



Draft
Annual Transit Service Plan
& Budget
FY 2023/2024

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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 (MPO) 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 formation of Butte Regional Transit (BRT) was the result of the consolidation of the region's transit systems after a multi-year planning effort by the cities, town, county and BCAG staff. BRT, also known as the 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 2023/24 Fiscal Year. In addition, operating and capital expenses are identified with available funding sources. The transit service plan and budget also describe the committees established to provide valuable input and oversight on transit related matters.

Transit Administrative Oversight Committee

The Transit Administrative Oversight Committee (TAOC) was established as a result of the transit consolidation process. The TAOC includes administrative and other staff representatives from the county, cities, town and BCAG. It 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 (UTN) process.

Highlights and Accomplishments for 2022/23

Fiscal Year 2022/23 was another eventful year for Butte Regional Transit. COVID-19 continued to pose challenges for the system with declined ridership and fares. BCAG was successful in securing operating, planning, capital funds through various federal and state programs. Following are some of the accomplishments for the year:

- Awarded FY 2021/22 FTA 5307 operating and capital grant for bus replacement and facility maintenance.
- Awarded FFY 2021 5310 capital funds for four paratransit buses.
- Awarded FFY 2022 Consolidated Application grant funds for FY 2022/23 and FY 2023/24 5311 operating and FY 2022/23 5311(f) operating grant to cover the rural operating expenditures for the Route 20 service between Oroville and Chico.
- Awarded FFY 2021 5307 American Rescue Plan (ARP) funds for operating assistance and capital grant for zero-emission bus replacement and facility maintenance and IT.
- Awarded FFY 2021 5311 ARP and 5311(f) ARP rural operating funds.
- Awarded FY 2021/22 Low Carbon Transit Operations Program (LCTOP) grant for one zero emission electric bus, charging infrastructure, and underground upgrades.
- Continued analysis on providing Non-Emergency Medical Transportation (NEMT) within Butte County.
- Utilized 5307 funds to prepare the Butte Regional Transit Routing Optimization Study to meet current and future needs of B-Line riders. The consultant team prepared near, mid, and long-term alternatives summarized in the Final Plan.
- Continued responding to COVID-19 Pandemic with revised routing, scheduling, and improved safety protocol to better serve the public.
- Increased presence at community events, including farmers markets and Red Suspenders Day.
- Coordinated and partnered with Butte OEM and CalOES on the Butte County Emergency Plan and required updates.
- Group member of the Butte County Emergency Logistics Team.

Goals for 2023/24

- Purchase zero-emission buses and charging equipment.
- Identify feasible recommendations from the Route Optimization Study to meet the current and future needs of B-Line riders.
- Continued assessment with PG&E on infrastructure and power supply upgrades to support the introduction of zero-emission vehicles and charging equipment.
- Continued coordination with the San Joaquin Joint Powers Authority on providing a commuter bus service between Chico and Sacramento as part of the Chico to Sacramento Inter-City Transit Strategic Plan and North Valley Rail Strategic Plan.
- Continued exploration of preferred alternative(s) identified in the NEMT Action Plan.
- 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 seek federal and state grants to assist in the purchase of zero-emission 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 researching and applying for grants to assist with operations and capital costs.
- Update the Agency Safety Plan, as required by the Public Transit Agency Safety Plan regulation, and the Transit Asset Management Plan at required intervals.
- Continued public outreach and marketing on B-Line programs and policies.

Fixed Assets

EQUIPMENT- FIXED ROUTE

The useful life of a large transit bus is 12 years or 500,000 miles. Since the consolidation of the B-Line in 2005, Congestion Mitigation and Air Quality (CMAQ), CARES, and other funding sources have been utilized for the purchase of fixed route buses, to minimize the contribution of Local Transportation Funds (LTF).

During the 2023/24 fiscal year, focus will continue to be on the transition of the Butte Regional Transit's fleet to zero-emission vehicles. BCAG will continue to utilize existing grants and seek other funding through federal and state sources for the purchase of zero-emission transit buses, including acquisition, construction, and leasing of required supporting facilities/infrastructure.

Planning will also focus on network redesign solutions identified in the Routing Optimization Study. Like many transit systems across the nation, B-Line is facing critical challenges to its system. These challenges are exacerbated by the financial impacts and loss of ridership due to the pandemic. The Study provides a comprehensive analysis of all aspects of B-Line operations to determine how to best improve the system within available resources. The consultant team analyzed routes, schedules, passes, technologies, ridership, marketing, etc. Paired with public outreach and surveys, the Study will guide steps to improve B-Line. Short-, mid- and long-range recommendations and marketing strategies will be further analyzed for implementation.

EQUIPMENT- PARATRANSIT

The useful life of a medium paratransit bus is 7 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 will receive four paratransit vans, secured through 5310, in 2024.

SHELTERS AND ADVERTISING

The FY 2023/24 budget will continue to benefit from the current contract with Lamar Advertising (formerly Stott Advertising). The agreement with Lamar/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). Last fiscal year, the agreement was amended to expand the advertising from the already utilized tails of the buses to the sides of the buses. As seen in the FY 2023/24 budget, there is an increase to the advertising revenue from the new advertising structure.

FY 2023/24 Proposed B-Line Budget

The total funding requirements for transit operations is \$11,814,415. The 2023/24 budget is \$393,548 higher than the prior year budget, an increase of 3.4%. The following items are significant changes in the 2023/24 budget:

Cost Increases:

- Transdev services contract includes a maximum obligation of \$8,290,238 for the year, an increase of 3.5%. The rate associated with these costs for this budget is \$94.72, based on 87,527 budgeted service hours and an increase in labor costs. Purchased Transportation cost reflects the Transdev operations service.
- BCAG/B-Line plans to hire an in-house IT Support position in 2024, which is accounted for under IT Support Staff.
- Increase in credit card and mobile app processing fees as usage increases.
- Increase in public outreach for additional marketing materials and presence at community events.

Cost Decreases:

- Decrease in Paratransit ADA Certification due to last fiscal year's one time increase for staff cross over.
- Decrease in requested TDA funds due to increase in estimated fares and apportioned federal funding.

Funding:

Funding for the transit service is provided from three major categories: passenger fares, FTA and other state grants, and TDA funds.

Per the 2019 TDA Performance Audit recommendations, BCAG developed a single blended farebox ratio for urban and rural operations of 15.6% that was implemented in FY 2022/23. Passenger revenue in the final 23/24 budget covers 10.1% of overall costs, an increase of 23% from the prior year approved budget. While this ratio will not meet the farebox requirements for the 2023/24 fiscal year, in July 2021, AB 149 extended AB90 and removed the farebox requirement through FY 2022/23. It also changed the definition of local support to include any nonstate funding which effectively provides ample funding to meet farebox indefinitely.

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 draft budget, no additional relief funds are identified, but will be utilized as they become approved. Federal/Other funding covers approximately 40% of the proposed budget, a 15% increase over prior year funding.

TDA funding makes up the remaining 49.3% 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.

In fiscal year 2023/24 B-Line 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 table outlines the proposed 2023/24 B-Line budget in relation to the previous two years information.

**FISCAL YEAR 2023/24
OPERATING BUDGET**

	2021/22 APPROVED BUDGET	2021/22 ACTUAL ANNUAL	2022/23 APPROVED BUDGET	2023/24 PROPOSED BUDGET	Difference	% CHANGE
OPERATING EXPENSES						
ADMINISTRATION						
Printing and Signage	\$ 38,000	\$ 16,484	\$ 38,000	\$ 40,000	\$ 2,000	5.3%
Processing Fees/Mobile App	2,600	7,012	3,600	7,200	3,600	100%
Training and Travel	6,000	2,315	6,000	6,000	-	0.0%
Public Outreach	50,000	60,536	50,000	60,000	10,000	20.0%
Software Maintenance	167,648	227,737	264,046	264,046	-	0.0%
IT Support Staff	-	-	-	60,000	60,000	
Paratransit ADA Certification	49,000	53,679	55,000	49,000	(6,000)	-10.9%
Support Services	425,000	437,794	480,000	500,000	20,000	4.2%
TOTAL ADMINISTRATION	\$ 738,248	\$ 805,557	\$ 896,646	\$ 986,246	\$ 89,600	10.0%
OPERATIONS AND MAINTENANCE						
Communication	\$ 22,025	\$ 22,263	\$ 22,025	\$ 22,025	\$ -	0.0%
Fleet/Facility Insurance	428,434	414,255	478,434	495,760	17,326	3.6%
Vehicle Maintenance	160,000	54,776	140,000	140,000	-	0.0%
Maintenance Equipment	25,000	48,270	25,000	25,000	-	0.0%
Purchased Transportation	7,762,812	7,258,932	8,007,513	8,290,238	282,725	3.5%
Fuel	981,000	1,262,174	1,100,000	1,100,000	-	0.0%
Transit Center Maintenance- Chico/Oroville	-	-	-	-	-	
Transit Kiosk Security- Chico/Oroville	120,000	131,544	132,000	132,000	-	0.0%
Transit Kiosk Lease- Chico	6,000	6,000	6,000	6,000	-	0.0%
Ops Facility Lease- to BRTC	20,821	20,821	20,821	20,821	-	0.0%
Facility Operations/Maintenance	459,350	491,229	479,350	479,350	-	0.0%
TOTAL OPS AND MAINTENANCE	\$ 9,985,442	\$ 9,710,264	\$ 10,411,143	\$ 10,711,194	\$ 300,051	2.9%
SUB-TOTAL OPERATING EXPENSES	\$ 10,723,690	\$ 10,515,821	\$ 11,307,789	\$ 11,697,440	\$ 389,651	3.4%
APPROPRIATION FOR CONTINGENCIES	\$ 107,237	\$ -	\$ 113,078	\$ 116,975	\$ 3,897	3.4%
TOTAL OPERATING REQUIREMENTS	\$ 10,830,927	\$ 10,515,821	\$ 11,420,867	\$ 11,814,415	\$ 393,548	3.4%
OPERATING REVENUES						
Fixed Route Passenger Fares	\$ 693,070	\$ 837,770	\$ 780,416	\$ 995,297	\$ 214,881	28%
Paratransit Fares	147,250	178,127	185,270	195,050	9,780	5%
TOTAL OPERATING REVENUE	\$ 840,320	\$ 1,015,897	\$ 965,685	\$ 1,190,347	\$ 224,662	23.3%
NON-OPERATING REVENUE						
TDA	\$ 6,561,693	\$ 4,898,840	\$ 6,274,848	\$ 5,818,889	(455,959)	-7%
FEDERAL/OTHER	\$ 3,428,914	\$ 4,601,084	\$ 4,180,334	\$ 4,805,179	\$ 624,845	15%
TOTAL REVENUES	\$ 10,830,927	\$ 10,515,821	\$ 11,420,867	\$ 11,814,415	\$ 393,548	3.4%

CAPITAL BUDGET

	2021/22 APPROVED BUDGET	2021/22 ACTUAL ANNUAL	2022/23 APPROVED BUDGET	2023/24 DRAFT BUDGET
CAPITAL OUTLAY				
Equipment/Structures	\$ -	\$ 55,734	\$ -	\$ 50,000
Fixed Route Vehicles/Assets - Electric	\$ 1,900,000	-	4,431,026	4,760,000
Fixed Route Vehicles - Diesel	\$ 334,800	-	-	1,500,000
Paratransit Vehicles	-	-	-	360,000
TOTAL CAPITAL OUTLAY	\$ 2,234,800	\$ 55,734	\$ 4,431,026	\$ 6,670,000
CAPITAL OUTLAY FUNDING SOURCES				
BRT Capital Reserves	\$ 10,000	\$ 11,148	\$ 589,257	\$ 968,231
Restricted TDA	\$ 650,000	-	-	1,500,000
State of Good Repair (SGR)	\$ 324,800	-	1,074,000	1,074,000
FTA 5310	\$ 360,000	-	-	360,000
FTA Capital Grants	\$ -	44,586	1,767,769	1,767,769
Low Carbon Transit Operations Program (LCTOP)	\$ 890,000	-	1,000,000	1,000,000
TOTAL CAPITAL OUTLAY FUNDING	\$ 2,234,800	\$ 55,734	\$ 4,431,026	\$ 6,670,000

Four electric buses and charging equipment are scheduled to be ordered in the fiscal year. Funding for these buses includes a combination of LCTOP, SGR, and FTA 5339. Six smaller diesel buses with seating for 18-24 passengers will also be ordered in the fiscal year, which will be paid by Restricted TDA funds. BCAG was awarded FTA 5310 funds for four paratransit vehicles that will be delivered in 2024.

FY 2023/24 B-Line Proposed Service Plan

Fixed Route Services

B-Line recently completed the Routing Optimization Study to identify current and future needs of its riders. Staff will continue to identify improvements for implementation in FY 2023/24.

Intercity Fixed 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. Due to the Camp Fire in 2018, this route was suspended due to no ridership. Based on the current routing study results, it is anticipated that this route will not return to service. Hours allocated to this route in past fiscal years are no longer included in budget calculations.

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 6:23 PM and weekday service (Westbound) begins in Paradise at 7:44 AM and ends in Chico at 7:20 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 the Camp Fire, times on Route 40 are subject to modification 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 the Camp Fire, times on Route 41 are subject to modification as needed.

Local Fixed Routes - Chico

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.

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 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: Routes 8, 9 and 9c are subject to modification of route times as needed when Chico State implements a reduction in on-campus classes due to unforeseen circumstances.

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).

Route 52 – Chico Airport Express. Route 52 provides peak hour 60-minute service between the Chico Transit Center and 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 Fixed Routes - Oroville

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.

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.
Route 52 Chico Airport	Monday-Friday 6:30 AM – 5:40 PM	1	M-F: 60 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 3/2023)

Route	Estimated Annual Vehicle Service Hours
Intercity Routes	
20 Chico – Oroville	7,356
30 Oroville – Gridley – Biggs	1,666
31 Paradise – Oroville	n/a
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/Forest	9,551
15 & 16 Esplanade/Lassen/SR 99	9,963
52 – Chico 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 Est. Fixed Route Annual Vehicle Service Hours	65,527

B-Line Paratransit (as of 3/2023)

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.

Similar to the fixed route service, the Routing Optimization Study will make modifications to B-Line Paratransit.

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**

NOTE: Current year hours have been reduced 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 87,527. B-Line staff will be working with Transdev to define service hours as may be affected through external changes occurring after July 1, 2023 and associated contract costs which may also be affected.