

PUBLIC PARTICIPATION PLAN FOR THE TEHAMA COUNTY TRANSPORTATION COMMISSION

1. Purpose

The purpose of this Public Participation Plan is to establish a clear, inclusive, and transparent process for engaging the public, local agencies, Tribal governments, transportation users, community partners, and other interested parties in transportation planning, programming, funding, and project development activities led by the Tehama County Transportation Commission.

The Tehama County Transportation Commission serves as the Regional Transportation Planning Agency for Tehama County. TCTC is responsible for regional transportation planning, coordination, programming, and funding decisions that affect roadways, bridges, transit, bicycle and pedestrian facilities, freight movement, aviation, emergency access, safety, and mobility throughout the region.

This Plan is intended to guide public participation for TCTC's regional and project-level work, including but not limited to:

- Regional Transportation Plan updates and amendments
- Regional Transportation Improvement Program and State Transportation Improvement Program programming
- Active Transportation Program applications and project development
- Carbon Reduction Program, CMAQ, STIP, and other local, state, and federal funding programs
- Tehama Rural Area eXpress transit planning and service coordination
- Short Range Transit Plan updates
- Coordinated Public Transit-Human Services Transportation Plan updates
- Transit Asset Management planning
- Unmet Transit Needs hearings and findings
- Title VI, Limited English Proficiency, and accessibility-related outreach
- Bicycle, pedestrian, safe routes to school, and complete streets planning
- Safety, secondary access, evacuation routing, and emergency access studies
- Corridor studies, feasibility studies, and special planning projects
- Environmental review and project development activities
- Grant applications and community support documentation

Public participation is intended to ensure that transportation decisions reflect the needs, priorities, and lived experience of Tehama County residents and system users. Public input should help identify transportation needs, evaluate alternatives, shape project scopes, improve safety and accessibility, support funding applications, and ensure that transportation investments serve the region effectively.

2. Goals

TCTC will use this Plan to:

1. Provide early and continuous public involvement opportunities.
2. Make transportation information available in a timely, understandable, and accessible manner.
3. Seek input from a broad range of community members and transportation users.
4. Engage affected communities before major decisions are made.
5. Consider the needs of people who may be underserved by the existing transportation system.
6. Support meaningful participation by people with disabilities, older adults, youth, low-income households, transit-dependent residents, limited-English-proficient residents, Tribal communities, and rural residents with limited access to services.
7. Use public input to identify transportation needs, evaluate alternatives, and shape project priorities.
8. Document comments received and demonstrate how public input was considered.
9. Use maps, graphics, project layouts, photographs, surveys, and other visualization tools to help the public understand plans and projects.
10. Maintain a flexible outreach approach that can be scaled to the size, location, schedule, and potential impacts of each plan, program, or project.
11. Maintain compliance with applicable federal and state public involvement, nondiscrimination, accessibility, and transportation planning requirements.

3. Applicability

This Plan applies to TCTC transportation planning and programming activities, including countywide planning efforts, regional funding decisions, transit planning, active transportation planning, corridor studies, and project-specific outreach.

The level of public involvement will be based on the type of action, the affected community, the funding source, the applicable legal requirements, and the potential level of public interest or impact.

TCTC may use this Plan as the umbrella public involvement process for regional planning activities and may also prepare project-specific outreach summaries, engagement plans, or public participation records for individual projects or grant applications.

4. Public Participation Principles

TCTC will conduct public participation using the following principles:

Early involvement. Public outreach should begin early enough to influence the development of plans, programs, and projects.

Continuous involvement. Public participation should occur at meaningful points throughout the planning and project development process, not only at final adoption.

Clear information. Materials should be written in plain language and supported by maps, graphics, tables, photographs, renderings, or other visual materials when practical.

Accessible participation. Meetings, notices, documents, and comment opportunities should be accessible to people with disabilities, people with limited English proficiency, people without reliable internet access, and people with transportation barriers.

Local relevance. Outreach should be tailored to the communities affected by the plan or project.

Documentation. Public comments, outreach methods, and key themes should be documented and retained in the project or planning file.

Responsiveness. TCTC should explain how comments were considered and, where appropriate, how input influenced the final plan, program, project, or funding application.

5. Interested Parties

TCTC will seek participation from individuals, organizations, agencies, and system users affected by transportation decisions in Tehama County. Interested parties may include, but are not limited to:

- Residents of Tehama County
- TCTC members
- Tehama County Board of Supervisors
- City of Red Bluff
- City of Corning
- City of Tehama
- Tehama County Public Works
- Caltrans District 2
- Native American Tribal governments and Tribal representatives
- Paskenta Band of Nomlaki Indians
- Other Tribal governments and Native American interested parties with cultural, ancestral, transportation, or community interests in the region
- Tehama Rural Area eXpress riders and operators
- Tehama County Transit Agency Board
- Social Services Transportation Advisory Council
- Regional Transportation Planning Agency Technical Advisory Committee
- Public transit users
- Paratransit users
- Medical transportation users
- Older adults
- People with disabilities
- Students and youth
- School districts, school administrators, parents, and students

- Emergency service providers
- Fire districts and evacuation planning partners
- Law enforcement agencies
- Public health agencies
- Community-based organizations
- Social service providers
- Housing and affordable housing partners
- Businesses and chambers of commerce
- Freight, agricultural, and goods movement interests
- Bicycle and pedestrian users
- Recreational trail users
- Property owners and residents near proposed projects
- Environmental and resource agencies
- Air quality agencies
- Utility districts and special districts
- Local, regional, state, and federal partner agencies
- Members of the general public

6. Traditionally Underserved Communities

TCTC will make special efforts to seek out and consider the needs of people who may be underserved by the existing transportation system or who may face barriers to participating in traditional public processes.

These groups may include:

- Low-income households
- Minority communities
- Tribal communities
- Older adults
- People with disabilities
- Youth and students
- People without access to a vehicle
- Transit-dependent residents
- Residents with limited English proficiency
- Rural residents with limited transportation access
- Residents with limited internet access
- People experiencing housing instability
- Migrant or seasonal workers
- Residents of isolated communities or areas with limited emergency access
- People who rely on walking, bicycling, transit, paratransit, or medical transportation

Outreach to underserved communities may include direct mail, school-based outreach, community event tabling, coordination with social service providers, printed surveys, translated materials, telephone outreach, community-based meetings, transit rider outreach, and coordination with trusted local organizations.

7. Title VI, Nondiscrimination, Language Access, and Accessibility

TCTC will provide public participation opportunities in a nondiscriminatory manner. No person shall, on the basis of race, color, national origin, age, sex, disability, income status, religion, sexual orientation, or any other protected status, be excluded from participation in, denied the benefits of, or otherwise subjected to discrimination under any TCTC program, service, plan, or activity.

TCTC will make reasonable efforts to provide meaningful access for individuals with limited English proficiency. Depending on the affected community and the nature of the plan or project, this may include translated notices, translated surveys, bilingual outreach materials, interpreter services, or coordination with community partners.

TCTC will make reasonable accommodations for people with disabilities upon request. Meeting notices should include contact information for requesting accommodations, accessible formats, or language assistance.

Public meetings should be held in accessible locations whenever practical. Virtual or hybrid participation may be used when it improves public access or is appropriate for the planning effort.

8. Tribal Consultation and Coordination

TCTC recognizes Tribal governments as sovereign governments and important transportation planning partners. TCTC will coordinate with Native American Tribal governments and Tribal representatives when transportation plans, programs, projects, or studies may affect Tribal interests, cultural resources, ancestral lands, access needs, safety, mobility, or emergency response.

Tribal coordination may include:

- Early notification of planning efforts and project development activities
- Written correspondence inviting consultation
- Direct meetings or phone calls
- Distribution of draft plans, project descriptions, maps, and environmental documents
- Opportunities to comment before final decisions are made
- Follow-up communication regarding how comments were considered
- Coordination through the RTPA Technical Advisory Committee when appropriate
- Separate consultation where appropriate for cultural, environmental, or government-to-government matters

TCTC will distinguish between general public outreach and Tribal consultation. Tribal consultation records should be maintained in the applicable planning, project, or environmental file.

9. Advisory Committees and Partner Coordination

TCTC will use existing advisory and partner structures to support coordinated transportation planning.

Regional Transportation Planning Agency Technical Advisory Committee

The RTPA Technical Advisory Committee provides technical assistance, review, and recommendations on transportation planning activities, including RTP updates, RTIP recommendations, and special transportation studies. The TAC includes representation from the Cities of Corning, Red Bluff, and Tehama; Tehama County; Caltrans District 2; and Paskenta Band of Nomlaki Indians.

TCTC may use the TAC to review draft documents, identify transportation needs, evaluate project priorities, provide technical input, coordinate agency comments, and support implementation of this Public Participation Plan.

Social Services Transportation Advisory Council

The Social Services Transportation Advisory Council supports public transit and human services transportation planning. TCTC may use the SSTAC process to identify transit needs, paratransit needs, medical transportation needs, access barriers, and unmet transit needs affecting older adults, people with disabilities, low-income residents, and transit-dependent residents.

Tehama County Transit Agency Board

The Tehama County Transit Agency Board may be used for public transit-related outreach, hearings, service planning, unmet transit needs findings, and coordination related to TRAX, paratransit, and medical transportation services.

Local and Regional Partners

TCTC may coordinate with local agencies, school districts, special districts, emergency service providers, community organizations, public health partners, housing partners, businesses, and regional transportation partners to support broader and more effective public involvement.

10. Public Notice

TCTC will provide notice of public meetings, hearings, workshops, surveys, comment periods, and adoption actions using methods appropriate to the plan, program, or project.

Notice methods may include:

- TCTC website postings
- Public meeting agendas

- Email distribution lists
- Social media posts
- Press releases
- Legal notices when required
- Notices to local agencies and community partners
- Flyers, handouts, and project fact sheets
- Direct mailers to affected property owners, residents, or businesses
- Notices distributed through schools or community organizations
- Transit rider notices
- Posting at public facilities, libraries, community centers, public agency offices, or other accessible locations
- Announcements at TCTC, TAC, SSTAC, TCTAB, city council, or Board of Supervisors meetings

Public notices should identify:

- The subject of the meeting, hearing, survey, or comment opportunity
- The plan, program, project, or decision being considered
- The date, time, and location of any meeting or hearing
- Whether virtual or hybrid participation is available
- How to review draft materials
- How to submit comments
- The deadline for comments
- Contact information for questions
- Contact information for accommodations, accessible formats, or language assistance

11. Public Meetings, Hearings, and Workshops

Public meetings, hearings, and workshops will be held at locations and times intended to be convenient and accessible to affected communities.

Depending on the nature of the plan or project, TCTC may use:

- Commission meetings
- Transit Agency Board meetings
- TAC meetings
- SSTAC meetings
- Public hearings
- Public workshops
- Community meetings
- School-based meetings
- Neighborhood meetings
- Stakeholder briefings
- Pop-up events
- Community event tabling
- Virtual meetings
- Hybrid meetings

- Presentations to city councils, the Board of Supervisors, Planning Commission, school boards, or other public bodies

Public meetings should provide enough information for meaningful public participation. Materials may include maps, project layouts, photographs, cross sections, safety data, crash history, cost estimates, funding information, schedules, survey results, project alternatives, and other visual tools.

12. Comment Opportunities

TCTC will provide reasonable opportunities for public review and comment at key decision points.

Comments may be accepted through:

- Verbal comments at public meetings or hearings
- Written letters
- Email
- Online surveys
- Printed surveys
- Comment cards
- Project websites
- Stakeholder interviews
- Community workshops
- Phone calls
- Direct communication with TCTC staff
- Comments submitted through partner agencies or community organizations

For major plans, programs, and projects, TCTC should maintain a comment log or summary that identifies the comment received, the topic or theme, and how the comment was considered.

13. Minimum Public Participation Procedures

TCTC will use the following minimum procedures, unless a longer or more specific process is required by federal law, state law, funding program guidelines, CEQA, NEPA, or another applicable requirement.

Public Participation Plan Adoption or Major Amendment

Before adopting or substantially revising this Public Participation Plan, TCTC will provide a 45-day public review and comment period. Public input should be accepted during preparation of the Plan and before Commission adoption.

The draft and adopted Public Participation Plan should be posted on the TCTC website to the maximum extent practicable.

Regional Transportation Plan

For RTP updates, TCTC will conduct public outreach before adoption and will provide opportunities for public review and comment on the draft RTP and associated environmental document. TCTC will hold at least one public hearing before adoption of the RTP, after providing required public notice.

The draft RTP, adopted RTP, and public participation materials should be posted on the TCTC website to the maximum extent practicable and should remain available for the life of the RTP.

RTP outreach should include consultation with local agencies, Caltrans, Tribal governments, transit providers, bicycle and pedestrian users, freight and goods movement interests, emergency service providers, environmental and resource agencies, community organizations, and the general public.

When significant written or oral comments are received, TCTC should summarize and analyze comments as part of the final RTP or supporting record.

Regional Transportation Improvement Program and Funding Programs

For RTIP, STIP, CRP, CMAQ, ATP, and other funding or programming decisions, TCTC will provide public notice and opportunity for comment through Commission meetings, advisory committee review, website postings, public workshops, or other methods appropriate to the funding action.

Outreach should identify the proposed project or program, funding source, project scope, estimated cost, schedule, and relationship to adopted plans.

Active Transportation Program Projects

For ATP applications and active transportation projects, TCTC will conduct project-specific outreach. Outreach should identify walking and bicycling needs, safety concerns, barriers to access, connections to schools, transit, housing, parks, services, employment, and community destinations.

ATP outreach documentation should include evidence of engagement, community feedback received, and how feedback shaped or confirmed the project scope.

Transit Planning and Unmet Transit Needs

For transit planning, short range transit planning, coordinated transportation planning, service planning, and unmet transit needs processes, TCTC or the applicable transit board will provide opportunities for public input from transit riders, paratransit users, medical transportation users, older adults, people with disabilities, low-income residents, students, social service providers, and the general public.

Outreach may include public hearings, rider surveys, on-board notices, website postings, social media, coordination with social service agencies, and SSTAC review.

Environmental Review

When a plan or project requires environmental review, TCTC will provide public notice, review, and comment opportunities consistent with CEQA, NEPA, and applicable state or federal requirements.

Environmental outreach should be coordinated with the public participation process when possible so the public can understand the relationship between the proposed project, alternatives, environmental findings, mitigation, and final decision-making.

14. Project-Specific Outreach

For individual projects, TCTC will develop outreach activities appropriate to the project location, affected users, potential impacts, funding requirements, and schedule.

Project-specific outreach may include:

- Identifying affected residents, property owners, schools, businesses, transit users, emergency service providers, utility districts, and community groups
- Preparing a project contact list
- Preparing a project fact sheet, webpage, map, or frequently asked questions document
- Conducting public workshops or community meetings
- Conducting online or printed surveys
- Conducting intercept outreach near the project area
- Coordinating with school districts, school administrators, parent groups, and students
- Coordinating with transit providers and transit riders
- Meeting with emergency service providers
- Meeting with maintenance and operations staff
- Sharing project maps, layouts, alternatives, cost information, and schedules
- Requesting letters of support when appropriate
- Documenting public comments and responses
- Explaining how public input influenced the project scope, design, schedule, or funding approach

Project-specific outreach should be summarized in a public participation record or outreach summary when needed for grant applications, Commission action, environmental review, or project approval.

15. Active Transportation and Safe Routes Outreach

For bicycle, pedestrian, trail, and safe routes to school projects, TCTC will seek input from people who walk, bike, roll, use mobility devices, ride transit, access schools, or travel along the affected corridor.

Outreach should consider:

- Safety concerns
- Collision history or near-miss concerns
- Lack of sidewalks, shoulders, paths, crossings, or lighting
- Barriers for students, families, older adults, and people with disabilities
- Connections to schools, bus stops, neighborhoods, parks, services, and employment
- First-mile and last-mile transit access
- Comfort and separation from traffic
- Emergency access and evacuation considerations
- Maintenance needs
- Public concerns regarding right-of-way, drainage, parking, access, utilities, or construction impacts

For school-area projects, outreach should include coordination with school districts, school administrators, parents, students, school transportation staff, crossing guards where applicable, and nearby residents.

16. Transit and Human Services Transportation Outreach

Transit outreach should be designed to reach current riders, potential riders, and people who rely on specialized transportation services.

TCTC may use the following methods:

- On-board surveys
- Bus stop notices
- Notices at transit centers or common boarding locations
- Driver feedback
- Rider interviews
- Public hearings
- SSTAC review
- Social service provider coordination
- Coordination with senior centers, disability service providers, medical providers, schools, and community organizations
- Online and printed surveys
- Spanish-language or other translated notices when appropriate

Transit outreach should help identify needs related to service frequency, route coverage, hours of service, paratransit, medical transportation, bus stop access, fare programs, connections to education and employment, and coordination with regional services.

17. Emergency Access, Safety, and Evacuation Planning Outreach

For safety, secondary access, evacuation routing, and emergency access planning, TCTC will coordinate with public works, fire, law enforcement, emergency management, Caltrans, Tribal governments, local agencies, affected communities, and other relevant partners.

Outreach should consider:

- Roadway constraints
- Evacuation route limitations
- Secondary access needs
- Wildfire and storm-related vulnerabilities
- Roadway maintenance and resilience
- Bridge and culvert needs
- Transit-dependent evacuation considerations
- Access for emergency vehicles
- Community concerns based on past emergencies

Public input should be used to identify known bottlenecks, access issues, vulnerable populations, and locally observed safety concerns.

18. Use of Visualization and Technology

TCTC will use visualization techniques to help the public understand transportation plans, programs, and projects to the maximum extent practicable.

Visualization tools may include:

- Maps
- GIS layers
- Project layouts
- Corridor diagrams
- Cross sections
- Photographs
- Renderings
- Before-and-after graphics
- Interactive maps
- Survey maps
- Tables and charts
- Crash maps
- Transit route maps
- Evacuation route maps
- Aerial imagery

- Handouts and display boards
- Online dashboards or story maps

The level of visualization should be scaled to the complexity of the planning effort or project.

19. Website and Electronic Access

TCTC will use its website to provide public access to transportation planning documents, meeting information, public notices, surveys, project materials, and adopted plans to the maximum extent practicable.

For major plans and programs, TCTC should post:

- Draft documents
- Final documents
- Public notices
- Meeting agendas
- Staff reports
- Comment instructions
- Public hearing information
- Survey links
- Project maps
- Outreach summaries
- Adopted documents

Where internet access may be limited, TCTC should also consider printed materials, direct mail, local posting locations, libraries, public counters, community partners, and phone-based comment options.

20. Outreach Methods

TCTC may use a combination of the following methods:

- Public hearings
- Public workshops
- Community meetings
- Online surveys
- Printed surveys
- Direct mail
- Social media
- Website postings
- Email notices
- Press releases
- Legal notices
- Stakeholder interviews
- Community presentations

- School-based outreach
- Transit rider outreach
- Project fact sheets
- Maps and graphics
- Public agency briefings
- Pop-up outreach
- Event tabling
- Advisory committee review
- Presentations to city councils, school boards, Planning Commission, or Board of Supervisors
- Coordination with community-based organizations
- Coordination with Tribal governments
- Coordination with local businesses and service providers
- Phone calls or direct contact with affected stakeholders
- Letters of support or partner commitment requests

The outreach approach should be scaled to the action being considered. Countywide planning documents may require broad regional outreach. A specific infrastructure project may require focused outreach to directly affected residents, schools, businesses, property owners, transit users, emergency service providers, and local agencies.

21. Outreach Tiers

TCTC may use outreach tiers to determine the appropriate level of participation.

Tier 1: Routine Public Business

Examples include regular Commission agenda items, informational updates, routine reports, and minor administrative actions.

Typical methods may include agenda posting, staff reports, public comment at public meetings, and website posting.

Tier 2: Program or Plan Updates

Examples include RTP amendments, RTIP programming, transit planning, coordinated transportation planning, unmet transit needs, and active transportation planning.

Typical methods may include public notices, advisory committee review, public meetings or hearings, website posting, surveys, and partner agency coordination.

Tier 3: Project-Specific Development or Grant Applications

Examples include ATP applications, corridor projects, safe routes to school projects, transit facility projects, bicycle and pedestrian projects, bridge or roadway projects, and community access improvements.

Typical methods may include project fact sheets, maps, community meetings, online and printed surveys, direct outreach to affected groups, letters of support, stakeholder meetings, and outreach summaries.

Tier 4: Major Plans, Environmental Documents, or High-Impact Projects

Examples include RTP updates, environmental documents, projects with significant right-of-way or access considerations, major corridor changes, or projects with substantial public interest.

Typical methods may include extended comment periods, public hearings, workshops, Tribal consultation, agency consultation, detailed comment tracking, visualization tools, environmental review notices, and formal responses to comments.

22. Documentation of Public Input

TCTC will maintain documentation of public participation activities. Documentation may include:

- Meeting dates, locations, and attendance
- Copies of notices
- Proof of publication when applicable
- Agendas and staff reports
- Distribution lists
- Survey questions and results
- Written comments
- Emails and letters
- Public hearing comments
- Meeting summaries
- Sign-in sheets
- Photos of outreach activities
- Screenshots of website or social media postings
- Stakeholder interview notes
- Tribal consultation records, as appropriate
- Comments from partner agencies
- Letters of support
- Summary of how comments were considered

For major plans, programs, projects, or grant applications, TCTC may prepare a public participation summary that describes outreach conducted, feedback received, major themes, and changes made in response to public input.

23. Response to Comments

TCTC will consider public input during the development of plans, programs, projects, and funding applications.

For major planning documents, environmental documents, and formal comment periods, TCTC should prepare responses to comments as required or appropriate. Responses may be provided through staff reports, public meeting presentations, comment matrices, final plan revisions, environmental documents, or outreach summaries.

Public input may influence:

- Project priorities
- Project scope
- Safety countermeasures
- Design features
- Access points
- Crossing locations
- Transit stop improvements
- Bicycle and pedestrian facilities
- Project phasing
- Funding strategies
- Maintenance considerations
- Grant application narratives
- Community support documentation

When TCTC does not incorporate a comment or requested change, the project record may explain why the change was not feasible, was outside the project scope, conflicted with standards or funding eligibility, or required future consideration.

24. Public Participation for Grant Applications

TCTC will use public participation to support competitive funding applications, including ATP, CRP, STIP, CMAQ, transit, safety, climate, and other local, state, and federal programs.

For grant applications, outreach documentation should identify:

- The community need
- The population served
- Safety concerns
- Access barriers
- Community destinations
- Disadvantaged or underserved community benefits
- Public feedback received
- How the project responds to community input
- Consistency with adopted plans
- Partner coordination
- Letters or statements of support
- Documentation of surveys, meetings, or comments

For ATP applications, TCTC should retain project-specific evidence of engagement, including survey results, meeting materials, public comments, letters of support,

screenshots of notices or social media posts, school or community outreach records, and a summary of how public feedback shaped the project.

25. Coordination with Adopted and Ongoing Plans

This Public Participation Plan supports public involvement across TCTC's adopted and ongoing planning work. The Plan should be used in connection with:

- Regional Transportation Plan
- Active Transportation Plan
- Coordinated Public Transit-Human Services Transportation Plan
- Title VI Program
- Transit Asset Management Plan
- Short Range Transit Plan
- Unmet Transit Needs process
- Regional Transportation Improvement Program
- Safety, secondary access, and evacuation routing studies
- General Plan transportation coordination
- GIS-based planning and public mapping tools
- Grant-funded corridor, safety, transit, and active transportation projects

TCTC should use existing adopted plans to help identify affected communities, previously documented needs, project priorities, and appropriate outreach partners.

26. Availability of Final Documents

Final documents will be made available through appropriate methods, which may include:

- TCTC website
- Commission meeting materials
- TCTC office
- Public agency offices
- Local libraries
- Direct distribution to interested parties
- Email distribution lists
- Project webpages

Final documents may include a summary of public participation activities, comments received, and changes made based on public input.

27. Plan Review and Updates

TCTC will periodically review this Public Participation Plan to ensure that the process remains effective, accessible, and responsive to community needs.

The Plan may be updated to reflect:

- Changes in federal or state requirements
- Changes in funding program requirements
- Changes in TCTC programs or responsibilities
- New communication methods
- Changes in community needs
- Lessons learned from recent outreach efforts
- Public comments on the participation process
- Updates to Title VI, language access, or accessibility practices

Major updates to this Plan should be released for a 45-day public review and comment period before adoption by the Commission.

28. Public Participation Record Template

For major projects or grant applications, TCTC may prepare a public participation record using the following format:

Project or Plan Name:

Lead Agency or Program:

Project Location:

Planning or Funding Purpose:

Outreach Period:

Affected Community:

Interested Parties Contacted:

Outreach Methods Used:

Meeting Dates or Survey Dates:

Materials Provided:

Comments Received:

Key Themes:

How Input Was Considered:

Changes Made Based on Input:

Documentation Attached:

Staff Contact:

29. Adoption by Resolution

The Tehama County Transportation Commission shall make the draft Public Participation Plan, and any future major revision to the Plan, available for a minimum 45-calendar-day public review and written comment period prior to adoption.

Following completion of the public review and comment period, and after consideration of any comments received, the Public Participation Plan may be adopted by resolution of the Tehama County Transportation Commission.

Upon adoption by resolution, the Plan shall become effective immediately and shall guide TCTC public participation activities until amended, replaced, or rescinded by the Commission.

Minor administrative, formatting, contact information, website, or non-substantive updates may be made without a new 45-day public review period, provided the updates do not materially change the public participation procedures established by this Plan.

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