



**BUTTE REGIONAL TRANSIT
SERVICE PLAN
AND BUDGET - DRAFT**

Fiscal Year 2026/2027

***Adoption
May 28, 2026***

Butte County Association of Governments
326 Huss Drive, Suite 150
Chico, CA 95928
(530) 809-4616
www.bcag.org
www.blinetransit.com

TABLE OF CONTENTS

EXECUTIVE SUMMARY.....2

INTRODUCTION/AGENCY & PROGRAM OVERVIEW.....2

PURPOSE & PLANNING/GOVERNANCE.....2

PRIOR YEAR PERFORMANCE: FY 2025/26 HIGHLIGHTS AND ACCOMPLISHMENTS.....3

FY 2026/27 GOALS AND KEY INITIATIVES.....4

FY 2026/27 DRAFT B-LINE SERVICE PLAN5

TRANSIT ASSETS AND FACILITIES.....14

FY 2026/27 DRAFT FINANCIAL PLAN.....15

EXECUTIVE SUMMARY

This Annual Service Plan and Budget describes the transit services to be provided by Butte Regional Transit (B-Line) in FY 2026/27 and identifies the operating and capital resources required to deliver those services. It summarizes prior-year accomplishments, outlines FY 2026/27 goals and planned service delivery (fixed route, paratransit, microtransit and inter-regional service), documents fixed assets used to provide services, and presents the FY 2026/27 operating and capital budgets including primary funding sources.

For ease of reference, the document is organized from program background and governance, to performance and goals, followed by the FY 2026/27 service plan, asset overview, and then the financial plan (operating and capital). Readers seeking B-Line service details should begin with the “FY 2026/27 Service Plan” section on page 5; and those reviewing financial information should begin with the “FY 2026/27 Draft Budget” and “Capital Budget” sections beginning on pages 15 and 16, respectively.

INTRODUCTION/AGENCY & PROGRAM OVERVIEW

The Butte County Association of Governments (BCAG) was formed through 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.

BCAG’s JPA also authorizes the agency to administer and operate the region’s consolidated public transit service, Butte Regional Transit, known as B-Line. The BCAG Board of Directors is the policy-making authority for transit decisions. B-Line was created through the consolidation of the region’s separate transit systems following a multi-year planning effort by the cities, the town, the county, and BCAG staff. Services offered by B-Line for FY 2026/27 are:

- Fixed Route Service (includes microtransit)
- ADA Paratransit and Dial A Ride service (includes inter-city service)
- Inter-regional service (Chico to Sacramento)

PURPOSE & PLANNING/GOVERNANCE

Purpose of Annual Service Plan and Budget:

BCAG is required to annually prepare a transit service plan and budget for B-Line as per the JPA. The purpose of this document is to describe the transit services to be provided for the upcoming FY 2026/27 and define the expenses and revenue sources affiliated with operating and capital expenses as well as describe new/emerging and or revised services under consideration. The Service Plan and Budget also describe the committees established to provide valuable input and oversight to help direct and resolve all public transit related matters.

Transit Administrative Oversight Committee:

The Transit Administrative Oversight Committee (TAOC) was established as part of the transit consolidation process. TAOC includes administrative and staff representatives from the county, the cities, the town, and BCAG, and it generally meets once each March to review B-Line services and provide guidance and recommendations. The committee reviews transit policy, service, and operations matters

before staff makes recommendations to the Board. Recommendations from staff are forwarded to the Board as part of developing the draft and final Service Plan and Budget.

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 staff and the Board on all transit issues. In particular, the SSTAC meets on an as needed basis during the year and provides input during the Unmet Transit Needs (UTN) process.

Governance:

Annually, in March or April, the Board considers recommendations from the TAOC, SSTAC, and staff in considering the upcoming Service Plan and Budget. Transit policy actions require a supermajority vote of seven (7) of the ten (10) board members.

PRIOR YEAR PERFORMANCE: FY 2025/26 HIGHLIGHTS AND ACCOMPLISHMENTS

BCAG was successful in securing operating, planning, and capital funds through various federal and state programs. B-Line continues to recover from COVID-19 impacts on ridership and supply chain delays. The following are some of the accomplishments for the year.

Funding:

- Awarded FY 2024/25 Federal Transit Administration (FTA) 5307 funds for operating assistance.
- Awarded FTA 5311, FTA 5311(f), and Low Carbon Transit Operations Program (LCTOP) grants for operating assistance.
- Awarded and received approximately \$17 million in SB-125 funds affiliated with the Transit Intercity Rail and Capital Program (TIRCP) and Zero Emissions Transit Capital Program (ZETCP).
- Awarded FY 2025/26 State of Good Repair funds for bus shelter and stop rehabilitation. BCAG is working with its contractor to improve shelters and pole stops throughout the county in a multi-phased approach.
- Awarded FTA 5339(a) funds to purchase Automatic Passenger Counters and bus-related equipment.

Planning:

- Completed the “B-Line Marketing Plan” in November of 2025 defining several strategies to support the general plan purpose of “Building a Better B-Line.”
- Expansion of a comprehensive analysis B-Line Routing to improve efficiency and ridership in Chico and Oroville.
- Engaged in various outreach events to promote B-Line services, such as the Chico Thursday Night Market, the Salmon Festival, African American Family & Cultural Center events, Dia De Los Muertos celebration, pop-ups at Chico State, and outreach to social service agencies.
- 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.

- Completed the Unmet Transit Needs Assessment for FY 2026/27.
- Development of Chico to Sacramento Express Service.

Projects:

- Deployment of five (5) GILLIG battery electric buses (BEBs) to fixed route service in October 2025.
- Energizing of electric charging infrastructure for BEBs in August of 2025.
- Developed specifications/plans for on-site hydrogen fueling station at the Butte Regional Operations Center.
- Completed underground upgrades to support deployment of zero-emission technology.
- Took delivery of fourteen (14) vans of various sizes to supplement current Dial-A-Ride, microtransit, and inter-city service.
- Deployment of upgraded dispatch and scheduling software.
- Development and deployment of microtransit and inter-city paratransit.
- Implementation of new mobile ticketing validators and smartcard technology.

FY 2026/27 GOALS AND KEY INITIATIVES

- Implement and deliver service to microtransit zones, routing changes, and marketing efforts to improve efficiency and increase ridership.
- Upgrade shelters and bus stops as needed.
- Continued assessment of infrastructure and power supply upgrades to support expansion of zero-emission vehicles and charging equipment.
- Continued partnership with local and regional law enforcement with Homeland Security Threat Training (as 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.
- Implement policy changes for the B-Line service and 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.
- Continue deployment of B-Line marketing plan and rebrand systemwide.
- Continue updating transit management technologies to improve operations.
- Take delivery of 6 (six) 32-foot diesel cutaways and deploy inter-regional service from Chico to Sacramento.
- Take delivery of two (2) 35-foot battery electric buses for fixed route service.
- Order up to five (5) 35-foot diesel buses for fixed route service.
- Continued presence at community events to engage with the public about processes, regulations, and changes to B-Line services.

FY 2026/27 DRAFT B-LINE SERVICE PLAN

B-Line provides fixed route and paratransit services within Butte County. The following section details both services, hours of operation, and service hours:

A. FIXED ROUTE SERVICE

Intercity

Five (5) 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. The total round-trip travel time between Oroville and Biggs is approximately one hour and 40 minutes.

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

Route 32 Gridley – Chico. Route 32 provides one bi-directional morning trip and southbound evening trip between Gridley and Chico on weekdays only. The northbound 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 southbound morning trip begins in Chico at 6:30 AM, serves Gridley at 7:12 AM and arrives at the Biggs City Hall at 7:30 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 41 Magalia – Chico. Route 41 provides service between Magalia and Chico Monday through Saturday. Eastbound service begins in Chico at 7:20 AM and ends in Magalia at 5:43 PM and the Westbound service begins in Magalia at 6:45 AM and ends in Magalia at 6:40 PM. Headways are approximately 180 minutes, with some variation during the peak hours. Round trip travel times between Magalia and Chico are approximately two hours and 10 minutes. Eastbound Saturday service starts in Chico at 9:50am and ends at 5:03pm. Westbound service starts in Magalia at 10:45am and ends at the Chico Transit Center at 6:00pm. Saturday service consists of three round trips, one in the morning, one in the mid-day and one in the evening.

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

Local Fixed Routes – City of Chico

The City of Chico, has ten (10) local fixed routes. 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. The Chico routes are summarized below.

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

Major stops and timepoints along Route 2 are: The Chico Transit Center, 5th & Mangrove, Parmac & Rio Lindo, North Valley Plaza and Ceres & Lassen.

Route 3 – Nord/East. Route 3 provides service between the Chico Transit Center and North Valley Plaza via Nord and East. Service is provided every 60-minutes at most times of the day with the exception of several AM peak-hour times where service increases to 30-minutes. Monday through Friday service on Route 3 begins at 6:18 AM at North Valley Plaza and ends at 9:00 PM at the Chico Transit Center. Saturday service begins at 8:50 AM at North Valley Plaza and ends at 7:00 PM at the Chico Transit Center. Round trip running time on Route 3 is 49 minutes with layover time at the Chico Transit Center. Route 3 is through-routed with Route 4 at North Valley Plaza.

Major stops and timepoints on Route 3 are: Chico Transit Center, West 8th Avenue & Nord, East & Nord, East & Esplanade and North Valley Plaza.

Route 4 – First/East. Route 4 provides service between the Chico Transit Center and North Valley Plaza via E. First, Manzanita and East. Service is provided every 60-minutes at most times of the day with limited 30-minute service during peak hours. Monday through Friday service begins at 6:15 AM at North Valley Plaza and ends at 9:00 PM at the Chico Transit Center. Saturday service begins at the Chico Transit Center at 8:50 AM and ends at the Chico Transit Center at 7:00 PM. Round trip running time on Route 4 is 49 minutes with layovers at the Chico Transit Center and North Valley Plaza. Route 4 is through-routed with Route 3 at North Valley Plaza.

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

Route 5 – East 8th Street. Route 5 provides service between the Chico Transit Center and the Chico Mall via E. 8th/E. 9th and Forest. Service is provided every 60-minutes on weekdays, with 30-minute headways during the morning and afternoon peak times. Saturday service is every 60 minutes. 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/Fair/Forest. Route 17 provides service from the Chico Transit Center to Park Ave/Fair St/Forest Ave. Route 17 services E 20th St & Fair & 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).

Local Fixed Routes – City of Oroville

The City of Oroville has four (4) local fixed routes. The Oroville routes 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 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 at 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.

B. Microtransit - Town of Paradise

Beginning in the fourth quarter of FY 2025/26, B-Line launched a microtransit pilot in the Town of Paradise to restore on-demand connections for areas that lost fixed-route access after the 2018 Camp Fire and to link riders to fixed-route service along Skyway and Clark Road (including Paradise Pines and Magalia). The program is expected to expand in FY 2026/27 to include areas of Chico and Oroville as identified in the JWA study. Microtransit is supported using the same scheduling and dispatch technology as paratransit (Novus and Rides on Demand) to provide shared-ride, curb-to-curb trips within a rider’s zone or to a transit hub for fixed-route connections. Riders must register in the app and request trips from within a service zone. Microtransit will operate Monday through Friday, 5:50 a.m.–10:00 p.m.

C. Days/Hours/Fleet Requirements

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

Intercity Chico-Oroville-Paradise-Gridley-Biggs

Route	Hours of Operation	# Vehicles	Peak Hour Headway
Route 20 Chico – Oroville	Monday-Friday: 5:50 AM-8:00 PM Saturday/Sunday 7:50 AM-6:00 PM	3	M-F: 60 min. Sat/Sun: 120 min.
Route 30 Oroville – Gridley – Biggs	Monday-Friday: 7:45 AM-4:50 PM Saturday 8:47 AM-5:00 PM	1	M-F: 240 min. Sat: 120 min.

Route 32 Gridley – Chico	Monday-Friday: 6:30 AM-7:40 AM and 5:20 PM – 6:20 PM	2	M-F: one round trip and one additional southbound morning trip
Route 41 Magalia – Chico	Monday-Friday: 6:45 AM-6:40 PM Saturday: 9:50 AM-6:00 PM	1	M-F: 120 min. Sat: 180 min.

Figure 1: Hours of Operation and Fleet Requirements (cont'd)

Local Chico Routes

Route	Hours of Operation	# Vehicles	Peak Hour Headway
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: 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-10:01PM Friday: 7:33 AM-4:01 PM	1	M-F: 30 min.
Route 14 Park/Forest/MLK	Monday-Friday: 6:18 AM-9:45 PM Saturday: 7:50 AM-6:45 PM	3	M-F: 20 min. Sat: 30 min.
Route 15 Esplanade/Lassen	Monday-Friday: 6:15 AM-9:34 PM Saturday: 7:50 AM-6:34 PM	3	M-F: 20 min. Sat: 30 min.
Route 16 Esplanade/SR99	Monday-Friday: 6:55 AM-6:55 PM Saturday: 7:55 AM-5:55 PM	2	M-F: 60 min. Sat: 60 min.
Route 17 Park/Fair/Forest	Monday-Friday: 7:30 AM-6:05 PM Saturday: 8:30 AM-6:05 PM	2	M-F: 20 min. Sat: 30 min.

**** 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.**

Figure 1: Hours of Operation and Fleet Requirements (cont'd)

Local Oroville/Paradise Routes

Route	Hours of Operation	# Vehicles	Peak Hour Headway
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.

Figure 2 below estimates annual vehicle service hours for all B-Line fixed routes. Vehicle service hours include time buses are in service during established hours on established routes, or as otherwise authorized by BCAG. Time not spent transporting passengers—such as layover (platform) time, deadhead trips to or from contractor facilities (e.g., for maintenance, fueling, or driver relief), and other non-passenger operations—is not included.

Figure 2: Estimated Annual Fixed Route Vehicle Service Hours (VSH)

Route	Est. Annual VSH
Intercity Routes	
20 Chico – Oroville	7,375
30 Oroville – Gridley – Biggs	1,665
32 Gridley – Chico	794
41 Magalia – Chico	2,349
Intercity Subtotal	12,183
Local Chico Routes	
2 Mangrove	4,429
3 & 4 Nord/East-First/East	9,522
5 E. 8 th Street	4,222
7 Bruce/Manzanita	1,920
8 & 9 Nord – Warner/Oak	3,521
9C Warner/Oak (Non-Student Shuttle)	236
14 & 17 Park/MLK/Fair/Forest	9,578
15 & 16 Esplanade/Lassen/SR 99	9,870
Local Chico Subtotal	43,403
Local Oroville Routes	
24 & 27 Thermalito & Las Plumas	2,970
25 & 26 Central Oroville & Kelly Ridge	2,880
Local Oroville Subtotal	5,850
Microtransit	
On -Demand Rideshare Paradise	3,352
TOTAL Est. Fixed Route Vehicle Service Hours	64,788

D. Paratransit

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 use of the fixed route system. Note: BRT is contemplating the lowering of the age limit from 70 – 65 years of age having an appreciable effect on the number of service hours required to deliver the service.

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 in the ADA Zones. The Dial-A-Ride intercity zone incorporates the existing ADA service zones defined by B-Line and a new zone that incorporates the Biggs-Gridley defined area. This intercity service consists of one daily round trip connecting ADA core zones to support non-emergency medical appointments. Service will be available to the general public on a space-available basis. Routes will connect Paradise and Magalia with Chico and Oroville, as well as Biggs and Gridley with Oroville.

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

The estimated Annual Vehicle Service Hours (VSH) for Paratransit in **2026/27 is 30,000**. The complete B-Line Paratransit Policies and Procedures are posted on the B-Line website at www.blinetransit.com.

E. Non-Operating Legal Holidays

B-Line services are closed and do not operate on the following six legal holidays:

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

F. Summary of Service Hours All Routes

The combined service hours for all fixed route and paratransit services are 95,000. B-Line staff will be working with our contracted service provider define service hours as may be affected through external changes occurring after July 1, 2026 and associated contract costs which may also be affected.

TRANSIT ASSETS AND FACILITIES

B-Line operates its services with several types of vehicles. The vehicles utilized in each service are described as follows.

Fixed Route:

As of May 2026, fixed route services are being delivered with thirty-five (35) vehicles as follows:

- Seventeen (17) 40-foot diesel coaches (Gillig)
- Seven (7) 35-foot diesel coaches (Gillig)
- Six (6) 32-foot diesel cutaway buses (Freightliner)
- Five (5) 35-foot battery electric coaches (Gillig)

Microtransit:

As of May 2026, microtransit services are being delivered with five (5) vehicles as follows:

- Five (5) 22-foot 350-EL “Class V” vans (Ford)

Paratransit:

As of May 2026, paratransit service (including expanded inter-city) is being delivered with twenty-nine (29) vehicles as follows:

- Twenty four (24) 25-foot Ford E-450 “Class B” vans (Ford)
- Five (5) 22-foot 350-EL “Class V” vans (Ford)

Inter-regional Service (Chico to Sacramento):

As of March 2026, six (6) 36-foot E-FRT Freightliner/Glaival diesel cutaways were put on order for the Chico to Sacramento service expected to begin early 2027.

Fixed Route Stop Shelters:

As of March 2026, of the approximately 623 identified stop locations systemwide, there are approximately 155 shelters. These shelters consist of 9 and 12 foot shelters. Of the 155 shelters, there are approximately 95 advertisement shelters. Staff will continue to identify appropriate shelters and bus stops for replacement and rehabilitation.

FY 2026/27 DRAFT FINANCIAL PLAN

A. Operating Budget:

The total funding requirements for transit operations is \$14,630,043. The FY 2026/27 budget is \$1,166,628 higher than the prior year budget, an increase of 8.7%. The following items are notable changes in the FY 2026/27 budget:

Cost Increases:

- Increase of \$821,763 or 8.7% in *Purchased Transportation* per Transdev contracted rate increase and additional service extension.
- Increase of \$38,606 or 11.7% in *Software Maintenance* to account for increasing license fees and transition to newer software that supports improvements to paratransit and introduction of micro transit service.
- Increase of \$165,000 or 30.8% in Support Services to include IT Manager position.

Cost Decreases:

- Decrease of \$5,094 in *Ops Facility Maintenance* due to contract negotiations.

Funding:

Funding for the transit service is provided from three major categories:

- Federal Transit Administration (FTA)
- State Transportation Development Act (TDA)
- Passenger fares.

The *Operating Revenues (fares)* show a 1.4% increase in overall fares compared to the previous year's budget. Better estimates may be obtained once actual fare collection data on the new services are collected.

Federal/Other funding shows a decrease of 7% over the prior year. FTA 5307, FTA 5311 and 5311(f) annual apportionments support the operations of transit. This is the first year without Covid funding being used. As total federal funds are reduced, TDA needed for transit will be increased.

Additional sources of funding include:

- State of Good Repair (SGR-state) is used largely for B-Line facility equipment and systems repairs/upgrades/replacements and shelter stop improvements.
- Low Carbon Transit Operations Program (LCTOP-state) may be utilized for microtransit operations and marketing, and designated free fare days throughout the year at times specific to highlight all B-Line services, or ones that coincide with specific transit friendly marketing campaigns.
- Advertising (local) on select stop shelters and fixed route buses and supports shelter stop improvements.

TDA support shows an increase of 25% compared to the prior year’s budget. Any excess TDA funding over actual operating cost is carried into the following fiscal year. The TDA funds from 2025/26 carried to 2026/27 are estimated to be \$400,000. The carryover amount reduces the TDA that is requested for apportionment.

B. Capital Budget:

Five (5) battery electric buses (BEBs) were delivered in April of 2025 and went into service in October of 2025. Electric charging equipment was energized in August of 2025 and has been in use since October to charge the BEBs. Ten (10) smaller vans for paratransit and microtransit service were delivered in late 2025 and went into to service in May of 2026. Four (4) paratransit buses procured from the FTA 5310 program and were put into service during the fiscal year. Six (6) thirty-six (36) foot cutaways were put on order in March of 2026 in preparation for the Chico to Sacramento service expected to begin early 2027. Four (4) to five (5) fixed route diesel coaches are expected to be placed on order during the 3rd quarter of FY 25/26 for delivery in FY 26/27. Additional equipment purchases expected for the year include cash fareboxes and automatic passenger counting equipment. Grant funding is expected to be available for these purchases but may also require utilizing capital reserves. Bus shelter improvements continue and have State of Good Repair funding set aside for this purpose. The rebranding of the transit system will roll out as necessary, and as financially viable.

C. Future Planning and Development of Butte Regional Transit

As the owner and operator of B-Line, BCAG continuously evaluates how well the system matches current travel patterns and community needs. Although the network has remained largely consistent since the 2005 countywide consolidation, major disruptions over the past two decades—including wildfires (most notably the 2018 Camp Fire), the Oroville Dam spillway emergency, and the COVID-19 pandemic—have shifted where people live, work, and access services, changing ridership and service expectations and requiring B-Line to adapt service types, routes, schedules, and supporting policies. To guide that adaptation, BCAG/B-Line initiated a comprehensive fixed-route study in Chico and Oroville with Jarrett Walker + Associates (JWA) beginning in January 2026. The study includes a hands-on, workshop-based effort that brought together transit staff and operators, riders, community stakeholders, the broader public, and local elected officials (through the BCAG Board) to set priorities and evaluate network redesign options. Public outreach included surveys that informed recommendations, and after implementation B-Line will continue monitoring performance and refining the system as conditions evolve while leveraging existing grants and pursuing new federal and state funding to support operations and capital needs—including conventional and zero-emission vehicles and the facilities and infrastructure required to maintain and fuel/charge them.

The following table outlines the FY 2026/27 Draft B-Line Budget in relation to the previous two years’ information.

**FISCAL YEAR 2026/27
OPERATING BUDGET**

	2024/25 APPROVED BUDGET	2024/25 ACTUAL ANNUAL	2025/26 APPROVED BUDGET	2026/27 PROPOSED BUDGET	Difference	% CHANGE
OPERATING EXPENSES						
ADMINISTRATION						
Printing and Signage	\$ 40,000	\$ 27,972	\$ 40,000	\$ 44,000	\$ 4,000	10.0%
Processing Fees/Mobile App	\$ 7,200	\$ 15,221	\$ 15,000	\$ 15,000	\$ -	0%
Training, Travel, Employee Relations	\$ 6,000	\$ 3,365	\$ 9,000	\$ 9,000	\$ -	0.0%
Public Outreach	\$ 102,070	\$ 23,869	\$ 125,000	\$ 125,000	\$ -	0.0%
Paratransit ADA Certification	\$ 45,000	\$ 43,556	\$ 35,000	\$ 35,000	\$ -	0.0%
Support Services	\$ 525,000	\$ 428,887	\$ 535,000	\$ 700,000	\$ 165,000	30.8%
TOTAL ADMINISTRATION	\$ 725,270	\$ 542,870	\$ 759,000	\$ 928,000	\$ 169,000	22.3%
OPERATIONS AND MAINTENANCE						
Communication	\$ 22,025	\$ 22,788	\$ 22,500	\$ 27,000	\$ 4,500	20.0%
Fleet Insurance	\$ 675,259	\$ 673,748	\$ 642,852	\$ 707,800	\$ 64,948	10.1%
Vehicle/Equipment Maintenance	\$ 165,000	\$ 186,846	\$ 165,000	\$ 165,000	\$ -	0.0%
Software Maintenance	\$ 278,745	\$ 308,149	\$ 330,000	\$ 368,606	\$ 38,606	11.7%
Purchased Transportation	\$ 8,926,080	\$ 9,035,218	\$ 9,497,207	\$ 10,318,970	\$ 821,763	8.7%
Fuel and Fuel Tax	\$ 1,224,000	\$ 1,141,004	\$ 1,295,000	\$ 1,305,000	\$ 10,000	0.8%
Transit Kiosk Security- Chico/Oroville	\$ 132,000	\$ 139,365	\$ 134,400	\$ 142,128	\$ 7,728	5.8%
Transit Kiosk Lease- Chico	\$ 6,000	\$ 6,000	\$ 6,000	\$ 6,000	\$ -	0.0%
Ops Facility Lease- to BRTC	\$ 5,094	\$ 5,094	\$ 5,094	\$ -	\$ (5,094)	-100.0%
Facility Operations/Maintenance	\$ 472,460	\$ 398,877	\$ 480,672	\$ 521,580	\$ 40,908	8.5%
TOTAL OPS AND MAINTENANCE	\$ 11,906,663	\$ 11,917,089	\$ 12,578,725	\$ 13,562,084	\$ 983,359	7.8%
SUB-TOTAL OPERATING EXPENSES	\$ 12,631,933	\$ 12,459,959	\$ 13,337,725	\$ 14,490,084	\$ 1,152,359	8.6%
APPROPRIATION FOR CONTINGENCIES	\$ 126,919	\$ -	\$ 125,690	\$ 139,959	\$ 14,269	11.4%
TOTAL OPERATING REQUIREMENTS	\$ 12,758,852	\$ 12,459,959	\$ 13,463,415	\$ 14,630,043	\$ 1,166,628	8.7%
OPERATING REVENUES						
Fixed Route Passenger Fares	\$ 1,088,074	\$ 1,107,401	\$ 1,056,489	\$ 1,112,903	\$ 56,414	5%
Micro Transit Passenger Fares	\$ -	\$ -	\$ 72,444	\$ 40,224	\$ (32,220)	
Paratransit Fares	\$ 226,271	\$ 230,120	\$ 263,967	\$ 258,660	\$ (5,307)	-2%
TOTAL OPERATING REVENUE	\$ 1,314,345	\$ 1,337,521	\$ 1,392,900	\$ 1,411,787	\$ 18,887	1.4%
NON-OPERATING REVENUE						
TDA	\$ 6,084,022	\$ 5,586,367	\$ 6,163,199	\$ 7,731,512	\$ 1,568,313	25%
FEDERAL/ OTHER	\$ 5,360,485	\$ 5,536,071	\$ 5,907,316	\$ 5,486,745	\$ (420,571)	-7%
TOTAL REVENUES	\$ 12,758,852	\$ 12,459,959	\$ 13,463,415	\$ 14,630,043	\$ 1,166,628	8.7%

**FISCAL YEAR 2026/27
CAPITAL BUDGET**

	2024/25 BUDGET	2024/25 ACTUAL	2025/26 BUDGET	2026/27 BUDGET
CAPITAL OUTLAY				
Equipment	\$ 60,000	\$ 53,609	\$ 120,000	\$ 200,000
Bus Shelters	\$ -	59,958	60,000	200,000
Automated Passenger Counters (APCs)	\$ -	-	350,000	350,000
Mobile Ticketing (Token Transit)	\$ 289,450	302,071	-	-
On Demand Platform (Nowus)	\$ 375,000	346,055	-	-
Bus Rebrand - Wraps	\$ -	-	300,000	300,000
Fixed Route Vehicles/Assets - Zero Emission	\$ 5,728,138	5,728,138	-	-
Electric Bus Chargers	\$ 500,000	561,681	-	-
Fixed Route Vehicles - Diesel	\$ 1,500,000	1,426,288	-	5,000,000
Paratransit Bus	\$ -	-	360,000	-
Paratransit Vans	\$ -	-	520,000	-
Microtransit Vans	\$ -	-	603,950	-
TOTAL CAPITAL OUTLAY	\$ 8,452,588	\$ 8,477,800	\$ 2,313,950	\$ 6,050,000

CAPITAL OUTLAY FUNDING SOURCES

BRT Capital Reserves	\$ 692,890	\$ 666,640	\$ 490,000	\$ 412,395
Restricted TDA - (diesel bus)	\$ 1,500,000	900,000	-	1,000,000
State of Good Repair (SGR) - Zero-Emission	\$ 402,011	463,548	-	-
State of Good Repair (SGR) - Bus Shelters	\$ -	59,958	60,000	200,000
State of Good Repair (SGR) - Diesel Purchase	\$ -	-	-	1,187,128
Low Carbon Transit Operations Program (LCTOP) -	\$ 1,336,127	1,836,126	185,088	-
FTA 5307 ARP	\$ 2,300,000	2,300,000	-	-
FTA 5307 Capital	\$ 531,560	422,451	280,000	-
FTA FY 2023/FY 2024 5339(a) - APCs	\$ -	-	-	325,000
FTA FY 2024 5339(a) - Bus Equipment	\$ -	138,933	-	112,605
FTA 5339 Bus and Bus Facilities Grant	\$ 1,690,000	1,690,144	-	-
FTA 5310 FFY 2021 bus	\$ -	-	360,000	-
FTA 5310 FFY 2023 bus	\$ -	-	520,000	-
FTA 5339(a) FFY21, FFY22 - Microtransit vans	\$ -	-	418,862	-
FY 2022 5307 - Diesel Purchase	\$ -	-	-	800,000
FTA FY 2024 5307-STBG - Diesel Purchase	\$ -	-	-	2,012,872
TOTAL CAPITAL OUTLAY FUNDING	\$ 8,452,588	\$ 8,477,800	\$ 2,313,950	\$ 6,050,000