BUTTE COUNTY ASSOCIATION OF GOVERNMENTS

BCAG
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BOARD OF DIRECTORS MEETING
SEPTEMBER 24, 2026

Acronyms for Butte County Association of Governments

ACRONYM	MEANING
ACOE	Army Corps of Engineers
AFR	Accident Frequency Ratio
APS	Alternative Planning Strategy
AQMD	Air Quality Management District
ARB	Air Resource Board
AVL	Automatic Vehicle Location
BCAG	Butte County Association of Governments
BRT	Butte Regional Transit/B-Line
Cal+A3:B51	Assembly Bill
CALCOG	California Association Council of Governments
CalSTA	California State Transportation Agency
Caltrans	California Department of Transportation
CAPTI	Climate Action Plan for Transportation Infrastructure
CARB	California Air Resource Board
CEQA	California Environmental Quality Act
CMAQ	Congestion Mitigation & Air Quality
CON	Construction
CTC	California Transportation Commission
CTIPS	California Transportation Improvement Program System
DFG	California Department of Fish and Game
DOT	Department of Transportation
EIR	Environmental Impact Report
EMFAC	Emissions Factors
EPA	Environmental Protection Agency
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
FTIP	Federal Transportation Improvement Program
FY	Fiscal Year
GARVEE	Grant Anticipation Revenue Vehicle Program
GhG	Greenhouse Gas Emissions
GIC	Geographical Information Center
GIS	Geographic Information Systems
GPS	Global Positional Satellite
HCP	Habitat Conservation Plan
IIP	Interregional Improvement Program
IPG	Intermodal Planning Group
ITIP	Interregional Transportation Improvement Program
ITS	Intelligent Transportation Systems
JPA	Joint Powers Agreement
LAFCO	Local Agency Formation Commission
LCTOP	Low Carbon Transit Operations Program
LTF	Local Transportation Fund
MPO	Metropolitan Planning Organization
NAAQS	National Air Quality Standards
NCCP	Natural Community Conservation Plan
NEPA	National Environmental Policy Act
NMFS	National Marine Fisheries Service (Also NOAA Fisheries)
NOAA	National Oceanic and Atmospheric Administration Fisheries (Also NMFS)

ACRONYM	MEANING
OWP	Overall Work Program
PA&ED	Project Appproval & Environmental Document
PDT	Project Development Team
PEER	Permit Engineering Evaluation Report
PL	Federal Planning Funds
PLH	Public Lands Highway
PPH	Passengers Per Revenue Hour
PPM	Planning Programming & Monitoring
PPNO	Project Programming Number
PS&E	Plans, Specifications & Estimates
PSR	Project Study Report
PTMISEA	Public Transportation Modernization Improvemant and Service Enhancement Account
PUC	Public Utilities Code
R/W	Right of Way
REAP	Regional early Action Planning
RFP	Request for Proposals
RHNA	Regional Housing Needs Allocation
RHNP	Regional Housing Needs Plan
RIP	Regional Improvement Program
RTAC	Regional Target Advisory Committee
RTIP	Regional Transportation Improvement Program
RTP	Regional Transportation Plan
RTPA	Regional Transportation Planning Agency
SACOG	Sacramento Area Council of Governments
SAFETEA-LU	Safe Accountable Flexible Efficient Transportation Equity Act: A Legacy for Users
SCEA	Sustainable Community Environmental Assessment
SCS	Sustainable Community Strategy
SDP	Strategic Deployment Plan
SGR	State of Good Repair
SHOPP	State Highway Operation Protection Program
SSTAC	Social Services Transportation Advisory Council
STA	State Transit Assistance
STIP	State Transportation Improvement Program
TAC	Transportation Advisory Committee
TAOC	Transit Administrative Oversight Committee
TCRP	Transportation Congestion Relief Program
TDA	Transportation Development Act
TE	Transportation Enhancements
TIP	Transportation Improvement Program
TIRCP	Transit and Intercity Rail Capital Program
TPP	Transit Priority Project
TSGP	Transit Security Grant Program
USACE	United States Army Corps of Engineers
USFWS	United States Fish and Wildlife Service
UTN	Unmet Transit Needs
WE	Work Element
ZETCP	Zero Emission Transit Capital Program

BUTTE COUNTY ASSOCIATION OF GOVERNMENTS - BOARD OF DIRECTORS

Regular Meeting Agenda
September 24, 2026 - 9:00 a.m.

Meeting Location:
Butte County Association of Governments Board Room
326 Huss Drive, Suite 100, Chico, CA 95928

Members of the public may attend the meeting in person or via Zoom through the following link:
BCAG Board Meeting Live
Zoom Meeting ID: 892 0116 2375 Password: 216598
Public comments may also be sent to: board@bcag.org
To join the meeting by phone: +1 669 900 6833

********Board Meeting transit service is available on meeting days only********
To/from the Chico Transit Center
Depart - 8:35 AM & Return - 10:50 AM

Copies of staff reports and other written documentation relating to agenda items can be made available at the office of the Butte County Association of Governments (BCAG). Persons with questions concerning agenda items and/or who may have special needs can contact BCAG at (530) 809-4616 48 hours in advance of the meeting. Every reasonable effort will be made to provide identified and required accommodation.

1. Pledge of Allegiance
2. Roll Call

CONSENT AGENDA

3. Meeting Minutes of the Butte County Association of Governments Board of Directors August 27, 2026 – **Ashley**
4. Denial of Application for Leave to Present a Late Claim to BCAG **– Cheryl/Amy**

ITEMS REMOVED FROM CONSENT AGENDA

REGULAR AGENDA

ITEMS FOR INFORMATION

5. Chico and Oroville Concept Maps Presentation, Jarret Walker and Associates **– Victoria**
6. FY 2024/25 Title VI Program - Annual Review**– Amy**
7. Butte Regional Transit Paradise Routing and Ridership **– Victoria**
8. Butte Regional Transit (B-Line) FY 25/26 Fourth Quarter Report **– Victoria**

ITEMS FOR ACTION

9. Approval of **Resolution 2026-27-01** 2027 Federal Transportation Improvement Program (FTIP) and Air Quality Conformity Determination Adoption **– Ivan**

ITEMS FROM THE FLOOR

10. Members of the public may present items to the BCAG Board of Directors, but no action will be taken other than placement on a future agenda. Handouts presented by speakers are to be distributed to the Board by the Clerk of the Board.

ADJOURNMENT The next meeting of the BCAG Board of Directors has been scheduled for *October 22, 2026*, at the BCAG Board Room & via Zoom.

Meetings held the 4th Thursday of every month at 9 a.m., unless otherwise notified

BUTTE COUNTY ASSOCIATION OF GOVERNMENTS

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BOARD OF DIRECTORS MEETING
ITEM #3

BCAG Board of Directors

Agenda Item #3 – Consent

Date: **September 24, 2026**

Subject: **DRAFT Meeting Minutes of the Butte County Association of Governments Board of Directors August 27, 2026**

Contact: **Ashley Carriere, Administrative Assistant**

The following minutes are a summary of actions taken by the Board of Directors. A digital recording of the actual meeting is available at BCAG's office located at 326 Huss Drive, Suite 150, Chico, CA.

Board Member Connelly called the meeting to order at 9:00 a.m. at the BCAG Board Room, 326 Huss Drive, Suite 100, Chico, CA. All members who joined via Zoom disclosed their location.

MEMBERS PRESENT IN PERSON

Bill Connelly	Supervisor	District 1
David Pittman	Mayor	City of Oroville
Eric Smith	Alt. Councilmember	City of Oroville
Bruce Johnson	Councilmember	City of Gridley
Ron Lassonde	Councilmember	Town of Paradise
Peter Durfee	Supervisor	District 2
Doug Teeter	Supervisor	District 5
Tami Ritter	Supervisor	District 3
Anita Wilks	Councilmember	City of Biggs
Bryce Goldstein	Councilmember	City of Chico

MEMBERS ABSENT

Tod Kimmelshue	Supervisor	District 4

STAFF PRESENT

Andy Newsum	Executive Director
Cheryl Massae	Human Resources Director
Amy White	Transportation Analyst
Ashley Carriere	Administrative Assistant
Chris Devine	Planning Director
Victoria Proctor	Transportation Analyst
Sara Cain	Transportation Grants Manager
Kong Yang	I.T. Manager
Chris Devine	Planning Director
Brian Lasagna	Regional Analyst
Ivan Garcia	Programming Director

Agenda Item #3 – Consent

OTHERS PRESENT

Dawson Stroud	Caltrans/ District 3 Liaison
John Stonebraker	Upper Ridge Community Council (In-Person)
Michael Miller	
Jamie Cannon	Butte County Admin
Vincent Rupena	
Pheobe Sager	Community Member
Gabriela Montes	Transdev GM
Bill Smith	Transdev Safety Manager

1. **Pledge of Allegiance**
2. **Roll Call**

CONSENT AGENDA

3. Approval of Minutes from the June 25, 2026 BCAG Board of Directors Meeting
4. Approval of Resolution 2026/27-02 Acceptance of Project List for FY 2026/27 California State of Good Repair Program
5. Approval of Resolution 2026/27 -03 FY 2026/27 Preliminary Transportation Development Act (TDA) Claims
6. Approval of Social Services Transportation Advisory Council (SSTAC) Appointments 2026
7. BCAG/BRT Procurement Policies and Procedures Manual Updates
8. Approval of Resolution 2026/27-04 Approving the Project List for F 2026 Low or No Emission Grant Program

On motion by Board Member Durfee and seconded by Board Member Goldstein, the Consent Agenda was unanimously approved.

ITEMS FOR ACTION

9: Approval of Butte Regional Transit Mobility Aid Policy

Staff presented the proposed policy regarding the accommodation of mobility aids on the B-Line fixed-route system. The item originated from a passenger request in September 2025 to allow a child to remain seated in a stroller while riding the bus. Following the passenger's appeal and presentation to the Board in December 2025, the Board directed staff to review the existing policy, potential accommodations, and associated liability considerations.

Staff conducted extensive research and consultation with Transdev and BCAG counsel. The review also considered inquiries regarding bicycles, push carts, wagons, strollers, and other rolling devices.

The proposed policy is based on Federal Transit Administration (FTA) and Americans with Disabilities Act (ADA) requirements. Staff explained that strollers and similar convenience devices are not considered ADA mobility aids and therefore do not have the same priority as wheelchairs or other mobility aids used by persons with mobility disabilities. ADA-designated securement areas must remain available to eligible riders, and non-ADA devices must be removed from the securement area when needed by an ADA rider.

Staff also presented the liability analysis, noting that the greatest risks involve denying access to ADA riders, improperly using wheelchair securement equipment, and inconsistent enforcement of policies. Staff indicated that a clear policy, appropriate operator training, and enforcement of ADA priority would reduce these risks.

The proposed policy would establish consistent guidelines for accommodating mobility aids and similar devices while maintaining ADA requirements, current safety standards, and appropriate protections for the transit operator.

On motion by Board Member Goldstein and seconded by Board Member Ritter, approval of the Butte Regional Transit Mobility Aid Policy passed unanimously.

ITEMS FOR INFORMATION

10: Draft 2027 Federal Transportation Improvement Program (FTIP) and Air Quality Conformity

Staff presented the draft 2027 Federal Transportation Improvement Program (FTIP) and Air Quality Conformity Determination, which were made available for public review. The required 30-day public review period began August 13, 2026, and concluded September 14, 2026. The Board of Directors was scheduled to consider adoption of the 2027 FTIP on September 24, 2026.

Staff explained that the 2027 FTIP covers four federal fiscal years, FFY 2026/27 through FFY 2029/30, and serves as the region’s short-term plan for the use of federal, state, and local transportation funding. All projects included in the FTIP must also be included in the current Regional Transportation Plan/Sustainable Communities Strategy. Existing projects from the 2025 FTIP that were not expected to be obligated by September 30, 2026, were carried forward into the draft 2027 FTIP.

The draft FTIP programs **36 projects totaling approximately $310 million** in federal, state, and local funds. Major funding categories include $105 million through the Caltrans State Highway Operations and Protection Program (SHOPP), $33 million for the Town of Paradise Road Phase 1 and Phase 2 projects, and $37 million in Active Transportation Program-funded projects. Performance measure investments include approximately $158.9 million for safety, $86.6 million for pavement and bridge condition, $183.1 million for freight movement, congestion and reliability, and $51.2 million supporting Butte Regional Transit.

Staff also reviewed proposed new Congestion Mitigation and Air Quality (CMAQ) programming, including construction funding for the City of Chico Garner Lane and Esplanade Roundabout Project, right-of-way funding for the Butte County Autry Lane South Safe Routes to Schools Project, right-of-way and construction funding for the City of Gridley Cherry Street Sidewalk Improvements Project, and right-of-way funding for the City of Gridley Fairview Gap Closure Project. Preliminary engineering for these projects had previously been advanced through CMAQ funding.

A public workshop and an Interagency Consultation Review group meeting were held during the review period to review the Air Quality Conformity Determination. The 2027 FTIP was developed in consultation with required state and federal agencies and the BCAG Transportation Advisory Committee in accordance with the adopted Public Participation Plan.

This item was presented for information purposes.

11: Butte Regional Transit Routing Study Outreach

Staff provided an update on the fixed-route network study being conducted with Jarrett Walker & Associates for the cities of Chico and Oroville. Public outreach on the draft network maps began August 18, 2026, with comments being collected through an online survey available in English and Spanish.

The outreach efforts will include pop-up events in Chico and Oroville, as well as flyers on B-Line buses, at transit centers, on the B-Line website, and through social media.

Public outreach will continue through the end of October. Staff will then return to the Board with an update and request the Board's direction regarding the next phase of development.

This item was presented for information purposes.

ITEMS FROM THE FLOOR

12: Members of the public may present items to the BCAG Board of Directors, but no action will be taken other than placement on a future agenda.

There were no items from the floor.

ADJOURNMENT

With no further items to discuss, the BCAG Board meeting adjourned at 9:27 AM.

Attest:
Andy Newsum, Executive Director
Ashley Carriere, Board Clerk
Butte County Association of Governments

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BOARD OF DIRECTORS MEETING ITEM #4

BCAG Board of Directors

Agenda Item #4 – Consent Item

Date: **September 24, 2026**

Subject: **Denial of Application for Leave to Present a Late Claim to BCAG**

Contact: **Cheryl Massae, Human Resources Director**

Summary: On August 28, 2026, BCAG received a submission from Alejandro Castellanos and Sharon Castellanos relating to an incident alleged to have occurred on December 26, 2025. The submission consists of a completed BCAG claim form and an attachment stating reasons why the claim was not presented within six months of the date of the incident. BCAG treats the submission as an application for leave to present a late claim under Government Code section 911.4.

Government Code section 911.6 requires the Board of Directors to grant or deny an application for leave to present a late claim within 45 days after the application is presented. If the Board does not act within that period, the application is deemed denied on the 45th day. The 45-day period in this matter expires on October 12, 2026.

Government Code section 911.6, subdivision (b), specifies the circumstances in which the Board is required to grant an application. Legal counsel has reviewed the application and advises that none of those circumstances is established. Counsel recommends denial.

Action requested: Move to deny the application of Alejandro Castellanos and Sharon Castellanos for leave to present a late claim, date of loss December 26, 2025, and to direct the Executive Director to give written notice of the Board's action pursuant to Government Code section 911.8.

Attachment(s): None.

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BOARD OF DIRECTORS MEETING
ITEM #5

BCAG Board of Directors

Agenda Item #5 - Information

Date: September 24, 2026

Subject: Chico and Oroville Concept Maps Presentation Jarret Walker and Associates

Contact: Victoria Proctor, Transportation Analyst

Summary: Staff has been working with Jarret Walker & Associates to study fixed routes in the cities of Chico and Oroville. Consulting staff is presenting the concept maps for Board consideration and discussion.

An action item will be brought before the Board at the October 22nd board meeting for a vote on which concept to develop for implementation. It is expected that the decision on routing (ridership versus coverage) will be different for Oroville and for Chico.

Action requested: For information purposes only.

Attachment: Attachment #1 Executive Summary; Attachment #2 Concept Maps

Transit Choices & Concepts Report

CHICO-OROVILLE BUS NETWORK STUDY

SUMMER 2026

Butte County Association of Governments (BCAG)

Prepared for

B-Line

Prepared by

JARRETT WALKER + ASSOCIATES | Let's think about transit

TRANSIT HAPPY

1 Introduction and Executive Summary

What is the Chico-Oroville Bus Network Study?

The Chico-Oroville Bus Network Study asks: is B-Line's local bus service in Chico and Oroville working as well as it could? This study examines where routes go, when they run, and how well they serve the people who depend on them.

Regional routes outside of Route 20 are not covered under this study.

This study is a joint effort among B-Line, the cities of Chico and Oroville, the Butte County Association of Governments (BCAG), Chico State University, transit stakeholders, and community members. Together, they are working to define what B-Line's local routes should accomplish and who they should serve.

Project Timeline

Existing Conditions Review

In early 2026, B-Line and the project team did an internal assessment of the current Chico and Oroville B-Line services along with the transit demand and needs in each community.

Developing Network Concepts

In May 2026, based on the findings from the Existing Conditions Review, the project team and B-Line collaborated with key government stakeholders (Chico and Oroville City staff and elected officials, Butte County representatives, and Chico State University) to create contrasting Network Concepts aimed at framing the main transit options for each community.

Choices and Concepts Report

The developed Network Concepts and the Existing Conditions review that informed their creation are presented in this report for community feedback and review.

Phase 1 Public Outreach

Public input is being collected on these Network Concepts during this initial phase of outreach. A mix of in-person and online surveys will gather input from each community and stakeholders, which will directly guide the next project phase.

Draft Network Plan

After gathering public responses on these Network Concepts, the team will present the findings to the BCAG Board for guidance on how to develop draft plans for each local network (Chico and Oroville).

Once direction is given, the project team, along with the same government stakeholders, will convene to create individual draft plans for both Chico and Oroville's local transit networks. These plans will detail routes, frequencies, hours, and days of service for the future B-Line networks.

Phase 2 Public Outreach

During the second phase of public outreach, we will present the individual draft network plans for each city back to the public. Communities and key stakeholders will have the opportunity to respond and comment on the specific recommendations.

Final Network Plan

The final network plans for Chico and Oroville's local bus systems will be developed by incorporating feedback collected during Phase 2 of Public Outreach. Working again with the project team and government stakeholders, final networks will be created to guide how transit will operate in each community moving forward.

Final implementation of each network may require additional time or other preparations, but these final networks will define the future systems that B-Line will strive to implement in Chico and Oroville.

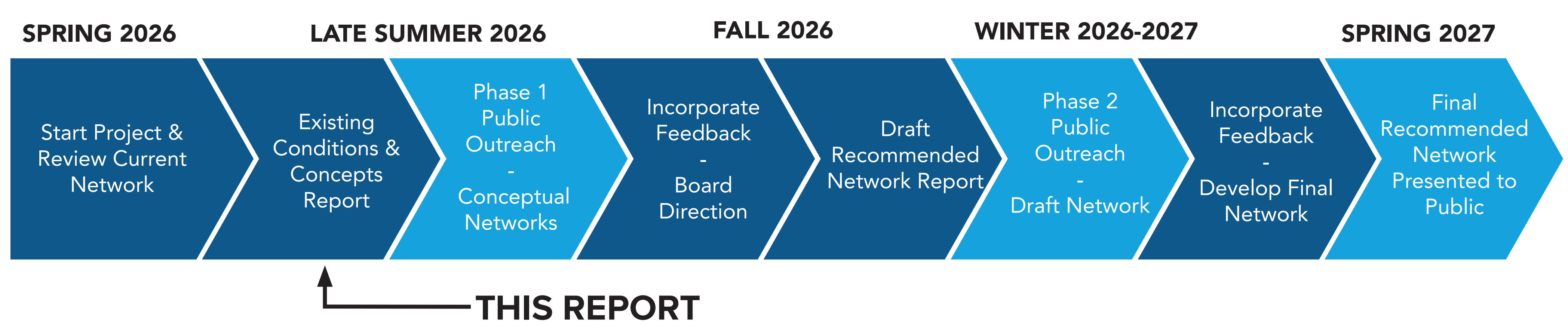
Services included in this project:

- Local Chico Routes
- Local Oroville Routes
- Route 20 connecting Chico and Oroville

Outside the scope of this project:
These have separate planning processes.

- Service to Paradise and Magalia
- Service to Briggs and Gridley
- Paratransit Services

Figure 1: Project timeline for the Chico-Oroville Bus Network Study, Spring 2026 to Spring 2027. This report marks the current phase, Phase 1 Public Outreach, where the public is invited to weigh in on the two conceptual networks before a recommended network is developed.



What is a transit system?

What is a transit system?

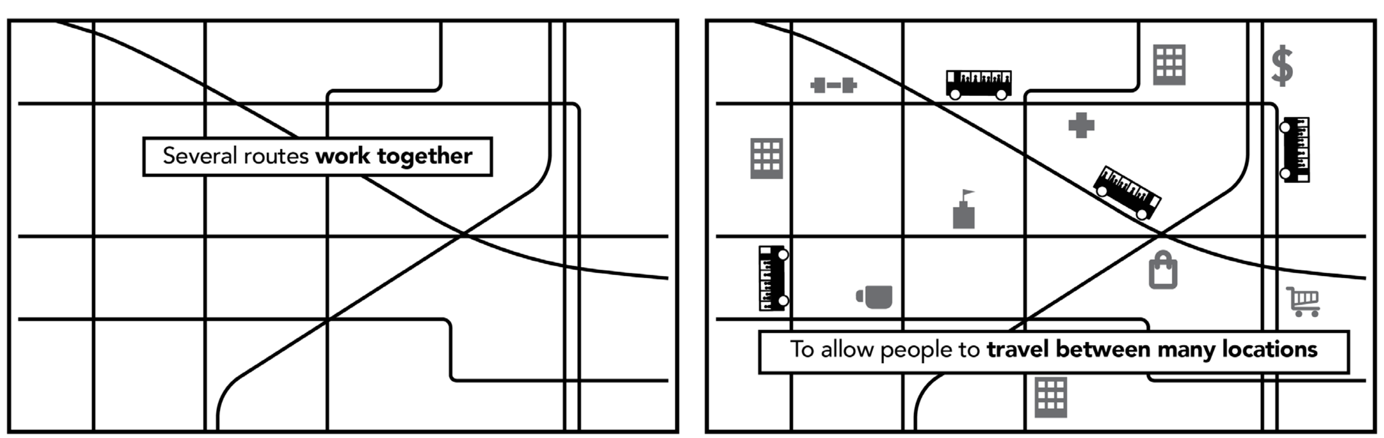
Transit is often referred to as a "system" because it is a combination of many parts, working together. The graphic below describes what makes a transit system.

For B-Line, the system is made of:

- Local Chico buses and Local Oroville buses.
- Route 20 connecting Chico to Oroville.
- Regional buses linking Chico and Oroville to the other cities in the county.
- FLEX Zones (or on-demand service), providing requested curb-to-curb trips within zones.
- Paratransit service.

A transit system is...

A transit network forms when...



Transit's Many Goals

Public transit can serve many goals, but different people and communities value these goals differently. Understanding which goals matter most in the region is a key step in designing future B-Line service.

Possible goals for transit include:

Economic: Transit can give businesses access to more workers, and workers access to more jobs, and give students more access to education and training.

Congestion: Transit can allow for continued economic growth beyond what congestion would limit. High transit ridership can also reduce some of the impacts of cars, such as noise, air pollution, death, injury and heat.

Climate: High transit use can reduce greenhouse gas emissions and air pollution generated by internal combustion engines.

Social: Transit can meet the needs of people who are in situations of disadvantage, providing access to services and jobs. It can also promote equity and inclusion across society.

Health: Transit can support physical activity by walking and biking. It can also improve health by bringing health care, services and food within reach for disadvantaged people.

Personal Liberty: By providing people the ability to reach more places, transit can be a tool for personal liberty, empowering people to make choices and pursue their own goals.

Some of these goals are only served if many people use transit. For example, transit can only mitigate congestion and pollution if many people ride the bus rather than drive. These are "Ridership Goals," because a community only makes progress towards them if ridership is high.

Other goals are served by the simple availability of transit. A bus route through a neighborhood provides residents insurance against isolation. A route may fulfill political or social obligations, for example by getting service close to every taxpayer or into every district. A route may serve a small number of people, but deliver huge benefits in their lives. None of these routes are attracting high ridership, but high ridership isn't transit's only goal.

Recent B-Line Trends

Why conduct this study now?

Between the years 2015 and 2024, B-Line has delivered a fairly consistent amount of service, with only minor year-to-year fluctuations.

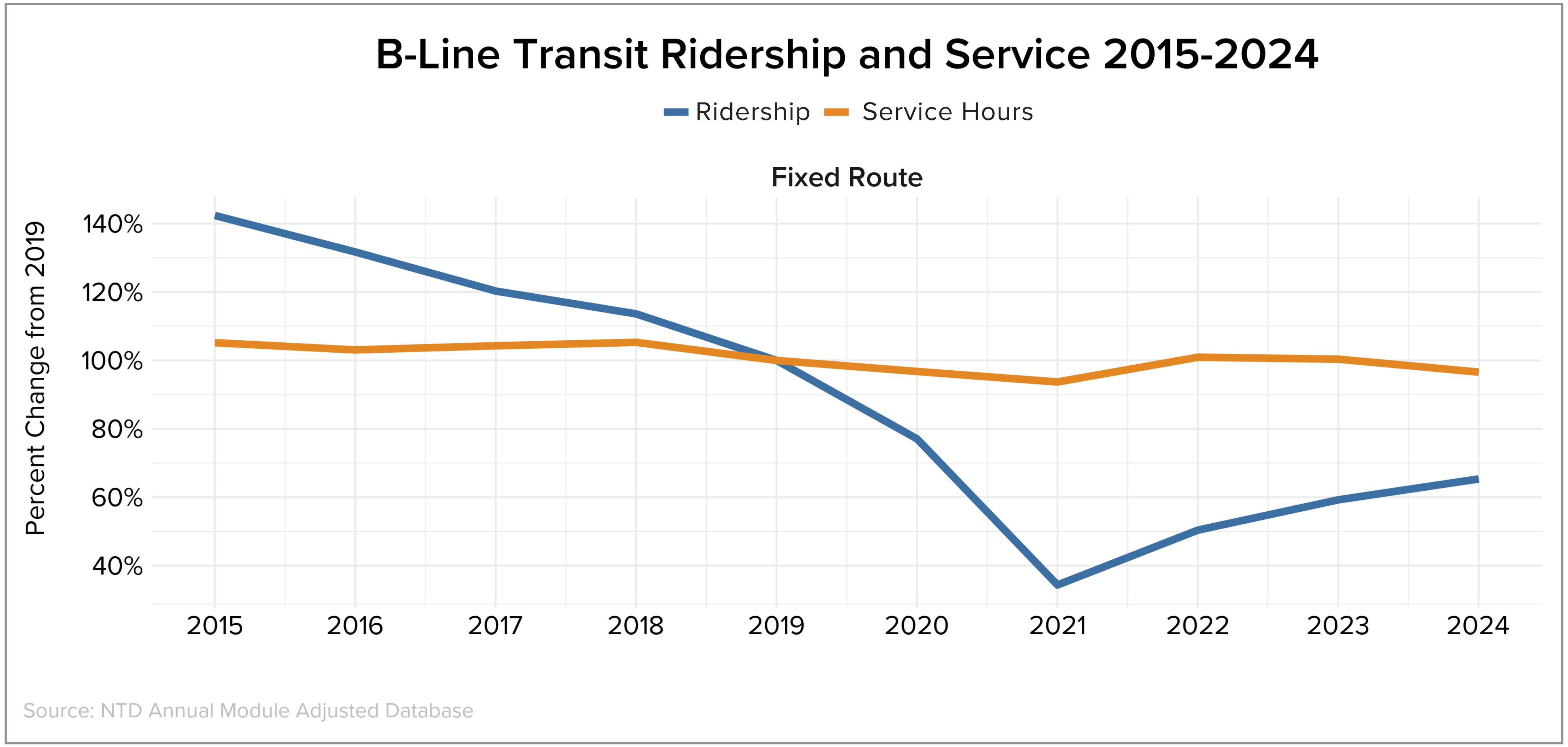
The total quantity of service being offered is measured in an agency's total service hours. A service hour is one bus operating in service (open to passengers) for one hour. Because operating cost varies mostly with time rather than distance, focusing on service hours is the best way to view, analyze, and compare service quantity between different transit agencies across various regions, or in the same agency over periods of time.

Over this time frame, ridership was on a downward trend from 2015 to 2019. Then, ridership dropped sharply between 2019 and 2021, largely due to the economic and social impacts of COVID-19. This trend was common nationwide, as transit agencies faced strict social distancing and health protocols.

Since that period, ridership has been gradually improving, although total service hours have remained steady. This pattern is typical of many comparable transit agencies.

In considering whether ridership is good or bad, it is important to note that travel demand has changed in profound ways, especially due to working from home. It may not be realistic to expect ridership to return to 2019 levels. However, it is definitely time to review the network and see if the service design can be improved to better match current goals and demand.

Figure 2: B-Line fixed-route ridership and service hours, 2015–2024, indexed to 2019. Ridership (blue) peaked before 2019, dropped sharply in 2020, and has been recovering slowly since. Service hours (orange) have remained relatively stable throughout. Source: NTD Annual Module Adjusted Database.



Performance Compared to Peers

The charts starting on this page show the performance of the B-Line bus system in 2024, compared to systems with a similar population.

Peer cities were selected to match Butte County, Chico, and Oroville in population, development pattern, and transit scale. However, the comparison is never perfect, and peers should not be used to imply that better outcomes elsewhere are achievable here without accounting for local context.

Investment

Investment measures the quantity of service relative to the population being served, specifically vehicle service hours per capita.

A vehicle service hour is one bus operating for one hour. Dividing total service hours by population tells us how much service each resident effectively receives.

B-Line provides about 0.39 service hours per capita, which puts it in the middle of its peer group, tied with Turlock and Santa Maria. Wenatchee provides a notably higher level of investment, while Redding and Marysville provide less.

Relevance

Relevance can represent how much transit figures into daily life by showing how many transit trips per capita are happening in each city.

Relevance divides total boardings (passenger trips) by the service area population.

With a few exceptions, relevance tracks closely with investment, indicating that most agencies are getting what they pay for. Merced and Turlock both have higher relevance than B-Line, while Santa Maria, Marysville, and Redding have lower relevance.

Figure 3: Comparing service investment between B-Line and comparable agencies. Service investment is calculated by dividing the total fixed-route vehicle service hours in operation by the population of the service area for each agency.

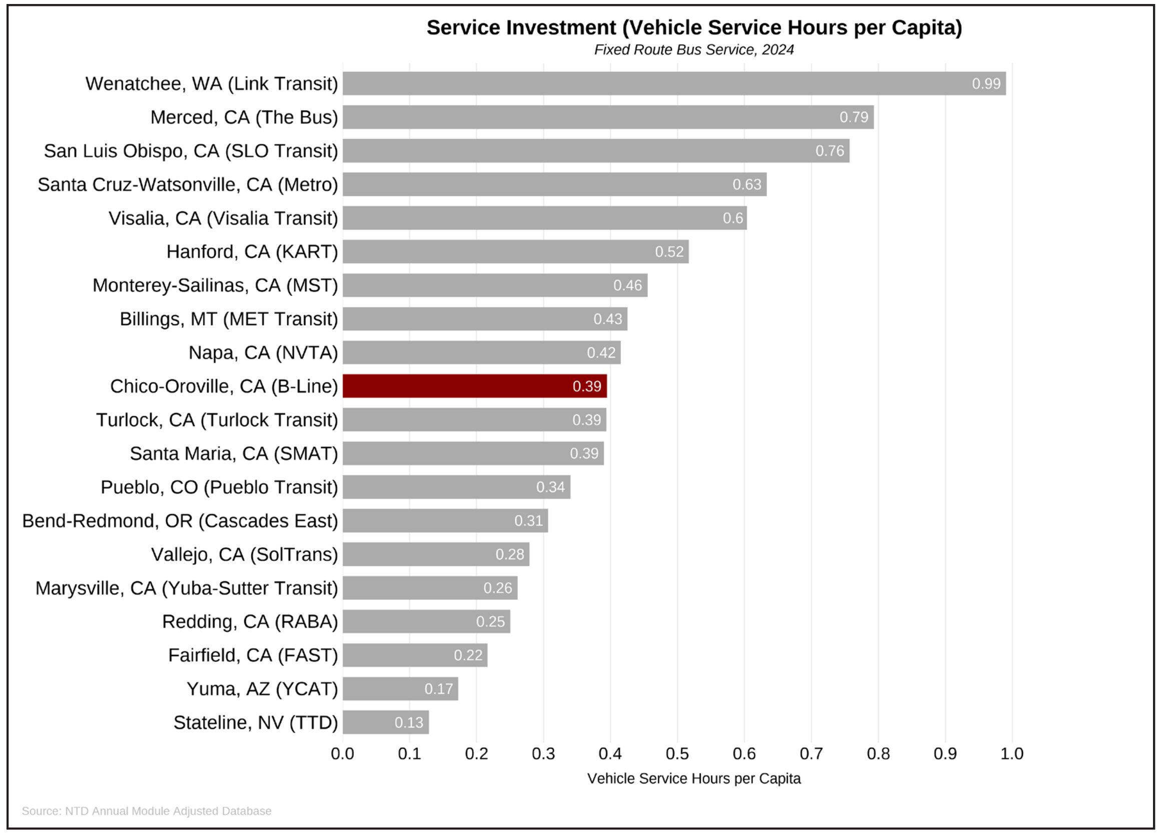
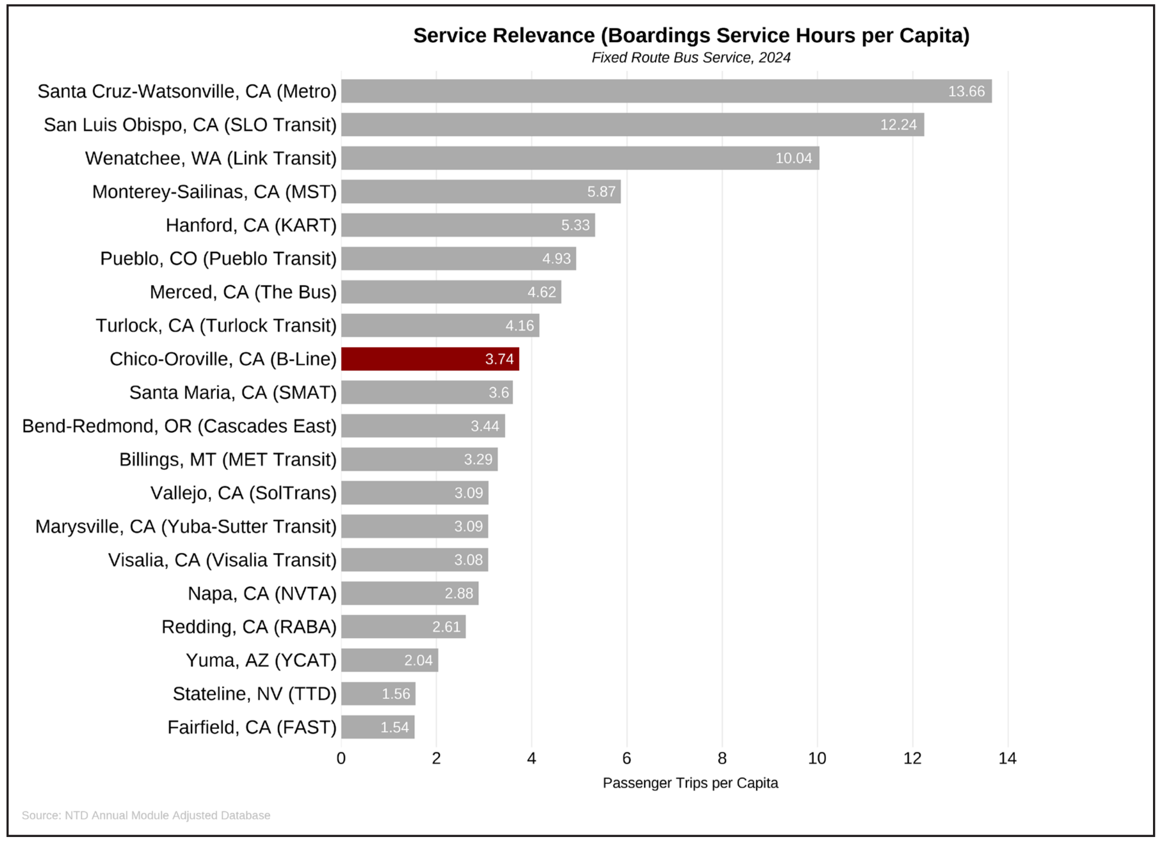


Figure 4: Evaluating Service Relevance between B-Line and comparable agencies. Service relevance is calculated by dividing the total number of passenger trips (or boardings) by the population within the service area for each agency.



Performance Compared to Peers

Productivity

People who value the environmental, business, or development benefits of transit will talk about ridership as the key to meeting their goals. However, the measure they should be tracking is not sheer ridership but ridership relative to cost.

Ridership relative to cost is called "productivity." In this report, productivity is measured as boardings per service hour (a service hour is one bus operating in service (open to passengers) for one hour):

$$\textbf{Productivity} = \frac{\textbf{Ridership}}{\textbf{Cost}} = \frac{\textbf{Boardings}}{\textbf{Service Hours}}$$

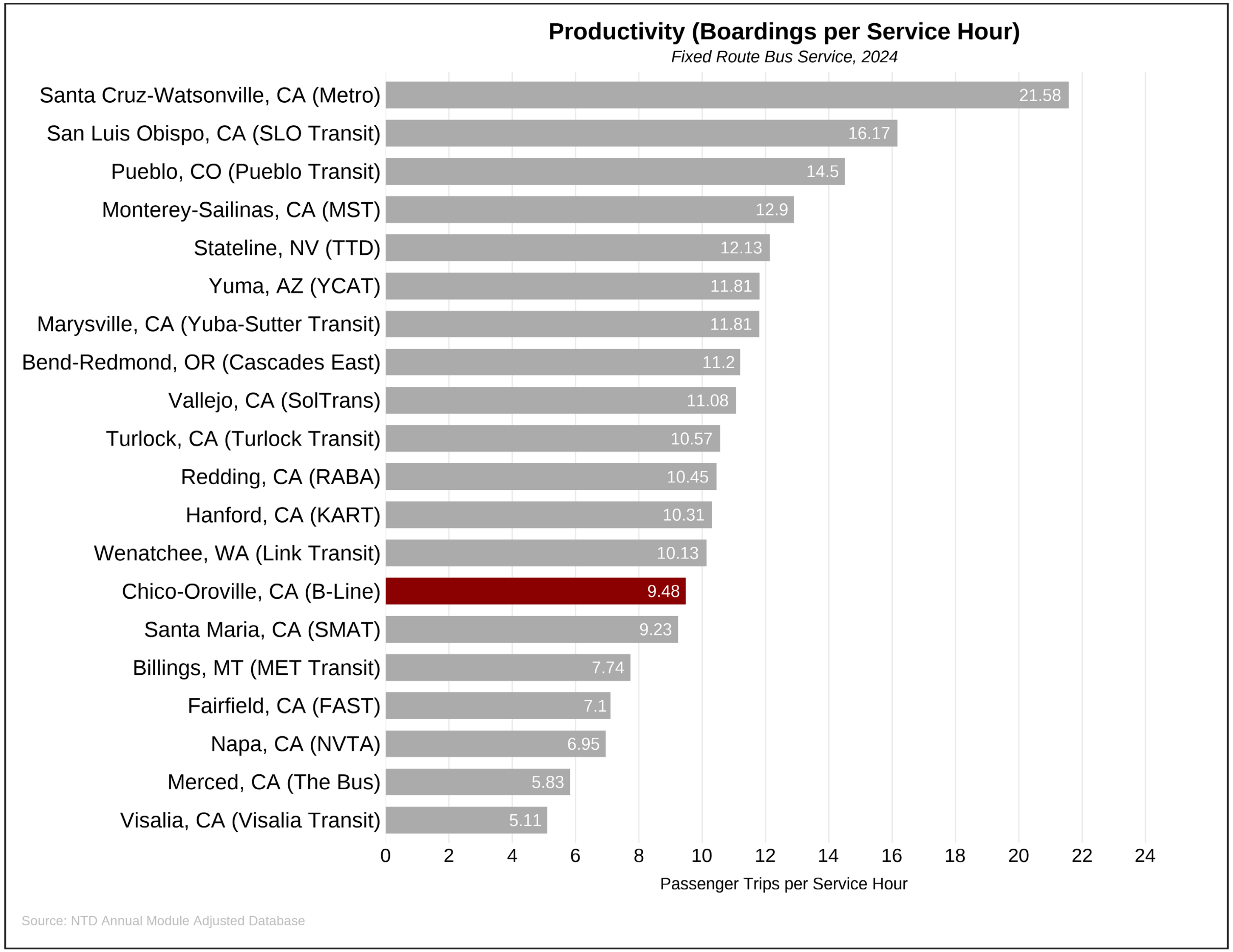
B-Line's productivity, at 9.48 boardings per service hour, ranks in the bottom half of its peer group. This may reflect land use patterns that make ridership harder to achieve, or it may reflect a network designed around coverage rather than ridership.

The demand and needs analysis in the next chapter helps clarify which explanation better fits Chico and Oroville.

IF ridership is the primary goal, B-Line should aim to increase productivity.

IF coverage is the primary goal, B-Line should expect to see a decrease in productivity, which is not a failure but an expected result.

Figure 5: Assessing service efficiency between B-Line and similar agencies. Efficiency is calculated by dividing the total number of passenger boardings by the total service hours. This metric enables quick comparison across transit agencies.



Key Choice Illustrated by Concepts

Certain issues come up in transit planning that aren't technical problems and don't have definitively correct answers. These are better viewed as choices rather than questions.

Reasonable individuals can and will have differing opinions about the best options for Chico and Oroville.

One goal of this process is to encourage a constructive discussion about these choices so that people understand what to expect from the B-Line service going forward and why the network cannot fulfill every desire.

More Ridership or More Coverage?

Every transit agency balances **two competing priorities** for their system:

- **Maximizing system ridership and**
- **Expanding coverage to the most people.**

This trade-off is demonstrated using a fictional neighborhood on the right. The small dots represent homes and workplaces. The lines represent roads. As in many neighborhoods, most activity is focused along the main roads.

A transit agency focused solely on maximizing ridership would concentrate service on the main roads, which are linear and densely populated with residents and jobs. Routes would be frequent and direct but only available in the busiest areas, as shown in the red network.

If the same agency aimed only for coverage, it would distribute buses across many routes so that every street had some service, as illustrated by the green network. Everyone would have a nearby route, but none would be frequent or direct, even in the busiest zones.

These two scenarios use the same number of buses and cost the same to operate, but they produce very different results.

The "right" balance between ridership and coverage goals varies in every community. It can also shift over time as the values, needs, and goals of a community evolve.

The choice between these goals is not an either-or situation. Most transit providers allocate part of their service budget to maximizing ridership and the rest to providing coverage. You don't have to choose just one goal to pursue.

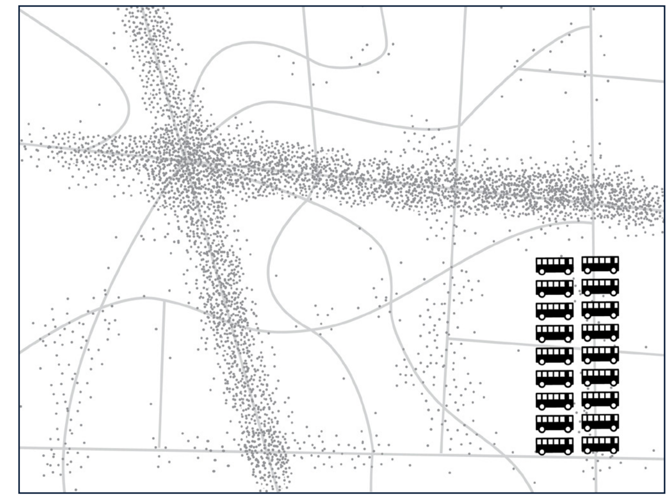
However, every transit provider finds a specific balance between these two goals somewhere along the spectrum between the extremes.

B-Line can dedicate some service to each goal, but...

Within any limited budget, if an agency wants to increase one of these goals, it must reduce the other. For example, if B-Line is asked to be more "efficient" by attracting more riders, it can boost frequencies (or extend service hours) in areas with the highest potential ridership. This will likely increase ridership. But doing so would require cutting service elsewhere or at other times, reducing their ability to provide coverage to the most amount of people.

The scenarios outlined in this report depict what transit in Chico and Oroville might look like at the far ends of the ridership-coverage spectrum. Neither extreme is expected to be the ideal solution; the right balance is one that mirrors the community's values. This study is requesting your help to decide on that balance.

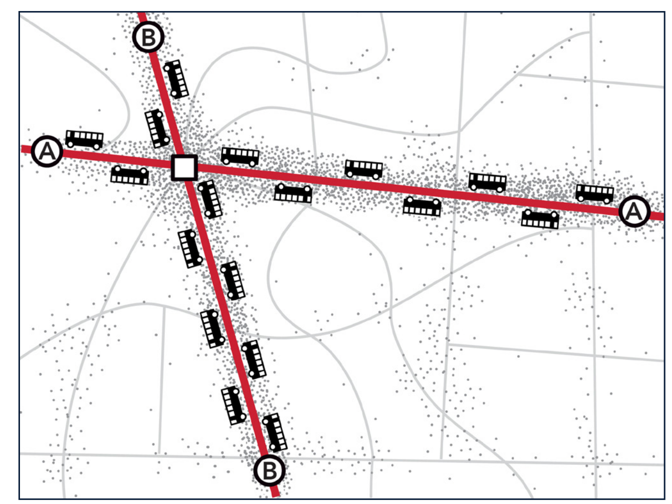
Figure 6: The Ridership / Coverage Trade-off: Abstract Example for Local Service



Imagine you are the transit planner for this fictional town. The dots represent people and jobs and are most concentrated around two roads, as in many towns.

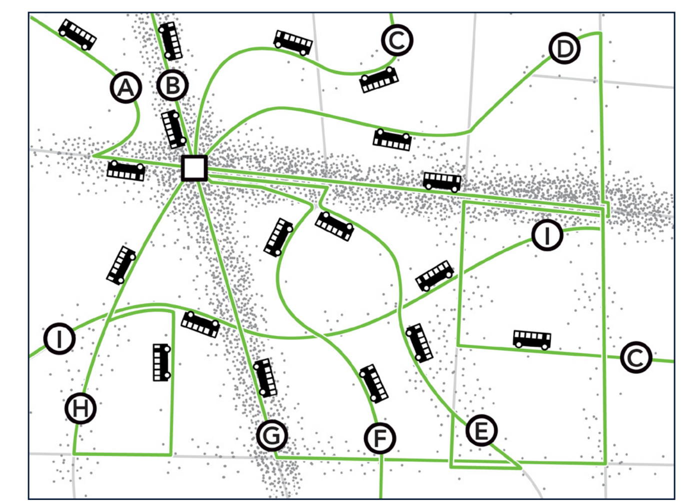
You have 18 buses to design a transit network.

Before you can plan transit routes, you must first decide: What is the purpose of your transit system?



High Ridership Goal

All 18 buses are focused on the busiest streets, so buses come frequently (maybe every 15 minutes). Waits are short but walks to service are longer for people in less populated areas. Frequency and ridership are high but some places have no service.



High Coverage Goal

The 18 buses are spread around so that there is a route on every street. Everyone lives near a stop, but buses come infrequent (maybe every 60 minutes). Only a few people can bear to wait so long, so ridership is low.

Concepts Summary

Network Concepts

This report introduces Conceptual Networks that illustrate a range of possibilities for the future B-Line local bus networks operating in Chico and in Oroville.

During the phase of public engagement based on this report, the question for the public is,

"Where on the spectrum between these two Concepts should the future local B-Line bus service be?"

The maps at right are snapshots of Current Service, Coverage Concepts, and Ridership Concepts for Chico and Oroville's local service.

Different Purposes

The Concepts were designed to be very different from each other.

The **Ridership Concepts** are designed to:

- Put the largest number of people within reach of frequent, useful transit.
- Focus service on the areas with the most residents, the most jobs, and the most vulnerable people.
- Use routes that are direct and efficient to operate given Chico and Oroville's layout.

The **Ridership Concepts** are **not** designed to:

- Continue legacy patterns of service simply because they have always existed.
- Serve all new development automatically.
- Spread a little service across as many places as possible, that goal conflicts directly with high ridership.

The **Coverage Concepts** are designed to:

- Maintain at least minimal service in every area currently served.
- Put service within reach of as many people as possible, even if buses run infrequently.
- Extend some minimal service to newly developed areas.
- Function as a connected network despite operating mostly at low frequencies.

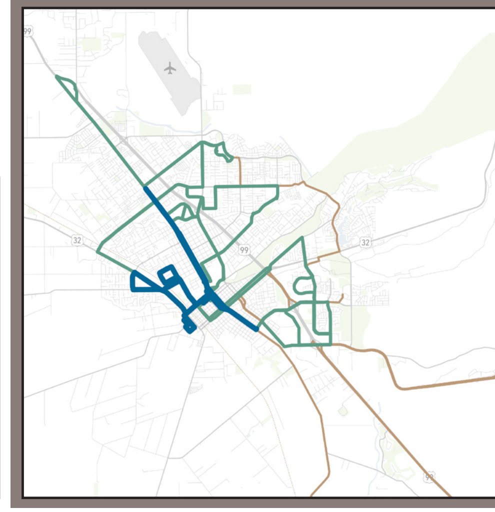
The **Coverage Concepts** are **not** designed to:

- Attract high ridership relative to operating costs.
- Reduce driving or traffic congestion.
- Maintain today's frequencies everywhere, some must be reduced to extend coverage further.

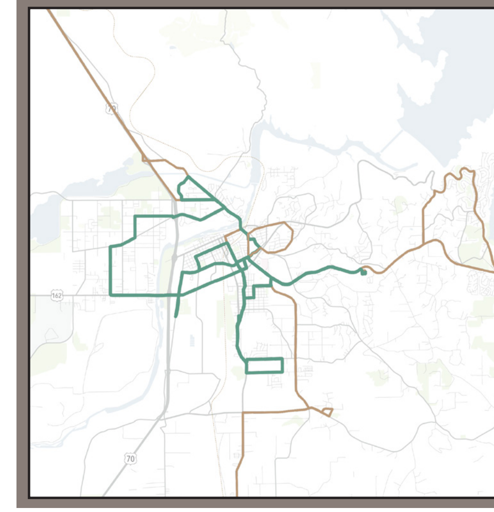
More detailed maps of the concepts appear in Chapter 5 of this report.

The bus comes about every...
- 30 minutes
- 60 minutes
- More than 60 minutes

Chico Current Service

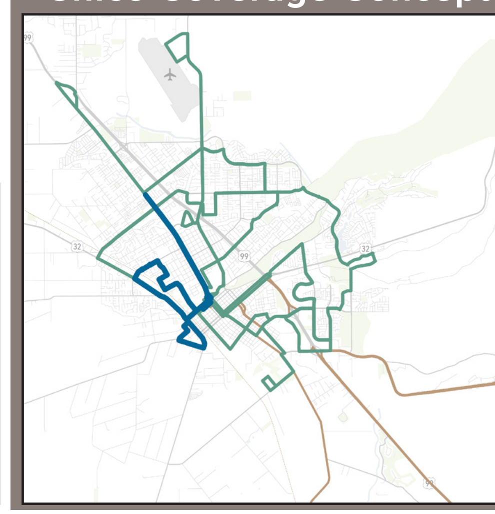


Oroville Current Service

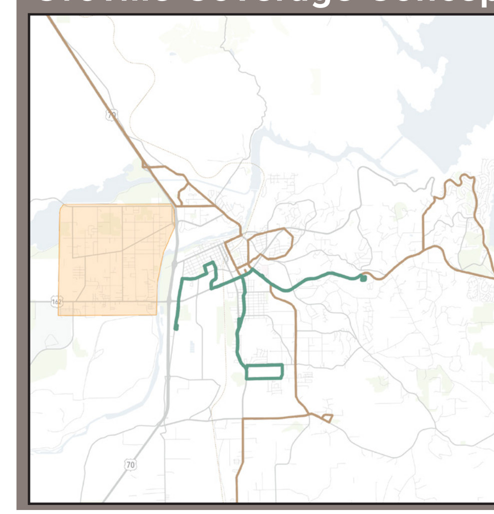


The bus comes about every...
- 30 minutes
- 60 minutes
- More than 60 minutes
- Flex Zone

Chico Coverage Concept

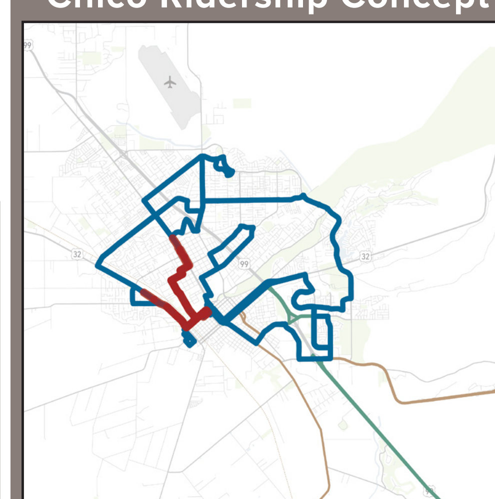


Oroville Coverage Concept

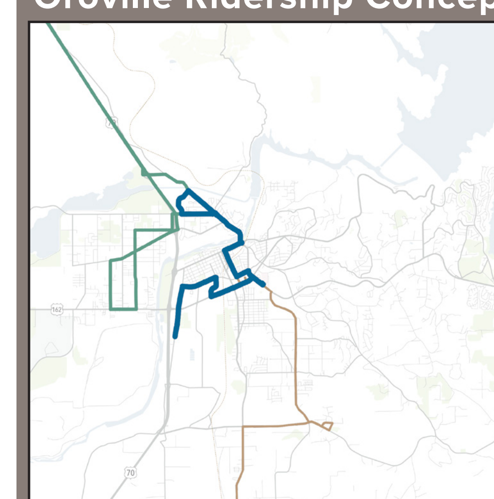


The bus comes about every...
- 15 minutes
- 30 minutes
- 60 minutes
- More than 60 minutes

Chico Ridership Concept



Oroville Ridership Concept



Concepts Outcomes

The two concepts produce very different results for residents of Chico and Oroville. Understanding both measures below, **access to opportunities** and **proximity to transit**, is important, because they tell different parts of the same story.

The Coverage Concept reaches more people. More residents live within a half-mile of a stop. But those stops serve less frequent routes, which means the jobs and destinations reachable within a given travel time are fewer.

The Ridership Concept reaches fewer people overall, but the people it does reach gain access to dramatically more jobs, because frequent service means shorter waits and more destinations become reachable within the same amount of time.

This is the core trade-off this study is asking the community to weigh.

Access to Opportunity

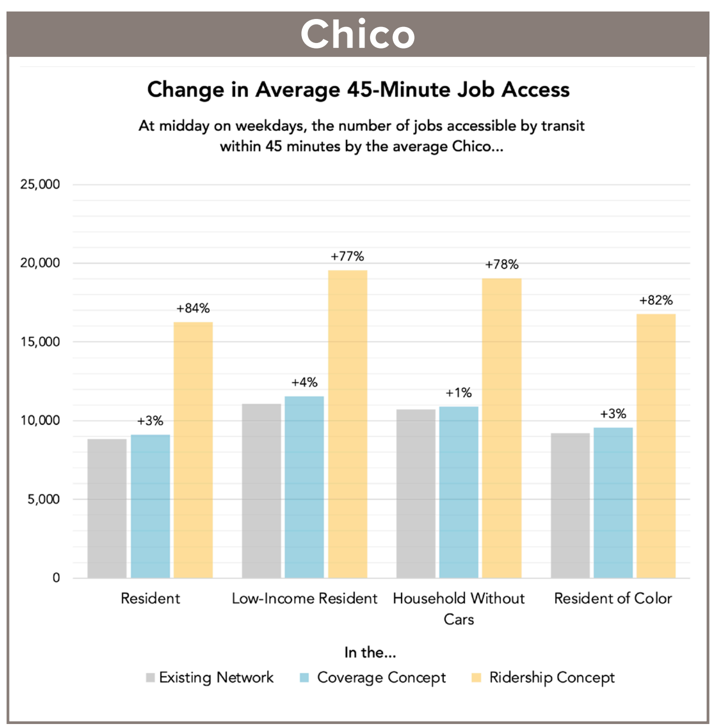
Access to jobs is a good predictor of transit ridership. Job locations tend to be destinations for other trips such as socializing, shopping, medical appointments and errands. Access analysis answers the basic question:

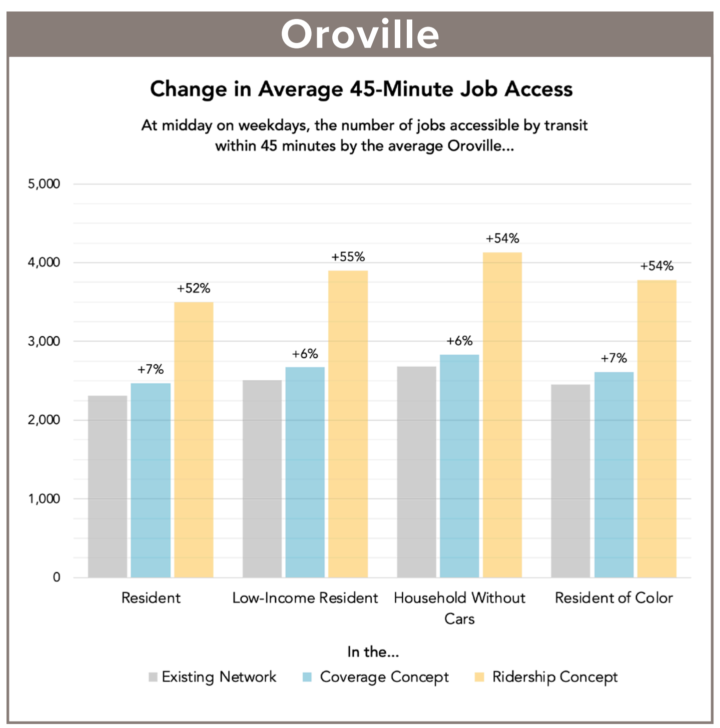
"Can I get to the various places I want to go, in a reasonable amount of time?"

The two charts below compare job access on a weekday at midday for Chico and Oroville.

- **In Chico, Access to jobs within 45-minutes would increase slightly by +3% under the Coverage Concept and significantly by +84% in the Ridership Concept.**
- **In Oroville, Access to jobs within 45-minutes would increase by +7% in the Coverage Concept and significantly by +52% in the Ridership Concept.**

Figure 7: These two charts illustrate the overall change in job accessibility within a 45-minutes travel time for Chico and Oroville. Both scenarios show improvements in job access, but the Ridership Concepts result in substantially higher increases in 45 minutes of travel.





Proximity to Transit

The mere presence of transit provides some lifeline mobility, even if most people don't use it or use it only rarely.

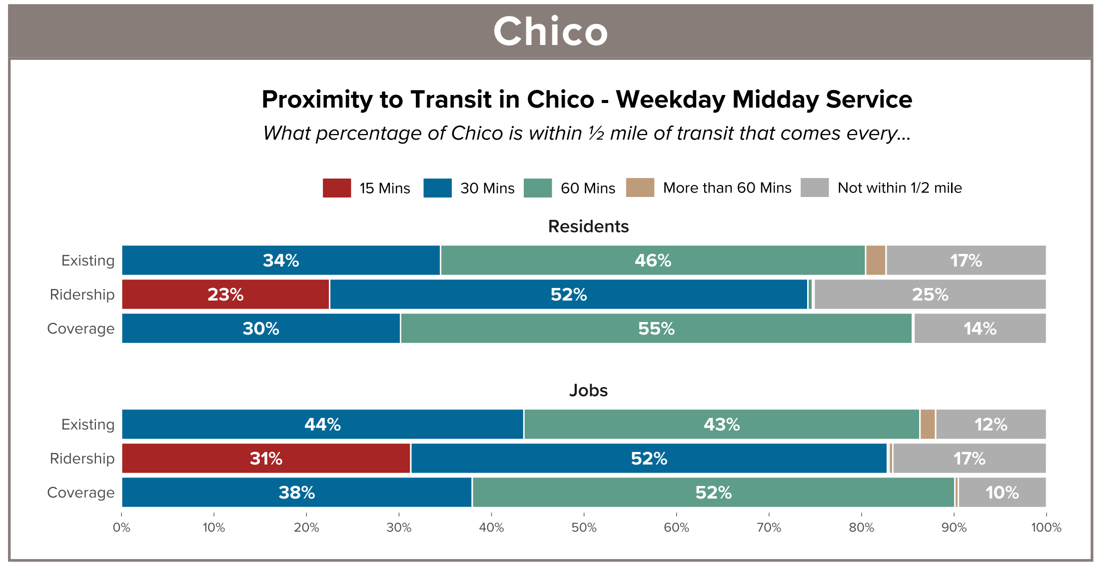
In Chico, the Coverage Concept would get at least minimal transit close to more residents than the Ridership Concept – 86% compared to 75%.

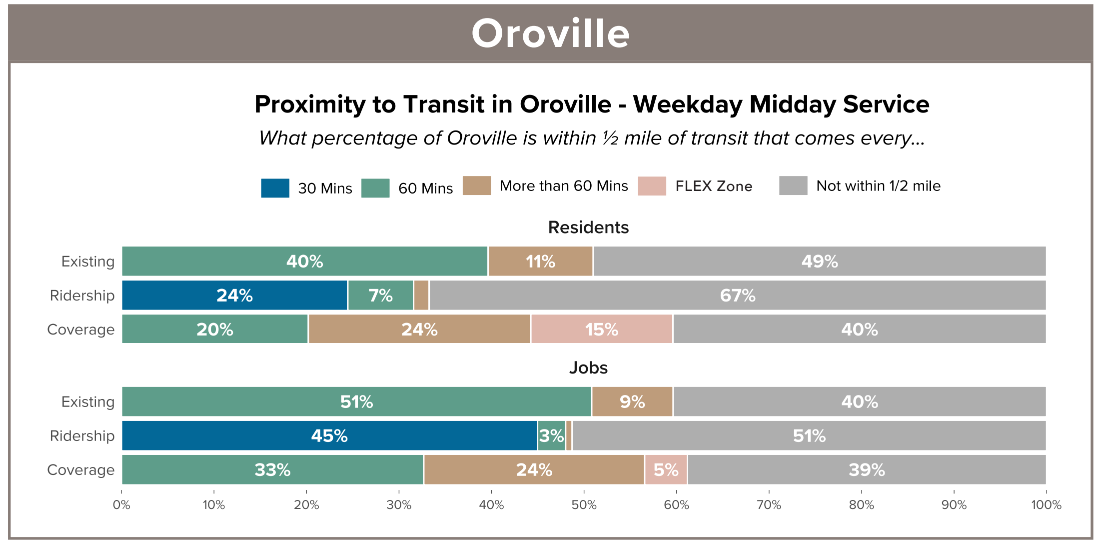
In Oroville, the Coverage Concept would get at least minimal transit close to more residents than the Ridership Concept – 60% compared to 33%.

The two bar charts below provide more detail on the proximity of residents and jobs to any transit, and to transit of various frequencies.

Overall the Coverage Concepts will place more people and jobs near a bus stop, but the frequency of the bus serving that stop is likely to be less useful than people able to reach a stop under the Ridership Concepts.

Figure 8: The two bar charts below illustrate the overall change in the total number of residents and jobs within a 1/2 mile (about a 10-minute walk) of a bus stop between the Existing Network, the Ridership Concepts, and the Coverage Concepts for Chico and Oroville.





What is in this report?

Current Conditions

Section 2: The Geometry of Transit

What makes a transit network useful? This section explains the basic trade-off between designing for high ridership and designing for wide coverage, and why no network can fully achieve both with a fixed budget.

Section 3: Demand and Needs

Where do people live, work, and travel in Chico and Oroville? This section maps residential and job density, travel patterns, and the populations who may benefit from transit most.

Section 4: B-Line's Existing Network

A look at how today's Chico and Oroville bus networks operate: where service runs, when it runs, how riders currently use it, and how each route performs.

Network Concepts

Section 5: Introducing the Concepts

A high-level overview of the two concepts developed for this study: the Coverage Concept and the Ridership Concept.

If you are interested in the high-level overview of each concept, this is where you should start.

Section 6: Comparing Concept Proximity Outcomes

How would each concept change who lives near a bus stop? This section compares both concepts against today's network.

Section 7: Comparing Concept Access to Opportunity Outcomes

How would each concept change the number of opportunities and destinations people could reach? This section compares both concepts against today's network.

Next Steps

Section 8: What Do You Think and Next Steps

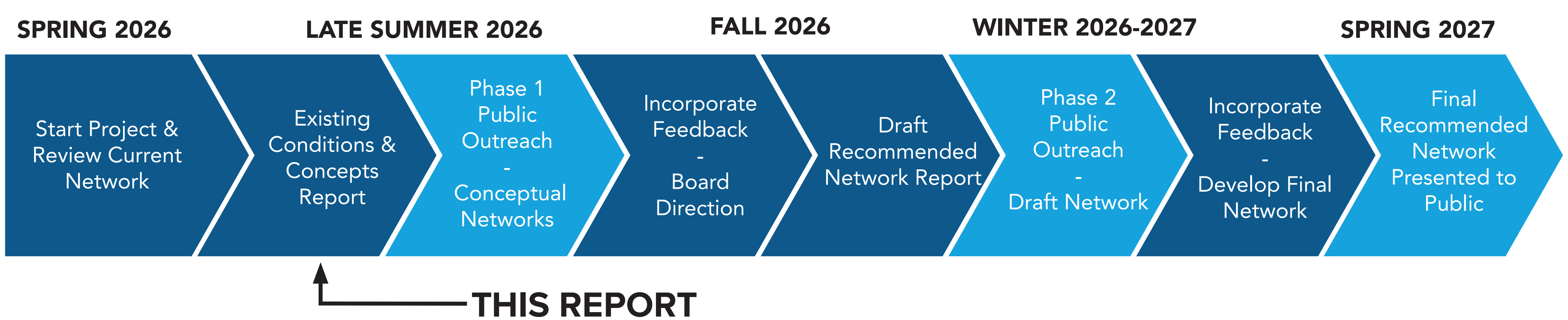
How to share your feedback on these concepts, and what happens next in the study process.

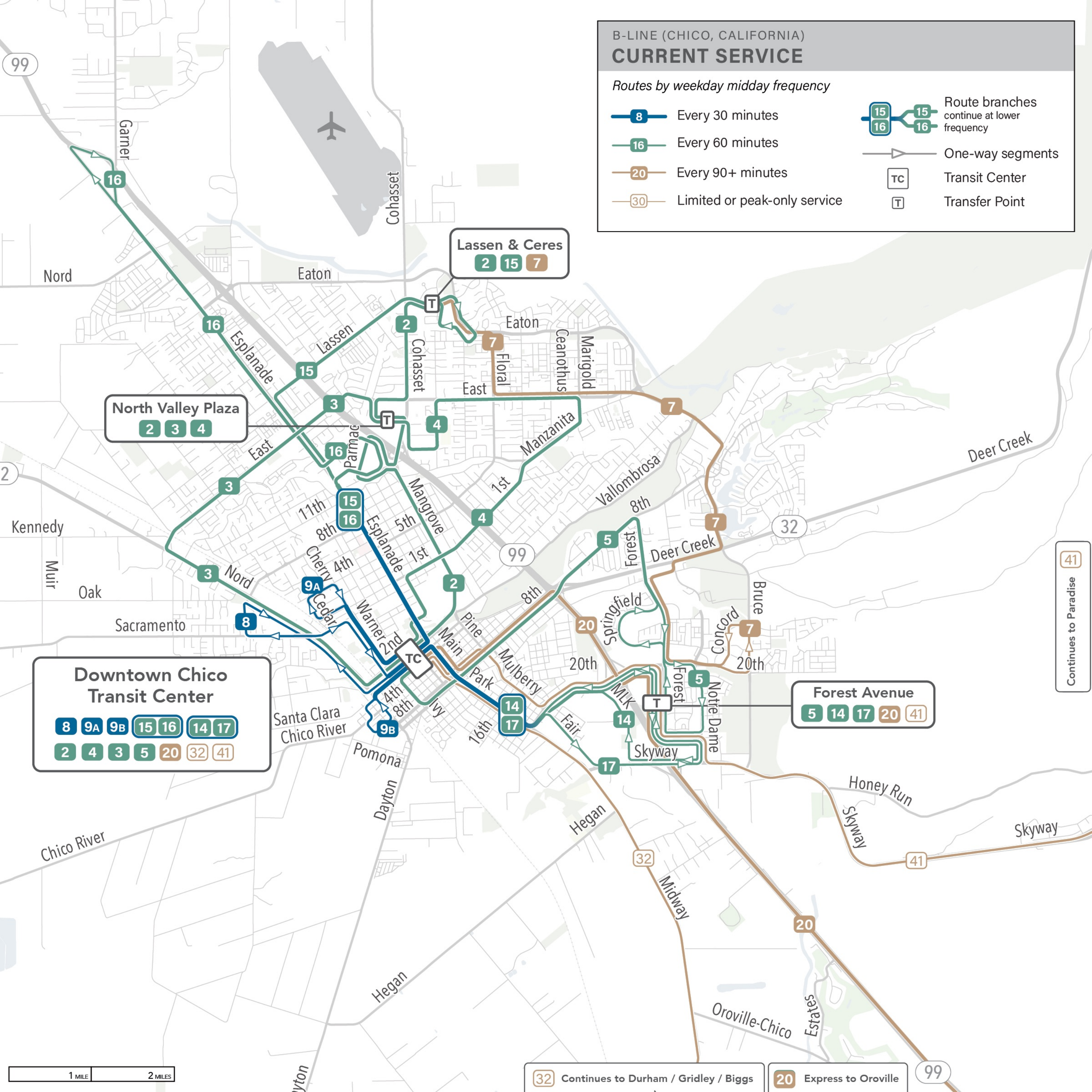
These Network Concepts Are <u>Not</u> Final.

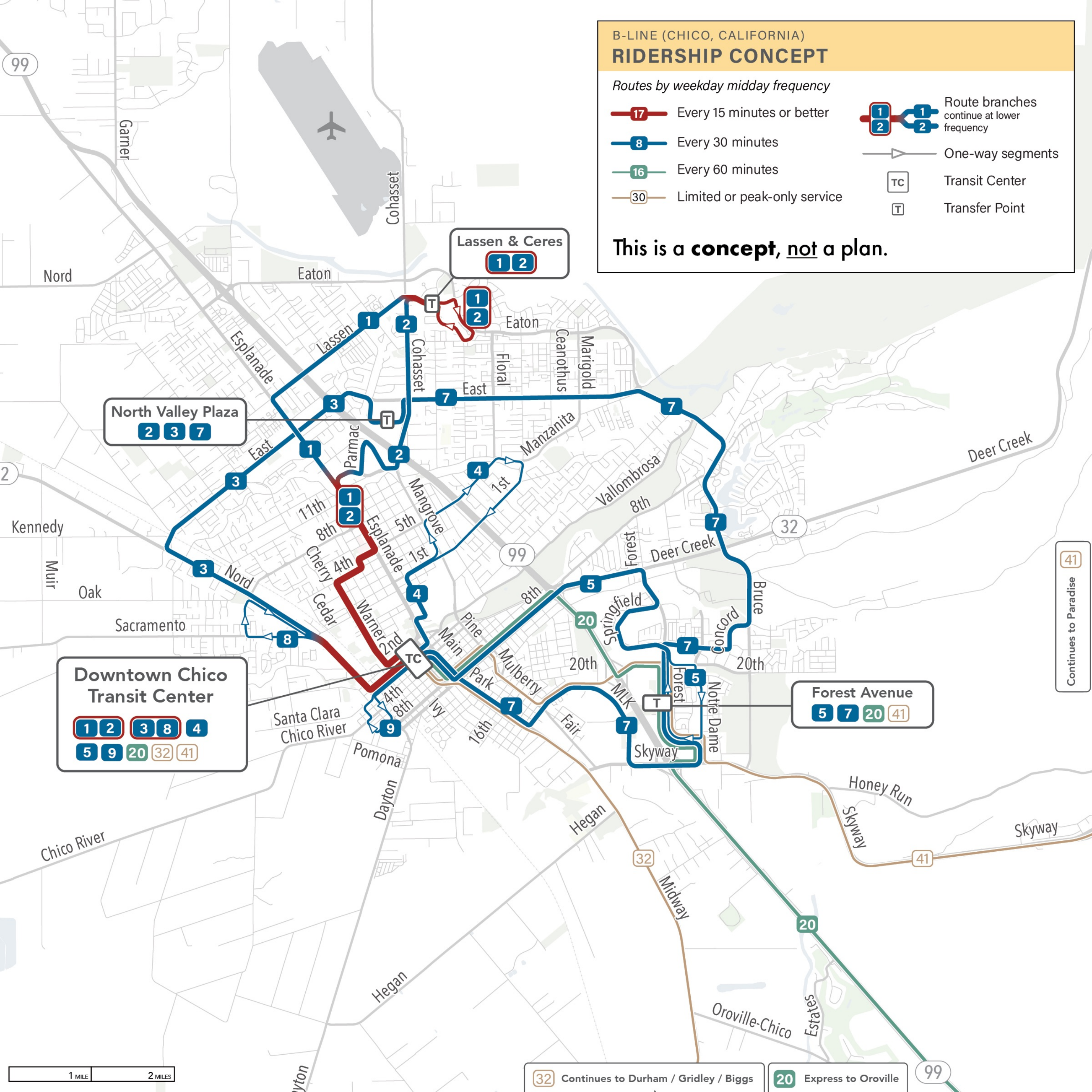
These conceptual bus networks are not final versions. They are designed to illustrate what could be possible at either end of the ridership-coverage spectrum so that the public, local officials, and B-Line staff can collaborate to determine where the future network should be positioned.

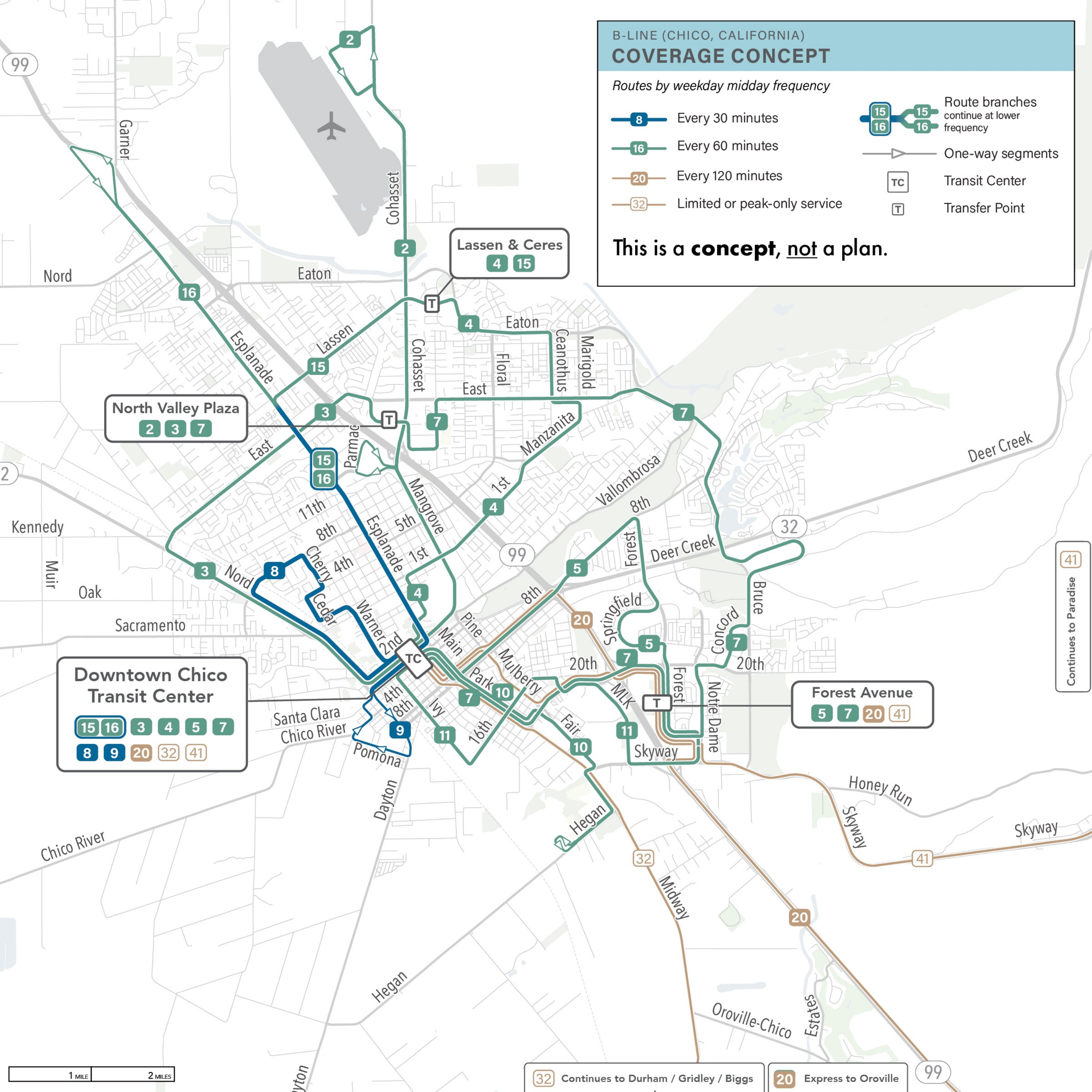
Your input on these concepts will directly influence the Draft Recommended Network later this year. See timeline to the right for project next steps.

Figure 9: This project timeline outlines the forthcoming phases in this extensive Network Study. Two key phases of Public Outreach will help gather feedback and input from the community to help direct and guide the draft and final networks that will be developed over the next year.

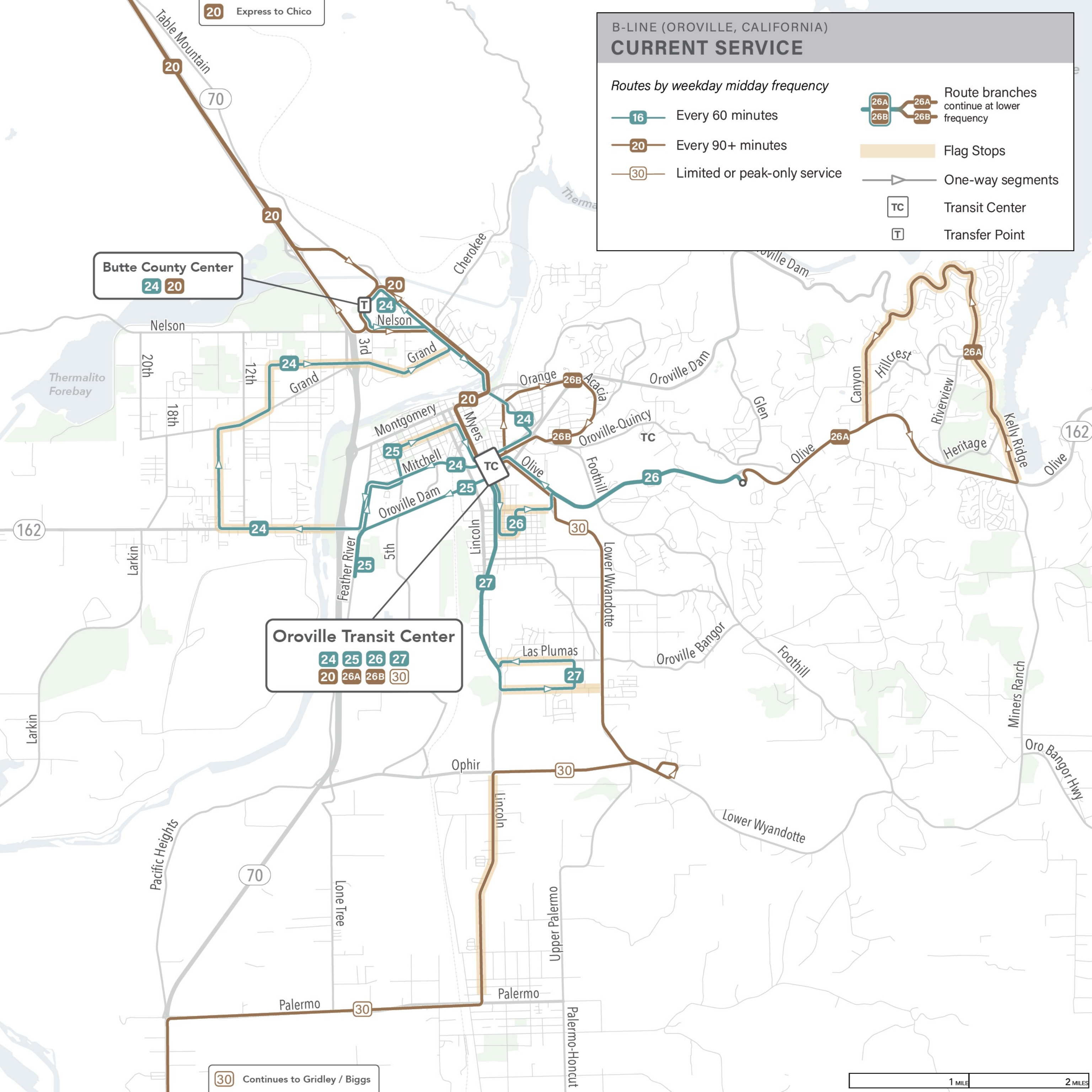



B-LINE (CHICO, CALIFORNIA)
CURRENT SERVICE
Routes by weekday midday frequency
8 Every 30 minutes
16 Every 60 minutes
20 Every 90+ minutes
30 Limited or peak-only service
15 16 15 16 Route branches continue at lower frequency
One-way segments
TC Transit Center
T Transfer Point
Lassen & Ceres
2 15 7
North Valley Plaza
2 3 4
Downtown Chico Transit Center
8 9A 9B 15 16 14 17
2 4 3 5 20 32 41
Forest Avenue
5 14 17 20 41
Continues to Paradise
41
32 Continues to Durham / Gridley / Biggs
20 Express to Oroville
1 MILE
2 MILES
99
32
Garner
Cohasset
Nord
Eaton
Esplanade
Lassen
East
Floral
Ceanothus
Marigold
Manzanita
Parmac
Mangrove
1st
11th
8th
5th
4th
Cherry
Cedar
Warner
2nd
Kennedy
Muir
Oak
Sacramento
Vallombrosa
Deer Creek
Forest
Springfield
Concord
Bruce
20th
Pine
Main
Park
Mulberry
Ivy
16th
MLK
Fair
Skyway
Notre Dame
Santa Clara
Chico River
Pomona
Dayton
Hegan
Midway
Honey Run
Oroville-Chico
Estates

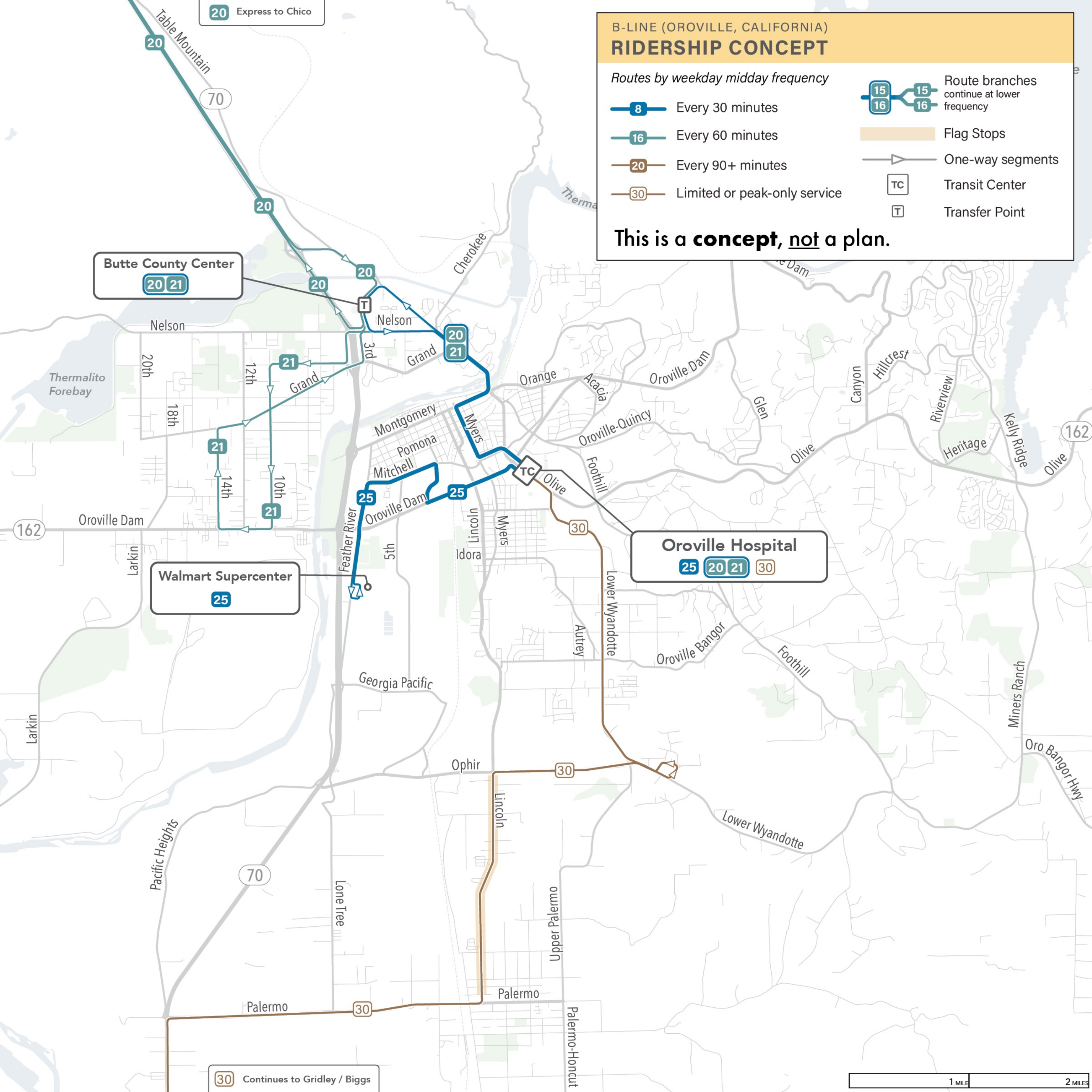

B-LINE (CHICO, CALIFORNIA)
RIDERSHIP CONCEPT
Routes by weekday midday frequency
17 Every 15 minutes or better
8 Every 30 minutes
16 Every 60 minutes
30 Limited or peak-only service
Route branches continue at lower frequency
One-way segments
TC Transit Center
T Transfer Point
This is a concept, not a plan.
Lassen & Ceres
North Valley Plaza
Downtown Chico Transit Center
Forest Avenue
Continues to Paradise
32 Continues to Durham / Gridley / Biggs
20 Express to Oroville
1 MILE
2 MILES
Garner
Cohasset
Nord
Eaton
Esplanade
Lassen
Floral
Ceanothus
Marigold
East
Manzanita
Parmac
Mangrove
1st
11th
8th
5th
Cherry
4th
Cedar
Warner
2nd
Kennedy
Muir
Oak
Sacramento
Vallombrosa
Forest
Deer Creek
Bruce
Concord
Springfield
20th
Pine
Main
Mulberry
Park
Ivy
16th
MLK
Fair
Notre Dame
Skyway
Santa Clara
Chico River
Pomona
Dayton
Hegan
Midway
Honey Run
Oroville-Chico
Estates

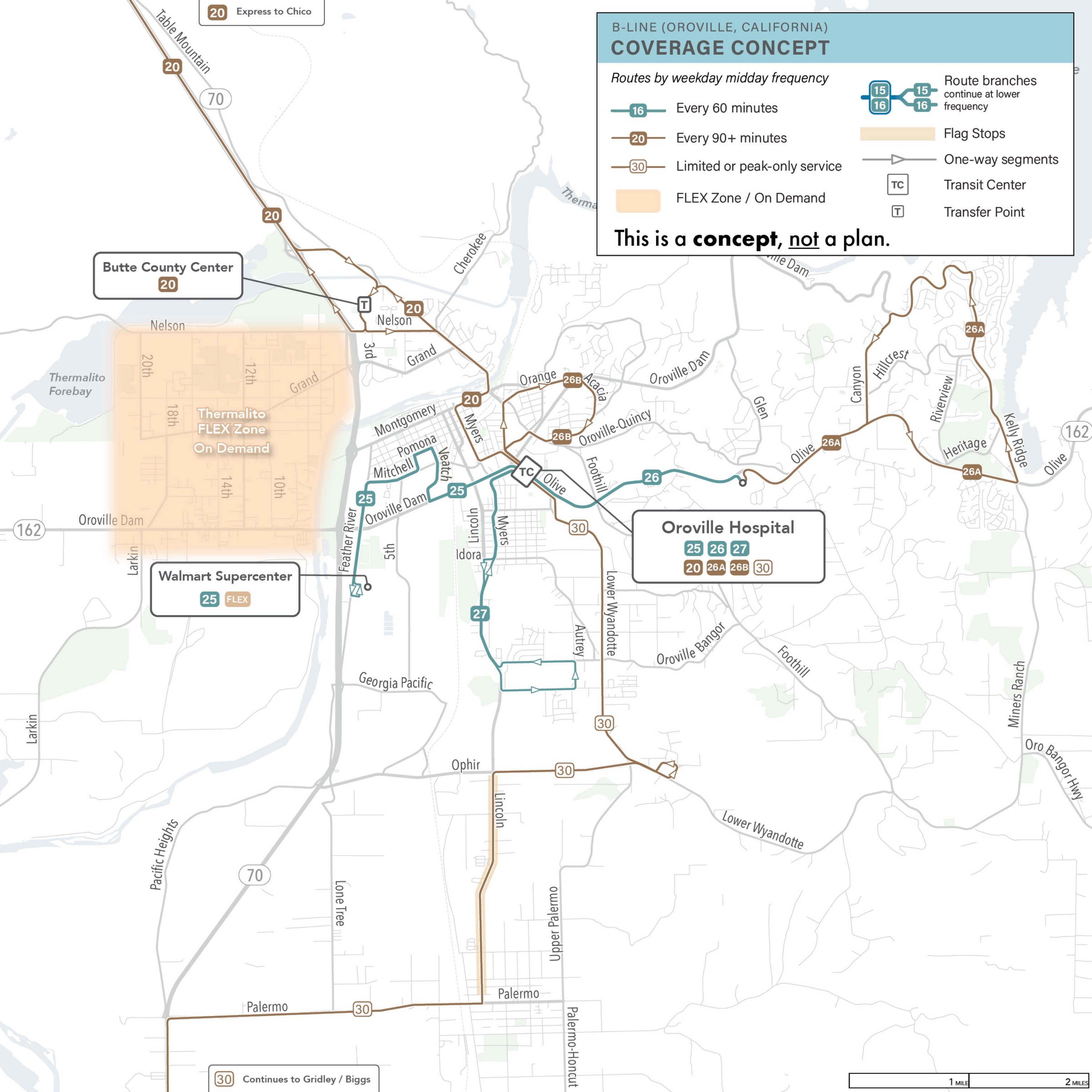


B-LINE (CHICO, CALIFORNIA)
COVERAGE CONCEPT
Routes by weekday midday frequency
8 Every 30 minutes
16 Every 60 minutes
20 Every 120 minutes
32 Limited or peak-only service
15 16 15 16 Route branches continue at lower frequency
One-way segments
TC Transit Center
T Transfer Point
This is a concept, not a plan.
Lassen & Ceres
4 15
North Valley Plaza
2 3 7
Downtown Chico Transit Center
15 16 3 4 5 7
8 9 20 32 41
Forest Avenue
5 7 20 41
Continues to Paradise
41
32 Continues to Durham / Gridley / Biggs
20 Express to Oroville
1 MILE
2 MILES
99
Garner
Cohasset
Nord
Eaton
Esplanade
Lassen
East
Parmac
Floral
Ceanothus
Marigold
Manzanita
Mangrove
1st
5th
11th
8th
4th
Cherry
Cedar
Warner
2nd
Vallombrosa
Forest
Deer Creek
Kennedy
Muir
Oak
Sacramento
Pine
Main
Park
Mulberry
Ivy
16th
20th
Springfield
Concord
Bruce
MLK
Fair
Notre Dame
Skyway
Santa Clara
Chico River
Pomona
Dayton
Hegan
Honey Run
Midway
Oroville-Chico
Estates
32



B-LINE (OROVILLE, CALIFORNIA)
CURRENT SERVICE
Routes by weekday midday frequency
16 Every 60 minutes
20 Every 90+ minutes
30 Limited or peak-only service
26A 26B Route branches continue at lower frequency
Flag Stops
One-way segments
TC Transit Center
T Transfer Point
20 Express to Chico
Butte County Center
24 20
Oroville Transit Center
24 25 26 27
20 26A 26B 30
30 Continues to Gridley / Biggs
Table Mountain
70
Cherokee
Thermalito Forebay
Nelson
20th
18th
12th
3rd
Grand
Montgomery
Myers
Mitchell
Oroville Dam
Feather River
5th
Lincoln
Orange
Acacia
Oroville-Quincy
Olive
Foothill
Glen
Canyon
Hillcrest
Riverview
Heritage
Kelly Ridge
162
Larkin
Lower Wyandotte
Oroville Bangor
Las Plumas
Ophir
Miners Ranch
Oro Bangor Hwy
Pacific Heights
Lone Tree
Upper Palermo
Palermo
Palermo-Honcut
1 MILE
2 MILES


B-LINE (OROVILLE, CALIFORNIA)
RIDERSHIP CONCEPT
Routes by weekday midday frequency
8 Every 30 minutes
16 Every 60 minutes
20 Every 90+ minutes
30 Limited or peak-only service
15 16 Route branches continue at lower frequency
Flag Stops
One-way segments
TC Transit Center
T Transfer Point
This is a concept, not a plan.
20 Express to Chico
Butte County Center 20 21
Walmart Supercenter 25
Oroville Hospital 25 20 21 30
30 Continues to Gridley / Biggs
Table Mountain
Thermalito Forebay
Nelson
Grand
3rd
20th
18th
12th
14th
10th
Oroville Dam
Montgomery
Pomona
Mitchell
Myers
Olive
Orange
Acacia
Oroville-Quincy
Foothill
Cherokee
Glen
Canyon
Hillcrest
Riverview
Heritage
Kelly Ridge
Feather River
5th
Lincoln
Idora
Larkin
Lower Wyandotte
Autrey
Oroville Bangor
Georgia Pacific
Ophir
Miners Ranch
Oro Bangor Hwy
Pacific Heights
Lone Tree
Upper Palermo
Palermo
Palermo-Honcut
70
162
1 MILE
2 MILES


B-LINE (OROVILLE, CALIFORNIA)
COVERAGE CONCEPT
Routes by weekday midday frequency
16 Every 60 minutes
20 Every 90+ minutes
30 Limited or peak-only service
FLEX Zone / On Demand
15 16 Route branches continue at lower frequency
Flag Stops
One-way segments
TC Transit Center
T Transfer Point
This is a concept, not a plan.
20 Express to Chico
Table Mountain
70
Butte County Center
20
Nelson
Thermalito Forebay
Thermalito FLEX Zone On Demand
20th
18th
14th
12th
10th
Grand
3rd
Cherokee
Montgomery
Pomona
Mitchell
Veatch
Myers
Orange
Acacia
26B
Oroville Dam
Oroville-Quincy
Glen
Canyon
Hillcrest
Riverview
Heritage
Kelly Ridge
26A
Olive
162
Foothill
26
25
TC
Oroville Dam
Feather River
5th
Lincoln
Idora
Larkin
Walmart Supercenter
25 FLEX
Oroville Hospital
25 26 27
20 26A 26B 30
27
Autrey
Lower Wyandotte
Oroville Bangor
Miners Ranch
Oro Bangor Hwy
Georgia Pacific
Ophir
30
Pacific Heights
Lone Tree
Upper Palermo
Palermo
Palermo-Honcut
30 Continues to Gridley / Biggs
1 MILE
2 MILES

Butte County Association of Governments

Board of Directors Meeting
ITEM #6

BCAG Board of Directors

Agenda Item #6 – Information

Date: **September 24, 2026**

Subject: **FY 2024/25 Title VI Program – Annual Review**

Contact: **Amy White, Transportation Analyst**

Summary: As part of the U.S. Department of Justice and federal Office of Civil Rights, and in accordance with Section 601 of the Title VI of the Civil Rights Act of 1964, BCAG has a Title VI Program in place for compliance in ensuring the level and quality of BCAG services is provided without regard to race, color or national origin.

The current Board-approved program document is effective from June 1, 2025, through May 31, 2028, and can be reviewed online here:

https://www.bcag.org/title-vi#docaccess-30d35bd26096cbb2f4dfd0de37d6859d1af0ce4ef3037bae95f9cdc6ce012bc9

More information about BCAG Title VI Program and process can be viewed here: https://www.bcag.org/Regulations/Title-VI/index.html

As part of the Title VI program, an annual review is conducted for the period of June 1st of the previous year through May 31st of the current year and provides ongoing administrative oversight of interactions with identified Limited English Proficient (LEP) populations in the region.

The 2026 annual review found an average of six encounters with LEP customers per month. No additional languages were significantly encountered beyond the current LEP designated language groups. Communication aids used by staff during LEP encounters continue to include the Language Identification Flashcard, smartphone-based translation apps and acquiring assistance from bilingual staff that are fluent in Spanish and Hmong.

Language assistance programs, agency provided communication aids and the agency's financial resources continue to be sufficient to meet the current area need. Additionally, B-Line had the full schedule brochure, the system map and paratransit informational brochures recently translated into Spanish and Hmong. BCAG and B-Line staff continue to comply with the goals of the current Title VI program. No valid Title VI complaints were received between June 1, 2025, and May 31, 2026.

Action requested: This item is presented for information.

Attachment: None.

Butte County Association of Governments

BCAG
BUTTE COUNTY ASSOCIATION OF GOVERNMENTS

Board of Directors Meeting
ITEM #7

BCAG Board of Directors

Agenda Item #7 - Information

Date: September 24, 2026

Subject: Butte Regional Transit Paradise Routing and Ridership

Contact: Victoria Proctor, Transportation Analyst

Summary: In response to the request made at the August 27, 2026 board meeting, staff has prepared the following staff report and summary of the routing changes and ridership fluctuations in Paradise and Magalia.

In order to best illuminate the issues surrounding the Town of Paradise, analysis includes historical data from the 2017/18 fiscal year. That is the last complete fiscal year prior to the Camp Fire in November 2018.

Action requested: For information purposes only.

Attachment: Staff Report, Paradise Ridership Charts

Agenda Item #7 - Information

Staff Report:

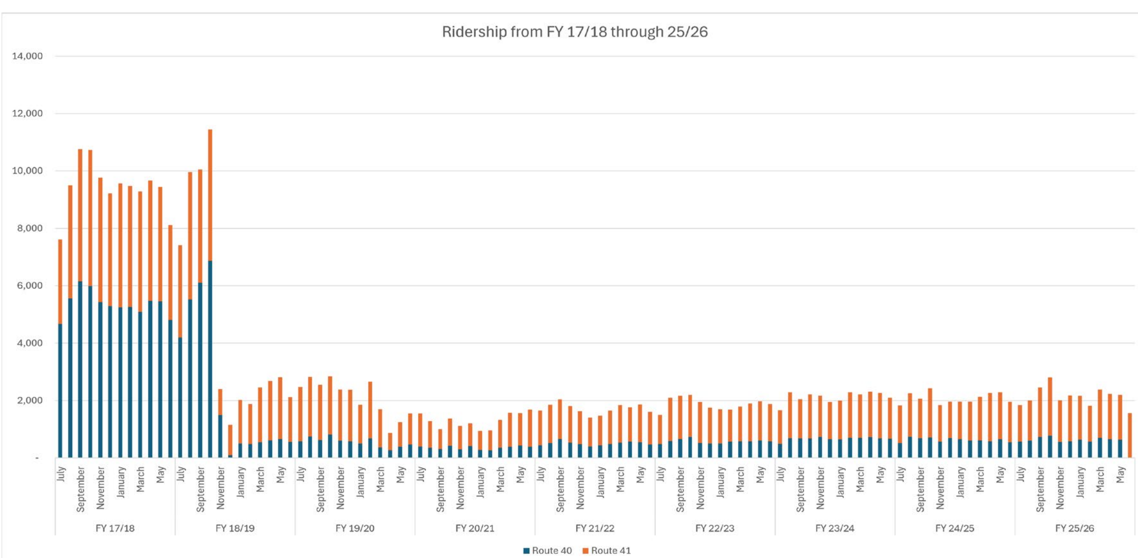
Since the consolidation of transit services in Butte County in 2005, Butte Regional Transit Board of Directors has maintained a policy objective to provide baseline transit service to each of the member jurisdictions. This coverage offers vital access to lifeline services by connecting the rural communities Magalia and Biggs with Chico and Oroville.

These intercity lifeline routes are Routes 20, 30, 31, 32, 40, and 41. Routes 30 and 32 are connections to Biggs and Gridley and are not under examination. Route 20 connects Chico and Oroville and is predominately used as a commuter route. Historically, Route 40 also operated as a commuter route. However, in 2017/18 its ridership was an average of 56% of the ridership on Route 20. When combining Route 40 and 41, that comparison to Route 20 becomes closer to 1:1. These three routes (20, 40, and 41) had been propping up the rural fixed route farebox recovery ratio for years until the Camp Fire.

Route 31 connected Paradise directly to Oroville via Clark Road and saw a monthly average of 191 riders prior to its discontinuation. Directly following the Camp Fire in November 2018 Route 31 between Paradise and Oroville was discontinued, and the number of runs on Routes 40 and 41 were reduced from a collective twenty-two round trips to nine round trips during the week with Saturday service being cut in half, and Sunday service eliminated entirely.

The chart below shows the ridership levels on the combined Routes 40 and 41 from July 2017 through June 2026. The blue on the bottom is Route 40 between Paradise and Chico, and the orange on top represents Route 41 between Paradise Pines and Chico. These ridership trends visually display the context of the population loss experienced as a result of the Camp Fire.

The pre-Camp Fire estimate for population in Paradise and Magalia is 37,713 in 2017, in comparison to the population estimate of 14,781 in 2025. Paradise and Magalia are rebuilding and working to return to pre-fire population levels. As of this date, demand for transit remains at the lower levels with incremental ridership gains commensurate with population re-establishment.



2021–2022 Routing Review: Staff began reviewing B-Line system routing in 2021 with assistance from LSC consultants. The review focused on improving route design to better serve Butte County's current population while accounting for changes in travel patterns following the COVID-19 pandemic. Completed in 2022, the study resulted in several minor routing adjustments in Chico and Oroville.

Suggested changes to Paradise and Magalia included combining Routes 40 and 41 into one route to avoid confusion on the route terminus and reducing the total operated runs in approximately half to accommodate hours for a local microtransit zone on the Ridge. Stakeholders reviewed several timetable options before settling on four round trips, plus a fifth westbound morning trip. Public input on the route terminus and timetable was also considered, and the plans were adjusted where feasible.

After stakeholder review, public outreach, and timetable evaluation, staff implemented the route change at the end of May 2026. Routes 40 and 41 were consolidated into the new Route 41, with service ending at Lakeridge Circle in Magalia. At the same time, B-Line FLEX microtransit service began on the Ridge for residents of Paradise and Magalia. FLEX covers the same area as the B-Line PLUS ADA paratransit zone and provides curb-to-curb trips within the Ridge. It also connects riders from their homes to nearby bus stops for trips to Chico and beyond. Service operates from 15 minutes before the first westbound bus until 15 minutes after the last eastbound bus to support first-mile and last-mile connections.

The consolidation of Routes 40 and 41 allowed available service hours to be reallocated toward a service model capable of reaching a greater share of Ridge residents. Under the previous fixed-route system, access was largely limited to residents within walking distance of designated bus stops along the Skyway and Clark Road corridors. The FLEX service expands access throughout Paradise and Magalia by providing curb-to-curb transportation within the service area.

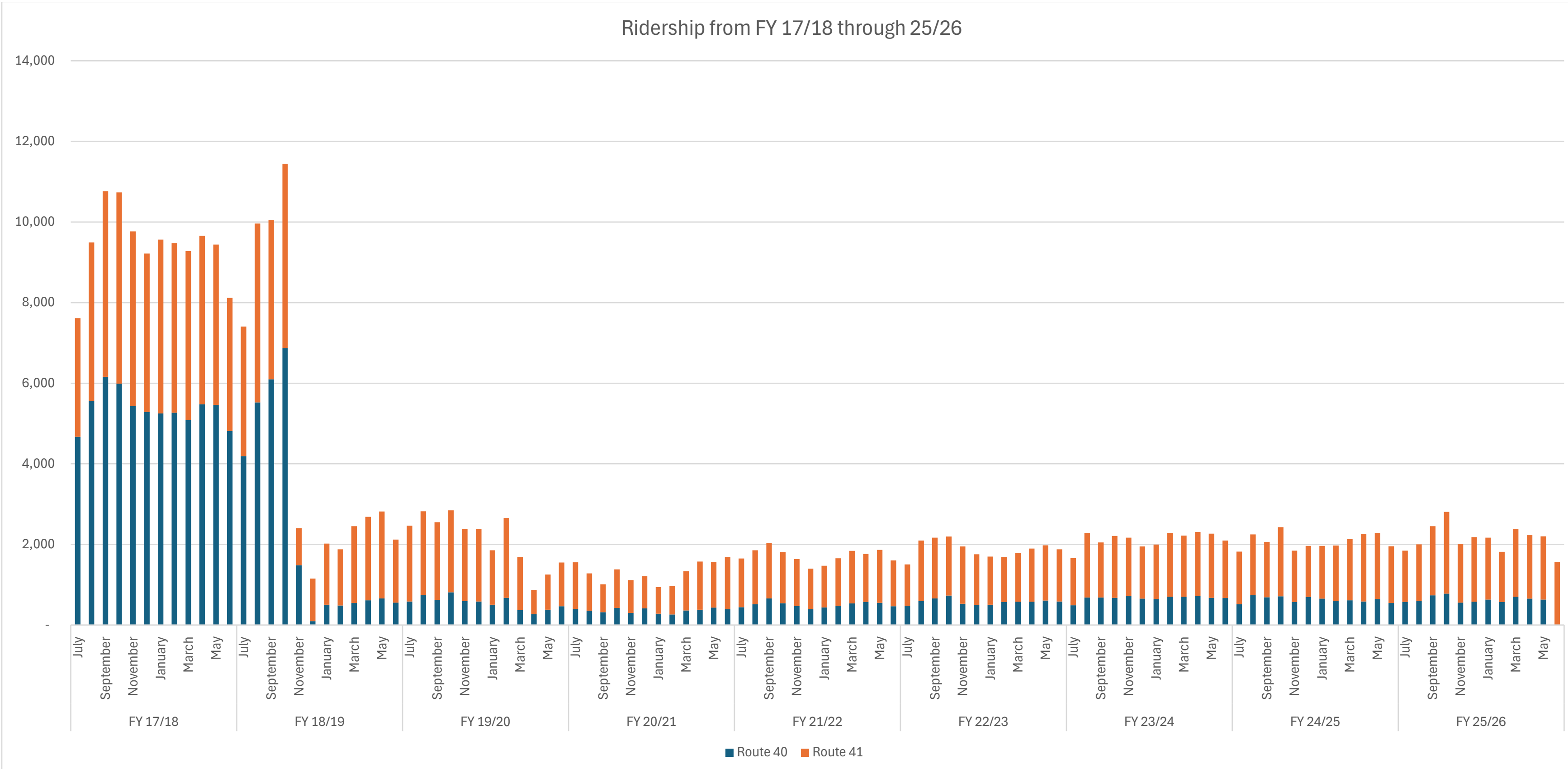
Early FLEX ridership was close to Route 40's average ridership before consolidation. In FY 2025/26, Route 40 averaged 639 rides per month. In June 2026, the first full month of FLEX service, FLEX recorded 558 rides, or 87% of Route 40's monthly average. July saw 769 rides taken, while August saw 829 rides taken. While still preliminary, these results suggest early community use and acceptance of the new service.

Microtransit is intended to improve coverage rather than maximize ridership. FLEX provides a more flexible and useful service for Ridge residents by offering curb-to-curb trips within the service area. For example, a resident on Sawmill no longer needs to walk to Clark or Skyway to board a bus. Ridership in FY 2026/27 will help show how readily Paradise and Magalia residents use this new service model.

It is too early to fully evaluate long-term FLEX ridership trends, but early results show the service is providing meaningful mobility benefits for Ridge residents while maintaining regional transit connections. Staff will continue monitoring ridership, service use, and operating performance and will provide updates through future Quarterly Transit Reports.

Rt 40	July	August	September	October	November	December	January	February	March	April	May	June	total	
2017/18	4,670	5,558	6,159	5,988	5,432	5,289	5,247	5,266	5,084	5,477	5,460	4,815	64,445	
2018/19	4,191	5,526	6,098	6,871	1,486	93	503	484	547	613	658	554	27,624	
2019/20	584	746	623	809	595	582	503	675	368	265	382	465	6,597	
2020/21	399	358	317	423	300	411	280	262	362	382	431	388	4,313	
2021/22	439	516	659	539	470	392	436	481	537	572	548	464	6,053	
2022/23	480	593	661	732	527	500	505	571	579	578	605	583	6,914	
2023/24	490	684	681	676	727	654	643	700	702	720	676	670	8,023	
2024/25	517	738	689	713	571	696	653	604	614	584	647	546	7,572	
2025/26	573	601	734	776	555	579	629	571	704	654	632	-	7,008	
													0.109	25/26 ridership % of 17/18 ridership

Rt 41	July	August	September	October	November	December	January	February	March	April	May	June	total	
2017/18	2,947	3,934	4,602	4,744	4,333	3,929	4,315	4,214	4,197	4,183	3,978	3,300	48,676	
2018/19	3,217	4,434	3,951	4,573	916	1,060	1,516	1,392	1,904	2,069	2,158	1,564	28,754	
2019/20	1,884	2,074	1,929	2,036	1,786	1,793	1,351	1,981	1,322	606	872	1,086	18,720	
2020/21	1,156	924	691	955	816	797	659	699	973	1,192	1,134	1,300	11,296	
2021/22	1,213	1,340	1,377	1,273	1,164	1,006	1,035	1,172	1,303	1,193	1,314	1,138	14,528	
2022/23	1,021	1,503	1,505	1,464	1,422	1,256	1,192	1,117	1,209	1,317	1,372	1,295	15,673	
2023/24	1,169	1,603	1,369	1,535	1,442	1,295	1,354	1,584	1,515	1,588	1,592	1,428	17,474	
2024/25	1,306	1,512	1,372	1,716	1,274	1,267	1,311	1,367	1,520	1,680	1,640	1,408	17,373	
2025/26	1,271	1,400	1,718	2,029	1,459	1,600	1,536	1,246	1,679	1,575	1,568	1,559	18,640	
													0.383	25/26 ridership % of 17/18 ridership



Ridership from FY 17/18 through 25/26
14,000
12,000
10,000
8,000
6,000
4,000
2,000
-
July
September
November
January
March
May
FY 17/18
FY 18/19
FY 19/20
FY 20/21
FY 21/22
FY 22/23
FY 23/24
FY 24/25
FY 25/26
Route 40
Route 41

Butte County Association of Governments

Board of Directors Meeting
ITEM #8

BCAG Board of Directors

Agenda Item #8 – Information

Date: September 24, 2026

Subject: Butte Regional Transit (B-Line) FY 25/26 Fourth Quarter Report

Contact: Victoria Proctor, Transportation Analyst

Summary: Staff is presenting key operational data measuring the performance of the four different modes of service of the Butte Regional Transit (B-Line) system.

The chart below provides a statistical snapshot of the five modes that ended fiscal year 2025/26. Ridership is reported to FTA monthly, while financial data is only reported to FTA and Caltrans annually. Looking at the data quarterly allows staff to catch problems as they arise and manage expectations for future performance. As a note, microtransit was only in operation for the last five weeks of the quarter and numbers presented here are in comparison to the month's budget, not annual.

Service	Farebox Coverage	Fares to Budget	Expense to Budget	Ridership Change from Prior Year	Annual Passengers Per Hour
Rural Fixed Route	12.1%	105%	95%	+1.9%	6.9
Urban Fixed Route	11.7%	100%	95%	-0.4%	10.8
Rural Paratransit	6.3%	92%	94%	-20.1%	2.7
Urban Paratransit	7.6%	104%	108%	+3.6%	3.3
Rural Microtransit	1.7%	18%	95%	--	1.5

There was one preventable accident in the quarter, with 356,395 miles driven. There were nine valid complaints in the quarter, with 152,488 rides provided.

Combined fixed route farebox coverage was 12.19% for the year. Starting in 2026/27, the TDA farebox ratio recovery will need to meet a minimum of 15.6% for the fixed route and 10% for on-demand services. With post-Covid TDA regulation language, the farebox ratio will be easily met by including federal funding.

Action requested: This item is presented for information.

Attachment(s): Attachment #1 Financial Data; Attachment #2 Operational Data; Attachment #3 Ridership Chart

Butte Regional Transit
4th Quarter Financial Report
Fiscal Year 2025/26

Rural Fixed Route

	24/25 Actual to Date	% of 24/25 Budget	25/26 Annual Budget	25/26 Actual to Date	% of 25/26 Budget	
Passenger Fares	$ 442,545	105%	$ 451,500	$ 495,447	110%	
TDA Funds	$ 1,725,449	109%	$ 1,545,650	$ 1,742,856	113%	
Federal/State Grants	$ 1,419,832	93%	$ 1,741,011	$ 1,447,222	83%	
Interest/ Other Local	$ 67,047	116%	$ 30,000	$ 145,762	486%	
Total Operating Income	$ 3,654,873	102%	$ 3,768,162	$ 3,831,287	102%	
Operator Expense	$ 2,110,675	100%	$ 2,156,776	$ 2,263,034	105%	
Fuel Expense	$ 539,723	90%	$ 524,333	$ 570,868	109%	
Other Operating	$ 794,320	90%	$ 824,903	$ 735,235	89%	
Services & Supplies	$ 3,444,718	96%	$ 3,506,012	$ 3,569,137	102%	
Admin Charges	$ 210,154	82%	$ 262,150	$ 262,150	100%	
Total Operating Expense	$ 3,654,873	95%	$ 3,768,162	$ 3,831,287	102%	
				4.6%		
% Fares to Operating Expense	12.1%		12.0%	12.9%		
Revenue Hours	20,904	100.2%	21,271	21,497	101.1%	
Annual Passengers	144,075			137,229	(6,846)	-4.8%
Annual Pass/Rev Hr	6.9			6.4		
		% change			% change	
Cost/Rev Hr	$ 174.84	3.9%		$ 178.22	1.9%	
Cost/passenger	$ 25.37	2.7%		$ 27.92	10.1%	
Fare/passenger	$ 3.07	12.4%		$ 3.61	17.5%	

Urban Fixed Route

	24/25 Actual to Date	% of 24/25 Budget	25/26 Annual Budget	25/26 Actual to Date	% of 25/26 Budget
Passenger Fares	$ 664,856	100%	$ 677,433	$ 711,825	105%
TDA Funds	$ 2,487,350	102%	$ 2,723,900	$ 2,771,295	102%
Federal/State Grants	$ 2,461,000	99%	$ 2,698,739	$ 2,555,821	95%
Interest/ Other Local	$ 57,799	165%	$ 30,000	$ 35,080	117%
Total Operating Income	$ 5,671,005	101%	$ 6,130,072	$ 6,074,021	99%
Operator Expense	$ 4,458,674	99%	$ 4,606,127	$ 4,540,228	99%
Fuel Expense	$ 342,484	86%	$ 471,000	$ 516,102	110%
Other Operating	$ 698,293	81%	$ 838,945	$ 803,691	96%
Services & Supplies	$ 5,499,450	95%	$ 5,916,072	$ 5,860,021	99%
Admin Charges	$ 171,555	82%	$ 214,000	$ 214,000	100%
Total Operating Expense	$ 5,671,005	95%	$ 6,130,072	$ 6,074,021	99%
				6.6%	
% Fares to Operating Expense	11.7%		11.1%	11.7%	
Revenue Hours	44,159	99.1%	44,517	43,027	96.7%
Annual Passengers	477,568			442,339	(35,229)
Annual Pass/Rev Hr	10.8			10.3	
		% change			% change
Cost/Rev Hr	$ 128.42	6.3%		$ 141.17	9.9%
Cost/passenger	$ 11.87	5.4%		$ 13.73	15.6%
Fare/passenger	$ 1.392	-0.2%		$ 1.609	15.6%

Butte Regional Transit
4th Quarter Financial Report
Fiscal Year 2025/26

		Rural Paratransit						Urban Paratransit				
		24/25 Actual to Date	% of 24/25 Budget	25/26 Annual Budget	25/26 Actual to Date	% of 25/26 Budget		24/25 Actual to Date	% of 24/25 Budget	25/26 Annual Budget	25/26 Actual to Date	% of 25/26 Budget
Passenger Fares		$ 44,862	92%	$ 52,800	$ 42,761	81%		$ 185,257	104%	$ 191,967	$ 185,316	97%
TDA Funds		$ 358,055	99%	$ 712,115	$ 512,324	72%		$ 1,133,908	123%	$ 1,137,413	$ 1,179,075	104%
Federal/State Grants		$ 276,919	92%	$ 100,000	$ 101,448	101%		$ 1,119,341	122%	$ 1,137,412	$ 1,143,484	101%
Interest/ Other Local		$ 27,226		$ -	$ 56,988			$ (11,487)		$ -	$ (30,559)	
Total Operating Income		$ 707,062	100%	$ 864,915	$ 713,521	82%		$ 2,427,019	120%	$ 2,466,792	$ 2,477,316	100%
Operator Expense		$ 555,729	92%	$ 581,755	$ 499,901	86%		$ 1,910,140	111%	$ 1,914,175	$ 1,941,452	101%
Fuel Expense		$ 66,667	117%	$ 100,000	$ 65,999	66%		$ 189,745	116%	$ 191,000	$ 168,792	88%
Other Operating		$ 67,377	92%	$ 165,460	$ 129,921	79%		$ 253,689	92%	$ 285,467	$ 290,922	102%
Services & Supplies		$ 689,773	94%	$ 847,215	$ 695,821	82%		$ 2,353,575	109%	$ 2,390,642	$ 2,401,166	100%
Admin Charges		$ 17,289	89%	$ 17,700	$ 17,700	100%		$ 73,444	88%	$ 76,150	$ 76,150	100%
Total Operating Expense		$ 707,062	94%	$ 864,915	$ 713,521	82%		$ 2,427,019	108%	$ 2,466,792	$ 2,477,316	100%
					0.9%						2.0%	
% Fares to Operating Expense		6.3%		6.1%	6.0%			7.6%		7.8%	7.5%	
Revenue Hours		5,504	91.7%	5,500	4,738	86%		18,918	111.3%	18,500	18,397	99%
Annual Passengers	-7.4%	14,897			12,485	(2,412)	-16.2%	61,925			58,851	(3,074)
Annual Pass/Rev Hr		2.7			2.6			3.3			3.2	
			% change			% change			% change			% change
Cost/Rev Hr		$ 128.46	10.5%		$ 150.60	17.2%		$ 128.29	8.2%		$ 134.66	5.0%
Cost/passenger		$ 47.46	35.7%		$ 57.15	20.4%		$ 39.19	10.7%		$ 42.09	7.4%
Fare/passenger		$ 3.01	21.5%		$ 3.42	13.7%		$ 2.99	3.9%		$ 3.15	5.3%

Butte County Association of Governments
Board Agenda Item #8
Attachment 1
September 24, 2026

Rural Microtransit

		24/25 Actual to Date	% of 24/25 Budget	25/26 Monthly Budget	25/26 Actual to Date	% of 25/26 Budget
Passenger Fares		$ -		$ 5,116	$ 919	18%
TDA Funds		$ -		$ 19,060	$ 9,296	49%
Federal/State Grants		$ -		$ 32,591	$ 45,538	140%
Interest/ Other Local		$ -		$ -	$ (1,748)	
Total Operating Income		$ -		$ 56,767	$ 54,005	95%
Operator Expense		$ -		$ 44,112	$ 41,670	94%
Fuel Expense		$ -		$ 5,667	$ 3,302	
Other Operating		$ -		$ 6,988	$ 9,003	
Services & Supplies		$ -		$ 56,767	$ 53,975	
Admin Charges					$ -	
Total Operating Expense		$ -		$ 56,767	$ 53,975	95%
					100.0%	
% Fares to Operating Expense		0.0%		9.0%	1.7%	
Revenue Hours		NA		6,424	389	6%
Annual Passengers	-5.0%	NA			601	
Annual Pass/Rev Hr					1.5	% change
Cost/Rev Hr		0.00			$ 138.75	
Cost/passenger		0.00			$ 89.81	
Fare/passenger		0.00			$ 1.53	

B-Line Operating Data
FY 2025/26 - Fourth Quarter (and annual total)

RURAL FIXED ROUTE

	Passengers			Vehicle Revenue Hours			Passengers per Revenue Hr		
Quarter	24/25	25/26	change	24/25	25/26	change	24/25	25/26	change
1st	35,590	35,245	-1.0%	5,216	5,413	3.8%	6.8	6.5	-4.6%
2nd	36,566	35,381	-3.2%	5,226	5,457	4.4%	7.0	6.5	-7.3%
3rd	35,247	34,391	-2.4%	5,172	5,390	4.2%	6.8	6.4	-6.4%
4th	36,672	32,212	-12.2%	5,290	5,237	-1.0%	6.9	6.2	-11.3%
Total	144,075	137,229	-4.8%	20,904	21,497	2.8%	6.9	6.4	-7.4%

URBAN FIXED ROUTE

	Passengers			Vehicle Revenue Hours			Passengers per Revenue Hr		
Quarter	24/25	25/26	change	24/25	25/26	change	24/25	25/26	change
1st	108,579	108,782	0.2%	11,029	10,589	-4.0%	9.8	10.3	4.3%
2nd	133,508	115,200	-13.7%	11,542	10,948	-5.1%	11.6	10.5	-9.0%
3rd	123,514	116,514	-5.7%	11,401	10,752	-5.7%	10.8	10.8	0.0%
4th	111,967	101,843	-9.0%	11,147	10,738	-3.7%	10.0	9.5	-5.6%
Total	477,568	442,339	-7.4%	45,119	43,027	-4.6%	10.6	10.3	-2.9%

RURAL PARATRANSIT

	Passengers			Vehicle Revenue Hours			Passengers per Revenue Hr		
Quarter	24/25	25/26	change	24/25	25/26	change	24/25	25/26	change
1st	4,119	3,097	-24.8%	1,375	1,375	0.0%	3.0	2.3	-24.8%
2nd	3,981	3,015	-24.3%	1,386	1,181	-14.8%	2.9	2.6	-11.1%
3rd	3,508	3,184	-9.2%	1,351	1,070	-20.8%	2.6	3.0	14.6%
4th	3,289	3,189	-3.0%	1,392	1,112	-20.1%	2.4	2.9	21.4%
Total	14,897	12,485	-16.2%	5,504	4,738	-13.9%	2.7	2.6	-2.6%

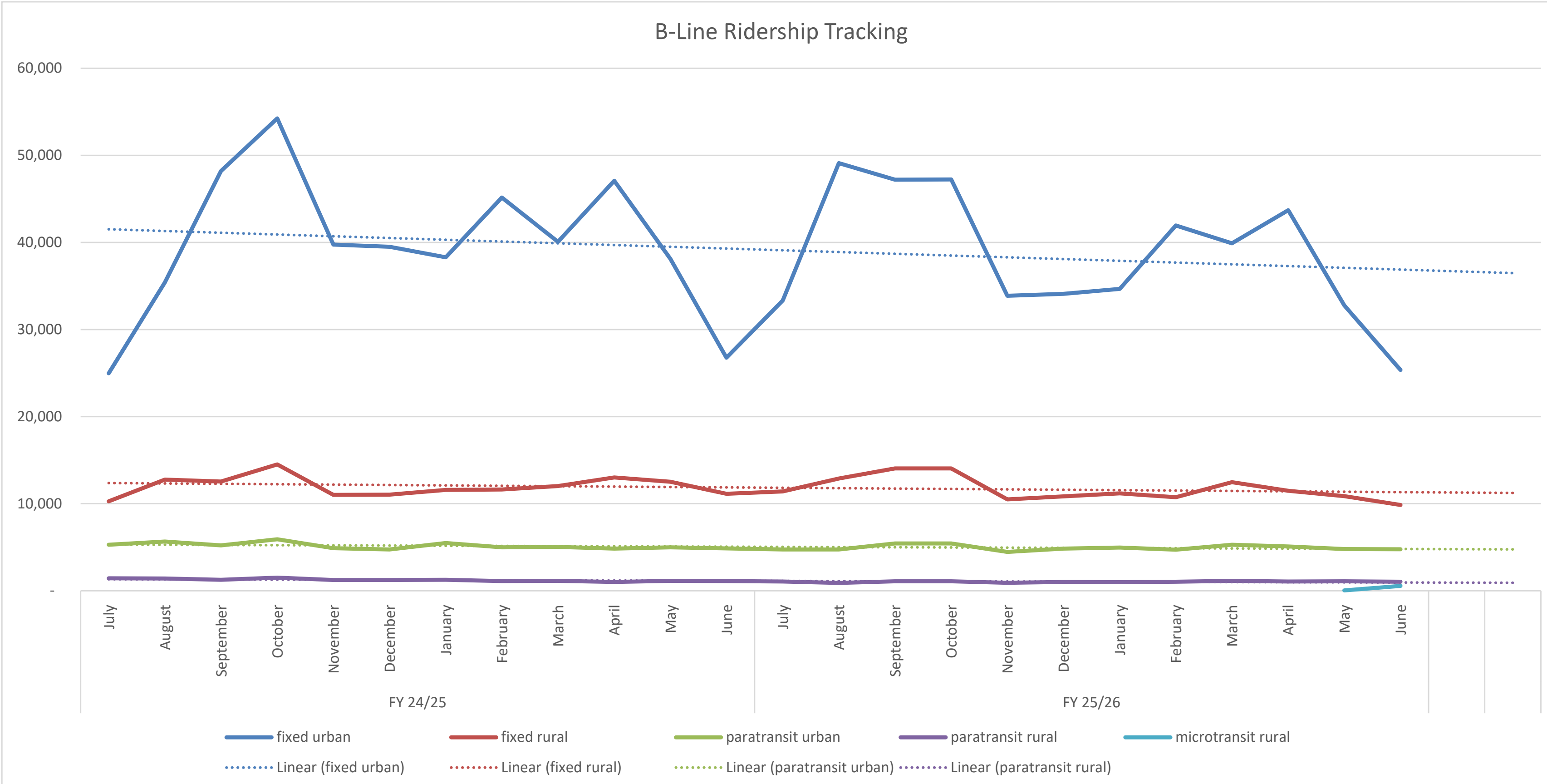
URBAN PARATRANSIT

	Passengers			Vehicle Revenue Hours			Passengers per Revenue Hr		
Quarter	24/25	25/26	change	24/25	25/26	change	24/25	25/26	change
1st	16,150	14,511	-10.1%	4,579	5,049	10.3%	3.5	2.9	-18.5%
2nd	15,555	14,735	-5.3%	4,803	4,541	-5.5%	3.2	3.2	0.2%
3rd	15,536	14,962	-3.7%	4,702	4,463	-5.1%	3.3	3.4	1.5%
4th	14,684	14,643	-0.3%	4,834	4,344	-10.1%	3.0	3.4	11.0%
Total	61,925	58,851	-5.0%	18,918	18,397	-2.8%	3.3	3.2	-2.3%

RURAL MICROTRANSIT

	Passengers			Vehicle Revenue Hours			Passengers per Revenue Hr		
Quarter	24/25	25/26	change	24/25	25/26	change	24/25	25/26	change
1st									
2nd									
3rd									
4th		601	#DIV/0!		389	#DIV/0!		1.5	#DIV/0!

	PREVENTABLE ACCIDENTS			VALID PASSENGER COMPLAINTS		
Qtr-FY	Accidents	Miles	Ratio (1 per x)	Complaint	Rides	Ratio (1 per x)
4-25/26	1	356,395	356,394	9	152,488	16,942
3-25/26	2	354,403	177,201	1	169,051	169,050
2-25/26	1	354,300	354,299	4	168,331	42,082
1-25/26	2	353,272	176,635	7	161,635	23,090


B-Line Ridership Tracking
60,000
50,000
40,000
30,000
20,000
10,000
-
July
August
September
October
November
December
January
February
March
April
May
June
FY 24/25
FY 25/26
fixed urban
fixed rural
paratransit urban
paratransit rural
microtransit rural
Linear (fixed urban)
Linear (fixed rural)
Linear (paratransit urban)
Linear (paratransit rural)

Butte County Association of Governments

Board of Directors Meeting
ITEM #9

BCAG Board of Directors

Agenda Item #9– Action

Date: **August 27, 2026**

Subject: **Approval of Resolution 2026/27-01 Federal Transportation Improvement Program (FTIP) and Air Quality Conformity Determination Adoption**

Contact: **Ivan Garcia, Programming Director**

Summary: The draft 2027 Federal Transportation Improvement Program (FTIP) and Air Quality Conformity Determination has been prepared and made available for public review. The BCAG Board of Directors is required to hold a public hearing prior to adopting to solicit any final comments. The required 30-day public review period began on August 13, 2026, and concluded on September 14, 2026 with no significant public comment having been received.

All projects in the FTIP are required to be included in the current Regional Transportation Plan/Sustainable Communities Strategy. A complete FTIP Document is posted at BCAG's webpage at: https://www.bcag.org/ftip.

Action(s) requested:

- Hold public hearing for comment.

If no significant comments are received during the public hearing

- Adopt the 2027 FTIP and Air Quality Conformity Determination and Authorize the Chair to sign Resolution # 2026/27-01.

Note: If significant are received, staff will address and bring the revised document before the Board for approval at the next regularly scheduled meeting.

Attachments:

- Staff Report - 2027 FTIP Projects by Fiscal Year
- Resolution No. 2026/2027-01

Agenda Item #9 – Information

Staff Report:

The 2027 FTIP will cover the next four fiscal years beginning on October 1, 2026 (FFY 26/27, 27/28, 28/29 and 29/30). The FTIP also identifies all non-federal, regionally significant projects for information and air quality emissions modeling purposes. The FTIP indicates the area's short-term plan for use of federal dollars and other resources for the maintenance, operation, and improvement of the transportation system and the achievement of federal air quality standards over the next four federal fiscal years.

Existing projects in the 2025 FTIP that will not be obligated by September 30, 2026, have all been carried forward into the new draft 2027 FTIP. The typical funding programs associated with the FTIP include the State Transportation Improvement Program (STIP), State Highways Operations and Protection Program (Caltrans SHOPP), Highway Bridge Program (Local Bridge Program), Federal Transit Administration Programs (Transit), Congestion Mitigation and Air Quality Program (CMAQ), Highway Safety Improvement Program (HSIP) and Active Transportation Program (ATP).

<u>2027 FTIP Highlights:</u>

- Programs 36 projects for a total of $310 million in federal, state, and local funds
- Caltrans State Highways Operations and Protection Program (SHOPP) account for $105 million
- Town of Paradise's Roe Rd Phase 1 and Phase 2 projects represent $33 million
- Active Transportation Program funded projects total $37 million for the region

<u>Performance Measures (PM):</u>

- PM 1 <u>Safety</u>– $158.9 million towards projects that improve safety conditions
- PM 2 <u>Pavement and Bridge Condition</u> – $86.6 million in projects that have pavement rehabilitation or improve the condition of local bridges
- PM 3 <u>Freight Movement, Congestion and Reliability</u> – $183.1 million in projects to improve congestion such as capacity projects including active transportation
- Transit $51.2 million for projects to support Butte Regional Transit

<u>New Congestion Mitigation and Air Quality Projects</u>

This 2027 FTIP carries over the CMAQ projects advanced at the June 2026 Board meeting for preliminary engineering as part of the 2025 FTIP and adds new programming as described below:

City of Chico –Garner Lane and the Esplanade Roundabout Project

Staff Recommendation: Fund construction for $5.5 million in CMAQ funding. Preliminary Engineering was advanced in June 2026 with CMAQ for $225,000.

Butte County – Autry Lane South Safe Routes to Schools Project

Staff Recommendation: Fund Right of Way for $200,000. Preliminary Engineering was advanced in June 2026 with CMAQ for $400,000.

Agenda Item #9 – Action

City of Gridley – Cherry Street Sidewalk Improvements Project

Staff Recommendation: Fund Right of Way and Construction for $372,000. Preliminary Engineering was advanced in June 2026 with CMAQ for $$88,000.

City of Gridley – Fairview Gap Closure Project

Staff recommendation: Fund Right of Way for $20,000. Preliminary Engineering was advanced in June 2026 with CMAQ for $420,000.

During the review period, BCAG staff held a public workshop and an Interagency Consultation Review group meeting with state and federal representatives to review the Air Quality Conformity Determination. The 2027 FTIP was developed in consultation with the required state and federal agencies, and BCAG's transportation advisory committee in accordance with BCAG's adopted Public Participation Plan. Once adopted, the BCAG Board may amend the FTIP at any time.

The following pages summarize the 2027 FTIP by fiscal year and fund type over the next four fiscal years.

Agenda Item #9 – Action

FY 2026 /27 YEAR 1																
AGENCY	**Title**	**Local/ City Funds**	**Local/ County Funds**	**Local/ Other Funds**	**RIP-State**	**SHOPP**	**SHOPP Minor**	**FTA Funds**	**CMAQ**	**HBP**	**HSIP**	**Other Fed/State**	**Federal Disc.**	**American Rescue**	**ATP**	**Totals**
County	Palermo Safe Routes to School				125											125
County	Central House Rd Ovedr Wymann Ravine Bridge									3,325						3,325
County	Lumpkin Rd Rehabilitation Project		447										3,900			4,347
BCAG	FTA Sec. 5307 Program - B - Line			4,300				4,300								8,600
BCAG	FTA Sec 5311 Program			1,100				1,100								2,200
BCAG	FTA Section 5339 Program			47				350								397
BCAG	FTA 5311f - Butte Regional Transit			550				300								850
Caltrans	Grouped Projects for Safety Improvements - **SHOPP Collision Reduction Program**					1,440										1,440
Caltrans	Grouped Projects for Bridge Rehabilitation and Reconstruction - **SHOPP Bridge Program**					860										860
Caltrans	Grouped Projects for Pavement resurfacing and/or rehabilitation - **SHOPP Roadway Preservation**					2,720										2,720
Caltrans	Grouped Projects for Safety Improvements, Shoulder Improvements, Pavement Resurfacing and/or Rehabilitation – **Minor Program**						2,652									2,652
Chico	North Esplanade Reconstruction Project	9,100			5,000											14,100
Chico	Eaton Road/State Route 99 Southbound Roundabout	5,281			9,219											14,500
Chico	Guynn Rd over Lindo Channel Bridge Project															
Chico	Downtown Chico Revitalization Project	10														10
Chico	Garner Lane and Esplanade Roundabout								75							75
Chico	Micromobility Safety Video Campaign	10														10
Gridley	Cherry Street Sidewalk Improvements								10							10
Oroville	Washington Ave and Table Mountain Complete Streets Project	100														100
Paradise	Go Paradise: Skyway Link Project												100		370	470
Paradise	Roe Rd Extension Project Phase 1												187			187
Paradise	Roe Rd Extension Project Phase 2											24,287	300			24,587
Various	Grouped Projects for Bridge Rehabilitation and Reconstruction - HBP Program		129							4,229						4,358
	TOTALS	**14,501**	**576**	**5,997**	**14,344**	**5,020**	**2,652**	**6,050**	**85**	**7,554**		**24,287**	**4,487**		**370**	**85,923**

FY 2027/28 YEAR 2																
AGENCY	**Title**	**Local/ City Funds**	**Local/ County Funds**	**Local/ Other Funds**	**RIP-State**	**SHOPP**	**SHOPP Minor**	**FTA Funds**	**CMAQ**	**HBP**	**HSIP**	**Other Fed/State**	**Federal Disc.**	**American Rescue**	**ATP**	**Totals**
County	Palermo Safe Routes to School				2,500											2,500
County	South Oroville Bike and Ped Connectivity Project		10													10
County	Autrey Lane South SRTS		50						200							250
BCAG	FTA Sec. 5307 Program - B - Line			4,500				4,500								9,000
BCAG	FTA Sec 5311 Program			1,150				1,150								2,300
BCAG	FTA Section 5339 Program			50				400								450
BCAG	FTA 5311f - Butte Regional Transit			600				300								900
Caltrans	Grouped Projects for Safety Improvements - **SHOPP Collision Reduction Program**					8,852										8,852
Caltrans	Grouped Projects for Bridge Rehabilitation and Reconstruction - **SHOPP Bridge Program**					1,670										1,670
Caltrans	Grouped Projects for Pavement resurfacing and/or rehabilitation - **SHOPP Roadway Preservation**					2,870										2,870
Chico	Guynn Rd over Lindo Channel Bridge Project									4,226						4,226
Gridley	Cherry Street Sidewalk Improvements	50							362							412
Gridley	Fairview Gap Closure	20							20							40
Paradise	Go Paradise: Pentz Student Pathway	2,089													19,911	22,000
Paradise	Go Paradise: Neal Gateway Project	5,073													10,510	15,583
Paradise	Go Paradise: Skyway Link Project												2,903		1,098	4,001
Paradise	Roe Rd Extension Project Phase 1												1,165			1,165
Paradise	Roe Rd Extension Project Phase 2												447			447
Various	Grouped Projects for Bridge Rehabilitation and Reconstruction - HBP Program	1,796	20							7,264						9,080
Various	Grouped Projects for Safety Improvements - HSIP Program		397								3,111					3,508
Various	FTA 5310 Traditional and Expanded Program Group Listing - Non Infrastructure															
	TOTALS	9,028	477	6,300	2,500	13,392		6,350	582	11,490	3,111		4,515		31,519	**89,264**

Agenda Item #9 – Action

FY 2028/29 YEAR 3																
AGENCY	**Title**	**Local/ City Funds**	**Local/ County Funds**	**Local/ Other Funds**	**RIP-State**	**SHOPP**	**SHOPP Minor**	**FTA Funds**	**CMAQ**	**HBP**	**HSIP**	**Other Fed/State**	**Federal Disc.**	**American Rescue**	**ATP**	**Totals**
County	Autrey Lane South SRTS															
County	Lincoln Blvd Bike Path Phase 1		200													200
BCAG	FTA Sec. 5307 Program - B - Line			4,600				4,600								9,200
BCAG	FTA Sec 5311 Program			1,200				1,200								2,400
BCAG	FTA Section 5339 Program			52				450								502
BCAG	FTA 5311f - Butte Regional Transit			650				300								950
Caltrans	Grouped Projects for Safety Improvements - **SHOPP Collision Reduction** Program					9,180										9,180
Caltrans	Grouped Projects for Pavement resurfacing and/or rehabilitation - **SHOPP Roadway Preservation**					21,844										21,844
Chico	Garner Lane and Esplanade Roundabout	3,500							2,000							5,500
Chico	SR99/Cohasset Road Operational Improvements Project	100														100
Oroville	Lincoln Street Complete Streets Project	50														50
Oroville	Oro Dam Boulevard/Orange Avenue/Acacia Avenue Roundabout Project	100														100
Paradise	Oliver Curve Community Pathway Project															
Paradise	Go Paradise: Skyway Link Project												3,000		3,000	6,000
Paradise	Roe Rd Extension Project Phase 1												2,467			2,467
Paradise	Roe Rd Extension Project Phase 2												1,000			1,000
Various	Grouped Projects for Bridge Rehabilitation and Reconstruction - HBP Program															
	TOTALS	3,750	200	6,502		31,024		6,550	2,000				6,467		3,000	**59,493**

FY 2029/30 YEAR 4																
AGENCY	**Title**	**Local/ City Funds**	**Local/ County Funds**	**Local/Other Funds**	**RIP-State**	**SHOPP**	**SHOPP Minor**	**FTA Funds**	**CMAQ**	**HBP**	**HSIP**	**Other Fed/State**	**Federal Disc.**	**American Rescue**	**ATP**	**Totals**
BCAG	FTA Sec. 5307 Program - B - Line			4,700				4,700								9,400
BCAG	FTA Sec 5311 Program			1,250				1,250								2,500
BCAG	FTA Section 5339 Program			54				500								554
BCAG	FTA 5311f - Butte Regional Transit			700				300								1,000
Caltrans	Grouped Projects for Bridge Rehabilitation and Reconstruction - **SHOPP Bridge Program**					9,790										9,790
Caltrans	Grouped Projects for Pavement resurfacing and/or rehabilitation - **SHOPP Roadway Preservation**					46,120										46,120
Paradise	Oliver Curve Community Pathway Project	50														50
Paradise	Go Paradise: Skyway Link Project												793		2,207	3,000
Paradise	Roe Rd Extension Project Phase 1												900			900
Paradise	Roe Rd Extension Project Phase 2												2,213			2,213
Various	Grouped Projects for Bridge Rehabilitation and Reconstruction - HBP Program															
Various	FTA 5310 Traditional and Expanded Program Group Listing - Non Infrastructure															
	TOTALS	50		6,704		55,910		6,750					3,906		2,207	**75,527**

2027 FTIP TOTALS - 4 YEARS	**Local/ City Funds**	**Local/ County Funds**	**Local/Other Funds**	**RIP-State**	**SHOPP**	**SHOPP Minor**	**FTA Funds**	**CMAQ**	**HBP**	**HSIP**	**Other Fed/State**	**Federal Disc.**	**American Rescue**	**ATP**	**TOTALS**
TOTALS	**27,329**	**1,253**	**25,503**	**16,844**	**105,346**	**2,652**	**25,700**	**2,667**	**19,044**	**3,111**	**24,287**	**19,375**		**37,096**	**310,207**

BUTTE COUNTY ASSOCIATION OF GOVERNMENTS

RESOLUTION NO 2026/2027-01

ADOPTION OF THE 2027 FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM (FTIP) AND AIR QUALITY CONFORMITY DETERMINATION FOR BUTTE COUNTY

WHEREAS, the Butte County Association of Governments is the designated Metropolitan Planning Organization for Butte County in accordance with 23 USC 134(b)(6); and Section 450.306 of the Metropolitan and Statewide Planning Rule;

WHEREAS, the Infrastructure Investment and Jobs Act (IIJA) (Public Law 117-58, also known as the “Bipartisan Infrastructure Law”) into law on November 15, 2021 requires the Butte County Association of Governments, as the Metropolitan Planning Organization, to prepare a Transportation Improvement Program in cooperation with the State and transit operators, to include all projects to be funded under Title 23 and the Federal Transit Administration grants; and requires BCAG to prepare a long-range Regional Transportation Plan / Sustainable Communities Strategy (RTP/SCS) and short-range Federal Transportation Improvement Program (FTIP);

WHEREAS, the 2027 FTIP is consistent with the metropolitan transportation planning regulations pursuant to Title 23 Code of Federal Regulations Section 450, Title 23, United States Code Section 134, and Title 49 United States Code Section 5303;

WHEREAS, the 2027 FTIP is consistent with the transportation system described in the current 2024 RTP/SCS;

WHEREAS, the 2027 FTIP is financially constrained by year and includes a financial plan that demonstrates which projects can be implemented using committed funds and affirms the availability of funding;

WHEREAS, the 2027 FTIP includes all regionally significant projects to be funded from local, state, or federal resources;

WHEREAS, projects in the 2027 FTIP satisfy the transportation conformity provisions of 40 CFR 93.122(g) and all applicable transportation planning requirements per 23 CFR Part 450 including the establishment of federal performance management targets for safety, pavement and bridge conditions, reliability and congestion, and transit assets and safety in the planning region;

WHEREAS, The results from the 2027 FTIP and 2024 RTP emissions analysis show that current and future emissions of the ozone precursors ROG and NOx will be no greater than the 2011 and 2017 base year emissions levels. Thus, Butte County, in accordance with the Transportation Conformity Rule requirements applicable to Butte County (§51.464 and §51.436 – 51.440), has satisfied the "no-greater-than-2011" test for the 2008 8-hour federal ozone NAAQS and the "no-greater-than-2017" test for the 2015 8-hour federal ozone NAAQS. Based on this analysis, the 2024 Regional Transportation Plan (RTP) and 2027 Federal Transportation Improvement Program (FTIP) conform to the applicable State Implementation Plan (SIP) and all applicable sections of the EPA's Transportation Conformity Rule;

WHEREAS, Butte County does not have any required Transportation Control Measures in the State Implementation Plan;

WHEREAS, the 2027 FTIP satisfies the requirements by the Federal Transit Administration for the "Programming of Projects" (POP);

WHEREAS, BCAG developed the 2027 FTIP and Air Quality Conformity Determination in accordance with the adopted Public Participation Plan;

NOW THEREFORE BE IT RESOLVED that the Butte County Association of Governments hereby adopts the 2027 Federal Transportation Improvement Program and Air Quality Conformity Determination;

BE IT FURTHER RESOLVED that BCAG staff is hereby directed and authorized to work with the California Department of Transportation, the Federal Highway Administration, the Federal Transit Administration, and the Environmental Protection Agency to make any necessary changes or corrections that may be needed to ensure the timely delivery of the FTIP to obtain its approval;

BE IT FURTHER RESOLVED that the BCAG Board authorizes its staff to administratively modify or amend the 2027 FTIP as outlined in the procedures defined in the FTIP in accordance with BCAG's Public Participation Process (PPP).

PASSED AND ADOPTED by the Butte County Association of Governments on the 24th day of September 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

Agenda Item #9 – Action

FY 2026 /27 YEAR 1																
AGENCY	**Title**	**Local/ City Funds**	**Local/ County Funds**	**Local/ Other Funds**	**RIP-State**	**SHOPP**	**SHOPP Minor**	**FTA Funds**	**CMAQ**	**HBP**	**HSIP**	**Other Fed/State**	**Federal Disc.**	**American Rescue**	**ATP**	**Totals**
County	Palermo Safe Routes to School				125											125
County	Central House Rd Ovedr Wymann Ravine Bridge									3,325						3,325
County	Lumpkin Rd Rehabilitation Project		447										3,900			4,347
BCAG	FTA Sec. 5307 Program - B - Line			4,300				4,300								8,600
BCAG	FTA Sec 5311 Program			1,100				1,100								2,200
BCAG	FTA Section 5339 Program			47				350								397
BCAG	FTA 5311f - Butte Regional Transit			550				300								850
Caltrans	Grouped Projects for Safety Improvements - **SHOPP Collision Reduction Program**					1,440										1,440
Caltrans	Grouped Projects for Bridge Rehabilitation and Reconstruction - **SHOPP Bridge Program**					860										860
Caltrans	Grouped Projects for Pavement resurfacing and/or rehabilitation - **SHOPP Roadway Preservation**					2,720										2,720
Caltrans	Grouped Projects for Safety Improvements, Shoulder Improvements, Pavement Resurfacing and/or Rehabilitation – **Minor Program**						2,652									2,652
Chico	North Esplanade Reconstruction Project	9,100			5,000											14,100
Chico	Eaton Road/State Route 99 Southbound Roundabout	5,281			9,219											14,500
Chico	Guynn Rd over Lindo Channel Bridge Project															
Chico	Downtown Chico Revitalization Project	10														10
Chico	Garner Lane and Esplanade Roundabout								75							75
Chico	Micromobility Safety Video Campaign	10														10
Gridley	Cherry Street Sidewalk Improvements								10							10
Oroville	Washington Ave and Table Mountain Complete Streets Project	100														100
Paradise	Go Paradise: Skyway Link Project												100		370	470
Paradise	Roe Rd Extension Project Phase 1												187			187
Paradise	Roe Rd Extension Project Phase 2											24,287	300			24,587
Various	Grouped Projects for Bridge Rehabilitation and Reconstruction - HBP Program		129							4,229						4,358
	TOTALS	**14,501**	**576**	**5,997**	**14,344**	**5,020**	**2,652**	**6,050**	**85**	**7,554**		**24,287**	**4,487**		**370**	**85,923**

FY 2027/28 YEAR 2																
AGENCY	**Title**	**Local/ City Funds**	**Local/ County Funds**	**Local/ Other Funds**	**RIP-State**	**SHOPP**	**SHOPP Minor**	**FTA Funds**	**CMAQ**	**HBP**	**HSIP**	**Other Fed/State**	**Federal Disc.**	**American Rescue**	**ATP**	**Totals**
County	Palermo Safe Routes to School				2,500											2,500
County	South Oroville Bike and Ped Connectivity Project		10													10
County	Autrey Lane South SRTS		50						200							250
BCAG	FTA Sec. 5307 Program - B - Line			4,500				4,500								9,000
BCAG	FTA Sec 5311 Program			1,150				1,150								2,300
BCAG	FTA Section 5339 Program			50				400								450
BCAG	FTA 5311f - Butte Regional Transit			600				300								900
Caltrans	Grouped Projects for Safety Improvements - **SHOPP Collision Reduction Program**					8,852										8,852
Caltrans	Grouped Projects for Bridge Rehabilitation and Reconstruction - **SHOPP Bridge Program**					1,670										1,670
Caltrans	Grouped Projects for Pavement resurfacing and/or rehabilitation - **SHOPP Roadway Preservation**					2,870										2,870
Chico	Guynn Rd over Lindo Channel Bridge Project									4,226						4,226
Gridley	Cherry Street Sidewalk Improvements	50							362							412
Gridley	Fairview Gap Closure	20							20							40
Paradise	Go Paradise: Pentz Student Pathway	2,089													19,911	22,000
Paradise	Go Paradise: Neal Gateway Project	5,073													10,510	15,583
Paradise	Go Paradise: Skyway Link Project												2,903		1,098	4,001
Paradise	Roe Rd Extension Project Phase 1												1,165			1,165
Paradise	Roe Rd Extension Project Phase 2												447			447
Various	Grouped Projects for Bridge Rehabilitation and Reconstruction - HBP Program	1,796	20							7,264						9,080
Various	Grouped Projects for Safety Improvements - HSIP Program		397								3,111					3,508
Various	FTA 5310 Traditional and Expanded Program Group Listing - Non Infrastructure															
	TOTALS	9,028	477	6,300	2,500	13,392		6,350	582	11,490	3,111		4,515		31,519	**89,264**

Agenda Item #9 – Action

FY 2028/29 YEAR 3																
AGENCY	**Title**	**Local/ City Funds**	**Local/ County Funds**	**Local/ Other Funds**	**RIP-State**	**SHOPP**	**SHOPP Minor**	**FTA Funds**	**CMAQ**	**HBP**	**HSIP**	**Other Fed/State**	**Federal Disc.**	**American Rescue**	**ATP**	**Totals**
County	Autrey Lane South SRTS															
County	Lincoln Blvd Bike Path Phase 1		200													200
BCAG	FTA Sec. 5307 Program - B - Line			4,600				4,600								9,200
BCAG	FTA Sec 5311 Program			1,200				1,200								2,400
BCAG	FTA Section 5339 Program			52				450								502
BCAG	FTA 5311f - Butte Regional Transit			650				300								950
Caltrans	Grouped Projects for Safety Improvements - **SHOPP Collision Reduction** Program					9,180										9,180
Caltrans	Grouped Projects for Pavement resurfacing and/or rehabilitation - **SHOPP Roadway Preservation**					21,844										21,844
Chico	Garner Lane and Esplanade Roundabout	3,500							2,000							5,500
Chico	SR99/Cohasset Road Operational Improvements Project	100														100
Oroville	Lincoln Street Complete Streets Project	50														50
Oroville	Oro Dam Boulevard/Orange Avenue/Acacia Avenue Roundabout Project	100														100
Paradise	Oliver Curve Community Pathway Project															
Paradise	Go Paradise: Skyway Link Project												3,000		3,000	6,000
Paradise	Roe Rd Extension Project Phase 1												2,467			2,467
Paradise	Roe Rd Extension Project Phase 2												1,000			1,000
Various	Grouped Projects for Bridge Rehabilitation and Reconstruction - HBP Program															
	TOTALS	3,750	200	6,502		31,024		6,550	2,000				6,467		3,000	**59,493**

FY 2029/30 YEAR 4																
AGENCY	**Title**	**Local/ City Funds**	**Local/ County Funds**	**Local/Other Funds**	**RIP-State**	**SHOPP**	**SHOPP Minor**	**FTA Funds**	**CMAQ**	**HBP**	**HSIP**	**Other Fed/State**	**Federal Disc.**	**American Rescue**	**ATP**	**Totals**
BCAG	FTA Sec. 5307 Program - B - Line			4,700				4,700								9,400
BCAG	FTA Sec 5311 Program			1,250				1,250								2,500
BCAG	FTA Section 5339 Program			54				500								554
BCAG	FTA 5311f - Butte Regional Transit			700				300								1,000
Caltrans	Grouped Projects for Bridge Rehabilitation and Reconstruction - **SHOPP Bridge Program**					9,790										9,790
Caltrans	Grouped Projects for Pavement resurfacing and/or rehabilitation - **SHOPP Roadway Preservation**					46,120										46,120
Paradise	Oliver Curve Community Pathway Project	50														50
Paradise	Go Paradise: Skyway Link Project												793		2,207	3,000
Paradise	Roe Rd Extension Project Phase 1												900			900
Paradise	Roe Rd Extension Project Phase 2												2,213			2,213
Various	Grouped Projects for Bridge Rehabilitation and Reconstruction - HBP Program															
Various	FTA 5310 Traditional and Expanded Program Group Listing - Non Infrastructure															
	TOTALS	50		6,704		55,910		6,750					3,906		2,207	**75,527**

2027 FTIP TOTALS - 4 YEARS	**Local/ City Funds**	**Local/ County Funds**	**Local/Other Funds**	**RIP-State**	**SHOPP**	**SHOPP Minor**	**FTA Funds**	**CMAQ**	**HBP**	**HSIP**	**Other Fed/State**	**Federal Disc.**	**American Rescue**	**ATP**	**TOTALS**
TOTALS	**27,329**	**1,253**	**25,503**	**16,844**	**105,346**	**2,652**	**25,700**	**2,667**	**19,044**	**3,111**	**24,287**	**19,375**		**37,096**	**310,207**