

BUTTE COUNTY ASSOCIATION  
OF GOVERNMENTS



BOARD OF DIRECTORS MEETING  
DECEMBER 11, 2025

## 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 Approval & 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 Improvement 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



Bill Connelly, Chair  
Supervisor, District 1

Andy Newsum  
Executive Director

Bryce Goldstein, Vice Chair  
Councilmember, Chico

## BUTTE COUNTY ASSOCIATION OF GOVERNMENTS - BOARD OF DIRECTORS

Peter Durfee  
Supervisor, District 2

Regular Meeting Agenda  
December 11, 2025 - 9:00 a.m.

Tami Ritter  
Supervisor, District 3

Tod Kimmelshue  
Supervisor, District 4

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

Doug Teeter  
Supervisor, District 5

Members of the public may attend the meeting in person or  
via Zoom through the following link:

Zack Brown  
Councilmember, Biggs

[BCAG Board Meeting Live](#)

J Angel Calderon  
Councilmember, Gridley

Zoom Meeting ID: 896 7341 6867 Password: 949083

David Pittman  
Mayor, Oroville

Public comments may also be sent to: [board@bcag.org](mailto:board@bcag.org)

Ron Lassonde  
Councilmember, Paradise

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 October 23, 2025 - **Ashley**
4. Approval of Transit Capital Reserve Funds for Branding Bus Wraps - **Andy**

### **ITEMS REMOVED FROM CONSENT AGENDA**

### **REGULAR AGENDA**

BCAG Board of Directors Meeting

### **ITEMS FOR ACTION**

5. Public Hearing and Approval of **Resolution No.2025 26-04** - 2026 Regional Transportation Improvement Program (RTIP) - for Butte County – **Andy**
6. 2026 Unmet Transit Needs Butte Regional Transit Public Hearing – **Victoria**

### **ITEMS FOR INFORMATION**

7. Chico to Sacramento Intercity Bus Service Update – **Chris**
8. B-Line Marketing Plan Update - **Amy**
9. Butte Regional Transit 1<sup>st</sup> Quarter 2025/26 Report - **Victoria**

### **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 January 22, 2026, at the BCAG Board Room & via Zoom.

**Meetings held the 4<sup>th</sup> Thursday of every month at 9 a.m., unless otherwise notified**

BUTTE COUNTY ASSOCIATION  
OF GOVERNMENTS



BOARD OF DIRECTORS MEETING  
ITEM #3



## BCAG Board of Directors

### Agenda Item #3 – Consent

**Date:** December 11, 2025

**Subject:** DRAFT Meeting Minutes of the Butte County Association of Governments Board of Directors October 23, 2025

**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 9:03 a.m. at the BCAG Board Room, 326 Huss Drive, Suite 100, Chico, CA.

#### **MEMBERS PRESENT IN PERSON**

Bill Connelly	Supervisor	District 1
Tami Ritter	Supervisor	District 3
Tod Kimmelshue	Supervisor	District 4
Doug Teeter	Supervisor	District 5
David Pittman	Mayor	City of Oroville
Bryce Goldstein	Councilmember	City of Chico
J Angel Calderon	Councilmember	City of Gridley
Ron Lassonde	Councilmember	Town of Paradise
Peter Durfee	Supervisor	District 2

#### **MEMBERS ABSENT**

Doug Arnold	Councilmember	City of Biggs
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#### **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
Julie Quinn	Chief Fiscal Officer
Sara Cain	Transportation Grants Manager

## Agenda Item #3 – Consent

### **OTHERS PRESENT**

Lance Atencio  
Dawson Stroud  
Joan Davis  
Clark Peri

Transdev  
Caltrans/ District 3 Liaison  
Caltrans  
Caltrans (Zoom)

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

### **CONSENT AGENDA**

3. Approval of Minutes from the September 25, 2025 BCAG Board of Directors Meeting
4. Butte Regional Transit Public Information Policy Clarification
5. Approval of Amendment #1 (A1 to the 2025/26 Overall Work Program (OWP) and Budget and Overall Work Program Agreement (OWPA))

On motion by Board Member Durfee and seconded by Board Member Kimmelshue, the Consent

Agenda was unanimously approved.

### **ITEMS FOR ACTION - NONE**

### **ITEMS FOR INFORMATION**

#### **6: 2026 Regional Transportation Improvement Program (RTIP)**

BCAG has completed the draft of the 2026 Regional Transportation Improvement Program (RTIP). The draft is available for public review as part of the required RTIP development cycle.

BCAG staff provided the Board with updates regarding the development of the 2026 Regional Transportation Improvement Program (RTIP), including the review of project submissions and required steps leading to final submission to the California Transportation Commission (CTC).

This item was presented for information purposes.

#### **7: Chico to Sacramento Intercity Bus Service Update**

BCAG Planning Director reported that multiple meetings have been held with San Joaquin Joint Powers Authority (SJJPA) staff, during which the draft timetable for the new Chico–Sacramento intercity bus service was reviewed.

SJJPA provided constructive input and expressed agreement with moving forward. The proposed service has strong potential to replace the existing Amtrak Route 3 Thruway bus connection between Chico and Sacramento.

Staff indicated that the revised funding application is close to completion and remains on schedule for submission later this month. Ongoing research continues into the procurement of new coach buses, including evaluation of bus models, cost ranges, and delivery timelines.

Updates to the 2022 study remain on schedule for completion by December 2025, with the expectation that findings will be presented at either the December or January BCAG Board Meeting.

Progress appears steady and collaborative, with SJJPA demonstrating support and alignment with project goals. Emphasis is being placed on ensuring appropriate fleet acquisition and updated planning documentation to support long-term service implementation.

This item was presented for information purposes.

### **8: State Route 99 to Rio Bonito Safety Project**

BCAG staff reported that a traffic safety review identified the SR 99 and Rio Bonito Road intersection as having collision averages over three times higher than statewide norms. There is a need for improvement to reduce the number and severity of intersection-related collisions.

BCAG presented conceptual improvement options, including potential signalization or a roundabout to enhance safety and mitigate collision risks. Ongoing collaboration with the County continues to ensure coordination with a separate local project, preventing construction conflicts at Rio Bonito Road.

Construction is targeted for Spring 2030 and will be funded through the State Highway Operations and Protection Program (SHOPP)

This item was presented for information purposes.

### **9: Butte Regional Transit 2026 Unmet Transit Needs Process**

Transportation Development Act (TDA) requires an annual Unmet Transit Needs Assessment before any TDA funds can be used for streets and roads.

The purpose is to gather comments from B-Line riders and the general public, specifically related to unmet needs on the fixed-route transit system.

Comments are taken year-round, but the Unmet Transit Needs process provides a formal mechanism for cataloging them and entering them into the public record.

This item was presented for information purposes.

## **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.**

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*

BUTTE COUNTY ASSOCIATION  
OF GOVERNMENTS



BOARD OF DIRECTORS MEETING  
ITEM #4



## **BCAG Board of Directors**

### **Agenda Item #4 - Consent**

**Date:** December 11, 2025

**Subject:** Approval of Transit Capital Reserve Funds for Branding Bus Wraps

**Contact:** Andy Newsum, Executive Director

**Summary:** Butte Regional Transit has initiated re-branding of the public transit system with new logos and associated graphics for all existing and proposed services and includes updating the look of the transit fleet and capital assets. In combination with obtained grant funds specific to support the branding effort, BRT utilizes annual contributions from the state issued Transit Development Act (TDA) funding to retain a balance of resources for purposes affiliated with this request to support unforeseen investments that arise during the fiscal year. A Capital Reserve investment of \$150,000 will allow staff to complete the branding of approximately 35% of the fleet by the second quarter of calendar year 2026. Additional budgeting from grants and annual revenues are being assessed to help continue with branding for the entire fleet.

#### **Action(s) requested:**

- Board authorization for up to \$150,000 in Capital Reserve Funding to continue with re-branding of capital assets.

**Attachment:** None

BUTTE COUNTY ASSOCIATION  
OF GOVERNMENTS



BOARD OF DIRECTORS MEETING  
ITEM #5



## BCAG Board of Directors

### Agenda Item #5 - Action

**Date:** December 11, 2025

**Subject:** Public Hearing and Approval of Resolution No. 2025 26-04-2026 Regional Transportation Improvement Program (RTIP) – for Butte County

**Contact:** Andy Newsum, Executive Director

**Summary:** BCAG must adopt a Regional Transportation Improvement Program (RTIP) every two years. The 2026 RTIP must be submitted to the California Transportation Commission (CTC) by December 15, 2025, for inclusion in the State Transportation Improvement Program (STIP). A draft RTIP has been completed and is available for public review.

#### Action(s) requested:

- Hold a public hearing to gather final public comments.
- If lacking in significant comments, authorize the Chair to sign **Resolution No. 2025/26-04** approving the 2026 RTP for Butte County and authorizing staff to make necessary adjustments with the CTC as required.

#### Attachments:

- Staff Report
- Resolution 2025/26-04.

## Agenda Item #5 - Action Attachment

### Staff Report

At the September 25, 2025 Board meeting, staff informed the Board that one project had been submitted for programming consideration: the Eaton Road/State Route 99 Southbound Roundabout Project, submitted by the City of Chico, to address cost increases. Staff has prepared the 2026 Regional Transportation Improvement Program (RTIP) document, which includes the City of Chico’s project as well as a Planning, Programming & Monitoring (PPM) project that supports BCAG activities. A summary of the 2026 RTIP is provided below.

**TABLE 1  
DRAFT 2026 RTIP STAFF RECOMMENDATIONS**

PROJECTS RECOMMEND FOR THE 2026 RTIP		
Agency & Project	Funding Request	Funding Recommendation
Chico – Eaton Rd / SR 99 Roundabout	\$3,264,000	<b>\$3,264,000</b>
BCAG - Planning, Programming & Monitoring	\$339,000	<b>\$339,000</b>
<b><u>Totals</u></b>	<b><u>\$3,603,000</u></b>	<b><u>\$3,603,000</u></b>

2026 RTIP Recommendations = **\$3,603,000**  
 2026 RTIP Fund Estimate = \$3,603,000  
**Over/Under Programmed = \$0**

The RTIP development timeline is identified below:

2026 RTIP / STIP Timeline		
March 2025	CTC	Fund Estimate Assumptions to Commissioners
March 2025	BCAG	Present to BCAG TAC & Board of Directors
May 2025	CTC	Adopt Fund Estimate Assumptions
June 2025	CTC	Draft Fund Estimate Released
August 7, 2025	BCAG	BCAG TAC: Call-for-Projects & Public Workshop
August 28, 2025	BCAG	Board of Directors RTIP Development
September 4, 2025	BCAG	Project Nominations Due - ePPRs
September 25, 2025	BCAG	Board of Directors - Draft RTIP Project Recommendations
October 2025	BCAG	Circulate Draft 2026 RTIP Document
November 6, 2025	BCAG	Transportation Advisory Committee
→ <b>December 11, 2025</b>	<b>BCAG</b>	<b>Regional Adoption of 2026 RTIP</b>
February 2026	CTC	Southern & Northern STIP Hearings
March 2026	CTC	CTC Staff's Recommendations for the 2026 STIP
March 2026	CTC	CTC Adopts the 2026 STIP

The complete 2026 RTIP has been prepared and is available for public review. All RTIP related information is posted at: [BCAG\\_2026+RTIP\\_Document.pdf](#).



## BUTTE COUNTY ASSOCIATION OF GOVERNMENTS RESOLUTION NO 2025/26-04

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### RESOLUTION OF THE BUTTE COUNTY ASSOCIATION OF GOVERNMENTS APPROVING THE ADOPTION OF THE 2026 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM (RTIP)

**WHEREAS**, the Butte County Association of Governments is the designated Regional Transportation Planning Agency for Butte County in accordance with Government Code Section 29532; and California Governments Code Section 65080 requires Butte County Association of Governments as the Regional Transportation Planning Agency to prepare, adopt and submit a Regional Transportation Improvement Program (RTIP) to the California Transportation Commission, pursuant to sections 65080.5; and

**WHEREAS**, the 2026 Regional Transportation Improvement Program for Butte County identifies project recommendations to be funded utilizing Regional Improvement Program / State Transportation Improvement Program (STIP) funds approved for BCAG programming by the CTC and other state, federal fund or local funds;

**WHEREAS**, the 2026 RTIP identifies projects which at the time of adoption may require modifications to the Project Programming Request datasheets by BCAG staff prior to the adoption of the STIP by the California Transportation Commission;

**WHEREAS**, the 2026 RTIP is consistent with the current approved Regional Transportation Plan and Sustainable Communities Strategies;

**WHEREAS**, BCAG certifies the 2026 RTIP is consistent with the goals, objectives and policies included in the adopted 2024 RTP/SCS;

**NOW THEREFORE BE IT RESOLVED** that the Butte County Association of Governments has prepared the 2026 Regional Transportation Improvement Program for Butte County in accordance with California Government Code 65080 and Chapter 622 of the Statutes of 1997 (SB 45) and the adopted STIP Guidelines and authorizes staff to make any necessary changes to the RTIP to ensure its timely submittal and approval to the California Transportation Commission for adoption into the STIP.

**PASSED AND ADOPTED** by the Butte County Association of Governments on the 11<sup>th</sup> day of December 2025 by the following vote:

**AYES:**

**NOES:**

**ABSENT:**

**ABSTAIN:**

**APPROVED:**

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BILL CONNELLY, CHAIR  
BUTTE COUNTY ASSOCIATION OF GOVERNMENTS

**ATTEST:**

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ANDY NEWSUM, EXECUTIVE DIRECTOR  
BUTTE COUNTY ASSOCIATION OF GOVERNMENTS

BUTTE COUNTY ASSOCIATION  
OF GOVERNMENTS



BOARD OF DIRECTORS MEETING  
ITEM #6



## BCAG Board of Directors

### Agenda Item #6 – Action

**Date:** December 11, 2025

**Subject:** 2026 Unmet Transit Needs Butte Regional Transit Public Hearing

**Contact:** Victoria Proctor, Transportation Analyst

**Summary:** As the administrator of Transportation Development Act (TDA) funds for Butte County, BCAG is charged with performing the annual Unmet Transit Needs (UTN) process. This process requires at least one public hearing for the purpose of soliciting comments on unmet transit needs that may exist within the jurisdictions.

The 30-day outreach and comment period to identify unmet transit needs was started on October 23<sup>rd</sup> and promoted through signs on all the fixed route buses, advertisement posts on social media, newspaper posting in Chico, Oroville, Paradise, and Gridley, as well as a targeted email sent out to our distribution list. All comments received will be given equal consideration in the assessment.

The purpose of this process is to ensure all unmet transit needs that are reasonable to meet are met before funds are expended for non-transit uses, such as streets and roads. Once the testimony is obtained, it is analyzed to determine if there are any transit needs that meet the adopted definitions of “Unmet Transit Need” and “Reasonable to Meet.” This analysis report, called the Transit Needs Assessment, is reviewed by the Social Services Transportation Advisory Council (SSTAC), which provides a recommendation for Unmet Transit Needs Findings to the BCAG Board of Directors. If the Board determines there are unmet transit needs that are reasonable to meet, the affected jurisdiction must satisfy those needs before any TDA funds may be expended for non-transit purposes.

**Action requested:** Staff recommends the Board open the public hearing to obtain testimony on any unmet transit needs that may exist inside Butte County.

**Attachment:** None

BUTTE COUNTY ASSOCIATION  
OF GOVERNMENTS



BOARD OF DIRECTORS MEETING  
ITEM #7



## **BCAG Board of Directors**

### **Agenda Item #7 - Information**

**Date:** December 11, 2025

**Subject:** Chico to Sacramento Intercity Bus Service Update

**Contact:** Chris Devine, Planning Director

**Summary:** Staff continue to complete the necessary steps toward implementing a new intercity bus service between Chico and Sacramento. Recent progress includes completion of an update to the 2022 Chico to Sacramento Intercity Transit Strategic Plan study, coordination with the San Joaquin Joint Powers Authority and City of Sacramento, initiation of marketing and outreach work with Transit Happy/AMMA, and receipt of several quotes for bus procurement.

Staff will continue to keep the Board of Directors informed as progress continues.

**Action(s) requested:** Item presented for information.

**Attachments:** Staff Report

## Agenda Item #7- Information Attachment

### Staff Report

#### 2022 Chico to Sacramento Intercity Transit Strategic Plan Study Updates

Updates to the 2022 Chico to Sacramento Intercity Transit Strategic Plan study have been completed and are posted on the BCAG website [here](#). Key changes included eliminating the portion of service between Sacramento and Stockton and focusing on Chico to Sacramento only (with stops in Oroville, Marysville and Plumas Lake). Key elements of the study were also updated including timetable, ridership, fleet requirements, fares, capital and operating costs, funding, etc.

Key findings in the updated study include:

**Route: Chico-Oroville-Marysville-Sacramento** regional/intercity bus route via Highways 99/149/70 with **eleven** trips daily in each direction.

**Travel time:** Chico to Sacramento travel time estimated at about **two hours**, Oroville to Sacramento estimated at about **1 hour and 20 minutes**.

**Stops:** Chico Transit Center, Chico Park and Ride, Oroville (2525 Feather River Blvd), Marysville (B/8<sup>th</sup> Streets, 3rd/D Streets), Plumas Lake (Feather River Blvd Park and Ride), and then downtown Sacramento at both J/4<sup>th</sup> Streets and the Sacramento Valley Station.

**Schedule breadth:** First trip (all days) leaves **Chico** at around **4:00am**; last southbound trip leaves **Chico** at around **9:45pm** (weekdays) or **8:30pm** (weekends). First northbound trip arrives in **Oroville** at around **7:45am** (weekdays) or **8:45am** (weekends) and in Chico at around **8:15am (weekdays)** or **9:15am** (weekends). Last northbound trip (all days) leaves **Sacramento** at around **12:00am** and arrives in Oroville at around **1:15am** and Chico at around **1:45am**. Schedule provides **three** AM peak commute arrivals into Sacramento and **three** PM peak commute departures from Sacramento.

**Train connections:** Of the eleven daily trips, nine trips in each direction (on weekdays) or eight trips in each direction (on weekends) connect with Capitol Corridor to/from the Bay Area; four or five of the trips in each direction connect with San Joaquins (now Gold Runner) trains or buses.

**Sacramento International Airport connections:** All eleven daily round trips connect with the SacRT and YoloBus services operating between downtown Sacramento and the airport with convenient connection times and 17-minute travel time from downtown Sacramento to Terminal A.

### **Defined Ridership**

**Total Market: Chico-Oroville and Butte County to Sacramento** totals about 900 daily trips in each direction to downtown Sacramento and more than 5,000 daily trips to Sacramento County.

**Ridership:** Based on the different markets served, daily ridership on the Chico-Sacramento bus route could conservatively be about **250–275** passengers (weekdays) or **100–125** passengers (weekends).

**VMT Reduction:** Estimated annual reduction of approximately **1.8 million vehicles miles traveled**.

### **Operating Costs and Subsidy Required**

**Total Operating Cost: Estimated at \$4.2 million annually** (in 2027 dollars).

**Assumed Fare Revenue: Estimated at \$565,000 annually.**

**Potential Subsidy (includes train connection subsidy): About \$1.1 million annually** (in 2027 dollars).

### **Capital Program**

**Facilities Program: Improvements** to up to three locations, including shelters and park and ride facilities, totaling about **\$3.3 million**. Note that initial service will not require this type of investment as installing signage will be sufficient for service initiation.

**Vehicles:** Six new coach buses, totaling about **\$6 million**. Alternatively, initial service may begin with cutaway vans with a seating capacity of approximately 30 passengers, totaling approximately \$1.8 million.

**Total Program: \$1.9 to \$9.3 million.**

With these updates, staff continue to see this as a very viable service and are moving towards implementing service as soon as possible. Based on timeframes for bus delivery, likely implementation of service is late 2026 or early 2027.

### Bus Procurement

Staff continue to move closer toward purchasing buses for the proposed service and have received several quotes, primarily for cutaway vans that seat approximately 30 passengers along with luggage storage. Orders are expected to be placed in the next few weeks. Delivery timeframes are 8-10 months.

### Marketing and Outreach

BCAG has been working with Transit Happy/AMMA on the B-Line rebranding/marketing effort, and they will now be assisting with certain marketing and outreach efforts that will be needed for the Chico to Sacramento Intercity Bus Service effort. These include:

1. **Planning Review & Technical Assistance:** Review BCAG's service planning work, the 2022 Chico-to-Sacramento study, and the current AECOM study, and provide recommendations to optimize operational viability and financial sustainability
2. **Jurisdictional Coordination Support:** Support BCAG in coordinating with municipalities and transit agencies to establish necessary agreements along the corridor
3. **Regulatory Compliance Support:** Assist BCAG with California Public Utilities Commission (CPUC) requirements and other applicable regulations, including Caltrans regulations
4. **Marketing & Communications:** Plan and implement a comprehensive marketing campaign to build awareness and ridership
5. **Partnership Development:** Support the establishment of collaborative relationships with stakeholder agencies and organizations

### Coordination

Coordination is continuing with the San Joaquin Joint Powers Authority and recent meetings have been held with City of Sacramento staff who oversee the Sacramento Valley Station regarding availability of parking for the 11 round trips. Outcomes of these meetings indicate very good potential for BCAG's intercity buses to successfully utilize the Sacramento Valley Station as its key stop in Sacramento, providing connections to numerous other public transit services.

### Next Steps

Staff hope to complete bus procurement within the next several weeks, with delivery expected in fall 2026. Work will continue with Transit Happy/AMMA on preliminary marking and outreach efforts. Coordination will continue with numerous agencies including SJJPA, Amtrak, Caltrans, Amtrak Capital Corridor JPA, Chico State University, Oroville hospital, Yuba Sutter Transit, City of Sacramento, Sacramento Area Council of Governments, SacRT, Redding Area Bus Authority, Shasta Regional Transportation Agency, and others. This coordination will result in alignment of services and execution of various required agreements.

BUTTE COUNTY ASSOCIATION  
OF GOVERNMENTS



BOARD OF DIRECTORS MEETING  
ITEM #8

## BCAG Board of Directors

### Agenda Item #8 – Information

**Date:** 12/11/2025

**Subject:** B-Line Marketing Plan Update

**Contact:** Amy White, Transportation Analyst

**Summary:** Several aspects of the current B-Line Marketing Plan have been implemented. Beginning in the spring of 2025, a full re-design of the B-Line logo and branding package were developed and included:

- A new logo, icon, color palette and stylized fonts configured for use in various applications
- Redesign of the bus schedule booklet and paratransit brochure and development of a new system-wide map
- Successful upgrades to BCAG and B-Line web pages that launched October 1st
- Implementation of the “Building A Better B-Line” slogan to positively communicate ongoing and future changes to the system

The next major effort was to plan and complete a re-branding launch event on October 1, 2025. This event allowed staff to interact with local media and local transit users. B-Line estimated about 35-40 community members were in attendance and utilized newspaper and radio advertisements to promote the event, including via a local Spanish-language station, as well as a Facebook ad campaign that included items in Spanish and Hmong and reached about 5,000 people.

A video was created to capture the event highlights and can be viewed here:  
[https://youtu.be/uRDQI\\_eOM5g](https://youtu.be/uRDQI_eOM5g)

Staff continue to work with our consultant Transit Happy in accomplishing general advertising and community outreach efforts. The plan itself, while considered final at this stage, will continue to be adapted for the release of new or expanded B-Line services. The plan can be viewed via the following link:  
<https://www.bcag.org/files/5576c79f5/FINAL+B-Line+Transit+Dec+2025+Marketing+Plan.pdf>

**Action requested:** Item presented for information.

**Attachment:** None.

BUTTE COUNTY ASSOCIATION  
OF GOVERNMENTS



BOARD OF DIRECTORS MEETING  
ITEM #9



## BCAG Board of Directors

### Agenda Item #9 – Information

**Date:** December 11, 2025

**Subject:** Butte Regional Transit 1<sup>st</sup> Quarter 2025/26 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 four modes for the first quarter of FY 2025/26. Ridership is reported to FTA monthly, while financial data is 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.

Ridership is down in three out of the four modes compared to the first quarter of FY 24/25, and operating expenses are in line with what is expected at this time of year. A more comprehensive review of existing conditions and impacts on future improvements is included in the attached staff report.

Service	Farebox Coverage	Fares to Budget	Expense to Budget	Ridership Change from Prior Year	Passengers Per Hour
Rural Fixed Route	14.0%	30%	26%	-1.0%	6.5
Urban Fixed Route	11.5%	26%	25%	+0.2%	10.3
Rural Paratransit	4.6%	13%	24%	-24.8%	2.3
Urban Paratransit	6.6%	23%	27%	-10.1%	2.9

There were two preventable accidents in the quarter, with 353,272 miles driven. There were 7 valid complaints in the quarter with 161,635 rides given.

**Action requested:** This item is presented for information.

**Attachment:** Staff Report, Attachment #1 Financial Data; Attachment #2 Operational Data; Attachment #3 Ridership Chart

## Agenda Item #9

### Staff Report

#### On Demand Services

##### **Paratransit, Urban and Rural (Existing Service)**

Recent paratransit data appears inconsistent with known historical trends. To understand these anomalies, staff has been reviewing the data sources. Paratransit data originates from the comprehensive demand-response software (Novus DR), which tracks client profiles, run logs, and driver manifests, among other data points. Monthly reports provided by Transdev are based on this data and therefore believed to reflect actual ridership, travel distances, and other operational metrics. Fare data is compiled from Token Transit, Genfare, and internal accounting records via Workday. It is possible requested reports are not capturing the correct data, however that does not seem likely.

Some of these issues emerged since transitioning from Trapeze PASS to Novus DR in March 2025, primarily affecting on-time performance and system utilization (reflected in passengers per hour). While the software does not directly influence ridership, reduced convenience can make paratransit a last-resort option rather than a preferred choice. It is unknown how significant a role the new automated scheduling feature in Novus plays in this problem.

Ridership trends that do not align with revenue hours have persisted in rural paratransit since the start of FY 24/25; they also appeared at the end of FY 24/25 for the urban system. Some variance is expected due to efficiency differences based on rider location and multi-passenger runs yet does not alone explain the overall trends observed.

Beyond technology, staff is examining customer service impacts on ridership. Although driver interactions remain highly rated and formal complaints are minimal, unreported dissatisfaction may be contributing to declining use. Metrics being tracked include social media comments, emails, and phone conversations between passengers and support staff.

Staff will continue an analysis to identify and correct the root causes of declining ridership before expanding or altering existing services. Intercity paratransit, as well as microtransit, both rely on the existing foundation of intracity paratransit. If that foundation is not solid and producing quantifiable and understandable results, adding additional services can present a significant risk.

##### **Intercity Paratransit (New Service)**

Staff previously indicated the intent to launch intercity paratransit service at the beginning of 2026. In developing the routing and payment structure, it has been determined that more time is needed to understand trending inefficiencies in the existing paratransit services to appropriately identify the amount of intercity service city service the budget can support. **A revised timeline of mid-2026 is established as the new milestone for intercity paratransit.**

##### **Microtransit (New Service)**

This service has initial funding in the Low Carbon Transit Operations Program (LCTOP) program and will be released incrementally with broader release to coincide with fixed route analysis with consultant. Microtransit service is integral to fixed route service. In addition to understanding the paratransit issues stated above, the fixed route service requires a fundamental in-depth analysis to determine what is expected to show significant changes needed. **A minimal and specific microtransit service may be released in the second quarter of 2026. A more substantial micro-transit service is better targeted for the Fall of 2026, or Spring 2027, when more substantial fixed route changes are better understood.**

### **Chico to Sac (New Service)**

This service can be fully funded for both capital and operations with the Transit Intercity Rail and Capital Program (TIRCP). TIRCP is expected to sustain operations for up to 4–5 years, at which time an assessment of independent sustainability will have to be made. **Service launch is expected to be released following delivery of buses in late 2026 or early 2027.** In the meantime, a program with agreements and marketing is being developed ahead of launching the service.

### **Transdev Contract Extension:**

The second, and final, two (2) year contract extension is currently underway and will be in force for July 1, 2026 – June 2028.

### **Transit Resources:**

State funding for public transit comes from tax revenues from two sources that combined are referred to as the TDA. TDA funds, comprised of diesel fuel sales tax (STA) and a .25 cent of the general sales tax (LTF), have been on a steady decline for the past few years and do not appear to be stabilizing. In addition to state resources being in significant decline, federal operating funds usually obtained through the Federal Transit Administration (FTA) have also been identified as possible targets for significant reduction as the current Administration determines the resources needed for investments to traditional infrastructure.

The service agreement with Transdev is also expected to increase to accommodate labor, insurance, operating and maintenance costs. Staff have been informing the Transit Administrative Oversight Committee (TAOC) for several years to expect that at some point there will no longer be funding available for local streets and roads after meeting all transit obligations.

**It is possible the 2026/27 fiscal year budgeting process will require the use of all available state and federal resources to deliver the public transit system.**

Butte Regional Transit  
1st Quarter Financial Report  
Fiscal Year 2025/26

	Rural Fixed Route					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	24/25 Actual to Date	% of 24/25 Budget	25/26 Annual Budget	25/26 Actual to Date	% of 25/26 Budget
Passenger Fare	\$ 108,437	26%	\$ 451,500	\$ 135,732	30%	\$ 128,478	19%	\$ 677,433	\$ 173,529	26%
Other Income	\$ 21,396	1%	\$ 3,323,648	\$ 33,639	1%	\$ 31,590	1%	\$ 5,482,639	\$ 39,256	1%
Total Income	<u>\$ 129,833</u>	3%	<u>\$ 3,775,148</u>	<u>\$ 169,371</u>	4%	<u>\$ 160,068</u>	3%	<u>\$ 6,160,072</u>	<u>\$ 212,785</u>	3%
Operator Expense	\$ 532,635	25%	\$ 2,200,888	\$ 571,174	26%	\$ 1,097,003	24%	\$ 4,606,127	\$ 1,117,313	24%
Fuel Expense	\$ 126,611	21%	\$ 500,000	\$ 124,647	25%	\$ 67,076	17%	\$ 501,000	\$ 124,647	25%
Other Operating	\$ 260,429	29%	\$ 812,110	\$ 215,711	27%	\$ 216,563	25%	\$ 838,945	\$ 223,232	27%
Services & Supplies	\$ 919,675	26%	\$ 3,512,998	\$ 911,532	26%	\$ 1,380,642	24%	\$ 5,946,072	\$ 1,465,192	25%
Admin Charges	\$ 63,421	25%	\$ 262,150	\$ 59,443	23%	\$ 51,772	25%	\$ 214,000	\$ 48,525	23%
Total Expense	<u>\$ 983,096</u>	26%	<u>\$ 3,775,148</u>	<u>\$ 970,975</u>	26%	<u>\$ 1,432,414</u>	24%	<u>\$ 6,160,072</u>	<u>\$ 1,513,717</u>	25%
% Fares to Operating Expense	<u>11.0%</u>		<u>11.96%</u>	<u>14.0%</u>		<u>9.0%</u>		<u>11.00%</u>	<u>11.5%</u>	
		% budget			% budget		% budget			% budget
Service Hours	5,216	25%	21,271	5,413	25%	10,865	24%	44,517	10,589	24%
Annual Passengers	35,590			35,245		108,579			108,782	
Annual Pass/Rev Hr	6.8			6.5		10.0			10.3	

Notes:

Other Income includes: TDA allocations, FTA grants, Interest, Proceeds from Sales, other miscellaneous income.

~FTA grant revenue is booked at year end and cash comes in the following fiscal year.

Other Operating includes: Insurance, Maintenance, Marketing, Software and other minor expenses.

Butte Regional Transit  
1st 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 Fare	\$ 10,444	21%	\$ 72,000	\$ 9,610	13%	\$ 46,903	26%	\$ 191,967	\$ 44,407	23%	
Other Income	\$ -	0%	\$ 792,915	\$ 5,799	1%	\$ -	0%	\$ 2,274,825	\$ 11,649	1%	
Total Income	<u>\$ 10,444</u>	<u>1%</u>	<u>\$ 864,915</u>	<u>\$ 15,409</u>	<u>2%</u>	<u>\$ 46,903</u>	<u>2%</u>	<u>\$ 2,466,792</u>	<u>\$ 56,056</u>	<u>2%</u>	
			\$ -								
Operator Expense	\$ 139,514	23%	\$ 581,755	\$ 145,069	25%	\$ 462,311	27%	\$ 1,914,175	\$ 532,865	27.8%	
Fuel Expense	\$ 20,091	35%	\$ 100,000	\$ 25,870	26%	\$ 57,183	35%	\$ 191,000	\$ 49,411	26%	
Other Operating	\$ 28,596	39%	\$ 165,460	\$ 36,256	22%	\$ 109,967	40%	\$ 285,467	\$ 73,657	26%	
Services & Supplies	\$ 188,201	26%	\$ 847,215	\$ 207,195	24%	\$ 629,461	29%	\$ 2,390,642	\$ 655,933	27%	
Admin Charges	\$ 3,902	20%	\$ 17,700	\$ 3,821	22%	\$ 16,902	20%	\$ 76,150	\$ 16,499	22%	
Total Expense	<u>\$ 192,103</u>	<u>25%</u>	<u>\$ 864,915</u>	<u>\$ 211,016</u>	<u>24%</u>	<u>\$ 646,363</u>	<u>29%</u>	<u>\$ 2,466,792</u>	<u>\$ 672,432</u>	<u>27%</u>	
% Fares to Operating Expense	<u>5.4%</u>		<u>8.32%</u>	<u>4.6%</u>		<u>7.3%</u>		<u>7.78%</u>	<u>6.6%</u>		
	% budget		% budget			% budget		% budget			
Service Hours	1,375	23%	5500	1,375	25.0%	4,579	27%	18,500	5,049	27.3%	
Annual Passengers	4,119			3,097		16,150			14,511		
Annual Pass/Rev Hr	3.0			2.3		3.5			2.9		

Notes:

Other Income includes: TDA allocations, FTA grants, Interest, Proceeds from Sales, other miscellaneous income.

~FTA grant revenue is booked at year end and cash comes in the following fiscal year.

Other Operating includes: Insurance, Maintenance, Marketing, Software and other minor expenses.

**B-Line Operating Data**  
**FY 2025/26 - First Quarter**

**RURAL FIXED ROUTE**

Quarter	Passengers			Vehicle Revenue Hours			Passengers per Revenue Hr		
	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			5,226			7.0		
3rd	35,247			5,172			6.8		
4th	36,672			5,290			6.9		

**URBAN FIXED ROUTE**

Quarter	Passengers			Vehicle Revenue Hours			Passengers per Revenue Hr		
	24/25	25/26	change	24/25	25/26	change	24/25	25/26	change
1st	108,579	108,782	0.2%	10,865	10,589	-2.5%	10.0	10.3	2.8%
2nd	133,508			11,429			11.7		
3rd	123,514			11,039			11.2		
4th	111,967			10,826			10.3		

**RURAL PARATRANSIT**

Quarter	Passengers			Vehicle Revenue Hours			Passengers per Revenue Hr		
	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			1,386			2.9		
3rd	3,508			1,351			2.6		
4th	3,289			1,392			2.4		

**URBAN PARATRANSIT**

Quarter	Passengers			Vehicle Revenue Hours			Passengers per Revenue Hr		
	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			4,803			3.2		
3rd	15,536			4,702			3.3		
4th	14,684			4,834			3.0		

**PREVENTABLE ACCIDENTS**

Qtr-FY	Accidents	Miles	Ratio (1 per x)
1-25/26	2	353,272	176,635
4-24/25	-	361,111	#DIV/0!
3-24/25	-	357,402	#DIV/0!
2-24/25	-	358,151	#DIV/0!

**VALID PASSENGER COMPLAINTS**

Complaint	Rides	Ratio (1 per x)
7	161,635	23,090
2	166,612	83,305
10	177,805	17,780
8	189,610	23,700

### B-Line Ridership Tracking

