

BUTTE COUNTY ASSOCIATION
OF GOVERNMENTS



BOARD OF DIRECTORS MEETING
MARCH 26, 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
March 26, 2026 - 9:00 a.m.

Tami Ritter
Supervisor, District 3

Meeting Location:

Tod Kimmelshue
Supervisor, District 4

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

Doug Teeter
Supervisor, District 5

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

Zack Brown
Councilmember, Biggs

[BCAG Board Meeting Live](#)

Bruce Johnson
Councilmember, Gridley

Zoom Meeting ID: 894 1813 1106 Password: 011825

David Pittman
Mayor, Oroville

Public comments may also be sent to: board@bcag.org

Ron Lassonde
Councilmember, Paradise

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

*****Board Meeting transit service is available on meeting days only*****

To/from the Chico Transit Center

Depart - 8:35 AM & Return - 10:50 AM

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

1. Pledge of Allegiance
2. Roll Call

CONSENT AGENDA

3. Meeting Minutes of the Butte County Association of Governments Board of Directors February 26, 2026 – **Ashley**
4. Approval of Resolution 2025/26-06 for the Execution of the Certifications and Assurances and Authorized Agent Forms for the Low Carbon Transit Operations Program (LCTOP) for B-Line Free Fares and Marketing – **Sara**

5. Approval of Fiscal Year 2026/27 Preliminary Findings of Apportionment for the Transportation Development Act (TDA) Funds - **Julie**

ITEMS REMOVED FROM CONSENT AGENDA

REGULAR AGENDA

ITEMS FOR ACTION

6. Acceptance of BCAG Fiscal Audit and Transportation Development Act (TDA) Audits for the Cities, Town and County for the Year Ending June 30, 2025 – **Julie**

ITEMS FOR INFORMATION

7. BCAG Draft 2026/27 Overall Work Program & Budget– **Andy/Julie**
8. Butte Regional Transit-Draft 2026/27 Service Plan and Budget – **Andy/Julie**
9. BCAG Federal Lobbying Platform - The Ferguson Group -- **Andy**

ITEMS FROM THE FLOOR

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

ADJOURNMENT The next meeting of the BCAG Board of Directors has been scheduled for April 23, 2026, at the BCAG Board Room & via Zoom.

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

BUTTE COUNTY ASSOCIATION
OF GOVERNMENTS



BOARD OF DIRECTORS MEETING
ITEM #3



BCAG Board of Directors

Agenda Item #3 – Consent

Date: March 26, 2026

Subject: DRAFT Meeting Minutes of the Butte County Association of Governments Board of Directors February 26, 2026

Contact: Ashley Carriere, Administrative Assistant

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

Board Member Connelly called the meeting to order at 9:00 a.m. at the BCAG Board Room, 326 Huss Drive, Suite 100, Chico, CA.

MEMBERS PRESENT IN PERSON

Bill Connelly	Supervisor	District 1
Tami Ritter	Supervisor	District 3
David Pittman	Mayor	City of Oroville
Bryce Goldstein	Councilmember	City of Chico
Ron Lassonde	Councilmember	Town of Paradise
Peter Durfee	Supervisor	District 2
Zach Brown	Councilmember	City of Biggs
Bruce Johnson	Board Alternate	City of Gridley

MEMBERS ABSENT

J Angel Calderon	Councilmember	City of Gridley
Tod Kimmelshue	Supervisor	District 4
Doug Teeter	Supervisor	District 5

STAFF PRESENT

Andy Newsum	Executive Director
Cheryl Massae	Human Resources Director
Ashley Carriere	Administrative Assistant
Chris Devine	Planning Director
Victoria Proctor	Transportation Analyst
Julie Quinn	Chief Fiscal Officer (Zoom 9:13am)
Sara Cain	Transportation Grants Manager
Ivan Garcia	Programming Director

Agenda Item #3 – Consent

OTHERS PRESENT

Lance Atencio
Dawson Stroud
John Stonebraker
Jarrett Walker
Elle Carey
John Whithof
Jesse Horgen
Gavin Pritcjard

Transdev
Caltrans/ District 3 Liaison
Upper Ridge Community Council (In-Person)
JWA
Transit Happy
Community Member
Chico State
JWA

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

CONSENT AGENDA

3. Approval of Minutes from the January 22, 2026 BCAG Board of Directors Meeting
4. Approval of Resolution 2025-26-06 Adoption of the BCAG/BRT Procurement Standards of Conduct
5. Funding Request to State for Regional Housing Needs Allocation Process

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

Agenda was unanimously approved.

ITEMS FOR ACTION -

6: Approval of Federal Safety Performance Measures (PM1)

BCAG, as the federally designated Metropolitan Planning Organization (MPO) for Butte County, is required to establish, track, and report transportation performance measures in coordination with Caltrans and local jurisdictions.

On August 31, 2025, Caltrans and the Office of Traffic Safety (OTS) established statewide safety performance targets for the 2026 calendar year.

MPOs are required to respond within six months by either establishing their own performance targets or agreeing to support and program projects that contribute toward achieving the state's targets.

BCAG must comply with federal performance management requirements as an MPO. Statewide safety targets for 2026 have already been established by Caltrans and OTS.

The deadline for MPO action was February 28, 2026.

Staff recommends alignment with state targets rather than creating independent ones. This approach ensures consistency with state goals and simplifies compliance with federal requirements.

Annual review and reporting will be conducted through the Transportation Advisory Committee (TAC) and submitted to Caltrans.

On motion by Board Member Goldstein and seconded by Board Member Durfee, Approval of Federal Safety Performance Measures (PM1), was unanimously approved.

ITEMS FOR INFORMATION

7: Chico to Sacramento Intercity Bus Service Update

Staff reported continued progress toward launching a new intercity bus service connecting Chico and Sacramento.

The project remains on track with strong regional and state-level coordination.

Orders have been completed for six Freightliner Glaval Legacy EFRT 36-foot buses.

Key features include:

- Seating capacity for 33 passengers
- Luggage storage
- Bike rack compatibility
- USB charging ports at each seat
- Onboard Wi-Fi

Delivery is expected within an 8–10 month timeframe.

Ongoing collaboration with multiple agencies and stakeholders, supported by the Transit Happy/AMMA consultant team.

This item was presented for information purposes.

8: Butte Regional Transit 2nd Quarter 2025/26 Report

Staff presented key operational data evaluating the performance of the four service modes within the B-Line system.

Ridership data is reported monthly to the Federal Transit Administration (FTA), while financial data is reported annually to FTA and Caltrans.

Ridership declined in three of the four service modes compared to the same quarter in FY 2024/25.

Urban Fixed Route remains the most productive service with 10.5 passengers per hour. Rural Paratransit shows the lowest productivity at 2.6 passengers per hour.

Farebox recovery ratios ranged from 5.3% to 14.0% across service types. Fare revenue and operating expenses are generally aligned with budget expectations at this point in the fiscal year.

These metrics highlight higher efficiency in fixed-route services compared to paratransit.

This item was presented for information purposes.

9: Presentation- Jarrett Walker and Associates- Butte Regional Transit Routing Study

Staff referenced the January 22, 2026, Board of Directors meeting, where Transit Happy and Jarrett Walker and Associates were approved to proceed with the study.

The study focuses on evaluating and improving fixed-route transit services in Chico and Oroville.

The Butte County Transit Network Study aims to develop a comprehensive plan to “reimagine” transit service across the region. System-wide performance improvements.

The study will balance two primary goals:

- Increasing ridership
- Maintaining equitable community coverage

Transit Happy emphasized a strong commitment to inclusive public engagement. Engagement methods will include outreach events, surveys, and stake holder meetings.

The study is expected to take approximately 12–18 months to complete. The consulting team will provide regular updates and opportunities for Board input throughout the process.

Board members will play an active role in guiding the study and reviewing key milestones.

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 10:04 AM.

Attest:

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

BUTTE COUNTY ASSOCIATION
OF GOVERNMENTS



BOARD OF DIRECTORS MEETING
ITEM #4



BCAG Board of Directors

Agenda Item #4 – Consent

Date: March 26, 2026

Subject: Approval of Resolution 2025/26-06 for the Execution of the Certifications and Assurances and Authorized Agent Forms for the Low Carbon Transit Operations Program (LCTOP) for B-Line Free Fares and Marketing

Contact: Sara Cain, Transportation Grants Manager

Summary: BCAG is applying for FY 2025/26 Low Carbon Transit Operations Program (LCTOP) for \$367,893 for system-wide free fares and marketing.

In February 2026, FY 2025/26 LCTOP allocation amounts for eligible agencies were released. There was a total of \$132 million for allocation in Cycle "A". This year, the LCTOP program allocations are being released in two cycles, and Cycle "B" will become available in the coming months. Staff will be submitting a total of two allocation requests in FY 2025/26. Resolution 2025/26-06 authorizes the Cycle "A" project for free fares and marketing to be submitted to LCTOP.

Action requested: Approve and Authorize the Chair to Sign Resolution 2025/26-06.

Attachment: Resolution 2025/26-06



**BUTTE COUNTY ASSOCIATION OF GOVERNMENTS
RESOLUTION NO 2025/26-06**

**RESOLUTION OF THE BUTTE COUNTY ASSOCIATION OF GOVERNMENTS
AUTHORIZING THE EXECUTION OF THE CERTIFICATIONS AND ASSURANCES
AND AUTHORIZED AGENT FORMS FOR THE LOW CARBON TRANSIT
OPERATIONS PROGRAM (LCTOP) FOR B-LINE FREE FARES AND MARKETING
(\$367,893)**

WHEREAS, the Butte County Association of Governments is an eligible project sponsor and may receive state funding from the Low Carbon Transit Operations Program (LCTOP) for transit projects; and

WHEREAS, the statutes related to state-funded transit projects require a local or regional implementing agency to abide by various regulations; and

WHEREAS, Senate Bill 862 (2014) named the Department of Transportation (Department) as the administrative agency for the LCTOP; and

WHEREAS, the Department has development guidelines for the purpose of administering and distributing LCTOP funds to eligible project sponsors (local agencies); and

WHEREAS, the Butte County Association of Governments wishes to delegate authorization to execute these documents and any amendments to Andy Newsum, Executive Director; and

WHEREAS, the Butte County Association of Governments wishes to implement the following LCTOP project, listed above,

NOW THEREFORE BE IT RESOLVED by the Board of Directors of the Butte County Association of Governments that the fund recipient agrees to comply with all conditions and requirements set forth in the Certification and Assurances and the Authorized Agent documents and applicable statutes, regulations and guidelines for all LCTOP funded transit projects.

NOW THEREFORE, BE IT FURTHER RESOLVED that Andy Newsum, Executive Director be authorized to execute all required documents of the LCTOP program and any Amendments thereto with the California Department of Transportation.

NOW THEREFORE, BE IT RESOLVED by the Board of Directors of the Butte County Association of Governments that it hereby authorizes the submittal of the following project nomination and allocation request to the Department in FY 2025/26 LCTOP funds for “Cycle A”:

Project Name: B-Line Free Fares and Marketing

Amount of LCTOP funds requested: \$367,893 (\$294,314 Operations / \$73,579 Marketing)

Short description of project: As the owner and operator of Butte Regional Transit (B-Line), BCAG is requesting LCTOP funds to 1) provide system-wide free fares; and 2) purchase professional media and marketing materials to inform the public about B-Line services.

Benefit to a Priority Populations: Providing free fares system-wide will improve daily life for low-income and disadvantaged communities within Butte County by enabling consistent access to lifeline services, reduce financial strain, and reduce greenhouse gas emissions to vulnerable groups.

Amount to benefit Priority Populations: \$183,947

Contributing Sponsors (if applicable): City of Gridley

PASSED AND ADOPTED by the Butte County Association of Governments on the 26th day of March 2026 by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

APPROVED:

BILL CONNELLY, CHAIR
BUTTE COUNTY ASSOCIATION OF GOVERNMENTS

ATTEST:

ANDY NEWSUM, EXECUTIVE DIRECTOR
BUTTE COUNTY ASSOCIATION OF GOVERNMENTS

BUTTE COUNTY ASSOCIATION
OF GOVERNMENTS



BOARD OF DIRECTORS MEETING
ITEM #5



BCAG Board of Directors

Agenda Item #5 – Consent

Date: March 26, 2026

Subject: Approval of Fiscal Year 2026/27 Preliminary Findings of Apportionment for the Transportation Development Act (TDA) Funds

Contact: Julie Quinn, Chief Fiscal Officer

Summary: The Transportation Development Act (TDA) requires the BCAG Board of Directors to approve the Findings of Apportionment for use in developing the annual TDA Claims.

The TDA provides two funding sources: Local Transportation Funds (LTF) and State Transit Assistance (STA). Revenues of the LTF are derived from a ¼ cent of general sales tax collected within the county and revenues of the STA are derived from the statewide sales tax on diesel fuel. The STA provides funding for local transit service and capital associated with local mass transportation programs. The LTF funds a wide variety of transportation programs, including planning and programming activities, pedestrian and bicycle facilities, public transportation and bus and rail projects. Providing certain conditions are met, counties with a population under 500,000 may also use the LTF for local streets and roads construction and maintenance.

Action Requested: Approve the Preliminary 2026/27 TDA Findings of Apportionment.

Attachment: Staff Report and Preliminary Findings of Apportionment

Agenda Item #5 – Consent

Staff Report:

The STA apportionment of \$2,000,000 is based on the adopted state budget and includes a portion of SB1 funds. The 2026/27 allocation estimate of \$1,988,631, from the State Controller's Office decreased 9.7% from the prior year estimate. BCAG has determined an additional \$11,369 can be apportioned from the fund balance of the prior year. The overall 23% reduction in State Transit Assistance funding includes reduced prior year fund balances as well.

The LTF apportionment of \$11,000,000 is based on the Butte County Auditor-Controller's estimate of sales tax revenues for the upcoming year, plus or minus any available fund balance. The FY 2026/27 estimate of LTF from the County is \$10,618,014 which is 3% more than the prior year. BCAG has determined that an additional \$381,986 can be added from the fund balance, increasing the total LTF by 4% over the prior year.

TDA apportionment is allocated to and claimed by jurisdictions based on the priorities identified in the TDA regulations. TDA claims made by the jurisdictions on the 2026/27 apportionments will be presented to the board in the following month(s). BCAG and the Butte County Auditor-Controller receive allocations off the top per the TDA regulations. These allocations remain the same as the previous year.

Butte Regional Transit (BRT) allocation of \$7,830,502 includes \$6,280,872 of operations funding, \$500,000 of LTF distributed to BRT for capital reserves and \$0 of STA funding reserved for future bus purchases. Operating funds are determined from the draft B-Line Budget and Service Plan, less estimated carryover of LTF funds from the previous year. The draft B-line Budget and TDA funding was reviewed with the Transit Administrative Oversight Committee (TAOC) on March 5, 2026. No budget adjustments were requested.

It was noted at the TAOC, that the portion of TDA available for streets & roads is declining for various reasons, which also have been discussed at previous meetings:

- There is a strain on STA funding which supports transit, due to the declining use of diesel fuel. When there is less STA funding, transit will take a larger portion of the LTF.
- In previous years there has been a significant amount of transit funding from federal Covid measures. While this reduced the transit use of LTF in the past, these funds are now depleted and transit will utilize more LTF funding, as was normal.
- Increases in the transit budget also reduce the amount that is available for streets & roads.

Preliminary allocations to the cities, town and county for streets and roads projects are based on January 1, 2025 population figures from the State Department of Finance. Final apportionments will use the January 1, 2026, population estimate, which is released each year on May 1st. Final Findings of Apportionment will be brought before the Board for approval at the May Board meeting.

Attached are the Preliminary Findings of Apportionment for the Local Transportation Funds and State Transit Assistance Funds for fiscal year 2026/27.

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

March 26, 2026

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

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

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

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

Jurisdiction	Population	Pop %	2026/27 Allocation	Change in TDA 25-26 Finding
BCAG/Admin	N/A	N/A	\$ 650,000	-
BC AUDITOR/Admin	N/A	N/A	\$ 25,000	-
BRT CAPITAL	N/A	N/A	\$ 600,000	100,000
BRT OPERATIONS	N/A	N/A	\$ 5,407,356	2,178,412
BUTTE CO	53,662	25.86%	\$ 1,116,460	(485,722)
BIGGS	1,973	0.95%	\$ 41,049	(17,859)
CHICO	113,847	54.86%	\$ 2,368,634	(1,030,486)
GRIDLEY	7,302	3.52%	\$ 151,921	(66,094)
OROVILLE	19,653	9.47%	\$ 408,890	(177,888)
PARADISE	11,088	5.34%	\$ 230,690	(100,363)
TOTAL	207,525	100.00%	\$11,000,000	\$ 400,000

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

Source: Population - Department of Finance Report E-1 for Jan 1, 2025

FY 26/27 Agency Apportionments for STA and LTF				Change in TDA 25-26 Finding
AGENCY	STA	LTF	TOTAL	
BCAG		\$ 650,000	\$ 650,000	\$ -
AUDITOR		\$ 25,000	\$ 25,000	\$ -
BUTTE REGIONAL TRANSIT	\$ 1,923,146	\$ 6,007,356	\$ 7,930,502	\$ 1,697,303
BUTTE CO		\$ 1,116,460	\$ 1,116,460	\$ (485,722)
BIGGS		\$ 41,049	\$ 41,049	\$ (17,859)
CHICO		\$ 2,368,634	\$ 2,368,634	\$ (1,030,486)
GRIDLEY	\$ 76,854	\$ 151,921	\$ 228,775	\$ (84,985)
OROVILLE		\$ 408,890	\$ 408,890	\$ (177,888)
PARADISE		\$ 230,690	\$ 230,690	\$ (100,363)
TOTAL	\$ 2,000,000	\$ 11,000,000	\$ 13,000,000	\$ (200,000)

Change in Funding:	FY 25/26 Final Finding	FY 26/27 Prelim Finding	Change in TDA	% Increase
STA	\$ 2,600,000	2,000,000	\$ (600,000)	-23%
LTF	\$ 10,600,000	11,000,000	400,000	4%
	\$ 13,200,000		\$ (200,000)	
Change in Distribution:	FY 25/26 Final Finding	FY 26/27 Prelim Finding	Change in TDA	% Increase
BCAG	\$ 650,000	650,000	\$ -	0%
BC Auditor	\$ 25,000	25,000	\$ -	0%
BRT	6,233,199	7,930,502	\$ 1,697,303	27%
Jurisdictions	\$ 6,291,801	4,394,498	\$ (1,897,303)	-30%
			\$ (200,000)	

BUTTE COUNTY ASSOCIATION
OF GOVERNMENTS



BOARD OF DIRECTORS MEETING
ITEM #6



BCAG Board of Directors

Agenda Item #6 – Action

Date: March 26, 2026

Subject: Acceptance of BCAG Fiscal Audit and Transportation Development Act (TDA) Audits for the Cities, Town and County for the year ending June 30, 2025

Contact: Julie Quinn, Chief Fiscal Officer

Summary: BCAG is required to prepare a fiscal audit annually. In addition, BCAG prepares the fiscal and compliance audits for the Transportation Development Act (TDA) claimants for both Local Transportation Funds (LTF) and State Transit Assistance (STA) funds. BCAG's fiscal audit and the TDA audits are presented to the BCAG Board for acceptance.

These documents are available online here:

[Audited Financial Statements \(2025\)](#)

Action Requested: Accept the BCAG Fiscal and TDA Audits as presented for the fiscal year ending June 30, 2025.

Attachment(s):

- Staff Report
- Audits *(previously forwarded by email PDF)*

Agenda Item #6– Action

Staff Report:

BCAG Audit:

In accordance with State and Federal regulations, BCAG's financial statements and supplemental information have been audited by independent auditors, Richardson & Company, certified public accountants. These audits will be submitted to the Federal Clearing House, State Controller's Office, and Caltrans.

PDF copies of the BCAG audit have been sent, via E-Mail, to all Board members. Ingrid Shepline, of Richardson & Company, will be available to review the audit and answer any questions. Key items pertaining to the BCAG audit are stated as follows:

- The Independent Auditor's Report located on page 1 shows an unmodified (clean) opinion for all but the Governmental Activities, which have a qualified opinion related to the recording of lease accounting with Butte Regional Transportation Corporation. This item will be discussed by the auditor.
- A review of the fiscal year is presented in the Management's Discussion and Analysis (MD&A) located on pages 4-14.
- The Independent Auditors' Reports on Internal Control and Compliance begins on page 56 and shows no instances of noncompliance.
- The Schedule of Findings and Questioned Costs on pages 60-61 indicates that there were no financial statement findings or major federal award program findings in the BCAG audit.
- Independent Auditors' Management Letter and a Required Statement of Accounting Standards are included.

TDA Audits:

BCAG annually budgets for the preparation of the required TDA audits for each of the claimants. The audits cover receipt and use of TDA funds used for transportation projects for each of the cities, town and county, and the Gridley Senior Taxi Fund. Each board member should receive an email with a PDF copy of their jurisdiction's TDA audit.

The only findings in the TDA audits are related to the Gridley TDA Fund and Gridley Senior Taxi Fund. The findings show a material weakness in internal control over financial reporting due to improper recording of the TDA revenue. The City of Gridley has successfully cleared up prior year's findings and are on track to clear this finding for next year. The auditors also make suggestions in the Independent Auditors' Management Letter regarding improvements to the process, including the recommendation that BCAG withhold funding for jurisdictions that have TDA fund balances in excess of their annual claims. This recommendation is mitigated by requiring jurisdictions to show the expected use of fund balance in their annual claims, prior to claiming additional funding.

BUTTE COUNTY ASSOCIATION
OF GOVERNMENTS



BOARD OF DIRECTORS MEETING
ITEM #7



BCAG Board of Directors

Agenda Item #7 – Information

Date: March 26, 2026

Subject: 2026/27 Draft Overall Work Program & Budget

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

Summary: As the designated Regional Transportation Planning Agency (RTPA) and Metropolitan Planning Organization (MPO) for Butte County, BCAG is required to prepare an annual Overall Work Program (OWP) & Budget to identify Federal, State and Local transportation planning responsibilities to be undertaken for the coming fiscal year.

The Executive Director has prepared a draft 2026/27 Overall Work Program (OWP) & Budget and submitted to Caltrans, the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) on February 27th for review and comment and is also available at the following link: [2026/27 DRAFT OWP and Budget](#)

BCAG's draft 2026/27 OWP & Budget identifies twenty (20) specific work elements addressing state and federal planning requirements, regional transportation planning needs, capital projects and administration for Butte Regional Transit and has a proposed draft operating budget of **\$4,457,747.**

Action requested: Item presented for information.

Attachment: 2026/27 Draft OWP and Budget

Agenda Item #7 – Information Staff Report

Originally formed in 1969, the Butte County Association of Governments (BCAG) is a Joint Powers Agency (JPA) between the County of Butte and the cities of Biggs, Chico, Gridley, Oroville and the Town of Paradise. The main roles and responsibilities of BCAG are as follows:

Metropolitan Planning Organization (MPO) – BCAG is the federally designated Metropolitan Planning Organization (MPO) for Butte County, in accordance with the “*Fixing America’s Surface Transportation (FAST) Act*” of 2015 and subsequently re-affirmed in the “*Infrastructure Investment and Jobs Act (IIJA)*” of 2021. The designation as the MPO for Butte County is also made in agreement with the California State Transportation Agency (CalSTA). BCAG’s MPO planning area boundary includes the entire geographic area and boundary of Butte County.

Regional Transportation Planning Agency (RTPA) - BCAG is the Regional Transportation Planning Agency (RTPA) for Butte County, as designated by the Secretary of the California State Transportation Agency (CalSTA). BCAG and the State of California Department of Transportation (Caltrans) have formally agreed to a comprehensive, continuous, and cooperative transportation planning process through a signed Memorandum of Understanding (MOU).

Butte Regional Transit Policy Board & Operator - BCAG is the Policy Board and operator for Butte Regional Transit, “B-Line”, a consolidated public transit system serving the incorporated municipalities within the County of Butte with fixed route, Dial A Ride and any other services allowed under the Mills-Alquist-Deddeh Act (SB325) also known as the Transportation Development Act (TDA) of 1971.

Area-Wide Clearinghouse - BCAG is the area-wide Clearinghouse as designated by the Office of Management and Budget (OMB) Circular A-95, “Evaluation, Review and Coordination of Federal and Federally Assisted Programs and Projects.” Under this designation, BCAG is responsible for local review of proposed federal financial assistance, direction of federal development activities and environmental documents, and coordination with state plans.

Census Affiliate Data Center - BCAG is the US Census affiliate data center within the California State Data Center Program for census-related services to the residents of Butte County. BCAG assists with the coordination of the decennial Census and maintains the Census data information for the member agencies and public.

Butte Regional Transportation Corporation – BCAG established a 501 (c)(3) non-profit public benefit corporation in 2013 named the *Butte Regional Transportation Corporation* (BRTC). The purpose for establishing the non-profit public benefit corporation was to allow BRTC and BCAG to utilize funding available under the New Market Tax Credit (NMTC) Program administered by the Department of the Treasury. NMTC funds may be used for projects located in distressed areas as defined by the US Census and the NMTC program. BRTC was established specifically to receive funds for construction of the Butte Regional Transit Operations & Maintenance Facility in Chico and other regional transportation projects. The existence and use of the BRTC is expected to cease operation of any current project activity, yet remain intact for future specific applications as may be deemed necessary.

Agenda Item #7 – Information

2026/27 Draft OWP Work Elements:

27-999 2026/27 Indirect Cost Allocation Plan

Transportation Planning Work Elements:

- 27-100 Overall Work Program Administration, Development & Reporting
- 27-101 Outreach, Education & Intergovernmental Coordination
- 27-102 Regional Transportation Model
- 27-103 Regional Geographic Information System (GIS) Maintenance & Coordination
- 27-104 Regional Transportation-Air Quality Planning
- 27-105 2025 Federal Transportation Improvement Program (FTIP) Development
- 27-106 2024 Regional Transportation Improvement Program (RTIP)
- 27-107 Regional Transportation Plan (RTP) Administration & Development
- 27-108 Regional Early Action Planning (REAP) Grant Coordination
- 27-109 US Census Data Affiliate Center Administration
- 27-110 Intelligent Transportation System – Regional Architecture Maintenance
- 27-111 Regional Complete Streets Standards & Policies
- 27-120 Performance Based Planning & Programming
- 27-128 SB1 26/27 Sustainable Transportation Planning

Transportation Project Development: No Work Elements for 2026/27

TDA/Transit Planning & Coordination Work Elements

- 27-300 Transportation Development Act Administration
- 27-301 Transit Systems Planning & Coordination
- 27-302 Butte Regional Transit Administration & Operations
- 27-303 Americans with Disabilities Act (ADA) Certification Program
- 27-308 B-Line Zero Emission Vehicle and Energy Storage Systems

2026/27 OWP DRAFT BUDGET

The draft budget for implementing the 2026/27 Overall Work Program is **\$4,457,747**, and is defined as follows:

EXPENDITURES

Salaries & Benefits	\$ 2,368,395
Services, Supplies & Other Expenditures	\$ 379,054
Professional Services Contracts	\$ 1,710,298
TOTAL EXPENDITURES	\$ 4,457,747

REVENUES

Federal Highway Administration Planning (PL)	\$ 905,863
Federal Highway Administration Planning (25/26 PL Carryover)	\$ 180,423
Federal Transit Administration 5303 Funds	88,985
Federal Transit Administration 5303 Funds (25/26 Carryover)	\$ 20,000
SB 1 Planning Grant 2026/27	\$ 180,300
Housing Community Development (HCD) REAP Funds	\$ 1,036,290
TDA Administration	\$ 196,319
TDA Planning (LTF)	\$ 475,639
STIP Planning, Programming & Monitoring	\$ 309,257
Butte Regional Transit - Operations	\$ 853,661
Transit Intercity Rail and Capital Improvement (TIRCP)	\$ 67,846
Zero Emissions Transit Capital (ZETCP)	\$ 50,000
CRRSSA Funds	\$ 93,164
TOTAL REVENUES	\$ 4,457,747

Agenda Item #7 – Information

Staffing for 2026/27:

BCAG currently has a staff of thirteen (13); twelve (12) full-time and one (1) part-time employee. During the latter part of the 2025/26 FY, the Executive Director hired an IT Manager. During the 2026/27 FY, the Executive Director is proposing to add no new staff.

Review with Federal Highway Administration – Federal Transit Administration – Caltrans:

A draft of the 2026/27 OWP & Budget was submitted to FHWA, FTA and Caltrans for review and comments. Prior to preparing the draft 2026/27 OWP & Budget, staff met with FHWA, FTA and Caltrans in January 2026 to review the preliminary outline of the 2026/27 OWP, including some significant changes to the federal planning guidelines MPOs must address in preparing upcoming OWPs, and to review progress on the current 2025/26 OWP. Overall, BCAG received a positive review of the proposed 2026/27 OWP outline.

MPO and RTPA Planning:

BCAG's Draft 2026/27 Overall Work Program & Budget concentrates on the completion of required state and federal planning activities, in addition to regional planning studies and administration of the B-Line transit services. In addition, to continuing with the delivery of required annual planning tasks, an incremental effort is being pursued to plan, develop and implement transportation improvements that are more effective and available to the general population of Butte County. The state of California is tying much of BCAG's funding to the development of public transportation focused improvements and expansion of multi modal facilities. BCAG will investing more time into implementing new and existing strategies that better meet the needs of public while remaining cost-effective and sustainable.

Butte Regional Transit:

Of significant note is the commitment to accomplish a significant study of the fixed route public transit system in Butte County, specifically focusing on the cities of Chico and Oroville. A revision to the system is expected to be implemented in the summer and fall of 2027.

Under development is the launch of a daily Chico to Sacramento service for the purpose of connecting the northern valley to the Sacramento Area and other public transportation opportunities to the central valley and bay area.

Final 2026/27 OWP & Budget:

BCAG staff will present for approval a final 2026/27 Overall Work Program & Budget to the Board of Directors at their April 23rd Board meeting.

BUTTE COUNTY ASSOCIATION
OF GOVERNMENTS



BOARD OF DIRECTORS MEETING
ITEM #8



BCAG Board of Directors

Agenda Item #8 – Information

Date: March 26, 2026

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

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

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

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

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

The Draft FY 2026/27 B-Line Budget identifies a total operating budget of \$14,630,043 for both fixed route and paratransit services. The Draft Budget is \$1,166,628 higher than the prior year, an increase of 8.7%. A summary of the Draft Service Plan and Budget is attached.

Action requested: This item is presented for information.

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

Agenda Item #8 – Information Attachment

Staff Report:

FY 2026/27 DRAFT B-LINE SERVICE PLAN

Fixed Route (including microtransit) B-Line provides countywide public transit through an integrated network of scheduled fixed routes and on-demand microtransit designed to work together. Fixed-route service includes five intercity routes connecting Chico, Oroville, Paradise/Magalia, Gridley, and Biggs, as well as local route networks in Chico (ten routes) and Oroville (four routes). Routes are timed for connectivity at major hubs (including the Chico Transit Center and Oroville Transit Center), with service provided on weekdays and weekends depending on route. Microtransit expands access with app-dispatched, shared-ride, curb-to-curb trips within defined zones and/or to transit hubs for fixed-route connections. B-Line launched a microtransit pilot in the Town of Paradise in the fourth quarter of FY 2025/26 to restore flexible access after the 2018 Camp Fire and to link riders to fixed-route service along Skyway and Clark Road (including Paradise Pines and Magalia). Micro-transit in Chico and Oroville may be an element associated with the focused fixed route study effort being conducted by Jarrett Walker + Associates. Chico and Oroville micro-transit if deemed appropriate would be implemented in the 2027/28 FY and utilize the same dispatch/scheduling technology platform used for paratransit.

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

Chico – Sacramento Interregional B-Line is advancing an inter-regional service connecting Chico to Sacramento to expand access to employment, education, and regional destinations beyond Butte County. This service is distinct from B-Line’s existing intercity routes within the county because it is designed as a longer-distance, corridor-based connection linking the North State to the Sacramento region. The program reflects B-Line’s broader service strategy to improve regional mobility while maintaining connections to local and intercity services within Butte County. Planning and development for the Chico–Sacramento service occurred during FY 2025/26, and implementation is tied to vehicle delivery and start-up readiness. To support launch, six (6) 36-foot E-FRT Freightliner/Glaval diesel cutaways were ordered in March 2026 specifically for the Chico–Sacramento service. The document anticipates the service beginning in early 2027. As start-up proceeds, service details (including schedule, stops, and operational integration with existing B-Line routes and hubs) will be finalized so riders can connect from Chico’s local network and B-Line intercity routes into the inter-regional line. This approach

positions the Chico–Sacramento service as a defined regional expansion that complements, rather than replaces, the countywide fixed-route and demand-response network.

Agenda Item #8 – Information Attachment

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

The Draft FY 2026/27 B-Line Budget identifies a total operating budget of **\$14,630,043** for fixed route, microtransit, and paratransit services in the urban and rural areas of Butte County.

The Draft Budget is \$1,166,628 higher than the prior year, an increase of 8.7%. There are several factors involved contributing to the significantly higher budget and are generally described as follows:

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

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

Agenda Item #8 – Information Attachment

2026/27 Operating Budget

Expenditures:

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

- Increase of \$821,763 or 8.7% in *Purchased Transportation* per Transdev contract extension. This includes an increase of 5,000 service hours to account for projected inter-city paratransit demand.
- Increase of \$38,606 or 11.7% in *Software Maintenance* to account for increasing license fees and transition to newer software that supports improvements to paratransit and introduction of microtransit service.
- Increase of \$165,000 or 30.8% to *Support Services* to include BCAG IT Manager position.
- Decrease of \$5,094 in *Ops Facility Maintenance* due to contract negotiations.

Revenues:

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

The *Operating Revenues (fares)* shows a 1.4% increase in overall fares compared to the previous year's budget. The current year's estimate is derived from the actual fares collected through the second quarter, adjusted upwards by an average of 5% to account for increasing demand. Staff will review the fare income after the third quarter reporting and adjust fares for the final budget.

Federal/Other funding shows a decrease of 7% over the prior year with estimated apportionments. Apportionments should be released in the coming months with adjustments reflected in the final budget. This is the first year without Covid funding being used. As total federal funds are reduced, TDA needed for transit will be increased.

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

Capital Budget

Six (6) thirty-six (36) foot cutaways were put on order in March of 2026 in preparation for the Chico to Sacramento service expected to begin early 2027. Four (4) to five (5) fixed route diesel coaches are expected to be placed on order during the 3rd quarter of FY 25/26 for delivery in FY 26/27. Additional equipment purchases expected for the year include cash fareboxes and automatic passenger counting equipment. Grant funding is expected to be available for these purchases but may also require utilizing capital reserves. Bus shelter improvements continue and have State of Good Repair funding set aside for this purpose. The rebranding of the transit system will roll out as necessary, and as financially viable.

**FISCAL YEAR 2026/27
OPERATING BUDGET**

	2024/25 APPROVED BUDGET	2024/25 ACTUAL ANNUAL	2025/26 APPROVED BUDGET	2026/27 PROPOSED BUDGET	Difference	% CHANGE
OPERATING EXPENSES						
ADMINISTRATION						
Printing and Signage	\$ 40,000	\$ 27,972	\$ 40,000	\$ 44,000	\$ 4,000	10.0%
Processing Fees/Mobile App	\$ 7,200	\$ 15,221	\$ 15,000	\$ 15,000	\$ -	0%
Training, Travel, Employee Relations	\$ 6,000	\$ 3,365	\$ 9,000	\$ 9,000	\$ -	0.0%
Public Outreach	\$ 102,070	\$ 23,869	\$ 125,000	\$ 125,000	\$ -	0.0%
Paratransit ADA Certification	\$ 45,000	\$ 43,556	\$ 35,000	\$ 35,000	\$ -	0.0%
Support Services	\$ 525,000	\$ 428,887	\$ 535,000	\$ 700,000	\$ 165,000	30.8%
TOTAL ADMINISTRATION	\$ 725,270	\$ 542,870	\$ 759,000	\$ 928,000	\$ 169,000	22.3%
OPERATIONS AND MAINTENANCE						
Communication	\$ 22,025	\$ 22,788	\$ 22,500	\$ 27,000	\$ 4,500	20.0%
Fleet Insurance	\$ 675,259	\$ 673,748	\$ 642,852	\$ 707,800	\$ 64,948	10.1%
Vehicle/Equipment Maintenance	\$ 165,000	\$ 186,846	\$ 165,000	\$ 165,000	\$ -	0.0%
Software Maintenance	\$ 278,745	\$ 308,149	\$ 330,000	\$ 368,606	\$ 38,606	11.7%
Purchased Transportation	\$ 8,926,080	\$ 9,035,218	\$ 9,497,207	\$ 10,318,970	\$ 821,763	8.7%
Fuel and Fuel Tax	\$ 1,224,000	\$ 1,141,004	\$ 1,295,000	\$ 1,305,000	\$ 10,000	0.8%
Transit Kiosk Security- Chico/Oroville	\$ 132,000	\$ 139,365	\$ 134,400	\$ 142,128	\$ 7,728	5.8%
Transit Kiosk Lease- Chico	\$ 6,000	\$ 6,000	\$ 6,000	\$ 6,000	\$ -	0.0%
Ops Facility Lease- to BRTC	\$ 5,094	\$ 5,094	\$ 5,094	\$ -	\$ (5,094)	-100.0%
Facility Operations/Maintenance	\$ 472,460	\$ 398,877	\$ 480,672	\$ 521,580	\$ 40,908	8.5%
TOTAL OPS AND MAINTENANCE	\$ 11,906,663	\$ 11,917,089	\$ 12,578,725	\$ 13,562,084	\$ 983,359	7.8%
SUB-TOTAL OPERATING EXPENSES	\$ 12,631,933	\$ 12,459,959	\$ 13,337,725	\$ 14,490,084	\$ 1,152,359	8.6%
APPROPRIATION FOR CONTINGENCIES	\$ 126,919	\$ -	\$ 125,690	\$ 139,959	\$ 14,269	11.4%
TOTAL OPERATING REQUIREMENTS	\$ 12,758,852	\$ 12,459,959	\$ 13,463,415	\$ 14,630,043	\$ 1,166,628	8.7%
OPERATING REVENUES						
Fixed Route Passenger Fares	\$ 1,088,074	\$ 1,107,401	\$ 1,056,489	\$ 1,112,903	\$ 56,414	5%
Micro Transit Passenger Fares	\$ -	\$ -	\$ 72,444	\$ 40,224	\$ (32,220)	
Paratransit Fares	\$ 226,271	\$ 230,120	\$ 263,967	\$ 258,660	\$ (5,307)	-2%
TOTAL OPERATING REVENUE	\$ 1,314,345	\$ 1,337,521	\$ 1,392,900	\$ 1,411,787	\$ 18,887	1.4%
NON-OPERATING REVENUE						
TDA	\$ 6,084,022	\$ 5,586,367	\$ 6,163,199	\$ 7,731,512	\$ 1,568,313	25%
FEDERAL/ OTHER	\$ 5,360,485	\$ 5,536,071	\$ 5,907,316	\$ 5,486,745	\$ (420,571)	-7%
TOTAL REVENUES	\$ 12,758,852	\$ 12,459,959	\$ 13,463,415	\$ 14,630,043	\$ 1,166,628	8.7%

**FISCAL YEAR 2026/27
CAPITAL BUDGET**

	2024/25 BUDGET	2024/25 ACTUAL	2025/26 BUDGET	2026/27 BUDGET
CAPITAL OUTLAY				
Equipment	\$ 60,000	\$ 53,609	\$ 120,000	\$ 200,000
Bus Shelters	\$ -	59,958	60,000	200,000
Automated Passenger Counters (APCs)	\$ -	-	350,000	350,000
Mobile Ticketing (Token Transit)	\$ 289,450	302,071	-	-
On Demand Platform (Novus)	\$ 375,000	346,055	-	-
Bus Rebrand - Wraps	\$ -	-	300,000	300,000
Fixed Route Vehicles/Assets - Zero Emission	\$ 5,728,138	5,728,138	-	-
Electric Bus Chargers	\$ 500,000	561,681	-	-
Fixed Route Vehicles - Diesel	\$ 1,500,000	1,426,288	-	5,000,000
Paratransit Bus		-	360,000	-
Paratransit Vans		-	520,000	-
Microtransit Vans	\$ -	-	603,950	-
TOTAL CAPITAL OUTLAY	\$ 8,452,588	\$ 8,477,800	\$ 2,313,950	\$ 6,050,000
CAPITAL OUTLAY FUNDING SOURCES				
BRT Capital Reserves	\$ 692,890	\$ 666,640	\$ 490,000	\$ 412,395
Restricted TDA - (diesel bus)	\$ 1,500,000	900,000	-	1,000,000
State of Good Repair (SGR) - Zero-Emission	\$ 402,011	463,548	-	-
State of Good Repair (SGR) - Bus Shelters	\$ -	59,958	60,000	200,000
State of Good Repair (SGR) - Diesel Purchase	\$ -	-	-	1,187,128
Low Carbon Transit Operations Program (LCTOP) -	\$ 1,336,127	1,836,126	185,088	-
FTA 5307 ARP	\$ 2,300,000	2,300,000	-	-
FTA 5307 Capital	\$ 531,560	422,451	280,000	-
FTA FY 2023/FY 2024 5339(a) - APCs	\$ -	-	-	325,000
FTA FY 2024 5339(a) - Bus Equipment	\$ -	138,933	-	112,605
FTA 5339 Bus and Bus Facilities Grant	\$ 1,690,000	1,690,144	-	-
FTA 5310 FFY 2021 bus	\$ -	-	360,000	-
FTA 5310 FFY 2023 bus	\$ -	-	520,000	-
FTA 5339(a) FFY21, FFY22 - Microtransit vans	\$ -	-	418,862	-
FY 2022 5307 - Diesel Purchase	\$ -	-	-	800,000
FTA FY 2024 5307-STBG - Diesel Purchase	\$ -	-	-	2,012,872
TOTAL CAPITAL OUTLAY FUNDING	\$ 8,452,588	\$ 8,477,800	\$ 2,313,950	\$ 6,050,000

BUTTE COUNTY ASSOCIATION
OF GOVERNMENTS



BOARD OF DIRECTORS MEETING
ITEM #9



BCAG Board of Directors

Agenda Item #9 - Information

Date: March 26, 2026

Subject: BCAG Federal Lobbying Platform – The Ferguson Group

Contact: Andy Newsum, Executive Director

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

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

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

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

Action(s) requested: Item presented for information.

Attachments: None – Presentation by The Ferguson Group