

Butte County Association of Governments

Unmet Transit Needs Assessment – 2014/2015



Adopted March 27, 2014

For information or questions regarding this assessment, please contact

Butte County Association of Governments

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Introduction

Executive Summary, Requirements and Background

Executive Summary

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

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

BCAG is the Regional Transportation Planning Agency (RTPA) for Butte County, as designated by the Secretary of the Business Transportation & Housing Agency for the State of California. Since July 2005, BCAG has also been the administrator and operator for Butte Regional Transit, “B-Line”, a consolidated public transit system serving the cities, town and county. The RTPA and transit agency are two separate functions of BCAG, with separate staff and separate budgets. The BCAG Joint Powers Agreement consolidates all administrative and operating responsibilities for public transit under the BCAG Board.

As a result of the consolidation, routes and fare structures better serve Butte County residents by improved service with timed transfers and consistent headways for ease of use, elimination of duplication between systems, a uniform fare structure and comprehensive customer service.

Based on public feedback during the Unmet Transit Needs workshops and public transit comment cards received, BCAG evaluates the system on an ongoing basis. As a result of the feedback received since the consolidation took effect, BCAG has continued to implement changes as able to.

During the 2010/11 fiscal year B-Line underwent multiple route and timing changes based upon the results of a Market Based Transit Study. Major changes included: an increase in service hours in Oroville, improved service to Kelly Ridge, the consolidation of routes 1, 6 and 10 in Chico into a single route (15) with increased frequency and the general improvement of connectivity of all routes. These changes led to an overall ridership increase of 11% in fiscal year 2011/12, which equates to a record 1,306,255 passengers on the B-Line.

Other significant system changes over the past several years included the addition of an early morning commuter route for Paradise as well as the addition of a midday route 20 to Oroville, both due to increased ridership demands. Significant non-operational changes have included the installation of over fifty new bus stop shelters throughout the system, installation of schedule holders at all bus stops and visual/audio enunciators in all fixed route buses. During the 2013/14 fiscal year the B-Line Tracker was launched, which enables passengers to access real-time bus arrive time.

BCAG/B-Line has also partnered with the City of Oroville to construct a new Oroville Transit Center, located at Mitchell and Spencer Ave., which opened in November 2011. This transit center provides safe, covered seating, designated bus only pull-outs, driver and public restrooms and improved lighting and streetscape for Oroville transit users.

Findings for FY 2014/15

After analysis of all testimony received during the 2013/14 fiscal year Unmet Transit Needs process, BCAG finds that there are no Unmet Transit Needs that are Reasonable to Meet.

Requirements

State law, as presented in the Transportation Development Act, requires BCAG to ensure that reasonable needs are met before TDA funds can be used for non-transit purposes. In conducting the annual transit needs assessment, BCAG's role is to perform the following:

- 1) Establish and consult with the Social Services Transportation Advisory Council.
- 2) Assess the size and location of groups likely to be transit-dependent or transit-disadvantaged; such as the elderly, disabled and persons of limited means.
- 3) Assess the adequacy of existing public transportation services or the potential for new service to meet the needs of these groups.
- 4) Hold at least one unmet transit needs hearing to gather comments on needs that exist.
- 5) Adopt findings about unmet transit needs by the Butte County Association of Governments Board of Directors.

Background

The Transportation Development Act (TDA) was signed by the Governor on November 4, 1971 and became effective July 1, 1972. Several bills have amended the TDA over time. The TDA provides a State funding source for use by local jurisdictions at the county level to improve existing public transportation and encourage regional public transportation coordination.

In Butte County, this source can also provide funding for local street and road projects when certain conditions are met. The main purpose and priority of TDA, however, is to provide funding for public transportation. Even though BCAG's Unmet Transit Needs findings are made on an annual basis, the assessment process continues throughout the year. Comment cards are placed on all buses and telephone calls and e-mails are received and recorded throughout the year.

Demographic Information

Transit Dependent Groups and Demographic Data

Transit Dependent Groups

As per the Public Utilities Code Section 99401.5, an annual assessment is required to determine the size and distribution of groups likely to be transit-dependent or transit-disadvantaged. Transit dependency is generally defined as dependency upon public or private transportation services by persons that are either unable to operate a vehicle, or do not have access to a vehicle. The elderly, youth, persons with disabilities and low-income households are more likely to be transit-dependent than the general population.

For the purposes of this document elderly are considered to be individuals age 65 years old and older and persons of limited means are considered to be those with incomes below the poverty threshold as defined by the federal government.

Demographic Data

The determination of the size and location of identifiable groups likely to be transit dependent is based on information currently available from the 2010 census as well as 2013 population estimates. BCAG is the U.S. Census designated Affiliate Data Center for Butte County. This data is important to this analysis because studies have shown that age and income have a high correlation with automobile usage and transit dependency. Persons age 65 and over as well as youth are separated as a subset of the total population figures. These individuals are more likely to use transit services based solely on their age and also qualify for reduced fares.

Table 1: TRANSIT DEPENDENT INDICATORS - Select Census Designated Places (CDPs)

City, County, or Census Designated Place	Population Estimate	Percentage of Population Ages 5-19 and 65 and above	*Percentage of Population Below Poverty Level
<i>Biggs</i>	1,707	37%	13.6%
<i>Butte County</i>	220,000	35%	18.4%
<i>Concow</i>	710	29%	24.7%
<i>Durham</i>	5,518	37%	5.8%
<i>Chico</i>	86,187	31%	21.2%
<i>Cohasset</i>	847	32%	8.3%
<i>Forest Ranch</i>	1,184	31%	9.1%
<i>Gridley</i>	6,584	38%	17.8%
<i>Magalia</i>	11,310	40%	18.9%
<i>Oroville East</i>	8,280	41%	9.0%
<i>Oroville South</i>	5,742	34%	45.9%
<i>Oroville</i>	15,546	35%	22.5%
<i>Thermalito</i>	6,646	38%	20.0%
<i>Palermo</i>	5,382	39%	16.3%
<i>Paradise</i>	26,218	40%	12.6%
<i>Yankee Hill</i>	333	34%	32.0%

Data Sources: 2010 Census population and age data (DP-1); *2006-2010 American Community Survey poverty data (DP03).

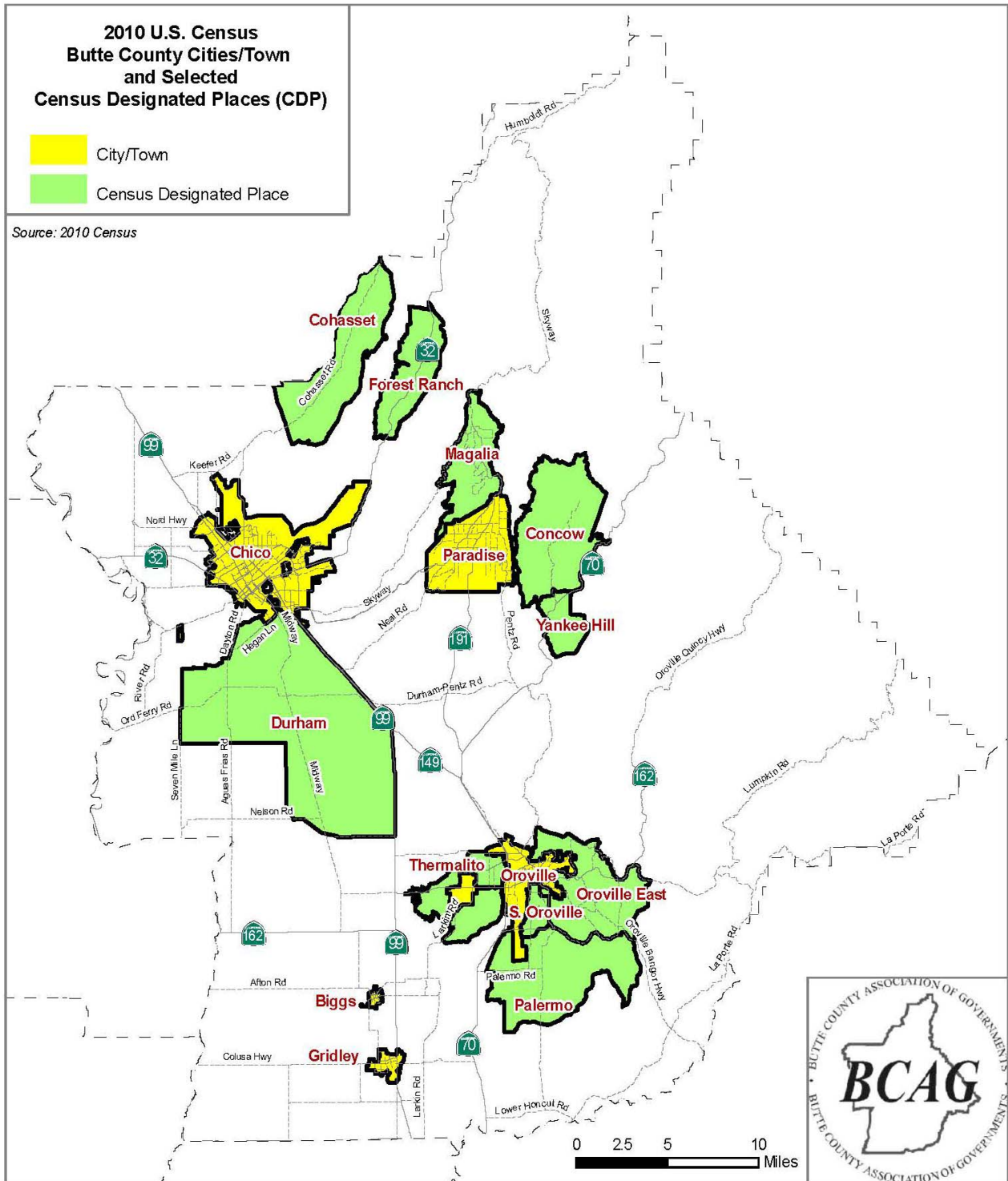
Transit Dependency Indicators in Butte County

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."



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 2014/15 B-Line Service Plan

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

Fixed Route and Flexible Route Services

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

Route 20 Chico – Oroville. This intercity route operates between Chico and Oroville seven days a week. Weekday service begins at 5:50 AM and ends at 7:59 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 5:02 PM. Saturday service begins at 8:47 AM and ends at 4:53 PM. Weekday headways are approximately four hours and Saturday headways are 120 minutes. During the weekday, there is a five-minute layover in Biggs and vehicles go out of service in Oroville between each return trip. On

Saturday, the headway is approximately two hours, with a five-minute layover in Biggs and a 15-minute layover in Oroville. Total round-trip travel time between Oroville and Biggs is approximately one hour and 40 minutes.

The major stops and timepoints on Route 30 are: Oroville Transit Center (Mitchell & Spencer), Lincoln & Palermo (Palermo), Heritage Oaks Mall (Gridley) and 6th and B Streets in Biggs.

Route 31 Paradise – Oroville. Route 31 provides one morning trip and one evening trip between Paradise and Oroville on weekdays only. The morning trip begins at the Paradise Transit Center at 6:45 AM and arrives at the Oroville Transit Center (Mitchell & Spencer) at 7:33 AM. The evening trip leaves the Oroville Transit Center at 5:05 PM and ends in Paradise at 5:56 PM. The total travel time between Paradise and Oroville is approximately 50 minutes.

Major stops and timepoints on Route 31 are: Almond & Birch (Paradise), Clark & Wagstaff (Paradise), Clark & Pearson (Paradise), County Public Works (Oroville) and the Oroville Transit Center (Mitchell & Spencer).

Route 32 Gridley – Chico. Route 32 provides one morning trip and one evening trip between Gridley and Chico on weekdays only. The morning trip begins in Biggs at 6:40 AM, serves Gridley at 6:51 AM and arrives at the Chico Transit Center at 7:40 AM. The evening trip leaves the Chico Transit Center at 5:20 PM and ends in Biggs at 6:20 PM. The total travel time between Gridley and Chico is approximately 60 minutes. Vehicles will go out of service at the end of each trip.

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

Route 40 Paradise – Chico. Route 40 provides service between Paradise and Chico, seven days a week. Weekday service begins in Paradise at 6:00 AM and ends in Chico at 7:26 PM. Weekday headways are approximately 120 minutes, with more frequent service during the evening peak hours. Saturday service begins at 7:50 AM in Chico and ends at 7:03 PM in Paradise. Sunday service begins at 9:50 AM in Chico and ends at 6:00 PM in Chico. Round trip travel times between Paradise and Chico are approximately an hour and 52 minutes with a 10-minute layover scheduled in Paradise. For most runs, Route 40 alternates with Route 41.

Major stops and timepoints on Route 40 are: Chico Transit Center, Forest Ave Xfer @ WalMart (Chico), Almond & Birch (Paradise) and Skyway & Wagstaff (Paradise).

Route 41 Magalia – Chico. Route 41 provides service between Magalia and Chico, weekdays. Service begins in Magalia at 5:37 AM and ends in Paradise at 6:45 PM. Headways are approximately 130 minutes, with some variation during the peak hours. Round trip travel times between Magalia and Chico are approximately two hours and 10 minutes. For most runs, Route 41 alternates with Route 40. Saturday service is available between Magalia and Paradise on three round trip loops, one in the morning, one midday and one in late afternoon.

Major stops and timepoints on Route 41 are: Skyway & Colter (Paradise Pines), Lakeridge @ Holiday Market (Magalia), Skyway & Wagstaff (Paradise), Almond & Birch (Paradise), Forest Ave Xfer (Walmart & Bank) (Chico) and the Chico Transit Center.

In Chico, there are nine local fixed routes. In November 2010 and April 2011 numerous changes were implemented on the Chico routes to improve system performance. 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 6:56 PM at the Chico Transit Center. Round trip running time on Route 2 is approximately 46 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 50 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 8:59 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 6:59 PM. Round trip running time on Route 4 is 49 minutes with layovers at the Chico Transit Center and North Valley Plaza. Route 4 is through-routed with Route 3 at North Valley Plaza.

Major stops and timepoints on Route 4 are: Chico Transit Center, Chico Junior HS, First & Longfellow, Pleasant Valley HS and North Valley Plaza.

Route 5 – East 8th Street. Route 5 provides service between the Chico Transit Center and the Chico Mall via E. 8th/E. 9th and Forest. Service is provided every 60-minutes most of the time on weekdays with limited 30 minute AM and PM peak hour service and every 60-minutes on 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 6:59 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 – Bruce/Manzanita. Route 7 provides service between the Forest Ave Xfer (Bank)/Chico Mall and Pleasant Valley High School via Huntington, 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 is provided during peak AM and PM hours only, and begins at 6:45 AM at the Forest Ave Xfer (Bank) and ends at 5:26 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, Sierra Sunrise Village, Pleasant Valley HS and Ceres and 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. Service begins at 7:34 AM at W. 8th Avenue & Nord and ends at 9:34 PM at the Chico Transit Center, with the exception of Friday service, which 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 – Warner/Oak. Route 9 is also a student shuttle that directly connects CSU-Chico with student neighborhoods north and south of the campus. Route 9 also provides a connection to other routes at the Chico Transit Center at 2nd & Salem. Like Route 8, Route 9 provides 30-minute service Monday through Friday only while CSU-Chico is in session. Service begins at 7:33 AM at 4th Avenue & Cedar and ends at 10:01 PM at the Chico Transit Center, with the exception of Friday service, which ends at 4:01 PM at the Chico Transit Center. Round trip running time on Route 9 is 27 minutes with nine minutes of 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. Saturday service begins at 8:30 AM at the Chico Transit Center and ends at 6:24 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.

Route 15 – Forest/MLK/Park – Lassen/Esplanade. Route 15 provides service along the Esplanade and Park Ave corridor; from Ceres/Lassen at the north end to the Forest Ave Xfer point in the south. 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. Route 15 is split into the 15N serving Esplanade/Lassen to the Chico Transit Center and the 15S serving the Chico Transit Center to Park Ave/MLK/ Forest Ave. Round trip running time on Route 15 is approximately 46 minutes for each loop.

Route 15N 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.

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

Route 15S Monday through Friday service begins at 6:18 AM at the Forest Ave Xfer (Walmart) and ends at 9:38 PM at the Forest Ave Xfer (Walmart). Saturday service begins at 7:50 AM at the Chico Transit Center and ends at 6:57 PM at the Chico Transit Center.

Major stops and timepoints on Route 15S are: Chico Transit Center, 20th St & E. Park, E. Park & MLK, Forest Ave Xfer (Bank) and Forest Ave Xfer (Walmart).

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. 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 15 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.

Both Oroville and Paradise also have 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 an hour-long 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 Feather River Cinemas and Downtown. Route 25 provides 60 minute service Monday through Friday with an 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 Feather River Cinemas.

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.

Route 46 – Feather River Hospital. Route 46 will operate along a fixed route between the Paradise Transit Center and Feather River Hospital. Three trips are made daily between the Paradise Transit Center (Almond & Birch), and Feather River Hospital. The three trips leaving Almond & Birch leave at 9:41 AM, 1:41 PM and 5:01 PM and return to Almond & Birch at 10:08 AM, 2:08 PM and 5:28 PM. Total round trip running time on Route 46 is 30 minutes and is timed to connect with Route 40 at the Paradise Transit Center on both the Eastbound and Westbound runs. Operation of Route 46 will be coordinated through B-Line Paratransit rather than the fixed-route and intercity services (see “B-Line Paratransit” section below).

Major stops and timepoints on Route 46 are: Paradise Transit Center (Almond & Birch) and Feather River Hospital.

Days and Hours of Operation and Fleet Requirement

The following table summarizes the services that will be provided on B-Line and shows the days and hours of operation of all fixed route services. The table also shows how many buses are required for each route (fleet requirement) and peak-hour headways.

Figure 1: Hours of Operation and Fleet Requirements

Route	Hours of Operation	Fleet Requirement	Peak Hour Headway
Intercity Routes			
Route 20 Chico – Oroville	Monday – Friday 5:50 AM – 7:59 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 – 5:02 PM Saturday 8:47 AM – 4:53 PM	1	M-F: 240 min. Sat: 120 min.
Route 31 Paradise – Oroville	Monday – Friday One round-trip: 6:45 AM – 7:33 AM and 5:05 PM – 5:56 PM	0*	M-F: One round-trip
Route 32 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 Sunday 9:50 AM – 6:00 PM	3	M-F: 120 min. Sat/Sun: 120 min.
Route 41 Paradise Pines – Chico	Monday – Friday 5:50 AM – 6:45 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 – 6:56 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 – 8:59 PM Saturday 8:50 AM – 6:59 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 – 6:59 PM	2	M-F: 30 min. Sat: 60 min.
Route 7 Bruce/Manzanita**	Monday – Friday Peak Service only 6:46 AM – 5:36 PM	1	M-F: 60 min.
Route 8 Nord**	Monday – Thursday 7:00 AM – 7:30 PM Friday 7:00 AM – 3:00 PM	1	M-F: 30 min.
Route 9 Warner/Oak**	Monday – Thursday 7:38 AM – 7:08 PM Friday 7:38 AM – 4:08 PM	1	M-F: 30 min.
Route 15 Park/MLK/Forest- Esplanade/Lassen	Monday – Friday 6:15 AM – 9:38 PM Saturday 7:50 AM – 6:57 PM	5	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	1	M-F: 60 min. Sat: 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.

46 Feather River Hospital-Paradise	Monday – Friday 9:41 AM – 5:28 PM	1 paratransit vehicle	M-F: three trips daily
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* Route 31 is through-routed with Route 30 and therefore does not require an extra vehicle.

** Routes 2, 3, 4 and 7 are all through-routed with each other at various times. Routes 8 and 9 are through-routed with each other.

Estimated Annual Fixed Route Vehicle Service Hours

Figure 2 provides an estimate of annual vehicle service hours for all B-Line fixed routes. Vehicle service hours are defined as all the time buses are in service during established hours and over established routes, or as specifically authorized by BCAG. All time during which buses are not in service for the purpose of transporting passengers, including but not limited to platform time, driving buses to or from Contractor facilities for any reason (maintenance, fueling, driver relief, etc.) and all other vehicle operations for purposes other than passenger transportation, do not constitute vehicle service hours.

Figure 2: Estimated Annual Fixed Route Vehicle Service Hours

Route	Estimated Annual Vehicle Service Hours
Intercity Routes	
20 Chico – Oroville	7,360
30 Oroville – Gridley – Biggs	1,642
31 Paradise – Oroville	472
32 Gridley – Chico	510
40 Paradise – Chico	5,233
41 Paradise Pines – Chico	4,012
Intercity Subtotal	19,229
Local Chico Routes	
2 Mangrove	4,400
3 & 4 Nord/East-First/East	9,513
5 E. 8 th Street	5,224
7 Bruce/Manzanita	1,849
8 & 9 Nord – Warner/Oak	3,411
9C Warner/Oak (Non-Student Shuttle)	408
15 & 16 Park/MLK/Forest-Esplanade/SR 99	19,722
Local Chico Routes Subtotal	44,527
Local Paradise Route	
46 Feather River Hospital	344
Local Paradise Route Subtotal	344
Local Oroville Routes	
24 & 27 Thermalito & Las Plumas	2,958
25 & 26 Central Oroville & Kelly Ridge	2,869
Local Oroville Routes Subtotal	5,827
TOTAL Estimated Fixed Route Annual Vehicle Service Hours	69,927

B-Line Paratransit

B-Line Paratransit provides door-to-door ambulatory and non-ambulatory transportation services. B-Line Paratransit offers two types of paratransit services; ADA Paratransit service and Dial-a-Ride service for seniors (65 years of age or older) and persons with disabilities that do not prevent them from utilizing the fixed route.

The service area of B-Line Paratransit includes the Chico Urban Area, the Town of Paradise and portions of Paradise Pines, and the Greater Oroville area, including the City of Oroville and portions of unincorporated Butte County. B-Line has also recently begun providing supplemental Dial-a-Ride service to areas up to three miles outside the regular B-Line ADA Paratransit boundaries. This supplemental service is provided on a time and space available basis and requires an increased fare from the passenger. Services on B-Line Paratransit are operated during the same time as the fixed route services. Services shall be operated during the following hours:

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

BCAG has developed paratransit policies and procedures which took effect on July 1, 2007 with minor revisions in 2010. The primary purpose was to comply with Federal Transit Administration (FTA) regulations and the Americans with Disabilities Act (ADA). The complete B-Line Paratransit Policies and Procedures are posted on BCAG's website at www.bcag.org, along with ADA Paratransit and supplemental Dial-a-Ride boundaries.

Estimated Annual Vehicle Service Hours for Paratransit: 48,000

(Actual hours vary by service area according to the fixed route schedule in that city).

Legal Holidays

Neither fixed route nor paratransit service shall be provided on the following six (6) legal holidays:

1. New Year's Day
2. Memorial Day
3. Independence Day
4. Labor Day
5. Thanksgiving Day
6. Christmas Day

Description of Other Transportation Services Available in Butte County

City of Gridley

The City of Gridley operates the Gridley Golden Feather Flyer paratransit service within the Gridley Urban Area. Service hours are Monday through Friday, 8:00 AM to 6:00 PM.

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 taxi cab services, limousine services, airport shuttle services and non-emergency medical transporters are available in Butte County. Glenn Ride offers Monday-Saturday services between Butte County and Glenn County with pick-up points in Chico. Plumas Transit System offers round trip service between Quincy and Chico every Wednesday.

Adequacy of Transit Service for Transit Dependent Groups

In 2006 and 2010 BCAG implemented significant revisions to specific routes in the system in an effort to remedy timing and operational issues. BCAG is continually evaluating the system to improve performance and makes minor route revisions as necessary, which are reflected in the schedule.

BCAG manages a Coordinated Transportation Working Group (CTWG) that includes staff from social service agencies throughout the County. One of the main purposes of this group is to coordinate with other agencies in Butte County to provide needed transportation services. During the 2007/08 work program, BCAG developed a Public Transit – Human Services Transportation Coordinated Plan in consultation with the SSTAC and CTWG. Key stakeholders included Peg Taylor Center, Independent Living Services of Northern California, Department of Rehabilitation, Butte County Behavioral Health, City of Chico, Chico

Community Shelter Partnership, Butte County Department of Employment and Social Services, Passages Adult Resource Center, Merit Medi-Trans, Work Training Center and Feather River Tribal Health.

The primary purpose of the Plan is to ensure communication between the various agencies which provide some type of transportation services to those individuals who require assistance. An analysis of existing services was made as well as project recommendations that agencies may apply for grant funding for toward assisting in coordinated efforts.

BCAG 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.

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.

Chapter

4

Community Outreach

Public Workshops for Unmet Transit Needs were held in Paradise, Gridley, Chico and Oroville with a final public hearing before the Butte County Association of Governments Board of Directors. In addition to published notices, the announcements were also placed on every transit vehicle in the B-Line fleet, announced on the company website and social networking page, <http://www.facebook.com/blinetransit>; and emailed to community social service agencies. See Appendix A for announcements and affidavits of publication. While only one public hearing is required, BCAG held four public workshops as well as a “formal” hearing before the BCAG Board of Directors Board during the month of October. In addition, BCAG solicited comments by telephone, e-mail and comment cards available on all buses.

Analysis of Comments Received

Definitions of “Unmet Transit Needs” and “Reasonable to Meet”

Transportation Development Act (TDA) law requires BCAG to adopt the definitions for the terms “unmet transit needs” and “reasonable to meet”. These definitions were adopted by the Butte County Association of Governments on April 21, 1994 and amended per recommendation of the Social Services Transportation Advisory Council on October 23, 2003. See Appendix C for BCAG Board of Director minutes approving adopted definitions of Unmet Needs.

In making a finding on whether or not an unmet need is reasonable to meet, BCAG analyzes whether all four evaluation criteria listed below are met. If one criterion is determined to make the request unreasonable to meet, there is no need to apply the other criteria.

Unmet Transit Needs Definition

Unmet Transit Needs are those trips required, but currently not provided, and not scheduled to be provided within Butte County for individuals dependent on public transit to maintain a minimum standard of living.

Reasonable to Meet Definition

Reasonable to meet shall include all of the following factors:

1. Cost Effectiveness: The cost to provide the service will meet the minimum farebox recovery ratio.
2. Economy: The project can be implemented at reasonable cost.
3. Community Acceptance: Support exists, indicated through the public hearing process.
4. Operational Feasibility: The service must be safe to operate.

Possible Findings for Unmet Transit Needs Process by Board of Directors

The Transportation Development Act Section 99401.5(d) states that the Board shall make one of the following findings:

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

3. There are unmet transit needs, including needs that are reasonable to meet.

Comments that are NOT defined as an "Unmet Transit Need"

Testimony in the following areas, by definition are **not** considered **unmet transit needs**. They may be legitimate concerns and/or comments and will be directed toward the appropriate departments for further consideration.

1. More bus shelters
2. Equipment issues (i.e. more bicycle racks, new vehicles, fareboxes)
3. Minor route modifications and/or modifications made for convenience
4. Connections outside the County
5. More frequent service

Analysis Requirements and Assumptions

The farebox 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 current available ridership and total fares received from July 2012 through the month of June 2013. 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 2012 – June 2013)

<u>System</u>	<u>Total Fares (fiscal audit)</u>	<u>Total Passengers</u>
B-Line Rural F.R.	\$543,192	423,096
B-Line Urban F.R.	\$757,424	938,859
Total Fixed Route	\$1,300,616	1,361,955
B-Line Rural Para	\$164,366	81,041
B-Line Urban Para	\$163,982	66,767
Total Paratransit	\$328,348	147,808

<u>System</u>	<u>Average Service Hour Cost</u>	<u>Average Fare / Passenger</u>
Fixed Route (F.R.)	\$93.61	\$.97
Paratransit	\$68.01	\$ 2.22

Analysis of Public Testimony

The following is testimony received during the 2013/14 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. Live testimony is summarized to state only the perceived unmet transit need. Similar comments are grouped together with a common response at the end of the grouping. Some testimony does not meet the definition for Unmet Transit Needs and will not be analyzed for the purpose of this document. However, this testimony has been forwarded on to the appropriate department for consideration and may be met through a different avenue or used for future planning efforts.

COMMENTS REGARDING SERVICE EXPANSION:

- Service was requested to Chico Airport, especially in light of a new company with a large employee base starting business there.

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

- Service was requested to area of Clark Road, south of Paradise, for new residential development, by Tall Pines Bowling Center.

FINDING → This is not considered an Unmet Transit Need, since it is within $\frac{3}{4}$ of a mile from a regularly served bus stop. However, that being said, we realize with the elevation gain, it is not an easy access to the bus stop. This area will be kept in mind as route revisions/modifications are considered.

- Service was requested to Yankee Hill and Cherokee Road.

FINDING → Based on the populations of Yankee Hill and along Cherokee Road, and ridership levels from comparable communities, this service is not reasonable to meet based on Criterion 1 – Cost Effectiveness; the revenues generated from providing the service would not meet the minimum farebox recovery ratio of 10% (estimated farebox recovery ratio is <1%)

- Service was requested to areas south of Butte County, including Sacramento.

FINDING → Requests for service outside Butte County do not meet the definition of an Unmet Transit Need. However, outside of the Unmet Transit Needs process, BCAG is conducting a Feasibility Study for the Provision of Inter-City Commuter Bus Service between Butte County and the City of Sacramento.

STOPS/ROUTES REQUESTED:

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

FINDING → Requests for additional stops along existing routes do not meet the definition of Unmet Transit Need, unless there are no stops available within a reasonable walking distance. On local routes, the average distance between B-Line bus stops is less than a quarter mile. Which means along the route, on average, a passenger is always within 250 yards of a stop. This being said, although not an unmet need, all requests for additional stops are considered from an operational viewpoint.

- Would like a bus stop (Route 30 could do this) at Robinson's Corner (CA-70 & East Gridley Rd).

FINDING → This is an Unmet Transit Need that does not meet the definition of "Reasonable to Meet" under Criterion 4, Operational Feasibility. There is not a safe location for the bus to stop at this intersection.

ROUTE TIMES

MIDDAY SERVICE – RTE 31:

- Would like midday direct service between Paradise and Oroville.

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

SUNDAY SERVICE:

- Need Sunday service in Chico

FINDING → The need for transit service on Sundays is an Unmet Transit Need. It is not reasonable to meet due to Criterion 1 – Cost Effectiveness. Based on Saturday service passenger numbers and projected ridership on Sundays, the estimated farebox recovery ratio in Chico would be 8% and even lower in both Oroville and Paradise. The required minimum farebox recovery ratio is 20% in Chico and 10% in Oroville and Paradise.

SATURDAY SERVICE:

- Would like service in the Oroville area on Saturdays.

FINDING → Right now, minimal Saturday service is provided in Oroville via Regional Route 20. The need for localized Saturday service in Oroville is a need that is not reasonable to meet based on Criterion 1 – Cost Effectiveness. Based on weekday service passenger numbers and projected ridership, the requested service would not meet the minimum farebox recovery ratio of 10%. The estimated farebox recovery ratio for Saturday service in Oroville is 6.20%.

EXTENDED SERVICE:

- Would like later service in Oroville (weekdays).
- Would like later Saturday service in Chico.
- Would like later service on the Route 20, until 9:10 pm or 11:10 pm. Especially for those attending Chico State, since the last bus leaves before evening classes end.

FINDING → Later weekday hours in the Oroville area, and later Saturday hours in the Chico area are Unmet Transit Needs. However, these needs are not reasonable to meet based on Criterion 1 – Cost Effectiveness. Based on current ridership of the last three runs of the day and the fact that there are declining levels of ridership with each additional run, it is estimated that later runs will not meet the minimum farebox recovery ratio of 10% (in Oroville) and 20% (in Chico).

- Would like later service on the Route 20, until 9:10 pm or 11:10 pm. Especially for those attending Chico State, since the last bus leaves before evening classes end.

FINDING → Later hours on the Route 20 between Chico and Oroville is an Unmet Transit Need. This need is not reasonable to meet based on Criterion 1 – Cost Effectiveness. Based on current ridership of the last three runs of the day and the fact that there are declining levels of ridership with each additional run, it is estimated that later runs will not meet the minimum farebox recovery ratio of 10% (the estimated farebox recovery ratio is <3%).

Unmet Transit Needs Findings and Recommendations

Recommendations

After consideration of all testimony received during the 2013/14 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 2014/15 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 2014/2015 Transit Needs Assessment was presented to the Butte County Social Service Transportation Advisory Council on March 18, 2014. The Council reviewed the Assessment and unanimously supported staff's recommendation. See Appendix B for the current SSTAC membership roster.

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Is Transit Taking You Where You Need to Go?

What do you think of a Proposed Fare Increase?

Butte County Association of Governments (BCAG) is requesting comments from the public on unmet transit needs and a proposed fare increase. Members of the public are invited to submit comments by mail, email, phone, fax, internet or in person at one of the below meetings.

Public Workshop Schedule

All testimony received is given equal consideration.

- **Paradise**
Monday, **October 7, 2013**, 2:00 pm – 3:30 pm ~ Town Hall, 5555 Skyway
- **Gridley**
Monday, **October 7, 2013**, 6:00 pm ~ Gridley City Hall, Community Room ~ 685 Kentucky Street – Meeting in conjunction with Gridley City Council’s Study Session
- **Oroville**
Tuesday, **October 8, 2013**, 11:00 am – 12:00 pm ~ City of Oroville Council Chambers ~ 1735 Montgomery Street
- **Chico**
Tuesday, **October 8, 2013**, 1:00 pm – 2:30 pm ~ Butte County Library – Chico Branch ~ 1108 Sherman Avenue
- **Butte County**
Thursday, **October 24, 2013**, 9:00 am ~ Public Hearing held at regular meeting of BCAG, City of Chico Council Chambers ~ 421 Main Street

Please note that workshops will not end until all comments have been received

Comments are due by 5:00 p.m. Thursday, October 24, 2013

If you have comments and are unable to attend, please contact BCAG:

Mail: Butte County Association of Governments, 2580 Sierra Sunrise Terr., Ste 100, Chico, CA 95928

Email: jpeplow@bcag.org

Phone: (530) 879-2468

Fax: (530) 891-2979

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

PROOF OF PUBLICATIONS

Paradise Post
Declaration of Public Utility
State of California
County of Butte

That at all times herein mentioned I was a resident of said county of Butte over the years; not a party to nor interested in the same. Declarant is now and was at all times the Legal Clerk of the Paradise Post, a newspaper which said newspaper was adjudged to be of general circulation on November 12, 1912 Superior Court Order No. 22262 as set forth on Page 223 of said Court; and that said newspaper was published every Wednesday and Thursday Display Ad
Publish: Sept. 14 2013
and such publications was made in said paper (and not in any supplement thereof)...
September 17, 2013

Donna Tyndel
Declarant



BCAG
BUTTE COUNTY ASSOCIATION
OF GOVERNMENTS

B-Line
Butte Regional Transit

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RECEIVED SEP 19 2013

(SPACE FOR FILING STAMP ONLY)

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

In The Matter Of

Public Workshop Schedule.

AFFIDAVIT OF PUBLICATION

State of California
SS.
County of Butte.

The undersigned resident of
Butte, State of California, says

That I am, and at all time he
Was a citizen of the United States
To nor interested in the above
That I am the principal clerk of
Publisher of



the Chico Enterprise
The Oroville Mercury

That said newspaper is
Tion as defined by Section 60
Code of the State of California.
By the Superior Court of the State
In and for the County of Butte
Per at all times herein mentioned
And published daily in the City
County of Butte; that the notice
Annexed is a true printed copy
Said newspaper on the following

Sept. 14, 2013.

Dated September 17, 2013
At Chico, California.

Donna J. [Signature]
(Signature)

**Is Transit Taking You Where You Need to Go?
What do you think of a Proposed Fare Increase?**

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RECEIVED SEP 19 2013

PROOF OF PUBLICATION

No. BCAG

In The Matter of _____

DISPLAY AD B-LINE PUBLIC WORKSHOP

SCHEDULE

(State of California)
(County of Butte) as
The undersigned resident of the County of Butte, State of California, says:

That I am, and at all time herein mentioned was a citizen of the United States and not a party to nor interested in the above entitled matter; that I am the principal clerk of the printer and publisher of:

The Gridley Herald

That said newspaper is one of general circulation as defined by Section 6000 Government Code of the State of California, Case No. 27,207 by the Superior Court of the State of California, in and for the County of Butte; that said newspaper at all times herein mentioned was printed and published twice a week (on Wednesdays and Fridays) in the City of Gridley and County of Butte; that the notice of which the annexed is a true printed copy, was published in said newspaper on the following days:

SEPTEMBER 13, 2013

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

Dated SEPTEMBER 13, 2013
at Gridley, California


(Signature)



Is Transit Taking You Where You Need to Go? What do you think of a Proposed Fare Increase?

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RECEIVED OCT 16 2013

APPENDIX B

Butte County Association of Governments 2013/14 Social Services Transportation Advisory Council

	Name	Agency	Category Filled							Term ends
			1	2	3	4	5	6	7	
		# required →	1	1	2	2	1	2	0	
1	Dorothy Churchill	Citizen-Chico	x	x						June 30, 2014
2	Joyce Macomber-Wolf	Citizen-Oroville	x	x						June 30, 2014
3	Cindy Jones	Butte County Public Works						x		June 30, 2014
4	Cameron Wise	Work Training Center				x				June 30, 2015
5	Jeannie Schroeder	Mains'l Services Inc.			x	x	x			June 30, 2015
6	Mary Neumann	Passages Adult Resource Ctr.			x	x	x			June 30, 2015
7	Shawn O'Brien	Butte County Public Works						x		June 30, 2015
8	Forest Harlen	Citizen-Gridley				x				June 30, 2016
9	Debra Connors	Citizen-Chico		x						June 30, 2016
10	William Moline	Butte County DESS - CALWORKS					x			June 30, 2016

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
Meeting of 10-23-03
Page two

ITEMS FOR ACTION

4. 2002 Regional Transportation Improvement Program (RTIP) Amendment

Staff informed the Board that they are preparing an application for PLH discretionary funds to secure funding for the design component on the FH 171 (upper Skyway) project. The estimated cost of the FH 171 design is \$1.2 million.

Staff is proposing that \$600,000 in STIP funds be matched with \$600,000 in PLH discretionary funds to fund the FH 171 design component. The \$600,000 in STIP funds is available as a result of a previous amendment approved by the Board to exchange CMAQ funds for STIP funds on the SR 99 Durham/Pentz signalization & the SR 99 Gridley design widening projects.

Staff has reviewed this item with the Transportation Advisory Committee (TAC) and they support staff's proposal. Staff and the TAC recommend the Board program \$600,000 in RIP/STIP funds in 2004/05 FY by amending the 2002 RTIP.

Supervisor Yamaguchi asked if federal funds would likely be obtained? Staff indicated that it was optimistic that the federal funds could be obtained if there is \$600,000 in local matching support.

In March 2004, staff will attend the tri-agency meeting to lobby for the additional \$600,000 and go over the environmental schedule. Staff will work with Congressman Herger to secure the discretionary funds and lobby funds for the design component.

Staff informed the Board that at the public meeting in Stirling City, there was a representative from Federal Highways who indicated that the PLH program is focused on projects that have a lot of public support. It was apparent at the public meeting that this project is extremely important to the public and to the residents near the project area.

On motion by Board member White, seconded by Supervisor Yamaguchi, it was unanimously moved to approve the 2002 RTIP/STIP Amendment.

5. 2002 Federal Transportation Improvement Program (FTIP) Amendment

Insufficient funding in the state highway account is impacting Caltrans' ability to complete the environmental mitigation and will delay the construction on SR 149 until May 2005. Staff recommends the Board shift \$5.8 million in federal demo funds from the SR 70 Ophir Road and Marysville Bypass projects to the SR 149 project. An equal amount of STIP funds, \$5.8 million, will be shifted back to the SR 70 Ophir & Bypass projects. This shift doesn't change the delivery of the SR 70 projects and will ensure that the environmental mitigation for the SR 149 project is completed making the project ready for construction. The issue is cash flow. These federal funds were secured through Congressman Herger and are available now. Staff informed the Board they want to get as much done on SR 149 up to construction.

Supervisor Yamaguchi asked if the shifting of monies would hurt the other two projects? Staff replied that the projects would not be hurt or delayed. If the funds are shifted, mitigation can get done on SR 149 to make the project ready for construction when the funding is available.

On motion by Supervisor Yamaguchi, seconded by Board member White, it was unanimously moved to approve the 2002 FTIP Amendment.

BCAG Board Summary Minutes
Meeting of 10-23-03
Page three

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

2013/14 TDA Local Transportation Fund (LTF) and State Transit Assistance (STA) Fund Annual Project and Expenditure Plan Worksheets and Fund Distribution Charts by Jurisdiction

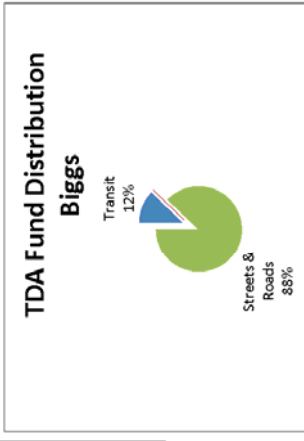
LOCAL TRANSPORTATION FUND (LTF) AND STATE TRANSIT ASSISTANCE (STA) FUND ANNUAL PROJECT AND EXPENDITURE PLAN

Claimant: City of Biggs Fiscal Year 13/14
 See Chapter 10 of BCAG's Transportation Development Act Workbook for detailed instructions on how to complete this form. May-13

TDA STATUTE DESCRIPTION & LOCAL AGENCY PROJECT TITLE	CLAIMED FUNDS		SOURCE OF FUNDING			OTHER FUNDING SOURCE		TOTAL
	TDA - LTF		CLAIMED FUNDS		TDA - STA	OTHER FUNDS	SOURCE	
	LTF \$ amount	PUC Article & Section	STA \$ amount	CCR Section				
Support of Public Transp System / B Line Ops. FIXED ROUTE	-	Art 8, Sec. 99400 (c)	6,265	Art 4, Sec 6731 (b)	-	-	B Line Carryover	6,265
Support of Public Transp System / B Line Cap. Res. FIXED ROUTE	-	-	655	Art 4, Sec 6731 (b)	-	-	-	655
Streets and Roads - Road Maintenance Incl. Transp. Planning	49,871	Art 8, 99402	-	-	-	-	-	49,871
SUB TOTAL	49,871		6,920					56,791

SUPPLEMENTAL INFO:		LTF	STA	B-line Carryover	Total
Apportionments:		49,871	6,920	-	56,791
B Line Obligations:					
Fixed Route	Operating Reserve	6,265	655	-	6,920
Paratransit	Capital Purchase	-	-	-	-
Total		6,265	655	-	6,920
	Appportionment	-	6,920	-	6,920
	Balance	-	-	-	-
	STA Funds Remaining	-	6,920	-	6,920
	Remaining Carryover	-	-	-	-
	LTF Funds Remaining	49,871	-	49,871	49,871

Local Contact: Marck Sorenson 866-5493 biggsf@biggs-ca.gov
 BCAG Contact: Ivan Garcia 530-879-2468



Distribution Summary For FY 12/13 Apportioned Funds Only & for Pie Chart

Transit	6,920 (STA)
Bicycles & Peds	-
Streets & Roads	49,871 (LTF)
Total	56,791

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

Fiscal Year 2013/14
May-13

City of Chico

Claimant:

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

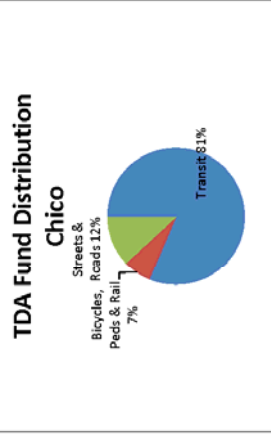
TDA STATUTE DESCRIPTION & LOCAL AGENCY PROJECT TITLE	CLAIMED FUNDS		SOURCE OF FUNDING		OTHER FUNDING SOURCES		TOTAL
	TDA - LTF		TDA - STA		OTHER FUNDS	SOURCE	
	LTF \$ amount	PUC Article & Section	STA \$ amount	CCR Section			
Support of Public Transp System / B Line Ops. FIXED ROUTE	930,944	Art 4, Sec. 99260 (a)	474,527	Art 4, Sec. 6730 (a)	-	B-Line Carryover	1,405,471
Support of Public Transp System/ B Line Ops. PARATRANSIT	672,696	Art. 4, Sec. 99260 (a)	-	-	-	B-Line Carryover	672,696
Support of Public Transp System / B Line Cap. Res. FIXED ROUTE	170,588	Art. 4, Sec. 99260 (a)	-	-	-	-	170,588
Support of Public Transp System / B Line Cap. Res. PARATRANSIT	48,110	Art. 4, Sec. 99260 (a)	-	-	-	-	48,110
Support of Public Transp System/Transit Administration (212-653)	88,563	Art 4, Sec. 99260 (a)	-	-	-	-	88,563
Streets and Roads Claims / Planning and Planning Process	100,394	Article 8, 99402	-	-	-	-	100,394
Funds Administration (212-000) & (212-654)	188,587	Article 8, 99400 (a)	-	-	-	-	188,587
Projects for Pedestrians and Bicycles / Transportation (212-654)	248,722	Article 8, 99402	-	-	-	-	248,722
Transportation-Planning (212-655)	6,813	Article 8, 99400 (b)	-	-	48,997	Other City Funds	55,810
Passenger Rail Operations & Capital / Transportation -Depot (212-659)	-	-	-	-	-	-	-
SUB TOTAL	2,455,417		474,527		48,997		2,978,941

Local Contact: Frank Fields: 879-7329
BCAG Contact: Ivan Garcia 530-879-2468

SUPPLEMENTAL INFO:	LTF	STA	B-line Carryover	Total
Apportionments:	2,455,417	474,527	-	2,929,944
B Line Obligations:	Operating	Capital Reserve	Capital Purchase	Total
Fixed Route	1,405,471	170,588	-	1,576,059
Paratransit	672,696	48,110	-	720,806
Total	2,078,167	218,698	-	2,296,865
	STA Funds Remaining	Apportionment	Claimed	Balance
	474,527	474,527	474,527	-
	LTF Funds Remaining	2,455,417	2,455,417	-

Distribution Summary For FY 12/13 Apportioned Funds Only & for Pie Char

Transit	2,385,428 (LTF & STA)
Bicycles, Peds & Rail	195,400 (LTF)
Streets & Roads	349,116 (LTF)
Total	2,929,944



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

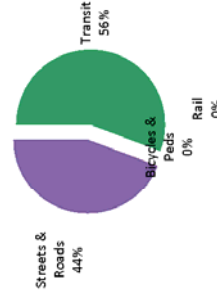
Claimant: Butte County Public Works Fiscal Year **2013/14**
 See Chapter 10 of BCAG's Transportation Development Act Workbook for detailed instructions on how to complete this form. **May-13**

TDA STATUTE DESCRIPTION & LOCAL AGENCY PROJECT TITLE	SOURCE OF FUNDING				TOTAL
	CLAIMED FUNDS		OTHER FUNDING SOURCES		
	TDA - LTF LTF \$ amount	PUC Article & Section STA \$ amount	CCR Section TDA - STA	OTHER FUNDS SOURCE	
Support of Public Transp System / B Line Ops. FIXED ROUTE	253,387	Art 4, Sec. 99260 (a)	456,690	Art 4, Sec 8730 (a)	710,077
Support of Public Transp System/ B Line Ops. PARATRANSIT	699,990	Art. 4, Sec. 99260 (a)	-	Art 4, Sec 8730 (a)	699,990
Support of Public Transp System / B Line Cap. Res. FIXED ROUTE	82,228	Art. 4, Sec. 99260 (a)	-	-	82,228
Support of Public Transp System / B Line Cap. Res. PARATRANSIT	44,042	Art. 4, Sec. 99260 (a)	-	-	44,042
Transit Fund 0131 Administration-County's Support Services	24,876	Art 3, Sec 99233.1	-	-	24,876
Passenger Rail Service Amtrak-Chico	2,000	Art 8, 99400 (b)	-	-	2,000
Payment Under Contract for Public Transportation Gridley Flyer	3,000	Art 8, 99400 (c)	-	-	3,000
Streets and Roads - Road Maintenance Incl. Transp. Planning	1,239,534	Art 8, 99402	-	694,000 Estimated Transit Fund	1,933,534
SUB TOTAL	2,349,057		456,690	694,000	3,499,747

SUPPLEMENTAL INFO:	LTF	STA	B-line Carryover	Total
Apportionments:	2,349,057	456,690		2,805,747
B Line Obligations:				
Fixed Route	710,077	82,228	Capital Reserve	792,305
Paratransit	699,990	44,042	Capital Purchase	744,032
Total	1,410,067	126,270		1,536,337
			Apportionment	Claimed Balance
STA Funds Remaining	456,690			456,690
Carryover				694,000
LTF Funds Remaining	2,349,057			2,349,057

Distribution Summary For FY 12/13 Apportioned Funds Only & for Pie Chart
 Transit 1,564,213 (LTF & STA)
 Bicycles & Peds 2,000 (LTF)
 Rail 1,239,534 (LTF)
 Streets & Roads 2,805,747
Total

TDA Fund Distribution
County



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

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

Claimant: City of Gridley Fiscal Year 2013/14
 See Chapter 10 of BCAG's Transportation Development Act Workbook for detailed instructions on how to complete this form. May-13

TDA STATUTE DESCRIPTION & LOCAL AGENCY PROJECT TITLE Support of Public Transp System / B Line Ops. FIXED ROUTE (430-4434)	CLAIMED FUNDS		SOURCE OF FUNDING		OTHER FUNDING SOURCES		TOTAL
	LTF \$ amount	PUC Article & Section	CLAIMED FUNDS		OTHER FUNDS	SOURCE	
			TDA - LTF amount	STA \$ amount			
Support of Public Transp System / B Line Cap. Res. FIXED ROUTE (700)		Article 8, 99400 (c)	18,904	1,977	-	-	18,904
Support of Public Transp System / Gridley Golden Flyer (430)	135,313	Article 4, 99260 (a)	14,782	1,977	-	City Gen Funds	150,096
Streets and Roads Maintenance	49,222	Article 8, 99402	49,222				49,222
SUB TOTAL	184,535		35,663				220,198

SUPPLEMENTAL INFO:
 Apporportionments: LTF 184,535 STA 35,663 B-line Carryover Total 220,198
 Capital Reserve

B Line Obligations:
 Operating 18,904 Capital Purchase Total 20,881
 Paratransit 1,977
 Total 20,881

Apporportionment Balance 20,881
 STA Funds Remaining 35,663 Claimed 35,663
 Carryover 184,535
 LTF Funds Remaining 184,535

Distribution Summary For FY 12/13 Apporportioned Funds Only & for Pie Chart
 Transit 170,976 (LTF & STA)
 Bicycles & Peds 49,222 (LTF)
 Streets & Roads 220,198
 Total

Gridley - TDA Fund Distribution

Streets & Roads 22%
 Bicycles & Peds 0%
 Transit 78%

Ishrat Khan: 846-5695 ikhan@gridley.ca.us
 BCAG Contact: Ivan Garcia 530-879-2468, igarcia@bcag.org

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

Claimant: City of Oroville Fiscal Year 2013/14
 See Chapter 10 of BCAG's Transportation Development Act Workbook for detailed instructions on how to complete this form. May-13

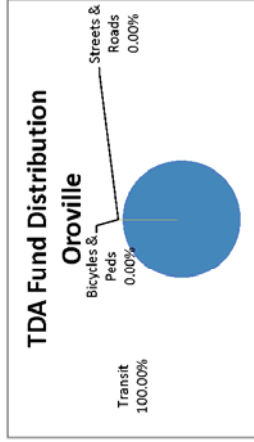
TDA STATUTE DESCRIPTION & LOCAL AGENCY PROJECT TITLE	CLAIMED FUNDS				SOURCE OF FUNDING				TOTAL
	TDA - LTF		STA - STA		OTHER FUNDING SOURCE		OTHER FUNDS	SOURCE	
	LTF \$ amount	PUC Article & Section	STA \$ amount	CCR Section	B Line Carryover	City Local Funds			
Support of Public Transp System / B Line Ops. FIXED ROUTE	99,017	Art 8, Sec. 99400 (c)	84,401	Article 4 673 (b)	-	-	-	B Line Carryover	183,418
Support of Public Transp System/ B Line Ops. PARATRANSIT	337,710	Art. 8, Sec. 99400 (c)	-	-	-	3,975	-	City Local Funds	341,685
Support of Public Transp System / B Line Cap. Res. FIXED ROUTE	-	Art. 8, Sec. 99400 (c)	-	-	-	19,179	-	City Local Funds	19,179
Support of Public Transp System / B Line Cap. Res. PARATRANSIT	-	Art. 8, Sec. 99400 (c)	-	-	-	18,880	-	City Local Funds	18,880
Streets and Roads Claims / Planning and Planning Process Funds Administration	-	Article 8, 99402	-	-	-	-	-	-	-
SUB TOTAL	436,727		84,401			42,034			563,162

SUPPLEMENTAL INFO:	LTF	STA	B-Line Carryover	Total
Appropriations:	436,727	84,401	-	521,128
B Line Obligations:				
Fixed Route	183,418	19,179	-	202,597
Paratransit	341,685	18,880	-	360,565
Total	525,103	38,059	-	563,162
STA Funds Remaining	84,401	-	84,401	-
LTF Funds Remaining	436,727	-	436,727	-

Distribution Summary For FY 12/13 Appropriated Funds Only & for Pie Chart

Transit	521,128	(LTF & STA)
Bicycles & Peds	-	(LTF)
Streets & Roads	-	(LTF)
Total	521,128	

Diane Howard (530) 538-2412 howarddm@cityoforoville.org
 BCAG Contact: Ivan Garcia 530-879-2468. igarcia@bcag.org



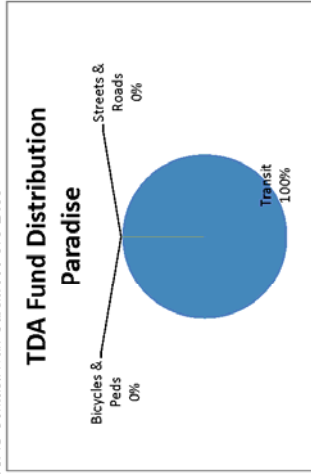
LOCAL TRANSPORTATION FUND (LTF) AND STATE TRANSIT ASSISTANCE (STA) FUND ANNUAL PROJECT AND EXPENDITURE PLAN

Claimant: Town of Paradise Fiscal Year 2013/14
 See Chapter 10 of BCAG's Transportation Development Act Workbook for detailed instructions on how to complete this form. May-13

TDA STATUTE DESCRIPTION & LOCAL AGENCY PROJECT TITLE	CLAIMED FUNDS				SOURCE OF FUNDING			TOTAL
	TDA - LTF		TDA - STA		OTHER FUNDING SOURCES		TOTAL	
	LTF \$ amount	PUC Article & Section	STA \$ amount	CCR Section	OTHER FUNDS	SOURCE		
Support of Public Transp System / B Line Ops. FIXED ROUTE	2,516	Art 8. Sec. 99400 (c)	141,799	Art 4. Sec 6731 (b)		B line Carryover	144,315	
Support of Public Transp System/ B Line Ops. PARATRANSIT	711,843	Art 8. Sec. 99400 (c)	-	Art 4. Sec 6731 (b)			711,843	
Support of Public Transp System / B Line Cap. Res. FIXED ROUTE	15,090	Art 8. Sec. 99400 (c)	-			FUND 5900	15,090	
Support of Public Transp System / B Line Cap. Res. PARATRANSIT	4,286	Art 8. Sec. 99400 (c)	-			35,048 Prior Transit	39,334	
Streets and Roads - Road Maintenance Incl. Transp. Planning	-	Art 8. 99402	-				-	
SUB TOTAL	733,735		141,799			35,048	910,582	

SUPPLEMENTAL INFO: LTF STA B-line Carryover Total
 733,735 141,799 875,534
 Appointments: Shelly Herandez 872-6981shemendez@townofparadise.com
 BCAG Contact: Ivan Garcia 330-879-2468

B Line Obligations:	Operating	Capital Reserve	Capital Purchase	Total
Fixed Route	144,315	15,090		159,405
Paratransit	711,843	39,334		751,177
Total	856,158	54,424	-	910,582
	Apportionmen	Claimed	Balance	
STA Funds Remaining	141,799	141,799	-	
Carryover	-	-	-	
LTF Funds Remaining	733,735	733,735	-	



Distribution Summary For FY 12/13 Apportioned Funds Only & for Pie Chart
 Transit 875,534 (LTF & STA)
 Bicycles & Peds -
 Streets & Roads -
 Total 875,534

APPENDIX E

**Resolution of the Butte County Association of Governments
Making Findings Regarding Unmet Transit Needs Affecting Fiscal
Year 2014/15**



**BUTTE COUNTY ASSOCIATION OF GOVERNMENTS
RESOLUTION NO 2013/2014-14**



**RESOLUTION OF THE BUTTE COUNTY ASSOCIATION OF GOVERNMENTS
MAKING FINDINGS REGARDING UNMET TRANSIT NEEDS AFFECTING FISCAL
YEAR 2014-2015**

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 2014/2015 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 27th day of March 2014 by the following vote:

AYES:

Connelly, Kirk, Lambert, Teeter, Busch, Stone, Fichter, Culleton

NOES:

None


ABSENT:

Wahl, Dahlmeier

ABSTAIN:


None

APPROVED:



CHAIR
BUTTE COUNTY ASSOCIATION OF GOVERNMENTS

ATTEST:



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