) alarms in your home. Follow manufacturer's instructions for correct placement and mounting height.
- Turn off generators and let them cool down before refueling. Never refuel a generator while it is hot.
- Store fuel for the generator in a container that is intended for the purpose and is correctly labeled as such. Store the containers outside of living areas.

When plugging in appliances, make sure they are plugged directly into the generator or a heavy duty outdoor-rated extension cord. The cords should be checked for cuts, tears and that the plug has all three prongs, especially a grounding pin. If you must connect the generator to the house wiring to power appliances, have a qualified electrician install a properly rated transfer switch in accordance with the National Electrical Code® (NEC) and all applicable state and local electrical codes.

Thank You, and Be Safe!!

Sparky the Dog
Gridley Fire Station 74



Dear Dietitian

Vegs and Calcium



Commentary by Leanne McCrate

Dear Dietitian,

I read your last column on calcium, where you recommended that we get the mineral in our diet rather than pills. Is it better to get calcium from plant foods or dairy products?

Just wondering

Dear Wondering,

Calcium is the most abundant mineral in the body, accounting for 39% of total body minerals. Most of us know calcium is needed for strong bones and teeth, but did you know it is also required for blood clotting? Calcium initiates the release of blood-clotting agents from your platelets. Other functions include regulation of heartbeat and nerve function.

While there are many calcium-rich foods, including tofu, navy beans, fortified juices, and plant milk, this column will focus on dairy and green vegetables. For adults, the Recommended Daily Allowance (RDA) for calcium is 1,000 mg up to age 50. That amount increases to 1,200 mg daily for women over 50 and men older than 70.

Dairy sources of calcium include milk, yogurt, and cheese. The calcium in these foods has a high

bioavailability, meaning the body easily absorbs it. There are many delicious-tasting yogurts on the market today. I was surprised to learn that a 5.3 oz portion (about 1/2 cup) only provides 15% (150 mg) of the Daily Value (DV) for calcium. In comparison, 1 cup of plain, non-fat yogurt contains 45% DV (450 mg). Start with plain, fat-free yogurt to maximize calcium intake, then sweeten it with your favorite fruit. Or simply eat two cartons of the smaller, pre-packaged yogurts.

Dark, green leafy vegetables, such as kale, spinach, turnip greens, mustard greens, and broccoli, are good sources of calcium. The calcium in these foods is just as healthy as in dairy products, but you will need to consume larger portions of these vegetables compared to dairy. This is good since these veggies are also rich in folic acid and fiber. For example, 2 cups of cooked broccoli provide 360 mg calcium, or 36% DV. It is important to note the high levels of oxalate in spinach limits the bioavailability of calcium, restricting its absorption.

The bottom line is to keep it simple. Choose calcium-rich foods that you enjoy. Be sure to get these products in your diet every single day. And don't forget about vitamin D, which is needed for calcium absorption. This mighty vitamin can be made from sunlight exposure and is also found in fortified milk, juice, and some cereals.

Until next time, be healthy!
Dear Dietitian

Leanne McCrate, RD, LD, is an award-winning dietitian based in Missouri. Her mission is to educate consumers on sound, scientifically-based nutrition. Email her today at DearDietitian411@gmail.com. Dear Dietitian does not endorse any products, health programs, or diet plans.



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

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- Audiencia pública en la reunión de la junta BCAG
 - jueves, 8 de diciembre de 2022, 9:00 am
 - lugar, programa y el link de Zoom estará disponible diciembre 1

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

B-LINE PUAS COJ KOJ MUS RAU QHOV KOJ XAV MUS?

Lub Koom haum BCAG tab tom thov cov lus xam pom los ntawm pej xeeb boog kev tu ncuaw ntawm kev thauj mus los. Cov pej xeeb raug cav kom xa cov lus tawm tswv yim los ntawm kev xa ntawv, email, hu xov tooj, hauv is los sis hauv Zoom thaum peb lub rooj sab laj rau pej xeeb. Rau kev txiav txim siab nyob rau hauv 2023/24 Kev Ntsuam Xyuas Cov Kev Xav Tau Ntawm Kev Thauj Mus Los, cov lus tawm tswv yim yuav tsum tau txais tsis pub dhau Hnub

Txhua zaj lus tawm tswv yim uas tau txais yog xam tias muaj vaj huam sib luag.

- Xa Ntawv - 326 Huss Dr, Suite 150, Chico CA 95928
- Email - vproctor@bcag.org
- Xov Tooj - (530) 809-4616, txuas rau. 1
- Phab Web Page - mus xyuas www.blinetransit.com/Contact-B-Line/Comment-Form/ (horn "UTN" raws li lub ncuaj lus)
- Lub Rooj Sib Tham Rau Pej Xeeb ntawm BCAG Pawg Thawj Tswj Xyuas Lub Rooj Sib Tham
 - hnuv Thursday, Kaum Ob Hlis 8, 2022
 - Zoom link thiab diam Korn tswi tso rau lub Kaum Ob Hlis 1, 2022

Lus tawm tswv yim yog xaus rau thaum 5:00 teev yuav tsaun ntuj Hnub Thursday, Kaum Ob Hlis 8, 2022

REELECTION

Biden: 'Legitimate' for voters to weigh age as he nears 80

By Aamer Madhani
The Associated Press

REHOBOTH BEACH, DEL. — President Joe Biden joked that it's difficult acknowledging he's about to turn 80, but said he's physically and mentally capable of serving a potential second term in the White House.

Biden, who turns 80 on Nov. 20, said it's "totally legitimate" for voters to question whether someone his age can manage the demanding stresses of the American presidency. Biden made the comment in response to a question about his age during an MSNBC interview that aired Sunday.

He said people should judge for themselves whether he is up to the task as polls show that voters would rather not see a rematch with Donald Trump, the Republican ousted by Biden in 2020.

Biden would be 82 on Inauguration Day in January 2025; Trump would be 78.

A recent Associated Press-NORC Center for Public Affairs Research poll shows only about 3 in 10 people questioned about other issues, such as a rematch with Biden or Trump to run for president in two years. Just 5 in 10 Democrats said they would seek a second term, while 6 out of 10 Republicans hope to see Trump seek the presidency again.

"I think the best way to make the judgment is to watch me. Am I slowing up? Am I going at the same pace?" Biden said in the interview that was taped Friday during a visit to the Delaware State University campus to promote his student loan debt forgiveness executive order.

Biden has yet to officially announce whether he will run for a second term, but has repeatedly said it is his

intention to seek reelection. During his 2020 campaign, Biden often presented himself as a "transition candidate" who would build a bridge to new Democratic talent.

The age and health of both Biden and Trump loomed throughout a race that was decided by a younger and more diverse electorate and at a moment when the nation is facing no shortage of issues of consequence.

In the MSNBC interview, Biden said voters should look at his "passion" for the work as they consider his age in factoring whether they should vote for him.

Biden joked that he's still coming to terms with becoming an octogenarian.

"I can't even say the age I am going to be. I can't even get it out of my mouth," Biden said.

Biden went through a battery of blood, physical, gastrointestinal, dental, vision and neurological examinations shortly before his birthday last year.

Dr. Kevin O'Connor, Biden's primary care physician, said in a two-page memo released by the White House after the exam that Biden was "healthy, vigorous" and "fit to successfully execute the duties of the presidency."

O'Connor said he investigated Biden for increased instances of "throat clearing" during public remarks and a stiffening of his gait.

O'Connor reported that Biden's coughing was the result of gastrointestinal reflux, a legal obligation that Biden said was the result of a new diagnosis of "mild peripheral neuropathy," spinal arthritis and compensation for a broken foot sustained shortly before he took office.

CAPITOL RIOT

Cheney says 1/6 panel won't let Trump turn testimony into circus

By Hope Yen
The Associated Press

WASHINGTON — The House committee investigating the Capitol riot won't give Donald Trump the chance to turn a possible live TV appearance of his subpoenaed testimony into a "circus" and "food fight" as lawmakers try to ensure he complies with their demands, the panel's vice chair said Sunday.

The committee is demanding Trump's testimony under oath next month as well as records relevant to its investigation. To avoid a complicated and protracted legal battle, Trump reportedly had told associates he might consider complying with the subpoena if he could answer questions during live testimony.

When asked if the committee would consider taking his testimony live, Rep. Liz Cheney on Sunday did not directly respond. She said the committee would not allow Trump's testimony to turn into a "food fight" on TV — much as was seen, she said, in Trump's broadcast appearances such as one of his 2020 presidential debates — and she warned that the committee will take action if he does not comply with the subpoena.

"We are going to proceed in terms of the questioning of the former president under oath," Cheney, R-Wyo., said on "Meet the Press" on NBC. "It may take multiple days, and it will be done with a level of rigor and discipline that is necessary. It deserves. We are not going to allow — he's not going to turn this into a circus."

"We have many, many alternatives that we will consider if the former president decides he is not going to comply with his legal obligation, a legal obligation every American citizen has



Vice Chair Liz Cheney, R-Wyo., speaks as the House select committee investigating the Jan. 6 attack on the U.S. Capitol, holds a hearing on Capitol Hill in Washington on Oct. 13.

to comply with a subpoena," she said.

Her office made clear later that she and the Jan. 6 committee were not ruling out the possibility of live testimony. It did not indicate what form that might take to avoid the "food fight" or "circus" that Cheney said would not happen.

The subpoena, issued Friday, calls on Trump to hand over documents by Nov. 4 and provide testimony "on or about" Nov. 14.

It is unclear how Trump and his legal team will respond. He could comply or negotiate with the committee, announce he will defy the subpoena or ignore it altogether. He could go to court and try to stop it.

Last week, Steve Bannon, a longtime Trump ally, was sentenced to serve four months behind bars after defying a subpoena from the same committee. He remains free pending appeal. Former Trump trade adviser Peter Navarro also awaits a trial next month on similar contempt of Congress charges.

The subpoena includes requests for any communications referring to extremist groups who were coming to Washington, pressure on state legislators to overturn

the 2020 election vote and messages about Vice President Mike Pence, whom Trump was pushing to object to President Joe Biden's victory.

House Speaker Nancy Pelosi, D-Calif., said Sunday that she doubted Trump would appear for his deposition and that the public should know "that no one is above the law."

"I don't think he's man enough to show up," Pelosi said on MSNBC. "I don't think his lawyers would want him to show up because he (would) had to testify under oath. ... We'll see."

There remains little legal advantage for Trump to cooperate with the committee at a time when he faces other legal battles in various jurisdictions, including over his family business in New York and the handling of presidential records at his Mar-a-Lago estate in Florida.

It's possible that Trump's lawyers could simply opt to run out the clock on the subpoena if they go to court to try to squash it as the committee of two Republicans and seven Democrats is required to finish its work by the end of the year.


Cheney, in the television interview, made her position clear that Trump had committed "multiple criminal offenses" and should be prosecuted. She cited his repeated efforts as outlined by the Jan. 6 committee to undermine democracy by denying his election loss to Biden and by spurring his supporters in the violent attack on the Capitol.

"We've been very clear about a number of different criminal offenses that are likely at issue here," Cheney said. "If the Department of Justice determines that they have the evidence that we believe is there and they make a decision not to prosecute, I think that really calls into question whether or not we're a nation of laws."

Cheney, who lost in Wyoming's August primary after becoming Trump's fiercest GOP critic and has signaled a possible 2024 presidential run, expressed dismay over the number of Republican candidates in the Nov. 8 midterms who deny the legitimacy of the 2020 election. She acknowledged that the Jan. 6 committee's investigation will be permanently ended in January if Republicans re-take control of the House.


While saying it may take "a couple of election cycles," Cheney insisted the Republican Party can find its way back as a defender of democracy and the Constitution, as she put it. She pointed to the 2021 presidential campaign as a pivotal moment.

"I think that the party has either got to come back from where we are right now, which is a very dangerous, toxic place, or the party will splinter and there will be a new conservative party that rises," she said. "And if Donald Trump is the nominee of the Republican Party, the party will shatter and there will be a conservative party that rises in its place."



BCAG
BUTTE COUNTY ASSOCIATION
OF GOVERNMENTS

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



B-Line
Butte Regional Transit

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 2023/24 Transit Needs Assessment, comments need to be received by **Thursday, December 8, 2022.**

All testimony received is given equal consideration.

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• **Email** – vproctor@bcag.org

• **Phone** – (530) 809-4616, ex. 1

• **Web Page** - Visit <http://www.blinetransit.com/Contact-B-Line/Comment-Form/>
- Type "UTN" as the subject

• **Public Hearing at BCAG Board Meeting**
- Thursday, December 8, 2022, 9:00 a.m.
- Location, agenda and Zoom link available December 1

Comments are due by 5:00 p.m. Thursday, December 8, 2022

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

La Asociación de Gobiernos del Condado de Butte (BCAG) 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 2023/24 los comentarios deben ser recibidos antes del jueves, 8 de diciembre de 2022.

Todos los testimonios recibidos serán considerados por igual.

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• **Teléfono** – (530) 809-4616, ext. 1

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- complete el formulario de comentarios y escribe "UTN" como asunto

• **Audiencia pública en la reunión de la junta BCAG**
- jueves, 8 de diciembre de 2022, 9:00 am
- lugar, programa y el link de Zoom estará disponible diciembre 1

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

B-LINE PUAS COJ KOJ MUS RAU QHOV KOJ XAV MUS?

Lub Koom haum BCAG tab tom thov cov lus xam pom los ntwam pej keem toeg kev tu ntau ntwam kev thaup mus los. Cov pej keem raug cov kom xa cov lus tawm tswv yim los ntwam kev xa ntauw, email, hu xov tooj, hauv is los sis hauv Zoom thaum peb lub rooj sab laj rau pej keem. Rau kev txaw txim siab nyob rau hauv 2023/24 Kev Ntsuam Xyuas Cov Kev Xav Rau Ntwam Kev Thaup Mus Los, cov lus tawm tswv yim yuav tsum tau txais tsis pub dhau Hnub Thursday, Kaum Ob Hlis 8, 2022.

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- hnub Thursday, Kaum Ob Hlis 8, 2022
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Lus tawm tswv yim yuav xa lus rau thaum 5:00 tswv yim txuas hnub Thursday, Kaum Ob Hlis 8, 2022

SNEAKER GIANT

Adidas ends partnership with Ye over antisemitic remarks

By Alexandra Olson
and Anne D'Innocenzo
The Associated Press

NEW YORK Adidas ended a partnership that helped make the artist formerly known as Kanye West a billionaire and lent the German sportswear an edgy appeal, but ultimately

couldn't survive a mounting outcry over the rapper's offensive and antisemitic remarks.

The split will leave Adidas searching for another transcendent celebrity to help it compete with ever-larger rival Nike, but will likely prove even costlier for Ye, as the rapper is now

known. The sneaker giant became the latest company to cut ties with Ye, whose music career has been in decline as he courted controversy.

Adidas said it expected to take a hit of up to 200 million euros (\$246 million) to its net income this year from the decision to im-

mediately stop production of its line of Yeezy products and stop payments to Ye and his companies. Its shares closed down more than 2% on Tuesday.

"Adidas does not tolerate antisemitism and any other sort of hate speech," the company said in a statement Tuesday. "Ye's recent comments and actions have been unacceptable, hateful and dangerous, and they violate the company's values of diversity and inclusion, mutual respect and fairness."

For weeks, Ye has made antisemitic comments in interviews and social media, including a Twitter post earlier this month that he would soon go "death con 3 on JEWISIT PROPLE," an apparent reference to the U.S. defense readiness condition scale known as DEFCON. He was suspended from both



Kanye West watches the first half of a basketball game between the Washington Wizards and the Los Angeles Lakers in Los Angeles on March 11.

Twitter and Instagram. Ye expressed some regret in an interview with publisher Lex Fridman posted online Monday, in which he characterized his initial tweet as a mistake and apologized to "the Jewish community." An email message sent to a representative

for Ye was not immediately returned.

Adidas has stuck with Ye through other controversies over his remarks about slavery and COVID-19 vaccines. But Ye's antisemitic comments stirred up the company's own past ties with the Nazi regime that the company had worked to leave behind. The World Jewish Congress noted that during World War II, Adidas factories "produced supplies and weapons for the Nazi regime, using slave labor."

Jewish groups said the decision to drop Ye was overdue.

"I would have liked a clear stance earlier from a German company that also was entangled with the Nazi regime," Josef Schuster, president of the Central Council of Jews in Germany, the main Jewish group in the country where Adidas is headquartered.

Adidas, whose CEO Kasper Rorsted is stepping down next year, said it reached its decision after conducting a "thorough review" of its partnership with Ye, whose talent agency, CAA, as well as Balenciaga fashion house had already dropped the rapper. In the hours before the announcement, some Adidas employees in the U.S. had spoken out on social media about the company's inaction.

LEGALS

TOWN OF PARADISE PLANNING COMMISSION NOTICE OF ENVIRONMENTAL DOCUMENT AVAILABILITY AND PUBLIC HEARING

NOTICE IS HEREBY GIVEN by the Planning Director that a public hearing will be held on Tuesday, December 6, 2022 at 6:00 p.m. in the Town Hall Council Chambers, 5555 Skyway, Paradise, California, regarding the following project:

Project title: Paradise Boutique Apartments
Conditional Use Permit Modification
Application (PL22-00073)

Project location: 5900 Canyon View Dr, Paradise, CA;
AP No. 053-290-016

Description of project: The project proponent is requesting Town of Paradise approval of a conditional use permit modification application proposing the conversion of the remaining 58 rooms from the previous retirement residence, to market-rate apartments. The project would also include additional parking/paved areas and landscape upgrades.

Address where document may be viewed: Town of Paradise
Building Resiliency Center
6295 Skyway, Paradise, CA 95968

<https://www.townofparadise.com/planning/pages/cvnr/omental-documents>

Public review period: Begins: October 28, 2022
Ends: November 25, 2022

The environmental document and project file are available for public inspection at the Development Services Department in the Building Resiliency Center. Any person wishing to respond to the proposed environmental document may file written responses no later than November 28, 2022 at 4:00 p.m. with the Paradise Development Services Department.

If you challenge this project in court, you may be limited to raising only those issues you or someone else raised at the public hearing described in this notice, or in written correspondence delivered to the Town Planning Director at, or prior to, the public hearing. For additional information, please contact the Development Services Department at (530) 872-6291 ext. 423.

Susan Hartman
Planning Director
10/26/2022

Notice of Public Auction
As defined by the California Self Storage Facilities Act, Business and Professions Code sections 21700 - 21710, American Self Storage LLC, Auction Start Date 10/22/2022, Auction End Date 11/02/2022, Time of sale 8:00 AM. Auction will be conducted entirely online at <http://www.storage-treasures.com>. Auctioneer: Storage-Treasures LLC. Phone: (800) 287-6007. Property being sold: All units: Miscellaneous household goods: D - 18 Mirandas, Coomes E - 18 Nicole Brown 10/22, 10/29/2022



EQUAL HOUSING OPPORTUNITY

Federal regulations encourage all advertising for the sale, rental or financing of housing to contain an equal housing opportunity logo, statement, or slogan as a means of educating the public. All newspapers are encouraged to run a logo next to housing advertisements in every edition.

The regulations recommend publishers use the following language: All real estate advertised herein is subject to the Federal Fair Housing Act, which makes it illegal to advertise any preference, limitation, or discrimination because of race, color, religion, sex, handicap, familial status, or national origin, or intention to make any such preference, limitation, or discrimination.

We will not knowingly accept any advertisement for real estate that is in violation of the law. All persons are hereby informed that all dwellings advertised are available on an equal opportunity basis.

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



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- Type "UTN" as the subject
- **Public Hearing at BCAG Board Meeting**
 - Thursday, December 8, 2022, 9:00 a.m.
 - Location, agenda and Zoom link available December 1

Comments are due by 5:00 p.m. Thursday, December 8, 2022

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- complete el formulario de comentarios y escriba "UTN" como asunto
- **Audiencia pública en la reunión de la junta BCAG**
 - Jueves, 8 de diciembre de 2022, 9:00 am
 - lugar, programa y el link de Zoom estará disponible diciembre 1

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

B-LINE PUAS COJ KOJ MUS RAU QHOV KOJ XAV MUS?

Lub Koom haum BCAG tab tom thov cov lus xam pom los ntawm pej xeeb txog kev tu ncua ntawm kev thauj mus los. Cov pej xeeb raug caw kom xa cov lus tawm tsaw yim los ntawm kev xa ntawv, email, hu xov tooj, hauv los los sis hauv Zoom thaum peb lub rooj tab laj rau pej xeeb. Rau kev txiav tsm sib nyob rau hauv 2023/24 Kev Ntsaum Xyuas Cov Kev Xav Rau Ntawm Kev Thauj Mus Los, cov lus tawm tsaw yim yuav tsum tau txais tsis pub dhau Hnub Thursday, Kaum Ob Hlis 8, 2022.

Txhua zaj lus tawm tsaw yim uas tau txais yog xam txais muaj vaj huam sib luag.

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- **Lub Rooj Sib Tham Rau Pej Xeeb ntawm BCAG Pawg Thawj Tswj Xyuas Lub Rooj Sib Tham**
 - hnub Thursday, Kaum Ob Hlis 8, 2022
 - Zoom link thiab diam Kom tswi tso rau lub

Lus tawm tsaw yim yuav xaas rau thaum 5:00 teev xyuas ntawv Hnub Thursday, Kaum Ob Hlis 8, 2022

APPENDIX B

Butte County Association of Governments 2022-2023 Social Services Transportation Advisory Council

1 2 3 4 5 6 7

Name	Agency	Category Filled							Term ends
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
Talmadge (Goldie) House	Disability Action Center	x	x	x					June 30, 2025
Linda Cartier	Citizen-Chico	x	x						June 30, 2025
Mary Neumann	Passages						x		June 30, 2025

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

2022/23 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)

ANNUAL PROJECT AND EXPENDITURE PLAN

Claimant: Butte Regional Transit

Fiscal Year 2022/2023

TDA FUNDING HELD BY BCAG:

FY 22/23 APPORTIONMENTS	
Prior Year Appt Balance	3,840,354
LTF Apportionment	2,012,566
STA Apportionment	5,852,920
Total Available to Claim	(5,852,920)
Amount claimed	
Unclaimed TDA	

X Preliminary
Final

Submitted Aug 2022
Submitted May or June 2023

TDA CLAIMED FOR ARTICLE 4 AND 8		FUND BALANCE USED		CLAIMED FUNDS		CLAIMED FUNDS		TOTAL PROJECT		
TDA STATUTE DESCRIPTION & LOCAL AGENCY PROJECT TITLE		TDA - LTF Carryover		TDA - LTF		TDA - STA				
		LTF \$ amount	PUC Section	LTF \$ amount	PUC Section	LTF \$ amount	CCR Section			
Public Transit/ B-line Fixed Route		824,610	Article 4, 99260(a)		2,033,012	Article 4, 99260(a)	1,612,566	Art 4, Sec 6730 (a)	4,470,188	
Public Transit/ B-line Paratransit		276,577	Article 4, 99260(a)		1,407,342	Article 4, 99260(a)	-	-	1,683,919	
Transit Planning& Capital/ B-line Capital Reserve					400,000	Article 4, 99262			400,000	
Transit Planning& Capital/ B-line STA Reserve					-			400,000	Art 4, Sec 6730 (b)	400,000
ALLOCATED FUNDS		1,101,187								-
					3,840,354			2,012,566	-	6,954,107

Local Contact: Andy Newsom/ Sara Cain

BCAG: Ivan Garcia or Julie Quinn 809-4616

TDA FUNDING HELD BY BRT:

	Estimated Beg Fund Balance (a)	22/23 Revenue (b)	22/23 Expense (c)	Estimated End Fund Balance (a+b-c)
TDA held by BRT:				
Transit- LTF	1,101,187	3,840,354	4,941,541	-
Transit- STA	-	2,012,566	2,012,566	-
Total TDA Funds	1,101,187	5,852,920	6,954,107	-

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

Claimant: _____ County of Butte

Fiscal Year 2022/2023

TDA FUNDING HELD BY BCAG:

FY 22/23 APPORTIONMENTS	
Prior Year Appt Balance	2,133,278
22/23 LTF Apportionment	2,133,278
Total Available to Claim	2,133,278
Amount claimed	(2,133,278)
Unclaimed TDA	

X Preliminary
 _____ Final

Submitted Aug 2022
 Submitted May or June 2023

TDA CLAIMED FOR ARTICLE 8 ONLY	
TDA STATUTE DESCRIPTION & LOCAL AGENCY PROJECT TITLE	FUND BALANCE USED
	TDA - LTF
	LTF \$ amount PUC Section
Transit- Public or Special Assistance / Transit Service (Gridley flyer)	- Article 8, 99400 (c)
Passenger Rail Operations & Capital / Rail Service (Amtrack)	Article 8, 99400 (b)
Transportation Planning & Admin/ Streets & Roads Planning	1,000 Article 8, 99402
Transportation Planning & Admin/ Bike & Ped Planning	Article 8, 99402
Streets & Road Maintenance - Pavement Improvements	Article 8, 99400 (a)
Capital Projects for Streets & Road/ provide capital listing	399,558 Article 8, 99400 (a)
Capital Projects for Bike & Ped/ provide capital listing	Article 8, 99400 (a)
ALLOCATED FUNDS	400,558
	2,133,278
	OTHER FUNDING SOURCES
	OTHER FUNDS
	SOURCE
	local income
	other agency cont
	1,000
	1,878,641
	648,515
	2,533,836

Local Contact: Amanda Partain

BCAG: Ivan Garcia or Julie Quinn 809-4616

TDA FUNDING HELD BY CITY:

TDA Fund:	Estimated Beg	22/23	22/23	Estimated End
	Fund Balance	Revenue	Expense	Fund Balance
	(a)	(b)	(c)	(a+b-c)
Transit/ Rail LTF	-	5,680	5,680	-
Transportation LTF	400,558	2,127,598	2,528,156	-
Unclaimed current TDA apportionment	-	-	-	-
Total TDA	400,558	2,133,278	2,533,836	-
Expense covered with Other Revenue	-	-	-	-
Total City Transportation Fund	400,558	2,133,278	2,533,836	-

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

Claimant: City of Biggs Fiscal Year 2022/2023
 TDA FUNDING HELD BY BCAG Submitted Aug 2022
 X Preliminary Submitted May or June 2023
 Final

FY 22/23 APPORTIONMENTS	
Prior Year Appt Balance	65,653
22/23 LTF Apportionment	65,653
Total Available to Claim	65,653
Amount claimed	(65,653)
Unclaimed TDA	-

TDA CLAIMED BY PUC CATEGORY

TDA CLAIMED FOR ARTICLE 8 ONLY	FUND BALANCE USED		CLAIMED FUNDS		OTHER FUNDING SOURCES		TOTAL PROJECT
	TDA - LTF		TDA - LTF		OTHER FUNDS	SOURCE	
	LTF \$ amount	PUC Section	LTF \$ amount	PUC Section			
TDA STATUTE DESCRIPTION & LOCAL AGENCY PROJECT TITLE							
Transit- Public or Special Assistance / Transit Service	-	Article 8, 99400 (c)	-	Article 8, 99400 (c)		local income	
Passenger Rail Operations & Capital / Rail Service		Article 8, 99400 (b)		Article 8, 99400 (b)		other agency contributions	
Transportation Planning & Admin/ Streets & Roads Planning		Article 8, 99402	-	Article 8, 99402			
Transportation Planning & Admin/ Bike & Ped Planning		Article 8, 99402	50,000	Article 8, 99402			50,000
Streets & Road Maintenance - Pavement Improvements	34,860	Article 8, 99400 (a)	15,653	Article 8, 99400 (a)			50,513
Capital Projects for Streets & Road/ provide capital listing		Article 8, 99400 (a)	-	Article 8, 99400 (a)			
Capital Projects for Bike & Ped/ provide capital listing	100,000	Article 8, 99400 (a)	-	Article 8, 99400 (a)			100,000
ALLOCATED FUNDS	134,860		65,653			-	200,513

Local Contact: Dennis Schmidt, Trin Campos

BCAG: Ivan Garcia or Julie Quinn 809-4616

TDA FUNDING HELD BY CITY

TDA Fund:	Estimated Beg Fund Balance (a)	22/23 Revenue (b)	22/23 Expense (c)	Estimated End Fund Balance (a+b-c)
Transit/ Rail LTF - Fund 707	-	-	-	-
Transportation LTF - Fund 80	134,860	65,653	200,513	-
Unclaimed current TDA apportionment	-	-	-	-
Total TDA	134,860	65,653	200,513	-
Expense covered with Other Revenue	-	-	-	-
Total City Transportation Fund	134,860	65,653	200,513	-

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

Claimant: _____ City of Chico _____ Fiscal Year 2022/2023
 TDA FUNDING HELD BY BCAG: Submitted August 2022
 Submitted May or June 2023

FY 22/23 APPORTIONMENTS	
Prior Year Appt Balance	276,609
22/23 Apportionment	3,755,223
Total Available to Claim	4,031,832
Amount claimed	(4,031,832)
Unclaimed TDA	-

X Preliminary
 Final

TDA CLAIMED FOR ARTICLE 8 ONLY		FUND BALANCE USED		CLAIMED FUNDS		OTHER FUNDING SOURCES		TOTAL PROJECT
TDA STATUTE DESCRIPTION & LOCAL AGENCY PROJECT TITLE	TDA - LTF		TDA - LTF		OTHER FUNDS	SOURCE		
	LTF \$ amount	PUC Section	LTF \$ amount	PUC Section				
Transit- Public or Special Assistance / Transit Service		Article 8, 99400 (c)	45,526	Article 8, 99400 (c)	30,792	local income	76,318	
Transit Planning & Administration /Transit allocated costs		Article 8, 99400 (d)	-	Article 8, 99400 (d)				
Transit Capital /Transit Center Maint & Utilities		Article 8, 99400 (e)	-	Article 8, 99400 (e)				
Passenger Rail Operations & Capital / Rail Service		Article 8, 99400 (b)	20,999	Article 8, 99400 (b)	22,200	other agency contributions	43,199	
Transportation Planning & Admin/ Streets & Roads Planning		Article 8, 99402	453,672	Article 8, 99402			453,672	
Transportation Planning & Admin/ Bike & Ped Planning		Article 8, 99402	181,900	Article 8, 99402			181,900	
Streets & Road Maintenance - Pavement Improvements		Article 8, 99400 (a)	92,953	Article 8, 99400 (a)			92,953	
Capital Projects for Streets & Road/ provide capital listing		Article 8, 99400 (a)	2,346,464	Article 8, 99400 (a)			2,346,464	
Capital Projects for Bike & Ped/ provide capital listing	199,682	Article 8, 99400 (a)	890,318	Article 8, 99400 (a)			1,090,000	
ALLOCATED FUNDS	199,682		4,031,832		52,992	-	4,284,506	

BCAG: Ivan Garcia or Julie Quihn 809-4616

Local Contact: Linda Herman, Amanda McGarr, Leigh Ann Sutton

TDA FUNDING HELD BY CITY:

TDA Fund:	Estimated Beg Fund Balance (a)	22/23		Estimated End Fund Balance (a+b-c)
		Revenue (b)	Expense (c)	
Transit/ Rail LTF	-	66,525	66,525	-
Transportation LTF	709,880	3,888,696	3,888,380	510,198
Unclaimed current TDA apportionment	276,609	-	276,609	-
Total TDA	986,489	3,755,223	4,231,514	510,198
Expense covered with Other Revenue	-	52,992	52,992	-
Total City Transportation Fund	986,489	3,808,215	4,284,506	510,198

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

Claimant: City of Gridley Fiscal Year 2022/2023

☒ Preliminary
☐ Final

Submitted Aug 2022
 Submitted May or June 2023

TDA FUNDING HELD BY BCAG:

FY 22/23 APPORTIONMENTS	
Prior Year Appt Balance	243,957
22/23 LTF Apportionment	87,434
22/23 STA Apportionment	331,391
Total Available to Claim	(331,391)
Amount claimed	-
Unclaimed TDA	-

Beginning Due to City/ Due from BCAG
 Current year LTF Revenue
 Current year STA Revenue

Show the use of distributed funds in column F and H
 Ending Due to City/ Due from BCAG

TDA CLAIMED FOR ARTICLE 4 AND 8		FUND BALANCE USED		CLAIMED FUNDS		CLAIMED FUNDS		TOTAL PROJECT
TDA STATUTE DESCRIPTION & LOCAL AGENCY PROJECT TITLE		TDA - LTF		TDA - LTF		TDA - STA		
		LTF \$ amount	PUC Section	LTF \$ amount	PUC Section	LTF \$ amount	CCR Section	
Public Transportation / Taxi Service			Article 4, 99280(a)	26,328	Article 4, 99280(a)	87,434	Art 4, Sec 8730 (a)	113,762
Transportation Planning & Admin/ Streets & Roads Planning			Article 8, 99402	-	Article 8, 99402			-
Streets & Road Maintenance - Pavement Improvements		32,534	Article 8, 99400 (a)	217,629	Article 8, 99400 (a)			250,163
Capital Projects for Streets & Road/ provide capital listing			Article 8, 99400 (a)	-	Article 8, 99400 (a)			
Capital Projects for Bike & Ped/ provide capital listing			Article 8, 99400 (a)	-	Article 8, 99400 (a)			-
ALLOCATED FUNDS		32,534		243,957		87,434	-	363,925

Local Contact: Elisa Arteaga

BCAG: Ivan Garcia or Julie Quinn 808-4616

TDA FUNDING HELD BY CITY:

	Estimated Beg Fund Balance (a)	22/23 Revenue (b)	22/23 Expense (c)	Estimated End Fund Balance (a+b-c)
Transportation Fund held by City:				
Transportation- LTF (Fund 430)	32,534	217,629	250,163	-
Unclaimed current TDA apportionment	-	-	-	-
Total Transportation Fund	32,534	217,629	250,163	-
Transit Fund held by City:				
Transit- LTF	(153,877)	26,328	26,328	(153,877)
Transit- STA	-	87,434	87,434	-
Total Transit Fund	(153,877)	113,762	113,762	(153,877)
Total TDA Funds	(121,343)	331,391	363,925	(153,877)

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

Claimant: City of Oroville Fiscal Year 2022/2023
 TDA FUNDING HELD BY BCAG: Submitted Aug 2022
 X Preliminary May or June 2023
 Final

FY 22/23 APPORTIONMENTS	
Prior Year Appt Balance	638,690
22/23 LTF Apportionment	638,690
Total Available to Claim	638,690
Amount claimed	(638,690)
Unclaimed TDA	-

TDA CLAIMED FOR ARTICLE 8 ONLY		FUND BALANCE USED		CLAIMED FUNDS		OTHER FUNDING SOURCES		TOTAL PROJECT
TDA STATUTE DESCRIPTION & LOCAL AGENCY PROJECT TITLE	LTF \$ amount	TDA - LTF		LTF \$ amount	TDA - LTF	OTHER FUNDS	SOURCE	
		PUC Section						
Transit- Public or Special Assistance / Transit Service	-	Article 8, 99400 (c)			Article 8, 99400 (c)		local income	
Passenger Rail Operations & Capital / Rail Service		Article 8, 99400 (b)			Article 8, 99400 (b)		other agency contributions	
Transportation Planning & Admin/ Streets & Roads Planning		Article 8, 99402			-	Article 8, 99402		
Transportation Planning & Admin/ Bike & Ped Planning		Article 8, 99402			-	Article 8, 99402		
Streets & Road Maintenance - Pavement Improvements	644,699	Article 8, 99400 (a)			638,690	Article 8, 99400 (a)		1,283,389
Capital Projects for Streets & Road/ provide capital listing		Article 8, 99400 (a)			-	Article 8, 99400 (a)		
Capital Projects for Bike & Ped/ provide capital listing		Article 8, 99400 (a)			-	Article 8, 99400 (a)		
ALLOCATED FUNDS	644,699				638,690		-	1,283,389

Local Contact: Ruth Durcan, Matt Thompson
 BCAG: Ivan Garcia or Julie Quinn 809-4616

TDA FUNDING HELD BY CITY:

TDA Fund:	Beginning Fund Balance (a)	22/23 Revenue (b)	22/23 Expense (c)	Estimated End Fund Balance (a+b-c)
Transit/ Rail LTF	-	-	-	-
Transportation LTF	644,699	638,690	1,283,389	-
Unclaimed current TDA apportionment	-	-	-	-
Total TDA	644,699	638,690	1,283,389	-
Expense covered with Other Revenue	-	-	-	-
Total City Transportation Fund	644,699	638,690	1,283,389	-

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

Claimant: Town of Paradise

Fiscal Year 2022/2023

TDA FUNDING HELD BY BCAG:

FY 22/23 APPORTIONMENTS	
Prior Year Appt Balance	719,603
22/23 LTF Apportionment	260,887
Total Available to Claim	980,490
Amount Claimed	(513,590)
Unclaimed TDA	466,900

X Preliminary
Submitted
Submitted
May or June 2023

TDA CLAIMED FOR ARTICLE 8 ONLY							
TDA STATUTE DESCRIPTION & LOCAL AGENCY/PROJECT TITLE	FUND BALANCE USED		CLAIMED FUNDS		OTHER FUNDING SOURCES		TOTAL PROJECT
	LTF \$ amount	PUC Section	TDA - LTF		OTHER FUNDS	SOURCE	
			LTF \$ amount	PUC Section			
Transit- Public or Special Assistance / Transit Service	-	Article 8, 99400 (c)		Article 8, 99400 (c)		local income	
Passenger Rail Operations & Capital / Rail Service		Article 8, 99400 (b)		Article 8, 99400 (b)		other agency contributions	
Transportation Planning & Admin/ Streets & Roads Planning	104,693	Article 8, 99402		Article 8, 99402			134,693
Transportation Planning & Admin/ Bike & Ped Planning		Article 8, 99402		Article 8, 99402			
Streets & Road Maintenance - Pavement Improvements		Article 8, 99400 (a)		Article 8, 99400 (a)			-
Capital Projects for Streets & Road/ provide capital listing	85,252	Article 8, 99400 (a)		Article 8, 99400 (a)			316,139
Capital Projects for Bike & Ped/ provide capital listing	107,257	Article 8, 99400 (a)		Article 8, 99400 (a)			359,960
ALLOCATED FUNDS	297,202			513,590		-	810,792

Local Contact: Ross Gibb, Marc Mattox

BCAG: Ivan Garcia or Julie Quinn 809-4616

TDA FUNDING HELD BY CITY:

TDA Fund:	Estimated Beg Fund Balance (a)	22/23 Revenue (b)	22/23 Expense (c)	Estimated End Fund Balance (a+b-c)
Transit/ Rail LTF	-	-	-	-
Transportation LTF	297,202	260,887	558,089	-
Unclaimed current TDA apportionment	719,603	-	252,703	466,900
Total TDA	1,016,805	260,887	810,792	466,900
Expense covered with Other Revenue	-	-	-	-
Total City Transportation Fund	1,016,805	260,887	810,792	466,900

APPENDIX E

Resolution of the Butte County Association of Governments Making Findings Regarding Unmet Transit Needs Affecting Fiscal Year 2023/24



**RESOLUTION OF THE BUTTE COUNTY ASSOCIATION OF GOVERNMENTS
MAKING FINDINGS REGARDING UNMET TRANSIT NEEDS AFFECTING
FISCAL YEAR 2023-2024**

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 2023/2024 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
23rd day of February 2023 by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

APPROVED:

_____, CHAIR
BUTTE COUNTY ASSOCIATION OF GOVERNMENTS

ATTEST:

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