

**BUTTE COUNTY  
ASSOCIATION OF GOVERNMENTS**

**2026 PUBLIC PARTICIPATION PLAN**



Adopted: April 23, 2026

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Preparation of this document was financed by the Federal Highway Administration, Federal Transit Administration, California Department of Transportation and the Metropolitan Planning Organization.

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In accordance with Title VI of the Civil Rights Act of 1964, the MPO does not discriminate based on race, color, national origin, religion, and/or disability in the execution of this Public Participation Plan.

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## **I. Purpose and Background**

### **Purpose**

As the Metropolitan Planning Organization (MPO) and Regional Transportation Planning Agency (RTPA) for Butte County, the Butte County Association of Governments (BCAG) is required to implement a transportation planning process that is continuous, cooperative, and comprehensive, resulting in plans and programs that consider all transportation modes and supports metropolitan community development and social goals. BCAG is required to include a proactive public participation process that provides complete information, timely public notice, public access to key decisions, and supports early and continuing involvement of the public in developing all transportation plans and improvement programs.

The Public Participation Plan (PPP) includes, but is not limited to, lower income households, minorities, persons with disabilities, representatives from community and service organizations, tribal councils, affordable housing advocates, neighborhood groups, environmental advocates, home builder representatives, broad-based business organizations, landowners, commercial property interests, home owner associations, and other public agencies. The PPP also assists in identifying and addressing environmental justice and social equity issues. Citizen participation objectives include involvement of interested citizens, stakeholders, and representatives of community organizations.



Broad-based community participation is essential to the success of programs, plans and projects of BCAG. Ideas for public participation include:

- Value public participation and promote broad-based involvement by members of the community;
- Provide varied opportunities for public review and input;
- Treat all members of the public fairly by respecting and considering all citizen input as an important component of the planning and implementation process;
- Promote a culture of dialogue and partnership among residents, property owners, the business community, organizations, other interested citizens, and public officials;
- Use existing community groups and other organizations, as feasible;
- Encourage active public participation at the initial stages of the process, as well as throughout the process;
- Provide communication and agency reports that are clear, timely, and broadly distributed.

## **Background**

In an effort to reach out to the people of Butte County, and in response to the passage of the Fixing America's Surface Transportation Act (FAST Act), BCAG has updated its Public Participation Plan (PPP). This plan serves to formalize and follow public outreach strategies involving the populace in transportation planning decisions. BCAG is providing and implementing this PPP to reflect its current and future public involvement in response to federal and state guidelines and requirements.

The development of this PPP was done in consultation with BCAG's advisory committees. A series of public workshops were held in Chico, Gridley and Oroville. In an effort to educate and inform individuals who are normally not involved in the transportation planning process, BCAG partnered with Butte County Public Health in a series of public health fairs and vaccine clinics to underrepresented communities in Butte County. Social media for both BCAG and Butte Regional Transit was used as well as advertisements on the Butte Regional Transit fleet. A press release was made to all of its advisory committees, BCAG Board of Directors, BCAG website and local media. Announcement of the workshops and an invitation to provide comments or participate in the development of the PPP and other BCAG planning and programming projects were distributed to FHWA's regional state and federal contacts provided to BCAG, major freight carriers, social service agencies, BCAG's website and the local Tribal Governments. BCAG also advertised in the local newspapers of general circulation. BCAG's website was also has webpage to post relevant material at: <http://www.bcag.org/Resources/Public-Participation-Plan-PPP/index.html> . Appendix A identifies BCAG's outreach efforts and publication listing.

## **II. Compliance with Federal and State Requirements**

### **Infrastructure Investment and Jobs Act (IIJA) and Federal Transportation Planning Requirements**

The federal transportation planning framework is currently governed by the Infrastructure Investment and Jobs Act (IIJA), enacted in November 2021. IIJA builds upon and continues the public participation, consultation, and transparency requirements established under prior federal surface transportation authorization acts, including the Moving Ahead for Progress in the 21st Century Act (MAP -21) and the Fixing America's Surface Transportation (FAST) Act.

Under IIJA, Metropolitan Planning Organizations (MPOs) are required to carry out a continuing, cooperative, and comprehensive (3-C) transportation planning process that includes a documented and inclusive public participation process. This process must provide all interested parties with early and reasonable opportunities to be involved in and comment on the development of metropolitan transportation plans, programs, and amendments, including the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) and the Transportation Improvement Program (TIP).

Consistent with federal regulations (23 CFR Part 450) and California Department of Transportation (Caltrans) MPO certification review expectations, BCAG's public participation process is designed to demonstrate that:

- Public involvement activities are conducted early and continuously, and are not limited to final decision-making stages;
- Public participation opportunities are well-publicized, accessible, and documented;
- Input received from the public, stakeholders, and affected agencies is considered in decision-making, and responses to significant comments are documented where required;
- Participation processes are coordinated, where practicable, with statewide and regional planning efforts to reduce duplication and improve efficiency; and
- Outreach efforts are tailored to engage traditionally underserved populations, consistent with Title VI, Environmental Justice, and Limited English Proficiency requirements.

To the maximum extent practicable, BCAG's public participation process incorporates the following elements, consistent with IJJA and Caltrans guidance:

- Public meetings and workshops held at convenient and accessible locations and times, including the use of remote or hybrid participation methods when permitted by law;
- Use of visualization techniques, plain language, and clear presentation formats to support public understanding of transportation plans and programs;
- Availability of draft and final planning documents in electronically accessible formats, including posting on BCAG's website, to provide reasonable opportunity for public review and comment;
- Coordination with affected public agencies, tribal governments, transit operators, freight interests, and other stakeholders throughout plan development; and
- Documentation of public outreach activities sufficient to support Caltrans, FHWA, and FTA planning certification and oversight reviews.

IJJA continues to require MPOs to engage a broad range of interested parties, including, but not limited to: citizens; affected public agencies; representatives of public transportation employees; private providers of transportation; representatives of users of public transportation, pedestrian walkways, bicycle facilities, and freight services; representatives of persons with disabilities; tribal governments; and other stakeholders with a demonstrated interest in the regional transportation system.

In addition, IJJA reinforces federal and state priorities related to equity, environmental justice, climate resilience, and performance-based planning. BCAG's Public Participation Plan is intended to support these priorities by promoting inclusive engagement practices, expanding outreach to disadvantaged and underserved communities, and ensuring transparency and access to information throughout the transportation planning and programming process.

The policies and procedures described in this Public Participation Plan are intended to demonstrate BCAG’s compliance with applicable federal and state public participation requirements and to support successful MPO certification reviews and RTPA oversight conducted by Caltrans, FHWA, and FTA.

### **Senate Bill 375 – Sustainable Communities Strategy**

Senate Bill 375 (Steinberg) requires regional transportation planning agencies to coordinate land use, housing, and transportation planning in order to reduce greenhouse gas (GHG) emissions from cars and light-duty trucks. SB 375 is implemented through the development of a Sustainable Communities Strategy (SCS), which is prepared as part of the Regional Transportation Plan (RTP).

As required by SB 375, BCAG prepares an SCS, and an Alternative Planning Strategy (APS), if needed, and incorporates these elements into the RTP/SCS. SB 375 includes specific public participation requirements related to the development of the RTP/SCS, which are implemented through this Public Participation Plan in coordination with applicable federal and state transportation planning requirements.

Public participation for the RTP/SCS includes, but is not limited to:

- Expanded outreach to stakeholder groups, public agencies, and community organizations;
- Multiple public workshops and public hearings conducted at key stages of plan development; and
- Use of visualization techniques and clear presentation materials to support public understanding of land use, transportation, and emissions-reduction strategies.

Consistent with SB 375 and evolving state and federal planning priorities, BCAG’s RTP/SCS public participation process seeks to engage a broad range of communities, including traditionally underserved populations, and to support informed public involvement related to transportation investments, land use patterns, and long-term regional sustainability goals.

### **Title VI of the Civil Rights Act of 1964**

Title VI of the Civil Rights Act of 1964 provides that no person in the United States shall, on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal financial assistance. BCAG, as a recipient and subrecipient of federal transportation funds, is required to comply with Title VI and implementing regulations, including U.S. Department of Transportation (USDOT) regulations at 49 CFR Part 21.

BCAG's Public Participation Plan (PPP) supports Title VI compliance by promoting equitable access to information, inclusive outreach, and meaningful opportunities for public involvement throughout the transportation decision-making process. In addition, BCAG's participation process is designed to align with federal metropolitan transportation planning participation requirements at 23 CFR 450.316, including seeking out and considering the needs of those traditionally underserved by existing transportation systems and demonstrating explicit consideration of and response to public input.

Limited English Proficiency (LEP). Presidential Executive Order 13166, Improving Access to Services for Persons with Limited English Proficiency, directs federal agencies and recipients of federal financial assistance to take reasonable steps to ensure meaningful access to programs and activities for persons who are LEP. Consistent with Executive Order 13166 and Title VI national-origin nondiscrimination requirements, BCAG incorporates language access considerations into public outreach and engagement activities, including providing interpretation and translation assistance as appropriate and upon request.

FTA Title VI Requirements. For programs and activities subject to Federal Transit Administration (FTA) oversight, BCAG maintains a Title VI Program consistent with FTA Circular 4702.1B, Title VI Requirements and Guidelines for Federal Transit Administration Recipients, and applicable federal regulations. BCAG's Title VI Program documents nondiscrimination policies and procedures and includes public participation and outreach strategies intended to engage minority populations, LEP populations, and other traditionally underserved groups.

Consistent with common Caltrans, FHWA, and FTA planning oversight and certification review expectations, BCAG's Title VI-related public participation practices are intended to demonstrate that:

- Public involvement is conducted early and continuously and is not limited to final decision points;
- Participation opportunities are well-publicized, accessible, and documented;
- Outreach methods are tailored, where practicable, to engage minority, low-income, disabled, transit-dependent, and LEP populations;
- Public comments received are considered in decision-making, and responses to significant comments are documented where required; and
- The effectiveness of outreach strategies is periodically assessed and adjusted as needed.

Cross-references within this PPP. Title VI and LEP implementation measures are further described in:

- Section IV (Description of Public Participation/Involvement Activities) – notices, meetings, document access, and use of electronic formats;

- Section V (Outreach to Traditionally Underserved Groups, Resource Agencies, and Additional Stakeholders) – targeted outreach approaches, including LEP strategies and coordination with community-based organizations; and
- Appendix [C or as applicable] – documentation of comments received and responses, as applicable to specific plans and programs.

BCAG will continue to take reasonable and appropriate steps to ensure that all persons have meaningful access to its transportation planning and programming processes and information, consistent with Title VI, Executive Order 13166, 49 CFR Part 21, and 23 CFR 450.316.

### **Americans with Disabilities (ADA) and Digital Accessibility:**

BCAG is committed to ensuring that individuals with disabilities have an equal opportunity to participate in and benefit from BCAG programs, services, and activities. In support of this commitment, BCAG incorporates accessibility considerations into its public participation process, including the format and accessibility of public meetings and the availability of planning and program information.

Consistent with federal planning participation requirements, BCAG will make public information, meeting notices, and key materials available in electronically accessible formats to the maximum extent practicable and will provide reasonable accommodations and alternative formats upon request. (See Section IV – Accommodations.)

### **Environmental Justice**

Environmental Justice (EJ) is a core element of the federal and state transportation planning framework and is intended to ensure that minority, low-income, and other disadvantaged populations are not subjected to disproportionately high and adverse human health or environmental effects as a result of transportation plans, programs, and projects, and that these populations have meaningful opportunities to participate in the transportation decision-making process.



Executive Order 12898, *Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations* (1994), directs federal agencies and recipients of federal funding to identify and address disproportionately high and adverse impacts on minority and low-income populations. This foundational policy has been expanded and reinforced by subsequent Executive Orders, including:

- Executive Order 13985, *Advancing Racial Equity and Support for Underserved Communities*;
- Executive Order 14008, *Tackling the Climate Crisis at Home and Abroad*, including the Justice40 Initiative; and
- Executive Order 14096, *Revitalizing Our Nation’s Commitment to Environmental Justice for All*.

Together, these directives emphasize equitable outcomes, meaningful engagement, transparency, and the integration of environmental justice considerations into transportation planning, investment decisions, and public participation processes.

In accordance with Title VI of the Civil Rights Act of 1964, federal transportation planning regulations (23 CFR Part 450), and Caltrans MPO certification review guidance, BCAG incorporates Environmental Justice principles into its public participation and planning activities by:

- Seeking early and continuing input from minority, low-income, limited English proficient (LEP), elderly, disabled, and transit-dependent populations;
- Identifying and addressing barriers to participation, including language, access to technology, meeting location, meeting time, and format;
- Coordinating Environmental Justice outreach with Title VI and Limited English Proficiency requirements to ensure meaningful access to information and decision-making opportunities;
- Using a variety of outreach methods, including in-person, remote, and community-based engagement strategies, to reach populations that may not be well served by traditional public meeting formats; and
- Documenting outreach efforts and public input to demonstrate how Environmental Justice considerations are incorporated into transportation plans and programs.

BCAG evaluates Environmental Justice considerations during the development and update of the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), Transportation Improvement Program (TIP), and other applicable planning efforts. This includes consideration of how transportation investments may affect disadvantaged or underserved communities and how public input from those communities informs policy and project decisions.

Consistent with evolving federal and state guidance, BCAG’s Public Participation Plan is intended to support broader goals related to equity, climate resilience, public health, and community well-being, and to demonstrate compliance with Environmental Justice requirements during Caltrans, FHWA, and FTA planning certification and oversight reviews.

### **III. Goals, Objectives and Policies**

It is important to have an ongoing program to involve citizens, through the use of the advisory committees, public workshops, email interest sign ups, press releases and other public outreach activities. The effectiveness of any program and policy plan depends upon its success in meeting the expectations of the public. Further, plans and programs need to be reassessed periodically to determine if the public's evolving needs and expectations are adequately provided for through the plan. To ensure this occurs, the public must be kept informed of activities, and given meaningful opportunity to participate in the development and review of public policy plans and programs.

**Public Participation Goal:** Provide an inclusive, transparent, and proactive public involvement process that supports early and continuing participation in BCAG's transportation planning and programming decisions.

#### **Objective 1: Public input/decision-making**

**Policy 1.1** BCAG shall provide a public review and comment period prior to adoption of the PPP, RTP/SCS, FTIP, and other applicable planning documents, consistent with federal and state requirements

**Policy 1.2** BCAG shall provide noticed public hearings prior to adoption of major transportation plans and programs and shall make draft documents available to the public during the comment period.

**Policy 1.3** BCAG shall document and respond, upon request, to significant comments received during formal public review periods and include comments and responses in the final adopted documents, as appropriate.

**Policy 1.4** When significant public comment warrants additional review of a draft RTP/SCS or FTIP, BCAG shall provide an additional public comment period of at least 30 days and will make reasonable efforts to expand notice of the extended review period, including targeted outreach to Limited English Proficient communities.

#### **Objective 2: Public Access. The public shall be provided timely notice and reasonable access to information about transportation issues and processes.**

**Policy 2.1** (Public Access to Documents) BCAG shall make major plans, programs, and supporting documents available for public review at the BCAG office and on the BCAG website. Copies of the Regional Transportation Plan (RTP/SCS) and other applicable documents shall also be made available to public libraries and participating agencies.

Access to information and copies of documents shall be provided to the public and member agencies upon request.

**Policy 2.2** (Meeting Notices and Agendas) Notices and agendas for all BCAG Board of Directors meetings shall be made available to the public at least seventy-two (72) hours prior to the meeting, except in the case of emergency meetings, when twenty-four (24) hours' notice is permitted in accordance with the Ralph M. Brown Act. Agendas shall be posted at the BCAG office, on the BCAG website, and at the meeting location.

**Policy 2.3** (Information and Language Access) BCAG shall provide reasonable public access to technical and policy information used in the development of transportation plans and programs. Consistent with Title VI and Limited English Proficiency (LEP) requirements, BCAG shall make reasonable efforts to provide language assistance and translated notices, when appropriate, to support meaningful public participation.

**Policy 2.4** (ADA Accommodations) In compliance with the Americans with Disabilities Act (ADA), individuals requiring special accommodations to participate in meetings or review materials should contact BCAG at least three (3) working days prior to the scheduled meeting or applicable comment deadline. BCAG shall make reasonable efforts to provide requested accommodations and alternative formats.

**Policy 2.5** (Open Meetings) All meetings and workshops of the BCAG Board of Directors and its advisory committees shall be open to the public, except as permitted by the Ralph M. Brown Act.

**Objective 3: Public outreach.** Opportunities shall be provided for all segments of the public to learn about and participate in BCAG transportation planning activities, with particular emphasis on individuals and communities that may be directly affected by transportation decisions or that are traditionally underserved by the transportation system.

**Policy 3.1** (Advance Availability of Information) Information related to the adoption, revision, or amendment of BCAG transportation plans, programs, and project priorities shall be made available to the public in advance of final action, consistent with applicable notice and meeting requirements.

**Policy 3.2** (Outreach Methods and Inclusive Engagement) BCAG shall use a variety of outreach methods to inform and engage the public during the development of transportation plans, programs, studies, and projects for which it is responsible. Consistent with Title VI, Environmental Justice, and Limited English Proficiency requirements, BCAG shall make reasonable efforts to tailor outreach activities to reach populations that may not be well served by traditional public involvement methods.

#### **Objective 4: PPP review.**

**Policy 4.1** (Annual Review and Updates) BCAG shall review the effectiveness of the PPP annually as part of the certification of BCAG’s Overall Work Program and Budget, in coordination with Caltrans and federal partners as appropriate. The review shall consider whether participation strategies are effectively providing inclusive opportunities for public involvement, including for traditionally underserved populations. When updates are warranted, BCAG shall document revisions and provide appropriate opportunities for review and comment prior to Board adoption.

#### **IV. Description of Public Participation/Involvement Activities**

In order to raise public awareness and educate members of the public regarding BCAG and the issues under consideration, BCAG utilizes the following:

- **Publications** - BCAG produces an agency newsletter featuring updates on BCAG projects, programs and events. The newsletter is circulated to approximately 350 agencies, businesses and individuals. The newsletter is also available upon request and is posted on the BCAG website.

Informational brochures are typically developed to assist in providing general information on a project, as well as comment sheets to provide feedback.

- **Board Meetings** - BCAG holds monthly Board of Directors’ meetings the 4<sup>th</sup> Thursday of each month. The Board meetings are subject to compliance with the Brown Act; agenda’s are posted a minimum of 72 hours prior to the meeting and are open to the public. All agenda materials are currently available to the public at the meetings or online.

Members of the public have the opportunity to speak at these meetings during public hearings and/or on agenda items when called upon by the Chair. For items not on the agenda, a public comment period is held during the “Items from the floor” portion of the meeting. Board action items, minutes and resolutions are made available at the BCAG office and on the website.

- **Media Relations** – Board agendas are provided to television, newspaper and other media contacts in an effort to keep them informed of upcoming issues and actions reviewed and/or voted on at the monthly Board of Directors meetings. Staff will continue to be responsive to media personnel requests in a timely manner.
- **Website** – *BCAG Online* provides an additional means to communicate with member agencies, state/federal agencies and the public. BCAG offers substantial information about the agency, its programs, projects, and events via the Internet, including:

Calendar of Events  
Overall Work Program & Budget  
Regional Plans/Programs  
Demographics/Census Data  
Committee agendas  
Newsletter, maps & forms  
Links to other sites

Board agendas/minutes  
Major projects/studies  
Transit schedules & information  
Weather/road conditions  
Traffic counts

BCAG has posted information in an archive section that allows web users to access, view and print many documents. This archive section contains older records such as complete copies of past transportation plans, board minutes/agendas, fiscal and performance audits.

Web sites and Social Media:

- [www.bcag.org](http://www.bcag.org)
  - <https://www.facebook.com/profile.php?id=100064328394076>
  - X (formerly Twitter)
  - [www.BLineTransit.com](http://www.BLineTransit.com)
  - <https://www.facebook.com/blinetransit>
  - X (formerly Twitter)
  - Instagram
- **Events** – BCAG has incidental public outreach events to keep the public informed of current projects. Examples of these events include public educational workshops on how to utilize the transit system, Spare the Air Week, and public outreach workshops for current projects that staff is involved in. In addition, staff will participate in other appropriate community events where an opportunity to reach and educate individuals who normally do not participate in the regional planning process can be included. Events for example may include Public Health Fairs, Bike Rodeos, California State University Chico events, Farmers Markets etc. In addition, interested individuals may sign up to be included in any BCAG planning or programming project or activity.
  - **Public Notice and Review** – In order to inform the public that BCAG is seeking public input, announcements for public meetings, hearings, and/or workshops may be issued to local media including: Chico Enterprise Record, Oroville Mercury Register, Paradise Post, and the Gridley Herald. Advertisements may also be placed on local television channels as appropriate or a press release issued.

When requested or deemed appropriate, BCAG will translate these notices and /or announcements into other languages. A 30-day public review period and public hearing is required for the Unmet Transit Needs Assessment.

- **Public Hearings, Public Workshops, Public Comments** - Public hearings or workshops are also offered in order to give more attention to a specific item. As in the case of public

forums, public hearings and workshops are held at an early stage in the process so that suggestions can be integrated into the final proposal. All significant comments made during these public hearings and workshops will receive due consideration, a formal response, and will be included in the final document. In compliance with the Brown Act, all committee and board meetings include a formal public comment period. Public hearings are required for general transit, including fare and schedule changes. Public workshops are also held during the planning process for the RTP/SCS, the FTIP, and other plans of special interest including the development of this Public Participation Plan.

- **Written Materials** - Written information regarding BCAG activities is available on an ongoing basis. When preparing these documents, it is the goal of staff to make the information understandable to the layperson in the community, make the documents as concise as possible, reduce or eliminate jargon, and explain acronyms.

For staff reports, brief background and discussion sections are included in order to give proper context regarding an issue. Plans and all handouts and other documents for public review include summaries, pictures, graphs, maps and/or other visual aids in an effort to make them understandable and reader-friendly.

- **Accommodations** - BCAG makes every effort to schedule public meetings, hearings, and workshops at locations that are accessible to transit users, and in facilities that are accessible in compliance with the Americans with Disabilities Act (ADA). Public meeting times vary between day and evening depending on the meeting and/or topic. Interpreters or other auxiliary aids will be arranged if requested at least three (3) working days prior to the meeting.

Due to COVID-19 and social distancing, Governor Newsom allowed agencies to conduct remote meetings such as Zoom as an alternative to meet in person while fulfilling public outreach objectives. The practice of Zoom or remote meetings may be used when appropriate to enable an alternative participation method for the public, consistent with applicable law.

- **Digital Access and Alternative Formats** – BCAG will strive to provide public meeting materials and key planning documents in formats that are accessible for public use, including posting materials on BCAG’s website when available. Individuals who need reasonable accommodations or an alternative format (such as a larger print version or other accessible format) to participate in a public meeting or review materials may contact BCAG at least three (3) working days prior to the meeting or by the stated comment deadline, when practicable. BCAG will make reasonable efforts to provide requested accommodations and/or alternative formats.

### **Ralph M. Brown Act – Remote and Hybrid Meeting Options**

BCAG conducts Board and advisory committee meetings in compliance with the Ralph M. Brown Act. Meetings are generally held in-person with public access, and BCAG may also provide remote or hybrid participation options when permitted and appropriate.

When teleconferencing is used, BCAG will follow applicable Brown Act requirements for the meeting format selected. This may include (as applicable) the traditional Brown Act teleconferencing procedures, or alternative procedures available during a proclaimed state of emergency when the governing body makes and renews required findings within the timeframes established by law. BCAG will provide meeting notices that clearly describe how the public may observe the meeting and provide public comment, including any remote participation instructions.

## **V. Outreach to Traditionally Underserved Groups, Resource Agencies, and Additional Stakeholders**

This section describes how BCAG implements the public participation commitments described in Section II (including Title VI, Environmental Justice, Limited English Proficiency, and ADA considerations) through targeted outreach and coordination with traditionally underserved communities, resource agencies, and other stakeholders. Outreach methods and public involvement tools used to carry out these commitments are described in Section IV.

### **Traditionally Underserved Populations**

Federal and state planning requirements emphasize the need for proactive outreach to and consideration of the needs of populations that may be underserved by existing transportation systems. BCAG recognizes that traditionally underserved communities—including low-income populations, minority populations, older adults, persons with disabilities, transit-dependent individuals, and individuals with Limited English Proficiency (LEP)—may face barriers to participation. BCAG’s outreach strategies are designed to reduce participation barriers and support meaningful opportunities for involvement.

### **Executive Order 13166 – Limited English Proficiency (LEP)**

BCAG incorporates language access considerations into public participation activities consistent with Title VI and Executive Order 13166. BCAG will make reasonable efforts to provide language assistance and translated materials, when appropriate, based on the needs of the community and the nature of the plan, program, or project. Language access measures may include translated notices or summaries, interpretation services upon request, and coordination with community-based organizations that serve LEP populations. (See Section II: Title VI; and Section IV for outreach methods and meeting notice practices.)

### **Social Services Transportation Advisory Council (SSTAC) & Transit Administrative Oversight Committee (TAOC)**

BCAG utilizes existing advisory committees as a key engagement mechanism to help ensure that the needs of traditionally underserved and transit-dependent populations are incorporated into transportation planning and programming decisions. The SSTAC and TAOC provide forums for input from community members and organizations that serve older adults, persons with disabilities, low-income individuals, and other transit-dependent populations.

The SSTAC supports the identification of unmet transportation needs and provides input on transit services and priorities. The TAOC provides coordination and guidance related to transit service planning, performance, and administration. As key plans and programs are developed—including the RTP/SCS and the Transportation Improvement Program (TIP) (FTIP)—BCAG staff provides information to these committees and incorporates committee input into recommendations presented to the BCAG Board of Directors.

### **Tribal Governments**

BCAG conducts outreach to federally recognized tribal governments within Butte County, including (as applicable): the Mechoopda Indian Tribe of Chico Rancheria, Berry Creek Rancheria, Enterprise Rancheria, Konkow Valley Band of Maidu Indians, and Mooretown Rancheria. Each tribal government is invited to participate in BCAG planning activities, including opportunities to participate on advisory committees, as appropriate.

BCAG's outreach and consultation with tribal governments is conducted in a manner consistent with BCAG's adopted Policy for Government-to-Government Consultation with Federally Recognized Native American Tribal Governments (Appendix A). BCAG will provide notice of applicable planning activities and provide reasonable opportunities for tribes to engage early and throughout the planning process.

### **Resource Agencies**

BCAG coordinates with federal, state, and local resource agencies during the development of regional transportation plans, environmental documents, and projects where agency expertise or regulatory responsibilities are relevant. For the RTP/SCS and TIP, BCAG distributes notices and draft materials for review and comment and conducts interagency coordination, as appropriate.

Federal Land Management Agencies (as applicable) may include:

- Bureau of Land Management (BLM)
- U.S. Forest Service (USFS)
- National Park Service (NPS)
- U.S. Fish and Wildlife Service (USFWS)

Additional federal agencies may also be consulted when relevant to the plan, project, or study, including (as applicable) the Bureau of Indian Affairs, Bureau of Reclamation, and Department of Defense agencies. Coordination is focused on planning studies, environmental processes,

mitigation strategies, and projects where such agencies have jurisdiction, responsibilities, or expertise.

BCAG maintains and updates a listing of resource agency contacts and adds local organizations as needed to support effective consultation and coordination.

### **Additional Stakeholders**

In addition to traditionally underserved populations, tribal governments, and resource agencies, BCAG encourages public involvement from individuals, organizations, and entities that reside, operate, or provide services in areas affected by transportation decisions.

Stakeholders may include, but are not limited to:

- Public and private transportation providers (including transit operators, intercity bus operators, airports, taxi and microtransit providers, and rail and trucking/freight interests);
- Specialized transportation providers and human service organizations (including services for seniors, persons with disabilities, and low-income individuals);
- Users of non-motorized transportation (including bicyclists and pedestrians);
- Housing and community-based organizations, neighborhood groups, environmental organizations, business organizations, landowners, and other groups with an interest in transportation investments and community development.

BCAG engages these stakeholders through the public participation tools and outreach methods described in Section IV and provides opportunities for review and comment during the development of applicable transportation plans and programs.

## **VI. Description of Committees Contributing to the Planning Process**

BCAG utilizes a committee structure to support public participation, interagency coordination, and informed decision-making throughout the transportation planning and programming process. As a local government entity operating within the State of California, BCAG is subject to the Ralph M. Brown Act, and all meetings of the BCAG Board of Directors and advisory committees are noticed and open to the public, except as permitted by law.

Committee meetings provide opportunities for public observation and input and serve as forums for technical review, policy discussion, and stakeholder engagement related to regional transportation issues.

### **Advisory Committees**

#### **Transportation Advisory Committee (TAC)**

The Transportation Advisory Committee (TAC) is composed of technical staff from BCAG member jurisdictions, including public works, planning, and engineering representatives, as well as representatives from Caltrans, the local air quality agency, and other affected agencies with

a technical interest in the regional transportation planning process. Appointed community representatives may also participate, as applicable.

The TAC provides technical review, analysis, and recommendations related to transportation plans, programs, and projects. The committee serves as a key forum for interagency coordination and technical input during the development of the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), Transportation Improvement Program (TIP), and other planning and programming efforts. The TAC meets on a regular or as-needed basis, depending on the work program.

### **Social Services Transportation Advisory Council (SSTAC)**

The Social Services Transportation Advisory Council (SSTAC) is established pursuant to the Transportation Development Act (TDA) to identify and assess unmet transit needs within Butte County. The SSTAC includes representation from seniors, persons with disabilities, low-income individuals, social service providers, transit users, and other stakeholders as required by statute.

The SSTAC provides input on transit needs, service priorities, and coordination of specialized transportation services. The council serves as a direct advisory body to the BCAG Board of Directors and plays a key role in ensuring that the perspectives of transit-dependent and traditionally underserved populations are considered in transportation planning and programming decisions. The SSTAC meets as required to carry out its statutory responsibilities.

### **Transit Administrative Oversight Committee (TAOC)**

The Transit Administrative Oversight Committee (TAOC) includes administrative and staff representatives from BCAG, Butte County, and the incorporated cities and town within the county. The TAOC provides coordination and guidance related to the administration, operation, and performance of the B-Line transit system.

The TAOC reviews transit service planning, budgetary matters, and policy issues and provides recommendations to the BCAG Board of Directors on the Annual Transit Service Plan and Budget and other transit-related matters as needed. The committee meets on an as-needed basis, at least annually, to support effective transit oversight and coordination.

### **BCAG Board of Directors**

The BCAG Board of Directors is the governing body of the agency and is composed of elected representatives from each of the five incorporated cities and town within Butte County and members of the Butte County Board of Supervisors. The Board is responsible for all policy decisions under the authority of BCAG, including adoption of regional transportation plans, programs, budgets, and policies.

The Board of Directors considers recommendations from advisory committees, provides opportunities for public comment, and takes action on transportation planning and programming matters in noticed public meetings conducted in compliance with the Brown Act.

## **VII. Public Participation Measures of Effectiveness**

BCAG periodically evaluates the effectiveness of its public participation strategies to determine whether outreach activities are meeting the goals and objectives of this Public Participation Plan (PPP). The purpose of this evaluation is to assess whether participation efforts are providing meaningful opportunities for involvement, reaching a broad range of stakeholders, and engaging traditionally underserved populations.

Measures of effectiveness are used to inform the annual review of the PPP and to identify opportunities to improve outreach methods, communication tools, and participation processes. Evaluation may consider both quantitative and qualitative information and may include, but is not limited to, the following:

- Tracking attendance at public meetings, workshops, and hearings;
- Reviewing the number and diversity of comments received during public review periods;
- Monitoring media coverage and distribution of public notices;
- Reviewing website activity and online engagement related to planning documents;
- Soliciting feedback through surveys, comment forms, or other input mechanisms; and
- Periodic review and update of outreach and notification lists.

Evaluation results may be used to adjust public participation strategies, refine outreach approaches, and identify additional opportunities to engage community members and stakeholders. BCAG may place emphasis on participating in or partnering with community-based events and activities, when appropriate, to improve outreach effectiveness and reach individuals who may not otherwise participate in traditional public involvement processes.

## **VIII. Regional Transportation Plan /Sustainable Communities Strategy (RTP/SCS)**

The Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) is BCAG's long-range transportation planning document and provides a comprehensive framework to guide transportation investment decisions in Butte County over a minimum 20-year planning horizon. The RTP/SCS addresses all transportation modes and establishes policies, priorities, and funding strategies to meet regional mobility, environmental, and sustainability goals.

The RTP/SCS is updated at least once every four (4) years in accordance with state and federal requirements to reflect changes in regional conditions, planning priorities, travel demand, and reasonably available funding. Public participation is a central component of the RTP/SCS development and update process and is conducted in accordance with this Public Participation Plan.

BCAG may prepare technical companion documents as part of an RTP/SCS update, including a program-level Environmental Impact Report pursuant to the California Environmental Quality Act (CEQA) and a transportation air quality conformity analysis pursuant to the federal Clean Air Act. Public review and participation requirements associated with these documents are coordinated with the RTP/SCS process, as applicable.

### **Updating and Revising the RTP/SCS**

BCAG may revise the RTP/SCS between major updates under certain circumstances. The type of revision determines the level of public review and participation required, as described below.

#### **RTP/SCS Update**

An RTP/SCS update is a comprehensive revision of the region's long-range transportation plan prepared in accordance with state and federal requirements. RTP/SCS updates involve extensive public participation over an extended period, including outreach to residents, stakeholder groups, public agencies, and advisory committees. Public participation activities include workshops, public hearings, and opportunities for review and comment on draft documents prior to adoption.

#### **RTP/SCS Amendment**

An RTP/SCS amendment is a revision that includes significant changes, such as the addition or deletion of projects, major changes in project costs or schedules, or changes in project scope or design concept. Amendments require public review and comment and must demonstrate fiscal constraint and consistency with applicable transportation air quality conformity requirements. Amendments that require an updated conformity determination are subject to the interagency consultation and conformity processes.

#### **RTP/SCS Administrative Modification**

An administrative modification is a minor revision to the RTP/SCS that does not involve significant changes to project scope, cost, or schedule and does not affect fiscal constraint or air quality conformity determinations. Administrative modifications do not require public review and comment.

Public participation procedures associated with RTP/SCS updates, amendments, and administrative modifications are summarized in the tables that follow and are implemented in a manner consistent with the goals, objectives, and policies of this Public Participation Plan.

## Updating and Revising the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS)

<b>Public Participation for RTP Update</b> <i>[Procedures may not occur in order shown]</i>						
<p><b>1</b></p> <p>Extensive public participation plan developed and executed over many months to provide early and continuing opportunities to comment</p> <p>Public Outreach and Involvement</p> <p>Program reviewed with advisory committees</p>	<p><b>2</b></p> <p>Numerous targeted workshops with BCAG advisory committees and stakeholder groups</p> <p>BCAG database is used to notify public of opportunities to participate</p>	<p><b>3</b></p> <p>Opportunities to participate via the Web</p> <p>Key draft documents posted to the Web for public review and comment and available for viewing at the BCAG offices</p>	<p><b>4</b></p> <p>Inter-governmental consultation, as appropriate</p> <p>Review as appropriate based on Air Quality Conformity Protocol</p>	<p><b>5</b></p> <p>Draft plan is released for 30-day public review</p> <p>At least one formal public hearing before BCAG Board of Directors</p> <p>Extend public review period by 5-days if final RTP differs significantly from draft and raises new issues</p>	<p><b>6</b></p> <p>Adoption by the BCAG Board of Directors at a public meeting</p>	
<b>Public Participation for SCS/APS</b> <i>[Procedures may not occur in order shown]</i>						
<p><b>1</b></p> <p>After receipt of the technical report from the regional targets advisory committee (RTAC), BCAG shall conduct one public workshop within the region.</p>	<p><b>2</b></p> <p>Two informational meetings for members of the board of supervisors and city/town councils on the SCS/APS.</p> <p>One meeting may be conducted if it is attended by representatives from the board of supervisors and city council members representing a majority of the population in the incorporated areas.</p> <p>Notice of the meeting shall be sent to the clerk of the board of supervisors and to each city clerk.</p>	<p><b>3</b></p> <p>Public workshop to provide the public with information and tools necessary to provide a clear understanding of the issues and policy choices.</p> <p>The workshop, to the extent practicable, shall include urban simulation computer modeling to create visual representations of the SCS and APS, if one is prepared.</p>	<p><b>4</b></p> <p>Preparation and circulation of a draft SCS and APS, if one is prepared, not less than 55 days before adoption of a final RTP.</p>	<p><b>5</b></p> <p>BCAG database is used to notify the public and stakeholders of opportunities to participate.</p> <p>Database is a means for the public and stakeholders to receive notification based on a single request.</p>	<p><b>6</b></p> <p>Two public hearings on the draft SCS and APS, if one is prepared.</p> <p>To the maximum extent feasible, the hearings shall be in different parts of the region.</p>	<p><b>7</b></p> <p>Adoption by the BCAG Board of Directors at a public meeting.</p>
<b>Public Participation for RTP/SCS Amendment</b> <i>[Procedures may not occur in order shown]</i>						

1 Notify public via Notification (e-mail)	2 Review by BCAG Transportation Advisory Committee or BCAG Board of Directors	3 Amendment Category	4 Public Hearing Requirement	5 Public Review Period, # of Days	6 Approval
	Posted in BCAG office	<u>Category 1- Administrative</u>	n/a	n/a	BCAG Exec. Director
	Posted on BCAG Web site	<u>Category 2 - Formal Changes that do not impact the existing conformity determination</u>	No	7	BCAG Exec. Director
		<u>Category 3 -Formal – Relying on existing conformity determination</u>	No	7	BCAG Board
		<u>Category 4 -Formal – Requires a new conformity determination</u>	Yes	14	BCAG Board / FHWA approves conformity

## **IX. Transportation Improvement Program**

The Transportation Improvement Program (TIP), also referred to as the Federal Transportation Improvement Program (FTIP), implements the transportation investment priorities established in the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). The TIP is a short-term, financially constrained program of transportation projects covering a four- or five-year period and includes projects that receive federal funding, are subject to a federally required action, or are regionally significant for air quality conformity purposes.

All projects included in the TIP must be consistent with the RTP/SCS. Public comments received during development of the RTP/SCS inform the development of the TIP, and additional public participation opportunities are provided during TIP development and revision in accordance with this Public Participation Plan.

The TIP includes a financial plan demonstrating that sufficient funding is reasonably available to implement the programmed projects or project phases. Adoption of the TIP also requires a determination of conformity with applicable federal transportation air quality conformity requirements.

The TIP and individual project listings are made available on BCAG's website. Printed copies are available for public review at the BCAG office upon request.

### **FTA Program of Projects**

Projects funded by the Federal Transit Administration (FTA) are included in the TIP. Public participation conducted for the TIP and applicable amendments satisfies FTA Program of Projects requirements. This approach has been reviewed and accepted by the Federal Transit Administration.

### **Updating and Revising the TIP**

Federal regulations require that the TIP be updated at least once every four (4) years. In addition to full updates, revisions to the TIP may occur between updates to address changing circumstances. The type of revision determines the level of public participation and approval required, as described below.

### **TIP Update**

A TIP update is a comprehensive revision of the existing TIP to reflect new or revised transportation investment priorities and funding assumptions. TIP updates include a public review and comment period, coordination with affected agencies, and adoption by the BCAG Board of Directors prior to approval by Caltrans and federal partners. Public participation activities conducted during development of the RTP/SCS are incorporated into the TIP update process, with additional opportunities for review and comment provided as required.

**TIP Amendment**

A TIP amendment is a revision that involves a significant change, such as the addition or deletion of a project; a major change in project cost, scope, or schedule; or a change requiring a new air quality conformity determination. TIP amendments require public review and comment, re-demonstration of fiscal constraint, and approval by the BCAG Board of Directors, Caltrans, and federal agencies, as applicable. The length of the public review period depends on whether a new regional emissions analysis is required.

**TIP Modification**

A TIP modification involves minor changes, such as adjustments to project costs, funding sources, or schedules that do not affect project scope, fiscal constraint, or air quality conformity determinations. Updates to Grouped Project Listings are included within TIP modifications do not require public review and comment and are consistent with Caltrans guidance. Approved modifications are posted on BCAG's website.

**TIP Technical Correction**

Technical corrections are administrative changes made by BCAG staff to correct clerical errors or update information that does not affect project cost, scope, schedule, fiscal constraint, or air quality conformity. Technical corrections do not require public review, comment, or approval by the BCAG Board of Directors.

Public participation procedures associated with TIP updates, amendments, modifications, and technical corrections are summarized in the tables that follow and are implemented consistent with the goals, objectives, and policies of this Public Participation Plan.

## Updating and Revising the Transportation Improvement Program (TIP)

<b>TIP Update</b> <i>[Procedures may not occur in order shown]</i>					
<b>1</b> Notify public via Notification (e-mail)  Notify public, including RTP/SCS participants, via U.S. mail; use appropriate lists within BCAG's database	<b>2</b> Review by BCAG Transportation Advisory Committee	<b>3</b> Intergovernmental consultation, as appropriate  30-day public review and comment period  Draft TIP at BCAG office and mail to public libraries in Butte County  Post on BCAG Web site	<b>4</b> Inform media, as appropriate  BCAG's response to significant comments compiled into an appendix in the final TIP  Extend public review period by 5-days if final TIP differs significantly from draft TIP and raises new material issues	<b>5</b> Review by BCAG Transportation Advisory Committee	<b>6</b> Adoption by BCAG Board of Directors at a public meeting  Approval by Caltrans  Approval by Federal Highway and Federal Transit administration (FHWA/FTA)

<b>TIP Amendment &amp; Modifications</b> <i>[Procedures may not occur in order shown. All procedures in accordance with Federal guidance]</i>					
<b>1</b> Notify public via Notification (e-mail)	<b>2</b> Review by BCAG Transportation Advisory Committee or BCAG Board of Directors  Post in BCAG office  Post on BCAG Web site (FTIP Webpage)	<b>3</b> Amendment Category <hr/> <u>Category 1</u> - Modification <hr/> <u>Category 2</u> - Formal Changes that do not impact the existing conformity determination <hr/> <u>Category 3</u> - Formal – Relying on existing conformity determination <hr/> <u>Category 4</u> - Formal – Requires a new conformity determination	<b>4</b> Public Hearing Requirement <hr/> n/a <hr/> No <hr/> No <hr/> Yes	<b>5</b> Public Review Period, # of Days <hr/> n/a <hr/> 7 <hr/> 7 <hr/> 14	<b>6</b> Approval <hr/> BCAG Exec. Dir. / Caltrans <hr/> BCAG Exec. Director,  Approval by Caltrans & FHWA/FTA <hr/> Approval by Caltrans & FHWA/FTA <hr/> Approval by Caltrans & FHWA/FTA

<b>TIP Technical Correction</b> <i>[Procedures may not occur in order shown]</i>		
<b>1</b> No public review	<b>2</b> Corrections by staff in CTIPS database	<b>3</b> No approval required

## **X. Annual Listing of Obligated Projects**

By federal requirement, BCAG publishes at the end of each calendar year an annual listing of obligated projects, which is a record of project delivery for the previous year. The listing is also intended to increase the awareness of government spending on transportation projects to the public. Annual obligation reports are posted at:

<http://www.bcag.org/Planning/FTIP/index.html>. Copies of this annual listing may be obtained by contacting BCAG.

## **XI. Comments**

To submit comments or for more information about Butte County Association of Governments please visit our website at [www.bcag.org](http://www.bcag.org).

This document has been translated to Spanish. BCAG staff is available to discuss any planning or programming project in Spanish. In addition, any transportation concern, including transit needs can be communicated in Spanish by phone or email.

Comments can be directed to:

Ivan Garcia, Programming Director  
Butte County Association of Governments  
326 Huss Drive, Suite 150  
Chico, CA 95928  
Phone: (530) 809-4616  
Fax: (530) 879-2444  
Email: [igarcia@bcag.org](mailto:igarcia@bcag.org)

## **Appendix A**

Policy for Government-to-Government Consultation with Federally  
Recognized Native American Tribal Governments

## **Policy for Government-to-Government Consultation with Federally Recognized Native American Tribal Governments**

***Consultation is the meaningful and timely process of seeking, discussing, and considering carefully the views of others, in a manner that is cognizant of all parties' cultural values, and where feasible, seeking agreement.***

### **Requirement to Consult**

The United States Department of Transportation (U.S. DOT) Order 5301.1 ensures that programs, policies, and procedures administered by the U.S. DOT are responsive to the needs and concerns of Native American Tribal Governments. This Order provides a very thorough overview of the various federal regulations and Executive Orders on this subject. This Order is available at: <http://environment.fhwa.dot.gov/guidebook/vol2/5301.1.pdf>

US Code Title 23 Sec 135 (e and f) generally state that Tribal government concerns should be considered in developing planning documents. Specifically, the applicable provisions concerning the documented process from the U.S.DOT joint FHWA/FTA planning regulations at 23 CFR 450.316 state:

(c) When the MPO includes Indian Tribal lands, the MPO shall appropriately involve the Indian Tribal government(s) in the development of the metropolitan transportation plan and the TIP.

(e) MPOs shall, to the extent practicable, develop a documented process(es) that outlines roles, responsibilities, and key decision points for consulting with Indian Tribal governments and agencies, ...which may be included in the agreement(s) developed under §450.314.

The reference to the metropolitan transportation plan would be BCAG's long-range Regional Transportation Plan / Sustainable Communities Strategy (RTP/SCS). The reference to the "TIP" would be BCAG's short-range programming document known as the Butte County Federal Transportation Improvement Program (FTIP).

### **Federally Recognized Tribes**

A contact list of California Native American Tribes that are both federally and non-federally recognized is maintained by the Native American Heritage Commission. There are five federally recognized Tribes in Butte County including:

- Mechoopda Indian Tribe of the Chico Rancheria, Chico CA
- Berry Creek Rancheria, Oroville CA
- Enterprise Rancheria, Oroville CA
- KonKow Valley Band of Maidu Indians, Oroville CA

- Mooretown Rancheria, Oroville CA

Federal recognition is a legal distinction that applies to a Tribe's right to a government-to-government relationship with the federal government and eligibility for federal programs.

All California Native American Tribes are distinct and independent governmental entities with specific cultural beliefs and traditions and unique connections to areas of California that are their ancestral homelands.

Federal and state law require local agencies to consult with federally recognized Tribal governments prior to making transportation decisions, taking actions, or implementing programs that may impact their communities. This activity is separate from, and precedes the public participation process. Protocol should be flexible and dynamic with respect to initiation of communication and discussion format. More than one Tribe may have an affiliation with the area of consideration. Individual consultation may be necessary if a combined consultation format is not preferred by the Tribal Government. Determining the degree and adequacy of consultation will vary depending on a number of factors including the scope of proposed activities, whether the activity is short-term or long-term, the cultural or political sensitivity of the issue at hand, and the number of potential stakeholders.

The Butte County Association of Governments (BCAG) intends to consult with Native American Tribal Governments on activities that may impact their communities. Although consultation is not mandated for non-federally recognized Tribes, this does not preclude the BCAG from consulting with local Tribes when plans or activities might impact cultural values or the community.

## **Consultation**

The Executive Director is the designated Metropolitan Planning Organization/Regional Transportation Planning Agency (MPO/RTPA) official with principal responsibility for the agency's implementation of consultation requirements. At the appropriate time in the planning phase, contact shall be initiated directly with the Tribal Chair to inquire as to protocols in place such as cultural resource contacts, procedures, time limits, and restrictions affecting communication. Development of mutually agreed-upon protocols may result in more effective consultation efforts with individual Tribes. Consultation should be done face-to-face whenever possible.

Consultation is a process, not a single event, and communication should continue until the project or plan is complete. Notification of Tribes is not the same as consultation. Sufficient time should be provided in a request for consultation in order to allow the Tribal Council to take official action. Consultation requests should include a clear statement of purpose, explaining the reason for the request and declaring the importance of the tribe's participation in the planning process. The request should specify the location of the area of potential effect

addressed by the proposal. All aspects of the consultation process should be documented, including how the lead agency reaches a final decision.

In 1999 the California Transportation Commission adopted additional guidelines:

*The Regional Transportation Plan/Sustainable Communities Strategy process shall meet the federal and state requirements to consult with and consider the interests of Indian Tribal Governments in the development of transportation plans and programs, including funding and programming of transportation projects accessing tribal lands through state and local transportation programs.*

### **Planning Documents / Planning Studies, Transportation Improvement Programs**

- Federal Transportation Improvement Program (FTIP)
- State Transportation Improvement Program (STIP)
- Regional Transportation Improvement Program (RTIP)
- Regional Transportation Plan / Sustainable Communities Strategy (RTP/SCS)
- Overall Work Program (OWP)

Consult with Tribal Governments in preparation of planning studies and programs affecting the Tribe:

- Initiate consultation by letter from the Executive Director to the Tribal Chair with copies to the CEO, Administrator, and Cultural Department representatives.
- Offer to meet to discuss the Tribe's needs and concerns regarding impacts within their jurisdiction prior to the beginning of preparation of documents. If the Tribal Chair and/or their representatives elect not to meet, send a copy of the draft report for their review.
- Consult with Tribal governments while developing the RTP/SCS, addressing Tribal concerns regarding impacts within their jurisdiction and again prior to adoption of the RTP/SCS.
- Invite representatives of the Tribe to public meetings.

### **Transit studies, unmet needs hearing, transit needs assessment**

Consult with the Tribal Governments on transit needs in their area:

- Initiate consultation and invitation to the unmet needs hearing by letter from the Executive Director to Tribal Chair with copies to the CEO, Administrator, and Cultural Department representatives.
- Offer to meet to discuss the Tribe's transit needs and concerns.
- Outreach to members of the Tribe through local newspapers, Indian newsletters, or trust lands meeting places.

### **Grant Programs: Transit 5311, Transportation Enhancements, JARC, New Freedom, etc.**

Coordinate with the Tribal Governments to provide them information and technical assistance on grant programs administered by the RTPA or others:

- Initiate consultation by letter from the Executive Director to the Tribal Chair with copies to the CEO, Administrator, and Cultural Department representatives.
- Provide notice of each grant and its application deadlines.
- Offer assistance in completing grant applications.
- Invite representatives of the Tribe to any training or public meetings regarding the grants.
- Coordinate between the Tribe and RTPA member agencies.
- Consult with and consider the interests of the Tribal Government.

### **Indian Reservation Road (IRR) Planning and Programming**

Coordinate amongst planners and engineers in local agencies and Tribes:

- Offer to meet to discuss the Tribes needs and concerns when contacted by the Tribal representatives.
- Provide assistance in IRR planning.
- Coordinate with federal entities as requested by the Tribe.

## **Appendix B**

### Outreach Efforts & Publications Listing

\* Available in hardcopy at the Butte County Association of Governments Office \*

\* Available digitally at [http://www.bcag.org/documents/planning/PPP/Appendix\\_A\\_1.pdf](http://www.bcag.org/documents/planning/PPP/Appendix_A_1.pdf) \*

**Ivan Garcia**

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**From:** B-Line / BCAG <info@bcag.org>  
**Sent:** Tuesday, April 7, 2026 8:20 AM  
**To:** Ivan Garcia  
**Subject:** Spring 2026 Updates!



## Spring 2026 Newsletter



### In this edition...

- Smart Cards to Replace GenFare Paper Passes
- Upcoming Launch of Chico-To-Sacramento Service
- Upcoming Joint Workshop for FTIP & PPP - 4/8/26 - 4:30 p.m.
- B-Line Outreach Events - April/May/June 2026

**Smart Cards to Replace GenFare Paper Passes**



## Building a Better B-Line with Smart Cards!

Big changes are coming to B-Line this spring. We're upgrading our fare equipment on all buses, and by **June 15**, the way you pay your fare will look different. Our current GenFare fareboxes are being replaced with new equipment. There are no changes to the current fare structure, but this means the **current paper passes with magnetic stripes will no longer work**. Instead, you'll have three easy ways to pay.

1. **Token Transit App** - Best for smartphone users. Download the free Token Transit app from your phone's app store. Buy fares directly from your phone and scan when you board. No need for exact change or physical cards.
2. **Smart Cards** - Best for everyone else. Smart Cards are reloadable plastic cards with a QR code. Get yours at the Chico Transit Center or our customer service office. Reload online, by phone, or in person. One card works for all your rides.
3. **Cash** - Still accepted! Our new Diamond fareboxes accept bills and coins, just like before. Exact change only - no change given.

### Getting Your Smart Card

Smart Cards are currently available now at the BCAG and B-Line offices at 326 Huss Drive in Chico:

- B-Line Customer Service Office - Suite #125 - M-F - 8 a.m. to 5 p.m.
- BCAG Office - Suite #150 - M-F - 9 am to 3 pm

More locations to take care of Smart Cards will be added soon!

### Exchanging Old Paper Passes

Old paper passes can be exchanged for a Smart Card with the passes loaded for you. You can visit the offices on Huss Drive or mail the pass you want exchanged to the same address. Old passes will also be able to be loaded on to the Token Transit app, if you use that. Please call (530) 809-4616 for more information on how to complete an exchange.

### Reloading Your Smart Card

Once you have a Smart Card, you can add fares three ways:

1. **In person** at either location above
2. **By phone** (530-809-4616) - You will need to provide the code on the back of your card.
3. **Online** at [rider.tokentransit.com](http://rider.tokentransit.com)

### What to expect during the transition

Between now and June 15, B-Line buses will temporarily have different equipment combinations as we complete the upgrade. Drivers are aware of this and are happy to help you navigate the appropriate way to pay your fare. You might see:

- Old GenFare fareboxes (paper passes still work here)
- New Diamond fareboxes and Token Transit validators (Token Transit, Smart Cards, or cash only)
- Both old and new equipment on the same bus

**Questions?** Call us at 530-809-4616 or stop by the Huss Drive offices in Chico. Our staff can help you get a Smart Card, download Token Transit, or answer any questions.

***Thank you for riding B-Line!***

We know change takes time, and we appreciate your patience as we upgrade to serve you better.



**Upcoming Launch of Chico-To-Sacramento Service**

B-Line continues to make progress on launching a new intercity bus service between Chico and Sacramento. Buses for the service are ordered and on the way! These include six 36-foot vehicles with luggage space, bike racks, USB charging ports, and Wi-Fi. Buses are expected to arrive in about 8–10 months.

At the same time, staff have been meeting with a wide range of partners, including nearby transit agencies, regional planning organizations, and Caltrans. All of these groups have expressed strong support for the project and are helping ensure the service connects smoothly with other transportation options. Coordination will continue over the next several months as staff work through required agreements and finalize the service schedule.

Public outreach and marketing is planned to start about three months before the service launches so riders know what to expect and how to use the new route.

For updates on the study please visit the BCAG website: <https://www.bcag.org/chico-to-sacramento-plan>

**Upcoming Joint Workshop for FTIP & PPP  
Wednesday, 4/8/26 - 4:30 to 5:30 p.m.**

An open-house style workshop is scheduled for **Wednesday, April 8, 2026 from 4:30 p.m. to 5:30 p.m.** This workshop will cover topics related to both the 2027 FTIP Development and the 2026 PPP update. Any community members interested in learning more about the process or upcoming projects are encouraged to participate.

Please visit the FTIP (<https://www.bcag.org/ftip>) or PPP (<https://www.bcag.org/public-participation-plan>) information pages or contact Ivan Garcia for more information ([igarcia@bcag.org](mailto:igarcia@bcag.org)). The workshop can be accessed via the following Zoom Link: <https://us02web.zoom.us/j/88637765822>

**2027 FTIP Development**

Butte County Association of Governments (BCAG) has initiated the development of the **2027 Federal Transportation Improvement Program (FTIP)** and has issued a call for new Congestion Mitigation and Air Quality (CMAQ) projects. The FTIP identifies all transportation projects in the region that have federal transportation funds or require approval from FHWA or FTA.

The FTIP will cover the next 4 federal fiscal years beginning October 1, 2026. BCAG has issued a target of \$10 million for new CMAQ project consideration. **CMAQ applications are due no later than April 17, 2026.**

The FTIP is scheduled for adoption on August 27, 2026.

**2026 PPP Update**

BCAG is also required to review and update its **Public Participation Plan (PPP)** in advance of developing the **2028 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS)**. The PPP reflects current state and federal guidance and outlines how BCAG will carry out public outreach and engagement. All work is conducted through BCAG's Board of Directors and Transportation Advisory Committee. The current PPP and the draft 2026 update are available on BCAG's website.

**B-Line Outreach Events - April/May/June 2026**

Outreach has picked up with the warmer spring days and many community events on the horizon! Come on out and chat with us or let us know if your organization

might benefit from an informational meeting or class led by B-Line! Email Amy White at [awhite@bcag.org](mailto:awhite@bcag.org) for more information or to get something on the books.

**April 2026**

- 4/1 – Oroville – Feather River Tribal Health Spring Gathering
- 4/22 – Chico - Earth Day @ Chico State - **FREE FARE DAY SYSTEMWIDE!!**
- 4/30 – Chico - Aging & Disability Showcase

**May 2026**

- 5/1 – Chico – Iverson Wellness Fair
- 5/7 - Downtown Chico Market
- 5/8 - Chico - Stuff the Bus Food Drive w/ KRCCR & Les Schwab
- 5/9 - Oroville - Feather Fiesta Days
- 5/16 - Gridley - Red Suspenders Day

**June 2026**

- 6/11 - Downtown Chico Market
- 6/20 - Oroville - Juneteenth Celebration



Butte County Association of Governments | 326 Huss Drive Suite 150 | Chico, CA 95928 US

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Butte County Association of Governments  
326 Huss Drive, Suite 150  
Chico CA 95928

February 25, 2026

The Honorable Dennis Ramirez, Chairperson  
Mechoopda Indian Tribe of Chico Rancheria  
1910 Alcott Ave.  
Chico, CA 95928

**Subject:**

- 2028 Regional Transportation Plan / Sustainable Communities Strategy Development
- 2027 Federal Transportation Improvement Program Development
- Congestion Mitigation and Air Quality – Call for Projects
- Public Participation Plan Update

**Honorable Chairperson:**

The Butte County Association of Governments (BCAG) is the federally designated Metropolitan Planning Organization (MPO) and the state-designated Regional Transportation Planning Agency (RTPA) serving Butte County. BCAG is responsible for developing state and federal transportation plans and programming documents necessary to secure and program transportation funding within the region.

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Honorable Dennis Ramirez  
February 25, 2026  
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Sincerely,



Bill Connelly, Chair  
Butte County Association of Governments

IG



Butte County Association of Governments  
326 Huss Drive, Suite 150  
Chico CA 95928

February 25, 2026

The Honorable Benjamin Clark, Chairperson  
Mooretown Rancheria of Maidu Indians of California  
#1 Alverda Drive  
Oroville, CA 95966

**Subject:**

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Sincerely,



Bill Connelly, Chair  
Butte County Association of Governments

IG



Butte County Association of Governments  
326 Huss Drive, Suite 150  
Chico CA 95928

February 25, 2026

The Honorable Jessica Lopez, Chairperson  
KonKow Valley Band of Maidu  
2136 Myers Street  
Oroville, CA 95965

**Subject:**

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Butte County Association of Governments

IG



Butte County Association of Governments  
326 Huss Drive, Suite 150  
Chico CA 95928

February 25, 2026

The Honorable Glenda Nelson, Chairperson  
Enterprise Rancheria-Estom Yumea Maidu  
2133 Monte Vista Ave  
Oroville, CA 95965

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Butte County Association of Governments  
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February 25, 2026

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Berry Creek Rancheria of Maidu Indians of California  
5 Tyme Way  
Oroville, CA 95966

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Butte County Association of Governments

IG

# **Appendix C**

Comments Received

## **Appendix D**

BCAG Resolution Adopting  
Public Participation Plan



**BUTTE COUNTY ASSOCIATION OF GOVERNMENTS  
RESOLUTION NO 2025/26-09**



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**ADOPTION OF THE 2026 PUBLIC PARTICIPATION PLAN FOR THE BUTTE  
COUNTY ASSOCIATION OF GOVERNMENTS**

**WHEREAS**, the Butte County Association of Governments is the designated Metropolitan Planning Organization for Butte County pursuant to 23 U.S.C. Section 134(d) and 23 CFR Section 450.310; and

**WHEREAS**, pursuant to 23 U.S.C. Section 134 and 23 CFR Section 450.316, the Butte County Association of Governments, as the Metropolitan Planning Organization, is required to develop, provide for, and use a documented Public Participation Plan (PPP) in carrying out the metropolitan transportation planning process; and

**WHEREAS**, in implementing its public participation procedures, BCAG will provide for nondiscrimination and meaningful access to information and decision-making consistent with Title VI of the Civil Rights Act of 1964 (42 U.S.C. Section 2000d et seq.) and its implementing regulations (49 CFR Part 21), Environmental Justice principles (including Executive Order 12898), Limited English Proficiency requirements (including Executive Order 13166), and the Americans with Disabilities Act (ADA) (42 U.S.C. Section 12101 et seq.); and

**WHEREAS**, the 2026 PPP has been developed in consultation with BCAG's advisory committees including the Transportation Advisory Committee, Social Services Transportation Advisory Council, federal and state agencies and the public;

**WHEREAS**, prior to approval the 2026 PPP has been noticed for a minimum 45-day public review comment period prior to adoption and represents an update to the 2022 PPP including recommended public engagement events and recommended outreach protocols post COVID 19;

**NOW THEREFORE BE IT RESOLVED** that the Butte County Association Governments, as the designated Metropolitan Planning Organization, does hereby adopt the Public Participation Plan as revised for 2026.

**BE IT FURTHER RESOLVED** that in the interest of project delivery, the Butte County Association of Governments authorizes its staff to make minor technical corrections in cooperation with Caltrans and the Federal Highway Administration as needed to ensure the timely submittal of the Public Participation Plan.

**PASSED AND ADOPTED** by the Butte County Association of Governments on the 23rd day of April 2026 by the following vote:

AYES: Connelly, Durfee, Ritter, Brown, Goldstein,  
Johnson, Pittman, Lassonde.

NOES:  $\emptyset$

ABSENT: Himmelschue, Teeter,

ABSTAIN:  $\emptyset$

**APPROVED:**

  
\_\_\_\_\_  
BILL CONNELLY, CHAIR  
BUTTE COUNTY ASSOCIATION OF GOVERNMENTS

**ATTEST:**

  
\_\_\_\_\_  
ANDY NEWSUM, EXECUTIVE DIRECTOR  
BUTTE COUNTY ASSOCIATION OF GOVERNMENTS