



**Annual Transit Service Plan  
And Budget  
FY 2018/2019**

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## Introduction & Overview

The Butte County Association of Governments (BCAG) is formed by a Joint Powers Agreement (JPA) between the County of Butte and the incorporated cities of Chico, Gridley, Biggs, Oroville and the Town of Paradise. BCAG is the state designated Regional Transportation Planning Agency (RTPA) and the federally designated Metropolitan Planning Organization for Butte County.

In addition, BCAG's JPA gives responsibility to BCAG for the administration and operation of the region's consolidated public transit service. The BCAG Board of Directors is the policy making authority for transit decisions. The consolidation of the region's transit systems was the result of a multi-year planning effort by the cities, town, county and BCAG staff. Butte Regional Transit or *B-Line* provides fixed route and Paratransit services to the cities, town and the county. B-Line service began in July 2005.

The BCAG Board of Directors is responsible for all policy decisions under the authority of BCAG, as the Policy Board for Butte Regional Transit. Transit policy decisions require a super majority vote of the Board, seven (7) of the ten (10) Board members. The Policy Board reviews and makes decisions based upon the recommendations presented by the Transit Administrative Oversight Committee and BCAG staff.

## Purpose of Annual Transit Service Plan and Budget

BCAG is required to annually prepare a transit service plan and budget for Butte Regional Transit as per the JPA. The purpose of this Plan and Budget is to describe the transit services to be provided for the upcoming 2018/19 Fiscal Year. In addition, operating and capital expenses are identified with available funding sources. The transit service plan and budget also describe the committees involved and established to provide valuable input and oversight on transit related matters.

## Transit Administrative Oversight Committee

The Transit Administrative Oversight Committee was established as a result of the transit consolidation. This committee includes administrative and other staff representatives from the county, cities, town and BCAG. This Committee meets as necessary to review and provide guidance concerning the B-Line transit service. The Committee also provides recommendations to the BCAG Board of Directors on the Annual Transit Service Plan and Budget and other transit issues that may arise during the year that are not included in the Plan. All transit policy issues, transit service and operating matters are reviewed with this Committee prior to a recommendation being made to the BCAG Board of Directors.

## Social Services Transportation Advisory Council

The BCAG Social Services Transportation Advisory Council (SSTAC) was established under the requirements of the Transportation Development Act (TDA) with representatives established by statute. The SSTAC serves as an advisory committee to BCAG staff and the Policy Board on all transit issues. In particular, the SSTAC meets on an as needed basis during the year to provide input during the Unmet Transit Needs process.

## Highlights and Accomplishments for 2017/18

Fiscal Year 2017/18 was another eventful year for Butte Regional Transit. Following are some of the accomplishments for the year:

- Coordinating and partnering with Butte OEM and CalOES on the Butte County Emergency Plan.
- BCAG completed rehabilitation project on the Butte Regional Transit Board Chambers.
- Group member of the Butte County Emergency Logistics Team.
- BCAG received eight (8) new Gillig Transit BRT buses during the 17/18 fiscal year.
- BCAG submitted and awarded the FTA's 5339 Buses and Bus Facilities Infrastructure Investment Program. BCAG was one of the 139 projects awarded funding in the amount of **\$1,206,518**. The grant funding will assist BCAG in compliance improvements of the current bus stops, both sheltered and non-sheltered to meet ADA compliance.
- BCAG submitted a FFY16/17 & FFY17/18 5311 Operating Grant and a FFY17/18 5311(f) Operating Grant to cover the Operating expenditures for the smaller portion of the Rural Fixed Route service.
- Installed new Fast Fare Fareboxes in the new 1700's buses and upgraded the Genfare (GFI) software to begin transitioning to Mobile Payment, QR Code Readers, and Smartcard Payment.
- BCAG successfully submitted the FTA 5307 Operating and Capital Grant to cover the Operating and Capital expenditures for the Butte Regional Transit System.
- BCAG successfully submitted the CALOES Grant to cover the Safety and Security Capital expenditures for the Butte Regional Transit System.
- Submitted a FFY17/18 LCTOP Grant to support the Operating cost for the proposed Chico to Sacramento Commuter Bus Service for Butte Regional Transit.
- BCAG implemented credit card acceptance terminals at the Butte Regional Transit facility and the Chico Transit Center (CTC) kiosk.

## Goals for 2018/19

- Continue the partnership with Local and Regional Law Enforcement with Homeland Security Threat Training.
- Continue to partner with Butte OEM and CalOES on Butte County Emergency Action Plan.
- Continue to partner with the Butte County Emergency Logistics Team.
- Continue to conduct workshops with local Non-Profit & Social Service Agencies and Local Small Businesses.
- Continue to utilize the ADA Bus Stop Compliance plan to review all current bus stops and shelters for ADA compliance and to develop a priority list & apply the FTA's 5339 Buses and Bus Facilities Infrastructure Investment Program funding to current and future ADA bus stop improvements.
- Seek funding through California Air Resources Board (CARB) grant funding & Zero-Emission Vouchers and Federal Transit Administration (FTA) grant funding programs to assist in the purchase or lease of zero-emission and low-emission transit buses,

including acquisition, construction, and leasing of required supporting facilities/infrastructure.

- Change and implement policy changes for the B-Line service and to continue to evaluate current policies.
- Continue to evaluate future funding needs for bus replacement and present a plan to the TAOC and BCAG Board of Directors.
- Continue researching and applying for grants to assist with Operations and Capital costs.
- Improve the IT Infrastructure at the Chico Transit Center (CTC), this will enable synergies to be shared between the Butte Regional Transit Operations Center (BRTOC) to the CTC.
- Improve/Update the Butte Regional Transit Operations Center (BRTOC) Telephone System and IT Infrastructure, this will provide an overall improve Customer Service experience to the callers.
- Continue the LCTOP Funding to provide transit service for the new or expanded service for Butte Regional Transit.
- Complete the installation of Solar Infrastructure at the Butte Regional Transit Operations Center (BRTOC).
- Continue to implement phases to construct the New Paradise Transit Center.
- Implement the FFY16/17 LCTOP funding to support the 'Green Day' (Free Ride Day(s) for Butte Regional Transit.
- Review & implement Phase 2 of the B-Line Mobile App for the Mobile Payment & Smartcards Payment functions.
- Conduct Public Hearings for outreach support and feedback for the Butte Regional Transit System planning & improvements.
- Continue to evaluate the Commuter Express Route from Chico to Downtown Sacramento.

## Funding

B-Line services are funded through farebox, Federal Transit, and State Transportation Development Act (TDA) funds. Farebox revenue accounts for approximately 20% of operating costs in the rural and urban fixed route services and 10% in paratransit services, which maintains the minimum required by TDA regulations. Federal Transit Administration (FTA) Section 5307 contributes up to 50% funding of fixed route and paratransit operating costs in the Chico urbanized area. FTA Section 5311 and 5311(f) funds less than 50% of the Rural Fixed Route service. FTA Section 5310 Expanded grants have funded the Rural Paratransit service in the past two years. The grant for fiscal years 2017/18 through 2019/20 was applied for but not awarded. This has increased the cost of transit to the City of Paradise, Oroville and the County, as the remainder of B-Line services is funded by the cities, town and county from their apportioned TDA funds based on a funding formula outlined in BCAG's JPA.

## Fixed Assets

### **EQUIPMENT- FIXED ROUTE**

The useful life of a large transit bus is at-least 12 years or 500,000 miles. Since the consolidation of the B-Line in 2005, Congestion Mitigation and Air Quality (CMAQ) and

other funding sources have been utilized for the purchase of fixed route buses, to minimize the contribution of Local Transportation Funds (LTF). In recent years CMAQ funds have gone to projects for the Cities, Town and County while LTF has been apportioned and reserved for bus purchases. In fiscal year 2017/18, three (3) 40' fixed route busses and five (5) 35' fixed route busses were purchased with the use of reserved LTF funds. BCAG continues to work with the Transportation Administrative Oversight Committee (TAOC) to evaluate funding needs for future replacement of B-Line buses.

During the 2018/19 fiscal year, planning will focus on the transition of the Butte Regional Transit's fleet to the lowest polluting and most energy efficient transit vehicles. As part of the initiative through the Federal Transit Administration (FTA) and the State of California, Transit Agencies are to begin implementing the Innovative Clean Transit (ICT) Regulations for Zero Emission Buses. BCAG will seek funding through California Air Resources Board (CARB) grant funding & Zero-Emission Vouchers and Federal Transit Administration (FTA) grant funding programs to assist in the purchase or lease of zero-emission and low-emission transit buses, including acquisition, construction, and leasing of required supporting facilities/infrastructure. ICT proposed rule concept states that by January 1, 2023 50% of bus purchases by Transit agencies with 30 or more buses are to be Zero-Emission Buses (ZEBs) and by January 1, 2026, 75% of bus purchases to be Zero-Emission Buses (ZEBs) for all transit agencies and by January 1, 2029, *all* bus purchases would need to be Zero-Emission Buses (ZEBs).

#### **EQUIPMENT- PARATRANSIT**

The useful life of a medium paratransit bus is at-least 5 years or 150,000 miles. Paratransit buses have historically been purchased using the FTA 5310 Traditional program, and funding under this program appears to be sufficient for the time being. B-Line successfully submitted an FTA 5310 Traditional Grant during 2016/17 for the replacement of six (6) Paratransit buses. During fiscal year 2018/19, BCAG will receive the six (6) replacement Paratransit buses.

#### **SHELTERS**

The 2018/19 budget will continue to benefit from the current contract with Stott Outdoor Advertising. Since the introduction of this agreement, Stott has installed more than 55 new bus stop shelters (which include trash and recycling receptacles) countywide, as well as updating and maintaining current assets.

During the 2012/13 FY & 2013/14 FY, BCAG initiated a comprehensive review of all current stops, both sheltered and non-sheltered, for ADA compliance. The firm, Disabilities Access Consultants (DAC) was retained to evaluate the five-hundred plus bus stop locations throughout the county to evaluate ADA compliance. During the 2012/13 FY & 2013/14 FY, five-hundred and fifty locations were evaluated.

During the 2014/15 FY, DAC completed the development of a computer-based program of the bus stop inventory, which will identify need compliance improvement, and recommended priorities.

During the 2017/18 FY, FTA announced approximately \$264 million in project selections to improve the safety and reliability of America's bus systems and enhance mobility for transit

riders across the country. A total of 139 projects in 52 states and territories received funding from FTA's 5339 Buses and Bus Facilities Infrastructure Investment Program. BCAG was one of the 139 projects awarded funding in the amount of \$1,206,518. The grant funding will assist BCAG in compliance improvements of the current stops, both sheltered and non-sheltered.

As an ongoing initiative, BCAG will continue to utilize the DAC computer-based program to review all current bus stops and shelters for ADA compliance and continue to develop a priority listing & additional funding needs for current & future improvements.

## FY 2018/19 Proposed B-Line Budget

The total funding requirements for transit operations is \$10,260,238. The 2018/19 budget is \$90,751 higher than prior year in total dollars, an increase of 0.89%. The increase to the transit services contract hourly rate for the year is 2.1%.

The following items are major changes in the 2018/19 Budget from the prior year:

1. Decrease of \$18,000 in printing and software licenses to bring budget in line with actual costs for the removal of one contract.
2. Increase of \$62,000 to Paratransit ADA Certification and Support Services to include facility management hours and to reduce the amount subsidized by BCAG.
3. Decrease in Communication and Insurance due to securing better pricing.
4. Decrease of \$20,000 for Vehicle Maintenance due to purchase of new busses.
5. Increase in Fixed Route Purchased Transportation consistent with 2.1% Transdev contract increase.
6. A line item for the Purchased Transportation of the Commuter Route has been added to show the additional operator service cost for the new route. The Low Carbon grant funding this cost is included in the Federal/Other revenue line item.
7. Decrease of Paratransit Purchased Transportation due to reduction of service hours to the rural paratransit system, due to reduction of passengers. The reduction in rural paratransit service hours offset the increase cost of urban paratransit Purchased Transportation due to increased Transdev rate.
8. Decrease of \$40,000 for the BRT Facility Operations and Maintenance for expectation of solar installation within the fiscal year.
9. Fare revenue is projected to decline for the fixed routes as passenger counts continue to fall, matching a nationwide trend. Paratransit ridership is slightly lower overall, which drives down the fare revenue slightly.
10. The federal transit revenues are projected to fall by 6% in 18/19.
11. The decrease of farebox and federal revenue drive the increased funding needed from local jurisdictions.

The following tables outline the proposed 2018/19 B-Line budget in relation to the previous two years information:

## FISCAL YEAR 2018/19

### OPERATING BUDGET

	2016/17 ACTUAL ANNUAL	2017/18 APPROVED BUDGET	2018/19 PROPOSED BUDGET	<i>Difference</i>	% CHANGE
<b>OPERATING EXPENSES</b>					
ADMINISTRATION					
Printing and signage	\$ 27,876	\$ 50,000	\$ 38,000	\$ (12,000)	-24.00%
Training and travel	3,615	4,000	6,000	2,000	50.00%
Public Outreach	45,203	50,000	50,000	-	0.00%
Software License/Maintenance	152,149	125,329	119,329	(6,000)	-4.79%
Paratransit ADA Certification	47,033	35,000	47,000	12,000	34.29%
Support Services	395,107	367,000	417,000	50,000	13.62%
<b>TOTAL ADMINISTRATION</b>	<b>\$ 670,983</b>	<b>\$ 631,329</b>	<b>\$ 677,329</b>	<b>\$ 46,000</b>	<b>7.29%</b>
OPERATIONS AND MAINTENANCE					
Communication	\$ 49,689	\$ 51,350	\$ 42,227	\$ (9,123)	-17.77%
Fleet Insurance	356,234	375,051	369,072	(5,979)	-1.59%
Maintenance - Vehicle	151,713	180,000	160,000	(20,000)	-11.11%
Maintenance - Equipment	26,003	25,000	25,000	-	0.00%
Purchased Transportation-Fixed Route	4,113,480	4,195,381	4,283,631	88,250	2.10%
Purchased Transportation-Commuter Route	36,781	-	108,531	108,531	0.00%
Purchased Transportation-Paratransit	2,904,433	3,076,343	2,994,390	(81,953)	-2.66%
Fuel	970,236	1,060,000	1,060,000	-	0.00%
Transit Center Maintenance- Chico/Oroville	81,944	83,000	83,000	-	0.00%
Transit Kiosk Lease- Chico	16,020	18,000	18,000	-	0.00%
Ops Facility Lease- to BRTC	-	30,000	30,000	-	0.00%
BRT Facility Operations/Maintenance	355,623	343,346	307,469	(35,877)	-10.45%
<b>TOTAL OPS AND MAINTENANCE</b>	<b>\$ 9,062,156</b>	<b>\$ 9,437,471</b>	<b>\$ 9,481,321</b>	<b>\$ 43,850</b>	<b>0.46%</b>
<b>SUB-TOTAL OPERATING EXPENSES</b>	<b>\$ 9,733,139</b>	<b>\$ 10,068,800</b>	<b>\$ 10,158,650</b>	<b>\$ 89,850</b>	<b>0.89%</b>
<b>APPROPRIATION FOR CONTINGENCIES</b>	<b>\$ -</b>	<b>\$ 100,687</b>	<b>\$ 101,588</b>	<b>\$ 901</b>	<b>0.89%</b>
<b>TOTAL OPERATING REQUIREMENTS</b>	<b>\$ 9,733,139</b>	<b>\$ 10,169,487</b>	<b>\$ 10,260,238</b>	<b>\$ 90,751</b>	<b>0.89%</b>
<b>OPERATING REVENUES</b>					
Fixed Route Passenger Fares	\$ 1,265,451	\$ 1,280,732	\$ 1,261,796	\$ (18,936)	-1.48%
Paratransit Fares	348,094	368,675	364,076	(4,599)	-1.25%
<b>TOTAL OPERATING REVENUE</b>	<b>\$ 1,613,545</b>	<b>\$ 1,649,407</b>	<b>\$ 1,625,872</b>	<b>\$ (23,535)</b>	<b>-1.43%</b>
<b>NON-OPERATING REVENUE</b>					
<b>LOCAL SUPPORT:</b>					
County	\$ 1,327,623	\$ 1,518,315	\$ 1,636,574	\$ 118,259	7.79%
Biggs	6,798	7,955	8,579	624	7.84%
Chico	1,935,181	2,118,966	2,364,340	245,374	11.58%
Gridley	18,969	22,454	24,769	2,315	10.31%
Oroville	512,277	614,242	603,051	(11,191)	-1.82%
Paradise	811,924	981,935	937,203	(44,732)	-4.56%
<b>TOTAL LOCAL SUPPORT</b>	<b>\$ 4,612,772</b>	<b>\$ 5,263,867</b>	<b>\$ 5,574,516</b>	<b>\$ 310,649</b>	<b>5.90%</b>
<b>FEDERAL/OTHER</b>	<b>\$ 3,506,822</b>	<b>\$ 3,256,213</b>	<b>\$ 3,059,850</b>	<b>\$ (196,363)</b>	<b>-6.03%</b>
<b>TOTAL REVENUES</b>	<b>\$ 9,733,139</b>	<b>\$ 10,169,487</b>	<b>\$ 10,260,238</b>	<b>\$ 90,751</b>	<b>0.89%</b>



## CAPITAL OUTLAY BUDGET

	2016/17 APPROVED BUDGET	2017/18 APPROVED BUDGET	2018/19 PROPOSED BUDGET
<b>CAPITAL OUTLAY</b>			
Equipment/ Structures	\$ 70,791	\$ -	\$ 1,340,575
Fixed Route Vehicles	2,649,597	4,048,000	
Paratransit Vehicles	-	-	444,000
<b>TOTAL CAPITAL OUTLAY</b>	<b>\$ 2,720,388</b>	<b>\$ 4,048,000</b>	<b>\$ 1,784,575</b>
<b>CAPITAL OUTLAY FUNDING SOURCES</b>			
LTF Reserved for Capital	\$ 2,649,597	\$ 1,889,903	\$ -
BRT Capital Reserves	64,500	1,674,097	158,057
FTA 5307 Capital Grant	-	484,000	-
FTA 5310 Capital Grant			420,000
FTA 5339 Discretionary Grant			1,206,518
PROP 1B Security Grant	6,291	-	-
<b>TOTAL CAPITAL OUTLAY FUNDING</b>	<b>\$ 2,720,388</b>	<b>\$ 4,048,000</b>	<b>\$ 1,784,575</b>

### FY 2018/19 B-Line Proposed Service Plan

#### Fixed Route Services

*Based on the Unmet Transit Needs Assessment, currently; there are no added routes during the 2017/18 FY.*

*B-Line is always looking for ways to provide a more efficient and reliable service for Butte Regional Transit system. To provide efficient service, B-Line will continue to evaluate the current system and make needed modifications to routes.*

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

**Route 20 Chico – Oroville.** This intercity route operates between Chico and Oroville seven days a week. Weekday service begins at 5:50 AM and ends at 8:00 PM. Weekend service begins at 7:50 AM and ends at 6:00 PM. Weekday headways on Route 20 are 60 minutes peak, and 120 minutes midday; and weekend headways are 120 minutes. Total round-trip between Chico and Oroville is approximately one hour and 50 minutes with a layover in Oroville.

The major stops and timepoints on Route 20 are: Chico Transit Center, Fir Street Park and Ride, Forest Ave Xfer (Wal-Mart & 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 6<sup>th</sup> and B Streets in Biggs.

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

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

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

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

**Route 40 Paradise – Chico.** Route 40 provides service between Paradise and Chico, seven days a week. Weekday service (Eastbound) begins in Chico at 6:50 AM and ends in Paradise at 7:03 PM and weekday service (Westbound) begins in Paradise at 6:00 AM and ends in Chico at 7:26 PM. Weekday headways are approximately 120 minutes, with more frequent service during the evening peak hours. Saturday service (Eastbound) begins at 7:50 AM in Chico and ends at 7:03 PM in Paradise and Saturday service (Westbound) begins at 8:44 AM in Paradise and ends at 6:00 PM in Chico. Sunday service (Eastbound) begins at 9:50 AM in Chico and end at 5:03 PM in Chico and Sunday service (Westbound) begins at 10:44 AM in Paradise and end at 6:00 PM in Chico. Round trip travel times between Paradise and Chico are approximately an hour and 52 minutes with a 10-minute layover scheduled in Paradise. For most runs, Route 40 alternates with Route 41.

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

**Route 41 Magalia – Chico.** Route 41 provides service between Magalia and Chico, weekdays. Eastbound service begins in Chico at 7:20 AM and ends in Magalia at 6:24 PM and the Westbound service begins in Magalia at 5:50 AM and ends in Paradise at 6:53 PM. Headways are approximately 130 minutes, with some variation during the peak hours. Round trip travel times between Magalia and Chico are approximately two hours and 10 minutes. For most runs, Route 41 alternates with Route 40. Saturday service is available between Magalia and Paradise on three round trip loops, one in the morning, one midday and one in late afternoon.

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

In Chico, there are eleven local fixed routes. It is important to note that most routes in Chico are timed to depart the Chico Transit Center at approximately 0:50 minutes past the hour in the mornings and 0:10 minutes past the hour in the afternoons. Also, many of the routes in the system are through-routed (interlined) with each other to improve connectivity and reduce the number of vehicles that are required to operate service. Each of the Chico routes is summarized below.

**Route 2 – Mangrove.** Route 2 provides service between the Chico Transit Center and Ceres & Lassen via Mangrove and Cohasset. Service is provided every 30-minutes during the peak morning hours and every 60-minutes at all other times of the day. Monday through Friday service begins at 6:15 AM at Ceres & Lassen and ends at Ceres & Lassen at 8:34 PM. Saturday service begins at 8:15 AM at Ceres & Lassen and ends at 7:00 PM at the Chico Transit Center. Round trip running time on Route 2 is approximately 45 minutes with layover time at the Chico Transit Center. During peak times Route 2 is through-routed with Route 7 at Ceres & Lassen.

Major stops and timepoints along Route 2 are: The Chico Transit Center, 5<sup>th</sup> & 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 8<sup>th</sup> 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. 8<sup>th</sup>/E. 9<sup>th</sup> and Forest. Service is provided every 60-minutes most of the time on weekdays with limited 30-minute AM and PM peak hour service and every 60-minutes on Saturdays. Monday through Friday service begins at 6:15 AM at the Forest Ave Xfer (Bank) and ends at 8:34 PM at the Forest Ave Xfer (Bank). Saturday service begins at 8:15 AM at the Forest Ave Xfer (Bank) and ends at 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, 9<sup>th</sup> Street & Pine, 8<sup>th</sup> Street and Highway 32, 8<sup>th</sup> 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. 20<sup>th</sup> 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 2<sup>nd</sup> 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 2<sup>nd</sup> & 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 4<sup>th</sup> 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 20<sup>th</sup> 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 (Wal-Mart) 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, 20<sup>th</sup> St & E. Park, Forest Ave Xfer (Wal-Mart), 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 & 5<sup>th</sup>, 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 & 5<sup>th</sup>, Rio Lindo & Parmac, East & Esplanade and Esplanade and SR 99.

**Route 17 – Park/MLK/Forest.** Route 17 provides service from the Chico Transit Center to Park Ave/MLK/Forest Ave. Route 17 services E 20<sup>th</sup> St & MLK & Forest in a counter-clockwise 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, 20<sup>th</sup> St & E. Park, E. Park & MLK, and Forest Ave Xfer (Bank).

Both Oroville and Paradise also have local fixed route service. These services are summarized below.

**Route 24 – Thermalito.** Route 24 provides service from the Oroville Transit Center (Mitchell & Spencer) along Mitchell and Feather River Blvd to Thermalito and Butte County Public Works/Administration. Route 24 provides 60-minute service Monday through Friday with 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), 14<sup>th</sup> & Grand and Public Works/Administration.

**Route 25 – Oro Dam.** Route 25 provides service from the Oroville Transit Center (Mitchell & Spencer) to the Feather River Cinemas and Downtown. Route 25 provides 60-minute service Monday through Friday with 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 Feather River Cinemas.

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

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

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

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

### 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
<b>Intercity Routes</b>			
Route 20 Chico – Oroville	Monday – Friday 5:50 AM – 8:00 PM Saturday/Sunday 7:50 AM – 6:00 PM	3	M-F: 60 min. Sat/Sun: 120 min.
Route 30 Oroville – Gridley – Biggs	Monday – Friday 7:45 AM – 4:50 PM Saturday 8:47 AM – 5:00 PM	1	M-F: 240 min. Sat: 120 min.
Route 31 Paradise – Oroville	Monday – Friday One round-trip: 6:45 AM – 7:33 AM and 5:05 PM – 5:56 PM	0*	M-F: One round-trip
Route 32 Gridley – Chico	Monday – Friday One round-trip: 6:40 AM – 7:40 AM and 5:20 PM –	1	M-F: One round-trip

	6:20 PM		
Route 40 Paradise – Chico	Monday – Friday 6:00 AM – 7:26 PM Saturday 7:50 AM – 7:03 PM Sunday 9:50 AM – 6:00 PM	3	M-F: 120 min. Sat/Sun: 120 min.
Route 41 Paradise Pines – Chico	Monday – Friday 5:50 AM – 6:53 PM Saturday 9:45 AM – 6:03 PM	1	M-F: 120 min. Sat: three trips in Magalia loop only

Route	Hours of Operation	Fleet Requirement	Peak Hour Headway
<b>Local Chico Routes</b>			
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 <sup>th</sup> Street	Monday – Friday 6:15 AM – 8:34 PM Saturday 8:15 AM – 7:00 PM	2	M-F: 30 min. Sat: 60 min.
Route 7 Courthouse/East**	Monday – Friday 6:45 AM – 5:30 PM	1	M-F: 60 min.
Route 8 Nord**	Monday – Thursday 7:34 AM – 9:34 PM Friday 7:34 AM – 4:04 PM	1	M-F: 30 min.
Route 9 Oak/Warner/Cedar**	Monday – Thursday 7:33 AM – 10:01 PM Friday 7:33 AM – 4:01 PM	1	M-F: 30 min.
Route 14 Park/Forest/MLK	Monday – Friday 6:18 AM – 9:45 PM Saturday 7:50 AM – 6:45 PM	3	M-F: 20 min. Sat: 30 min.
Route 15 Esplanade/Lassen	Monday – Friday 6:15 AM – 9:34 PM Saturday 7:50 AM – 6:34 PM	3	M-F: 20 min. Sat: 30 min.
Route 16 Esplanade/SR99	Monday – Friday 6:55 AM – 6:55 PM Saturday	2	M-F: 60 min. Sat: 60 min.

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

\* Route 31 is through-routed with Route 30 and therefore does not require an extra vehicle.  
 \*\* Routes 2, 3, 4 and 7 are all through-routed with each other at various times. Routes 8 and 9 are through-routed with each other.

### Estimated Annual Fixed Route Vehicle Service Hours

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

**Figure 2: Estimated Annual Fixed Route Vehicle Service Hours**

Route	Estimated Annual Vehicle Service Hours
<b>Intercity Routes</b>	
20 Chico – Oroville	7,400
30 Oroville – Gridley – Biggs	1,671
31 Paradise – Oroville	475
32 Gridley – Chico	514
40 Paradise – Chico	5,256
41 Paradise Pines – Chico	4,041
<b>Intercity Subtotal</b>	<b>19,357</b>
<b>Local Chico Routes</b>	
2 Mangrove	4,420
3 & 4 Nord/East-First/East	9,557
5 E. 8 <sup>th</sup> Street	5,250
7 Bruce/Manzanita	1,863
8 & 9 Nord – Warner/Oak	3,435
9C Warner/Oak (Non-Student Shuttle)	407
14 & 17 Park/MLK/Forest	9,599



15 & 16 Esplanade/Lassen/SR 99	10,028
<b>Local Chico Routes Subtotal</b>	<b>44,560</b>
<b>Local Oroville Routes</b>	
24 & 27 Thermalito & Las Plumas	2,981
25 & 26 Central Oroville & Kelly Ridge	2,891
<b>Local Oroville Routes Subtotal</b>	<b>5,872</b>
<b>TOTAL Estimated Fixed Route Annual Vehicle Service Hours</b>	<b>69,789</b>

**\*\* Chico Airport Express (Route 52) \*\***

The Chico Airport Express – Route 52 began service on February 27, 2017. Route 52 begins and ends in Oroville, with multiple round trips between downtown Chico and the Chico Airport, Monday through Friday. **NOTE:** For the past several years, transit service to the Chico Airport has been a regular request during the annual Unmet Transit Needs process. However, statistical analysis has not shown it would meet the required farebox recovery ratio and as such transit operating funds could not be used to implement that service. Recently, staff was successful in obtaining the LCTOP grant to fully cover the operating cost of this service. The LCTOP grants will cover the costs of the Chico Airport Route Pilot service for up to three years. It will be evaluated regularly and if successful could be incorporated into the regular Butte Regional Transit service schedule.

Route	Hours of Operations	Fleet Requirement	Peak Hour Headway
<b>Express Route</b>			
Route 52 Oroville – Chico	Monday – Friday (Northbound) 5:35 AM – 6:20 AM	1	M-F: One round-trip
Route 52 Northbound/Southbound Services: (To & From) Chico Transit Center to Airport	Monday – Friday 6:30 AM – 5:40 PM		M-F: 60 min.
Route 52 Chico – Oroville	Monday – Friday (Southbound) 5:50 PM – 6:30 PM		M-F: One round-trip

**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](http://www.bcag.org).

**Estimated Annual Vehicle Service Hours for Paratransit: 49,000**

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

**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