



Butte County Association of Governments

Unmet Transit Needs Assessment – FY 2024/2025



For information or questions regarding this assessment, please contact

Butte County Association of Governments

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

www.bcag.org www.blinetransit.com

TABLE OF CONTENTS

INTRODUCTION	3
Executive Summary	3
Requirements	4
Background	4
DEMOGRAPHIC INFORMATION	5
Transit Dependent Groups	5
Demographic Data.....	5
Transit Dependency Indicators in Butte County	6
ADEQUACY OF EXISTING TRANSIT SERVICES	8
Overview.....	8
Description of Local Public Transit Services	8
FY 2023/24 B-Line Service Plan.....	8
Description of Other Transportation Services Available in Butte County	16
Adequacy of Transit Service for Transit Dependent Groups	17
COMMUNITY OUTREACH	18
ANALYSIS OF COMMENTS RECEIVED.....	19
Definitions of “Unmet Transit Needs” and “Reasonable to Meet”	19
Comments that are NOT defined as an “Unmet Transit Need”	20
Analysis Requirements and Assumptions	20
Analysis of Public Testimony	21
UNMET TRANSIT NEEDS FINDINGS AND RECOMMENDATIONS	23
Recommendations	23
Social Service Transportation Advisory Council Review	23

Introduction

Executive Summary, Requirements and Background

Executive Summary

Each year, pursuant to the California 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 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 could be considered in response to the driver shortage.

In response to these changing needs, BCAG conducted a Route Optimization Study that was completed during FY 2022/23. This study assessed 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 prior 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 in 2025; however that is dependent on budget and finding the necessary technologies and staff to make this program work.

Findings for FY 2024/25

After analysis of all testimony received during the 2024/25 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 2023/24, 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, at community events, 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 aged 65 years old and older, youths are considered those between ages 5 and 19, and 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>	213,605	37%	18%
<i>Bangor</i>	399	65%	5%
<i>Berry Creek</i>	1,006	48%	31%
<i>Biggs</i>	2,665	43%	8%
<i>Butte Creek Canyon</i>	690	54%	18%
<i>Butte Meadows</i>	-	-	-
<i>Butte Valley</i>	811	54%	2%
<i>Cherokee</i>	205	63%	54%

Chico	102,790	32%	22%
Clipper Mills	314	18%	80%
Cohasset	392	41%	15%
Concow	244	27%	7%
Durham	6,337	37%	6%
Forbestown	372	22%	13%
Forest Ranch	1,686	41%	3%
Gridley	7,444	38%	10%
Honcut	313	31%	46%
Kelly Ridge	3,168	58%	9%
Magalia	9,245	37%	11%
Nord	147	50%	-
Oroville	20,283	34%	23%
Oroville East	7,640	47%	8%
Palermo	5,516	38%	22%
Paradise	6,666	52%	17%
Rackerby	222	33%	38%
Richvale	248	39%	-
Robinson Mill	37	100%	51%
South Oroville	2,291	27%	16%
Stirling City	501	41%	53%
Thermalito	6,790	38%	22%
Yankee Hill	318	27%	7%
Butte County	213,605	37%	18%

Data Sources: 2018-2022 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.

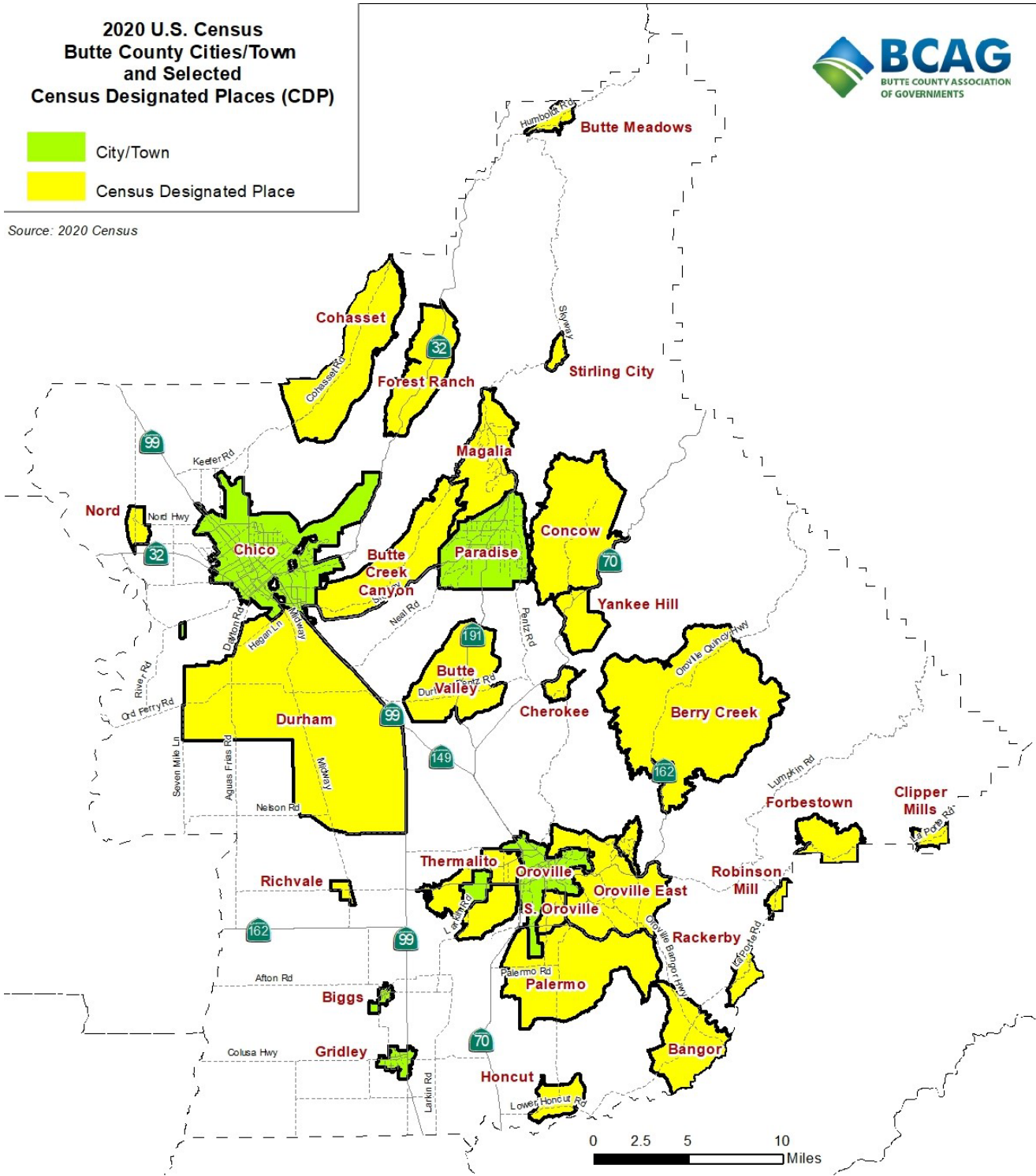
Poverty Indicators (19% and above) - Table 1 identifies transit dependent families that are at poverty levels* by census designated places. These poverty indicators are highlighted in this table by bold and large print.

*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 2023/24 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/Fair/Forest. Route 17 provides service from the Chico Transit Center to Park Ave/Fair St/Forest Ave. Route 17 services E 20th St & Fair St & Forest Ave 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/Fair/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.

** Routes 2, 3, 4 and 7 are all interlined with each other at various times. Routes 8 and 9 are interlined 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 in FY 2023/24. 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	7,356
30 Oroville – Gridley – Biggs	1,666
32 Gridley – Chico	508
40 Paradise – Chico	2,347
41 Paradise Pines – Chico	3,137
Intercity Subtotal	15,014
Local Chico Routes	
2 Mangrove	4,427
3 & 4 Nord/East-First/East	9,500
5 E. 8 th Street	4,059
7 Bruce/Manzanita	1,841
8 & 9 Nord – Warner/Oak	3,443
9C Warner/Oak (Non-Student Shuttle)	406
14 & 17 Park/MLK/Fair/Forest	9,551
15 & 16 Esplanade/Lassen/SR 99	9,963
52 Airport Express	1,519
Local Chico Routes Subtotal	44,709
Local Oroville Routes	
24 & 27 Thermalito & Las Plumas	2,947
25 & 26 Central Oroville & Kelly Ridge	2,857
Local Oroville Routes Subtotal	5,804
TOTAL Estimated Fixed Route Annual Vehicle Service Hours	65,527

B-Line Paratransit

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

The service area of B-Line Paratransit includes the Chico Urban Area, the entire Town of Paradise and portions of Paradise Pines, Wilderness Way off of Pentz Road, and the greater Oroville area, including the City of Oroville and portions of unincorporated Butte County. Services on B-Line Paratransit are operated during the same time as the fixed route services. Services are operated during the following hours:

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

BCAG developed Paratransit policies and procedures that took effect on July 1, 2007. The primary purpose is to comply with Federal Transit Administration (FTA) regulations and the Americans with

Disabilities Act (ADA). As part of this process, BCAG defined new Paratransit boundaries to ensure ADA compliance and implemented a new eligibility certification process. The complete B-Line Paratransit Policies and Procedures are posted on BCAG's website at www.bcag.org.

Estimated Annual Vehicle Service Hours for Paratransit: 22,000

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 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 conducted a Route Optimization Study that was completed during FY 2022/23. The Study provides recommendations to improve ridership, identify alternative routing options, and develop innovative solutions using existing resources. The Study was developed based on feedback from community members and key stakeholders, multiple surveys, and detailed analyses. Recommendations from that study, if pursued, will 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.

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 all transit buses and online at both the BCAG and B-Line web sites, as well as on the Butte Regional Transit Facebook, Twitter/X, 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 2022 through the month of June 2023. 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 2022 – June 2023)

<u>System</u>	<u>Total Fares (fiscal audit)</u>	<u>Total Passengers</u>
B-Line Rural F.R.	\$357,782	130,123
B-Line Urban F.R.	\$591,249	432,661
Total Fixed Route	\$949,031	562,784
B-Line Rural Para	\$43,398	16,615
B-Line Urban Para	\$146,761	50,710
Total Paratransit	\$191,159	67,325

<u>System</u>	<u>Average Service Hour Cost</u>	<u>Average Fare / Passenger</u>
Fixed Route (F.R.)	\$146.82	\$ 2.06
Paratransit	\$121.25	\$ 2.76

Analysis of Public Testimony

The following is testimony received during the 2023/24 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:

- Add stop at Oro Dam Blvd and Wilbur Road.

FINDING → We don't currently service this part of Oro Dam Blvd on any fixed route. Service to this area is an Unmet Transit Need that is unreasonable to meet due to Criterion 3 – Community Acceptance. We have only received one request for fixed route service in this area. Paratransit service is provided to the whole of Wilbur Rd via supplemental zoning.

- Reinstate Route 31 between Paradise and Oroville.

FINDING → This is an Unmet Transit Need that is unreasonable to meet due to Criterion 1 – Cost Effectiveness. After the Camp Fire this route was suspended pending an increase in population on the Ridge. That population of riders has not returned to the Ridge. Current ridership levels on Route 40/41 indicate there is not enough riders to support the 10% farebox ratio needed for reinstating this service.

- Direct route from Downtown Chico to Meriam Park (Southeast Chico).

FINDING → This is not an unmet need since service is currently offered to Meriam Park via Route 7 and partially by Route 5. We are aware that there is additional development in progress and planned along the Bruce Road corridor and will continue to monitor ridership and requests for service along these routes to see if additional service is warranted.

ROUTE TIMES:

- Sunday service on Routes 41 and 40, even if only one round trip per day.

FINDING → The need for Sunday service between Paradise and Chico 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 ratio of 10%. It will, however, continue to be examined for the future as the population on the Ridge increases.

- Would like Sunday service in Chico.

FINDING → Minimal weekend service is provided in Chico via Regional Route

20. The need for localized Sunday service in Chico 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 ratio of 20%.

MISCELLANEOUS COMMENTS:

- Free rides for veterans.

FINDING → This is an operational issue. Veterans are currently eligible for the discount fare, which is half the full fare. We are unfortunately unable to offer free fare to any of our passengers at this time.

- Update signage at the bus stops.

FINDING → This is an operational issue. Staff is in the process of making sure all bus stops have adequate signage and up to date information on checking the real-time location of the routes. We are aware that there are numerous stops that are missing signage altogether and we are working on replacing those missing signs.

- Please return Route 17 back to MLK and off Fair St.

FINDING → This is an operational issue. Analysis conducted by LSC during the Route Optimization Study concluded that moving Route 17 over to Fair St would help bring service to that growing section of town without removing service to MLK since Route 14 still operates on that road. We understand it's an adjustment to have a well-established route change part of its path of travel. Staff will continue to monitor Route 17's performance on Fair St and will adjust as needed.

Unmet Transit Needs Findings and Recommendations

Recommendations

After consideration 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. A recommendation to approve the Unmet Transit Needs Assessment for the 2024/25 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 2024/2025 Transit Needs Assessment was presented to the Butte County Social Service Transportation Advisory Council via a Zoom teleconferencing meeting on January 22, 2024. The Council reviewed the Assessment and unanimously supported staff’s recommendation. See Appendix B for the current SSTAC membership roster.

TABLE OF APPENDICES

APPENDIX A

Annual Unmet Transit Needs Meetings Schedule and Proof of Publications.....25

APPENDIX B

Social Services Transportation Advisory Council Membership.....33

APPENDIX C

BCAG Board of Directors Summary Minutes of October 23, 2003 Approving TDA Definitions for “Unmet Transit Needs” and “Reasonable to Meet”.....34

APPENDIX D

2022/23 TDA Local Transportation Fund (LTF) and State Transit Assistance (STA) Fund Annual Project and Expenditure Plan Worksheets by Jurisdiction.....37

APPENDIX E

Resolution of the Butte County Association of Governments Making Findings Regarding Unmet Transit Needs Affecting Fiscal Year 2024/2025 (signed copy added after February 2024 Board Meeting) 45

APPENDIX A

PROOF OF PUBLICATIONS

B-LINE IS YOUR SYSTEM!

Butte County Association of Governments operates B-Line and is requesting comments from the community on unmet transit needs. Members of the public are invited to submit comments via mail, email, phone, online, Zoom or in person at our public hearing.

For consideration in the 2023/24 Transit Needs Assessment, comments need to be received by:

5:00 p.m., Thursday, December 7, 2023

All comments received are given equal consideration.



Submit comments via the following:

- Mail** → 326 Huss Drive, Suite 150,
Chico CA 95928
- Email** → vproctor@bcag.org
- Phone** → (530) 809-4616, ex. 1
- Online** → Go to the following page:
www.blinetransit.com/Contact-B-Line/Comment-Form/
Type "UTN" as the subject.

- In Person** → Public Hearing
at BCAG Board Meeting
- Date:** Thursday, December 7, 2023, 9:00 a.m.
- Location:** BCAG Board Room / Online
- Go to:** www.bcag.org/About-BCAG/Board-of-Directors/
Zoom link available December 1, 2023.



WHERE DO YOU NEED TO GO?

¡B-LINE ES TU SISTEMA!

¿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. Todos los testimonios recibidos serán considerados por igual. Para ser considerados en la Evaluación de Necesidades de Tránsito 2024/25, los comentarios deben ser recibidos antes del:

5:00 p.m., jueves, 7 de diciembre de 2023

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.

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.

B-LINE YOG KOJ QHOV SYSTEM!

KOJ YUAV TSUM MUS QHOV TWG?

Lub Koom haum BCAG tab tom thov cov lus xam pom los ntawm pej xeem txog kev tu ncuva ntawm kev thauj mus los. Cov pej xeem 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 xeem. Txhua zaj lus tawm tswv yim uas tau txais yog xam tias muaj vaj huam sib luag. Rau kev txiav txim siab nyob rau hauv 2024/25 Kev Ntsuam Xyuas Cov Kev Xav Tau Ntawm Kev Thauj Mus Los, cov lus tawm tswv yim yuav tsum tau txais tsis pub dhau:

5:00 p.m., Hnub Thursday, Kaum Ob Hlis 7, 2023



Unmet Transit Needs (UTN) Comment Period Open!



Comments for the 2023/2024

Transit Needs Assessment are being accepted!

The UTN process works to ensure all unmet needs reasonable to meet are done so prior to funds being spent on alternate projects. This includes trips required, especially by those dependent on public transit, but not currently provided within Butte County. Submit comments via mail, email, phone, online form or in person at the BCAG office or at the **UTN Public Hearing at 9:00 a.m. on December 7, 2023**. Call (530) 809-4616 or email info@bcag.org for more information about the process or location.

Any member of the public can submit a comment by 5:00 p.m. on Thursday, December 7, 2023.

You are invited!

www.blinetransit.com



Si necesita ayuda en Español, llame a nuestra oficina.

Yog tias koj xav tau kev pab ua lus Hmoob, thov hu rau peb lub.

Scan the QR Code for more!!



B-LINE YOG KOJ QHOV SYSTEM!

KOJ YUAV TSUM MUS QHOV TWG?

Lub Koom haum BCAG tab tom thov cov lus xam pom los ntawm pej xeem txog kev tu ncu ntawm kev thauj mus los. Cov pej xeem 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 xeem. Rau kev txiav txim siab nyob rau hauv 2024/25 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

5:00 p.m. Thursday, Kaum Ob Hlis 7, 2023.

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 Xeem ntawm BCAG Pawg Thawj Tswj Xyuas Lub Rooj Sib Tham**
 - hnub Thursday, Kaum Ob Hlis 7, 2023 9:00 a.m.
 - Zoom link txuas muaj nyob rau lub Kaum Ob Hlis 1, 2023

¡B-LINE ES TU SISTEMA! ¿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 2024/25 los comentarios deben ser recibidos antes del

5:00 p.m., jueves, 7 de diciembre de 2023.

Todos los testimonios recibidos serán considerados por igual.

- **Correo** – 326 Huss Dr, Suite 150, Chico CA 95928
- **Correo electrónico** – vproctor@bcag.org
- **Teléfono** – (530) 809-4616, ext. 1
- **Página web**
 - 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, 7 de diciembre de 2023, 9:00 am
 - lugar, programa y el link de Zoom estará disponible diciembre 1

UNIONS

Autoworkers are the latest to spotlight the power of US labor

By Wyatt Grantham-Phillips
The Associated Press

NEW YORK » U.S. labor unions are once again flexing their muscles in the national spotlight.

The United Auto Workers' tentative agreements with Detroit's Big Three automakers could end the union's six-week strike. Gridlock persists in Hollywood between actors and major studios, while hospital workers in Las Vegas, Detroit, Southern California and beyond are fighting for better pay and protections.

But despite historic walkouts and record contract deals seen this year, there's a lot stacked against labor organizers. Union membership rates in the U.S. have been falling for decades due to changes in the economy, employer opposition, growing political partisanship and legal challenges.

"Even though we're seeing stronger support for unions, (with) the highest popularity of union favorability in polls since at least the 1960s, translating the worker desire for representation into actual representation is really hard under our current system," Alexander Colvin, dean of Cornell University's School of Industrial and Labor Relations, told The Associated Press earlier this month.

Still, some labor advocates see growing momentum. Here's where things stand.

What's driving union activity now?

Across the U.S., hundreds of thousands of workers have participated in strikes this year. Labor activism has surged in tandem with soaring costs of living and rising inequality, particularly the growing pay gap between workers and top executives. Those inequities only became more glaring



Anthony Collier, 54, and other striking United Auto Workers members picket Saturday outside the Stellantis Sterling Heights Assembly plant in Michigan.

during the COVID-19 pandemic as U.S. corporations raked in record profits. "It's kind of a perfect storm. (So) you see a lot of union movement these days," said Eunice Han, an assistant professor at the University of Utah specializing in labor economics.

The tightest U.S. labor market in decades is also giving workers leverage to challenge their employers. The unemployment rate in the U.S. is close to 50-year lows and there are now about 1.5 open jobs for every unemployed person, according to recent government data.

Open jobs means American workers are quitting in higher numbers because they are confident of landing a better paying job. The unemployment rate 3.8%, further signaling leverage for workers. Success or partial victories in high-profile union fights can also inspire organizing across industries — and bring lessons for future contract talks. A take-away from the UAW's strike, for example, "is to act aggressively and creatively" while finding allies, said Cathy Creighton, director of Cornell University's Industrial and Labor Relations Buffalo Co-Lab and a former field

attorney for the NLRB. **Union rates have been falling for decades. Why?** While pickets lines seem to be everywhere this year, union membership rates have been declining for decades. Only 6% of U.S. private-sector workers belong to unions today, a sliver of the 35% that were union members in 1953. Todd Vachon, an assistant professor in the Rutgers School of Management and Labor Relations, points to the post-World War II Taft-Hartley Act, which restricted the power of labor unions — as well as factors like relocating manufacturing jobs overseas and an uptick in anti-union stances from both employers and lawmakers that grew in the '70s and '80s. Vachon notes one pivotal moment in particular, when President Ronald Reagan fired all striking air traffic controllers in 1981. Separately, with the rise of the gig economy, some large companies have categorized employees as "contractors," making it harder for them to unionize. And growth in industries that haven't had a strong history of union membership,

such as technology, has also contributed to the decline in unionization. Last year, the number of both public- and private-sector U.S. workers belonging to unions actually grew by 273,000, according to data from the Bureau of Labor Statistics. But the U.S. workforce grew at an even faster rate, meaning the percentage of those belonging to unions fell slightly.

What labor laws impact unions today?

The National Labor Relations Act of 1935 granted private-sector employees the right to unionize. A 1964 executive order from President John F. Kennedy allowed federal employees to organize. That came around the same era that states also began to pass labor laws for their own public workers.

Some states in the South and lower Midwest "will allow police and firefighters to collectively bargain but not state employees. Or they'll let state employees bargain, but they can only bargain over wages," Vachon said. "That shows you how important the labor law is. It really sets the framework for which workers can collectively organize a union successfully or not." A handful of states also have "right to work" laws, which, in unionized workplaces, require unions to represent everyone regardless of whether individuals choose to pay dues or formally join. Such legislation has been criticized for undermining the financial resources and bargaining power of unions.

Attitudes towards unionization have become increasingly partisan, and also divided geographically. Politically "blue" states have higher unionization rates than "red" states. Several states have also dialed back on union protections in recent years, Han said.

DISASTER

Maui police release 16 minutes of body camera footage from day of blaze

By Audrey McAvooy
The Associated Press

HONOLULU » Maui police held a news conference on Monday to show 16 minutes of body camera footage taken the day a wildfire tore through Lahaina town in August, including video of officers rescuing 15 people from a coffee shop and taking a severely burned man to a hospital. Chief John Pelletier said his department faced a deadline to release 20 hours of body camera footage in response to an open records request and wanted to provide some context for what people would see before the video came out.

Earlier this month, Maui County provided the AP with 911 call recordings in response to an open records request.

The 16 minutes of video released at the news conference in Wailuku showed

officers evacuating a Coffee Bean and Tea Leaf shop at a supermarket on Front Street, a neighborhood that largely burned in the blaze. Officers ushered out 15 people from the coffee shop as smoke swirled in the sky around them, loaded the group into police SUVs and took them to the Lahaina Civic Center.

In another clip, an officer finds a badly burned man at a shopping center and put him in the back seat of his patrol car. "I'll just take you straight to the hospital. That sound good?" the officer can be heard asking the man, who responds: "Yeah, that sound good?"

One video shows an officer tying a tow strap to a metal gate blocking a dirt road escape route while residents use a saw to cut the gate open so a line of cars can get past. Multiple shots show officers going door-to-door telling residents to evacuate.

PARADISE POST

www.ParadisePost.com
Facebook: facebook.com/ParadisePost
Twitter: @ParadisePost

Contact us... 877-7210
Classified Department... 877-7210
Circulation Department... 877-7210

Hours: 9:30 a.m. to 4:30 p.m. Monday through Friday.
PARADISE POST SUBSCRIPTION TERMS AGREEMENT: The subscription to the Paradise Post is a CONTINUING SUBSCRIPTION, which means it will automatically renew at the end of this initial term. Notice of cancellation must be provided before the end of this SUBSCRIPTION TERM to avoid charges for an additional term. You may cancel or modify your subscription at any time by calling Customer Service at 530-879-7588. You will be billed at the term you have selected, which shall be your SUBSCRIPTION TERM. Future SUBSCRIPTION TERM offers are subject to change.
The Subscription Agreement grants you a LIMITED-TIME, NON-EXCLUSIVE license to receive and access the Paradise for the duration of the SUBSCRIPTION TERM. No credit is offered for vacation months.
All home delivery subscriptions will automatically include up to seven Special Editions annually, including the Thanksgiving Edition, at an additional cost of \$7.00. The cost of these Special Editions will be subtracted from the amount you paid for your subscription and will amount to a credit on your bill. If you OPT OUT of receiving them, if you prefer not to receive these editions, you must call Customer Service at 530-879-7588 to OPT OUT. If you do not OPT OUT, your account will be billed automatically and your term will be extended. Digital online content is not subject to California sales tax. The sale of printed newspapers is subject to sales tax reimbursement per Cal. Code Regs. tit. 8, 15997(b)(1).

For more information on the terms of our AIRB (AIRB) ANNUAL SUBSCRIPTION TERMS AGREEMENT visit: <http://local.digitalfirstmedia.com/content/dam/airb/airbtermsandconditions.pdf>

B-LINE IS YOUR SYSTEM!

Butte County Association of Governments operates B-Line and is requesting comments from the community on unmet transit needs. Members of the public are invited to submit comments via mail, email, phone, online, Zoom or in person at our public hearing.

For consideration in the 2023/24 Transit Needs Assessment, comments need to be received by:

5:00 p.m., Thursday, December 7, 2023

All comments received are given equal consideration.



Submit comments via the following:

Mail → 326 Huss Drive, Suite 150, Chico CA 95928

Email → vproctor@bcag.org

Phone → (530) 809-4616, ex. 1

Online → Go to the following page: www.blinetransit.com/Contact-B-Line/Comment-Form/
Type "UTN" as the subject.

In Person → Public Hearing at BCAG Board Meeting
Thursday, December 7, 2023, 9:00 a.m.
Location: BCAG Board Room / Online
Go to: www.bcag.org/About-BCAG/Board-of-Directors/
Zoom link available December 1, 2023.



WHERE DO YOU NEED TO GO?

¡B-LINE ES TU SISTEMA!

¿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. Todos los testimonios recibidos serán considerados por igual. Para ser considerados en la Evaluación de Necesidades de Tránsito 2024/25, los comentarios deben ser recibidos antes del:

5:00 p.m., Jueves, 7 de diciembre de 2023

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.

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

B-LINE YOG KOJ QHOV SYSTEM!
KOJ YUAV TSUM MUS QHOV TWG?

Lub Koom haum BCAG tab tom thov cov lus xam pom los ntawm pej xeeb txog kev tu ncuu ntawm kev thauj mus los. Cov pej xeeb raug caw kom xa cov lus tawm tsaw yim los ntawm kev xa ntawm, email, hu xov tooj, hauv lus los sis hauv Zoom thaum pob lub rooj sab laj rau pej xeeb. Txhua zaj lus tawm tsaw yim uas tau txais yog xam tiab muaj vaj huam sib luag. Rau kev txiav txim siab nyob rau hauv 2024/25 Kev Ntsuam Xyuas Cov Kev Xav Tau Ntawm Kev Thauj Mus Los, cov lus tawm tsaw yim yuav tsum tau txais tsis pub dhau:

5:00 p.m., Hnub Thursday, Kaum Ob Hlis 7, 2023

<p>TODAY Valley 71° 46° Nice with clouds and sunshine</p>	<p>THURSDAY Valley 70° 48° Mostly cloudy</p>	<p>FRIDAY Valley 72° 57° Mostly cloudy</p>	<p>SATURDAY Valley 69° 55° Occasional rain</p>	<p>SUNDAY Valley 63° 53° A morning shower in spots; otherwise, periods of sun</p>
---	--	--	--	---

ALMANAC
Elmer's record-breaking Monday
Temperatures
Highest: 91° (1942)
Normal high/low: 72°/43°
Record high: 96° (1949)
Record low: 29° (2006)
Humidity at same time: 86%
Total days 100° and above this year: 21
Precipitation
Monday: 0.00"
Record precipitation: 2.44" (1993)
Month to date: 0.82"
Normal month to date: 1.29"
Season (Oct. 1 to date): 0.82"
Normal season to date: 1.03"

PRECIPITATION TOTALS
Local amounts Monday
City 24-hour Month to date to date to date
Orland 0.00 0.72 0.72
D Oroville 0.00 0.48 0.48
Paradise 0.00 0.36 0.36
Red Bluff 0.00 0.03 0.03
Willows 0.00 0.00 0.00

EX-TREMES
National (for the 48 contiguous states)
High 112° at Long Beach, CA
Low -12° at Grand Island, NE

LAKE LEVELS
As of 7 a.m. Tuesday
Lake Storage Elevation Chng Inflow Outflow
(in capacity, feet) (feet) (cfs) (cfs)
Lake Oroville 68% 826.88 -0.40 1474 3609
Shasta Lake 62% 1014.21 -0.27 2214 6137

RIVER LEVELS
In feet as of 7 a.m. Tuesday
Sacramento River / Lodi 8990 128.35 -0.05
Vino-Woodson Bridge 7010 152.00 0.00
Crocker Ferry 4260 95.94 -0.46

FEATHER RIVER
Valley City 4700 26.10 -0.10
Gridley 1040 73.70 -0.17

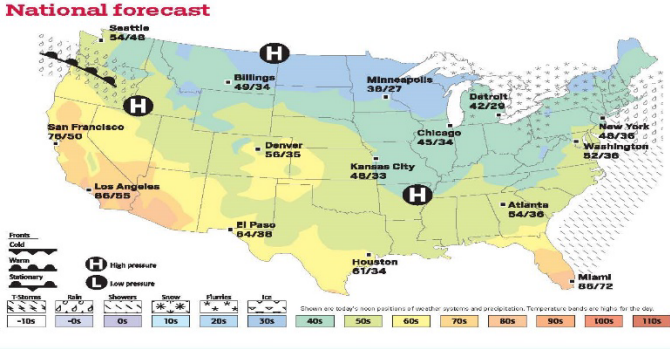
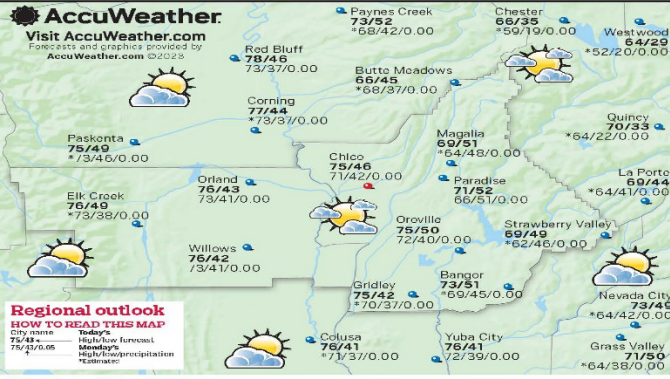
SOLUNAR TABLE
The solar period schedule allows planning when you will be taking a great holiday or holiday in great views during those hours. Solar periods begin at the time shown and last for 1.5 to 2 hours. The holiday period are shown.

SKY WATCH
Sunrise Sunset Moonrise Moonset
Today 7:35 a.m. 5:50 p.m. 6:52 p.m. 12:32 p.m.
Thurs. 7:37 a.m. 6:00 p.m. 6:56 p.m. 12:37 p.m.

ALLERGY REPORT
Allergy alert and danger today at Risk
Pollen levels: Absent: Trees Moderate: Weeds Low: Sources: National Allergy Index

AIR QUALITY FORECAST
City: Moderate
Paradise: Moderate
What it means: CAQI (Good) 5-10: Moderate
101-150: Unhealthy for sensitive people
151+: Unhealthy for all. Source: airnow.gov

TODAY'S UV INDEX
3
Moderate
The higher the UV Index, the greater the need for UV protection at 12 p.m.



CALIFORNIA CITIES

City	Tuesday High/Low	Today High/Low
Alameda	75/50	77/47
Anaheim	65/42	66/24
Antelope	75/46	78/46
Bakersfield	74/50	78/44
Barstow	84/28	84/28
Big Bear	71/22	74/32
Chico	59/28	62/52
Chico Valley	62/32	63/52
El Centro	83/33	84/17
Escrow	87/50	89/43
Eureka	59/17	62/50
Exeter	62/32	63/52
Fontana	90/54	87/55
Los Angeles	82/54	83/31
Mammoth Mountain	62/13	67/25
Merced	72/52	74/44
Modesto	75/50	78/46
Mountain View	78/50	80/41
Napa	86/50	88/52
Northridge	81/53	83/27
Oakland	74/50	75/46
Oroville	81/47	82/54
Palm Springs	85/29	85/32
Pasadena	83/53	84/38
Petaluma	85/29	85/32
Red Bluff	78/37	78/46
Redding	72/50	73/47
Sacramento	74/48	75/42
Salt Lake	78/50	78/46
San Bernardino	85/30	88/19
San Diego	82/58	83/55
San Francisco	74/50	75/55
San Gabriel	84/51	86/24
San Jose	75/47	81/55
San Luis Obispo	86/50	87/55
Santa Ana	86/50	87/55
Santa Barbara	82/29	79/42
Santa Maria	80/29	81/34
Santa Rosa	79/37	79/42
Seattle	78/50	77/44
Ukiah	78/37	79/35
Vallejo	84/52	84/44
Yosemite Valley	68/29	74/46

NATIONAL CITIES

City	Tuesday High/Low	Today High/Low
Albuquerque	62/21	62/35
Anchorage	42/28	42/35
Boston	62/32	62/35
Buffalo	56/30	52/42
Butte	62/32	62/35
Charlotte	67/41	70/69
Chicago	38/27	45/34
Cincinnati	41/31	42/31
Dallas	61/31	61/36
Denver	56/35	55/69
Des Moines	38/28	42/35
Detroit	42/24	42/35
El Paso	61/25	61/38
Honolulu	81/25	81/35
Houston	67/34	61/34
Indianapolis	42/25	45/35
Kansas City	42/25	45/35
Las Vegas	71/50	74/65
Miami	80/72	80/72
Memphis	62/31	62/35
Minneapolis	38/27	38/27
Mobile	82/28	81/28
New Orleans	59/31	58/47
New York City	62/32	61/28
Oklahoma City	71/25	53/37
Omaha	51/22	52/28
Orlando	80/47	71/38
Philadelphia	53/47	51/32
Phoenix	84/41	71/38
Pittsburgh	44/34	42/26
Portland, OR	58/25	52/46
St. Louis	43/25	47/34
Salt Lake City	52/25	55/38
Seattle	52/30	54/48
Washington, DC	52/37	52/35

Weather: s-sunny, pc-partly cloudy, c-cloudy, sk-showers, t-thunderstorms, e-rain, ef-snow flurries, se-snow, fctz-fog, pr-precipitation total

B-LINE IS YOUR SYSTEM! WHERE DO YOU NEED TO GO?

Butte County Association of Governments operates B-Line and is requesting comments from the community on unmet transit needs. Members of the public are invited to submit comments via mail, email, phone, online, Zoom or in person at our public hearing.

For consideration in the 2023/24 Transit Needs Assessment, comments need to be received by:
5:00 p.m., Thursday, December 7, 2023

All comments received are given equal consideration.

Submit comments via the following:

Mail → 326 Huss Drive, Suite 150, Chico CA 95928

Email → vproctor@bcag.org

Phone → (530) 809-4616, ex. 1

Online → Go to the following page: www.blinetransit.com/Contact-B-Line/Comment-Form/
Type "UTN" as the subject.

In Person → Public Hearing at BCAG Board Meeting
 Date: Thursday, December 7, 2023, 9:00 a.m.
 Location: BCAG Board Room / Online
 Go to: www.bcag.org/About-BCAG/Board-of-Directors/
 Zoom link available December 1, 2023.

¿B-LINE ES TU SISTEMA! ¿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. Todos los testimonios recibidos serán igualmente considerados por igual. Para ser considerados en la Evaluación de Necesidades de Tránsito 2024/25, los comentarios deben ser recibidos antes del:

5:00 p.m., Jueves, 7 de diciembre de 2023

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.

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 ntawm mam txhais ua lus Askiv.

B-LINE YOG KOJ QHOV SYSTEM! KOJ YUAV TSUM MUS QHOV TWG?

Lub Koom haum BCAG tab tom thov cov lus xam pom los ntawm pej xeeb txog kev tu ncuva ntawm kev thauj mus los. Cov pej xeeb raug caw kom xa cov lus tawm tsww yim los ntawm kev xa ntawv, email, hu xov tooj, hauv is los sis hauv Zoom thaum peb lub rooj sab laj rau poj xeeb. Txhua zaj lus tawm tsww yim uas tau txais yog xam tias muaj vaj huam sib luag. Rau kev txiav txim siab nyam rau hauv 2024/25 Kev Ntsuam Xyuas Cov Kev Xav Tau Ntawm Kev Thauj Mus Los, cov lus tawm tsww yim yuav tsum tau txais tsis pub dhau.

5:00 p.m., Hnub Thursday, Kaum Ob Hlis 7, 2023

www.blinetransit.com www.bcag.org

APPENDIX B

**Butte County Association of Governments
2023-2024 Social Services Transportation Advisory Council**

1 2 3 4 5 6 7

Name	Agency	Category Filled							Term ends
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
Debra Connors	Citizen-Chico		x						June 30, 2026
Marcella Seay	Citizen - Magalia	x							June 30, 2026
Seth Klobodu	CSU Chico							x	June 30, 2026
Larry Pohlad	Citizen-Chico	x	x						June 30, 2026
Connie Stahl	Citizen-Chico	x	x						June 30, 2026
Judy Barclay	Citizen-Chico		x						June 30, 2026
W. Jay Coughlin	Butte County DESS					x			June 30, 2026

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:
 Submitted Aug 2022
 Submitted April 2023
 Preliminary
 Final

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	(5,952,920)
Amount Claimed	-
Unclaimed TDA	-

TDA CLAIMED FOR ARTICLE 4 AND 8	FUND BALANCE USED		CLAIMED FUNDS		CLAIMED FUNDS		TOTAL PROJECT
	TDA - LTF Carryover	PUC Section	TDA - LTF	PUC Section	TDA - STA	CCR Section	
TDA STATUTE DESCRIPTION & LOCAL AGENCY PROJECT TITLE	LTF \$ amount		LTF \$ amount		LTF \$ amount		
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 Newsum/ Sara Cain
 BCAG: Ivan Garcia or Julie Quimm 809-4616

TDA FUNDING HELD BY BRT:

	Audited 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	3,067,009	3,840,354	4,941,541	1,965,822
Transit- STA	-	2,012,566	2,012,566	-
Total TDA Funds	3,067,009	5,852,920	6,954,107	1,965,822

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

Fiscal Year 2022/2023

County of Butte

Claimant:

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	-

Submitted Aug 2022
 Submitted April 2023

Submitted Aug 2022
 Submitted April 2023

Preliminary
 Final

Submitted Aug 2022
 Submitted April 2023

TDA STATUTE DESCRIPTION & LOCAL AGENCY PROJECT TITLE	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			
Transit- Public or Special Assistance / Transit Service (Gridley flier)	-	Article 8, 99400 (c)	4,000	Article 8, 99400 (c)		local income	4,000
Passenger Rail Operations & Capital / Rail Service (Amtrack)		Article 8, 99400 (b)	1,680	Article 8, 99400 (b)		other agency cont	1,680
Transportation Planning & Admin/ Streets & Roads Planning	1,000	Article 8, 99402	-	Article 8, 99402			1,000
Transportation Planning & Admin/ Bike & Ped Planning		Article 8, 99402	-	Article 8, 99402			
Streets & Road Maintenance - Pavement Improvements		Article 8, 99400 (a)	1,876,169	Article 8, 99400 (a)	10,844	Carryforward of IF Cost Allocation	1,887,013
Capital Projects for Streets & Road/ provide capital listing	397,086	Article 8, 99400 (a)	251,429	Article 8, 99400 (a)			648,515
Capital Projects for Bike & Ped/ provide capital listing		Article 8, 99400 (a)	-	Article 8, 99400 (a)			
ALLOCATED FUNDS	398,086		2,133,278		10,844		2,542,208

Local Contact: Amanda Parrain, Talem Duckett

BCAG: Ivan Garcia or Julie Quinn 809-4616

TDA FUNDING HELD BY CITY:

TDA Fund:	Audited Beg Fund Balance (a)	22/23		Estimated End Fund Balance (a+b-c)
		Revenue (b)	Expense (c)	
Transit/ Rail LTF	-	5,680	5,680	-
Transportation LTF	398,086	2,127,598	2,525,684	-
Unclaimed current TDA apportionment	398,086	2,133,278	2,531,364	-
Total TDA	-	10,844	10,844	-
Expense covered with Local funding	398,086	2,144,122	2,542,208	-

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

Claimant: City of Biggs Fiscal Year 2022/2023
 Submitted Aug 2022
 Submitted April 2023

Preliminary
 Final

SECTION 1: TDA FUNDING HELD BY BCAG

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

SECTION 2: TDA CLAIMED BY PUC CATEGORY

TDA STATUTE DESCRIPTION & LOCAL AGENCY / PROJECT TITLE	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			
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	34,405	Article 8, 99400 (a)	15,653	Article 8, 99400 (a)			50,058
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)	50,000	Article 8, 99400 (a)			150,000
ALLOCATED FUNDS	134,405		65,653				200,058

Local Contact: Josh Cook, Dave Harden

BCAG: Ivan Garcia or Julie Quinn 809-4616

SECTION 3: TDA FUNDING HELD BY CITY

TDA Fund:	Audited 6/30/22 Fund Balance (a)	22/23 Revenue (b)	22/23 Expense (c)	Estimated End Fund Balance (a+b-c)
Transit/ Rail LTF - Fund 70	-	-	-	-
Transportation LTF - Fund 80	134,405	65,653	200,058	-
Unclaimed current TDA apportionment	-	-	-	-
Total TDA	134,405	65,653	200,058	-
Expense covered with Other Revenue	-	-	-	-
Total City Transportation Fund	134,405	65,653	200,058	-

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:

FY 22/23 APPORTIONMENTS	276,609
Prior Year Appt Balance	3,483,862
22/23 Apportionment	3,760,471
Total Available to Claim	(3,760,471)
Amount claimed	-
Unclaimed TDA	-

Submitted July 2022
 Submitted April 2023

Preliminary _____
 Final X

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	45,526	Article 8, 99400 (c)		Article 8, 99400 (c)	30,792	Fund 212 interest	76,318
Passenger Rail Operations & Capital / Rail Service	175,498	Article 8, 99400 (b)		Article 8, 99400 (b)	22,200	Fund 212 agency contributions	197,698
Transportation Planning & Admin/ Streets & Roads Planning		Article 8, 99402	403,672	Article 8, 99402			403,672
Transportation Planning & Admin/ Bike & Ped Planning		Article 8, 99402	376,927	Article 8, 99402			376,927
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	4,782,724	Article 8, 99400 (a)	2,126,010	Article 8, 99400 (a)			6,908,734
Capital Projects for Bike & Ped/ provide capital listing	56,851	Article 8, 99400 (a)	760,909	Article 8, 99400 (a)			817,760
ALLOCATED FUNDS	5,060,600		3,760,471		52,992		8,874,063

Local Contacts: Linda Herman, Robyn Ryan, Amanda McGarr, Brendan Ottoboni

TDA FUNDING HELD BY CITY:

TDA Fund:	Audited 21/22 FB and unclaimed (a)	22/23 Revenue (b)	22/23 Expense (c)	Estimated End Fund Balance (a+b-c)
Transit/ Rail LTF	227,003	-	221,025	5,978
Transportation LTF	5,132,284	3,483,862	8,323,437	292,709
Unclaimed current TDA apportionment	276,609	-	276,609	-
Total TDA	5,635,896	3,483,862	8,821,071	298,687
Expense covered with Other Revenue	-	52,992	52,992	-
Total City Transportation Fund	5,635,896	3,536,854	8,874,063	298,687

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

Submitted Aug 2022
 Submitted April 2023

Preliminary _____
 Final _____
 X

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	(331,391)
Unclaimed TDA	-

TDA CLAIMED FOR ARTICLE 4 AND 8	FUND BALANCE USED		CLAIMED FUNDS		CLAIMED FUNDS		TOTAL PROJECT
	TDA - LTF LTF \$ amount	PUC Section	TDA - LTF LTF \$ amount	PUC Section	TDA - STA LTF \$ amount	CCR Section	
Public Transportation / Taxi Service		Article 4, 99260(a)	26,328	Article 4, 99260(a)	87,434	Art 4, Sec 6730 (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: Elise Arteaga

BCAG: Ivan Garcia or Julie Quirm 809-4616

TDA FUNDING HELD BY CITY:

	Estimated Beg Fund Balance (e)	22/23 Revenue (b)	22/23 Expense (c)	Estimated End Fund Balance (e+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 EXPENDITURE PLAN

Claimant: _____ City of Oroville _____ Fiscal Year 2022/2023
 Submitted June or July 2022
 Submitted April 2023
 Preliminary _____ Final _____
 X

TDA FUNDING HELD BY BCAG:	
FY 22/23 APPORTIONMENTS	-
Prior Year Appt Balance	638,690
Current Apportionment	638,690
Total Available to Claim	638,690
Amount claimed	(638,690)
Unclaimed TDA	-

TDA STATUTE DESCRIPTION & LOCAL AGENCY PROJECT TITLE	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			
Transit- Public or Special Assistance/ Transit Service	-	Article 8, 99400 (c)	-	Article 8, 99400 (c)			
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)	-	Article 8, 99400 (b)			
Transportation Planning & Admin/ Streets & Roads Planning		Article 8, 99402		Article 8, 99402			
Transportation Planning & Admin/ Bikes & 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	300,000	Article 8, 99400 (a)	300,000	Article 8, 99400 (a)			600,000
Capital Projects for Bike & Ped/ provide capital listing	344,968	Article 8, 99400 (a)	344,968	Article 8, 99400 (a)			689,968
ALLOCATED FUNDS	644,968		644,968				1,283,658

Local Contact: Dawn Nevers, Ruth Duncan

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	644,968	638,690	1,283,658	-
Transportation LTF	-	-	-	-
Unclaimed current TDA apportionment	-	-	-	-
Total TDA	644,968	638,690	1,283,658	-
Expense covered with Other Revenue	-	-	-	-
Total City Transportation Fund	644,968	638,690	1,283,658	-

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

Claimant: Town of Paradise Fiscal Year 2022/2023
 Submitted Aug 2022
 Submitted April 2023
 Preliminary _____
 Final _____
 X

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	(432,867)
Unclaimed TDA	547,623

TDA STATUTE DESCRIPTION & LOCAL AGENCY PROJECT TITLE	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			
Transit- Public or Special Assistance / Transit Service	-	Article 8, 99400 (c)		Article 8, 99400 (c)			
Passenger Rail Operations & Capital / Rail Service		Article 8, 99400 (b)		Article 8, 99400 (b)			
Transportation Planning & Admin/ Streets & Roads Planning		Article 8, 99402	30,000	Article 8, 99402			30,000
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)			95,100
Capital Projects for Streets & Road/ provide capital listing	234,693	Article 8, 99400 (a)	230,446	Article 8, 99400 (a)			465,139
Capital Projects for Bike & Ped/ provide capital listing	112,639	Article 8, 99400 (a)	77,321	Article 8, 99400 (a)			189,960
ALLOCATED FUNDS	347,332		432,867				780,199

Local Contact: Colin Nelson
 BCAG: Ivan Garcia or Julie Quinn 809-4616

TDA FUNDING HELD BY CITY:

TDA Fund:	Audited Beg Fund Balance (a)	22/23 Revenue (b)	22/23 Expense (c)	Estimated End Fund Balance (a+b-c)
Transit/ Rail LTF	-	-	-	-
Transportation LTF	347,332	260,887	608,219	-
Unclaimed current TDA apportionment	719,603	-	171,980	547,623
Total TDA	1,066,935	260,887	780,199	547,623
Expense covered with Other Revenue	-	-	-	-
Total City Transportation Fund	1,066,935	260,887	780,199	547,623

APPENDIX E

**Resolution of the Butte County Association of Governments
Making Findings Regarding Unmet Transit Needs Affecting Fiscal
Year 2024/25**



**BUTTE COUNTY ASSOCIATION OF GOVERNMENTS
RESOLUTION NO 2023/24-08**



**RESOLUTION OF THE BUTTE COUNTY ASSOCIATION OF GOVERNMENTS
MAKING FINDINGS REGARDING UNMET TRANSIT NEEDS AFFECTING FISCAL
YEAR 2024-2025**

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 2024/2025 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 22nd day of February 2024 by the following vote:

AYES: Connelly, Nuchols, Reynolds, Ritter, Calderon, Pittman, Tryon, Teeter

NOES: ∅

ABSENT: Durfee, Himmelshue


ABSTAIN: ∅

APPROVED:



BILL CONNELLY, CHAIR
BUTTE COUNTY ASSOCIATION OF GOVERNMENTS

ATTEST:



ANDY NEWSUM, EXECUTIVE DIRECTOR
BUTTE COUNTY ASSOCIATION OF GOVERNMENTS