

BUTTE COUNTY ASSOCIATION
OF GOVERNMENTS



BOARD OF DIRECTORS MEETING
MAY 28, 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 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
May 28, 2026 - 9:00 a.m.

Tami Ritter
Supervisor, District 3

Meeting Location:

Tod Kimmelshue
Supervisor, District 4

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](#)

Bruce Johnson
Councilmember, Gridley

Zoom Meeting ID: 889 1178 5511 Password: 222261

David Pittman
Mayor, Oroville

Public comments may also be sent to: 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 April 23, 2026 – **Ashley**
4. Approval of The Ferguson Group Agreement - BCAG Federal Lobbying Platform 2026 - **Andy**
5. Approval of Final 2026/27 Transportation Development Act (TDA) Apportionments - **Julie**
6. Approval of **Resolution 2025/26-11** Final 2025/26 Final Transportation Development Act (TDA) Claims – **Julie**

ITEMS REMOVED FROM CONSENT AGENDA

REGULAR AGENDA

ITEMS FOR ACTION

7. Approval of Butte Regional Transit FY 2026/27 Service Plan and Budget – **Andy**

ITEMS FOR INFORMATION

8. Butte Regional Transit 3rd Quarter 2025/26 Report – **Victoria**
9. Butte Regional Transit Routing Study Update – **Victoria**
10. 2027 Federal Transportation Improvement Program Development & Congestion Mitigation Air Quality Program - **Ivan**

ITEMS FROM THE FLOOR

11. 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 June 25, 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



BOARD OF DIRECTORS MEETING
ITEM #3



BCAG Board of Directors

Agenda Item #3 – Consent

Date: May 28, 2026

Subject: DRAFT Meeting Minutes of the Butte County Association of Governments Board of Directors April 23, 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 9:03 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
David Pittman	Mayor	City of Oroville
Bryce Goldstein	Councilmember	City of Chico
Bruce Johnson	Councilmember	City of Gridley
Ron Lassonde	Councilmember	Town of Paradise
Peter Durfee	Supervisor	District 2
Zach Brown	Councilmember	City of Biggs

MEMBERS ABSENT

Tod Kimmelshue	Supervisor	District 4
Doug Teeter	Supervisor	District 5

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

Agenda Item #3 – Consent

OTHERS PRESENT

Dawson Stroud
David Kehn
John Stonebraker

Caltrans/ District 3 Liaison
City of Chico
Upper Ridge Community Council (In-Person)

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

CONSENT AGENDA

3. Approval of Minutes from the March 26, 2026 BCAG Board of Directors Meeting
4. Approval of Resolution 2025/26-08 for the Butte County Association of Governments Findings on Unmet Transit Needs for Fiscal Year 2026/2027
5. Approval of Resolution 2025-26-09 – Butte County Association of Governments Public Participation Plan 2026 Update

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

ITEMS FOR ACTION –

6: Approval of Resolution 2025/26-10 BCAG Final 2026/27 Overall Work Program and Budget.

The Executive Director presented the final 2026/27 Overall Work Program (OWP) and Budget for Board consideration. As the designated Regional Transportation Planning Agency (RTPA) and Metropolitan Planning Organization (MPO) for Butte County, BCAG is required to annually prepare the OWP and Budget identifying federal, state, and local transportation planning responsibilities for the upcoming fiscal year.

Staff reported that revisions were made following agency review of the Draft OWP and Budget submitted to Caltrans, the Federal Highway Administration (FHWA), and the Federal Transit Administration (FTA) on February 28, 2026. The final 2026/27 OWP and Budget identifies twenty (20) work elements addressing state and federal planning requirements, regional transportation planning needs, capital projects, and Butte Regional Transit administration activities.

The proposed operating budget for Fiscal Year 2026/27 totals \$4,475,956.

Board members discussed the scope of work elements and acknowledged the importance of maintaining compliance with state and federal transportation planning requirements.

Following discussion, the Board approved the final 2026/27 Overall Work Program and Budget as presented.

On motion by Board Member Ritter and seconded by Board Member Goldstein, approval or Resolution 2025/26

ITEMS FOR INFORMATION

7: Chico to Sacramento Intercity Bus Service Update

Staff provided an update regarding ongoing efforts to initiate a new intercity bus service between Chico and Sacramento.

Staff reported that bus procurement orders were completed earlier this year and were recently modified to include ADA lifts and USB-A and USB-C charging capabilities on each vehicle. Due to the addition of ADA lifts, seating capacity on each bus will be reduced from 32 to 28 seats.

An update was also provided regarding coordination with the California Integrated Travel Project (Cal-ITP), a Caltrans-administered program, to implement a “tap-to-pay” fare payment system for all six buses operating on the Chico to Sacramento route. Staff explained that the system will allow riders to pay fares by tapping credit/debit cards, smartphones, or smartwatches upon boarding and exiting the bus, eliminating the need for advance ticket purchases. Buses will also include Diamond fareboxes for passengers wishing to pay with cash.

Staff noted that the tap-to-pay system is already being implemented by several transit agencies throughout California, including Sacramento Regional Transit and the Amtrak Capitol Corridor, allowing for improved regional transit connectivity and seamless rider transfers.

The Board was informed that staff have developed a draft Master Service Agreement with Caltrans and are currently soliciting bids from qualified vendors for Payment Acceptance Devices and associated technologies. Bid submissions are due May 1, 2026.

Staff further reported that coordination efforts continue with partner agencies to finalize agreements, integrate the service with existing transit systems, refine weekday and weekend schedules, and coordinate implementation details with Transdev. Marketing efforts are expected to begin approximately three months prior to the launch of service.

The Board received and filed the update, and staff indicated they would continue providing progress reports as implementation efforts move forward.

This item was presented for information purposes.

8: Butte Regional Transit Routing Study Outreach

Staff provided an update regarding the ongoing fixed route transit study being conducted in partnership with Jarrett Walker + Associates for the cities of Chico and Oroville. Work will continue to evaluate existing fixed route transit services and identify opportunities for system improvements. As part of the study process, the first two public outreach events have been scheduled for mid-May 2026.

The Board was informed that the outreach events are intended to gather input from key stakeholders, transit riders, and community members regarding current transit needs, service

challenges, and potential improvements. Details regarding event formats and intended audiences were included in the accompanying staff report.

Board members discussed the importance of public participation and community feedback in shaping future transit service recommendations. Staff will provide additional outreach and study updates as the project progresses.

This item was presented for information purposes.

9: Butte Regional Transit Paratransit Updates

Staff reported that the Regional Paratransit Operating Plan has been completed in coordination with AMMA Transit Planning to update operating parameters for B-Line Plus paratransit service within Butte County.

Two major changes were highlighted resulting from the updated plan. First, regional paratransit service will now be provided for medical appointments between jurisdictions within Butte County. Second, fares for supplemental local service zones will be reduced in an effort to improve affordability and accessibility for riders.

The full Regional Paratransit Operating Plan is available through B-Line Transit, with additional details regarding the proposed service and fare modifications included in the attached staff report.

Board members discussed the anticipated benefits of improved regional medical transportation access and reduced fare costs for paratransit users throughout the county. Staff indicated that implementation efforts would continue in accordance with the updated operating plan.

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 9:25 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 #04 – Action

Date: May 28, 2026

Subject: Approval of The Ferguson Group Agreement - BCAG Federal Lobbying Platform 2026

Contact: Andy Newsum, Executive Director

Summary: BCAG maintains an agreement with the federal lobbying firm The Ferguson Group, in partnership with the County of Butte. This annual agreement helps maintain an effective presence in Washington, D.C., with the region's congressional delegation and federal transportation agencies that oversee funding for BCAG and Butte County transportation initiatives and projects. The agreement is funded locally and supports all jurisdictions in the BCAG Joint Powers Agreement.

BCAG's federal lobbying priorities for FY 2026/27 will proceed under an agreement extension of up to two years and will focus on two items:

- Protecting and, if possible, increasing Federal Planning funds in the next transportation bill, due July 1, 2026.
- Streamlining and increasing the flow of federal transportation funds to local agencies.

Action(s) requested: Board Approval of the Lobbying Agreement for a one-year term through June 30, 2027

Attachments:

- Draft Agreement
- Grant Services Overview



DATE: January 2026

TFG Grant Services Overview

For over 42 years, TFG has led the way in the federal, state, and private grant space. We offer a full suite of grant support services, providing our clients a competitive advantage in securing highly sought-after grant dollars. We specialize in representing public and private entities who share our passion for building strong and vibrant communities. Competitive grants and loans provide cities, counties, special districts, and other public agencies, as well as institutions of higher learning, hospitals, and non-profit organizations, with the opportunity to substantially enhance local resources. **Since 2015 alone, TFG has helped our clients secure over \$6 billion in competitive federal, state, and foundation funding, not including congressionally directed spending projects.** Whether you are a public agency or a non-profit organization, TFG will be your most effective advocate and partner in securing funding.

TFG Grant Services

TFG has wide ranging grant abilities and customizes our services to fit your needs. From identifying viable grant options or full application writing, TFG can help. Below is an overview of the services we offer:

Dedicated Grant Expert/Team

All TFG retainer grant clients are assigned a dedicated grant expert that serves as a liaison to you and your staff. TFG Tier 3 and Tier 4 grant services retainer clients (see below) are assigned a team of experts.

Monthly Grant Update Meeting

TFG experts will host monthly grant update calls to discuss grant funding outlook, services provided and engagement.

Grant Alerts and Weekly Grant Updates

TFG publishes grant alerts on priority grants as they are noticed or published. On high priority grants or those with a short turnaround, TFG frequently distributes alerts regarding grant opportunities before their official release. Each Friday, we issue our Weekly Grant Update that provides a recap of federal grant solicitations that were published that week to ensure you don't miss any opportunities.

TFG Grant Funding Hub

Interested in knowing what grants are available on a broad topic? Look no further than TFG's **Grant Funding Hub** which houses TFG's **Grant Guides**. TFG's Grant Guides provides an overview of grant programs in a specific issue area and document relevant information such as funding levels, match requirements, eligibility, and use of funds. The Hub includes guides covering a wide array of topics such as:

- Cybersecurity
- Courts
- Law Enforcement & Public Safety
- Housing & Homelessness
- Fire Departments
- Disaster & Emergency Preparedness
- Parks and Recreation
- Broadband & Telecommunications
- Libraries & Museums
- Water and Wastewater
- Transportation
- Economic & Community Development
- Substance Abuse
- Renewable Energy & Grid Modernization

TFG's Grant Funding Hub also includes a robust database of **Grant Profiles** that provide the key information you need to match a program with your needs and build a winning grant proposal. We present the information included in the grant solicitation in an easy-to-follow manner and augment it with additional background information on the program and the types of projects it has funded in the past.

TFG Grants Showcase

TFG has an internal database of over 2000 successful grant applications from a variety of programs to help inspire and guide the preparation of your successful grant submissions. Reviewing past applications also allows TFG grant experts to identify trends in funded projects that can help frame how to present a project in a future application under the program. TFG grant retainer clients are provided access to view successful grant applications through their dedicated grant experts.

TFG Strategic Funding Plan

Succeeding in grants means knowing your priorities and planning ahead. To gain an in-depth understanding of priority grant projects, TFG establishes an online project portal specific to each client where priority project information can be submitted for grant research support. TFG then conducts comprehensive grant funding research using a wide range of subscription and public databases, along with curated agency sources and our internal expertise, to develop a Strategic Funding Plan that outlines key funding priorities, aligned programs, and a coordinated approach across your projects and departments. Funding plans are generally used for multi-department coordination or for large-scale, independent departments or agencies, ensuring a unified and strategic pursuit of funding opportunities. Based on our team's knowledge and experience, we will closely identify, forecast, and monitor relevant funding opportunities that meet your specific needs. Our Strategic Funding Plan also allows your staff to know what is on the horizon and be prepared when a notice of funding availability is announced.

TFG Project Priority Tracker

The TFG Priority Project Tracker is a dynamic tool designed to help clients stay organized and proactive throughout the grant funding process. Updated year-round, the Tracker captures and manages priority project details, aligns each project with eligible funding programs, and monitors important deadlines as well as anticipated grant release dates. Trackers are built into our Strategic Funding Plans to support multi-department coordination, but they can also be tailored for use by singular departments or applied on a smaller scale for independent projects. Whether utilized independently or integrated within the Strategic

Funding Plan, the Priority Project Tracker ensures that projects remain on schedule and positioned to take advantage of upcoming funding opportunities as soon as they become available.

Project Development and Readiness

Working alongside your subject matter experts, TFG grants team will provide strategic advice on how to get your project grant ready. Collectively, we will work to scope or rescope your project, identify background and technical information needed to support the grant application, and match project goals with funding agency priorities. You will come out of this process with a list of actionable steps that need to be taken to ensure your project is grant ready, including where TFG can support your team.

Grant Writing

Preparing winning grant proposals takes time, skill, and knowledge. TFG's skilled grant writers will take your defined grant project idea from the start of the application to submission. From filling out federal forms to crafting a persuasive and compelling grant narrative and corresponding budgets, you can be assured your application will be complete, competitive, and submitted on time.

Grant Editing and Review

Improve your chance of success by having TFG staff review your grant proposal. TFG staff will expertly review your application against the funder's requirements, suggest content edits, and provide recommendations on how to improve your narrative before you submit. Grant editing and review does not include rewriting content.

Grant Debriefs

Grant debriefs are important, especially if it turns out that your application didn't get funded. TFG staff will help guide you through the grant debrief process and set up consultation with the funding agency to put your next applications in the best position to effectively compete in future solicitations. As part of this process, TFG will review your past grant applications, and incorporate feedback from the Federal Agency, so that you know exactly what needs to change for your future application.

Grant Training

We focus our grant training on building capacity, helping position you for success in the often-complex grant process. TFG offers training on grant basics, project prioritization, grant researching, and grant writing. TFG also has established partnerships with other grant training professionals that specialize in post-award management who can be accessed to support grant management training needs. We can provide training on a one-one-basis or through larger workshops dependent on your needs.

Grant Project Advocacy

TFG helps secure congressional support, including support letters, and backing from strategic partners, to bolster grant applications. Federal grants are highly competitive and, often, broad support for a project application can make the difference between a winning application and a highly ranked application that does not make the final list of awardees.

Post-Award Grant Management Services

TFG is delighted to offer Post-Award Grant Management Services on a per-case basis, ensuring clients receive comprehensive support. Our services encompass expert guidance in managing grants, overseeing funding utilization, compliance tracking, and reporting. With TFG's Post-Award Grant Management Services, clients can navigate the complexities of grant administration seamlessly, allowing them to focus on achieving their project goals.

Negotiated Indirect Cost Rate Agreements (NICRA)

TFG is committed to supporting organizations in establishing robust proposals for Negotiated Indirect Cost Rate Agreements (NICRA). Our specialized services encompass thorough analysis, strategic planning, and expert guidance to ensure compliant proposals and assistance through the negotiation process. By collaborating closely with clients, we navigate the intricacies of NICRAs, leading to a thorough cost allocation plan, NCIRA proposal, negotiation, and recovery process. Additionally, we can provide compliance services to create a streamlined and efficient financial framework that maximizes funding utilization. With TFG's assistance, clients not only establish favorable NICRA terms through expert negotiation but also foster financial sustainability for their organizations.

Grant Services Pricing

Having worked with public sector clients for over 40 years, TFG recognizes that each community is unique and has differing needs when it comes to grants. As a result, TFG has developed a grant services approach that can be customized to meet your exact needs and requirements.

Grant Services Retainer

TFG's Grant Services Retainers offer flexibility in the level of service provided, discounts on additional services, and greater budget certainty. The table below outlines the four packages of grant services available and their respective monthly fees for a single entity. In addition, all retainer clients, regardless of selected tier, will receive an approximate 15% discount on additional TFG services outlined in the following tables.

	Tier 1 (1,000/mo)	Tier 2 (\$3,000/mo)	Tier 3 (\$5,000/mo)	Tier 4 (\$8,000/mo)
Dedicated Grant Expert/Team	✓	✓	✓	✓
Monthly Grant Update Meetings	✓	✓	✓	✓
Grant Alerts & Tracking		✓	✓	✓
Weekly Grants Update and Special Announcements	✓	✓	✓	✓
Access to TFG Grant Funding Hub	✓	✓	✓	✓
Access to TFG Grant Showcase	✓	✓	✓	✓
Grant Research through TFG Strategic Funding Plan (multi-department) or Priority Project Tracker (limited projects or department focused)	Hourly	Tracker	Plan	Plan
Project Development and Readiness	Hourly	✓	✓	✓
Grant Writing	15% discount	15% discount	15% discount	Up to 3 projects*

Grant Editing and Review	Hourly	✓	✓	✓
Grant Debriefs	Hourly	✓	✓	✓
Grant Training	15% discount	1	Up to 3	Custom
Grant Project Advocacy	Hourly	Hourly	✓	✓
Post-Award Grant Management Services	Negotiated Fee Based On Scope			
Negotiated Indirect Cost Rate Agreements	Negotiated Fee Based On Scope			

*depending on program complexity

Grant Writing – As Needed, Per Grant

To provide greater transparency in the cost of grant writing services, TFG has created the grant writing service fee table below, which provides the average cost for grant writing services based on the narrative page limitations imposed in the grant application. Grant applications vary widely with respect to complexity and level of effort required to complete them. If you are interested in securing these services, TFG will provide you with a tailored cost proposal that reflects the level of effort required to draft the narrative and non-narrative elements such as forms, budgets, logic models and Benefit-Cost Analysis. Exceptions do occur based on the complexity of the grant application, but we work hard to keep costs in line with the pricing guidelines outlined.

Workload (low to high)	Type of Grant	Narrative Page Length	Approximate Average Cost*	Retainer Discount Cost
Level 1	Small, well-defined request	6-10	\$7,000	\$6,000
Level 2	Small, full grant application	11-15	\$13,000	\$11,000
Level 3	Medium, full grant application	16-20	\$20,000	\$17,000
Level 4	Large state or national foundation or medium federal grant	21-25	\$24,000	\$20,000
Level 5	Large federal grant application	26-30	\$29,000	\$25,000
Technical	Complex/Technical grant application	Varied	Custom	Custom

**The approximate average cost to write a grant varies greatly based on several factors, including the development of narrative, required submittal forms, creation of budgets, project complexity, and other related considerations. Last minute emergency grant writing requests are subject to a 35% markup to the non-discounted grant writing fee. Discounts may be applied where efficiencies are built into a grant writing process, such as in the case of a grant rewrite.*

Grant Team Hourly Rate

Our hourly rate for additional grant-related services, including grant research, review, training, advocacy, and policy support, is \$300. Retainer clients benefit from a discounted rate of \$255 per hour. Please note that higher rates may be required for engagements involving technical grant writers, planners, or policy and advocacy experts, due to the specialized expertise and complexity these professionals bring to the project.

Expenses

TFG fees include all direct labor, overhead (including general and administrative expenses), other direct costs, subcontractor costs, fixed fees, miscellaneous incidental services, and all applicable taxes. While the TFG Grant Team usually works electronically and virtually, if a client prefers an on-site meeting, estimated travel time and expenses will be billed in advance.

BUTTE COUNTY ASSOCIATION
OF GOVERNMENTS



BOARD OF DIRECTORS MEETING
ITEM #5



BCAG Board of Directors

Agenda Item #5 – Consent

Date: May 28, 2026

Subject: Approval of Final 2026/27 Transportation Development Act (TDA) Apportionments

Contact: Julie Quinn, Chief Fiscal Officer

Summary: Transit Development Act (TDA) provides revenue to BCAG/BRT with two (2) funding sources:

- **State Transit Assistance (STA)** - Revenues of the STA are derived from the statewide sales tax on diesel fuel and are apportioned to regions specifically for transit capital and operations.
- **Local Transportation Funds (LTF)**. LTF revenues are derived from a ¼ cent of general sales tax collected in Butte County. Transit, administrative and planning claims have legislative priority of funding. Remaining amounts are apportioned to regions/jurisdictions by population.

Final 2026/27 apportionments are identified as shown in the attached staff report. There were no changes in funding levels from preliminary apportionments reviewed with the Board in March 2026. The major changes in the final apportionments are derived from the revised population figures released by the state on May 1, 2026.

Action requested: Staff requests the Board approve the FY26/27 TDA Findings of Apportionment.

Attachment: FY26/27 Findings of Apportionment for the LTF and STA

Agenda Item #5 – Consent

Staff Report:

The State Transit Assistance (STA) apportionment of \$2,000,000 is based on the estimate of \$1,988,631 released from the State Controller in January of 2026, plus additional fund balance of \$11,369. This is a \$600,000 or 23% reduction from the prior year Apportionment. The STA revenues are decreasing, as sales of diesel fuel are declining.

The LTF funds transportation planning and programming activities, pedestrian and bicycle facilities, public transportation, and bus and rail projects. Under certain criteria, counties with populations under 500,000 may use the LTF for bicycle/pedestrian and streets/roads construction and maintenance.

The LTF apportionment of \$11,000,000 is based on the Butte County Auditor-Controller's estimate of sales tax revenues for the upcoming year and includes any available fund balance or adjustments or changes in the estimate. The FY 26/27 estimate of LTF is \$10,618,014 which is a 3% increase from prior year estimate. BCAG has added \$381,986 of fund balance.

BCAG and the Butte County Auditor-Controller receive allocations off the top per the TDA regulations. The Auditor-Controller allocation is \$25,000. The BCAG allocation is \$650,000.

Butte Regional Transit allocation of \$7,899,593 includes \$7,299,593 for operations and \$600,000 for capital that is reserved for future capital needs. Operating funds stated in the Board approved B-Line Budget and Service Plan are \$30,909 less than the draft transit budget, largely due to reduction of transit operator rate. BRT allocation also includes \$400,000 LTF carryover which reduces the BRT allocation. Capital reserves are determined from the bus replacement schedules and a minimum reserve balance.

Apportionments to the cities, town and county, totaling \$4,425,407, have decreased 30% in the current year. The large decrease is a combination of reduced TDA funding related to economic factors and increased use of funds towards transit.

Final apportionments are based on January 1, 2026, population estimates from the California Department of Finance, released May 1, 2026. Preliminary Apportionments were based on January 1, 2025, population estimates. The table below indicates a shift to the unincorporated areas of Butte County mainly from the City of Chico. This is the opposite of the population shifts in the prior year and indicates the difficult nature of predicting population.

This shift in population affects the apportionment of TDA in the Final Findings of Apportionment as follows:

Area	Relative Population %		
	2025	Change	2026
Unincorporated	25.86%	2.97%	28.83%
Biggs	0.95%	-0.01%	0.94%
Chico	54.86%	-3.12%	51.74%
Gridley	3.52%	0.02%	3.53%
Oroville	9.47%	0.42%	9.89%
Paradise	5.34%	-0.28%	5.06%
	100.00%	0.00%	100.00%

Population figures from the Department of Finance are included in the attachment and can be found on the BCAG website.

**STATE TRANSIT ASSISTANCE FUND (STA)
and
LOCAL TRANSPORTATION FUND (LTF)
Fiscal Year 2026/27
Findings of Apportionment**

For Approval
5/28/2026

STA - Total Funds = \$ 2,000,000

Jurisdiction	PUC 99313	PUC 99314	2026/27 Allocation	Change in TDA 25-26 Finding
BRT CAPITAL	\$ -	-	\$ -	-
BRT OPERATIONS	\$ 1,822,220	100,926	\$ 1,923,146	(581,109)
GRIDLEY FLYER	\$ 75,452	1,402	\$ 76,854	(18,891)
TOTAL	1,897,672	102,328	\$ 2,000,000	\$ (600,000)

STA Source: Estimate of State Controller's Office January 2026; plus \$11,369 Fund Balance used

LTF - Total Funds = \$ 11,000,000

Jurisdiction	Population	Pop %	2026/27 Allocation	Change in TDA 25-26 Finding
BCAG/Admin	N/A	N/A	\$ 650,000	-
BC AUDITOR/Admin	N/A	N/A	\$ 25,000	-
BRT CAPITAL	N/A	N/A	\$ 600,000	100,000
BRT OPERATIONS	N/A	N/A	\$ 5,376,447	2,147,503
BUTTE CO	60,229	28.83%	\$ 1,253,507	(348,675)
BIGGS	1,970	0.94%	\$ 41,000	(17,908)
CHICO	108,113	51.74%	\$ 2,250,087	(1,149,033)
GRIDLEY	7,384	3.53%	\$ 153,678	(64,337)
OROVILLE	20,664	9.89%	\$ 430,066	(156,712)
PARADISE	10,581	5.06%	\$ 220,215	(110,838)
TOTAL	208,941	100.00%	\$11,000,000	\$ 400,000

LTF Source: Butte County Auditor's Office estimate of \$10,618,014 for FY 26/27 plus \$381,986 Fund Balance

Source: Population - Department of Finance Report E-1 for Jan 1, 2026

Total FY 26-27 Agency Apportionments for STA and LTF				Change in TDA 25-26 Finding
AGENCY	STA	LTF	TOTAL	
BCAG		\$ 650,000	\$ 650,000	\$ -
AUDITOR		\$ 25,000	\$ 25,000	\$ -
BUTTE REGIONAL TRANSIT	\$ 1,923,146	\$ 5,976,447	\$ 7,899,593	\$ 1,666,394
BUTTE CO		\$ 1,253,507	\$ 1,253,507	\$ (348,675)
BIGGS		\$ 41,000	\$ 41,000	\$ (17,908)
CHICO		\$ 2,250,087	\$ 2,250,087	\$ (1,149,033)
GRIDLEY	\$ 76,854	\$ 153,678	\$ 230,532	\$ (83,228)
OROVILLE		\$ 430,066	\$ 430,066	\$ (156,712)
PARADISE		\$ 220,215	\$ 220,215	\$ (110,838)
TOTAL	\$ 2,000,000	\$ 11,000,000	\$ 13,000,000	\$ (200,000)

Summary of Changes in Funding and Distribution

		FY 25/26 Final Finding	FY 26/27 Final Finding	Change in TDA	% Change
Change in Funding:					
	STA	\$ 2,600,000	2,000,000	\$ (600,000)	-23%
	LTF	\$ 10,600,000	11,000,000	400,000	4%
				\$ (200,000)	
Change in Distribution:					
	BCAG	\$ 650,000	650,000	\$ -	0%
	BC Auditor	\$ 25,000	25,000	\$ -	0%
	BRT	6,233,199	7,899,593	\$ 1,666,394	27%
	Jurisdictions	6,291,801	4,425,407	\$ (1,866,394)	-30%
				\$ (200,000)	

BUTTE COUNTY ASSOCIATION
OF GOVERNMENTS



BOARD OF DIRECTORS MEETING
ITEM #6



BCAG Board of Directors

Agenda Item #6 – Consent

Date: May 28, 2026

Subject: Approval of Resolution No. 2025/26-11 Final 2025/26 Transportation Development Act (TDA) Claims

Contact: Julie Quinn, Chief Fiscal Officer

Summary: The Transportation Development Act (TDA) requires that the BCAG Board of Directors approve by resolution all claims filed by the cities, town, county, BRT and BCAG for the allocation of TDA funds. The 2025/26 TDA claims reflect the 2025/26 apportionments as approved in May of 2025. Final claims are adjusted for the June 30, 2025 TDA audit results as well as any adjustments to budgeted use of funds. The jurisdictions must file an expenditure plan to claim those funds and identify their planned expenditures in accordance with TDA regulations.

State Transit Assistance (STA) provides funding solely for public transportation services while Local Transportation Fund (LTF) allocation priorities are as follows:

1. TDA Administration
2. Planning and Programming
3. Pedestrian and Bicycle projects
4. Transit and Rail services
5. Other transportation purposes include additional transit, bicycles and streets and roads. These claims may only be apportioned when all other uses of the funds have been exhausted.

Each of the attached Expenditure Plans identifies the code under which funds are claimed. The related resolution identifies LTF and STA allocations by jurisdiction and allows for flexibility should minor adjustments be necessary. Staff have reviewed the attached claims and found them to be in accordance with the TDA guidelines and within the apportionments approved by this Board.

Action requested: Staff requests the Board adopt Resolution 2025/26-11 to approve the Final TDA Claims for fiscal year 2025/26.

Attachment(s): Resolution 2025/26-11, FY 25/26 Final TDA Claims



**BUTTE COUNTY ASSOCIATION OF GOVERNMENTS
RESOLUTION NO 2025/26-11**

**RESOLUTION OF THE FINAL ALLOCATION OF TRANSPORTATION
DEVELOPMENT ACT (TDA) FUNDS TO THE BUTTE COUNTY JURISDICTIONS
FOR FISCAL YEAR 2025/26**

WHEREAS, the Butte County Association of Governments has been designated by the Secretary of the State of California, Business and Transportation Agency, as the Regional Transportation Planning Agency (RTPA) for Butte County, pursuant to the provisions of the Transportation Development Act of 1971, as amended; and

WHEREAS, it is the responsibility of the Butte County Association of Governments, under the provision of the Transportation Development Act, to review transportation claims and make allocations of funds from the Local Transportation Fund and the State Transit Assistance fund based on the claims; and

WHEREAS, the Auditor of Butte County is required to pay monies in the fund to the claimants pursuant to allocation instructions received from the Butte County Association of Governments; and

WHEREAS, the Butte County Association of Governments has reviewed the claims for Transportation Development Act funds and has made the following findings and allocations:

1. The claimants proposed expenditures are in conformity with the Regional Transportation Plan.
2. The level of passenger fares and charges is sufficient to enable the operator or transit service claimant to meet the fare revenue requirements of Public Utilities Code Sections 99268.2, 99268.3, 99268.5, and 99268.9, as they may be applicable to the claimant and as amended for Covid-19 regulatory changes.
3. The claimant is making full use of federal funds available under the Federal Transit Act, as amended.
4. The claimant has prepared and submitted the Local Transportation Fund (LTF) and State Transit Assistance (STA) Fund Annual Project and Expenditure Plan.
5. The sum of the claimant's allocation from the State Transit Assistance Fund and the Local Transportation Fund does not exceed the amount the claimant is eligible to receive during the fiscal year.
6. Priority consideration has been given to claims to offset reductions in federal operating assistance and the unanticipated increase in the cost of fuel, to enhance existing public transportation services, and to meet high priority regional, countywide, or area wide public transportation needs.

7. The regional entity may allocate funds to an operator for the purposes specified in Section 6730 of the California Code of Regulations only if, in the resolution allocating the funds, it also finds the following:
- a) The operator has made a reasonable effort to implement the productivity improvements recommended pursuant to Public Utilities Code Section 99244. This finding shall make specific reference to the improvements recommended and to the efforts made by the operator to implement them.
 - b) For an allocation made to an operator for its operating costs, that the operator is not precluded by any contract entered into on or after June 28, 1979, from employment of part time drivers or from contracting with common carriers of persons operating under a franchise or license.
 - c) A certification by the Department of the California Highway Patrol verifying that the operator is in compliance with Section 1808.1 of the Vehicle Code, as required in Public Utilities Code Section 99251. The certification shall have been completed within the last 13 months, prior to filing claims.
 - d) The operator is in compliance with the eligibility requirements of Public Utilities Code Section 99314.6 *and as amended for Covid-19 regulatory changes*.

ALLOCATION to BUTTE COUNTY Jurisdictions for FY 25/26 is as follows:

	24/25	25/26	25/26	25/26
LTF Claimant	Prior Unclaimed	Apportionment	Claimed	Unclaimed
BCAG	\$ -	\$ 650,000	\$ 650,000	\$ -
County Auditor-Controller	-	25,000	25,000	-
Butte Regional Transit	-	3,728,944	3,728,944	-
Butte County	-	1,602,182	1,602,182	-
City of Biggs	-	58,908	-	58,908
City of Chico	500,164	3,399,120	3,671,293	227,991
City of Gridley	-	218,015	218,015	-
City of Oroville	-	586,778	586,778	-
Town of Paradise	658,456	331,053	-	989,509
LTF Totals	\$ 1,158,620	\$ 10,600,000	\$ 10,482,212	\$ 1,276,408
STA Claimant	Prior Unclaimed	Apportionment	Claimed	Unclaimed
Butte Regional Transit	\$ -	\$ 2,504,255	\$ 2,504,255	\$ -
City of Gridley- Flyer	-	95,745	95,745	-
STA Totals	\$ -	\$ 2,600,000	\$ 2,600,000	\$ -

NOW, THEREFORE, BE IT RESOLVED THAT, all allocations have been prepared in accordance with the above findings and are hereby approved and that the Executive Director is authorized to sign said allocations and to issue the instructions to the County Auditor to pay claimants in accordance with the above allocations as funds become available.

BE IT FURTHER RESOLVED THAT, the Butte County Association of Governments authorizes its staff to make any minor technical adjustments that may be necessary to ensure the claimants and BCAG are in compliance of the Transportation Development Act.

PASSED AND ADOPTED by the Butte County Association of Governments on the 28nd day of May 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
LOCAL TRANSPORTATION FUND (LTF)
ANNUAL PROJECT AND EXPENDITURE PLAN

Claimant: BCAG

Fiscal Year 2025/2026

TDA FUNDING HELD BY BCAG:

FY 25/26 APPORTIONMENTS	
Prior Year Appt Balance	-
Current LTF Apportionment	650,000
Total Available to Claim	650,000
Amount claimed	(650,000)
Unclaimed TDA	-

<u> </u>	Preliminary	Submitted	August 2025
<u> X </u>	Final	Submitted	May 2026

TDA STATUTE DESCRIPTION & LOCAL AGENCY PROJECT TITLE	FUND BALANCE USED		CLAIMED FUNDS		OTHER FUNDING SOURCES		TOTAL PROJECT
	TDA - LTF		TDA - LTF		OTHER FUNDS	SOURCE	
	LTF \$ amount	PUC Section	LTF \$ amount	PUC Section			
TDA Administration	-		131,307	Article 3, 99233.1			131,307
Planning & Programming			518,693	Article 3, 99233.2			518,693
ALLOCATED FUNDS	-		650,000		-	-	650,000

BCAG: Ivan Garcia or Julie Quinn

BUTTE COUNTY ASSOCIATION OF GOVERNMENTS

LOCAL TRANSPORTATION FUND (LTF)
ANNUAL PROJECT AND EXPENDITURE PLAN

Claimant: Butte County Auditor

Fiscal Year 2025/2026

TDA FUNDING HELD BY BCAG:

FY 25/26 APPORTIONMENTS	
Prior Year Appt Balance	-
Current LTF Apportionment	25,000
Total Available to Claim	25,000
Amount claimed	(25,000)
Unclaimed TDA	-

Preliminary
 Final

Submitted August 2025
Submitted May 2026

TDA CLAIMED FOR ARTICLE 3 ONLY							
TDA STATUTE DESCRIPTION & LOCAL AGENCY PROJECT TITLE	FUND BALANCE USED		CLAIMED FUNDS		OTHER FUNDING SOURCES		TOTAL PROJECT
	TDA - LTF		TDA - LTF		OTHER FUNDS	SOURCE	
	LTF \$ amount	PUC Section	LTF \$ amount	PUC Section			
TDA Administration	-		25,000	Article 3, 99233.1			25,000
ALLOCATED FUNDS	-		25,000		-	-	25,000

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

Claimant: Butte Regional Transit

Fiscal Year 2025/2026

TDA FUNDING HELD BY BCAG:

FY 25/26 APPORTIONMENTS	
Prior Year Appt Balance	-
Current LTF Apportionment	3,728,944
Current STA Apportionment	2,504,255
Total Current Apportionment	6,233,199
Amount claimed	(6,233,199)
Unclaimed TDA	-

<u> </u>	Preliminary	Submitted	August 2025
<u> </u>	Final	Submitted	May 2026

TDA STATUTE DESCRIPTION & LOCAL AGENCY PROJECT TITLE	FUND BALANCE USED		CLAIMED FUNDS		CLAIMED FUNDS		TOTAL PROJECT
	TDA - LTF Carryover		TDA - LTF		TDA - STA		
	LTF \$ amount	PUC Section	LTF \$ amount	PUC Section	LTF \$ amount	CCR Section	
Public Transit/ B-line Fixed Route	200,000	Article 4, 99260(a)	1,351,774	Article 4, 99260(a)	2,504,255	Art 4, Sec 6730 (a)	4,056,029
Public Transit/ B-line Microtransit			232,580	Article 4, 99260(a)			232,580
Public Transit/ B-line Paratransit	230,000	Article 4, 99260(a)	1,644,590	Article 4, 99260(a)	-		1,874,590
Transit Planning& Capital/ B-line Capital Reserve			500,000	Article 4, 99262			500,000
Transit Planning& Capital/ B-line STA Reserve			-				-
			-				-
ALLOCATED FUNDS	430,000		3,728,944		2,504,255	-	6,663,199

Local Contact: Sara Cain/ Andy Newsum

BCAG: Ivan Garcia or Julie Quinn

TDA FUNDING HELD BY BRT:

	Carryover (a)	25/26 Revenue (b)	25/26 Expense (c)	Estimated End Fund Balance (a+b-c)
TDA held by BRT:				
Transit- LTF	430,000	3,728,944	4,158,944	-
Transit- STA	-	2,504,255	2,504,255	-
Total TDA Funds	430,000	6,233,199	6,663,199	-

BUTTE COUNTY ASSOCIATION OF GOVERNMENTS

LOCAL TRANSPORTATION FUND (LTF) ANNUAL PROJECT AND EXPENDITURE PLAN

Claimant: County of Butte

Fiscal Year 2025/26

TDA FUNDING HELD BY BCAG:

FY 25/26 APPORTIONMENTS	
Prior Year Appt Balance	
25/26 LTF Apportionment	1,602,182
Total Available to Claim	1,602,182
Amount claimed	(1,602,182)
Unclaimed TDA	

Preliminary
 Final

Submitted August 2025
 Submitted May 2026

TDA STATUTE DESCRIPTION & LOCAL AGENCY PROJECT TITLE	FUND BALANCE USED		CLAIMED FUNDS		OTHER FUNDING SOURCES		TOTAL PROJECT
	TDA - LTF		TDA - LTF		OTHER FUNDS	SOURCE	
	LTF \$ amount	PUC Section	LTF \$ amount	PUC Section			
Transit- Public or Special Assistance / Transit Service (Gridley flyer)	-	Article 8, 99400 (c)	5,100	Article 8, 99400 (c)			5,100
Passenger Rail Operations & Capital / Rail Service (Amtrack)		Article 8, 99400 (b)	1,680	Article 8, 99400 (b)			1,680
Transportation Planning & Admin/ Streets & Roads Planning		Article 8, 99402	60	Article 8, 99402			60
Transportation Planning & Admin/ Bike & Ped Planning		Article 8, 99402	-	Article 8, 99402			
Streets & Road Maintenance - Pavement Improvements	38,770	Article 8, 99400 (a)	1,595,342	Article 8, 99400 (a)	-	-	1,634,112
Capital Projects for Streets & Road/ provide capital listing		Article 8, 99400 (a)	-	Article 8, 99400 (a)			
Capital Projects for Bike & Ped/ provide capital listing		Article 8, 99400 (a)		Article 8, 99400 (a)			
ALLOCATED FUNDS	38,770		1,602,182		-	-	1,640,952

Local Contact: Amanda Partain

BCAG: Ivan Garcia or Julie Quinn 809-4616

TDA FUNDING HELD BY CITY:

TDA Fund:	Audited Beg Fund Balance (a)	25/26 Revenue (b)	25/26 Expense (c)	Estimated End Fund Balance (a+b-c)
Transit/ Rail LTF	-	6,780	6,780	-
Transportation LTF	38,770	1,595,342	1,634,112	-
Unclaimed current TDA apportionment	-	-	-	-
Total TDA	38,770	1,602,122	1,640,892	-
Expense covered with Local funding	-	-	-	-
Total City Transportation Fund	38,770	1,602,122	1,640,892	-

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

Claimant: City of Biggs

Fiscal Year 2025/2026

TDA FUNDING HELD BY BCAG:

FY 25/26 APPORTIONMENTS	
Prior Year Appt Balance	-
Current Apportionment	58,908
Total Available to Claim	58,908
Amount claimed	-
Unclaimed TDA	58,908

Preliminary
 Final

Submitted not submitted
 Submitted no current claim

TDA STATUTE DESCRIPTION & LOCAL AGENCY PROJECT TITLE	FUND BALANCE USED		CLAIMED FUNDS		OTHER FUNDING SOURCES		TOTAL PROJECT
	TDA - LTF		TDA - LTF		OTHER FUNDS	SOURCE	
	LTF \$ amount	PUC Section	LTF \$ amount	PUC Section			
Transit- Public or Special Assistance / Transit Service	-	Article 8, 99400 (c)	-	Article 8, 99400 (c)			
Transportation Planning & Admin/ Streets & Roads Planning		Article 8, 99402	-	Article 8, 99402			-
Transportation Planning & Admin/ Bike & Ped Planning		Article 8, 99402	-	Article 8, 99402			
Streets & Road Maintenance - Pavement Improvements	60,000	Article 8, 99400 (a)		Article 8, 99400 (a)			60,000
Capital Projects for Streets & Road/ provide capital listing	-	Article 8, 99400 (a)		Article 8, 99400 (a)			-
Capital Projects for Bike & Ped/ provide capital listing		Article 8, 99400 (a)	-	Article 8, 99400 (a)			
ALLOCATED FUNDS	60,000		-		-	-	60,000

Local Contact: Nicolas Gauthier, City Administrator; Joe Arch, CPA

BCAG: Ivan Garcia or Julie Quinn 809-4616

TDA FUNDING HELD BY CITY:

TDA Fund:	Begin Fund Balance (a)	25/26 Revenue (b)	25/26 Expense (c)	Estimated End Fund Balance (a+b-c)
Transit/ Rail LTF	-	-	-	-
Transportation LTF	108,551	58,908	60,000	107,459
Unclaimed current TDA apportionment	-	58,908	-	58,908
Total TDA	108,551	117,816	60,000	166,367
Expense covered with Other Revenue	-	-	-	-
Total City Transportation Fund	108,551	117,816	60,000	166,367

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

Claimant: City of Chico

Fiscal Year 2025/2026

TDA FUNDING HELD BY BCAG:

FY 25/26 APPORTIONMENTS	
Prior Year Appt Balance	500,164
Current Apportionment	3,399,120
Total Available to Claim	3,899,284
Amount claimed	(3,671,293)
Unclaimed TDA	227,991

 Preliminary
 X Final

Submitted August 2025
Submitted May 2026

TDA CLAIMED FOR ARTICLE 8 ONLY							
TDA STATUTE DESCRIPTION & LOCAL AGENCY PROJECT TITLE	FUND BALANCE USED		CLAIMED FUNDS		OTHER FUNDING SOURCES		TOTAL PROJECT
	TDA - LTF		TDA - LTF		OTHER FUNDS	SOURCE	
	LTF \$ amount	PUC Section	LTF \$ amount	PUC Section			
Transit- Public or Special Assistance / Transit Service		Article 8, 99400 (c)	\$ 59,493.00	Article 8, 99400 (c)	\$ 6,000.00	BCAG Transit Ctr Lease payment	\$ 65,493.00
Transit Planning & Administration / Transit allocated costs		Article 8, 99400 (d)		Article 8, 99400 (d)			\$ -
Transit Capital / Transit Center Maint & Utilities		Article 8, 99400 (e)		Article 8, 99400 (e)			\$ -
Passenger Rail Operations & Capital / Rail Service	154,500	Article 8, 99400 (b)	\$ 45,679.00	Article 8, 99400 (b)	\$ 1,200.00	Amtrak Lease Payment	\$ 201,379.00
Transportation Planning & Admin/ Streets & Roads Planning	-	Article 8, 99402	\$ 641,932.00	Article 8, 99402			\$ 641,932.00
Transportation Planning & Admin/ Bike & Ped Planning		Article 8, 99402	\$ 263,694.00	Article 8, 99402			\$ 263,694.00
Streets & Road Maintenance - Pavement Improvements		Article 8, 99400 (a)	\$ 220,356.00	Article 8, 99400 (a)			\$ 220,356.00
Capital Projects for Streets & Road/ provide capital listing	8,832,331	Article 8, 99400 (a)	\$ 2,060,139.00	Article 8, 99400 (a)			\$ 10,892,470.00
Capital Projects for Bike & Ped/ provide capital listing	966,478	Article 8, 99400 (a)	\$ 380,000.00	Article 8, 99400 (a)			\$ 1,346,478.00
ALLOCATED FUNDS	9,953,309		\$ 3,671,293.00		\$ 7,200.00		\$ 13,631,802.00

Local Contact: Brendan Ottoboni, PW-Eng Director; Barbara Martin, Admin Serv Director; Robyn Ryan, PW Man Analyst

BCAG: Ivan Garcia or Julie Quinn 809-4616

TDA FUNDING HELD BY CITY:

TDA Fund:	Beginning Fund Balance (a)	25/26 Revenue (b)	25/26 Expense (c)	Estimated End Fund Balance (a+b-c)
Transit/ Rail LTF	188,643	105,172	259,672	34,143
Transportation LTF	10,236,566	3,566,121	13,364,930	437,757
Unclaimed current TDA apportionment	500,164	(272,173)		227,991
Total TDA	10,925,373	3,399,120	13,624,602	699,891
Expense covered with Other Revenue		7,200	7,200	-
Total City Transportation Fund	10,925,373	3,406,320	13,631,802	699,891

BUTTE COUNTY ASSOCIATION
OF GOVERNMENTS



BOARD OF DIRECTORS MEETING
ITEM #7



BCAG Board of Directors

Agenda Item #7 – Action

Date: May 28, 2026

Subject: Butte Regional Transit – FY 2026/27 Final Service Plan and Budget

Contact: Andy Newsum, Executive Director
Julie Quinn, Chief Fiscal Officer

Summary: As the owner and operator of Butte Regional Transit (B-Line), BCAG is responsible for preparing the Annual Service Plan and Budget for the operating and capital expenses of B-Line. The Final FY 2026/27 B-Line Service Plan and Budget can be found on the website at the following link:

- [FINAL 2026/27 Butte Regional Transit Service Plan and Budget](#)

On March 5, 2026, staff met with the BCAG Transit Administrative Oversight Committee (TAOC) to review the Draft FY 2026/27 Service Plan and Budget. The TAOC is made up of representatives from the cities, town and county finance and public works departments. There were no changes requested.

The Final FY 2026/27 B-Line Budget identifies a total operating budget of \$14,566,471 for both fixed route, paratransit, and microtransit services. The Final Budget is \$1,103,056 higher than the prior year, an increase of 8.2%. A summary of the Final Service Plan and Budget is attached.

Action requested: This item is presented for information.

Attachment: FY 2026/27 Final B-Line Service Plan and Budget Expenditures and Revenues

Agenda Item #7 – Action

Staff Report:

FY 2026/27 FINAL B-LINE SERVICE PLAN

Fixed Route (including microtransit) B-Line provides countywide public transit through an integrated network of scheduled fixed routes and on-demand microtransit designed to work together. Fixed-route service includes five intercity routes connecting Chico, Oroville, Paradise/Magalia, Gridley, and Biggs, as well as local route networks in Chico (ten routes) and Oroville (four routes). Routes are timed for connectivity at major hubs (including the Chico Transit Center and Oroville Transit Center), with service provided on weekdays and weekends depending on route. Microtransit expands access with app-dispatched, shared-ride, curb-to-curb trips within defined zones and/or to transit hubs for fixed-route connections. B-Line launched a microtransit pilot in the Town of Paradise in May 2026 to restore flexible access after the 2018 Camp Fire and to link riders to fixed-route service along Skyway and Clark Road (including Paradise Pines and Magalia). Microtransit in Chico and Oroville may be an element associated with the focused fixed route study effort being conducted by Jarrett Walker + Associates. Chico and Oroville micro-transit if deemed appropriate would be implemented in the 2027/28 FY and utilize the same dispatch/scheduling technology platform used for paratransit.

Paratransit (Including Intercity Paratransit): B-Line provides complementary ADA paratransit service consistent with the Americans with Disabilities Act, along with Dial-A-Ride for seniors and persons with disabilities. Eligibility includes riders age 70+ or riders with an impairment that prevents use of the fixed-route system (with a potential policy change under consideration to reduce the age threshold from 70 to 65, which could increase service-hour demand). The paratransit service area includes the Chico Urban Area; the entire Town of Paradise and portions of Paradise Pines and Wilderness Way (off Pentz Road); and the greater Oroville area, including the City of Oroville and portions of unincorporated Butte County within the ADA zones. Service operates during the same general hours as fixed-route service: Monday–Friday 5:50 a.m.–10:00 p.m., Saturday 7:00 a.m.–10:00 p.m., and Sunday 7:50 a.m.–6:00 p.m. The intercity paratransit component is a defined, enhanced subset of the paratransit/Dial-A-Ride program: it incorporates existing ADA zones plus a new Biggs–Gridley defined area and provides one daily round trip connecting ADA core zones to support non-emergency medical appointments, with space-available access for the general public. Connections are provided between ADA core zones in Butte County.

Chico – Sacramento Interregional B-Line is advancing an inter-regional service connecting Chico to Sacramento to expand access to employment, education, and regional destinations beyond Butte County. This service is distinct from B-Line’s existing intercity routes within the county because it is designed as a longer-distance, corridor-based connection linking the North State to the Sacramento region. The program reflects B-Line’s broader service strategy to improve regional mobility while maintaining connections to local and intercity services within Butte County. Planning and development for the Chico–Sacramento service occurred during FY 2025/26, and implementation is tied to vehicle delivery and start-up readiness. To support launch, six (6) 36-foot E-FRT Freightliner/Glaval diesel cutaways are on order specifically for the Chico–Sacramento service. The document anticipates the service beginning in spring 2027. As start-up proceeds, service details (including schedule, stops, and operational integration with existing B-Line routes and hubs) will be finalized so riders can connect from Chico’s local network and B-Line intercity routes into the inter-regional line. This approach positions the Chico–Sacramento service as a defined regional expansion that complements, rather than replaces, the countywide fixed-route and demand-response network.

Agenda Item #8 – Action Attachment

FY 2026/27 FINAL B-LINE BUDGET EXPENDITURES AND REVENUES

The Final FY 2026/27 B-Line Budget identifies a total operating budget of **\$14,566,471** for fixed route, microtransit, and paratransit services in the urban and rural areas of Butte County.

The Final Budget is \$1,103,056 higher than the prior year, an increase of 8.2%. There are several factors involved contributing to the significantly higher budget and are generally described as follows:

- Purchased services are increasing significantly with a two-year extension starting July 1, 2026—driven primarily by 5,000 added hours of intercity paratransit to serve a growing, more dispersed elderly, disabled, and veteran population (a major share of the overall increase).
- The extension also includes increases for labor (modest), and for parts/supplies/services and fleet insurance (significant) to operate and maintain the vehicle fleet.
- Dispatching, fare collection, and data systems are being upgraded, requiring additional IT management for integration and implementation.
- BCAG is the only one of California's 18 MPOs that uses MPO staff to administer the regional transit system, which may be why BCAG remains one of the few MPOs still providing TDA funding to local roads. This budget's higher TDA reliance also reflects less federal funding available for transit.
- TDA revenues are declining—particularly State Transit Assistance (STA)—as diesel use falls and EV use rises. While the Local Transportation Fund (LTF) has been relatively stable, it depends on consumer spending and can shift with the economy.

The gap between costs and revenues is expected to widen. Solutions focus on reducing costs and increasing revenues, including a comprehensive system analysis to find efficiencies, efforts to grow ridership, and a recent Board Resolution directing staff to explore alternative revenue options. These strategies will take time, and they should not be assumed to restore or protect local jurisdiction TDA apportionments. The best outcome is to delay the need to consume all available TDA for its intended use as long as possible.

Agenda Item #8 – Information Attachment

2026/27 Operating Budget

Expenditures:

Notable expenditure changes from the FY 2025/26 Budget are as follows:

- Increase of \$648,744 or 6.8% in *Purchased Transportation* per Transdev contract extension. This includes an increase of 5,000 service hours to account for projected inter-city paratransit demand.
- Increase of \$42,345 or 12.8% in *Software Maintenance* to account for increasing license fees and transition to newer software that supports improvements to paratransit and introduction of microtransit service.
- Increase of \$165,000 or 30.8% to *Support Services* to include BCAG IT Manager position.
- Decrease of \$5,094 in *Ops Facility Maintenance* due removal of lease.

Revenues:

Notable revenue changes from the FY 2025/26 Budget are as follows:

The *Operating Revenues (fares)* show a 2.1% increase in overall fares compared to the previous year's budget. The current year's estimate is derived from the actual fares collected through the third quarter.

Federal/Other funding shows a decrease of 8% over the prior year with estimated apportionments. Final apportionments should be released in the coming months. This is the first year without Covid funding being used. As total federal funds are reduced, TDA needed for transit will be increased.

TDA support shows an increase of 25% compared to the prior year's budget. This increase is largely driven by higher expenditures, with lower federal funding and stagnant farebox recovery. Any excess TDA funding over actual operating cost is carried into the following fiscal year. The TDA funds from 2025/26 carried to 2026/27 are estimated to be \$400,000. The carryover amount reduces the TDA that is requested for apportionment.

Capital Budget

Six (6) thirty-six (36) foot cutaways were put on order in March of 2026 in preparation for the Chico to Sacramento service expected to begin spring 2027. Four (4) to five (5) fixed route diesel coaches are expected to be placed on order during the 4th quarter of FY 25/26 for delivery in FY 26/27. Additional equipment purchases expected for the year include cash fareboxes, automatic passenger counter equipment, and updated mobile data terminals. Grant funding is expected to be available for these purchases but may also require utilizing capital reserves. Bus shelter improvements continue and have State of Good Repair funding set aside for this purpose. The rebranding of the transit system will roll out as necessary, and as financially viable.

**FISCAL YEAR 2026/27
OPERATING BUDGET**

	2024/25 APPROVED BUDGET	2024/25 ACTUAL ANNUAL	2025/26 APPROVED BUDGET	2026/27 PROPOSED BUDGET	Difference	% CHANGE
OPERATING EXPENSES						
ADMINISTRATION						
Printing and Signage	\$ 40,000	\$ 27,972	\$ 40,000	\$ 44,000	\$ 4,000	10.0%
Processing Fees/Mobile App	\$ 7,200	\$ 15,221	\$ 15,000	\$ 15,000	\$ -	0%
Training, Travel, Employee Relations	\$ 6,000	\$ 3,365	\$ 9,000	\$ 9,000	\$ -	0.0%
Public Outreach	\$ 102,070	\$ 23,869	\$ 125,000	\$ 125,000	\$ -	0.0%
Paratransit ADA Certification	\$ 45,000	\$ 43,556	\$ 35,000	\$ 35,000	\$ -	0.0%
Support Services	\$ 525,000	\$ 428,887	\$ 535,000	\$ 700,000	\$ 165,000	30.8%
TOTAL ADMINISTRATION	\$ 725,270	\$ 542,870	\$ 759,000	\$ 928,000	\$ 169,000	22.3%
OPERATIONS AND MAINTENANCE						
Communication	\$ 22,025	\$ 22,788	\$ 22,500	\$ 28,584	\$ 6,084	27.0%
Fleet Insurance	\$ 675,259	\$ 673,748	\$ 642,852	\$ 702,833	\$ 59,981	9.3%
Vehicle/Equipment Maintenance	\$ 165,000	\$ 186,846	\$ 165,000	\$ 165,000	\$ -	0.0%
Software Maintenance	\$ 278,745	\$ 308,149	\$ 330,000	\$ 372,345	\$ 42,345	12.8%
Purchased Transportation	\$ 8,926,080	\$ 9,035,218	\$ 9,497,207	\$ 10,145,951	\$ 648,744	6.8%
Fuel and Fuel Tax	\$ 1,224,000	\$ 1,141,004	\$ 1,295,000	\$ 1,414,400	\$ 119,400	9.2%
Transit Kiosk Security- Chico/Oroville	\$ 132,000	\$ 139,365	\$ 134,400	\$ 142,128	\$ 7,728	5.8%
Transit Kiosk Lease- Chico	\$ 6,000	\$ 6,000	\$ 6,000	\$ 6,000	\$ -	0.0%
Ops Facility Lease- to BRTC	\$ 5,094	\$ 5,094	\$ 5,094	\$ -	\$ (5,094)	-100.0%
Facility Operations/Maintenance	\$ 472,460	\$ 398,877	\$ 480,672	\$ 521,700	\$ 41,028	8.5%
TOTAL OPS AND MAINTENANCE	\$ 11,906,663	\$ 11,917,089	\$ 12,578,725	\$ 13,498,941	\$ 920,216	7.3%
SUB-TOTAL OPERATING EXPENSES	\$ 12,631,933	\$ 12,459,959	\$ 13,337,725	\$ 14,426,941	\$ 1,089,216	8.2%
APPROPRIATION FOR CONTINGENCIES	\$ 126,919	\$ -	\$ 125,690	\$ 139,530	\$ 13,840	11.0%
TOTAL OPERATING REQUIREMENTS	\$ 12,758,852	\$ 12,459,959	\$ 13,463,415	\$ 14,566,471	\$ 1,103,056	8.2%
OPERATING REVENUES						
Fixed Route Passenger Fares	\$ 1,088,074	\$ 1,107,401	\$ 1,056,489	\$ 1,145,483	\$ 88,994	8%
Micro Transit Passenger Fares	\$ -	\$ -	\$ 72,444	\$ 20,880	\$ (51,564)	-71%
Paratransit Fares	\$ 226,271	\$ 230,120	\$ 263,967	\$ 255,324	\$ (8,643)	-3%
TOTAL OPERATING REVENUE	\$ 1,314,345	\$ 1,337,521	\$ 1,392,900	\$ 1,421,687	\$ 28,787	2.1%
NON-OPERATING REVENUE						
TDA	\$ 6,084,022	\$ 5,586,367	\$ 6,163,199	\$ 7,699,593	\$ 1,536,394	25%
FEDERAL/ OTHER	\$ 5,360,485	\$ 5,536,071	\$ 5,907,316	\$ 5,445,192	\$ (462,124)	-8%
TOTAL REVENUES	\$ 12,758,852	\$ 12,459,959	\$ 13,463,415	\$ 14,566,471	\$ 1,103,056	8.2%

**FISCAL YEAR 2026/27
CAPITAL BUDGET**

	2024/25 BUDGET	2024/25 ACTUAL	2025/26 BUDGET	2026/27 BUDGET
CAPITAL OUTLAY				
Equipment	\$ 60,000	\$ 53,609	\$ 120,000	\$ 300,000
Bus Shelters	\$ -	59,958	60,000	200,000
Automated Passenger Counters (APCs)	\$ -	-	350,000	325,000
Mobile Ticketing (Token Transit)	\$ 289,450	302,071	-	-
On Demand Platform (Novus)	\$ 375,000	346,055	-	-
Bus Rebrand - Wraps	\$ -	-	300,000	300,000
Fixed Route Vehicles/Assets - Battery Electric Buses (BEB)	\$ 5,728,138	5,728,138	-	2,800,000
Electric Bus Chargers	\$ 500,000	561,681	-	-
Fixed Route Vehicles - Diesel	\$ 1,500,000	1,426,288	-	5,000,000
Paratransit Bus		-	360,000	-
Paratransit Vans		-	520,000	-
Microtransit Vans	\$ -	-	603,950	-
TOTAL CAPITAL OUTLAY	\$ 8,452,588	\$ 8,477,800	\$ 2,313,950	\$ 8,925,000

CAPITAL OUTLAY FUNDING SOURCES				
BRT Capital Reserves	\$ 692,890	\$ 666,640	\$ 490,000	\$ 330,000
Restricted TDA - Diesel Bus	\$ 1,500,000	900,000	-	1,000,000
State of Good Repair (SGR) - Zero-Emission	\$ 402,011	463,548	-	-
State of Good Repair (SGR) - Bus Shelters	\$ -	59,958	60,000	200,000
State of Good Repair (SGR) - Diesel Purchase	\$ -	-	-	1,187,128
Low Carbon Transit Operations Program (LCTOP) - BEB	\$ 1,336,127	1,836,126	185,088	561,913
FTA 5307 ARP	\$ 2,300,000	2,300,000	-	-
FTA 5307 Capital	\$ 531,560	422,451	280,000	-
FTA FY 2023/FY 2024 5339(a) - APCs	\$ -	-	-	325,000
FTA FY 2024/FY 2025 5339(a) - Bus Equipment	\$ -	138,933	-	270,000
FTA 5339 Bus and Bus Facilities Grant	\$ 1,690,000	1,690,144	-	-
FTA 5310 FFY 2021 bus	\$ -	-	360,000	-
FTA 5310 FFY 2023 bus	\$ -	-	520,000	-
FTA 5339(a) FFY21, FFY22 - Microtransit vans	\$ -	-	418,862	-
FY 2022 5307 - Diesel Purchase	\$ -	-	-	800,000
SB 125 - Zero Emission Transit Capital Program (ZETCP)				2,238,087
FTA FY 2024 5307-STBG - Diesel Purchase	\$ -	-	-	2,012,872
TOTAL CAPITAL OUTLAY FUNDING	\$ 8,452,588	\$ 8,477,800	\$ 2,313,950	\$ 8,925,000

**FISCAL YEAR 2026/27
OPERATING BUDGET**

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**FISCAL YEAR 2026/27
CAPITAL BUDGET**

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Electric Bus Chargers	\$ 500,000	561,681	-	-
Fixed Route Vehicles - Diesel	\$ 1,500,000	1,426,288	-	5,000,000
Paratransit Bus		-	360,000	-
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TOTAL CAPITAL OUTLAY	\$ 8,452,588	\$ 8,477,800	\$ 2,313,950	\$ 8,925,000

CAPITAL OUTLAY FUNDING SOURCES				
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FY 2022 5307 - Diesel Purchase	\$ -	-	-	800,000
SB 125 - Zero Emission Transit Capital Program (ZETCP)				2,238,087
FTA FY 2024 5307-STBG - Diesel Purchase	\$ -	-	-	2,012,872
TOTAL CAPITAL OUTLAY FUNDING	\$ 8,452,588	\$ 8,477,800	\$ 2,313,950	\$ 8,925,000

BUTTE COUNTY ASSOCIATION
OF GOVERNMENTS



BOARD OF DIRECTORS MEETING
ITEM #8



BCAG Board of Directors

Agenda Item #8– Information

Date: May 28, 2026

Subject: Butte Regional Transit 3rd 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 third 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 all four modes compared to the third quarter of FY 24/25. Operating expense is in line with budgeted expectations, except for rural paratransit which has lower expense than budgeted due to the drastic decrease in service hours shown in Attachment 2.

Service	Farebox Coverage	Fares to Budget	Expense to Budget	Ridership Change from Prior Year	Passengers Per Hour
Rural Fixed Route	14.3%	88%	74%	-2.4%	6.4
Urban Fixed Route	12.0%	79%	73%	-5.7%	10.8
Rural Paratransit	5.3%	56%	65%	-9.2%	3.0
Urban Paratransit	7.1%	70%	77%	-3.7%	3.4

There were two preventable accidents in the quarter, with 354,403 miles driven. There was one valid complaint in the quarter with 169,050 rides given.

Action requested: This item is presented for information.

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

Butte Regional Transit
3rd 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 Fares	\$ 342,625	81%	\$ 451,500	\$ 399,073	88%	\$ 479,881	72%	\$ 677,433	\$ 538,341	79%
Other Income	\$ 1,057,908	31%	\$ 3,323,648	\$ 39,061	1%	\$ 1,414,375	27%	\$ 5,482,639	\$ 37,051	1%
Total Income	<u>\$ 1,400,532</u>	36%	<u>\$ 3,775,148</u>	<u>\$ 438,134</u>	12%	<u>\$ 1,894,256</u>	32%	<u>\$ 6,160,072</u>	<u>\$ 575,392</u>	9%
Operator Expense	\$ 1,576,669	75%	\$ 2,200,888	\$ 1,715,696	78%	\$ 3,365,577	74%	\$ 4,606,127	\$ 3,407,107	74%
Fuel Expense	\$ 405,635	68%	\$ 500,000	\$ 339,405	68%	\$ 247,206	62%	\$ 501,000	\$ 397,773	79%
Other Operating	\$ 585,677	66%	\$ 812,110	\$ 541,688	67%	\$ 502,716	58%	\$ 838,945	\$ 507,798	61%
Services & Supplies	\$ 2,567,980	72%	\$ 3,512,998	\$ 2,596,789	74%	\$ 4,115,500	71%	\$ 5,946,072	\$ 4,312,678	73%
Admin Charges	\$ 157,986	61%	\$ 262,150	\$ 200,076	76%	\$ 128,968	61%	\$ 214,000	\$ 163,327	76%
Total Expense	<u>\$ 2,725,967</u>	71%	<u>\$ 3,775,148</u>	<u>\$ 2,796,865</u>	74%	<u>\$ 4,244,468</u>	71%	<u>\$ 6,160,072</u>	<u>\$ 4,476,005</u>	73%
% Fares to Operating Expense	<u>12.6%</u>		<u>12.0%</u>	<u>14.3%</u>		<u>11.3%</u>		<u>11.0%</u>	<u>12.0%</u>	
Revenue Hours	15,614	75%	21,271	16,260		33,333	75%	44,517	32,289	
Annual Passengers	107,403			105,017		365,601			340,496	
Annual Pass/Rev Hr	6.9			6.5		11.0			10.5	
Cost/Rev Hr	\$ 174.58	% change 1.3%		\$ 172.01	% change -1.5%	\$ 127.34	% change 0.0%		\$ 138.62	% change 8.9%
Cost/passenger	\$ 25.38	-1.1%		\$ 26.63	4.9%	\$ 11.61	-1.3%		\$ 13.15	13.2%
Fare/passenger	\$ 3.19	7.2%		\$ 3.80	19.1%	\$ 1.31	-3.4%		\$ 1.58	20.5%

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.

Service & Supplies include: Payments to Contactor, Fuel, Insurance, Maintenance, Marketing, and other minor expenses.

Butte Regional Transit
3rd Quarter Financial Report
Fiscal Year 2025/26

Rural Paratransit				
24/25 Actual to Date	% of 24/25 Budget	25/26 Annual Budget	25/26 Actual to Date	% of 25/26 Budget

Urban Paratransit				
24/25 Actual to Date	% of 24/25 Budget	25/26 Annual Budget	25/26 Actual to Date	% of 25/26 Budget

Passenger Fares	\$ 34,041	70%	\$ 52,800	\$ 29,576	56%	\$ 137,119	77%	\$ 191,967	\$ 135,086	70%
Other Income	\$ 22,458	3%	\$ 812,115	\$ 8,063	1%	\$ 7,788	0%	\$ 2,274,825	\$ (15,070)	-1%
Total Income	\$ 56,499	7%	\$ 864,915	\$ 37,639	4%	\$ 144,907	6%	\$ 2,466,792	\$ 120,016	5%
Operator Expense	\$ 415,179	69%	\$ 581,755	\$ 382,552	66%	\$ 1,422,041	83%	\$ 1,914,175	\$ 1,483,041	77%
Fuel Expense	\$ 38,887	68%	\$ 100,000	\$ 59,185	59%	\$ 110,677	68%	\$ 191,000	\$ 113,044	59%
Other Operating	\$ 49,302	67%	\$ 165,460	\$ 107,099	65%	\$ 191,394	69%	\$ 285,467	\$ 244,201	86%
Services & Supplies	\$ 503,367	68%	\$ 847,215	\$ 548,836	65%	\$ 1,724,112	80%	\$ 2,390,642	\$ 1,840,286	77%
Admin Charges	\$ 12,089	62%	\$ 17,700	\$ 13,666	77%	\$ 51,580	62%	\$ 76,150	\$ 58,750	77%
Total Expense	\$ 515,456	68%	\$ 864,915	\$ 562,502	65%	\$ 1,775,693	79%	\$ 2,466,792	\$ 1,899,036	77%
% Fares to Operating Expense	6.6%		6.1%	5.3%		7.7%		7.8%	7.1%	
Revenue Hours	4,112	69%	5,500	3,626		14,084	83%	18,500	14,053	
Annual Passengers	11,608			9,296		47,241			44,208	
Annual Pass/Rev Hr	2.8			2.6		3.4			3.1	
		% change		% change			% change		% change	
Cost/Rev Hr	\$ 125.35	6.3%		\$ 155.13	23.8%	\$ 126.08	4.6%		\$ 135.13	7.2%
Cost/passenger	\$ 44.41	24.7%		\$ 60.51	36.3%	\$ 37.59	4.3%		\$ 42.96	14.3%
Fare/passenger	\$ 2.93	16.3%		\$ 3.18	8.5%	\$ 2.90	0.7%		\$ 3.06	5.3%

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.

Service & Supplies include: Payments to Contactor, Fuel, Insurance, Maintenance, Marketing, and other minor expenses.

B-Line Operating Data
FY 2025/26 - Third 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	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			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	115,200	-13.7%	11,429	10,948	-4.2%	11.7	10.5	-9.9%
3rd	123,514	116,514	-5.7%	11,039	10,752	-2.6%	11.2	10.8	-3.1%
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	24/25	25/26	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			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	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			4,834			3.0		

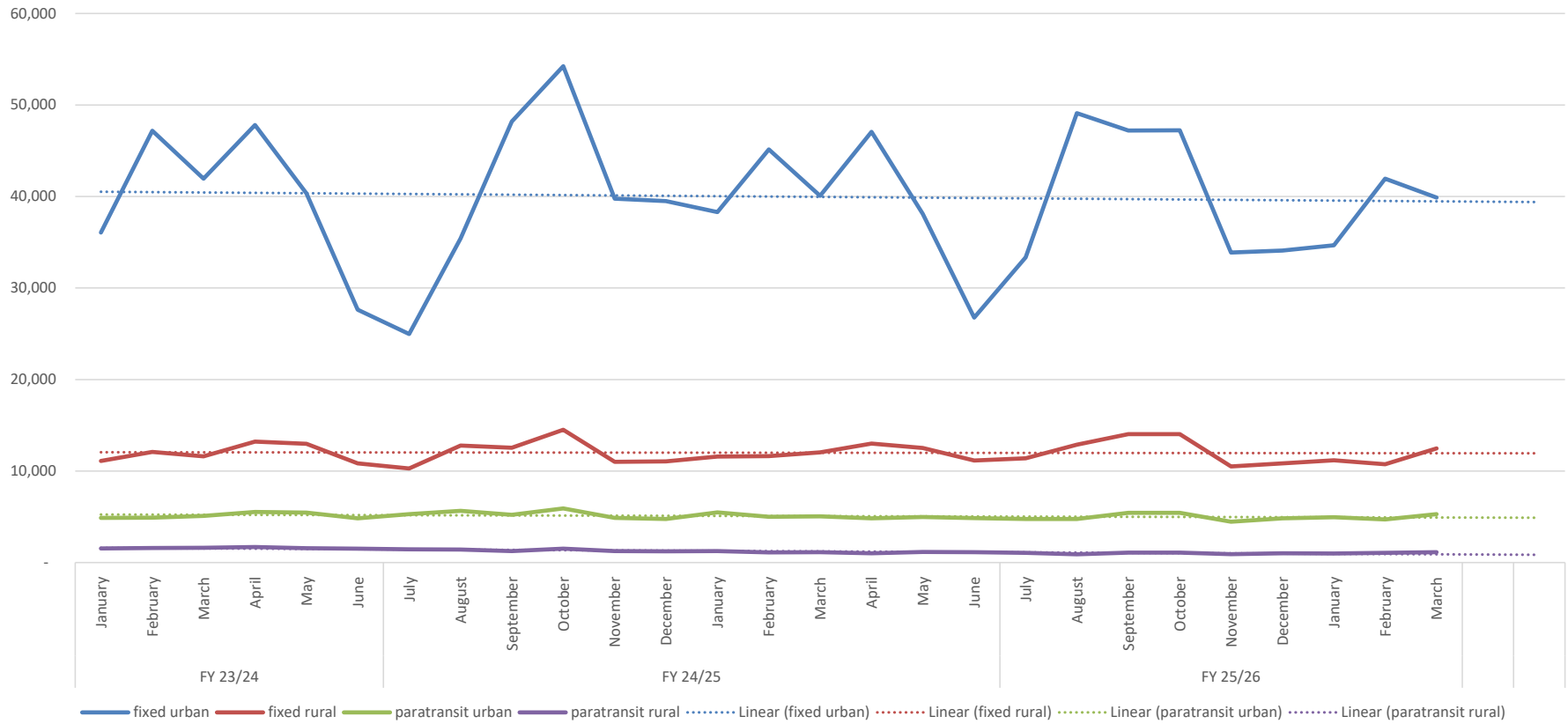
PREVENTABLE ACCIDENTS

Qtr-FY	Accidents	Miles	Ratio (1 per x)
3-25/26	2	354,403	177,201
2-25/26	1	354,300	354,299
1-25/26	2	353,272	176,635
4-24/25	0	361,111	#DIV/0!

VALID PASSENGER COMPLAINTS

Complaint	Rides	Ratio (1 per x)
1	169,051	169,050
4	168,331	42,082
7	161,635	23,090
2	166,612	83,305

B-Line Ridership Tracking



BUTTE COUNTY ASSOCIATION
OF GOVERNMENTS



BOARD OF DIRECTORS MEETING
ITEM #9



BCAG Board of Directors

Agenda Item #9- Information

Date: May 28, 2026

Subject: Butte Regional Transit Routing Study Outreach

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. The first two outreach events took place the week of May 18th and attached is a brief staff report going over the outcomes of those events.

Action requested: For information purposes only.

Attachment: Staff Report

Agenda Item #X - Information

Staff Report:

Two outreach events took place during the week of May 18th related to the routing study specific to Chico and Oroville and the transit corridor that exists between the two cities. There are currently no planned changes to Biggs and Gridley, and the service changes to Paradise were designed and approved as part of the LSC partnered study in 2022.

The first event on Monday May 18th was a stakeholder engagement exercise designed to explain the transit planning process to a wider audience not well versed in transit needs, trade-offs, etc, as well as determine what type of model is most favored by the communities involved (ie ridership or coverage). Of the 70 invitees, there were 17 participants representing city staff, county staff, hospitals, social services, education services, and current transit riders.

The second event was a three-day core concept retreat that focused on creating two competing concepts for Chico and Oroville based on ridership and coverage models. Attendees included city staff, operations staff, and elected officials at the city and county level. The goal of this event was to draft the four concepts, which was successful. A formalized draft version of these concepts will be made available later in the summer once general public outreach has begun. As of yet, no decisions have been made and none will be made prior to public input.

Staff will continue to apprise the Board of updates and changes as they occur.

BUTTE COUNTY ASSOCIATION
OF GOVERNMENTS



BOARD OF DIRECTORS MEETING
ITEM #10



BCAG Board of Directors

Agenda Item #10 –Information

Date: May 28, 2026

Subject: 2027 Federal Transportation Improvement Program Development & Congestion Mitigation and Air Quality Program

Contact: Ivan Garcia, Programming Director

Summary: The Programming Director initiated the development of the new 2027 Federal Transportation Improvement Program (FTIP) and issued a call for new projects for the Congestion Mitigation and Air Quality Program (CMAQ). The purpose of the FTIP is to identify all transportation related projects that require federal transportation funding or approval by the Federal Highway Administration or Federal Transit Administration. The purpose of the CMAQ program is to fund transportation projects and programs to help meet the requirements of the federal Clean Air Act.

Staff issued a call for projects with a \$10 million dollar target for the next 4 federal fiscal years. New CMAQ projects will be included in the new 2027 FTIP. The FTIP is being developed in consultation with the BCAG Transportation Advisory Committee and in accordance with BCAG's Public Participation Plan. The new FTIP is scheduled to be adopted by the BCAG Board on August 27, 2026.

Action requested: Item presented for information.

Staff Report: FTIP Development & CMAQ Projects Received.

Agenda Item #10 – Information

Staff Report: 2027 FTIP Development & CMAQ Project Received

The 2027 FTIP will cover the next four fiscal years (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).

Congestion Mitigation and Air Quality – Call for Projects

As part of the development of the new FTIP, staff issued a “call for projects” to accept new Congestion Mitigation and Air Quality (CMAQ) Program for funding consideration. The purpose of the CMAQ program is to fund projects which reduce the region’s non-attainment pollutants to address transportation air quality. Projects are required to be included in the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS).

CMAQ Programming Schedule:

- ~~Call for Projects – BCAG TAC Meeting, February 5, 2026~~
- ~~Application Submittal Deadline – April 17, 2026~~
- ~~Draft Recommendations to BCAG TAC – May 7, 2026~~
- Draft Recommendations to BCAG Board – May 28, 2026
- New projects incorporated into 2027 FTIP Process with adoption - August 27, 2026

Caltrans has provided BCAG with funding estimates to be used for CMAQ programming. These estimates do not account for existing projects already programmed or any unallocated balances.

2025/26:	\$2,087,366	Estimated Apportionment Balance (from Caltrans)
2026/27:	\$2,000,000	
2027/28:	\$2,000,000	
2028/29:	\$2,000,000	
<u>2029/30:</u>	<u>\$2,000,000</u>	
Total:	\$10,087,366	

Agenda Item #10 – Information

2027 FTIP Development Schedule

Draft 2027 FTIP Project Listing presented to TAG	April 2, 2026
Due date for comments on the Draft listing by project sponsors	May 7, 2026
Preliminary 2027 FTIP to BCAG TAC	June 4, 2026
Final Draft to BCAG TAC	July 2, 2026
Draft 2027 FTIP to BCAG Board	July 23, 2026
Public Review Period	July 23 – Aug 27, 2026
BCAG Board – Public Hearing & Adoption of 2027 FTIP	August 27, 2026
BCAG Submittal of Final Approved FTIP to Caltrans	September 1, 2026

CMAQ Project Recommendations for the 2025 FTIP and 2027 FTIP

1. **City of Chico – Garner Lane and the Esplanade Roundabout Project.** The purpose of this project is reduce congestion, increase access to the area for all modes of transportation, and enhance public safety and vehicle operations on Garner Lane and the Esplanade. The roundabout is needed to provide operational improvements to the intersection of Garner Lane and the Esplanade. The existing stop-controlled intersection is expected to operate at an unacceptable level of service as traffic growth occurs.

Staff Recommendation: Fund the project at \$5.5 million in CMAQ funding

2. **City of Chico – State Route 99/ Cohasset Rd Interchange Project.** The purpose of this project is to reduce significant congestion and delays for Cohasset Road. The project is needed to provide operational improvements to the intersection of Cohasset Road and the southbound SR99 on-ramp. The existing left-turn pocket for the loop on-ramp is insufficient to accommodate all of the left-turn movements at the intersection of Cohasset Road and the southbound SR99 on-ramp. This causes vehicles to queue beyond the storage bay and blocks Cohasset Road as well as the nearby intersection of Mangrove/Cohasset Road.

Staff Recommendation: Fund the environmental component only at \$575,000. This would enable the City to begin the preliminary engineering component while pursuing other state and federal funding opportunities.

3. **City of Chico – Micromobility Safety Video Campaign.** The purpose of this project is to educate students, parents, and local adults about the safe use of micromobility devices. The project will effectively develop and produce age-appropriate videos and social media that can be distributed to the public and provide relevant safety information. The project will promote active transportation, enhance public safety, and reduce congestion in the City of Chico and surrounding communities. Chico Unified School District will use these videos as part of their curriculum to educate the students. This project will be

done in cooperation with Enloe Hospital, Chico Police Department, Butte County Public Health, Chico Area Recreation District and BCAG.

Staff Recommendation: Fund the project for \$125,000.

4. **Butte County – Autrey Lane South Safe Routes to Schools Project.** The purpose of this project is to increase mobility, enhance overall roadway safety, improve pedestrian accessibility, and rehabilitate infrastructure along Autrey Lane from Monte Vista Avenue to the end of the road, and along Via Canela Avenue from Autrey Lane to Golden Hills Elementary. The project is needed to close infrastructure gaps, improve mobility and access to schools, increase overall roadway safety, and provide a more reliable transportation corridor for the community.

Staff Recommendation: Fund Preliminary Engineering and Right of Way for \$600,000. This project will compete well for state Active Transportation Program (ATP) funds.

5. **Lincoln Blvd Bike Path Phase 1 Project.** The purpose of this project is to increase mobility, enhance overall roadway safety, improve bicycle and pedestrian accessibility, and rehabilitate infrastructure along Lincoln Boulevard from Monte Vista Avenue to the bridge. This is a multiphased effort that will extend connectivity from the South Oroville area to Palermo along the Lincoln Boulevard corridor. With the South Oroville SRTS project currently under construction and the Palermo SRTS project anticipated to follow, this project will complete a critical gap between the two. This project will address those deficiencies by providing a continuous bicycle and pedestrian network that connects surrounding communities.

Staff Recommendation: Fund Preliminary for \$560,000. This project will compete well for state Active Transportation Program (ATP) funds.

6. **City of Gridley – Cherry Street Sidewalk Improvements Project-** This project is on Cherry Street from Haskell St to Highway 99. The proposed project aims to construct sidewalk on the south side of Cherry Street to close a critical pedestrian gap in Gridley. This will create the only continuous walking path along the corridor for 21 townhomes, 60 senior units, and 120 apartments to the nearby elementary school, park and commercial areas.

Staff Recommendation: Fund the project for \$460,000.

7. **City of Gridley – Fairview Gap Closure Project.** This corridor currently has discontinuous pedestrian infrastructure and lacks ADA access that serves the fairgrounds, the city pool, and the high school.

Staff recommendation: Fund the Preliminary Engineering and Right of Way for \$440,000. This project will compete well for state Active Transportation Program Funds.

8. **City of Oroville – Lincoln Blvd Complete Streets Project.** This project is located on Lincoln Street from Oro Dam Boulevard to Myers Street. This project would install Class II bike lanes, close sidewalk gaps, Class I multiuse path, crosswalks and ADA ramps with comprehensive traffic calming and operational improvements to address safety concerns. This project will also tie into the County’s efforts for improvements on Lincoln Blvd south of the City limits.

Staff Recommendation: Fund the Preliminary Engineering component for \$1.5 million. This project will compete well for the Active Transportation Program.

9. **City of Oroville – Oro Dam Blvd/Orange/Acacia Avenue Roundabout Project.** This project would replace the existing signalized intersection with a roundabout and install pedestrian and bicycle enhancements. The project will improve traffic flow, reduce greenhouse gas emissions, and enhance multimodal safety.

Staff Recommendation: Fund the Preliminary Engineering component for \$1 million. The City would be required to pursue other state and federal funding sources for construction. BCAG staff would assist in these efforts.

10. **Town of Paradise – Oliver Curve Community Pathway Project.** This project is located on Oliver Road between Skyway and Valley View Road. Distance is approximately 0.4 miles. The project will construct a grade separated, Class 1, bike-ped facility along the west side of Oliver Road within the project limits. This project is a proactive safety effort to protect bicyclists and pedestrians along a heavily traveled corridor around a horizontal curve and be able to connect to a destination safely as well as reducing emissions through reducing the amount of vehicle miles traveled through active transportation. In this location, the many daily bicyclists and pedestrians are forced to walk the edge line, causing vehicles to swerve into oncoming traffic.

Staff Recommendation: Fund the Preliminary Engineering component for \$533,000. The Town will be applying for Active Transportation Program funds for construction.

CMAQ Project Recommendation Summary

Staff recommends borrowing CMAQ funding from other regions to advance the preliminary engineering requests this 2025/26 fiscal year. This can be accomplished by entering into agreement with another agency with available programming capacity and amending the current 2025 FTIP. This amendment can occur at the June 25, 2026, Board meeting. These projects would also be carried into the new 2027 FTIP. Staff would borrow approximately \$1.5 million to be paid back with future CMAQ apportionments. Each project sponsor supports this programming approach. This would put each project in a strong position for future grant opportunities. The attached spreadsheet summarized each project by fiscal year and funding.

CMAQ PROPOSALS FOR 2027 FTIP PROGRAMMING		2027 FTIP YEAR					May 7, 2026
AGENCY	FY 25/26	26/27	27/28	28/29	29/30	Totals	Notes
Chico 1 of 3							
Garner Lane and Esplanade Roundabout							Project is to construct a new roundabout. PE is recommended to be advanced.
PE	225					\$ 225	
R/W		\$ 75				\$ 75	
CON				\$ 5,500		\$ 5,500	
TOTALS	225	\$ 75	\$ -	\$ 5,500		\$ 5,800	
Chico 2 of 3							
SR99/Cohasset Road Interchange							PA&ED Recommended to be advanced. Project goal is to construct a new direct on ramp to SR 99 at Cohasset. Funding is for PE & R/W City to pursue \$9.4 million for in state and federal funding for construction. Total cost estimate: \$15.75m
PE	575			\$ 3,575		\$ 4,150	
R/W				\$ 2,200		\$ 2,200	
CON						\$ -	
TOTALS	575	\$ -	\$ -	\$ 5,775		\$ 6,350	
Chico 3 of 3							
Micromobility Safety Video Campaign							Project is to develop safety education material to be used by, public, Chico USD, Chico State to address uptick in injuries reported by Enloe Hospital
PE						\$ -	
R/W						\$ -	
CON	125					\$ 125	
TOTALS	125	\$ -	\$ -	\$ -		\$ 125	
County 1 of 2							
Autrey Lane South SRTS							PE is recommended to be advanced in preparation for future ATP Cycle 9. Project widens sidewalks pointed out in Safety Action Plan. Issue with drop off and pick up congestion. Public Health identified as area
PE	400					\$ 400	
R/W			\$ 200			\$ 200	
CON					\$ 3,400	\$ 3,400	
TOTALS	400	\$ -	\$ 200	\$ -	\$ 3,400	\$ 4,000	
County 2 of 2							
Lincoln Blvd Bike Path Phase 1							PE recommended to be advanced in preparation for ATP Cycle 9. County to pursue \$5.4 million in construction in ATP funds. Total cost estimate: \$6.06 million
PE	560					\$ 560	
R/W				\$ 200		\$ 200	
CON						\$ -	
TOTALS	560	\$ -	\$ -	\$ 200		\$ 760	
Gridley 1 of 2							
Cherry Street Sidewalk Improvements							PE is recommended to be advanced. New sidewalk gap closure.
PE	88					\$ 88	
R/W		\$ 10				\$ 10	
CON			\$ 362			\$ 362	
TOTALS	88	\$ 10	\$ 362	\$ -		\$ 460	
Gridley 2 of 2							
Fairview Gap Closure							Funding is for PE only. City to pursue state and federal funding opportunities when 30% design is completed.
PE	420					\$ 420	
R/W			\$ 20			\$ 20	
CON						\$ -	
TOTALS	420	\$ -	\$ 20	\$ -		\$ 440	
Oroville 1 of 2							
Lincoln Street Complete Streets Project							Funding is for PE only. City to pursue ATP Cycle 8 grant funds for R/W and CON.
PE	1500					\$ 1,500	
R/W						\$ -	
CON						\$ -	
TOTALS	1500	\$ -	\$ -	\$ -		\$ 1,500	
Oroville 2 of 2							
Oro Dam Boulevard/Orange Avenue/Acacia Avenue Roundabout Project							Funding is for PE only. City to pursue state and federal funding opportunities when 30% design is completed.
PE	1000					\$ 1,000	
R/W						\$ -	
CON						\$ -	
TOTALS	1000	\$ -	\$ -	\$ -		\$ 1,000	
Paradise							
Oliver Curve Community Pathway Project							PE recommended to be advanced. Paradise to pursue state and federal funding for construction \$8.84m. Total project cost \$9.373m.
PE	533					\$ 533	
R/W						\$ -	
CON						\$ -	
TOTALS	533	\$ -	\$ -	\$ -		\$ 533	
TOTALS	5426	85	582	11475	3400	\$ 20,968	TOTAL REQUESTS
							CMAQ
Total CMAQ Requests	\$ 20,968						CMAQ Advance Requests for FY 25/26
Total Capacity	\$ 10,000						CMAQ Recommendation for 2027 FTIP
shortfall	\$ 10,968						Total CMAQ Programming
							CMAQ Shortfall
							1,593