

BUTTE COUNTY ASSOCIATION  
OF GOVERNMENTS



BOARD OF DIRECTORS MEETING  
JANUARY 22, 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  
Director

Andy Newsum  
Executive

Bryce Goldstein, Vice Chair  
Councilmember, Chico

## BUTTE COUNTY ASSOCIATION OF GOVERNMENTS - BOARD OF DIRECTORS

Peter Durfee  
Supervisor, District 2

Regular Meeting Agenda  
January 22, 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](#)

J Angel Calderon  
Councilmember, Gridley

Zoom Meeting ID: 835 4456 8425 Password: 512821

David Pittman  
Mayor, Oroville

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

To join the meeting by phone: +1 669 900 6833

Ron Lassonde  
Councilmember, Paradise

\*\*\*\*\*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 0agenda 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
3. Election of Chair and Vice Chair

### CONSENT AGENDA

4. Meeting Minutes of the Butte County Association of Governments Board of Directors December 11, 2025 – **Ashley**
5. Authorization for the Executive Director to Establish Bank Account for Administration of Butte Regional Transit Stripe Purchases - **Julie**

6. Approval of Contract Amendment for Butte Regional Transit Systems Analysis - **Andy**

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

### **REGULAR AGENDA**

### **ITEMS FOR ACTION**

7. **Approval of Resolution 2025/26-05** Transit Revenue Diversification Strategy to Protect Fixed Route, Paratransit and Dial-A-Ride Services - **Andy**

### **ITEMS FOR INFORMATION**

8. 2027 Federal Transportation Improvement Program Development & Congestion Mitigation and Air Quality - Call for Projects - **Ivan**
9. Chico to Sacramento Intercity Bus Service Update - **Chris**
10. Butte Regional Transit Stroller Policy Update - **Amy**

### **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 February 26, 2026, at the BCAG Board Room & via Zoom.

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

BUTTE COUNTY ASSOCIATION  
OF GOVERNMENTS



BOARD OF DIRECTORS MEETING  
ITEM #4



## BCAG Board of Directors

### Agenda Item #4 – Consent

**Date:** January 22, 2026

**Subject:** DRAFT Meeting Minutes of the Butte County Association of Governments Board of Directors December 11, 2025

**Contact:** Ashley Carriere, Administrative Assistant

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

Board Member Connelly called the meeting to order at 9:01 a.m. at the BCAG Board Room, 326 Huss Drive, Suite 100, Chico, CA.

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

Bill Connelly	Supervisor	District 1
Tami Ritter	Supervisor	District 3
Tod Kimmelshue	Supervisor	District 4
David Pittman	Mayor	City of Oroville
Bryce Goldstein	Councilmember	City of Chico
Zach Brown	Councilmember	City of Biggs

#### **MEMBERS ABSENT**

Peter Durfee	Supervisor	District 2
Doug Teeter	Supervisor	District 5
J Angel Calderon	Councilmember	City of Gridley
Ron Lassonde	Councilmember	Town of Paradise

#### **STAFF PRESENT**

Andy Newsum	Executive Director
Cheryl Massae (Zoom)	Human Resources Director
Amy White	Transportation Analyst
Ashley Carriere	Administrative Assistant
Chris Devine	Planning Director
Julie Quinn	Chief Fiscal Officer
Sara Cain	Transportation Grants Manager

## Agenda Item #4 – Consent

### **OTHERS PRESENT**

Lance Atencio	Transdev
Emma Sager	Member of the public
Phoebe Sager	Member of the public
Connor Azarin-Gurdine	Member of the public
Anthony Mangonon	AECOM
Daniell Krause	AECOM
John Stonebraker	Upper Ridge Community Council (In-Person)
Jim Lightbody	AECOM

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

### **CONSENT AGENDA**

3. Approval of Minutes from the October 23, 2025 BCAG Board of Directors Meeting
4. Approval of Transit Capital Reserve Funds for Branding Bus Wraps.

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

Agenda was unanimously approved.

### **ITEMS FOR ACTION**

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

The Board considered the adoption of the 2026 Regional Transportation Improvement Program (RTIP) for Butte County. BCAG is required to adopt an RTIP every two years for submission to the California Transportation Commission (CTC) for inclusion in the State Transportation Improvement Program (STIP). The 2026 RTIP must be submitted to the CTC by December 15, 2025. A draft RTIP had been completed and made available for public review.

Staff noted that at the September 25, 2025 Board meeting, the Board was informed that one project had been submitted for programming consideration: the Eaton Road/State Route 99 Southbound Roundabout Project, submitted by the City of Chico to address cost increases. The draft 2026 RTIP includes this project, as well as a Planning, Programming & Monitoring (PPM) project to support BCAG activities.

The BCAG Board Chair opened the public hearing to receive comments on the 2026 RTIP.

On motion by Board Member Ritter and seconded by Board Member Kimmelshue, the public hearing and approval of Resolution No. 2025 26-04, was unanimously approved.

## **6. 2026 Unmet Transit Needs Butte Regional Transit Public Hearing**

The Board considered the annual Unmet Transit Needs (UTN) public hearing for Butte County. As the administrator of Transportation Development Act (TDA) funds, BCAG is required to conduct an annual UTN process, which includes at least one public hearing to solicit comments on unmet transit needs within the county.

Staff reported that the 30-day outreach and public comment period began on October 23rd and was promoted through multiple channels, including signage on fixed-route buses, social media advertisements, newspaper notices in Chico, Oroville, Paradise, and Gridley, and a targeted email distributed to BCAG's outreach list. All comments received during the outreach period would be given equal consideration.

Staff explained that the purpose of the UTN process is to ensure that all unmet transit needs that are reasonable to meet are addressed before TDA funds are allocated for non-transit purposes, such as streets and roads. Following the public hearing, testimony will be analyzed to determine whether any identified needs meet the adopted definitions of "Unmet Transit Need" and "Reasonable to Meet." The resulting Transit Needs Assessment will be reviewed by the Social Services Transportation Advisory Council (SSTAC), which will provide recommendations to the BCAG Board of Directors.

The BCAG Board Chair opened the public hearing. There were two members of the public present who gave comments.

On motion by Board Member Pittman and seconded by Board Member Kimmelshue, the 2026 Unmet Transit Needs Butte Regional Transit Public Hearing, was unanimously approved.

## **ITEMS FOR INFORMATION**

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

The Board received an informational update on progress toward implementation of a new intercity bus service between Chico and Sacramento. Staff reported continued advancement on multiple fronts, including planning updates, coordination with partner agencies, marketing and outreach efforts, and preliminary bus procurement activities. Staff will continue to keep the Board informed as progress continues.

Staff reported that updates to the 2022 Chico to Sacramento Intercity Transit Strategic Plan study have been completed and posted on the BCAG website. Key changes included eliminating the previously proposed Sacramento-to-Stockton segment and focusing exclusively on service between Chico and Sacramento, with stops in Oroville, Marysville, and Plumas Lake.

Updated elements of the study included the timetable, ridership estimates, fleet requirements, fare assumptions, capital and operating costs, and funding strategies.

This item was presented for information purposes.

## **8: B-Line Marketing Plan Update**

The Board received an informational update on the implementation of the B-Line Marketing Plan. Staff reported that several major elements of the plan have been completed, with continued coordination underway to support future service enhancements.

Staff reported that beginning in spring 2025, a full redesign of the B-Line logo and branding package was completed.

Staff reported that a rebranding launch event was held on October 1, 2025. The event provided an opportunity for staff to engage with local media and transit users. Approximately 35 to 40 community members attended.

Promotion for the event included newspaper and radio advertisements, outreach through a local Spanish-language radio station, and a Facebook advertising campaign. The Facebook campaign included content in Spanish and Hmong and reached approximately 5,000 people.

Staff also noted that a video capturing highlights of the launch event was produced and made publicly available.

This item was presented for information purposes.

## **9: Butte Regional Transit 1<sup>st</sup> Quarter 2025/26 Report**

The Board received an informational report on the first quarter performance of the Butte Regional Transit (B-Line) system for Fiscal Year 2025/26. Staff presented key operational and financial performance data for the four modes of service within the system: Rural Fixed Route, Urban Fixed Route, Rural Paratransit, and Urban Paratransit.

Staff explained that ridership data is reported monthly to the Federal Transit Administration (FTA), while financial data is reported annually to both the FTA and Caltrans. Quarterly review of performance data allows staff to identify emerging issues, monitor trends, and manage expectations for future performance.

Staff reported that ridership decreased in three of the four service modes when compared to the first quarter of FY 2024/25. Operating expenses were reported to be in line with expectations for this point in the fiscal year.

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 10:08 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 #5



## BCAG Board of Directors

### Agenda Item #5- Consent

**Date:** January 22, 2026

**Subject:** Authorization for the Executive Director to Establish Bank Account for Administration of Butte Regional Transit Stripe Purchases

**Contact:** Julie Quinn, Chief Fiscal Officer

**Summary:** BCAG/BRT will start offering pre-paid account-based billing through TripSpark's Passenger Portal and Rides on Demand app for on-demand services.

The purpose of this item is to obtain authorization from the BCAG Board of Directors to open a bank account with Golden Valley Bank, where Stripe payments for pre-paid account balances for on-demand services will be administered.

The County Treasury does not support payment processors linking into its bank account for electronic transfers associated with the administration of mobile ticket processing. This requires BCAG to establish an external bank account to receive revenues associated with the establishment of customer account balances for on-demand trips related to Rides on Demand and Passenger Portal, both of which are already in use for paratransit services.

The establishment of this account will allow transit customers to load an account balance at their convenience and pay the fare for a trip at the time of booking rather than upon boarding the vehicle. Staff has selected Golden Valley Bank based on its customer service and experience working with payment processors.

Funding to open the account has been obtained from Butte Regional Transportation Corporation.

**Action(s) requested:** Authorize the Executive Director Establish Bank Account

**Attachment:** None

BUTTE COUNTY ASSOCIATION  
OF GOVERNMENTS



BOARD OF DIRECTORS MEETING  
ITEM #6



## **BCAG Board of Directors**

### **Agenda Item #6 - Consent**

**Date:** January 22, 2026

**Subject:** Approval of Contract Amendment for Butte Regional Transit Systems Analysis

**Contact:** Andy Newsum, Executive Director

**Summary:** Staff are currently developing the 2026/27 Butte Regional Transit service plan and budget. In developing the service plan and budget several transit topic areas must be considered in defining revised, expanded and new services together with the consideration of a two (2) year contract extension with Transdev to deliver all transit system services beginning on July 1, 2026.

Existing revenues for public transit are declining while the cost of service delivery continues to rise. Only minimal, non-substantive changes have been made to routes, schedules, stops, and service composition. Staff believe a comprehensive review of the current system is necessary. Engaging a consultant with deep knowledge of our system and a specialized skill set will allow for a timely assessment and the development of sustainable solutions before revenues are depleted and more abrupt service reductions become unavoidable.

**Action(s) requested:**

- Board authorization for Executive Director to approve sole-source amendment with Transit Happy sub-consultant Jarret Walker & Associates.

**Attachment:** Staff Report

## Agenda Item #6 – Consent

### Staff Report:

In October 2024, BCAG entered into an agreement with Transit Happy of Richmond, California to rebrand Butte Regional Transit in order to enhance the existing system and attract new ridership. As development of the marketing plan progressed and outreach to stakeholders increased, a growing and previously underrecognized need among users of paratransit and Dial-A-Ride (DAR) services was identified. As staff gained a better understanding of these needs, additional emphasis was placed on the marketing study by expanding the scope to include an additional consultant, AMMA, who specializes in assessing and communicating with individuals and organizations that rely on paratransit and DAR systems.

As the analysis of paratransit and DAR services continued, it became clear that intercity service was needed to better serve elderly and disabled populations. Implementing expanded intercity service inherently increases system costs, which directly affects the resources available to deliver public transit services throughout Butte County. The cost increases associated with even minimal intercity paratransit and DAR expansion, combined with broader budgetary pressures and declining revenues, have prompted staff to consider a comprehensive assessment of the overall public transit system costs.

Jarrett Walker was the principal individual involved in developing the original system design for Butte Regional Transit when the Chico, Oroville, and Butte County transit systems were consolidated in 2005. In 2011, Mr. Walker established his own consulting firm, Jarrett Walker + Associates (JWA), and has since worked internationally throughout North America, Europe, Australia, and New Zealand. In 2020, JWA provided baseline analysis and support for a route optimization effort that was completed in Fall 2022. That effort, however, was not conducted under the significant fiduciary constraints that are now emerging, and the resulting changes were limited in scope and did not yield substantive or long-term sustainability improvements. Mr. Walker's skill set and experience are uniquely suited to evaluate the entire system and develop reasonable, sustainable solutions that better align public transit services with available financial resources, particularly given his intimate knowledge of the system.

To effectively complete a comprehensive study of the Butte Regional Transit system with a focus on long-term sustainability, staff believe JWA is the most appropriate consultant to undertake this effort. JWA can complete the study within a relatively short timeframe, allowing recommended changes to be phased in with guidance and support from policy and decision makers and, importantly, from the residents of Butte County and all incorporated jurisdictions that rely on public transit services.

Upon approval by the Board, the Executive Director will execute a contract amendment of up to \$250,000 with Transit Happy to cover JWA's portion of the work scope. This work will be funded using previously awarded Transit Intercity Rail and Capital Program (TIRCP) funds that were specifically intended and approved for this type of analysis and planning effort.

In accordance with BCAG and BRT Purchasing Policies a sole source acquisition justification is attached.

## BCAG/BRT Sole Source Approval/Justification Form

<b>Supplier Name:</b>	<b>Jarret Walker &amp; Associates – JWA (Sub-consultant to Transit Happy)</b>
<b>Street Address:</b>	<b>1021 SE Caruthers Street</b>
<b>City/State/ZIP:</b>	<b>Portland Oregon</b>
<b>Telephone:</b>	<b>503-208-4249</b>
<b>General Description of Commodity or Services to be Purchased:</b>	
<b>In-depth analysis of Butte Regional Transit public transit system including fixed route, micro-transit and paratransit</b>	

Initial all entries below applying to the proposed purchase. Attach additional information or support documentation if needed. More than one entry will apply to most sole source justifications.

ITEM	INITIALS	JUSTIFICATION
1		Purchase is required from the original manufacturer or provider. If this item is initialed, Item 4 below must also be initialed.
2		Purchase is required from the only Butte County area distributor of the original manufacturer or provider. If this item is initialed, Item 4 below must also be initialed
3		Parts or equipment are not interchangeable with similar parts from another manufacturer. If this item is initialed, please explain below (attach additional sheet if needed).
4		This is the only known product or service that will meet the specialized needs of this department or perform the intended function. If this item is initialed, please explain below (attach additional sheet if needed).
<b>Explanation: Use Supporting Documentation Sheet following this form.</b>		
5		Parts or equipment are required from this supplier to provide standardization. If this item is initialed, please explain below (attach additional sheet if needed).
<b>Explanation: Use Supporting Documentation Sheet following this form.</b>		
6	<b>X</b>	None of the above apply. A detailed justification for this sole source purchase is provided below (Attach additional sheet if needed):
<b>Detailed Justification: Use Supporting Documentation Sheet following this form.</b> JWA the only consultant with intimate knowledge of BRT original and updated transit system and positioned to deliver an in-depth analysis and solution to changed public transit system due to various environmental and economic factors.		

On the basis of the foregoing, I recommend that competitive procurement be waived and that the product or service be purchased on a sole source basis utilizing the attached supporting documentation. I understand that I may be required to provide a detailed cost estimate since price reasonableness will not be established through the competitive process.

DEPARTMENT NAME	AUTHORIZED SIGNATURE	DATE
Executive Director – BRT		<b>2/22/26</b>

<b>APPROVAL BY PURCHASING SERVICES (General Services/Executive Director/Deputy Director)</b>			
Based on the above justification:			
<input checked="" type="checkbox"/>	I hereby approve the purchase of this product or service on a sole source basis.		
<input checked="" type="checkbox"/>	I recommend that the Board of Directors approve this purchase on a sole source basis.		
Signature		Date	

**Supporting Documentation**  
**Butte County Association of Governments**  
**326 Huss Drive, Chico, CA 95928**  
(for use with B-Line Sole Source Justification Approval Form  
(Rev. March 2023)

Funding/Grant Program: **Transit Intercity Rail and Capital Program (TIRCP) – State of California**  
Contract Award Date: **February 2026**  
Federal Fiscal Year of Funding/Grant Award: **FY 22/23**

Contact Name: **Jarrett Walker**  
Title: **Principal/Founder**  
Phone: **503-208-4249**  
Email: **jarrett@jarrettwalker.com**  
Fax: **DNA**

Contract type (select one):

- IT (Information Technology) Goods
- IT Services
- IT Goods & Services
- Non-IT Goods **(X)**
- Non-IT Services **(X)**

Procurement Schedule: **February 2026**

Beginning and ending dates of contract: **February 2026 – March 2027**

Contract Amendment Amount for current request (discuss if this is a proposed amendment, and provide original contract number): **A proposed amendment to an existing agreement with Transit Happy - \$243,040.**

History with this contractor (list any earlier contracts, contract amounts, and types of procurement methods with this contractor): 2 previous engagements. **1) study or and development of consolidate transit systems in Butte County – 2005. 2) limited study and development of data for fixed routing optimization – 2022.**

Has work commenced? Yes or **No**

Have goods been acquired? Yes or No (Attach explanations for any “Yes” answers) - **DNA**

**Responses must be provided for all of the following items.**

**BRIEF NEEDS ASSESSMENT:**

- Define the purpose and need for this sole source request. **The purpose of the proposed contract amendment is to analyze and determine where and what parts of the public transit system are inefficient. The need is to prepare for decreasing state and federal revenues required to deliver the public transit system and its services.**
- Provide history/background of the problem. **Butte Regional Transit has a developing budget shortfall from declining revenues necessary to support current and expected public transit services. Existing routing and timing has identified inefficiencies in multiple areas of the system and is in need of analysis to determine where certain service changes can be made to make the entire system and its services more efficient and responsive to the population of Butte County.**

**RESEARCH:**

What market research was conducted to substantiate whether there was no competition, including evaluation of other items or service providers considered?

**While a traditional market scan was not conducted, targeted and appropriate due diligence was performed given the specialized nature of the consultant-provided planning services. The specific capabilities required—advanced analytical tools, demonstrated success in complex transit planning environments, and a proven approach to deep community and leadership engagement—are not readily identifiable through general market research and are most effectively evaluated through a competitive RFP/RFQ or demonstrated prior performance.**

**As part of this due diligence, staff consulted with the currently under-contract consultant to identify firms recognized within the industry as leaders in this specialized area of work, particularly those known for innovative methodologies and effective delivery of comparable scopes. In addition, three public-sector clients of JWA were contacted directly to assess their experience, work quality, and outcomes achieved through similar engagements.**

**Feedback from all sources was consistent and unequivocal: JWA was identified as uniquely qualified to perform the required work, possessing the most advanced analytical tools, a highly effective engagement model, and a proven track record of delivering high-value results in environments facing changing regulatory criteria and operational inefficiencies in public transit systems. These sources further indicated that JWA’s approach to community and leadership involvement distinguishes them from other firms and materially improves project outcomes.**

**Based on this targeted research, demonstrated prior performance, and the need for continuity and efficiency through a contract amendment, the Executive Director determined that a sole-source acquisition with JWA represents the best value and lowest risk option to successfully deliver the required scope of work.**

Please print and attach a copy of the “search terms” used, *e.g.*, in an internet search engine search, and the responses you received. **DNA**

- Provide a narrative of your efforts to identify other similar or appropriate goods/services. **See above**
- Include a summary of how the agency concluded that such alternatives are either inappropriate or unavailable. **See above**
- The names and addresses of suppliers contacted, and the reasons for not considering them, must be included **OR** an explanation of why the survey or effort to identify other goods/services was not performed. **See above**

Alternatives considered: **DNA**

For each alternative considered:

- Pros
- Cons
- Costs.

What are the consequences of not purchasing the goods/service from, or not contracting with, the proposed sole source supplier?

**Failure to contract with JWA would result in significant delays to the project timeline due to the need to initiate a new competitive procurement and onboard a different consultant unfamiliar with the region,**

**prior analyses, and stakeholder landscape. These delays would materially hinder the agency’s ability to timely identify and implement a more cost-effective transit system design at a time when declining revenues will not sustain current service levels. Delayed action increases the risk of reactive service reductions, missed opportunities for cost savings, and reduced ability to align service changes with budget realities, thereby adversely impacting both fiscal stability and service reliability.**

**JUSTIFICATION:**

Why is the acquisition restricted to this good/service/supplier?

(Explain why the acquisition cannot be competitively bid; are other distributors available; is the supplier the only source for the acquisition) See below “Other comments”

1. Describe the unique capability or availability of these goods or services:

- Is this a unique or innovative concept? (goods) **No.**
- Is the knowledge/skills/experience unique to the provider of the service? **Yes.**
- Are there patents or restricted data rights? (goods or services, i.e., intellectual property) **No.**
- Is there a need for compatibility with an existing item (please provide enough detail to demonstrate that compatibility is indeed necessary)? (goods). **DNA**
- Are there substantial duplication costs? If so, how much in comparison to the total project costs? (goods or services) **DNA**
- Have you completed a Request for Information (RFI) that indicates limited availability? (goods or services) **No.**

2. Is there unusual and compelling urgency? (explain for goods or services) **Time and budgetary revenues**

3. Other comments:

**The proposed work is inherently time-sensitive. The study itself is anticipated to require approximately 12 months to complete, with an additional 6 to 12 months needed to phase in and implement recommended service changes. Given this timeline, any delay in initiating the work materially postpones the agency’s ability to realize cost-saving measures necessary to respond to a rapidly declining revenue environment.**

**Pursuing a new competitive solicitation would extend the project schedule by an estimated 3 to 4 months, including procurement, consultant selection, contract execution, and the time required for a new consultant to become sufficiently familiar with the agency’s data, operating environment, and stakeholder context before meaningful work could begin. This delay would push analysis and implementation further into a period when current revenues are projected to be insufficient to sustain existing service levels.**

**Contracting with JWA through a sole-source amendment enables immediate continuation of work without loss of momentum, eliminates redundant data collection and onboarding efforts, and accelerates delivery of actionable recommendations. This approach best positions the agency to proactively plan and implement a more cost-effective transit system within the limited timeframe available, thereby reducing fiscal risk and avoiding reactive service reductions driven by budget shortfalls.**

**COST ANALYSIS FOR GOODS OR SERVICES:**

1. How was the offered price determined to be fair and reasonable? (Explain the basis for comparison and include price analyses completed to determine “best value” to your agency)

JWA has provided three (3) recent and representative projects and contract costs:

**Location:** Monterey County, California  
**Number of routes:** 33 Routes  
**Client name:** Monterey-Salinas Transit  
**Cost:** \$349,033 (total / JWA)  
**Date of services completion:** November 2022  
**Cost per route:** \$10,575

**Location:** Santa Cruz, California  
**Number of routes:** 28 Routes  
**Client name:** Santa Cruz METRO  
**Cost:** \$521,684 (team) / \$343,436 (JWA)  
**Date of services completion:** December 2024  
**Cost per route:** \$12,260

**Location:** Albuquerque, New Mexico  
**Number of routes:** 25 Routes  
**Client name:** City of Albuquerque  
**Cost:** \$643,041 (team) / \$306,775 (JWA)  
**Date of services completion:** June 2025  
**Cost per route:** \$12,268

**Average cost per route = \$11,700. Butte Regional Transit has 21 routes to analyze. Applying \$11,700 per route x 21 routes yields \$245,721 and very closely approximates the value of the proposed amendment of \$243,040.**

2. Describe any cost savings realized or costs avoided by acquiring the goods/services from this supplier. **See “Other comments”**

**Responses must be provided for all following items.**

To the best of my knowledge and belief, the information in this sole source justification form is true and correct, and the person whose signature appears below has been duly authorized by the governing body of the subrecipient to file this sole source request.

Prepared by: \_\_\_\_\_

Date: \_\_\_\_\_ Phone: \_\_\_\_\_

Agency Director \_\_\_\_\_  
(Certifying Representative -- Signature authority as authorized by Resolution)

Date: \_\_\_\_\_ Phone: \_\_\_\_\_

BUTTE COUNTY ASSOCIATION  
OF GOVERNMENTS



BOARD OF DIRECTORS MEETING  
ITEM #7



## **BCAG Board of Directors**

### **Agenda Item #7 - Action**

**Date:** January 22, 2026

**Subject:** Approval of Resolution 2025-26 – 05 Transit Revenue Diversification Strategy to Protect Fixed Route, Paratransit and Dial-A-Ride Services

**Contact:** Andy Newsum, Executive Director

**Summary:** The Butte County Association of Governments (BCAG) administers essential public transportation services across Butte County, including fixed-route transit, ADA paratransit, dial-a-ride, and specialized mobility services serving seniors and persons with disabilities. These services are increasingly at financial risk due to structural declines and volatility in traditional Transportation Development Act (TDA) and Federal Transit Administration (FTA) funding sources that rely on gasoline and diesel consumption.

At the same time, the cost of providing paratransit and dial-a-ride services has increased substantially. These services, while critical to maintaining access to healthcare, employment, and daily needs for elderly and disabled residents, are among the most expensive forms of public transportation to operate.

The proposed Resolution provides policy direction and administrative authority for BCAG to proactively develop a diversified portfolio of revenue solutions that can be implemented administratively as well as those that may require future voter approval for the purpose of stabilizing and sustaining transit services. Adoption of the Resolution does not impose new fees or taxes, nor does it commit the Board to placing any measure on the ballot. Instead, it authorizes staff to responsibly explore and prepare options for future consideration.

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

- Board approval of Resolution **2025-26 – 05**

**Attachment:** Staff Report

## Agenda Item #7 - Action

### Staff Report:

#### Declining TDA Revenues

Transportation Development Act (TDA) revenues, including Local Transportation Fund (LTF) and State Transit Assistance (STA), have historically been a cornerstone of transit funding in Butte County. However, these revenues are increasingly unreliable due to:

- Improved vehicle fuel efficiency
- The growth of electric and alternative-fuel vehicles
- Reduced per-capita driving.
- Broader economic volatility

These trends are structural and are expected to continue, resulting in ongoing pressure on transit operating budgets.

#### Rising Cost of Specialized Transportation

ADA paratransit, dial-a-ride, and senior mobility services are essential lifelines for many Butte County residents. However, they:

- Cost several times more per trip than fixed route service.
- Require specialized vehicles, scheduling, and trained operators.
- Are subject to federal and state service mandates.

As demand grows with an aging population, these costs are consuming a larger share of available operating funds.

#### Proposed Approach

Without proactive intervention, BCAG faces increasing difficulty sustaining current service levels, particularly for seniors and persons with disabilities. Relying solely on declining fuel-based revenues is no longer sufficient to ensure service stability.

Diversifying revenue sources is a prudent and responsible strategy to:

- Reduce dependence on a single funding source.
- Improve long-term financial resilience.
- Protect essential mobility services.
- Position the agency to respond to future funding opportunities and challenges.

**Resolution 2025-26-05** authorizes BCAG staff to evaluate and, where legally permissible, implement a range of revenue strategies, including:

#### Non-Voter Revenue Options

- Public electric vehicle (EV) charging services at transit facilities.
- Parking access fees and permits at park-and-ride lots and transit centers.
- Institutional transportation support agreements with hospitals, colleges, social service providers, and major employers
- Cost-recovery mechanisms for non-ADA dial-a-ride and discretionary mobility services
- Advertising, sponsorships, and other asset-based revenues

These options may be implemented administratively, subject to legal requirements and Board reporting.  
**Voter-Approval Revenue Options (Exploratory Only)**

- Transportation-related sales taxes
- Parcel taxes dedicated to transit and paratransit services.
- Vehicle registration fees or other statutorily authorized measures

Resolution **2025-26 – 05** authorizes analysis and preparation only. Any ballot measure requires explicit future Board approval.

### **Fiscal Impact**

Adoption of Resolution **2025-26 – 05** itself has no immediate fiscal impact. It enables the development of revenue strategies that may:

- Generate new, unrestricted operating revenue.
- Support both service delivery and the staff required to manage revenue programs.
- Reduce long-term risk of service reductions.

Any specific revenue program or fee schedule with a material fiscal impact would be presented to the Board for information or approval, as appropriate.

### **Legal and Policy Considerations**

All revenue strategies developed pursuant to the Resolution will comply with:

- Proposition 26 and Proposition 218
- Applicable provisions of the California Constitution
- Federal ADA and transit requirements
- BCAG's adopted policies and governing documents.

*Proposition 26 (2010) – broadened the definition of “tax” to include many local fees and charges and requires 2/3 vote of the legislature.*

*Proposition 218 (1996) – “Right to Vote on Taxes Act” – 2/3 voter electorate approval*

Resolution **2025-26 – 05** preserves Board authority over any action that legally requires Board approval, including the placement of measures on the ballot.

### **Public Benefit**

Maintaining reliable transit and paratransit services is critical to:

- Supporting aging in place for seniors
- Ensuring access for persons with disabilities
- Connecting residents to healthcare, employment, and essential services
- Supporting economic vitality across Butte County, including Chico, Oroville, Biggs, Gridley, and the Town of Paradise

The proposed action helps ensure benefits can be sustained in the face of changing funding realities.

### **Conclusion**

Adoption of Resolution **2025-26 – 05** represents a proactive, balanced, and fiscally responsible step toward ensuring the long-term sustainability of public transit services in Butte County. It provides staff with the tools necessary to responsibly plan for the future while preserving full Board oversight of major policy decisions.

## Agenda Item #7 - Action

### Staff Report:

#### Declining TDA Revenues

Transportation Development Act (TDA) revenues, including Local Transportation Fund (LTF) and State Transit Assistance (STA), have historically been a cornerstone of transit funding in Butte County. However, these revenues are increasingly unreliable due to:

- Improved vehicle fuel efficiency
- The growth of electric and alternative-fuel vehicles
- Reduced per-capita driving.
- Broader economic volatility

These trends are structural and are expected to continue, resulting in ongoing pressure on transit operating budgets.

#### Rising Cost of Specialized Transportation

ADA paratransit, dial-a-ride, and senior mobility services are essential lifelines for many Butte County residents. However, they:

- Cost several times more per trip than fixed route service.
- Require specialized vehicles, scheduling, and trained operators.
- Are subject to federal and state service mandates.

As demand grows with an aging population, these costs are consuming a larger share of available operating funds.

#### Proposed Approach

Without proactive intervention, BCAG faces increasing difficulty sustaining current service levels, particularly for seniors and persons with disabilities. Relying solely on declining fuel-based revenues is no longer sufficient to ensure service stability.

Diversifying revenue sources is a prudent and responsible strategy to:

- Reduce dependence on a single funding source.
- Improve long-term financial resilience.
- Protect essential mobility services.
- Position the agency to respond to future funding opportunities and challenges.

**Resolution 2025-26-05** authorizes BCAG staff to evaluate and, where legally permissible, implement a range of revenue strategies, including:

#### Non-Voter Revenue Options

- Public electric vehicle (EV) charging services at transit facilities.
- Parking access fees and permits at park-and-ride lots and transit centers.
- Institutional transportation support agreements with hospitals, colleges, social service providers, and major employers
- Cost-recovery mechanisms for non-ADA dial-a-ride and discretionary mobility services
- Advertising, sponsorships, and other asset-based revenues

These options may be implemented administratively, subject to legal requirements and Board reporting.  
**Voter-Approval Revenue Options (Exploratory Only)**

- Transportation-related sales taxes
- Parcel taxes dedicated to transit and paratransit services.
- Vehicle registration fees or other statutorily authorized measures

Resolution **2025-26 – 05** authorizes analysis and preparation only. Any ballot measure requires explicit future Board approval.

### **Fiscal Impact**

Adoption of Resolution **2025-26 – 05** itself has no immediate fiscal impact. It enables the development of revenue strategies that may:

- Generate new, unrestricted operating revenue.
- Support both service delivery and the staff required to manage revenue programs.
- Reduce long-term risk of service reductions.

Any specific revenue program or fee schedule with a material fiscal impact would be presented to the Board for information or approval, as appropriate.

### **Legal and Policy Considerations**

All revenue strategies developed pursuant to the Resolution will comply with:

- Proposition 26 and Proposition 218
- Applicable provisions of the California Constitution
- Federal ADA and transit requirements
- BCAG's adopted policies and governing documents.

*Proposition 26 (2010) – broadened the definition of “tax” to include many local fees and charges and requires 2/3 vote of the legislature.*

*Proposition 218 (1996) – “Right to Vote on Taxes Act” – 2/3 voter electorate approval*

Resolution **2025-26 – 05** preserves Board authority over any action that legally requires Board approval, including the placement of measures on the ballot.

### **Public Benefit**

Maintaining reliable transit and paratransit services is critical to:

- Supporting aging in place for seniors
- Ensuring access for persons with disabilities
- Connecting residents to healthcare, employment, and essential services
- Supporting economic vitality across Butte County, including Chico, Oroville, Biggs, Gridley, and the Town of Paradise

The proposed action helps ensure benefits can be sustained in the face of changing funding realities.

### **Conclusion**

Adoption of Resolution **2025-26 – 05** represents a proactive, balanced, and fiscally responsible step toward ensuring the long-term sustainability of public transit services in Butte County. It provides staff with the tools necessary to responsibly plan for the future while preserving full Board oversight of major policy decisions.



## BUTTE COUNTY ASSOCIATION OF GOVERNMENTS RESOLUTION NO 2025/26-05

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### RESOLUTION OF THE BUTTE COUNTY ASSOCIATION OF GOVERNMENTS AUTHORIZING THE EXPLORATION, DEVELOPMENT, AND IMPLEMENTATION OF TRANSIT REVENUE SOLUTIONS TO SUPPORT FIXED-ROUTE, PARATRANSIT, AND DIAL-A-RIDE SERVICES

**WHEREAS**, the Butte County Association of Governments (Agency) is a Joint Powers Authority formed pursuant to California Government Code Section 6500 et seq. for the purpose of planning, administering, and operating public transportation services within its service area as Butte Regional Transit (BRT); and

**WHEREAS**, the Agency/BRT provides essential public transportation services including fixed-route transit, ADA paratransit, dial-a-ride, and mobility services for seniors, persons with disabilities, and other transit-dependent populations; and

**WHEREAS**, the Agency/BRT has experienced and anticipates continued reductions and volatility in traditional transportation funding sources, including but not limited to Transportation Development Act (TDA) revenues derived from gasoline and diesel consumption; and

**WHEREAS**, the cost to provide ADA paratransit, dial-a-ride, and other specialized transportation services has increased substantially due to rising labor, fuel, vehicle, insurance, and regulatory compliance costs, placing significant financial pressure on the Agency/BRT; and

**WHEREAS**, the Board of Directors finds that maintaining reliable, accessible, and equitable transit services—particularly for seniors and persons with disabilities—is a critical public purpose and core responsibility of the Agency/BRT; and

**WHEREAS**, California law authorizes Joint Powers Agencies to charge fees for services, enter into contracts and agreements, establish pricing policies, manage assets, and pursue voter-approved revenue measures, provided such actions comply with applicable constitutional, statutory, and regulatory requirements; and

**WHEREAS**, the Board desires to proactively evaluate and develop a diversified portfolio of revenue mechanisms to stabilize and enhance funding for public transit services while preserving flexibility and legal compliance;

## **NOW THEREFORE BE IT RESOLVED THAT:**

### **Section 1. Policy Direction and Intent**

The Board of Directors hereby declares its intent to pursue, evaluate, and develop one or more revenue strategies to support the ongoing operation, maintenance, and enhancement of fixed-route transit, ADA paratransit, dial-a-ride, and other mobility services administered by the Agency, with particular emphasis on services benefiting seniors and persons with disabilities.

### **Section 2. Authorization to Develop Non-Voter Revenue Solutions**

The Board authorizes the Executive Director to research, develop, negotiate, and, where legally permissible, implement revenue mechanisms that do not require voter approval, including but not limited to:

- Public electric vehicle (EV) charging services, including the establishment of pricing policies as fees for service under Proposition 26, voluntarily incurred by users and not constituting a tax, session fees, and premium location pricing, with net revenues dedicated to transportation and mobility purposes;
- Parking-related fees, permits, or access charges at Agency/BRT-owned or Agency/BRT-controlled transit facilities, including park-and-ride lots and transit centers;
- Institutional, employer, healthcare, educational, or social-service transportation support agreements that provide financial contributions in recognition of transit and paratransit services benefiting their clients, employees, or constituents;
- Cost-recovery and subscription-based pricing models for non-ADA dial-a-ride, deviated fixed-route, or other discretionary mobility services, consistent with federal and state requirements;
- Advertising, sponsorship, naming rights, concessions, and other ancillary revenue opportunities associated with Agency assets and services.

Implementation of such non-voter revenue mechanisms may proceed with Board informed consent and will meet the following criteria:

1. Fees are established consistent with Proposition 26, Proposition 218, and other applicable legal requirements;
2. Revenues are dedicated to transportation and mobility-related purposes;
3. Any material agreements or policies are reported to the Board as part of regular informational or consent agendas.
4. Implementation of any new fee-based program shall occur only after completion of a cost-recovery analysis and legal compliance review.

### **Section 3. Authorization to Develop Voter-Approval Revenue Options**

The Board further authorizes the Executive Director to explore, analyze, and prepare potential revenue measures that may require voter approval, including but not limited to:

- Local or regional transportation sales taxes;
- Parcel taxes or special taxes dedicated to transit and paratransit services;
- Vehicle registration fees or other statutorily authorized transportation-related charges;
- Other voter-approved funding mechanisms permitted under California law.

Such authorization includes the ability to:

- Conduct financial, legal, and operational feasibility analyses;
- Engage legal counsel, financial advisors, polling firms, and consultants;
- Coordinate with member agencies, counties, and regional partners;
- Conduct public outreach, education, and stakeholder engagement;
- Develop draft expenditure plans, accountability measures, and governance structures.

No voter-approval revenue measure shall be placed on the ballot without subsequent, explicit Board action approving ballot language and authorizing election participation, as required by law.

### **Section 4. Revenue Dedication and Use of Funds**

The Board affirms that revenues generated pursuant to this Resolution shall be used to support transportation purposes, including but not limited to:

- Operation and maintenance of fixed-route transit services;
- ADA paratransit and complementary paratransit services;
- Dial-a-ride and mobility services for seniors and persons with disabilities;
- Transit facilities, vehicles, charging infrastructure, and related capital assets;
- Administrative, planning, and compliance activities necessary to deliver such services.
- 

Eligible uses of such revenues shall include the reasonable costs of Agency staff, consultants, and administrative resources necessary to plan, implement, operate, monitor, and report on the revenue programs and the transportation services they support. Net revenues shall not be used for general governmental purposes.

## **Section 5. Reporting and Oversight**

The Executive Director shall provide periodic updates to the Board regarding:

- Revenue options evaluated or implemented;
- Estimated and actual revenues generated;
- Use of revenues to support transit services;
- Progress toward long-term funding stability.
- Fee schedules and annual revenue reports shall be publicly posted on the Agency's website to ensure transparency and public accountability.

## **Section 6. Severability**

If any provision of this Resolution is held to be invalid or unenforceable, such invalidity shall not affect the remaining provisions, which shall continue in full force and effect.

**PASSED AND ADOPTED** by the Butte County Association of Governments on the 22<sup>nd</sup> day of January 2026 by the following vote:

**AYES:**

**NOES:**

**ABSENT:**

**ABSTAIN:**

**APPROVED:**

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BILL CONNELLY, CHAIR  
BUTTE COUNTY ASSOCIATION OF GOVERNMENTS

**ATTEST:**

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ANDY NEWSUM, EXECUTIVE DIRECTOR  
BUTTE COUNTY ASSOCIATION OF GOVERNMENTS

BUTTE COUNTY ASSOCIATION  
OF GOVERNMENTS



BOARD OF DIRECTORS MEETING  
ITEM #8



## **BCAG Board of Directors**

### **Agenda Item #8 –Information**

**Date:** January 22, 2026

**Subject:** 2027 Federal Transportation Improvement Program Development & Congestion Mitigation and Air Quality – Call for Projects

**Contact:** Ivan Garcia, Programming Director

**Summary:** The Programming Director is proposing to initiate the development of the new 2027 Federal Transportation Improvement Program (FTIP) and solicit 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.

Staff will concurrently issue a new call-for-projects for CMAQ projects to be included in the new FTIP. A total programming target of \$10 million is being made available for the new 2027 FTIP period. The FTIP will be developed in consultation with the BCAG Transportation Advisory Committee. 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 Background

## Agenda Item #8 – Information

### Staff Report: 2027 FTIP Development & CMAQ Background

The purpose of the FTIP is to identify all transportation-related projects that require federal funding or other approval by the Federal Highway Administration (FHWA) or the Federal Transit Administration (FTA). 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 that are not obligated in the current 2025 FTIP will likely carry forward. 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 is initiating 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. Staff encourages all applicants to consider leveraging local or other grant funds with CMAQ. Projects are required to be included in the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS).

### Draft 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 or June 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: \$2,000,000</u>	
Total: \$10,087,366	

BCAG will issue a call for new projects utilizing a \$10 million funding target for the 2027 FTIP period.

Federal guidance on the CMAQ program has been posted at:

[https://www.fhwa.dot.gov/environment/air\\_quality/cmaq/](https://www.fhwa.dot.gov/environment/air_quality/cmaq/).

Updated project application and guidance will be presented to the BCAG Transportation Advisory Committee and posted on BCAG's website at [www.bcag.org](http://www.bcag.org). Development of the FTIP will be completed in accordance with BCAG's adopted Public Participation Plan.

### **2027 FTIP Development Schedule**

Draft 2027 FTIP Project Listing presented to TAC	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
<b>BCAG Board – Public Hearing &amp; Adoption of 2027 FTIP</b>	<b>August 27, 2026</b>
BCAG Submittal of Final Approved FTIP to Caltrans	September 1, 2026

## Agenda Item #8 –Information

### Staff Report: 2027 FTIP Development & CMAQ Background

The purpose of the FTIP is to identify all transportation-related projects that require federal funding or other approval by the Federal Highway Administration (FHWA) or the Federal Transit Administration (FTA). 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 that are not obligated in the current 2025 FTIP will likely carry forward. 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 is initiating 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. Staff encourages all applicants to consider leveraging local or other grant funds with CMAQ. Projects are required to be included in the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS).

### Draft CMAQ Programming Schedule:

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- Application Submittal Deadline – April 17, 2026
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- Draft Recommendations to BCAG Board – May or June 2026
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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.

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Total: \$10,087,366	

BCAG will issue a call for new projects utilizing a \$10 million funding target for the 2027 FTIP period.

Federal guidance on the CMAQ program has been posted at:

[https://www.fhwa.dot.gov/environment/air\\_quality/cmaq/](https://www.fhwa.dot.gov/environment/air_quality/cmaq/).

Updated project application and guidance will be presented to the BCAG Transportation Advisory Committee and posted on BCAG's website at [www.bcag.org](http://www.bcag.org). Development of the FTIP will be completed in accordance with BCAG's adopted Public Participation Plan.

### **2027 FTIP Development Schedule**

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Due date for comments on the Draft listing by project sponsors	May 7, 2026
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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
<b>BCAG Board – Public Hearing &amp; Adoption of 2027 FTIP</b>	<b>August 27, 2026</b>
BCAG Submittal of Final Approved FTIP to Caltrans	September 1, 2026

BUTTE COUNTY ASSOCIATION  
OF GOVERNMENTS



BOARD OF DIRECTORS MEETING  
ITEM #9



## BCAG Board of Directors

### Agenda Item #9 - Information

**Date:** January 22, 2026

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

**Contact:** Chris Devine, Planning Director

**Summary:** Staff continue to take steps toward implementing a new intercity bus service between Chico and Sacramento. Recent progress includes:

#### Bus Procurement

Staff received a revised quote for buses that includes several items that were missing from the original quote. Orders are expected to be placed by the end of the month. Delivery timeframes remain 8-10 months. Bus order is expected to include four 32-seat cutaway vans which will allow for an initial service level of nine round trips per day. Depending on ridership levels realized, two additional buses may be purchased that could include either cutaway vans or coach buses.

#### Coordination

Coordination continues with various agencies and with assistance from the Transit Happy/AMMA consultant team. Recent meetings included Capitol Corridor JPA where staff reviewed the new proposed bus service and agreement details were discussed.

#### Next Steps

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

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

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

**Attachments:** None.

BUTTE COUNTY ASSOCIATION  
OF GOVERNMENTS



BOARD OF DIRECTORS MEETING  
ITEM #10



## **BCAG Board of Directors**

### **Agenda Item #10 – Information**

**Date:** January 22, 2026

**Subject:** Butte Regional Transit Stroller Policy Update

**Contact:** Amy White, Transportation Analyst

**Summary:** Butte Regional Transit addresses strollers on the B-line system in the B-Line rider rules of conduct as, “Strollers must be closed and stowed while in transport.” Application of this policy has typically been managed by Transdev operations and training for drivers to communicate the parameters of having strollers on B-Line vehicles to riders on the system.

In September 2025, a rider request was filed to modify the policy allowing riders with child occupied strollers to board the bus and for the child to remain seated in the stroller while the bus is in motion and physically hold the stroller. Based on discussion of the current and perceived safety issues of changing the policy, no changes to the policy were made at that time. The complainant filed an appeal and subsequently attended the December 2025 Board meeting, addressed the Board, and demonstrated the procedure required to follow the current policy. The Board requested staff look at what would be required to modify the modify the policy and any effects the changes might have.

**Action requested:** Upon any Board discussion, provide any additional directions to staff as desired.

**Attachment:** Staff Report.

## Agenda Item #10 – Information

### Staff Report:

Since the Board meeting of December 2025, staff have been discussing potential policy changes with Transdev management and staff together with an inspection of the buses to determine the locations and capabilities of the existing restraints on the various vehicles within the system. Staff believe there are a few topics to address in making changes to the existing policy.

### Policy:

The current policy is intended to define the procedure for bringing strollers on the system whether occupied by a child or not. The intent is the stroller is broken down, folded and stowed.

### Vehicles:

Butte Regional Transit currently operates three types of vehicles:

- *Gillig coaches on fixed route:* A child must be removed from the stroller and sit on the lap of the adult rider or in a dedicated seat next to or near the adult rider. ADA tie downs in designated areas could be utilized to secure strollers. They are accessible, can be manipulated and may provide security for the strollers.
- *Freightliner coaches on fixed route:* A child must be removed from the stroller and sit on the lap of the adult rider or in a dedicated seat next to or near the adult rider. Freightliners have seatbelts that can be used at the discretion of the adult rider. ADA tie downs in designated areas could be utilized to secure strollers. They are accessible yet difficult to manage and may not be very user friendly.
- *Paratransit and Dial-A-Ride system,* A child must be removed from the stroller and placed on a seat in a child car seat and secured to the seat on the vehicle and the stroller stowed. Because there is only one space for ADA passengers, the best solution for these vehicles is to not change policies and continue with the current practice of removing the child from the stroller, stowing the stroller, and securing the child to the seat in a car seat.

### Policy Change and Procedure:

Staff believe the policy can be modified to allow strollers on the system in specific instances and on certain vehicles. It will be necessary to outline additional procedures for passengers for action such as boarding when the security area is already full or use of a car seat on certain vehicles. There will also be considerable re-education effort needed over several months to let passengers and community stakeholders know what to expect with this significant policy change.

Staff continue to actively pursue understanding of the operational effects of revising this policy and expect the policy change process to take three to six months, inclusive of re-education efforts. Staff will bring a formalized version of the updated stroller policy and related procedures to the Board for final review at a future meeting.

## Agenda Item #10 – Information

### Staff Report:

Since the Board meeting of December 2025, staff have been discussing potential policy changes with Transdev management and staff together with an inspection of the buses to determine the locations and capabilities of the existing restraints on the various vehicles within the system. Staff believe there are a few topics to address in making changes to the existing policy.

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- *Freightliner coaches on fixed route:* A child must be removed from the stroller and sit on the lap of the adult rider or in a dedicated seat next to or near the adult rider. Freightliners have seatbelts that can be used at the discretion of the adult rider. ADA tie downs in designated areas could be utilized to secure strollers. They are accessible yet difficult to manage and may not be very user friendly.
- *Paratransit and Dial-A-Ride system,* A child must be removed from the stroller and placed on a seat in a child car seat and secured to the seat on the vehicle and the stroller stowed. Because there is only one space for ADA passengers, the best solution for these vehicles is to not change policies and continue with the current practice of removing the child from the stroller, stowing the stroller, and securing the child to the seat in a car seat.

### Policy Change and Procedure:

Staff believe the policy can be modified to allow strollers on the system in specific instances and on certain vehicles. It will be necessary to outline additional procedures for passengers for action such as boarding when the security area is already full or use of a car seat on certain vehicles. There will also be considerable re-education effort needed over several months to let passengers and community stakeholders know what to expect with this significant policy change.

Staff continue to actively pursue understanding of the operational effects of revising this policy and expect the policy change process to take three to six months, inclusive of re-education efforts. Staff will bring a formalized version of the updated stroller policy and related procedures to the Board for final review at a future meeting.