



**Annual Transit Service Plan
& Budget
FY 2020/2021**

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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 2020/21 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 2019/20

Fiscal Year 2019/20 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 and required updates.
- Group member of the Butte County Emergency Logistics Team.
- Awarded FTA 5310 grant for five (5) new Ford E-450 Paratransit BRT buses to be received in FY 2020/21.
- Awarded FY 2018/19 5311 operating grant and FY 2019/20 5311(f) operating grant to cover the rural operating expenditures for the Route 20 service between Oroville and Chico.
- Applied for FY 2019/20 5311 and FY 2020/21 operating grants.
- Awarded FY 2018/19 Low Carbon Transit Operations Program (LCTOP) grant for the purpose of transitioning to Mobile Payment, QR Code Readers, Smartcard Payments and partial acquisition of one (1) 40-foot zero emission electric transit bus and EV charging infrastructure. Submitted a FY 2019/20 LCTOP application for continued electric bus and charging equipment funding.
- Awarded FY 2018/19 FTA 5307 Operating and Capital Grant to cover the operating and capital expenditures for the Butte Regional Transit System.
- Partnered with the City of Oroville to purchase one (1) zero emission battery electric bus, charging equipment, and improve headways on Route 24 as part of the Affordable Housing and Sustainable Communities Program (AHSC).
- Applied for funds to study a Chico to Sacramento commuter service as part of the FY 2020/21 Caltrans Sustainable Transportation Planning Grant program.
- Applied for funds to purchase two zero-emission battery electric buses, charging equipment, and facility upgrades under the FY 2019/20 Transit and Intercity Rail Capital Program, FFY 2020 Low or No Emission Program, and the FFY 2020 Buses and Bus Facilities Program.
- Began existing conditions analysis for the update of the Butte County Transit and Non-Motorized Plan as part of the Post Camp Fire Regional Population & Transportation Study.
- Executed a contract with Transdev for the management and operations of the B-Line from July 1, 2019 to June 30, 2024.
- Provided continued delivery of revised service and routing to accommodate displaced residents of the communities of Pulga, Concow, Paradise, Magalia and Butte Creek Canyon following the Camp Fire of November 2018.
- Completed the installation of wireless services for the Chico and Oroville Transit Centers to better provide passenger service and security.
- Responded to COVID-19 Pandemic with revised routing and scheduling to better service the public.

Goals for 2020/21

- Continue the partnership with Local and Regional Law Enforcement with Homeland Security Threat Training (if requested).

- 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.
- 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 and needs of local and regional B-Line customers.
- 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.
- Expand the previously installed solar infrastructure to accommodate electric vehicle charging.
- Design and install underground infrastructure to accommodate electric charging equipment
- Continue to seek funding and implement phases to construct the new Paradise Transit Center.
- Investigate revised services to include applicability of on demand transit services.
- Conduct public hearings for outreach support and feedback for the Butte Regional Transit System planning & improvements.
- Continue to evaluate the feasibility of Commuter Express Route from Chico to Downtown Sacramento including a new parking structure at SR22/99 Park and Ride lot with Caltrans District 03.
- Evaluate the expansion of the Oroville Park and Ride to work with Commuter Express Route from Chico to Sacramento.
- Implement the Public Transportation Agency Safety Plan certified in July 2020 as required by FTA.

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 March 2020, federal funding was made available under the CARES Act for COVID-19 pandemic management in public transit. BRT has applied for this funding to purchase six fixed route buses due in the first quarter of FY 20/21. BCAG continues to work with the Transportation Administrative Oversight Committee (TAOC) to evaluate funding needs for future replacement of B-Line buses.

During the 2020/21 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, Federal Transit Administration (FTA) and Caltrans grant funding programs to assist in the purchase or lease of zero-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. During fiscal year 2018/19, BCAG received six (6) replacement Paratransit buses and put them in to service in December of 2018.

SHELTERS

The 2020/21 budget will continue to benefit from the current contract with Stott Outdoor Advertising. Since the introduction of this agreement, Stott has installed more than 60 new and converted 26 bus stop shelters (which include trash and recycling receptacles) countywide, as well as updating and maintaining current assets. The agreement with STOTT Outdoor Advertising expired July 31, 2019 and is in the first of two (2) five-year extensions that were exercised (through July 31, 2029).

During fiscal years 2012/13 and 2013/14, 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 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.

Bus shelters continue to be difficult to manage in several locations due to usage for purposes other than public transit. Staff continues to work with local law enforcement in an effort to preserve the needs of public transportation.

FY 2020/21 Proposed B-Line Budget

The total funding requirements for transit operations is \$10,507,024. The 2020/21 budget is \$162,327 higher than prior year in total dollars, an increase of 1.6%. The following items are significant changes in the 2020/21 budget from the prior year:

Cost Increases:

- Transdev services contract includes a maximum obligation of \$7,440,838 for the year, an increase of 1.6%. The rate associated with these costs for this budget is \$78.17, based on 95,193 budgeted service hours. Purchased Transportation cost reflects the Transdev operations service.
- ADA certification, insurance and software licenses reflect rate increases.
- Transit Center Maintenance includes additional maintenance and cleaning costs at the Chico Transit Center, some which were previously paid by the City of Chico.
- Utility costs included in Facility Operations are increasing, mainly due to PGE rate at facility.

Cost Decreases:

- Internet service, previously included in Communications, is added to Facility Operations.
- BRT renegotiated the lease agreement on the Chico Transit Kiosk with the City of Chico.
- Fuel cost decreased to include annual CNG credits.

Funding:

Funding for the transit service is provided from three major categories: passenger fares, Federal Transit Administration (FTA) and other state grants, and California Transportation Development Act (TDA) funds.

Passenger fares, which normally must meet the TDA required farebox ratio of 10 to 20%, are not expected to meet the requirements for the 2020/21 fiscal year due to reductions in ridership from the pandemic. Caltrans has suggested that TDA requirements will be waived during periods effected by the pandemic. Additionally, the FTA is distributing Coronavirus Aid, Relief, and Economic Security (CARES) Act funding to cover the cost of lost fares and reduced TDA, which is derived from sales and fuel taxes. Passenger revenue in the final budget covers 10.7% of overall costs, a loss of nearly 35% from the prior year.

Annual FTA operating grants are awarded to transit recipients during the operating year, thus budgeted federal funding is based on prior year amounts adjusted for any known changes. In the final budget an additional \$1.6 million in CARES Act funding is applied to cover nearly \$600 thousand in lost fares and over \$800 thousand in lost sales/fuel taxes. Federal/Other funding covers 47.3% of the proposed budget, nearly a 50% increase over prior year funding.

TDA funding makes up the remaining 42.0% of transit funding. TDA funds include State Transit Assistance (STA) funding and Local Transportation Funding (LTF), which comes from state tax on fuel and a ¼ cent of state sales tax revenue, respectively. Estimates of reduced fuel/sales taxes due to the pandemic range from 6 to 10%. This budget includes an 8% reduction of normal TDA funding, which amounts to a 16% reduction from the prior year budget.

In fiscal year 2020/21 BRT will continue to claim TDA funds directly as an operator, which was a procedure that was initiated in fiscal year 2019/20, as approved by the TAOC committee.

The following tables outline the proposed 2020/21 B-Line budget in relation to the previous two years information:

**FISCAL YEAR 2020/21
OPERATING BUDGET**

	2018/19 APPROVED BUDGET	2018/19 ACTUAL ANNUAL	2019/20 APPROVED BUDGET	2020/21 PROPOSED BUDGET	<i>Difference</i>	%
						CHANGE
OPERATING EXPENSES						
ADMINISTRATION						
Printing and signage	\$ 38,000	\$ 23,121	\$ 38,000	\$ 38,000	\$ -	0.0%
Training and travel	6,000	1,867	6,000	6,000	-	0.0%
Public Outreach	50,000	42,797	50,000	50,000	-	0.0%
Software License/Maintenance	119,329	119,910	125,505	127,648	2,143	1.7%
Paratransit ADA Certification	47,000	47,898	47,000	49,000	2,000	4.3%
Support Services	417,000	406,953	417,000	417,000	-	0.0%
TOTAL ADMINISTRATION	\$ 677,329	\$ 642,546	\$ 683,505	\$ 687,648	\$ 4,143	0.6%
OPERATIONS AND MAINTENANCE						
Communication	\$ 42,227	\$ 49,835	\$ 44,100	\$ 33,375	\$ (10,725)	-24.3%
Fleet Insurance	369,072	386,405	388,965	408,312	19,347	5.0%
Vehicle Maintenance	160,000	32,961	160,000	160,000	-	0.0%
Maintenance Equipment	25,000	29,387	25,000	25,000	-	0.0%
Purchased Transportation	7,386,552	6,662,582	7,320,287	7,440,838	120,551	1.6%
Fuel	1,060,000	1,045,507	1,122,000	1,093,000	(29,000)	-2.6%
Transit Center Maintenance- Chico/Oroville	83,000	84,886	168,000	204,000	36,000	21.4%
Transit Kiosk Lease- Chico	18,000	12,015	14,000	6,000	(8,000)	-57.1%
Ops Facility Lease- to BRTC	30,000	30,000	20,821	20,821	-	0.0%
BRT Facility Operations/Maintenance	307,470	284,747	295,596	324,000	28,404	9.6%
TOTAL OPS AND MAINTENANCE	\$ 9,481,321	\$ 8,618,325	\$ 9,558,769	\$ 9,715,346	\$ 156,577	1.6%
SUB-TOTAL OPERATING EXPENSES	\$ 10,158,650	\$ 9,260,871	\$ 10,242,274	\$ 10,402,994	\$ 160,720	1.6%
APPROPRIATION FOR CONTINGENCIES	\$ 101,588	\$ 9,438	\$ 102,423	\$ 104,030	\$ 1,607	1.6%
TOTAL OPERATING REQUIREMENTS	\$ 10,260,238	\$ 9,270,309	\$ 10,344,697	\$ 10,507,024	\$ 162,327	1.6%
OPERATING REVENUES						
Fixed Route Passenger Fares	\$ 1,261,796	\$ 1,244,797	\$ 1,385,929	\$ 960,480	\$ (425,449)	-30.7%
Paratransit Fares	364,076	317,162	325,433	158,688	(166,745)	-51.2%
TOTAL OPERATING REVENUE	\$ 1,625,872	\$ 1,561,959	\$ 1,711,362	\$ 1,119,168	(592,194)	-34.6%
NON-OPERATING REVENUE						
TDA	\$ 5,574,516	\$ 4,401,311	\$ 5,251,965	\$ 4,412,950	(839,015)	-16.0%
FEDERAL/OTHER	\$ 3,059,850	\$ 3,307,039	\$ 3,381,370	\$ 4,974,906	\$ 1,593,536	47.1%
TOTAL REVENUES	\$ 10,260,238	\$ 9,270,309	\$ 10,344,697	\$ 10,507,024	\$ 162,327	1.6%

CAPITAL OUTLAY BUDGET

	2018/19 APPROVED BUDGET	2018/19 ACTUAL ANNUAL	2019/20 APPROVED BUDGET	2020/21 DRAFT BUDGET
CAPITAL OUTLAY				
Equipment/ Structures	\$ 1,340,575	\$ 138,950	\$ -	\$ -
Fixed Route Vehicles	-	-	-	3,071,452
Paratransit Vehicles	444,000	402,080	-	334,800
TOTAL CAPITAL OUTLAY	\$ 1,784,575	\$ 541,030	\$ -	\$ 3,406,252
CAPITAL OUTLAY FUNDING SOURCES				
LTF Reserve/CARES Act funds	\$ -	\$ -	\$ -	\$ 3,071,452
BRT Capital Reserves	158,057	8,727	-	10,000
State of Good Repair (SB1)	-	-	-	-
FTA 5310 Capital Grant	420,000	397,876	-	324,800
FTA 5339/5307 Capital Grants	1,206,518	18,084	-	-
PROP 1B Security Grant	-	116,343	-	-
TOTAL CAPITAL OUTLAY FUNDING	\$ 1,784,575	\$ 541,030	\$ -	\$ 3,406,252

Capital purchases scheduled for FY 2020/21 include four Gillig 40' busses and two Gillig 35' busses which will utilize Cares Act (COVID-19) funding, if approved, or LTF reserves if not approved; and five Ford E-450 paratransit buses funded with FTA 5310 and BRT capital reserves.

FY 2020/21 B-Line Proposed Service Plan

Fixed Route Services

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 6th and B Streets in Biggs.

Route 31 Paradise – Oroville. Route 31 provides one morning trip and one evening trip between Paradise and Oroville on weekdays only. The morning trip begins at the Paradise Transit Center at 6:45 AM and arrives at the Oroville Transit Center (Mitchell & Spencer) at 7:33 AM. The evening trip leaves the Oroville Transit Center at 5:05 PM and ends in Paradise at 5:56 PM. The total travel time between Paradise and Oroville is approximately 50 minutes. 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). NOTE: Due to Camp Fire, this route has been suspended until further notice. The hours for this route are not included in the 20/21 budget.

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

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

Route 40 Paradise – Chico. Route 40 provides service between Paradise and Chico, seven days a week. Weekday service (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). NOTE: Due to Camp Fire, times on this route are subject to modified as needed.

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. NOTE: Due to Camp Fire, times on this route are subject to modified as needed.

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, 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 both 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. *NOTE: Due to Chico State not holding on-campus classes during the Fall 2020 semester as a result of COVID-19, the Student Shuttle Routes (8 & 9) are reducing service from 30-minute to 60-minute headways. The service runs M-F 7:34 AM – 7:34 PM.*

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. *NOTE: Due to Chico State not holding on-campus classes during the Fall 2020 semester as a result of COVID-19, the Student Shuttle Routes (8 & 9) are reducing service from 30-minute to 60-minute headways. The service runs M-F 7:44 AM – 8:01 PM.*

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 around), Saturdays year around 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. *NOTE: Due to the COVID-19 related modifications on Routes 8 & 9, Route 9C will not be operating the Friday afternoon service during the Chico State Fall 2020 semester.*

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 (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, 20th 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 & 5th, Esplanade & East, Lassen & Cohasset and Ceres & Lassen.

Route 16 – Esplanade/SR 99. Route 16 provides service from the Chico Transit Center to Esplanade and SR 99. Route 16 provides 60-minute service Monday through Saturday. Round trip running time on Route 16 is 52 minutes for each loop. Monday through Friday service begins at 6:55 AM at Esplanade & SR 99 and ends at 6:55 PM at Esplanade & SR 99. Saturday service begins at 7:55 AM at Esplanade & SR 99 and ends at 5:55 PM at Esplanade & SR 99. Route 16 is through routed with Route 17 at the Chico Transit Center.

Major stops and timepoints on Route 16 are: Chico Transit Center, Esplanade & 5th, Rio Lindo & Parmac, East & Esplanade and Esplanade and SR 99.

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

Oroville has four local fixed routes. 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 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.

Route 52 – Chico Airport Express. Route 52 provides morning service from the Oroville Transit Center to the Chico Transit Center, then peak hour 60-minute service between the Chico Transit Center and the Chico Airport. This service operates Monday through Friday, beginning at 5:35 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 27 are: Oroville Transit Center, Chico Transit Center, North Valley Plaza and Chico Airport.

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 31 Paradise – Oroville <u>Service Suspended</u>	Monday – Friday One round-trip: 6:45 AM – 7:33 AM and 5:05 PM – 5:56 PM	0*	M-F: One round-trip
Route 32 Gridley – Chico	Monday – Friday One round-trip: 6:40 AM – 7:40 AM and 5:20 PM – 6:20 PM	1	M-F: One round-trip
Route 40 Paradise – Chico <u>Service Modified</u>	Monday – Friday 6:00 AM – 7:26 PM Saturday 7:50 AM – 7:03 PM Sunday 9:50 AM – 6:00 PM	1	M-F: 120 min. Sat/Sun: 120 min.
Route 41 Paradise Pines – Chico <u>Service Modified</u>	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 31 is through-routed with Route 30 and therefore does not require an extra vehicle.

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	1	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 Friday 7:34 AM – 4:04 PM	1	M-F: 30 min.
Route 9 Oak/Warner/Cedar**	Monday – Thursday 7:33 AM – 10:01 PM Friday 7:33 AM – 4:01 PM	1	M-F: 30 min.
Route 14 Park/Forest/MLK	Monday – Friday 6:18 AM – 9:45 PM Saturday 7:50 AM – 6:45 PM	3	M-F: 20 min. Sat: 30 min.
Route 15 Esplanade/Lassen	Monday – Friday 6:15 AM – 9:34 PM Saturday 7:50 AM – 6:34 PM	3	M-F: 20 min. Sat: 30 min.
Route 16 Esplanade/SR99	Monday – Friday 6:55 AM – 6:55 PM Saturday 7:55 AM – 5:55 PM	2	M-F: 60 min. Sat: 60 min.
Route 17 Park/MLK/Forest	Monday – Friday 7:30 AM – 6:05 PM Saturday 8:30 AM – 6:05 PM	2	M-F: 20 min. Sat: 30 min.

** 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.

Route	Hours of Operation	Fleet Requirement	Peak Hour Headway
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.

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 (As of 5/2020)

Route	Estimated Annual Vehicle Service Hours
Intercity Routes	
20 Chico – Oroville	7,360
30 Oroville – Gridley – Biggs	1,666
31 Paradise – Oroville	0
32 Gridley – Chico	510
40 Paradise – Chico	2,347
41 Paradise Pines – Chico	3,149
Intercity Subtotal	15,032
Local Chico Routes	
2 Mangrove	4,432
3 & 4 Nord/East-First/East	9,511
5 E. 8 th Street	4,063
7 Bruce/Manzanita	1,849
8 & 9 Nord – Warner/Oak	2,622
9C Warner/Oak (Non-Student Shuttle)	389
14 & 17 Park/MLK/Forest	9,564
15 & 16 Esplanade/Lassen/SR 99	9,978
Local Chico Routes Subtotal	42,409
52 – Chico Airport Express	1,525
Local Oroville Routes	
24 & 27 Thermalito & Las Plumas	2,958
25 & 26 Central Oroville & Kelly Ridge	2,869
Local Oroville Routes Subtotal	5,827
TOTAL Est. Fixed Route Annual Vehicle Service Hours	64,793

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

B-Line Paratransit (as of 5/2020)

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:

- **30,400**

NOTE: Current year hours have been reduced approximately 20% due to Covid-19 pandemic and are subject to modification as needed. Prior to the Camp Fire, the annual Paratransit hours were budgeted at 50,000. Post Camp Fire, Paratransit hours were 37,000.

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

Summary of Service Hours All Routes:

The combined service hours for all fixed route and paratransit services is 95,193. BLine staff will be working with Transdev to define service hours as may be affected through external changes occurring after July 1, 2020 and associated contract costs which may also be affected.