



# **AGENDA**

## **TRANSIT ADMINISTRATIVE OVERSIGHT COMMITTEE of the BUTTE COUNTY ASSOCIATION OF GOVERNMENTS**

**Wednesday – April 18, 2012  
3:00 p.m.**

**BCAG Conference Room  
2580 Sierra Sunrise Terrace, Suite 100, Chico CA  
(530) 879-2468**

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### **1. INTRODUCTIONS**

MEMBERS OF THE PUBLIC MAY ADDRESS ANY ITEM ON THE AGENDA DURING CONSIDERATION OF THAT ITEM.

### **2. ORAL COMMUNICATION**

PERSONS WISHING TO ADDRESS AGENDA ITEMS OR COMMENT ON ANY ITEM NOT ON THE AGENDA MAY DO SO AT THIS TIME. COMMENTS ARE LIMITED TO THREE MINUTES PER PERSON. PLEASE STATE YOUR NAME AND ADDRESS FOR THE RECORD.  
FOR ITEMS NOT ON THE AGENDA, NO ACTION WILL BE TAKEN AT THIS TIME. IF IT REQUIRES ACTION, IT WILL BE REFERRED TO STAFF AND OR PLACED ON THE NEXT AGENDA.

COPIES OF STAFF REPORTS OR OTHER WRITTEN DOCUMENTATION RELATING TO ITEMS OF BUSINESS REFERRED TO ON THE AGENDA ARE ON FILE IN THE OFFICE OF BUTTE COUNTY ASSOCIATION OF GOVERNMENTS (BCAG). PERSONS WITH QUESTIONS CONCERNING AGENDA ITEMS MAY CALL BCAG TO MAKE INQUIRIES REGARDING THE NATURE OF THE ITEM DESCRIBED ON THE AGENDA.

### **ITEMS FOR ACTION AND INFORMATION**

3. TAOC Minutes – May 11, 2011  
*Kristy Bonnifet*
4. Proposed 2012/13 Butte Regional Transit Service Plan and Budget  
*Robin Van Valkenburgh*



**ITEM # 3**

**Butte County Association of Governments  
Transit Administrative Oversight Committee (TAOC)  
Draft Summary Meeting Minutes  
For May 16, 2011**

**MEMBERS PRESENT**

Mike Crump	Butte County Public Works
Linda Herman	City of Chico
Kent Westover	City of Oroville

**STAFF PRESENT**

Jon Clark	Executive Director
Jim Peplow	Senior Planner
Julie Quinn	Chief Fiscal Officer
Kristy Bonnifet	Associate Planner

*The following minutes are a summary of the TAOC.*

The Transit Administrative Oversight Committee (TAOC) meeting of the Butte County Association of Governments (BCAG) was held at the BCAG Conference Room on May 16<sup>th</sup>, located at 2580 Sierra Sunrise Terrace in Chico.

**Item #1 – Introductions**

Self-introductions were made.

**Item #2 – Oral Communication**

None.

**Item #3 – March 2011 Minutes**

No comments were received. The minutes were accepted by the committee.

**Item #4 – Final 2011/12 Butte Regional Transit Service Plan and Budget**

Staff presented the Final 2011/12 Butte Regional Transit Annual Service Plan and Budget for the committee's review and comments. Staff's goal was to create a budget which will continue to provide service at current operating levels yet takes into account the need to maximize available TDA funds. The proposed budget attempts to retain the same funding requirements as in the current 2010/11 Budget, which is achieved due to the reintegration of State Transportation Assistance (STA) funding in 2010. The Draft B-Line Service Plan & Budget identifies a total operating budget of \$8,183,923, including contingency and capital

reserve, for both fixed route service and paratransit service in the urban and rural areas of Butte County. This equates to approximately \$625,798 greater than prior year, an increase of 8.28%. B-Line operates seven days a week, approximately 110,000 combined annual service hours.

Major changes from the 2010/11 budget were outlined and discussed. It was indicated that the largest increase in this year's budget was fuel costs, based on both current actual figures and anticipated fuel price increases in the coming year.

Committee Member Crump asked how rising fuel costs will affect B-Line farebox recovery rates.

Staff responded that fixed route farebox recovery rates should be fine, as long as projected ridership numbers are met. Increased fuel costs were accounted for in the projections. There does, however, continue to be an issue with paratransit services meeting the required farebox recovery levels.

Committee Member Herman suggested that in the future BCAG tie ticket rates increases to contractor rate increases to keep the farebox recovery levels steady.

Staff discussed the fact that once BCAG has its own maintenance facility, the rates that each of the cities pay should drop due to the fact that we would no longer be paying the contractor for rent costs. Compressed Natural Gas (CNG) prices would fall as well because BCAG would own its own fueling facility and thus be able to purchase gas at a lower price (non-compressed rates).

Committee Member Crump inquired about how the most recent schedule changes have affected things.

Staff replied that the recent changes have been very beneficial and have received a very positive reception from bus riders. AVL/GPS data helped tremendously in creating more realistic schedules that can be adhered to, due to accurate and precise information.

Staff discussed plans to install pole stops at a variety of locations throughout the county and got contact information for city/county staff that could possibly assist with this process in each jurisdiction.

Committee Member Crump inquired about what is being done to address the fact that there are a number of stops throughout the county that are not ADA-compliant.

Staff indicated that they will be creating a comprehensive bus stop inventory that will list what improvements need to be made at each stop and identify a timeline for when these improvements can possibly be implemented. This plan should fulfill ADA requirements.

Staff requested the TAOC support staff's recommendation to the BCAG Board that they adopt the 2011/12 Annual Service Plan and Budget at their May 2012 Board meeting. The committee indicated its support.

#### **Item #5 – Social Services Transportation Advisory Council (SSTAC) Recruitment Process**

Staff reported that BCAG is currently accepting nominations for potential members to serve on the SSTAC beginning July 1, 2011. The primary purpose of the SSTAC is to review

unmet transit needs testimony obtained through public workshops conducted during the annual unmet transit needs process, and to provide the BCAG Board of Directors with an unmet transit needs finding. The SSTAC also provides a forum to address other transportation issues facing transportation-disabled citizens. The SSTAC meets on an as needed basis throughout the year primarily during the annual Unmet Transit Needs process.

A recommendation to the BCAG Board will be made by staff in June 2011 for appointments beginning July 1, 2011 through June 30, 2014. Applications are due **June 3, 2011** and were available at the meeting.

#### **Item #6 – Other Items**

The committee was updated on the new 40 foot buses that were recently put into service as well as the Oroville Transit Center project.



## BCAG Transit Administrative Oversight Committee

## Item #4 Information

April 18, 2012

### PROPOSED 2012/13 BUTTE REGIONAL TRANSIT (B-LINE) ANNUAL SERVICE PLAN AND BUDGET

**PREPARED BY:** Robin Van Valkenburgh, Senior Planner

**ISSUE:** BCAG is responsible for the preparation of the Annual Service Plan and Budget for Butte Regional Transit (B-Line) which is scheduled for adoption at the May BCAG Board of Directors meeting.

**DISCUSSION:** Staff has prepared the attached Proposed 2012/13 Butte Regional Transit Annual Service Plan and Budget for the Transit Administrative Oversight Committee's review and comments. The final Annual Service Plan and Budget will be presented to the BCAG Board of Directors for adoption at the May 2012 meeting.

Staff has worked to create a transit budget which will continue to provide service at current operating levels yet takes into account the need to maximize available TDA funds. The proposed budget attempts to retain the same TDA funding requirements as in the current 2011/12 Budget.

In summary, the Proposed 2012/13 B-Line Service Plan & Budget identifies a total operating budget of **\$8,913,364, including contingency and capital reserve**, for both fixed route service and paratransit service in the urban and rural areas of Butte County. This equates to approximately \$729,441 greater than prior year, an increase of 8.91%. This increase is directly tied to the new transit services contract, which includes an increase of approximately 5% in the hourly rate. This increase was expected as the contracted hourly rate has been frozen for the past two years. B-Line operates seven days a week approximately 110,000 combined annual service hours. Please see attachment for the full FY 2012/13 B-Line Service Plan and Budget.

The following items are major changes from the 2011/12 Budget:

1. An increase of \$419,910 in Purchased Transportation Services.
2. An increase of \$259,698 in Capital Reserve allocation; going from 2% to 5% of the total budget. This action is necessary to secure funding for future Transit capital assets.

3. An increase of \$6,720 in fleet insurance costs.

**STAFF RECOMMENDATION:** Staff requests that committee members review and provide comments on the proposed budget at the committee meeting. If no significant issues are raised, staff requests the TAOC support staff's recommendation to the BCAG Board that they adopt the 2012/13 Annual Service Plan and Budget at their May 2012 Board meeting.

Key Staff: Jon Clark, Executive Director  
Robin Van Valkenburgh, Senior Planner  
Julie Quinn, Chief Fiscal Officer

## Introduction & Overview

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

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

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

## Purpose of Annual Transit Service Plan and Budget

BCAG is required to annually prepare a transit service plan and budget for Butte Regional Transit as per the JPA. The purpose of this Plan and Budget is to describe the transit services to be provided for the upcoming 2012/13 fiscal year. In addition, operating and capital expenses are identified with available funding sources. The transit service plan and budget also describes the committees involved and established to provide valuable input and oversight on transit related matters.

## Transit Administrative Oversight Committee

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



## Social Services Transportation Advisory Council

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

## Highlights and Accomplishments for 2011/12

Fiscal Year 2011/12 was another eventful year for Butte Regional Transit. Following are some of the accomplishments for the year:

- This was the first full year of service involving the implemented Market Based Transit Study updates and B-Line posted record ridership.
- A new Oroville Transit Center was constructed and opened at Spencer and Mitchell, the site of the prior transit center (a bus shelter).
- BCAG was awarded a 5316 Job Access Reverse Commute grant for Mobility Management; through this grant, BCAG has partnered with HelpCentral.org to improve the accessibility of information within Butte County.
- Supplemental Paratransit service was implemented, consisting of three zones expanding in one mile increments from the core ADA service area. This addition offers much greater service to paratransit residents who have lived beyond the ADA service areas.
- BCAG began the design and development of a new transit administration, operations and maintenance facility.

## Goals for 2012/13

- Complete the acquisition of property for the development of a new transit operations and maintenance facility.
- Complete a review of all current bus stops with regard to ADA compliance and implement a stop improvement plan.
- Acquire funding for the construction of a new transit operations and maintenance facility.
- Complete Phase 2 (passenger information systems) of the installation and implementation of the Mentor AVL/GPS system; waysigns and web based trip planner.
- Secure CMAQ funding for the purchase of six 35-40' CNG replacement buses.
- Apply for up to 14 new Paratransit vehicles through a 5310 grant.
- Continue the development of the HelpCentral.org mobility management website (5316 JARC funded).

## Funding

B-Line services are funded through a variety of sources. Farebox revenue accounts for approximately 10% of operating costs in rural areas and 20% in urban areas, as required by law. Federal Transit Administration (FTA) Section 5307 contributes up to 50% funding of fixed route operating costs in the Chico urbanized area. FTA Section 5311 funds are available for funding a smaller portion of the rural fixed route service. The remainder of B-Line services is funded by the cities, town and county from their apportioned TDA and STA funds based on a funding formula outlined in BCAG's JPA.

## Fixed Assets

### EQUIPMENT

The useful life of a large transit bus is 12 years. B-Line received four (4) 35 foot and two (2) 40-foot Low Floor Clean Diesel Transit buses through the American Recovery and Reinvestment Act funds in 2011. Further equipment expenditures will include: AVL/GPS based passenger information systems for fixed route transit centers, which will be funded with a Prop 1B-Public Transportation Modernization, Investment and Service Enhancement Account (PTMISEA) grant. These passenger information systems will include Bus Stop Way signs, an LCD display and a web-based fixed route trip planner.

Included in the above expenditures will be the ongoing costs associated with the AVL/GPS system and the On-Board Digital Security Camera Systems at approximately \$15,000 annually. These expenses are due to the need for software licensing fees, IT system support and cellular service to run the system.

### SHELTERS

The 2012/13 budget continues to benefit from the current contract with Stott Outdoor Advertising. Since the introduction of this agreement, Stott has installed 50 new bus stop shelters (which include trash and recycling receptacles) countywide, as well as updating and maintaining current assets.

As a part of the 2012/13 fiscal year, BCAG will be undertaking a review of all current stops, both sheltered and non-sheltered, for ADA compliance. This project will be completed by a consultant and will be used to develop a stop improvement plan which will address any accessibility issues found among the current stops.

## FY 2012/13 Proposed B-Line Budget

The total funding requirements for transit operations is \$8,913,364. This figure represents a \$729,441 (8.91%) increase in Total Operating requirements over the 2011/12 Final budget. The major differences from the 2011/12 Budget are:

1. An increase of \$419,910 in purchased transportation services
2. An increase of \$259,698 in Capital Reserve; going from 2% to 5% of overall budget. This action is necessary to secure funding for future capital purchases

3. An increase of \$37,000 in Maintenance costs based on current year actuals
4. An increase in fleet insurance costs of \$6,720

A separate budget of \$571,902 is presented for the operations and maintenance of BCAG's Compressed Natural Gas (CNG) fueling stations. This budget unit acts as an internal service fund and the total cost of providing CNG fuel is then charged to the transit operating budget. This budget is shown below the B-Line budget.

The following tables indicate the proposed 2012/13 B-Line budget in relation to the final 2011/12 B-Line budget.

DRAFT

**DRAFT BUTTE REGIONAL TRANSIT  
FISCAL YEAR 2012/13 BUDGET**

Last Update

4/2/2012

FY 2011/12 FINAL BUDGET	FY 2012/13 PROPOSED BUDGET	Difference
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**OPERATING BUDGET**

**OPERATING EXPENSES**

<b>ADMINISTRATION</b>			
Communications	\$ 4,000	\$ 4,000	\$ -
Office Expense	10,000	10,000	-
Transportation and Travel (training)	4,000	4,000	-
Public Relations	74,000	74,000	-
Paratransit Admin (Previously Professional Servs)	16,974	16,974	-
Support Services	308,605	308,605	-
<b>TOTAL ADMINISTRATION</b>	<b>\$ 417,579</b>	<b>\$ 417,579</b>	<b>\$ -</b>
<b>OPERATIONS AND MAINTENANCE</b>			
Fleet Insurance	\$ 326,699	\$ 333,419	\$ 6,720
Maintenance - Equipment	163,000	200,000	37,000
Maintenance - Diesel Emissions Fluid (2010 Requirem	12,000	12,000	-
Maintenance - Structures/Transit Center Maintenance	10,000	10,000	-
Bus Stop Signage and Waste Disposal	25,000	25,000	-
Transit Center Staffing	11,100	11,100	-
Transit Center Building Lease	18,000	18,000	-
Purchased Transportation-Fixed Route Services	3,357,015	3,573,410	216,395
Purchased Transportation-Paratransit Services	1,929,347	2,132,510	203,163
Fuel	1,675,816	1,675,816	-
<b>TOTAL OPERATIONS AND MAINTENANCE</b>	<b>\$ 7,527,977</b>	<b>\$ 7,991,255</b>	<b>\$ 463,278</b>
<b>SUB-TOTAL OPERATING EXPENSES</b>	<b>\$ 7,945,556</b>	<b>\$ 8,408,834</b>	<b>\$ 463,278</b>
<b>APPROPRIATION FOR CONTINGENCIES</b>	<b>\$ 79,456</b>	<b>\$ 84,088</b>	<b>\$ 4,633</b>
<b>CAPITAL RESERVE CONTRIBUTIONS</b>	<b>\$ 158,911</b>	<b>\$ 420,442</b>	<b>\$ 261,531</b>
<b>TOTAL OPERATING REQUIREMENTS</b>	<b>\$ 8,183,923</b>	<b>\$ 8,913,364</b>	<b>\$ 729,441</b>

FY 2011/12 FINAL BUDGET	FY 2012/13 PROPOSED BUDGET	Difference
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## OPERATING BUDGET CONTINUED

### OPERATING REVENUES

Fixed Route Passenger Fares	\$ 1,138,000	\$ 1,138,000	\$ -
Paratransit Fares	262,800	262,800	-
<b>TOTAL OPERATING REVENUE</b>	<b>\$ 1,400,800</b>	<b>\$ 1,400,800</b>	<b>\$ -</b>

### NON-OPERATING REVENUE

#### LOCAL SUPPORT:

County	\$ 1,372,920	\$ 1,592,173	\$ 219,253
Biggs	7,645	8,378	733
Chico	1,946,067	2,325,885	379,818
Gridley	22,553	25,422	2,869
Oroville	504,074	577,778	73,704
Paradise	810,076	885,831	75,755

<b>TOTAL LOCAL SUPPORT</b>	<b>\$ 4,663,335</b>	<b>\$ 5,415,467</b>	<b>\$ 752,132</b>
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<b>FTA GRANTS-OPERATING EXPENSES</b>	<b>\$ 2,119,789</b>	<b>\$ 2,097,098</b>	<b>\$ (22,691)</b>
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<b>TOTAL REVENUES</b>	<b>\$ 8,183,924</b>	<b>\$ 8,913,365</b>	<b>\$ 729,441</b>
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FY 2011/12 FINAL BUDGET	FY 2012/13 PROPOSED BUDGET	Difference
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## CAPITAL OUTLAY BUDGET

### CAPITAL OUTLAY

Equipment	600,000	600,000	-
<b>TOTAL CAPITAL OUTLAY</b>	<b>\$ 600,000</b>	<b>\$ 600,000</b>	<b>\$ -</b>

### CAPITAL OUTLAY FUNDING SOURCES

ARRA (American Recovery & Reinvestment Act)			\$ -
FTA GRANT 5310	560,000	560,000	-
PROP 1B FUNDS	-	-	-
PROP 1B FUNDS-SECURITY	-	-	-
CMAQ GRANTS - CAPITAL ACQUISITIONS	-	-	-
TDA CAPITAL RESERVES	40,000	40,000	-
<b>TOTAL CAPITAL OUTLAY FUNDING SOURCES</b>	<b>\$ 600,000</b>	<b>\$ 600,000</b>	<b>\$ -</b>

## CNG FACILITIES BUDGET

### OPERATING EXPENSES

Communications	\$ -	\$ -	\$ -
Maintenance (structures)	-	-	-
Fuel CNG	571,902	571,902	-
<b>TOTAL OPERATING EXPENSES</b>	<b>\$ 571,902</b>	<b>\$ 571,902</b>	<b>\$ -</b>

### OPERATING REVENUES

Fuel Facility Charges	\$ 571,902	\$ 571,902	\$ -
<b>TOTAL OPERATING REVENUE</b>	<b>\$ 571,902</b>	<b>\$ 571,902</b>	<b>\$ -</b>

FY 2011/12 FINAL BUDGET	FY 2012/13 PROPOSED BUDGET	Difference
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## SPECIAL SERVICES BUDGET

### OPERATING EXPENSES

Insurance	\$ 745	\$ 745	\$ (0)
Maintenance (vehicles)	6,000	6,000	-
Office Expense	50	50	-
Contract	16,000	16,000	-
Fuel CNG	1,617	1,617	-
BCAG Admin charges	3,274	3,274	-
<b>TOTAL OPERATING EXPENSES</b>	<b>\$ 27,686</b>	<b>\$ 27,685</b>	<b>\$ (0)</b>

### OPERATING REVENUES

Special Services Fares	\$ 27,686	\$ 27,686	\$ 0
<b>TOTAL OPERATING REVENUE</b>	<b>\$ 27,686</b>	<b>\$ 27,686</b>	<b>\$ 0</b>

## Limited Incidental Charter Service

In addition to regular fixed route service, Butte Regional Transit will provide limited incidental charter service in the Chico Urban Area. The service will be provided by Chico Trolley buses, available Monday through Sunday, excluding certain holidays. All revenue passengers will be served including seniors and persons with disabilities. B-Line will require a refundable \$250 deposit for excessive cleaning of the vehicles. Any portion of the deposit that is not used for excessive cleaning will be refunded.

The service will be provided in accordance with Federal Transit Administration Charter Service final rule (49 CFR 604).

Rental Charge for Chico Trolley Service:

### Chico Trolley Rate - Chico Urban Area Fiscal Year 2012/13

Trolley Budget	\$ 27,685
Less: Contractor Costs	(16,000)
Subtotal	\$ 11,685
Total Number VSH	350
Operating cost per VSH	\$ 33.38
Contract Rate for Special Services	56.43
<b>Total Rate for Trolley</b>	<b>\$ 90.00</b>

## FY 2012/13 B-Line Proposed Service Plan

### Fixed Route and Flexible Route Services

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

**Route 20 Chico – Oroville.** This intercity route operates between Chico and Oroville seven days a week. Weekday service begins at 5:50 AM and ends at 7:59 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 5:02 PM. Saturday service begins at 8:47 AM and ends at 4:53 PM. Weekday headways are approximately four hours and Saturday headways are 120 minutes. During the weekday, there is a five-minute layover in Biggs and vehicles go out of service in Oroville between each return trip. On Saturday, there is a



five-minute layover in Biggs and a 15-minute layover in Oroville. Total round-trip travel time between Oroville and Biggs is approximately one hour and 40 minutes.

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

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

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

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

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

**Route 40 Paradise – Chico.** Route 40 provides service between Paradise and Chico, seven days a week. Weekday service begins in Paradise at 6:00 AM and ends in Chico at 7:26 PM. Weekday headways are approximately 120 minutes, with more frequent service during the evening peak hours. Saturday service begins at 7:50 AM in Chico and ends at 7:03 PM in Paradise. Sunday service begins at 9:50 AM in Chico 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), Almond & Birch (Paradise) and Skyway & Wagstaff (Paradise).

**Route 41 Magalia – Chico.** Route 41 provides service between Magalia and Chico, weekdays. Service begins in Magalia at 5:37 AM and ends in Paradise at 6:45 PM. Headways are approximately 130 minutes, with some variation during the peak hours. Round trip travel times between Magalia and Chico are approximately two hours and 10 minutes. For most runs, Route 41 alternates with Route 40. Saturday service is available between Magalia and Paradise on three round trip loops, one in the morning, one midday and one in late afternoon.

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

In Chico, there are nine 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 6:56 PM at the Chico Transit Center. Round trip running time on Route 2 is approximately 45 minutes with layover time at the Chico Transit Center. During peak times Route 2 is through-routed with Route 7 at Ceres & Lassen.

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

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

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

**Route 4 – First/East.** Route 4 provides service between the Chico Transit Center and North Valley Plaza via E. First, Manzanita and East. Service is provided every 60-minutes at most times of the day with limited 30-minute service during peak hours. Monday through Friday service begins at 6:15 AM at North Valley Plaza and ends at 8:59 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 6:59 PM. Round trip running time on Route 4 is 49 minutes with layovers at the Chico Transit Center and North Valley Plaza. Route 4 is through-routed with Route 3 at North Valley Plaza.

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

**Route 5 – East 8th Street.** Route 5 provides service between the Chico Transit Center and the Chico Mall via E. 8<sup>th</sup>/E. 9<sup>th</sup> and Forest. Service is provided every 60-minutes most of the time on weekdays with limited 30 minute AM and PM peak hour service and every 60-minutes on Saturdays. Monday through Friday service begins at 6:15 AM at the Forest Ave Xfer (Bank) and ends at 8:34 PM at the Forest Ave Xfer (Bank). Saturday service begins at 8:15 AM at the Forest Ave Xfer (Bank) and ends at 6:59 PM at the Chico Transit Center. Round trip running time on Route 5 is 49 minutes with a layover at the Chico Transit Center.

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

**Route 7 – Bruce/Manzanita.** Route 7 provides service between the Forest Ave Xfer (Bank)/Chico Mall and Pleasant Valley High School via Huntington, 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 is provided during peak AM and PM hours only. Service on Monday through Friday begins at 6:45 AM at the Forest Ave Xfer (Bank) and ends at 5:26 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, Sierra Sunrise Village, Pleasant Valley HS and Ceres and Lassen.

**Route 8 – Nord.** Route 8 is a student shuttle that directly connects CSU-Chico with student neighborhoods northwest of the campus. Route 8 also provides a connection to other routes at the Chico Transit Center at 2<sup>nd</sup> and Salem. Route 8 provides 30-minute service Monday through Friday only while CSU-Chico is in session. Monday through Friday service begins at 7:34 AM at W. 8<sup>th</sup> Avenue & Nord 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 – Warner/Oak.** Route 9 is also a student shuttle that directly connects CSU-Chico with student neighborhoods north and south of the campus. Route 9 also provides a connection to other routes at the Chico Transit Center at 2<sup>nd</sup> & Salem. Like Route 8, Route 9 provides 30-minute service Monday through Friday only while CSU-Chico is in session. Monday through Friday service begins at 7:33 AM at 4<sup>th</sup> Avenue & Cedar and ends at 10:01 PM at the Chico Transit Center. Friday service ends at 4:01 PM at the Chico Transit Center. Round trip running time on Route 9 is 27 minutes and there is no scheduled layover time between runs. Route 9 is through-routed with Route 8 at the Chico Transit Center.

**Route 9C- Cedar Loop.** Route 9C is a limited service loop that only operates when the regular Route 9 (Student Shuttle) is not running, including: Fridays after 4 PM (year round), Saturdays year round and CSUC breaks. Friday afternoon service begins at 5:10 PM at the Chico Transit Center and ends at 8:24 PM at the Chico Transit Center. Saturday service begins at 8:30 AM at the Chico Transit Center and ends at 6:24 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.

**Route 15 – Forest/MLK/Park – Lassen/Esplanade.** Route 15 provides service along the Esplanade and Park Ave corridor; from Ceres/Lassen at the north end to the Forest Ave Xfer point in the south. 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. Route 15 is split into the 15N serving Esplanade/Lassen to the Chico Transit Center and the 15S serving the Chico Transit Center to Park Ave/MLK/ Forest Ave. Round trip running time on Route 15 is approximately 46 minutes for each loop.

Route 15N Monday through Friday service begins at 6:15 AM at Ceres & Lassen and ends at 9:34 PM at Ceres & Lassen. Saturday service begins at 7:50 AM at the Chico Transit Center and ends at 6:34 PM at Ceres & Lassen.

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

Route 15S Monday through Friday service begins at 6:18 AM at the Forest Ave Xfer (WalMart) and ends at 9:38 PM at the Forest Ave Xfer (WalMart). Saturday service begins at 7:50 AM at the Chico Transit Center and ends at 6:57 PM at the Chico Transit Center.

Major stops and timepoints on Route 15S are: Chico Transit Center, 20<sup>th</sup> St & E. Park, E. Park & MLK, Forest Ave Xfer (Bank) and Forest Ave Xfer (WalMart).

**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. 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 15 at the Chico Transit Center.

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

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

**Route 24 – Thermalito.** Route 24 provides service from the Oroville Transit Center (Mitchell & Spencer) along Mitchell and Feather River Blvd to Thermalito and Butte County Public Works/Administration. Route 24 provides 60 minute service Monday through Friday with a 1 hour layover midday. Service begins at 6:34 AM at the Oroville Transit Center (Mitchell & Spencer) and ends at 7:30 PM at the Oroville Transit Center (Mitchell & Spencer). Route 24 is timed to connect with the Route 20 at Butte County Public Works for transfers to Chico. Total round trip running time on Route 24 is 36 minutes. Route 24 is through routed with Route 27.

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

**Route 25 – Oro Dam.** Route 25 provides service from the Oroville Transit Center (Mitchell & Spencer) to the Feather River Cinemas and Downtown. Route 25 provides 60 minute service Monday through Friday with a 1 hour layover midday. Service begins at 6:12 AM at the Oroville Transit Center (Mitchell & Spencer) and ends at 6:50 PM at the Oroville Transit Center (Mitchell & Spencer). Total round trip running time on Route 25 is 18 minutes. Route 25 is through routed with Route 26.

Major stops and timepoints on Route 25 are: Oroville Transit Center (Mitchell & Spencer) and Feather River Cinemas.

**Route 26 – Olive Highway/Kelly Ridge.** Route 26 provides service from the Oroville Transit Center (Mitchell & Spencer) along Olive Highway to Gold Country Casino and Kelly Ridge as well as serving the Orange and Acacia area. Monday through Friday Route 26

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

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

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

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

**Route 46 – Feather River Hospital.** Route 46 will operate along a fixed route between the Paradise Transit Center and Feather River Hospital. Three trips are made daily between the Paradise Transit Center (Almond & Birch), and Feather River Hospital. The three trips leaving Almond & Birch leave at 9:41 AM, 1:41 PM and 5:01 PM and return to Almond & Birch at 10:08 AM, 2:08 PM and 5:28 PM. Total round trip running time on Route 46 is 30 minutes and is timed to connect with Route 40 at the Paradise Transit Center on both the Eastbound and Westbound runs. Operation of Route 46 will be coordinated through B-Line Paratransit rather than the fixed-route and intercity services (see “B-Line Paratransit” section below).

Major stops and timepoints on Route 46 are: Paradise Transit Center (Almond & Birch) and Feather River Hospital.

## Days and Hours of Operation and Fleet Requirement

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

**Figure 1: Hours of Operation and Fleet Requirements**

Route	Hours of Operation	Fleet Requirement	Peak Hour Headway
<b>Intercity Routes</b>			
Route 20 Chico – Oroville	Monday – Friday 5:50 AM – 7:59 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 – 5:02 PM Saturday 8:47 AM – 4:53 PM	1	M-F: 240 min. Sat: 120 min.
Route 31 Paradise – Oroville	Monday – Friday One round-trip: 6:45 AM – 7:33 AM and 5:05 PM – 5:56 PM	0*	M-F: One round-trip
Route 32 Gridley – Chico	Monday – Friday One round-trip: 6:40 AM – 7:40 AM and 5:20 PM – 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 Sunday 9:50 AM – 6:00 PM	3	M-F: 120 min. Sat/Sun: 120 min.
Route 41 Paradise Pines – Chico	Monday – Friday 5:50 AM – 6:45 PM Saturday 9:45 AM – 6:03 PM	1	M-F: 120 min. Sat: three trips in Magalia loop only

<b>Route</b>	<b>Hours of Operation</b>	<b>Fleet Requirement</b>	<b>Peak Hour Headway</b>
<b>Local Chico Routes</b>			
Route 2 Mangrove**	Monday – Friday 6:15 AM – 8:34 PM Saturday 8:15 AM – 6:56 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 – 8:59 PM Saturday 8:50 AM – 6:59 PM	2	M-F: 30 min. Sat: 60 min.
Route 5 E. 8 <sup>th</sup> Street	Monday – Friday 6:15 AM – 8:34 PM Saturday 8:15 AM – 6:59 PM	2	M-F: 30 min. Sat: 60 min.
Route 7 Bruce/Manzanita**	Monday – Friday 6:46 AM – 6:36 PM Saturday 8:46 AM – 6:36 PM	1	M-F: 60 min.
Route 8 Nord**	Monday – Thursday 7:00 AM – 7:30 PM Friday 7:00 AM – 3:00 PM	1	M-F: 30 min.
Route 9 Warner/Oak**	Monday – Thursday 7:38 AM – 7:08 PM Friday 7:38 AM – 4:08 PM	1	M-F: 30 min.
Route 15 Park/MLK/Forest- Esplanade/Lassen	Monday – Friday 6:15 AM – 9:38 PM Saturday 7:50 AM – 6:57 PM	5	M-F: 20 min. Sat: 30 min.
Route 16 Esplanade/SR99	Monday – Friday 6:55 AM – 6:55 PM Saturday 7:55 AM – 5:55 PM	1	M-F: 60 min. Sat: 60 min.
<b>Local Oroville/Paradise Routes</b>			
24 Thermalito *Interlined with 27	Monday – Friday 6:34 AM – 7:30 PM	0.5	M-F: 60 min.
25 Oro Dam *Interlined with 26	Monday – Friday 6:12 AM – 6:50 PM	0.5	M-F: 60 min.
26 Olive Highway *Interlined with 25	Monday – Friday 6:33 AM – 6:21 PM	0.5	M-F: 60 min.
27 South Oroville	Monday – Friday	0.5	M-F: 60 min.

*Interlined with 24	7:10 AM – 6:50 PM		
46 Feather River Hospital-Paradise	Monday – Friday 9:41 AM – 5:28 PM	1 paratransit vehicle	M-F: three trips daily

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

**Estimated Annual Fixed Route Vehicle Service Hours**

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

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

Route	Estimated Annual Vehicle Service Hours
<b>Intercity Routes</b>	
20 Chico – Oroville	6,896
30 Oroville – Gridley – Biggs	1,632
31 Paradise – Oroville	486
32 Gridley – Chico	512
40 Paradise – Chico	5,569
41 Paradise Pines – Chico	3,561
<b>Intercity Subtotal</b>	<b>18,656</b>
<b>Local Chico Routes</b>	
2 Mangrove	4,284
3 & 4 Nord/East-First/East	9,473
5 E. 8 <sup>th</sup> Street	4,202
7 Bruce/Manzanita	1,736
8 & 9 Nord – Warner/Oak	3,475
9C Warner/Oak (Non-Student Shuttle)	332
15 & 16 Park/MLK/Forest-Esplanade/SR 99	19,877
<b>Local Chico Routes Subtotal</b>	<b>43,379</b>
<b>Local Paradise Route</b>	
46 Feather River Hospital	345
<b>Local Paradise Route Subtotal</b>	<b>345</b>
<b>Local Oroville Routes</b>	
24 & 27 Thermalito & Las Plumas	3,054
25 & 26 Central Oroville & Kelly Ridge	2,624
<b>Local Oroville Routes Subtotal</b>	<b>5,678</b>
<b>TOTAL Estimated Fixed Route Annual Vehicle Service Hours</b>	<b>68,058</b>



## **B-Line Paratransit**

The B-Line Paratransit service has combined the previous paratransit services provided in Chico, Paradise and Oroville into one service. B-Line Paratransit provides complementary paratransit service in accordance with the Americans with Disabilities Act. B-Line Paratransit also offers Dial-a-Ride service for seniors and persons with disabilities. To be eligible for the service, riders must be 65 years of age or older or have an impairment that prevents using the fixed route system.

The service area of B-Line Paratransit includes the Chico Urban Area, the entire Town of Paradise and portions of Paradise Pines, Wilderness Way off of Pentz Road, and the greater Oroville area, including the City of Oroville and portions of unincorporated Butte County. Services on B-Line Paratransit are operated during the same time as the fixed route services. Services are operated during the following hours:

- Monday through Friday: 5:50 AM to 10:00 PM
- Saturday: 7:00 AM to 10:00 PM
- Sunday: 7:50 AM to 6:00 PM

BCAG developed paratransit policies and procedures that took effect on July 1, 2007. The primary purpose is to comply with Federal Transit Administration (FTA) regulations and the Americans with Disabilities Act (ADA). As part of this process, BCAG defined new paratransit boundaries to ensure ADA compliance and implemented a new eligibility certification process. The complete B-Line Paratransit Policies and Procedures are posted on BCAG's website at [www.bcag.org](http://www.bcag.org).

### **Estimated Annual Vehicle Service Hours for Paratransit: 42,000**

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

### **Legal Holidays**

Both fixed route and paratransit service shall not be provided on the following six (6) legal holidays:

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