



Butte County Association of Governments

Unmet Transit Needs Assessment – FY 2026/2027



DRAFT

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For information or questions regarding this assessment, please contact

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Introduction

Executive Summary, Requirements and Background

Executive Summary

Each year, pursuant to the California Transportation Development Act (TDA) law, the Butte County Association of Governments (BCAG) must identify any unmet public transit needs that may exist in Butte County to receive state funding. If unmet transit needs are found, further determination must be made as to whether those needs are reasonable to meet.

The purpose of the Unmet Transit Needs Assessment is to document these needs and findings and identify the process in which BCAG conducted this assessment for Butte County.

BCAG is the Regional Transportation Planning Agency (RTPA) for Butte County, as designated by the Secretary of CalSTA. Since July 2005, BCAG has also been the administrator and operator for Butte Regional Transit, also known as “B-Line”, a consolidated public transit system serving the cities, town and county. The RTPA and B-Line are two separate functions of BCAG, with separate staff and separate budgets. The BCAG Joint Powers Agreement consolidates all administrative and operating responsibilities for public transit under the BCAG Board.

As a result of the consolidation, routes and fare structures now better serve Butte County residents by improved service with timed transfers and consistent headways for ease of use, elimination of duplication between systems, a uniform fare structure and comprehensive customer service.

Public feedback is accepted and recorded during each annual Unmet Transit Needs process. Feedback sources may include workshop participation or any verbal or written comments received over the course of the year. BCAG staff evaluate also the system on a continuous basis. Not all improvements are the result of comments from the Unmet Transit Needs process. Since BCAG receives comments year-round, it may implement a suggested change at any time, if appropriate.

Over the past decade, public transit in Butte County has faced a range of challenges, from the nationwide trend of declining ridership to significant local impacts such as the 2018 Camp Fire, the COVID-19 pandemic in 2020 and the Thompson and Park Fires in 2024. In response to these evolving needs, BCAG completed a systemwide Route Optimization Study in FY 2022/23, which evaluated every route in the B-Line network to identify opportunities to improve efficiency and expand access for transit-dependent populations. Some of the recommendations from this study have been implemented over the last two years, however it was determined that the approach to the routes within Chico and Oroville did not align with current ridership needs and changes to the jurisdictions themselves.

In an effort to build on this work, BCAG initiated a new Chico and Oroville specific study and re-routing effort in January 2026. This focused effort will reassess service patterns, demand, and operational needs specifically within the Chico and Oroville areas, with the goal of enhancing frequency, reliability, and connectivity for these key population centers.

As part of ongoing efforts to adapt to the evolving landscape in Butte County, special emphasis was placed on the paratransit community. First proposed in the NEMT Study, completed in FY 2021/22, intercity paratransit service for non-emergency medical trips is scheduled to begin in May 2026, pending budget availability and the installation

of required technology and staffing. At that same time, BCAG also plans to launch Paradise-specific microtransit service and a revised fixed route service for Paradise and Magalia. This will expand mobility options for residents through flexible, on-demand service tailored to the unique needs of the community.

Findings for FY 2026/27

After analysis of all testimony received during the 2025/26 fiscal year Unmet Transit Needs process, BCAG finds that there are no Unmet Transit Needs that are Reasonable to Meet.

Requirements

State law, as presented in the Transportation Development Act, requires BCAG to ensure that reasonable needs are met before TDA funds can be used for streets and roads. To see a breakdown of how these funds were used in FY 2024/25, please refer to Appendix D. In conducting the annual transit needs assessment, BCAG's role is to perform the following:

- 1) Establish and consult with the Social Services Transportation Advisory Council.
- 2) Assess the size and location of groups likely to be transit-dependent or transit-disadvantaged, such as the elderly, disabled and persons of limited means.
- 3) Assess the adequacy of existing public transportation services or the potential for new services to meet the needs of these groups.
- 4) Hold at least one unmet transit needs hearing to gather comments on needs that exist.
- 5) Adopt findings about unmet transit needs by the Butte County Association of Governments Board of Directors.

Background

The Transportation Development Act (TDA) was signed by the Governor on November 4, 1971, and became effective July 1, 1972. Several bills have amended the TDA over time. The TDA provides a state funding source for use by local jurisdictions at the county level to improve existing public transportation and encourage regional public transportation coordination.

In Butte County, this source can also provide funding for local streets and roads projects when certain conditions are met. The main purpose and priority of TDA, however, is to provide funding for public transportation. Even though BCAG's Unmet Transit Needs findings are made on an annual basis, the assessment process continues throughout the year. Comments are received via the comment cards placed on the buses, phone calls, e-mails, at community events, and messages received on social media. All comments received throughout the year are recorded and taken into consideration.

Demographic Information

Transit Dependent Groups and Demographic Data

Transit Dependent Groups

As per the Public Utilities Code Section 99401.5, an annual assessment is required to determine the size and distribution of groups likely to be transit-dependent or transit- disadvantaged. Transit dependency is generally defined as dependency upon public or private transportation services by persons that are either unable to operate a vehicle, or do not have access to a vehicle. The elderly, youth, persons with disabilities and low-income households are more likely to be transit-dependent than the general population.

For the purposes of this document elderly are considered to be individuals aged 65 years old and older, youths are considered those between ages 5 and 19, and low-income households are considered to be those with incomes below the poverty threshold as defined by the federal government. Persons with disabilities are defined by those that have difficulty using the fixed route transit system either some or all of the time due to a physical or mental handicap.

Demographic Data

The determination of the size and location of identifiable groups likely to be transit dependent is based on information currently available from the 2020 census. BCAG is the U.S. Census designated Affiliate Data Center for Butte County. This data is important to this analysis because studies have shown that age and income have a high correlation with automobile usage and transit dependency. Persons aged 65 and over, as well as youth, are separated as a subset of the total population figures. These individuals are more likely to use transit services based solely on their age, and also qualify for reduced fares.

Table 1: TRANSIT DEPENDENT INDICATORS - Select Census Designated Places (CDPs)

City, County, or Census Designated Place	Population Estimate	Percentage of Population Ages 5-19 and 65 and above	*Percentage of Population Below Poverty Level
<i>Butte County</i>	207,929	37%	19%
<i>Bangor</i>	597	53%	13%
<i>Berry Creek</i>	760	37%	38%
<i>Biggs</i>	2,307	45%	7%
<i>Butte Creek Canyon</i>	713	45%	8%
<i>Butte Meadows</i>	25	36%	-
<i>Butte Valley</i>	1,087	46%	31%
<i>Cherokee</i>	99	79%	68%

Chico	102,188	33%	23%
Clipper Mills	414	45%	86%
Cohasset	573	50%	2%
Concow	183	35%	17%
Durham	5,340	43%	10%
Forbestown	90	-	14%
Forest Ranch	1,915	42%	2%
Gridley	7,330	40%	18%
Honcut	271	25%	54%
Kelly Ridge	2,825	53%	12%
Magalia	7,389	37%	12%
Nord	190	58%	-
Oroville	19,752	35%	21%
Oroville East	7,504	47%	9%
Palermo	5,266	40%	20%
Paradise	7,392	55%	18%
Rackerby	138	37%	17%
Richvale	145	77%	16%
Robinson Mill	100	15%	-
South Oroville	2,846	28%	34%
Stirling City	344	11%	11%
Thermalito	6,720	41%	20%
Yankee Hill	232	25%	7%
Butte County	207,929	37%	19%

Data Sources: 2020-2024 American Community Survey population and age data (S0101) and poverty data (DP03).

Transit Dependency Indicators in Butte County

The purpose of this table is to document population percentages in census designated places in Butte County that have groups that are transit dependent and transit disadvantaged. This information will help BCAG with its ongoing transit planning efforts.

Age Indicators (40% and above) - Table 1 identifies transit dependent groups from ages 5-19 and ages 65 and above by population percentages. These census designated places with high percentages of aged population are highlighted in this table by bold and large print.

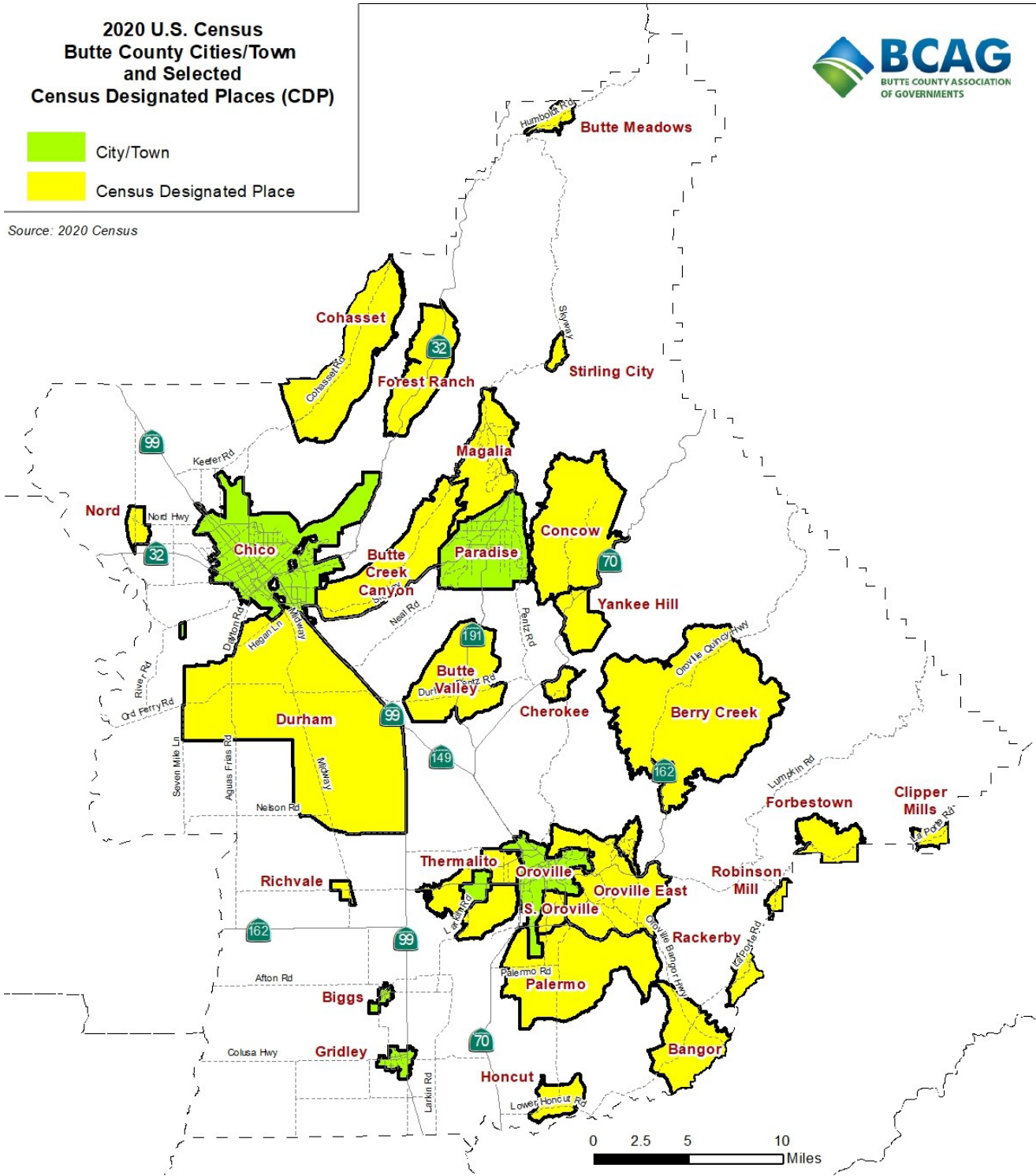
Poverty Indicators (19% and above) - Table 1 identifies transit dependent families that are at poverty levels* by census designated places. These poverty indicators are highlighted in this table by bold and large print.

*Following the Office of Management and Budget's (OMB's) Directive 14, the Census Bureau uses a set of money income thresholds that vary by family size and composition to detect who is poor. If the total income for a family or unrelated individual falls below the relevant poverty threshold, then the family or unrelated individual is classified as being "below the poverty level."

2020 U.S. Census
Butte County Cities/Town
and Selected
Census Designated Places (CDP)

- City/Town
- Census Designated Place

Source: 2020 Census



Adequacy of Existing Transit Services

Overview

BCAG is required to analyze the adequacy of the existing public and specialized transportation services including privately and publicly provided services as per the Transportation Development Act, P.U.C. Section 99401.5.

Description of Local Public Transit Services

FY 2025/26 B-Line Service Plan

All transit information and maps can be found at www.blinetransit.com.

Fixed Route Services

Intercity Routes

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

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

The major stops and timepoints on Route 20 are: Chico Transit Center, Fir Street Park and Ride, Forest Ave Xfer (Walmart & Bank), Butte County Administration and Oroville Transit Center (Mitchell & Spencer).

Route 30 Oroville – Gridley – Biggs. Route 30 operates between Oroville and Biggs with stops in Palermo and Gridley, Monday through Saturday. Weekday service begins in Oroville at 7:45 AM and ends in Oroville at 4:50 PM. Saturday service begins at 8:47 AM and ends at 5:00 PM. Weekday headways are approximately four hours, and Saturday headways are 180 minutes. There is a five-minute layover in Biggs. Vehicles go out of service in Oroville between each return trip. Total round-trip travel time between Oroville and Biggs is approximately one hour and 40 minutes.

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

Route 32 Gridley – Chico. Route 32 provides one morning trip and one evening trip between Gridley and Chico on weekdays only. The morning trip begins in Biggs at 6:40 AM, serves Gridley at 6:51 AM and arrives at the Chico Transit Center at 7:40 AM. The evening trip leaves the Chico Transit Center at 5:20 PM and ends in Biggs at 6:20

PM. The total travel time between Gridley and Chico is approximately 60 minutes. Vehicles will go out of service at the end of each trip.

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

Route 40 Paradise – Chico. Route 40 provides service between Paradise and Chico, six days a week. Weekday service (Eastbound) begins in Chico at 6:50 AM and ends in Paradise at 6:23 PM and weekday service (Westbound) begins in Paradise at 7:44 AM and ends in Chico at 6:23 PM. Weekday headways are approximately 240 minutes, with more frequent service during the evening peak hours. Saturday service (Eastbound) begins at 9:50 AM in Chico and ends at 5:03 PM in Paradise and Saturday service (Westbound) begins at 10:44 AM in Paradise and ends at 6:00 PM in Chico. Round trip travel times between Paradise and Chico are approximately an hour and 52 minutes with a 10-minute layover scheduled in Paradise. For most runs, Route 40 alternates with Route 41.

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

Route 41 Magalia – Chico. Route 41 provides service between Magalia and Chico, Monday through Saturday. Eastbound service begins in Chico at 7:20 AM and ends in Magalia at 6:24 PM and the Westbound service begins in Magalia at 6:35 AM and ends in Magalia at 5:00 PM. Headways are approximately 130 minutes, with some variation during the peak hours. Round trip travel times between Magalia and Chico are approximately two hours and 10 minutes. For most runs, Route 41 alternates with Route 40. Saturday service is available between Magalia and Paradise on three round trip loops, one in the morning, one midday and one in late afternoon.

Major stops and time points on Route 41 are: Skyway & Colter (Paradise Pines), Lakeridge @ Holiday Market (Magalia), Skyway & Wagstaff (Paradise), Paradise Transit Center, Forest Ave Xfer (Walmart & Bank) (Chico) and the Chico Transit Center.

Local Chico Routes

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

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

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

Route 3 – Nord/East. Route 3 provides service between the Chico Transit Center and North Valley Plaza via Nord and East. Service is provided every 60 minutes at most times of the day with the exception of several AM peak-hour times when 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 time points on Route 4 are: Chico Transit Center, Chico Junior HS, First & Longfellow, Pleasant Valley HS and North Valley Plaza.

Route 5 – East 8th Street. Route 5 provides service between the Chico Transit Center and the Chico Mall via E. 8th/E. 9th and Forest. Service is provided every 60- minutes on weekdays and Saturdays, with 30-minute headways during peak morning and afternoon times. Monday through Friday service begins at 6:15 AM at Forest Ave Xfer (Bank) and ends at 8:34 PM at Forest Ave Xfer (Bank). Saturday service begins at 8:15 AM at the Forest Ave Xfer (Bank) and ends at 7:00 PM at the Chico Transit Center. Round trip running time on Route 5 is 49 minutes with a layover at the Chico Transit Center.

Major stops and timepoints on Route 5 are: Chico Transit Center, 9th Street & Pine, 8th Street and Highway 32, 8th Street and Olive and the Forest Ave Xfer (Bank).

Route 7 – Courthouse/East. Route 7 provides service between North Butte County Courthouse and Pleasant Valley High School via E. 20th St, Forest Ave, Bruce and Manzanita to Ceres/Lassen. Route 7 is the only route in Chico that does not provide service to the Chico Transit Center. Monday through Friday service on Route 7 provides three runs, peak AM and PM hours, and one mid-day run. Service on Monday through Friday begins at 6:45 AM at the North Butte County Courthouse and ends at 5:30 PM at Ceres and Lassen. Route 7 is through-routed with Route 2 at Ceres and Lassen. Round trip running time on Route 7 is 51 minutes.

Major stops and timepoints on Route 7 are: Forest Ave Xfer (Bank), Marsh Junior HS, Pleasant Valley HS and, Ceres & Lassen.

Route 8 – Nord. Route 8 is a student shuttle that directly connects CSU-Chico with student neighborhoods northwest of the campus. Route 8 also provides a connection to other routes at the Chico Transit Center at 2nd and Salem. Route 8 provides 30-minute service Monday through Friday only while CSU-Chico is in session. Monday through Friday service begins at 7:34 AM at Nord & University Village Apt. and ends at 9:34 PM at the Chico Transit Center. Friday service ends at 4:04 PM at the Chico Transit Center. Round trip running time on Route 8 is 24 minutes and there is no scheduled layover time between runs. Route 8 is through-routed with Route 9 at the Chico Transit Center.

Route 9 – Oak/Warner/Cedar. Route 9 is also a student shuttle that directly connects CSU-Chico with student neighborhoods north and south of the campus. Route 9 also provides a connection to other routes at the Chico Transit Center at 2nd & Salem. Like Route 8, Route 9 provides 30-minute service Monday through Friday only while CSU-Chico is in session. Monday through Friday service begins at 7:33 AM at 4th Avenue & Cedar and ends at 10:01 PM at the Chico Transit Center. Friday service ends at 4:01 PM at the Chico Transit Center. Round trip running time on Route 9 is 27 minutes and there is no scheduled layover time between runs. Route 9 is through-routed with Route 8 at the Chico Transit Center.

Route 9C- Cedar Loop. Route 9C is a limited-service loop that only operates when the regular Route 9 (Student Shuttle) is not running, including: Fridays after 4 PM (year-round), Saturdays year-round and CSU-Chico breaks. Friday afternoon service begins at 5:10 PM at the Chico Transit Center and ends at 8:24 PM at the Chico Transit Center. Monday through Friday service, when the regular Route 9 is not running, begins at 7:50 AM at the Chico

Transit Center and ends at 8:24 PM at the Chico Transit Center. Saturday service begins at 8:30 AM at the Chico Transit Center and ends at 6:24 PM at the Chico Transit Center.

Route 14 – Park/Forest/MLK. Route 14 provides service from the Chico Transit Center to Park Ave/MLK/Forest Ave. Route 14 services E 20th St & Forest & MLK in a clockwise loop. At the Chico Transit Center, Route 14 interlines with Route 15. Monday through Friday Route 14 provides 20-minute service during AM and PM peak hours and 30-minute service throughout the rest of the day and 60 minutes in the evenings. Saturday Route 14 provides 60-minute service. Round trip running time on Route 14 is approximately 35 minutes for each loop. Route 14 Monday through Friday service begins at 6:18 AM at the Forest Ave Xfer (Walmart) and ends at 9:45 PM at Chico Transit Center. Saturday service begins at 7:50 AM at Chico Transit Center and ends at 6:45 PM at Chico Transit Center.

Major stops and timepoints on Route 14 are: Chico Transit Center, 20th St & E. Park, Forest Ave Xfer (Walmart), and E. Park & MLK.

Route 15 – Esplanade/Lassen. Route 15 provides service along the Esplanade and Lassen Ave corridor; between Ceres/Lassen and the Chico Transit Center. Monday through Friday Route 15 provides 20-minute service during AM and PM peak hours and 30-minute service throughout the rest of the day and 60 minutes in the evenings. Saturday Route 15 provides 60-minute service. Round trip running time on Route 15 is approximately 45 minutes for each loop. Monday through Friday service for Route 15 begins at 6:15 AM at Ceres & Lassen and ends at 9:34 PM at Ceres & Lassen. Saturday service begins at 7:50 AM at the Chico Transit Center and ends at 6:34 PM at Ceres & Lassen. Route 15 is through routed with Route 14 at the Chico Transit Center.

Major stops and timepoints on Route 15 are: Chico Transit Center, Esplanade & 5th, Esplanade & East, Lassen & Cohasset, and Ceres & Lassen.

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

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

Route 17 – Park/Fair/Forest. Route 17 provides service from the Chico Transit Center to Park Ave/Fair St/Forest Ave. Route 17 services E 20th St & Fair St & Forest Ave in a counterclockwise loop. At the Chico Transit Center, Route 17 interlines with Route 16. Route 17 provides 60-minute service throughout the entire day. Round trip running time on Route 17 is 35 minutes for each loop. Route 17 Monday through Friday service begins at 7:30 AM at Chico Transit Center and ends at 6:05 PM at Chico Transit Center. Saturday service begins at 8:30 AM at Chico Transit Center and ends at 6:05 PM at Chico Transit Center.

Major stops and timepoints on Route 17 are: Chico Transit Center, 20th St & E. Park, E. Park & MLK, and Forest Ave Xfer (Bank).

Local Oroville Routes

Oroville has four local fixed route services. 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 Route 20 at Butte County Public Works for transfers to Chico. Total round trip running time on Route 24 is 36 minutes. Route 24 is through-routed with Route 27.

Major stops and timepoints on Route 24 are: Oroville Transit Center (Mitchell & Spencer), 14th & Grand and Public Works/Administration.

Route 25 – Oro Dam. Route 25 provides service from the Oroville Transit Center (Mitchell & Spencer) to the Walmart and Downtown. Route 25 provides 60-minute service Monday through Friday with a 1-hour layover 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 Walmart.

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

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

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

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

Days and Hours of Operation and Fleet Requirement

The following table summarizes the services that will be provided on B-Line and shows the days and hours of operation of all fixed route services. The table also shows how many buses are required for each route (fleet requirement) and peak-hour headways.

Figure 1: Hours of Operation and Fleet Requirements

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

Route 32 Gridley – Chico	Monday – Friday One round-trip: 6:40 AM – 7:40 AM and 5:20 PM – 6:20 PM	1	M-F: One round-trip
Route 40 Paradise – Chico	Monday – Friday 6:00 AM – 7:26 PM Saturday 7:50 AM – 7:03 PM	3	M-F: 120 min. Sat: 120 min.
Route 41 Paradise Pines – Chico	Monday – Friday 5:50 AM – 6:53 PM Saturday 9:45 AM – 6:03 PM	1	M-F: 120 min. Sat: three trips in Magalia loop only
Route	Hours of Operation	Fleet Requirement	Peak Hour Headway
Local Chico Routes			
Route 2 Mangrove**	Monday – Friday 6:15 AM – 8:34 PM Saturday 8:15 AM – 7:00 PM	2	M-F: 60 min. Sat: 60 min.
Route 3 Nord/East**	Monday – Friday 6:18 AM – 9:00 PM Saturday 8:50 AM – 7:00 PM	2	M-F: 30 min. Sat: 60 min.
Route 4 First/East**	Monday – Friday 6:15 AM – 9:00 PM Saturday 8:50 AM – 7:00 PM	2	M-F: 30 min. Sat: 60 min.
Route 5 E. 8 th Street	Monday – Friday 6:15 AM – 8:34 PM Saturday 8:15 AM – 7:00 PM	2	M-F: 30 min. Sat: 60 min.
Route 7 Courthouse/East**	Monday – Friday 6:45 AM – 5:30 PM	1	M-F: 60 min.
Route 8 Nord**	Monday – Thursday 7:34 AM – 9:34 PM Friday 7:34 AM – 4:04 PM	1	M-F: 30 min.
Route 9 Oak/Warner/Cedar**	Monday – Thursday 7:33 AM – 10:01 PM Friday 7:33 AM – 4:01 PM	1	M-F: 30 min.
Route 14 Park/Forest/MLK	Monday – Friday 6:18 AM – 9:45 PM Saturday 7:50 AM – 6:45 PM	3	M-F: 20 min. Sat: 30 min.
Route 15 Esplanade/Lassen	Monday – Friday 6:15 AM – 9:34 PM Saturday 7:50 AM – 6:34 PM	3	M-F: 20 min. Sat: 30 min.
Route 16 Esplanade/SR99	Monday – Friday 6:55 AM – 6:55 PM	2	M-F: 60 min. Sat: 60 min.

	Saturday 7:55 AM – 5:55 PM		
Route 17 Park/Fair/Forest	Monday – Friday 7:30 AM – 6:05 PM Saturday 8:30 AM – 6:05 PM	2	M-F: 20 min. Sat: 30 min.
Route	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.

**** Routes 2, 3, 4 and 7 are all interlined with each other at various times. Routes 8 and 9 are interlined with each other.**

Estimated Annual Fixed Route Vehicle Service Hours

Figure 2 provides an estimate of annual vehicle service hours for all B-Line fixed routes in FY 2025/26. Vehicle service hours are defined as all the time buses are in service during established hours and over established routes, or as specifically authorized by BCAG. All time during which buses are not in service for the purpose of transporting passengers, including but not limited to platform time, driving buses to or from Contractor facilities for any reason (maintenance, fueling, driver relief, etc.) and all other vehicle operations for purposes other than passenger transportation do not constitute vehicle service hours.

Figure 2: Estimated Annual Fixed Route Vehicle Service Hours

Route	Estimated Annual Vehicle Service Hours
Intercity Routes	
20 Chico – Oroville	7,360
30 Oroville – Gridley – Biggs	1,666
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	3,443
9C Warner/Oak (Non-Student Shuttle)	407

14 & 17 Park/MLK/Fair/Forest	9,564
15 & 16 Esplanade/Lassen/SR 99	9,978
52 Airport Express	1,525
Local Chico Routes Subtotal	44,772
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 Estimated Fixed Route Annual Vehicle Service Hours	65,631

B-Line Paratransit

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

In the last two fiscal years, there has been a noted decline in paratransit ridership while service hours have remained steady. Staff are working to identify and correct this issue so that this vulnerable population can continue to receive services as needed.

Legal Holidays

Both Fixed Route and Paratransit service shall not be provided on the following six (6) legal holidays:

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

Description of Other Transportation Services Available in Butte County

City of Gridley

The City of Gridley operates the Gridley Golden Feather Flyer paratransit service within the Gridley Urban Area. Service hours are Monday through Friday, 8:00 AM to 6:00 PM.

Amtrak Rail Service

Amtrak has limited daily rail service in Butte County from Seattle to Los Angeles, only stopping in Chico southbound in the very early AM hours. There are no checked baggage services and tickets cannot be purchased at the Chico location. Amtrak Thruway Route 3 provides bus service as well. The Chico Amtrak station is located at West 5th and Orange Streets.

Greyhound Bus Service

Greyhound provides service for Butte County residents along the Highway 99 corridor to destinations throughout California and most of the country. There is one local ticket center in Chico at 450 Orange Street. Greyhound has one early morning southbound trip per day and one northbound evening trip per day, seven days a week.

Other Transportation

Privately owned taxicab services, limousine services, airport shuttle services, FlixBus and non-emergency medical transporters are available in Butte County. Glenn Ride offers Monday-Saturday services between Butte County and Glenn County with pick-up points in Chico.

Adequacy of Transit Service for Transit Dependent Groups

In 2006, 2010 and 2015 BCAG implemented significant revisions to specific routes in the system in an effort to remedy timing and operational issues. BCAG is continually evaluating the system to improve performance and makes minor route revisions as necessary, which are reflected in the schedule.

BCAG completed a Market Based Transit Study in 2010. This study was an in-depth analysis of the B-Line fixed route system which resulted in several major service changes and improvements. The study provided a way to survey passenger needs and wants, meet local unmet transit needs and, ultimately, provide the best possible fixed route service to the residents of Butte County based on resources available.

BCAG completed a Transit & Non-Motorized Plan in 2015, which includes an in-depth look at the current transit system and suggestions for future improvements. This Transit & Non-Motorized Plan was updated in FY 2020/21. A Route Optimization Study was completed in FY 2022/23, which resulted in minor changes to the schedule and operations. Ridership levels did not return to the expected rate, however, so a more aggressive approach was decided on. In January 2026 a contract was signed with Jarret Walker and Associates to perform a comprehensive routing re-design of the Chico and Oroville service areas. This study is on-going and recommendations from it will be implemented outside of this process.

The NEMT Study of FY 2021/22 identified the need for intercity paratransit service to connect residents to medical facilities throughout the County. At the time that study was completed, the technology was not in place for implementation of the suggestions. The backend technology was sourced and implemented fully in FY 2024/25, and AMMA Consulting was brought onboard to update the NEMT plan, now known as the B-Line Regional

Paratransit Revised Operating Plan (April 2026). The launch of intercity paratransit for non-emergency medical transportation is expected to take place in May 2026.

Community Outreach

In Butte County, the Unmet Transit Needs process entails a 30 to 45-day outreach period where the public can provide input via mail, email, phone, in-person, via comment on social media, as well as an online comment form on the B-Line web page. The outreach period culminates with a public hearing before the BCAG Board of Directors to obtain testimony on perceived unmet transit needs that may be reasonable to meet. The hearing is usually held at the December Board meeting.

This outreach period to gather comments, along with this final public hearing, is promoted at local pop-up events throughout Butte County, in local newspapers, on all transit buses, on all B-Line and BCAG social media channels and online via the BCAG and B-Line web sites. In addition, a notice is emailed out to targeted email lists of those who have expressed interest in transit and social services activities. See Appendix A for public posts, announcements and proof of publication.

Analysis of Comments Received

Definitions of “Unmet Transit Needs” and “Reasonable to Meet”

Transportation Development Act (TDA) law requires BCAG to adopt the definitions for the terms “unmet transit needs” and “reasonable to meet”. These definitions were adopted by the Butte County Association of Governments on April 21, 1994, and amended by the recommendation of the Social Services Transportation Advisory Council on October 23, 2003. See Appendix C for BCAG Board of Director minutes approving adopted definitions of Unmet Needs.

In making a finding on whether an unmet need is reasonable to meet, BCAG analyzes whether all four evaluation criteria listed below are met. If one criterion is determined to make the request unreasonable to meet, there is no need to apply the other criteria.

Unmet Transit Needs Definition

Unmet Transit Needs are those trips required, but currently not provided, and are not scheduled to be provided within Butte County for individuals dependent on public transit to maintain a minimum standard of living.

Reasonable to Meet Definition

Reasonable to meet shall include all the following factors:

1. Cost Effectiveness: The cost to provide the service will meet the minimum farebox recovery ratio.
2. Economy: The project can be implemented at reasonable cost.
3. Community Acceptance: Support exists, indicated through the public hearing process.
4. Operational Feasibility: The service must be safe to operate.

Possible Findings for Unmet Transit Needs Process by Board of Directors

The Transportation Development Act Section 99401.5(d) states that the Board shall make one of the following findings:

1. There are no unmet transit needs;
2. There are no unmet transit needs that are reasonable to meet;
3. There are unmet transit needs, including needs that are reasonable to meet.

Comments that are NOT defined as an “Unmet Transit Need”

Testimony in the following areas, by definition, are **not** considered **unmet transit needs**. They may be legitimate concerns and/or comments which will be directed toward the appropriate departments for further consideration.

1. More bus shelters
2. Equipment issues (i.e. more bicycle racks, new vehicles, fareboxes)
3. Minor route modifications and/or modifications made for convenience
4. Connections outside the County
5. More frequent service

Analysis Requirements and Assumptions

The farebox recovery ratio is the ratio of fares to operating costs for transit service. The minimum required ratio to implement a new service for the fixed route is 15.6%. For all paratransit services, the minimum ratio is 10%. These requirements were originally set by the Transportation Development Act (TDA) and modified with the approval of Caltrans by the Board of Directors.

DATA ASSUMPTIONS USED

BCAG used available ridership and total fares received from July 2024 through the month of June 2025. The following data is used for the analysis to determine the minimum farebox recovery ratios. These figures are updated annually to reflect current conditions. In June 2023 B-Line implemented a blended farebox ratio for fixed route service (15.6%), that is reflected in this chart and is why data is not broken down into urban and rural categories.

Farebox Recovery / Average fare per passenger (July 2024 – June 2025)

<u>System</u>	<u>Total Fares (fiscal audit)</u>	<u>Total Passengers</u>
Blended Fixed Route	\$1,107,401	621,643
Rural Paratransit	\$44,863	14,897
Urban Paratransit	\$185,257	61,925
Total Paratransit	\$230,120	76,822

<u>System</u>	<u>Average Service Hour Cost</u>	<u>Average Fare / Passenger</u>
Fixed Route (F.R.)	\$162.98	\$ 1.78
Paratransit	\$134.86	\$ 2.76

Analysis of Public Testimony

The following is testimony received during the 2025/26 fiscal year that was specifically reviewed for the Unmet Transit Needs process. All testimony received is individually looked at, but some comments are too general in nature to be properly analyzed. Comments have been condensed for clarity. Similar comments are consolidated and addressed in one line- item. Some testimony does not meet the definition for Unmet Transit Needs and will not be analyzed for the purpose of this document. However, this testimony has been forwarded on to the appropriate department for consideration and may be met through a different avenue or used for future planning efforts.

STOPS/ROUTES REQUESTED:

- Reinstate Route 31 between Paradise and Oroville.

FINDING → This is an unmet need that is unreasonable to meet. While there is currently an existing path of travel to get from Paradise to Oroville using Route 40 and Route 20, this trip goes through Chico and is about twice as long as the defunct Route 31. While there are residents who regularly request this route to be reinstated, there are not enough potential riders currently living in Paradise and Magalia. It is worth noting that in FY 17/18 (the last full fiscal year before the Camp Fire) ridership averaged 191 passengers per month, well below the threshold needed for farebox recovery. Therefore, this is unreasonable to meet based on Criterion 1 – Cost Effectiveness.

- Bidirectional service is needed on Route 24 in Thermalito.

FINDING → This is not an unmet need based on the existing definition, as service does exist in a loop in Thermalito. The safety and long-term sustainability of this route will be examined outside of this process as part of the Butte County Transit Network Study, which will emphasis better routing and accessibility.

- More service in Magalia.

FINDING → This is an unmet need that is unreasonable to meet due to Criterion 1 – Cost Effectiveness. While there is not enough ridership on Route 41 to warrant an increase in service on the fixed route, better service to Magalia (timing and location of stops) is being evaluated outside of the Unmet Transit Needs process.

- A bus stop is needed at Cypress and Clark in Paradise.

FINDING → This is an operational issue as service is provided along Clark already with a bus stop across the road at Kilcrease. However, further analysis determined it is possible to add a bus stop at this intersection to provide better service for inbound Route 40/41 travel in this area. This bus stop was put into service at the end of January 2026.

ROUTE TIMES:

- More frequent times for Routes 41 and 40.

FINDING → This is an operational issue. Service along Routes 41 and 40 was reduced after the Camp Fire and has thus far not been adjusted back as the current ridership levels on those routes do not accommodate increasing service. Service is still provided, and exact times for this service have been and will continue to be evaluated outside of the Unmet Transit Needs process.

- Sunday service in Chico.

FINDING → Minimal weekend service is provided in Chico via Regional Route 20. The need for localized Sunday service in Chico is an Unmet Transit Need that is not reasonable to meet based on Criterion 1 – Cost Effectiveness. Based on weekday service passenger numbers and projected ridership, the requested service would not meet the blended farebox ratio of 15.6%.

- Sunday service in Oroville.

FINDING → Minimal weekend service is provided in Oroville via Regional Route 20. The need for localized Sunday service in Oroville is an Unmet Transit Need that is not reasonable to meet based on Criterion 1 – Cost Effectiveness. Based on weekday service passenger numbers and projected ridership, the requested service would not meet the minimum farebox ratio of 15.6%.

- Better weekend service in Paradise.

FINDING → This is an unmet need that is unreasonable to meet. Minimal Saturday service is provided in Paradise with both Route 40 and Route 41. However, Sunday service was cut completely after the Camp Fire in 2018 and has not been restored. Currently this is not reasonable to meet based on Criterion 1 – Cost Effectiveness. Based on the existing Saturday service, the requested increase in service would not meet the minimum farebox ratio of 15.6%.

MISCELLANEOUS COMMENTS:

- Better on-time performance and accountability, especially on the weekends.

FINDING → This is an operational issue. Staff on both sides (BCAG and the contractor) are working on better monitoring and accountability standards for on-time performance. There are eight cameras on every vehicle and GTFS is monitored in real time by dispatchers. Additional solutions are being evaluated outside of the Unmet Transit Needs process.

Unmet Transit Needs Findings and Recommendations

Recommendations

After consideration of all testimony received during the 2025/26 fiscal year Unmet Transit Needs process, BCAG finds that there are no Unmet Transit Needs that are Reasonable to Meet. A recommendation to approve the Unmet Transit Needs Assessment for the 2026/27 fiscal year is made to the BCAG Board of Directors.

BCAG is committed to improving B-Line fixed route and paratransit service. As ridership data is gathered and public input is received, BCAG will continue to make route modifications, add bus shelters and make improvements to better serve the public, especially those who rely on transit. All testimony received is reviewed and considered for improving B-Line Transit regardless of whether or not the testimony fits the definitions used for the unmet transit needs process.

Social Service Transportation Advisory Council Review

Government Code 99238 states, “Each transportation planning agency shall provide for the establishment of a social services transportation advisory council for each county operating under a joint power agreement, which is not subject to the apportionment restriction established in Section 99232.” Committee members must include representation from senior citizens and disabled transit user groups, social service providers to seniors, disabled and low-income persons, transportation providers to seniors, disabled and low-income persons and CTSAs.

The 2026/2027 Transit Needs Assessment was presented to the Butte County Social Service Transportation Advisory Council (SSTAC) via a meeting on April 13, 2026. The meeting was accessible in person and via Zoom. The Council reviewed the Assessment and unanimously supported staff’s recommendation. See Appendix B for the current SSTAC membership roster.

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APPENDIX A

**PUBLIC POSTS &
PROOF OF PUBLICATIONS**

Building a Better **B-Line**

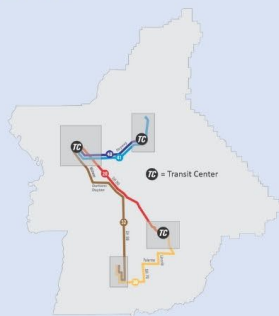
Butte County Association of Governments

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

For consideration in the 2026/27 Unmet Transit Needs Assessment, comments need to be received by:

5:00 p.m., Thursday, December 11, 2025

All comments received are given equal consideration.



Please submit comments via the following:

Mail: 326 Huss Drive, Suite 150
Chico CA 95928

Email: vproctor@bcag.org

Phone: (530) 809-4616, ex. 1

Online: Go to the following page:
[www.blinetransit.com/Contact- B-Line/Comment-Form/](http://www.blinetransit.com/Contact-B-Line/Comment-Form/)
*Select UTN in the comment/topic line.

In Person: Public Hearing (at BCAG Board Meeting)

Date: Thursday, December 11, 2025, 9:00 a.m.

Location: BCAG Board Room (326 Huss Dr., Bldg. E, Chico, CA)

Online: Go to www.bcag.org/About-BCAG/Board-of-Directors/
*Zoom link available after December 1, 2025.



La Asociación de Gobiernos del Condado de Butte (BCAG) está solicitando comentarios del público sobre las necesidades de tránsito no satisfechas. Los miembros del público están invitados a enviar comentarios por correo, correo electrónico, teléfono, Internet o a través de Zoom en nuestra audiencia pública. Todos los testimonios recibidos serán considerados por igual. Para ser considerados en la Evaluación de Necesidades de Tránsito 2026/27, los comentarios deben ser recibidos antes del:

**5:00 p.m., jueves,
11 de diciembre de 2025**

Lub Koom haum BCAG tab tom thov cov lus xam pom los ntawm pej xeem txog kev tu ncuu ntawm kev thauj mus los.

Cov pej xeem raug caw kom xa cov lus tawm tswv yim los ntawm kev xa ntawv, email, hu xov tooj, hauv is los sis hauv Zoom thaum peb lub rooj sab laj rau pej xeem. Txhua zaj lus tawm tswv yim uas tau txais yog xam tias muaj vaj huam sib luag. Rau kev txiav txim siab nyob rau hauv 2026/27 Kev Ntsuam Xyuas Cov Kev Xav Tau Ntawm Kev Thauj Mus Los, cov lus tawm tswv yim yuav tsum tau txais tsis pub dhau:

**5:00 p.m., Hnub Thursday,
Kaum Ob Hlis 11, 2025**

B-Line is your system! Where do you need to go?



Unmet Transit Needs (UTN) Comment Period Open!



Comments for the 2026/2027

Transit Needs Assessment are being accepted!

The UTN process works to ensure all unmet needs reasonable to meet are done so prior to funds being spent on alternate projects. This includes trips required, especially by those dependent on public transit, but not currently provided within Butte County. Submit comments via mail, email, phone, online form or in person at the BCAG office or at the **UTN Public Hearing at 9:00 a.m. on December 11, 2025**. Call (530) 809-4616 or email info@bcag.org for more information about the process or location.

Any member of the public can submit a comment by 5:00 p.m. on Thursday, December 11, 2025.

You are invited!

Scan the QR Code for more!!



Si necesita ayuda en Español,
llame a nuestra oficina.

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



B-LINE IS YOUR SYSTEM! Where do **YOU** need to go?

Unmet Transit Needs (UTN)
is an annual process to address gaps
in transit service in Butte County.

Public Hearing @ 9:00 a.m.

Thursday, December 11, 2025

UTN Comment Period Open!



What are **Unmet Transit Needs**?



Unmet Transit Needs, also referred to as the **UTN** process, are those trips that individuals dependent on public transit feel are required to maintain a minimum standard of living but that the system is not currently offering and/or are not scheduled to be provided within Butte County.

UTNs must be determined as “Reasonable To Meet” by the following criteria before can be moved forward as a project.

- **Cost Effectiveness:** The cost to provide the service will meet the minimum farebox recovery ratio.
- **Economy:** The project can be implemented at reasonable cost.
- **Community Acceptance:** Support exists as indicated through the public hearing process.
- **Operational Feasibility:** The service must be safe to operate.

All comments received by individuals or agencies within the open comment period or at the public hearing are taken into consideration by the transit administrator (BCAG). If an idea is accepted for new or changed service, it will be integrated into future transit planning and programming.





Former President Joe Biden listens to a speaker Sunday before receiving the Lifetime Achievement Award at the Edward M. Kennedy Institute's 10th Anniversary Celebration in Boston. ROBERT F. BUKATY — THE ASSOCIATED PRESS

GOP sends Biden autopen report to the DOJ

By Matt Brown and Joey Capelletti
THE ASSOCIATED PRESS

WASHINGTON — House Republicans on Tuesday unveiled their long-promised report on former President Joe Biden's use of the autopen, delivering a blistering critique of his time in office and inner circle that largely reshapes public information while making sweeping accusations about the workings of his White House.

The GOP report does not include any concrete evidence that aids conspired to enact policies without Biden's knowledge or that the president was unaware of laws, pardons or executive orders signed in his name. But Republicans said their findings cast doubt on all of the Democrat's actions in office.

They sent a letter to Attorney General Pam Bondi urging a full investigation. Republican President Donald Trump ordered a similar inquiry earlier this year.

At its core, the report advances contested claims that Biden's mental state declined to a degree that allowed White House officials to enact policies with-

out his knowledge. It focuses heavily on the pardons he granted in office, including to his son, Hunter Biden, based on depositions with close Biden aides.

"The cost of the scheme to hide the fallout of President Biden's diminished physical and mental acuity was great but will likely never be fully calculated," the report reads.

"The cover-up put American national security at risk and the nation's trust in its leaders in jeopardy."

Biden has strenuously denied he was unaware of his administration's actions, calling such claims "ridiculous and false." Democrats on the House Oversight committee denounced the probe as a distraction and a waste of time.

Rep. Robert Garcia, the top Oversight Democrat, said in a statement the GOP report was a "sham investigation" and that testimonies from Biden aides "make it clear the former president authorized every executive order, pardon, and use of the autopen." He added that Democrats were more focused on the government shutdown than debates over the last administration.

Maine and Texas are the latest fronts in voting battles

By Patrick Whittle and John Hanna
THE ASSOCIATED PRESS

PORTLAND, Maine — Maine's elections in recent years have been relatively free of problems, and verified cases of voter fraud are exceedingly rare.

That's not stopping Republicans from pushing for major changes in the way the state conducts its voting.

Maine is one of two states with election-related initiatives on the Nov. 4 ballot but is putting the most far-reaching measure before voters.

In Texas, Republicans are asking voters to make clear in the state constitution that people who are not U.S. citizens are ineligible to vote.

Maine's Question 1 centers on requiring voter ID, but is more sweeping in nature. The initiative, which has the backing of an influential conservative group in the state, also would limit the use of drop boxes to just one per municipality and create restrictions for absentee voting even as the practice has been growing in popularity.

Voters in both states will decide on the measures at a time when President Donald Trump continues to lie about widespread fraud leading to his loss in the 2020 presidential election and make unsubstantiated claims about future election-rigging, a strategy that has become routine during election years. Republicans in Congress and state legislatures have been pushing for proof of citizenship requirements to register and vote, but with only limited success.

Maine's initiative would impose voter ID, restrict absentee voting.

The Maine proposal seeks to require voters to produce a voter ID before casting a ballot, a provision that has been adopted in several other states, mostly those controlled by Republicans.

In April, Wisconsin voters



Jim McDonald fills out a form for early voting, Tuesday in Portland, Maine. ROBERT F. BUKATY — THE ASSOCIATED PRESS

enshrined that state's existing voter ID law into the state's constitution.

Question 1 also would eliminate two days of absentee voting, prohibit requests for absentee ballots by phone or family members, and absentee voter status for seniors and people with disabilities, and limit the number of drop boxes, among other changes.

Absentee voting is popular in Maine, where Democrats control the Legislature and governor's office and voters there used absentee voting in the 2024 presidential election.

Gov. Janet Mills is one of many Democrats in the state speaking out against the proposed changes.

"Whether you vote in person or by absentee ballot, you can trust that your vote will be counted fairly," Mills said. "But that fundamental right to vote is under attack from Question 1."

Proponents of the voter ID push said it's about shoring up election security.

"There's been a lot of

noise about what it would supposedly do, but here's the simple truth: Question 1 is about securing Maine's elections," said Republican Rep. Laurel Libby, a proponent of the measure.

A key supporter of the ballot initiative is Dinner Table PAC, a conservative group in the state. Dinner Table launched Voter ID for ME, which has raised more than \$600,000 to promote the initiative. The bulk of that money has come from the Republican State Leadership Committee, which advocates for Republican candidates and initiatives at the state level throughout the country. Save Maine Absentee Voting, a state group that opposes the initiative, has raised more than \$1.6 million, with the National Education Association as its top donor.

The campaigning for and against the initiative is playing out as the state and FBI are investigating how dozens of unmarked ballots meant to be used in this year's election arrived inside a woman's Amazon order. The secre-

tary of state's office says the blank ballots, still bundled and wrapped in plastic, will not be used in the election.

Texas voters consider a citizenship requirement. In Texas, voters are deciding whether to add wording to the state constitution that Republican Gov. Greg Abbott and other backers said would guarantee that noncitizens will not be able to vote in any elections there. State and federal laws already make it illegal for noncitizens to vote.

Thirteen states have made similar changes to their constitutions since North Dakota first did in 2018. Proposed constitutional amendments are on the November 2026 ballot in Kansas and South Dakota.

The measures have so far proven popular, winning approval with an average of 72% of the vote.

"I think it needs to sweep the nation," said Republican state Rep. A. J. Louderback, who represents a district southwest of Houston. "I think we need to clean this mess up."

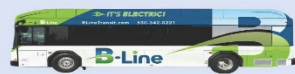
Building a Better B-Line

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

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5:00 p.m., Thursday, December 11, 2025

All comments received are given equal consideration.



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Chico CA 95928

Email: vproctor@bcag.org

Phone: (530) 809-4616, ex. 1




Online: Go to the following page:
www.blinetransit.com/Contact-B-Line/Comment-Form/
*Select UTN in the comment/topic line.

In Person: Public Hearing (at BCAG Board Meeting)

Date: Thursday, December 11, 2025, 9:00 a.m.

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Online: Go to www.bcag.org/About-BCAG/Board-of-Directors/
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5:00 p.m., jueves, 11 de diciembre de 2025

Lub Koom haum BCAG tab tom thov cov lus xam pom los ntawm pej xeeb txog kev tu ncuu ntawm kev thauj mus los.

Cov pej xeeb raug caw kom xa cov lus tawm tswv yim los ntawm kev xa ntawm, email, hu xov tooj, hauv is los sis hauv Zoom thaum peb lub rooj sab laj rau pej xeeb.

Txhua zaj lus tawm tswv yim uas tau txais yog xam tias muaj vaj huam sib luag. Rau kev txiav txim siab nyob rau hauv 2026/27 Kev Ntsuam Xyuas Cov Kev Xav Tau Ntawm Kev Thauj Mus Los, cov lus tawm tswv yim yuav tsum tau txais tsis pub dhuu:

5:00 p.m., Hnub Thursday, Kaum Ob Hlis 11, 2025

B-Line is your system! Where do you need to go?

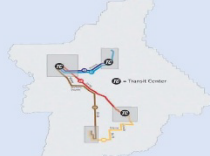
Building a Better B-Line

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

For consideration in the 2026/27 Unmet Transit Needs Assessment, comments need to be received by:

5:00 p.m., Thursday, December 11, 2025

All comments received are given equal consideration.



Please submit comments via the following:

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

In Person: Public Hearing (at BCAG Board Meeting)
Date: Thursday, December 11, 2025, 9:00 a.m.
Location: BCAG Board Room (326 Huss Dr., Bldg. E, Chico, CA)
Online: Go to www.bcag.org/About-BCAG/Board-of-Directors/
*Zoom link available after December 1, 2025.



La Asociación de Gobiernos del Condado de Butte (BCAG) está solicitando comentarios del público sobre las necesidades de tránsito no satisfechas. Los miembros del público están invitados a enviar comentarios por correo, correo electrónico, teléfono, Internet o a través de Zoom en nuestra audiencia pública. Todos los testimonios recibidos serán considerados por igual. Para ser considerados en la Evaluación de Necesidades de Tránsito 2026/27, los comentarios deben ser recibidos antes del:

5:00 p.m., jueves, 11 de diciembre de 2025

Lub Koom haum BCAG tab tom thov cov lus xam pom los ntawm pej xeeb txog kev tu ncuaw ntawm kev thauj mus los.

Cov pej xeeb raug caw kom xa cov lus tawm tswv yim los ntawm kev xa ntawm, email, hu xov tooj, hauv is los sis hauv Zoom thaum peb lub rooj sab laj rau pej xeeb. Txhua zaj lus tawm tswv yim uas tau txais yog xam tias muaj vaj huam sib luag. Rau kev txiav txim siab nyob rau hauv 2026/27 Kev Ntsuam Xyuas Cov Kev Xav Tau Ntawm Kev Thauj Mus Los, cov lus tawm tswv yim yuav tsum tau txais tsis pub dhau:

5:00 p.m., Hnub Thursday, Kaum Ob Hlis 11, 2025

B-Line is your system! Where do you need to go?

Legal Notices
Notice of Public Auction
As defined by the California Self Storage Facilities Act, Business and Professions Code sections 21700 - 21716, A1 U-Lock Mini Storage LLC, Auction Start Date: 11/25/2025, Auction End Date: 11/22/2025 at 8:00 AM. Phone: (480-397-6503); agent for Owner, Property being sold: Unit # 8-23 Suliana Fonus, Misc household goods.
Published 10/22, 10/29/2025



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www.paradisepost.com

Legal Notices
Legal Notices
T.S. No. 136733-CA APN: 126-171-007-000 NOTICE OF TRUSTEE'S SALE IMPORTANT NOTICE TO PROPERTY OWNER YOU ARE IN DEFAULT UNDER A DEED OF TRUST DATED 1/7/2022. UNLESS YOU TAKE ACTION TO PROTECT YOUR PROPERTY, IT MAY BE SOLD AT A PUBLIC SALE. IF YOU NEED AN EXPLANATION OF THE NATURE OF THE PROCEEDINGS AGAINST YOU, YOU SHOULD CONTACT A LAWYER. ON 11/12/2025 at 11:00 AM, CLEAR RECON CORP, as duly appointed trustee under and pursuant to Deed of Trust recorded 1/20/2022 as Instrument No. 2022-000442 of Official Records in the office of the County Recorder of Plumas County, State of CALIFORNIA executed by WILLIAM DONALDSON, HUSBAND AND SHERI DONALDSON, HUSBAND AND WIFE AS COMMUNITY PROPERTY WILL SELL AT PUBLIC AUCTION TO HIGHEST BIDDER FOR CASH, CASHIER'S CHECK DRAWN ON A STATE OR NATIONAL BANK, A CHECK DRAWN BY A STATE OR FEDERAL CREDIT UNION, OR A CHECK DRAWN BY A STATE OR FEDERAL SAVINGS AND LOAN ASSOCIATION, SAVINGS ASSOCIATION, OR SAVINGS BANK SPECIFIED IN SECTION 5102 OF THE FINANCIAL CODE AND AUTHORIZED TO DO BUSINESS IN THIS STATE; AT THE EAST ENTRANCE OF THE PLUMAS COUNTY COURTHOUSE, 520 MAIN STREET, QUINCY, CA 95971

Legal Notices
Legal Notices
all right, title and interest conveyed to and now held by it under said Deed of Trust in the property situated in said County and State described as: MORE FULLY DESCRIBED ON SAID DEED OF TRUST The street address and other common designation, if any, of the real property described above is purported to be: 450 NEVADA STREET, PORTOLA, CA 96122 The undersigned Trustee disclaims any liability for any incorrectness of the street address and other common designation, if any, shown here-in. Said sale will be held, but without covenant or warranty, express or implied, regarding title, possession, condition, or encumbrances, including fees, charges and expenses of the Trustee and of the trusts created by said Deed of Trust, to pay the remaining principal sums of the notes secured by said Deed of Trust. The total amount of the unpaid balance of the obligation secured by the property to be sold and reasonable estimated costs, expenses and advances at the time of the initial publication of the Notice of Sale is: \$147,781.81 If the Trustee is unable to convey title for any reason, the successful bidder's sole and exclusive responsibility shall be the return of monies paid to the Trustee, and the successful bidder shall have no further re-

Legal Notices
Legal Notices
course. The beneficiary under said Deed of Trust heretofore executed and delivered to the undersigned a written Declaration of Default and Demand for Sale, and a written Notice of Default and Election to Sell. The undersigned or its predecessor caused said Notice of Default and Election to Sell to be recorded in the county where the real property is located. NOTICE TO POTENTIAL BIDDERS: If you are considering bidding on this property lien, you should understand that there are risks involved in bidding at a trustee auction. You will be bidding on a lien, not on the property itself, placing the highest bid at a trustee auction does not automatically entitle you to free and clear ownership of the property. You should also be aware that the lien being auctioned off may be a junior lien. If you are the highest bidder at the auction, you are or may be responsible for paying off all liens senior to the lien being auctioned off, before you can receive clear title to the property. You are encouraged to investigate the existence, priority, and size of outstanding liens that may exist on this property by contacting the county recorder's office of which may charge you a fee for this information. If you consult either

Legal Notices
Legal Notices
of these resources, you should be aware that the same lender may hold more than one mortgage or deed of trust on the property. NOTICE TO PROPERTY OWNER: The sale date shown on this notice of sale may be postponed one or more times by the mortgagee, beneficiary, trustee, or a court, pursuant to Section 2924g of the California Civil Code. The law requires that information about trustee sale postponements be made available to you and to the public, as a courtesy to those not present at the sale. If you wish to learn whether your sale date has been postponed, and, if applicable, the rescheduled time and date for the sale of this property, you may call (855) 313-3319 or visit this internet website www.clearreconcorp.com, using the file number assigned to this case 136733-CA to find the date on which the trustee's sale was held, the amount of the last and highest bid, and the address of the trustee. Second, you must send a written notice of intent to place a bid so that the trustee receives it no more than 15 days after the trustee's sale. Third, you must submit a bid so that the trustee receives it no more than 45 days after the trustee's sale. If you think you may qualify as an "eligible tenant-buyer" or "eligible bidder," you should consider contacting an attorney or appropriate real estate professional immediately for advice regarding this potential right to purchase. FOR SALES INFORMATION: (855) 313-3319 CLEAR RECON CORP 3333 Camino Del Rio South, Suite 225 San Diego, California 92108

Legal Notices
Legal Notices
"eligible tenant buyer," you can purchase the property if you match the last and highest bid placed at the trustee auction. If you are an "eligible bidder," you may be able to purchase the property if you exceed the last and highest bid placed at the trustee auction. There are three steps to exercising this right of purchase. First, 48 hours after the date of the trustee sale, you can call (855) 313-3319, or visit this internet website www.clearreconcorp.com, using the file number assigned to this case 136733-CA to find the date on which the trustee's sale was held, the amount of the last and highest bid, and the address of the trustee. Second, you must send a written notice of intent to place a bid so that the trustee receives it no more than 15 days after the trustee's sale. Third, you must submit a bid so that the trustee receives it no more than 45 days after the trustee's sale. If you think you may qualify as an "eligible tenant-buyer" or "eligible bidder," you should consider contacting an attorney or appropriate real estate professional immediately for advice regarding this potential right to purchase. FOR SALES INFORMATION: (855) 313-3319 CLEAR RECON CORP 3333 Camino Del Rio South, Suite 225 San Diego, California 92108

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APPENDIX B

**Butte County Association of Governments
2025-2026 Social Services Transportation Advisory Council**

		Category Listing							
		1	2	3	4	5	6	7	
Name	Agency	Category Filled							Term ends
1	Debra Connors		x						June 30, 2026
2	Marcella Seay	x							June 30, 2026
3	Seth Klobodu							x	June 30, 2026
4	Larry Pohlad	x	x						June 30, 2026
5	Connie Stahl	x	x						June 30, 2026
6	Judy Barclay			x					June 30, 2026
7	W. Jay Coughlin						x		June 30, 2026
8	Jeannie Schroeder			x	x	x			June 30, 2027
9	Michael Harding		x	x	x				June 30, 2027
10	Ron Ullman	x	x						June 30, 2027
11	Mercedes Macias							x	June 30, 2027
12	Lymarie Gonzalez							x	June 30, 2027
13	George Deeds	x							June 30, 2027
14	Melissa Orsie-Wilson							x	June 30, 2027
15	Jesse Horgan					x			June 30, 2027
16	Corey Busta							x	June 30, 2027
17	Robert Miller							x	June 30, 2028

Category Listings as per PUC Section 99238

- 1 - potential transit user who is 60 years of age or older
- 2 - potential transit user who is disabled
- 3 - representatives of the local social service providers for seniors
- 4 - representatives of local social service providers for the disabled
- 5 - representatives of local social service provider for persons of limited means

APPENDIX C



SUMMARY MEETING MINUTES OF THE BUTTE COUNTY ASSOCIATION OF GOVERNMENTS OCTOBER 23, 2003

The following minutes are a summary of actions taken by the Board of Directors. Audiocassette tape of the actual meeting is available for listening in BCAG's office.

Chair Andoe called the meeting to order at 9:08 a.m., in the Chico Municipal Building, Council Chambers located at 421 Main Street, Chico, CA.

MEMBERS PRESENT:

Robert Beeler	Supervisor	District 1
Jane Dolan	Supervisor	District 2
Mary Anne Houx	Supervisor	District 3
Kim Yamaguchi	Supervisor	District 5
Alan White	Councilmember	Town of Paradise
Gordon Andoe	Mayor	City of Oroville

MEMBERS ABSENT:

Curt Josiassen	Supervisor	District 4
Coleen Jarvis	Vice-Mayor	City of Chico
Andria Paul-Busch	Councilmember	City of Biggs
Frank Cook	Mayor	City of Gridley

STAFF PRESENT:

Jon Clark	Executive Director
Andy Newsum	Project Manager
Ivan Garcia	Programming Manager
Janice Fratallone	Senior Planner
Jim Peplow	Senior Planner
Cheryl Burton	Administrative Assistant

OTHERS PRESENT

Steve Schoonover, Chico E-R
Gail Williams, AQMD
Chuck and Jeri Benedict, Citizens, TAC members
Jim Rossas, Citizen, TAC member
Al McGreehan, Town of Paradise, TAC member
Bob Greenlaw, City of Chico, TAC member

PLEDGE OF ALLEGIANCE

CONSENT AGENDA

1. Approval of Minutes from the September 25, 2003 BCAG Board Meeting
2. Approval of 2003/04 LTF/STA Claim for the City of Biggs
3. Authorization for the BCAG Subcommittee for Programming & Policy issues to work with Executive Director on Annual Evaluation

On motion by Supervisor Houx, seconded by Supervisor Dolan, it was carried to approve Consent Agenda Items 1 through 3. Board member White abstained.

BCAG Board Summary Minutes

ITEMS FOR ACTION

4. 2002 Regional Transportation Improvement Program (RTIP) Amendment

Staff informed the Board that they are preparing an application for PLH discretionary funds to secure funding for the design component on the FH 171 (upper Skyway) project. The estimated cost of the FH 171 design is \$1.2 million.

Staff is proposing that \$600,000 in STIP funds be matched with \$600,000 in PLH discretionary funds to fund the FH 171 design component. The \$600,000 in STIP funds is available as a result of a previous amendment approved by the Board to exchange CMAQ funds for STIP funds on the SR 99 Durham/Pentz signalization & the SR 99 Gridley design widening projects.

Staff has reviewed this item with the Transportation Advisory Committee (TAC) and they support staff's proposal. Staff and the TAC recommend the Board program \$600,000 in RIP/STIP funds in 2004/05 FY by amending the 2002 RTIP.

Supervisor Yamaguchi asked if federal funds would likely be obtained? Staff indicated that it was optimistic that the federal funds could be obtained if there is \$600,000 in local matching support.

In March 2004, staff will attend the tri-agency meeting to lobby for the additional \$600,000 and go over the environmental schedule. Staff will work with Congressman Herger to secure the discretionary funds and lobby funds for the design component.

Staff informed the Board that at the public meeting in Stirling City, there was a representative from Federal Highways who indicated that the PLH program is focused on projects that have a lot of public support. It was apparent at the public meeting that this project is extremely important to the public and to the residents near the project area.

On motion by Board member White, seconded by Supervisor Yamaguchi, it was unanimously moved to approve the 2002 RTIP/STIP Amendment.

5. 2002 Federal Transportation Improvement Program (FTIP) Amendment

Insufficient funding in the state highway account is impacting Caltrans' ability to complete the environmental mitigation and will delay the construction on SR 149 until May 2005. Staff recommends the Board shift \$5.8 million in federal demo funds from the SR 70 Ophir Road and Marysville Bypass projects to the SR 149 project. An equal amount of STIP funds, \$5.8 million, will be shifted back to the SR 70 Ophir & Bypass projects. This shift doesn't change the delivery of the SR 70 projects and will ensure that the environmental mitigation for the SR 149 project is completed making the project ready for construction. The issue is cash flow. These federal funds were secured through Congressman Herger and are available now. Staff informed the Board they want to get as much done on SR 149 up to construction.

Supervisor Yamaguchi asked if the shifting of monies would hurt the other two projects? Staff replied that the projects would not be hurt or delayed. If the funds are shifted, mitigation can get done on SR 149 to make the project ready for construction when the funding is available.

On motion by Supervisor Yamaguchi, seconded by Board member White, it was unanimously moved to approve the 2002 FTIP Amendment.

6. Approval of Transportation Development Act (TDA) Definitions for “Unmet Transit Needs” and “Reasonable to Meet”

Staff informed the Board, that a main element of the unmet transit needs process is the definition of “Unmet Transit Needs” and “Reasonable to Meet.” This Board adopts the definitions that staff uses within the county. The current definitions were last adopted in 1994. The Social Services Transportation Advisory Committee (SSTAC) performed a comprehensive analysis of the definitions. The SSTAC recommended to amend the old definitions and make the new definitions more concise and easier to understand. By adopting the new definitions, it may be easier to find transit recommendations.

On motion by Supervisor Beeler, seconded by Supervisor Yamaguchi, it was unanimously moved to approve the new definitions for “Unmet Transit Needs” and “Reasonable to Meet”.

APPENDIX D

2024/25 TDA Local Transportation Fund (LTF) and State Transit Assistance (STA) Fund Annual Project and Expenditure Plan Worksheets by Jurisdiction

BUTTE COUNTY ASSOCIATION OF GOVERNMENTS

**LOCAL TRANSPORTATION FUND (LTF) and STATE TRANSIT ASSISTANCE (STA)
ANNUAL PROJECT AND EXPENDITURE PLAN**

Claimant: Butte Regional Transit Fiscal Year 2024/2025
 Submitted June 2024
 Submitted May 2025

TDA FUNDING HELD BY BCAG:

FY 24/25 APPORTIONMENTS	
Prior Year Appt Balance	-
Current LTF Apportionment	2,436,288
Current STA Apportionment	2,909,566
Total Current Apportionment	5,345,854
Amount claimed	(5,345,854)
Unclaimed TDA	-

Preliminary _____
 Final

TDA STATUTE DESCRIPTION & LOCAL AGENCY PROJECT TITLE	FUND BALANCE USED		CLAIMED FUNDS		CLAIMED FUNDS		TOTAL PROJECT
	TDA - LTF Carryover	TDA - LTF	TDA - STA	CCR Section	TDA - STA	CCR Section	
LTF \$ amount	LTF \$ amount	LTF \$ amount	LTF \$ amount	LTF \$ amount	LTF \$ amount	LTF \$ amount	
Public Transit/ B-line Fixed Route	900,000	Article 4, 99260(a)	1,362,244	Article 4, 99260(a)	2,359,566	Art 4, Sec 6730 (a)	4,621,810
Public Transit/ B-line Paratransit	900,000	Article 4, 99260(a)	574,044	Article 4, 99260(a)	-	-	1,474,044
Transit Planning & Capital/ B-line Capital Reserve	500,000	Article 4, 99262	-	-	-	-	500,000
Transit Planning & Capital/ B-line STA Reserve	-	-	-	-	550,000	Art 4, Sec 6730 (b)	550,000
ALLOCATED FUNDS	1,800,000		2,436,288		2,909,566		7,145,854

Local Contact: Sara Cain/ Andy Newsom

BCAG: Ivan Garcia or Julie Quinn

TDA FUNDING HELD BY BRT:

	Carryover (a)	24/25 Revenue (b)	24/25 Expense (c)	Estimated End Fund Balance (a+b-c)
TDA held by BRT:				
Transit - LTF	1,800,000	2,436,288	4,236,288	-
Transit - STA	-	2,909,566	2,909,566	-
Total TDA Funds	1,800,000	5,345,854	7,145,854	-

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

County of Butte 2024/25
 Fiscal Year 2024/25
 Submitted June 2024
 Submitted May 2025
 Preliminary
 Final

TDA FUNDING HELD BY BCAG:

FY 24/25 APPORTIONMENTS	
Prior Year Appt Balance	2,677,676
24/25 LTF Apportionment	2,677,676
Total Available to Claim	2,677,676
Amount claimed	(2,677,676)
Unclaimed TDA	-

TDA STATUTE DESCRIPTION & LOCAL AGENCY PROJECT TITLE	FUND BALANCE USED		CLAIMED FUNDS		OTHER FUNDING SOURCES		TOTAL PROJECT
	TDA - LTF		TDA - LTF		OTHER FUNDS	SOURCE	
	LTF \$ amount	PUC Section	LTF \$ amount	PUC Section			
Transit- Public or Special Assistance / Transit Service (Gridley flyer)	-	Article 8, 99400 (c)	4,200	Article 8, 99400 (c)			4,200
Passenger Rail Operations & Capital / Rail Service (Amtrack)		Article 8, 99400 (b)	1,680	Article 8, 99400 (b)			1,680
Transportation Planning & Admin/ Streets & Roads Planning		Article 8, 99402	175	Article 8, 99402			175
Transportation Planning & Admin/ Bike & Ped Planning		Article 8, 99402	-	Article 8, 99402			
Streets & Road Maintenance - Pavement Improvements	25,907	Article 8, 99400 (a)	2,121,621	Article 8, 99400 (a)			2,147,528
Capital Projects for Streets & Road/ provide capital listing		Article 8, 99400 (a)	550,000	Article 8, 99400 (a)			550,000
Capital Projects for Bike & Ped/ provide capital listing		Article 8, 99400 (a)	2,677,676	Article 8, 99400 (a)			2,703,583
ALLOCATED FUNDS	25,907		2,677,676				2,703,583

Local Contact: Amanda Partain, Public Works BCAG: Ivan Garcia or Julie Quinn

TDA FUNDING HELD BY CITY:

TDA Fund:	Audited Beg Fund Balance (a)	24/25 Revenue (b)	24/25 Expense (c)	Estimated End Fund Balance (a+b-c)
Transit/ Rail LTF	-	5,880	5,880	-
Transportation LTF	25,907	2,671,796	2,697,703	-
Unclaimed current TDA apportionment	-	-	-	-
Total TDA	25,907	2,677,676	2,703,583	-
Expense covered with Local funding	-	-	-	-
Total City Transportation Fund	25,907	2,677,676	2,703,583	-

BUTTE COUNTY ASSOCIATION OF GOVERNMENTS

**LOCAL TRANSPORTATION FUND (LTF)
ANNUAL EXPENDITURE PLAN**

Claimant: City of Biggs Fiscal Year 2024/2025
 Submitted not submitted
 Submitted May 2025

City of Biggs
 Preliminary Final

TDA FUNDING HELD BY BCAG:

FY 24/25 APPORTIONMENTS	
Prior Year Appt. Balance	84,482
Current Apportionment	84,482
Total Available to Claim	84,482
Amount claimed	(84,482)
Unclaimed TDA	-

TDA CLAIMED FOR ARTICLE 8 ONLY	FUND BALANCE USED		CLAIMED FUNDS		OTHER FUNDING SOURCES		TOTAL PROJECT
	TDA - LTF		TDA - LTF		OTHER FUNDS	SOURCE	
	LTF \$ amount	PUC Section	LTF \$ amount	PUC Section			
Transit- Public or Special Assistance / Transit Service	-	Article 8, 99400 (c)	-	Article 8, 99400 (c)			
Transportation Planning & Admin/ Streets & Roads Planning		Article 8, 99402	-	Article 8, 99402			
Transportation Planning & Admin/ Bike & Ped Planning		Article 8, 99402	-	Article 8, 99402			
Streets & Road Maintenance - Pavement Improvements	76,399	Article 8, 99400 (a)	84,482	Article 8, 99400 (a)			160,881
Capital Projects for Streets & Road/ provide capital listing		Article 8, 99400 (a)		Article 8, 99400 (a)			
Capital Projects for Bike & Ped/ provide capital listing		Article 8, 99400 (a)		Article 8, 99400 (a)			
ALLOCATED FUNDS	76,399		84,482				160,881

Local Contact: Public Works Rep, Accounting Rep
 BCAG: Ivan Garcia or Julie Quinn 809-4616

TDA FUNDING HELD BY CITY:

TDA Fund:	Begin Fund Balance (a)	24/25 Revenue (b)	24/25 Expense (c)	Estimated End Fund Balance (a+b-c)
Transit/ Rail LTF	-	-	-	-
Transportation LTF	76,399	84,482	160,881	-
Unclaimed current TDA apportionment				
Total TDA	76,399	84,482	160,881	-
Expense covered with Other Revenue				
Total City Transportation Fund	76,399	84,482	160,881	-

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

Fiscal Year 2024/2025

Claimant: City of Chico

Submitted June 2024
 Submitted May 2025

Preliminary
 Final

X

TDA FUNDING HELD BY BCAG:

FY 24/25 APPORTIONMENTS	
Prior Year Appt Balance	490,302
Current Apportionment	4,996,403
Total Available to Claim	5,486,705
Amount claimed	(4,986,541)
Unclaimed TDA	500,164

TDA STATUTE DESCRIPTION & LOCAL AGENCY PROJECT TITLE	FUND BALANCE USED		CLAIMED FUNDS		OTHER FUNDING SOURCES		TOTAL PROJECT
	TDA - LTF		TDA - LTF		OTHER FUNDS	SOURCE	
	LTF \$ amount	PUC Section	LTF \$ amount	PUC Section			
Transit- Public or Special Assistance / Transit Service	57,456	Article 8, 99400 (c)	\$ -	Article 8, 99400 (c)	\$ 6,000.00	BCAG Transit Ctr Lease payment	\$ 63,456.00
Transit Planning & Administration / Transit allocated costs		Article 8, 99400 (d)	\$ -	Article 8, 99400 (d)			\$ -
Transit Capital / Transit Center, Maint & Utilities		Article 8, 99400 (e)		Article 8, 99400 (e)			\$ -
Passenger Rail Operations & Capital / Rail Service	172,719	Article 8, 99400 (b)	\$ 25,607.00	Article 8, 99400 (b)	\$ 1,200.00	Amtrak Lease Payment	\$ 199,526.00
Transportation Planning & Admin/ Streets & Roads Planning		Article 8, 99402	\$ 416,429.00	Article 8, 99402			\$ 416,429.00
Transportation Planning & Admin/ Bike & Ped Planning		Article 8, 99402	\$ 185,775.00	Article 8, 99402			\$ 185,775.00
Streets & Road Maintenance - Pavement Improvements		Article 8, 99400 (e)	\$ 212,383.00	Article 8, 99400 (e)			\$ 212,383.00
Capital Projects for Streets & Road/ provide capital listing	8,586,255	Article 8, 99400 (a)	\$ 1,462,017.00	Article 8, 99400 (a)			\$ 10,056,272.00
Capital Projects for Bike & Ped/ provide capital listing		Article 8, 99400 (a)	\$ 2,684,330.00	Article 8, 99400 (a)			\$ 2,684,330.00
ALLOCATED FUNDS	8,826,430		\$ 4,986,541.00		\$ 7,200.00		\$ 13,820,171.00

Local Contact: Brendan Ottoboni, PW-Eng Director; Amanda McGarr, Finance; Robyn Ryan

BCAG: Ivan Garcia or Julie Quinn 809-4616

TDA FUNDING HELD BY CITY:

TDA Fund:	Beginning Fund Balance (a)	24/25 Revenue (b)	24/25 Expense (c)	Estimated End Fund Balance (a+b-c)
Transit/ Rail LTF	230,175	25,607	255,782	-
Transportation LTF	8,596,255	4,960,934	13,557,189	-
Unclaimed current TDA apportionment	490,302	9,862		500,164
Total TDA	9,316,732	4,996,403	13,812,971	500,164
Expense covered with Other Revenue		7,200	7,200	-
Total City Transportation Fund	9,316,732	5,003,603	13,820,171	500,164

BUTTE COUNTY ASSOCIATION OF GOVERNMENTS
LOCAL TRANSPORTATION FUND (LTF) and STATE TRANSIT ASSISTANCE (STA)
ANNUAL PROJECT AND EXPENDITURE PLAN

Claimant: City of Gridley Fiscal Year 2024/2025
 Submitted not submitted
 Submitted May 2025
 Preliminary
 Final

	FY 24/25
Appointments	-
Prior Year Appt Balance	316,182
Current LTF Apportionment	90,434
Current STA Apportionment	406,616
Total Available to Claim	(406,616)
Amount claimed	(0)
Unclaimed TDA	(0)

TDA CLAIMED FOR ARTICLE 4 AND 8	FUND BALANCE USED		CLAIMED FUNDS		TOTAL PROJECT
	LTF \$ amount	PUC Section	LTF \$ amount	CLAIMED FUNDS TDA - STA	
TDA STATUTE DESCRIPTION & LOCAL AGENCY PROJECT TITLE					
Public Transportation / Taxi Service		Article 4, 99260(a)	246,601	Article 4, 99260(a)	337,035
Transportation Planning & Admin/ Streets & Roads Planning		Article 8, 99402	-	Article 8, 99402	-
Streets & Road Maintenance - Pavement Improvements		Article 8, 99400 (a)	69,581	Article 8, 99400 (a)	69,581
Capital Projects for Streets & Road/ provide capital listing		Article 8, 99400 (a)	-	Article 8, 99400 (a)	-
Capital Projects for Bike & Ped/ provide capital listing		Article 8, 99400 (a)	-	Article 8, 99400 (a)	-
ALLOCATED FUNDS			316,182	90,434	406,616

Local Contact: Martin Pineda
 BCAG: Ivan Garcia or Julie Quinn 809-4616

TDA FUNDING HELD BY CITY:

	Beg Fund Balance (a)	24/25 Revenue (b)	24/25 Expense (c)	End Fund Balance (a+b-c)
Transportation Fund held by City:				
Transportation- LTF (Fund 430)	(533,908)	69,581	69,581	(533,908)
Unclaimed current TDA apportionment		-	(0)	0
Total Transportation Fund	(533,908)	69,581	69,581	(533,908)
Transit Fund held by City:				
Transit- LTF	(213,273)	246,601	246,601	(213,273)
Transit- STA	-	90,434	90,434	-
Total Transit Fund	(213,273)	337,035	337,035	(213,273)
Total TDA Funds	(747,181)	406,616	406,616	(747,181)

BUTTE COUNTY ASSOCIATION OF GOVERNMENTS

**LOCAL TRANSPORTATION FUND (LTF)
ANNUAL EXPENDITURE PLAN**

Claimant: City of Oroville Fiscal Year 2024/2025
 TDA FUNDING HELD BY BCAG: Submitted June 2024
 Preliminary Submitted May 2025
 Final

FY 24/25 APPORTIONMENTS	
Prior Year Appt Balance	826,541
Current Apportionment	826,541
Total Available to Claim	826,541
Amount claimed	(826,541)
Unclaimed TDA	-

TDA STATUTE DESCRIPTION & LOCAL AGENCY PROJECT TITLE	FUND BALANCE USED		CLAIMED FUNDS		OTHER FUNDING SOURCES		TOTAL PROJECT
	TDA - LTF		TDA - LTF		OTHER FUNDS	SOURCE	
	LTF \$ amount	PUC Section	LTF \$ amount	PUC Section			
Transit- Public or Special Assistance / Transit Service	-	Article 8, 99400 (c)	-	Article 8, 99400 (c)		local income	
Transit Planning & Administration / Transit allocated costs	-	Article 8, 99400 (d)	-	Article 8, 99400 (d)			
Transit Capital / Transit Center Maint. & Utilities	-	Article 8, 99400 (e)	-	Article 8, 99400 (e)			
Passenger Rail Operations & Capital / Rail Service	-	Article 8, 99400 (b)	-	Article 8, 99400 (b)			
Transportation Planning & Admin/ Streets & Roads Planning		Article 8, 99402		Article 8, 99402			
Transportation Planning & Admin/ Bike & Ped Planning		Article 8, 99402		Article 8, 99402			
Streets & Road Maintenance - Pavement Improvements		Article 8, 99400 (a)		Article 8, 99400 (a)			
Capital Projects for Streets & Road/ provide capital listing	737,877	Article 8, 99400 (a)	826,541	Article 8, 99400 (a)			1,564,418
Capital Projects for Bike & Ped/ provide capital listing		Article 8, 99400 (a)		Article 8, 99400 (a)			-
ALLOCATED FUNDS	737,877		826,541		-		1,564,418

Local Contact: Alyssa Stutz, Ruth Duncan BCAG: Ivan Garcia or Julie Quinn

TDA FUNDING HELD BY CITY:

TDA Fund:	Beginning Fund Balance (a)	24/25 Revenue (b)	24/25 Expense (c)	Estimated end Fund Balance (a+b-c)
Bike & Ped LTF	21,472	(21,472)		-
Transportation LTF	716,405	848,013	1,564,418	-
Unclaimed current TDA apportionment	-			-
Total TDA	737,877	826,541	1,564,418	-
Expense covered with Other Revenue	-			-
Total City Transportation Fund	737,877	826,541	1,564,418	-

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

Claimant: Town of Paradise Fiscal Year 2024/2025
 Submitted May 2025
 Preliminary Submitted
 Final Submitted

TDA FUNDING HELD BY BCAG:

FY 24/25 APPORTIONMENTS	
Prior Year Appt Balance	407,955
24/25 LTF Apportionment	487,426
Total Available to Claim	895,381
Amount claimed	(236,925)
Unclaimed TDA	658,456

TDA CLAIMED FOR ARTICLE 8 ONLY	FUND BALANCE USED		CLAIMED FUNDS		OTHER FUNDING SOURCES		TOTAL PROJECT
	TDA - LTF		TDA - LTF		OTHER FUNDS	SOURCE	
	LTF \$ amount	PUC Section	LTF \$ amount	PUC Section			
TDA STATUTE DESCRIPTION & LOCAL AGENCY PROJECT TITLE							
Transit- Public or Special Assistance / Transit Service		Article 8, 99400 (c)		Article 8, 99400 (c)		local income	
Passenger Rail Operations & Capital / Rail Service		Article 8, 99400 (b)		Article 8, 99400 (b)		other agency contributions	
Transportation Planning & Admin/ Streets & Roads Planning		Article 8, 99402	12,501	Article 8, 99402			12,501
Transportation Planning & Admin/ Bike & Ped Planning		Article 8, 99402		Article 8, 99402			
Streets & Road Maintenance - Pavement Improvements		Article 8, 99400 (a)	173,424	Article 8, 99400 (a)			173,424
Capital Projects for Streets & Road/ provide capital listing		Article 8, 99400 (a)		Article 8, 99400 (a)			51,000
Capital Projects for Bike & Ped/ provide capital listing		Article 8, 99400 (a)		Article 8, 99400 (a)			
ALLOCATED FUNDS			236,925				236,925

Local Contact: Aaron Marques; Jack Gates
 BCAG: Ivan Garcia or Julie Quinn

TDA FUNDING HELD BY CITY:

TDA Fund:	Audited Beg Fund Balance (a)	24/25 Revenue (b)	24/25 Expense (c)	Estimated End Fund Balance (a+b-c)
Transit/ Rail LTF	5,005	236,925	236,925	5,005
Transportation LTF	407,955	250,501	-	658,456
Unclaimed current TDA apportionment	412,960	487,426	236,925	663,461
Total TDA	412,960	487,426	236,925	663,461
Expense covered with Other Revenue				
Total City Transportation Fund	412,960	487,426	236,925	663,461

APPENDIX E

**Resolution of the Butte County Association of Governments
Making Findings Regarding Unmet Transit Needs Affecting Fiscal
Year 2026/27**

**RESOLUTION OF THE BUTTE COUNTY ASSOCIATION OF GOVERNMENTS
MAKING FINDINGS REGARDING UNMET TRANSIT NEEDS AFFECTING FISCAL
YEAR 2026-2027**

WHEREAS, Public Utilities Code Section 99401.5 requires that prior to making any allocation of Transportation Development Act funds not directly for public transportation purposes, that any unmet transit needs that are reasonable to meet shall be funded;

WHEREAS, the Butte County Association of Governments has adopted definitions of "unmet transit needs" and "reasonable to meet";

WHEREAS, Public Utilities Code Section 99401.5 specifically describes the procedures required prior to making the unmet transit needs findings;

WHEREAS, the Butte County Association of Governments has complied with all required procedures, including establishment and consultation with the Social Services Transportation Advisory Council, preparation of an Unmet Transit Needs Assessment, and the solicitation of public input, including a public hearing;

WHEREAS, the Butte County Association of Governments is required to make one of three findings:

1. There are no unmet transit needs,
2. There are no unmet transit needs that are reasonable to meet,
3. There are unmet transit needs, including needs that are reasonable to meet;

WHEREAS, it has been determined that there are no unmet transit needs that are reasonable to meet for B-Line fixed route service;

NOW THEREFORE BE IT RESOLVED that based on the definitions of "unmet transit needs" and "reasonable to meet" adopted by the Board of Directors on October 23, 2003 and the Unmet Transit Needs Assessment – FY 2026/2027, and in accordance with the recommendation of the Social Services Transportation Advisory Council, the Butte County Association of Governments finds that there are no unmet transit need that are reasonable to meet for B-Line fixed route service.

BCAG
Resolution 2025/26-07
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PASSED AND ADOPTED by the Butte County Association of Governments on the 23rd day of April 2026 by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

APPROVED:

BILL CONNELLY, CHAIR
BUTTE COUNTY ASSOCIATION OF GOVERNMENTS

ATTEST:

ANDY NEWSUM, EXECUTIVE DIRECTOR
BUTTE COUNTY ASSOCIATION OF GOVERNMENTS