

2023 FTIP

FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM

For
Butte County
Federal Fiscal Years 2022/23 – 2025/26

Adopted: September 22, 2022

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ACRONYMS

Acronyms	MEANING
AB	Assembly Bill
ARB	Air Resources Board (California)
ADT	Average Daily Traffic
AQMD	Air Quality Management District
BCAG	Butte County Association of Governments
BCT	Butte County Transit
Caltrans	California Department of Transportation
CATS	Chico Area Transit System
CAAA	Clean Air Act Amendments
CALCOG	California Association Council of Governments
CCAA	California Clean Air Act
CO	Carbon Monoxide
CTC	California Transportation Commission
DOT	Department of Transportation
EIR	Environmental Impact Report
EPA	Environmental Protection Agency
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
FY	Fiscal Year (State)
FFY	Federal Fiscal Year
FTIP	Federal Transportation Improvement Program
GIS	Geographic Information Systems
GPS	Global Positioning Satellite
HCP	Habitat Conservation Plan
IIP	Interregional Improvement Program
ITIP	Interregional Transportation Improvement Program
LTF	Local Transportation Fund
MIS	Major Investment Study
MPO	Metropolitan Planning Organization
MTP	Metropolitan Transportation Plan
NHS	National Highway System
OATS	Oroville Area Transit System
OWP	Overall Work Program
PA & ED	Project Approval and Environmental Document
PDT	Project Development Team
PS&E	Plans, Specifications and Estimate
PSR	Project Study Report
RFP	Request for Proposal
RTP	Regional Transportation Plan
RIP	Regional Improvement Program
R-O-W	Right-of-Way
RTIP	Regional Transportation Improvement Program
RTPA	Regional Transportation Planning Agency
SACOG	Sacramento Area Council of Governments
SHOPP	State Highway Operation Protection Program
SIP	State Implementation Plan (Air Quality)
SSTAC	Social Services Transportation Advisory Council
STA	State Transit Assistance
STIP	State Transportation Improvement Program
TAC	Transportation Advisory Committee
TDA	Transportation Development Act
VMT	Vehicle Miles Traveled
WE	Work Element
YTD	year-to-date

“ The preparation of this report has been financed in part from the U.S. Department of Transportation, Federal Transit Administration, under 49 U.S.C., Chapter 53 Section 5303-5306, Metropolitan Planning Grant.”

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SECTION 1 - INTRODUCTION & OVERVIEW

The U.S. Department of Transportation has designated the Butte County Association of Governments (BCAG) as the Metropolitan Planning Organization (MPO) for Butte County and its incorporated cities – Biggs, Chico, Gridley, Oroville and Town of Paradise. As the MPO, BCAG is required to prepare a Federal Transportation Improvement Program (FTIP) every two years in accordance with Section 450.326 of the Metropolitan Transportation Planning regulations. The FTIP is a comprehensive listing of Butte County surface transportation projects that receive federal funds or are subject to a federally required action or are regionally significant.

The FTIP shall cover at least a four-year period and contain a priority list of projects grouped by year. Furthermore, the FTIP must be financially constrained by year, meaning that the amount of dollars committed to the project (also referred as “programmed”) must not exceed the amount of dollars estimated to be available. The FTIP must include a financial plan that demonstrates that programmed projects can be implemented. Adoption of the FTIP must be accompanied by an evaluation and finding of air quality conformity. Federal regulations also require an opportunity for public comment prior to FTIP approval.

All projects included in the FTIP must be consistent with the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) for Butte County. Transit, highway, local roadway, rail, bicycle, and pedestrian investments and all regionally significant transportation projects or projects requiring federal action are included in the FTIP.

The 2023 FTIP: Features and Highlights

- The 2023 FTIP addresses requirements under the Bipartisan Infrastructure Law (BIL), the current surface transportation act.
- The 2023 FTIP covers four years of programming for federal fiscal years 2022/23 (FFY 23) through 2025/26 (FFY 26).
- The 2023 FTIP includes 21 individual transportation projects and lump sum entries for certain program categories, such as state highway safety operations and maintenance.
- The 2023 FTIP includes committed federal, state, and local funding of approximately \$195.7 million between 2022/23 – 2025/26 federal fiscal years.

Project listing for the 2023 FTIP may be viewed online on the BCAG Web site, at: www.bcag.org under “what’s new”. Some of the listed projects have been mapped to present the online reader with a visual location of the project. Those without access to the internet may view a printed copy of the project listings at the BCAG offices located at 326 Huss Drive, Suite 150 in Chico. The FTIP is also available at each Butte County Public Library.

FTIP REQUIREMENTS

The FTIP is a requirement of federal transportation legislation, most recently, the Infrastructure Investment and Jobs Act (IIJA) (Public Law 117- 58, also known as the “Bipartisan Infrastructure Law” - BIL), approved in 2021. The BIL continues the priorities established in the previous surface transportation acts in Fixing America’s Surface Transportation Act (FAST Act) and the Moving Ahead for Progress in the 21st Century Act (MAP-21).

Transportation investment has been prescribed in a balanced approach through a guaranteed commitment to highways and bridges, public transit, safety, intermodal projects, and advanced technologies, such as Intelligent Transportation Systems.

The FTIP is a programming document that identifies transportation projects over the next four federal fiscal years that will receive federal funding or require some type of federal project approval by the Federal Highway Administration (FHWA) or Federal Transportation Administration (FTA). Projects identified beyond this period are provided for information. Only projects with a dedicated funding source or sources are allowed in the first two fiscal years, and projects in the third and fourth year must be carefully reviewed to ensure that there is either a firm funding commitment, or a reasonable strategy or expectation that funds will be available. The FTIP is required to be consistent with BCAG's long-range Regional Transportation Plan/ Sustainable Communities Strategy (RTP/SCS) for Butte County. The BCAG Board of Directors adopted the current 2020 RTP/SCS for Butte County on December 10, 2020.

The FTIP is a compilation of project lists from the State Transportation Improvement Program (STIP – RIP and IIP), State Highway Operations and Protection Program (SHOPP), transit and other federal-aid programs, and regionally significant projects.

BCAG's metropolitan planning area includes all of the geographic area of Butte County (Figure 1, page 3).

FTIP DEVELOPMENT

Preparation of the FTIP and its subsequent amendments is made with input from cities, Butte County, transit operators, the California Department of Transportation (Caltrans), the Butte County Air Quality Management District (AQMD), BCAG's Transportation Advisory Committee, Social Services Transportation Advisory Council, local elected officials, and members of the general public and special interest groups.

Projects identified in the FTIP are specifically included or consistent with the Regional Transportation Plan / Sustainable Communities Strategy (RTP/SCS). The RTP/SCS is a long-range comprehensive transportation plan, with short-range action plans that identify strategies for future development of all transportation modes keeping in mind that it must be constrained to anticipate funding levels. The RTP/SCS establishes goals,

objectives and policies as well as identifies the long-range transportation needs that will meet the area's mobility needs and satisfy federal air quality standards. Inclusion of a project or program in the RTP is a prerequisite for inclusion of a project in the FTIP. The FTIP is in essence the action plan for implementing the short-range actions identified in the RTP. Within six months after the RTP is adopted, this FTIP will be re-evaluated to ensure consistency between the “plan” and the “program” including the air quality conformity determination.

Figure 1
Butte County Metropolitan Planning Area

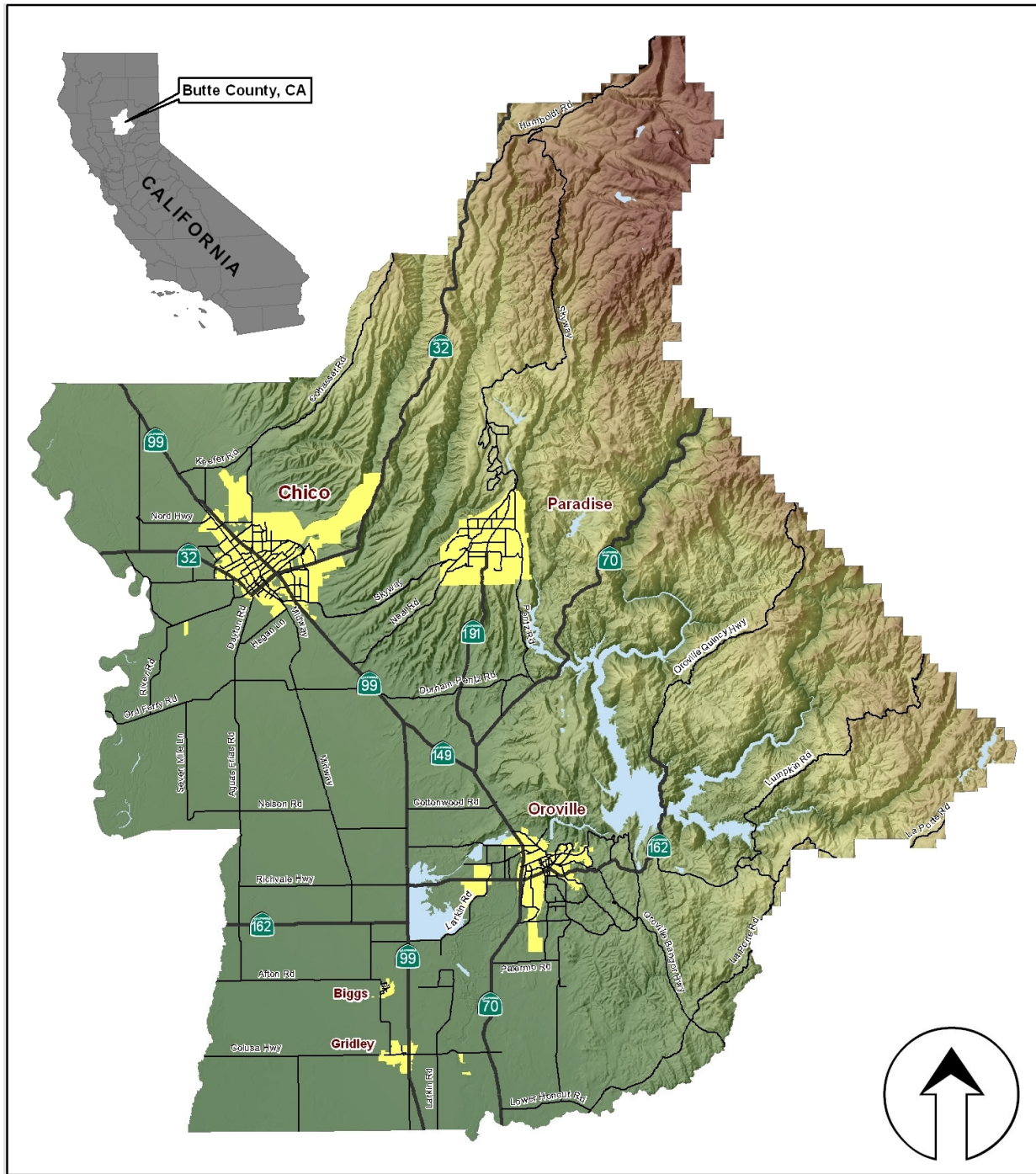
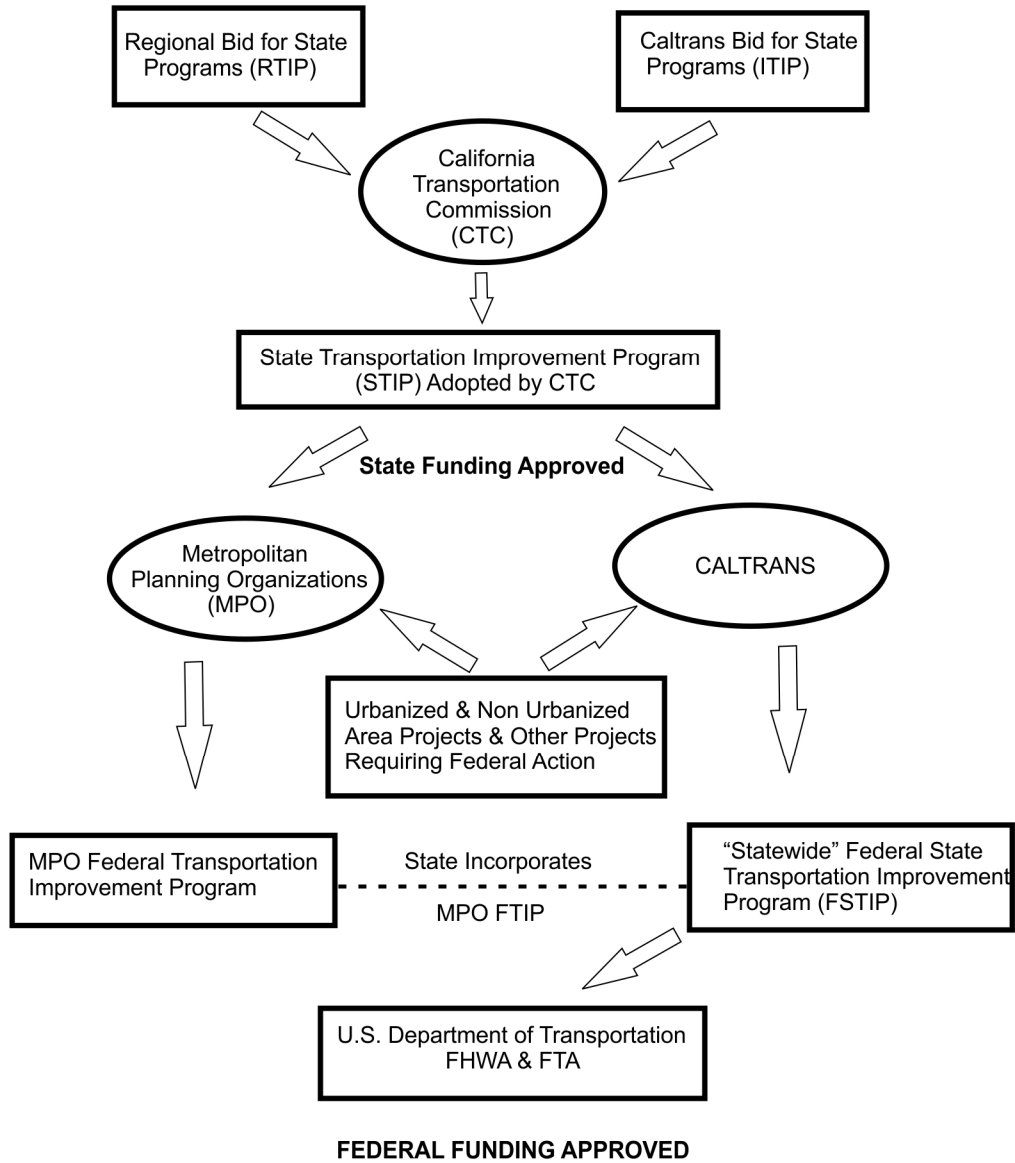


Figure 2

Federal TIP Development Process



FTIP Development Schedule

January 26, 2022	Formal Tribal Government Outreach (FTIP, RTP/SCS, PPP)
January 29, 2022	Public Event Outreach – FTIP Development Included
March 24, 2022	BCAG Board of Directors – FTIP Development Notification
April 7, 2022	BCAG Transportation Advisory Committee Meeting -Notification of Development
July 22, 2022	Outreach to Freight Industry for 2020 RTP/SCS & 2021 FTIP
August 4, 2022	BCAG Transportation Advisory Committee Meeting – Draft Document
August 4, 2022	Public Review Period Begins – Draft 2023 FTIP Document & Public Outreach Via Zoom
August 4, 2022	Draft 2023 FTIP Submitted to Caltrans for review and comment
August 5, 2022	Draft 2023 FTIP / Air Quality Conformity Analysis – Interagency Consultation Review Group Distribution
August 25, 2022	BCAG Board of Directors Meeting – Draft 2023 FTIP Document & Air Quality Conformity Analysis public review and comment period
September 1, 2022	BCAG TAC Meeting
September 22, 2022	BCAG Board of Directors Meeting, FTIP Adoption
September 23, 2022	FTIP Submittal

Most of the 2023 FTIP are carryover from the 2021 FTIP. New projects programmed in the 2022 RTIP/STIP have been included as well. The FTIP project locations have been mapped and included on Page 7. The map however does not include “lump sum” categories or FTA funded projects.

Title VI Compliance

Investments made in the TIP must be consistent with federal Title VI requirements. Title VI prohibits discrimination on the basis of race, color, income, and national origin in programs and activities receiving federal financial assistance. Public outreach and involvement of low income and minority communities covered under Title VI of the Civil Rights Act and subsequent Civil Rights Restoration Act, and series of federal statutes enacted pertaining to environmental justice include:

- Avoiding, minimizing or mitigating disproportionately high and adverse health or environmental effects on minority and low-income populations;
- Ensuring full and fair participation by all potentially affected communities in the transportation decision-making process; and
- Preventing the denial, reduction or significant delay in the receipt of benefits by minority populations and low-income communities

The decision process by which new projects are selected for inclusion in the TIP must consider equitable solicitation and selection of project candidates in accordance with federal Title VI requirements.

PUBLIC INVOLVEMENT AND INTERAGENCY CONSULTATION

BCAG is committed to a public involvement process that is transparent, proactive and provides comprehensive information, timely public notice, full public access to key decisions, and opportunities for continuing involvement.

The FTIP has been developed under BCAG's Public Participation Plan (PPP) process. This allows for input throughout the development of the FTIP from all levels of local government, the public, and BCAG's state and federal partners. Agencies consulted during development of this FTIP included all local Butte cities and county, the public, Caltrans, Federal Highway Administration (FHWA), Federal Transit Administration (FTA), the California Air Resources Board and the Environmental Protection Agency (EPA). An announcement in the areas local newspapers was also made prior to the development of the FTIP and once the final draft was completed. The FTIP was posted on BCAG's website for public and interagency review at www.bcag.org during the entire development process.

In addition, BCAG consulted the Interagency Consultation Review (ICR) group to allow for the opportunity to provide input in the development of the 2023 FTIP. The ICR group is made up of FHWA, EPA, Caltrans, California Air Resources Board, FTA, Butte County Air Quality Management District and BCAG.

The 2023 FTIP update was also developed in consultation with BCAG's Social Service Transportation Advisory Council made up of individuals who represent social service agencies including low-income, seniors, disabled and the general public. Presentations were made to the various committees for input and comment. BCAG encourages public input at any time concerning all work products and projects. Due to COVID 19 and Public Health recommendations, public workshops were held via zoom. It is important to note that most of the 2023 FTIP projects are carryover projects. While formal zoom presentations were held, BCAG's advisory committee and Board of Directors meetings are also open to the public. Extensive outreach also included attending COVID 19 vaccine clinics hosted by [Community Organized Relief Effort](#) in consultation with Butte County Public Health during Black History Month in Butte County.

Direct government to government outreach was made to each of Butte County's 6 local Tribal Governments.

Members of the public may also request to receive meeting agendas and materials through the US Mail, and may subscribe to BCAG's newsletter which provides information about major Board actions and other transportation news.

Visualization Techniques & Enhanced Outreach

BCAG Posted workshop display advertisement on the entire Butte Regional Transit Fleet in English and Spanish and Hmong. In addition, BCAG placed display ads in known low income communities and spoke with local residents. Due to COVID-19, BCAG was required to follow Public Health guidelines and practice social distancing requirements as directed by the Governor. It was made known that for those who could not attend and were interested in participating and learning more about BCAG's planning and programming activities including the RTP/SCS and its relationship to the FTIP. An example of one of the workshops is posted online at: <https://www.youtube.com/watch?v=oqFoiAzygRQ&feature=youtu.be> and be reached by the BCAG website.

In January 2022, BCAG engaged in a public education campaign to educate and inform the public of BCAG's planning and programming responsibilities including the FTIP. The goal was to provide an opportunity for the public to communicate any transportation concerns and priorities, including transit needs while explaining how their respective transportation concerns fit into the planning and programming process. BCAG participated in "CORE" ([Community Organized Relief Effort](#)) vaccine clinic events and public health fairs held in Butte County. CORE is a non-profit organization that brings immediate aid and recovery to underserved communities across the globe. CORE

focuses on equity by bringing relief directly to those who need it most. With this effort of community engagement, BCAG partnered with CORE and Butte County Public Health to educate and inform the public of what BCAG does, its funding programs, planning activities and what current projects were underway as well as future potential projects. The public was encouraged to participate in its various planning efforts and to communicate any transportation issues or concerns. Staff attempted to educate interested individuals of the functions of BCAG and how their input and concerns were important to the planning process.

Staff had material available for the following:

- 2023 Federal Transportation Improvement Program (FTIP)
- 2024 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) Development
- North Valley Passenger Rail Strategic Plan Development
- Update to BCAG'S Public Participation Plan
- Butte Regional Transit – Unmet Transit Needs Process
- Senate Bill 1 Planning Funds
- Active Transportation / Non-Motorized
- Regional Early Action Planning Grants (REAP)

In addition, BCAG had bicycle maps, bus stickers and informational flyers on its plans and programs. Staff also gave away free one ride Regional Transit tickets to encourage new transit ridership. Events were held at:

Bethel AME Church – Vaccine Clinic and Health Fair. Saturday, January 29, 2022
11:00 a.m. to 3:00 p.m.

Northern Valley Indian Health Vaccine Clinic. Thursday, February 24th from 1pm-6:30pm at the Chico Masonic Lodge- 1110 E West Ave, Chico, CA 95926

[African American Family & Cultural Center Health Fair Block Party](#) . Saturday, February 26th from 11am-5pm 3300 Spencer Ave, Oroville, CA 95966

[Bethel AME Church Health Fair and Gospel Performances](#) . Sunday, February 27th from 12pm-6pm 821 Linden St, Chico CA 95928

BCAG
BUTTE COUNTY ASSOCIATION
OF GOVERNMENTS

Be part of the process!

- 2024 Regional Transportation Plan / Sustainable Communities Strategy (RTP/SCS)
- 2023 Federal Transportation Improvement Program
- Butte Regional Transit
- Public Participation Plan Update

Se Habla Español

Northern Valley Indian Health Vaccine Clinic - Thursday, February 24, 2022
Masonic Lodge
1110 E West Ave., Chico CA
1 p.m. - 6:30 p.m.

African American Family & Cultural Center Health Fair Block Party
Saturday, February 26, 2022
3300 Spencer Ave., Oroville CA
11 a.m. - 5 p.m.

Bethel AME Church Health Fair and Gospel Performances
Sunday, February 27, 2022
821 Linden St., Chico CA
12 p.m. - 6 p.m.

Why Public Input?
A key part of BCAG's transportation planning process is to involve the public and solicit input. Public input is very important for the decision making process. Your comments may be used to improve BCAG's **Public Participation Plan** to ensure



Oroville Community Event

Outreach to Low Income Communities:

Chapmantown, Chico CA



Southside Community Center
Oroville, CA



Specific Outreach Included:

Public Notices – Local Media Blast & Social Media (BCAG Facebook and Twitter)

Public Interest Emails (those who have specifically requested to be included)

Chico Public Library, Chico CA

Butte County Public Library, Oroville CA

Gridley Public Library, Gridley CA

California State University, Chico.

Community Events – COVID 19 Public Health Events in Chico & Oroville, Farmers Market in Chico

Butte Regional Transit Posting (Entire Transit Fleet)– English and Spanish

Constant Contact – Comprehensive Email Distribution from BCAG kept for outreach and newsletters

Native American Tribes

Freight Distribution Email Distribution w/ contacts from Caltrans

Butte County Board of Directors

BCAG Transportation Advisory Committee – (Includes Caltrans, FHWA, FTA, Cities, County, Interest Group)

Social Services Transportation Advisory Council

Community Posting – In Person

- Chapmantown Community Market (Boucher Street Market, 1406 Boucher St, Chico, CA 95928)
- Oroville – Butte County Library
- Oroville Southside Community Center (2959 Lower Wyandotte Rd, Oroville, CA 95966)
- Oroville African American Family & Cultural Center (3300 Spencer Ave, Oroville, CA 95966)
- Gridley Farm Labor Camp (850 E. Gridley Rd., Gridley CA 95948)
- Gridley – Public Library

FTA “Program of Projects” and the TIP

Individual FTA funded projects are included in the TIP. The opportunity for public participation for FTA funded projects or grants are therefore included and implied as part of the development of the TIP including applicable amendments. Therefore, public involvement activities and time established for public review and comments on the TIP satisfies the Program of Projects (POP) requirements for the FTA.

Infrastructure Investment and Jobs Act Requirements Specific to Public Participation

The Infrastructure Investment and Jobs Act (IIJA) carries forward the same legislative requirements from the previous FAST Act regarding specific consultation. BCAG's extensive Public Participation Plan used for the current 2020 RTP/SCS and this 2023 FTIP development include a broad base community representation including state and federal agencies. The following committees were consulted:

BCAG Transportation Advisory Committee – Includes representation from each of the cities and county; citizens, private agencies, Air Quality Management District and Caltrans.

Social Services Transportation Advisory Council – Includes representation from social service agencies which serve low income, disabled and senior citizens. This council also includes private citizens.

BCAG's Public Participation Plan and 2023 FTIP are posted at BCAG's website at: <http://www.bcag.org/Planning/index.html>.

AIR QUALITY CONFORMITY

The purpose of this conformity determination is to ensure that BCAG's plans and programs "conform" to all applicable federal air quality requirements.

The Clean Air Act Section 176I (42 U.S.C. 7506 I) and EPA's transportation conformity regulations (40 CFR 93.104(b) and (c)) require that each new regional transportation plan (RTP) and transportation improvement plan (TIP) be demonstrated to conform to the State Implementation Plan (SIP) before the RTP and FTIP are approved by the MPO or accepted by the U.S. Department of Transportation (DOT). This ensures that federally supported highway and transit project activities will not cause new air quality violations, worsen existing violations, or delay timely attainment of the relevant national ambient air quality standards (NAAQS). Conformity currently applies under EPA's rules to areas that are designated non-attainment, and those re-designated to attainment after 1990 ("maintenance areas").

The region's last conformity determination and emissions analysis was adopted by the BCAG Board of Directors on December 10th, 2020, as part of the approval for the 2020 RTP. This action was then approved by the Federal Transit Authority (FTA) and Federal Highways Administration (FHWA) on February 19th, 2021.

This transportation air quality conformity determination and emissions analysis shows that transportation projects programmed in the 2020 Butte County Regional Transportation Plan (RTP) and 2023 Federal Transportation Improvement Program (FTIP) are consistent with the applicable SIP.

Butte County's Air Quality Status

Ozone

Effective July 20, 2012, Butte County was designated marginal nonattainment under EPA's federal 2008 8-hour ozone National Ambient Air Quality Standards (NAAQS).

Effective August 3, 2018, Butte County was designated marginal nonattainment under EPA's federal 2015 8-hour ozone NAAQS.

Because of these designations, transportation projects occurring within Butte County are subject to an air quality conformity determination for the ozone precursors Reactive Organic Gases (ROG) and Oxides of Nitrogen (NOx).

Previously, under EPA's 1-hour ozone rule, Butte County was designated "non-attainment – transitional" (Section 185A) and was not required to develop an attainment SIP with an emissions budget.

Since no emissions budget exists from a prior SIP submittal that has been found adequate by EPA, or was part of an approved SIP, an interim conformity test applies. In order to make a conformity determination under the 2008 federal 8-hour standard, future emissions of ROG and NOx must be no greater than 2011 emissions levels, or the build/no-build test must be passed. Similarly, to make a conformity determination under the 2015 federal 8-

hour standard, future emissions of ROG and NOx must be no greater than 2017 emissions levels, or the build/no-build test must be passed.

Carbon Monoxide

As a result of a 1998 SIP revision approved by EPA, Butte County (Chico Urbanized area) was re-designated from non-attainment to attainment with a Maintenance SIP for carbon monoxide (CO). In 2007, the 1998 Maintenance SIP was updated by ARB and approved by EPA for the second decade of the maintenance period. In the BCAG area, transportation conformity requirements for CO ended June 1, 2018.

Fine Particulate Matter (PM2.5)

As a result of a 2018 SIP revision approved by EPA, Butte County (Chico Urbanized area) was re-designated from non-attainment to attainment with a Maintenance SIP for fine particulate matter (PM2.5) under the EPA 2006 24-hour PM2.5 NAAQS.

As part of EPA's final action, the determination was made that contributions from motor vehicle emissions in the non-attainment area are insignificant. As a result of this finding, BCAG is no longer required to perform regional emissions analyses for either directly emitted PM2.5 or nitrogen oxides as part of future PM2.5 conformity determinations for the 2006 24-hour PM2.5 NAAQS for the Chico area.

The complete Air Quality Conformity Analysis and Determination is included in Appendix 1.

Air Quality Conformity Determination

The results from the 2023 FTIP and 2020 RTP emissions analysis show that current and future emissions of the ozone precursors ROG and NOx will be no greater than the 2011 and 2017 base year emissions levels. Thus, Butte County, in accordance with the Transportation Conformity Rule requirements applicable to Butte County (§51.464 and §51.436 – 51.440), has satisfied the “no-greater-than-2011” test for the 2008 8-hour federal ozone NAAQS and the “no-greater-than-2017” test for the 2015 8-hour federal ozone NAAQS. **Based on this analysis, the 2020 Regional Transportation Plan (RTP) and 2023 Federal Transportation Improvement Program (FTIP) conforms to the applicable State Implementation Plan (SIP) and all applicable sections of the EPA's Transportation Conformity Rule.**

FINANCIAL CONSTRAINT

The TIP must be financially constrained, meaning that the amount of funding programmed must not exceed the amount of funding estimated to be reasonably available. In developing the 2023 TIP, BCAG has taken into consideration the transportation funding revenues expected to be available during the four years of the FTIP (Federal FY 22/23 through 25/26) and have determined the 2023 FTIP to be financially constrained. All funds identified in the 2023 FTIP are required to operate and maintain the transportation system for Butte County.

The FTIP is a compilation of mostly previously programmed projects reflecting previous actions by BCAG. Examples include carryover lump sum grouped projects in the SHOPP programs, HSIP and HBP programs. Also, carryover projects funded by the federal transit formula grant projects (Sections 5307, 5311, 5310). The FTIP also includes regionally significant projects that are to be locally funded. Regardless of funding, all regionally significant projects are required to be included in BCAG's regional emissions model to ensure conformity requirements are met.

The 2023 FTIP also includes available State funds such as the State Transportation Improvement Program (STIP) and State Highway Operations and Protection Program (SHOPP) utilizing the latest fund estimates released and programmed in the 2022 STIP and 2022 SHOPP by the California Transportation Commission.

BCAG continuously monitors developments in funding programs and funding needs of the region's transportation projects. Any significant changes will be reviewed by BCAG and its transportation partners; and if required, BCAG will take appropriate actions, such as a FTIP amendment to maintain the financial constraint of the FTIP.

RELATIONSHIP OF FTIP TO OTHER FEDERAL AND STATE TRANSPORTATION PROGRAMS

Federal Statewide Transportation Improvement Program (FSTIP)

Just as each metropolitan region is required to develop a FTIP, each state is required to develop a Federal Statewide Transportation Improvement Program (FSTIP) pursuant to federal regulations. The FSTIP includes all federally funded transportation projects from throughout the state. In California, regional FTIPs are included in the FSTIP without modification once approved by the respective Metropolitan Planning Organization, such as BCAG and after the FHWA and FTA make their required financial constraint and air quality findings. Projects must be in the FSTIP before funding authorities such as FTA, FHWA or Caltrans can "obligate" funds and before sponsors can spend and be reimbursed for any of these funds.

State Transportation Improvement Program (STIP)

The California Transportation Commission (CTC) is required to biennially adopt, and submit to the Legislature and the Governor, a State Transportation Improvement Program (STIP). The STIP is a comprehensive listing of all major projects to be funded from specified state funding programs, including certain federal funds that flow directly to the state. As a result, many of the projects that are included in the STIP must eventually be included in the regional FTIPs and the FSTIP as well.

The majority (75 percent) of the STIP consists of spending programs developed at the regional level throughout California called the Regional Transportation Improvement Program (RTIP). The CTC releases a Fund Estimate identifying the programming capacity it can expect to receive from various sources. This estimate is guided by statutory requirements that direct how the funds are divided throughout the state. Once BCAG adopts the RTIP for the Butte County region, the CTC must accept or reject the RTIP in its entirety and send it back to the region for revision. Meanwhile, Caltrans proposes the counterpart to the RTIP, being the Interregional Transportation Improvement Program (ITIP) for the remaining 25% of the programming capacity of the STIP. The ITIP is intended to address transportation infrastructure needs that cross metropolitan boundaries and link the state's transportation system. For example, connecting the urbanized areas between Chico and Sacramento would be an "interregional improvement". Of significance for this 2023 FTIP, BCAG does not have any State Route 70 Corridor Improvements Projects programmed. Previously the SR 70 projects have been included in some aspect for the last 20+ years.

The CTC adopted the 2022 STIP fund estimate on August 21, 2021 and adopted the 2022 STIP on March 16, 2022. BCAG's STIP projects include a major change from previous STIPs to better align with the air quality and climate goals of the [Climate Action Plan for Transportation Infrastructure](#). The projects programmed by BCAG for the 2022 STIP includes:

- 72% Bike and Pedestrian Projects
 - 21% Transit Projects
 - 4% Roadway Safety Projects
 - 3% Planning Projects
- 100% - 2022 RIP/STIP Programming

These projects are reflected in the 2023 FTIP with Regional Improvement Program (RIP)/STIP funds for \$11.6 million dollars.

FTIP PERIOD

The number of years of programming included in the FTIP varies by fund source. Under the FAST Act, four years of programming are contained in the 2021 FTIP, Federal Fiscal Years (FFY) 2022/23 through 2025/26 (FFY 23- FFY 26). In the case of some projects, carryover funding from prior FTIPs are included and noted as "prior year

carryover funding.” In addition, estimated funding for projects in future years (beyond the four years that comprise the 2023 FTIP) is included for information.

FUND SOURCES PROGRAMMED IN THE FTIP

The 2023 FTIP programs transportation funding from a variety of sources. Several of the major sources from which funds are programmed may include:

Federal Transit Administration (FTA) Programs

- Section 5307
- Section 5309
- Section 5310
- Section 5311 & 5311(f)
- Section 5339
- Federal Discretionary Program (Congressional Earmarks) including repurposing

Federal Highway Administration (FHWA) Programs

- Surface Transportation Program (STP)
- Congestion Mitigation and Air Quality Improvement Program (CMAQ)
- Highway Improvement Program (HIP)
- Demo or Demonstration Funds or Other Federal Programs including high priority projects and other Congressional Earmarks

State, Regional, and Local Programs

Not all state and local funds have to be programmed in the FTIP. However, if these funds are used to match federal dollars described above, or if they are attached to projects that require some type of federal approval or other formal federal actions, or if the project funded is considered to be regionally significant, they must be included in the FTIP. Such state and local fund sources may include the following:

- State Transportation Improvement Program (STIP), comprising the Regional Transportation Improvement Program (RTIP) and the Interregional Transportation Improvement Program (ITIP)
- State Highway Operations and Protection Program (SHOPP)
- State Active Transportation Program (ATP)
- Transportation Development Act (TDA) – Local Transportation Fund & State Transit Assistance (STA) funds
- Senate Bill 1
- Other funds programmed to regionally significant locally funded projects
- City Local Funds
- County Local Funds

Toll Credits

Section 1111(c) of TEA 21, and U.S.C. Section 1044 of ISTEA under Section 120 (j) allows states to use certain toll revenue expenditures as credit toward the non-federal matching share of programs authorized by Title 23 (except for emergency relief programs) and for transit programs authorized by Chapter 53 of Title 49. Toll credits do not represent new funding. This eligibility of using toll credits has been carried forward into subsequent transportation funding acts including IIJA. BCAG intends to use toll credits as able to. BCAG will maintain an ongoing tracking system to track the use of toll credits used. Appendix 11 refers to the toll credits being used for the 2023 FTIP. While only \$17,000 has been identified in toll credits, over \$2 million has been identified in prior and beyond years.

Toll credits are not programmed in the FTIP; however, the use of toll credits will be noted in the CTIPS data sheet under the MPO comments and tracked via a spreadsheet. All FTIP material is posted at BCAG's web page.

PROJECT FUNDING SELECTION

Development of Project Proposals

Ideas for projects emerge from a variety of planning efforts at the city, county, transit operator, regional and state level. Some of the major sources for projects are the local general/transportation plans, transit operator short-range transit plans, and the highway planning process conducted by Caltrans. These efforts are then merged with the planning efforts of the Regional Transportation Plan / Sustainable Communities Strategy which includes extensive public outreach and participation efforts. When the project scope, schedule, and budget are fully developed, the project may then be proposed for funding in the FTIP. Typically all projects are derived from the local respective general plans which feed into the RTP/SCS. All projects programmed in the FTIP are subject to approval by the BCAG Board of Directors.

Project sponsors are responsible for initiating the requests for FTIP programming, applying for the programmed funds, and delivering the project. Project sponsors are also subject to complying with federal requirements associated with the delivery of the project. An effort to reduce greenhouse gas emissions and VMT has become more prevalent as well.

Project Selection Criteria Processes

The process by which a project is selected for programming depends on the fund source requirements. Different fund sources have different objectives and criteria. Projects in the STIP are more in alignment with the state's CAPTI, whereas CMAQ projects have an emissions reduction or air quality goal. Caltrans has their own set of criteria for their agency sponsored projects.

Regional Transportation Plan (RTP) Consistency

Only projects consistent with the Regional Transportation Plan / Sustainable Communities Strategy were included in the 2023 FTIP as required by federal law. Projects are reviewed for consistency with the RTP/SCS as projects are identified for the new FTIP or amended into the FTIP. The current RTP/SCS was adopted on December 10, 2020. New projects in the FTIP not in the RTP/SCS are required to be amended into the current RTP/SCS to ensure consistency between the plan and the program. All 2021 FTIP projects are identified in the 2020 RTP/SCS, Appendix 10-1 and Appendix 10-2 and posted at <http://www.bcag.org/Planning/RTP--SCS/index.html>.

Grouped Project Listings in the FTIP (formally “lump sum”)

Federal regulation 23 CFR 450.218 and 450.326 allow projects exempt from air quality conformity analysis listed under 40 CFR 93.126 & 127, Tables 2 & 3, to be grouped within the FTIP. For the Butte County region, typical groupings may include Caltrans State Highway and Operations and Protection Program (SHOPP) and local bridge projects where projects may likely be grouped. Examples of Caltrans-managed groupings in Butte County include, but are not limited to the following:

- State Highway Operations and Protection Program (SHOPP)
- Local Highway Bridge Program (HBP)
- Local Highway Safety Improvement Program (HSIP) Program

The process for including, or amending a project in the grouped listing, must follow the process and procedures for state-managed grouped project listings, as agreed to by the California Federal Programming Group (CFPG), California Department of Transportation (Caltrans), Federal Highway Administration (FHWA) and Federal Transit Administration (FTA). Caltrans maintains the current “grouped project”. BCAG complies with the provisions of this process.

CHANGING THE FTIP

From time-to-time circumstances dictate that changes be made to the FTIP following its adoption. Federal regulations permit changes to the FTIP if the procedures for doing so are consistent with federal requirements for FTIP development and approval, and consistent with federal procedures for modifications to the Federal Statewide Transportation Improvement Program (FSTIP). These changes or amendments should not be considered routine. BCAG will consider such amendments when the circumstances prompting the changes are compelling and the change will not adversely affect air quality conformity or financial constraint requirements of the FTIP.

Types of Changes (Administrative Modification & Amendments)

Federal and State policies distinguish between two types of FTIP amendments: Administrative Modifications and Amendments (formally “formal”). These types of amendments differ based on the magnitude of the proposed change and the level of review required by various federal state and local agencies. As a general rule, significant changes to the cost, scope and schedule of a project listing requires an Amendment, whereas minor changes in fund sources, project description, lead agency, or existing project phase amounts may be processed through administrative modification. BCAG, Caltrans, FHWA and FTA must approve Amendments. Approval of Administrative Actions/Amendments has been delegated to BCAG’s Executive Director or designee and the Caltrans Office of Federal Programming.

Proposed amendments to the FTIP, other than Administrative Modifications, must be developed in accordance with the provisions of 23 CFR 450.326 and/or 23 CFR 450.216 and approved by the federal agencies in accordance with 23 CFR 450.220. In general terms, these regulations stat the FTIP may be modified at any time consistent with the procedures agreed to by the cooperating parties for developing the FTIP and all other federal requirements in 23 CFR Part 450 concerning the development, public involvement, and federal agencies approval of the FTIP.

Regardless of the type of change, all modifications must be consistent with:

- Financial Constraint Requirements
- The adopted RTP/MTP
- Federal Title VI
- Air Quality Conformity Requirements as Applicable
- Implementation of Transportation Control Measures (if any)

These amendment classifications and procedures are consistent with the Statewide FTIP Modification Guidelines as prepared by the California Federal Programming Group (CFPG), Caltrans, FHWA and FTA. It is intended that BCAG’s FTIP Amendment Process and Procedures follow and adhere to the provisions of the Statewide FTIP Modification Guidelines.

Administrative Modifications and Amendment Procedures

The following procedures are applicable for processing amendments and administrative modifications to the FTIP. Projects programmed in the FTIP may be delivered in any of the recognized program years of the FTIP as identified on page 19 which defines the Expedited Project Selection Procedures (EPSP). These EPSP are in accordance with 23 CFR 450. Changing the obligation year of a project using EPSP does not require an administrative modification or an amendment if the change does not require an air quality conformity determination.

Administrative Modifications

An administrative modification is a minor change to the FSTIP/FTIP that does not require a conformity determination, a demonstration of fiscal constraint, public review and comment, or federal approval. The following changes to the FSTIP/FTIP can be processed through administrative modifications:

- i. Revise description of a project or a grouped project listing without changing the project scope or without conflicting with the approved environmental document;
- ii. Revise the funding amount listed for a project or a project phase. Additional funding is limited to the lesser of 40 percent of the total project cost or \$10 million. Programming capacity must be available in the FSTIP/FTIP prior to programming the modification and stated in the supporting documentation. Examples tables are provided below. It is recognized that FTIP financial plans may be requested by Caltrans to validate fiscal constraint, if BCAG has processed only Administrative Modifications for a period of six months or more.

Initial Project Cost	New Project Cost	Total Sum Increase	% Change in Cost	% Change < or = 40%	Total Sum Increased is < or = \$10M	Type of Amendment (Formal or Admin)
\$1,000,000	\$1,400,000	\$400,000	40%	Yes	Yes	Administrative
\$10,000,000	\$15,000,000	\$5,000,000	50%	No	Yes	Formal
\$500,000,000	\$510,000,000	\$10,000,000	2%	Yes	Yes	Administrative
\$100,000	\$140,000	\$40,000	40%	Yes	Yes	Administrative
\$400,000	\$1,000,000	\$600,000	150%	No	Yes	Formal
\$2,500,000	\$3,000,000	\$500,000	20%	Yes	Yes	Administrative

- iii. Program Preliminary Engineering (PE) phase, provided the Right of Way and or Construction phase(s) are already programmed in the current FTIP and additional funding amounts stay within the limits specified in Section ii.
- iv. A cost decrease has no cap as long as reduction in cost does not result in deletion of a project or phase, and the affected project phase is still fully funded.
- v. Change source of funds.
- vi. Change a project lead agency.
- vii. Program Federal funds for Advance Construction conversion, programming capacity must be available in the FTIP prior to programming the conversion.
- viii. Change the program year of funds within the current FSTIP/FTIP provided MPO has adopted EPSP in accordance with 23 CFR 450.
- ix. Split or combine an individually listed project or projects, provided that the schedule and scope remain unchanged.
- x. Change grouped project listings description as long as it is consistent with the Programming Grouped Project Listings in Air Quality Non-Attainment or Maintenance Areas guidance.
- xi. Add or delete a project or projects from a groped project listing, provided the funding amount stays within the limits specified in Section ii.

- xii. Program emergency repair projects on the state highways as a result of a natural disaster or catastrophic failure from an external cause, and that are not covered by the Emergency Relief Program, provided that these projects are exempt from Air Quality Conformity Requirements.
- xiii. Re-program a project for which FHWA funds were transferred to FTA in the prior FSTIP/FTIP and FTA has not approved the grant yet. The project can be programmed in the current FSTIP/FTIP via an administrative modification provided there is no change in the original scope or cost. Program the project using fund type "FTA 5307 (FHWA Transfer Funds)" in the FSTIP/FTIP.
- xiv. Program an FTA funded project from the prior FSTIP/FTIP into the current FSTIP/FTIP provided there is no change in the original scope or cost. Use the project description field or MPO comments section in CTIPS to list the year, amount, and type of the prior year funds.
- xv. Make minor changes to an FTA funded grouped project listing. Minor changes include changing the number of transit vehicles purchased by 20% or less and changing the fuel type of transit vehicles. The MPO must take the change through its interagency consultation procedures to confirm that the change in scope is minor.

Amendments

Amendments are all other modifications to the FSTIP/FTIP that are not included under administrative modifications and shall be approved in accord with the provisions of 23 CFR 450.326

Procedures

BCAG has defined the modification and amendment procedures as part of its Public Participation Plan (PPP) process. The PPP is posted on-line at:
<http://www.bcag.org/Planning/-Public-Participation-Plan-PPP/index.html>

In addition, in June 2011, FHWA, FTA, and Caltrans agreed on revised administrative modification/amendment procedures. BCAG has included a copy of the FHWA FSTIP Amendment and Administrative Modification Procedures as part of Appendix 9. In addition, a copy of Caltrans delegated authority approval letter for Administrative Modifications to the FSTIP is included as part of Appendix 10. Any changes to these documents will be posted online at:
http://www.dot.ca.gov/hq/transprog/federal/proc_guide.htm

EXPEDITED PROJECT SELECTION PROCESS

Federal Regulations 23 Code of Federal Regulations (CFR) Part 450 and Title 23 of the United State Code (USC) allow for the movement of projects within the quadrennial period of the Federal Transportation Improvement Program (FTIP) subject to procedures agreed to by the Cooperating parties. BCAG as the Metropolitan Planning Organization (MPO), Regional Transportation Planning Agency (RTPA) and Transit Operator for the Butte County region, has in place a formal project selection process agreed to by all of the region's partners.

BCAG and Caltrans have implemented a project selection process for the Butte County FTIP as required by Federal Regulations 23 Code of Federal Regulations (CFR) Part 450 and Title 23 of the United States Code (USC), and as outlined in the table below. BCAG and Caltrans have selected all of the projects in the 2021 FTIP using these Project Selection Procedures. It has been agreed by all member agencies represented by BCAG and Caltrans per 23 CFR 450.332 that the projects within the four years of the FITP may be advanced within the quadrennial period of the Federal Statewide Transportation Improvement Program (FSTIP) subject to the conditions of the Expedited Project Selection Procedures outlined in the table below. Project from the first four years of the 2021 FTIP have been selected using the approved project selection procedures.

The projects within the State Transportation Improvement Program (STIP) may be advanced subject to amendments approved by the California Transportation Commission (CTC) to the STIP. BCAG and Caltrans have agreed that Caltrans State Highway Operations and Protection Program (SHOPP) program manager may move projects within the adopted SHOPP document/program.

The projects funded within the Congestion Mitigation and Air Quality Program (CMAQ), Regional Surface Transportation Program (RSTP), Highway Improvement Program (HIP), Public Lands Highway (PLH) Program, Congressional Earmark / High Priority Projects (HPP) and Federal Transit Administration (FTA) Program funds may be moved subject to approval by the BCAG Executive Director. These projects have been selected per the regulations cited above.

Caltrans Division of Local Assistance has implemented a project selection process for the Highway Bridge Program (HBP), Highway Safety Improvement Program (HSIP), Safe Routes to Schools and Active Transportation Program (ATP) to produce the quadrennial FTIP listing of projects. BCAG and Caltrans have agreed that the Caltrans Division of Local Assistance may move projects within the HBP, HSIP, SR2S, ATP list within the quadrennial cycle without amending the FTIP/FSTIP.

For FTA administered funds, projects may be moved within the period of the FSTIP at the request of the agency, as long as funding is available and the change does not negatively impact the delivery or availability of funds for other projects ready for obligation.

BCAG acknowledges that the advancing of projects in the 2021 FTIP does not invalidate the financial constraint requirements of the FTIP. The projects in this 2021 FTIP have been selected using these project selection procedures.

Project Selection Procedures - Consultation and Cooperation Requirements

Region	Project Type	Selecting Agency	Selection Procedure	Consulted / Cooperating Agency
MPO: BCAG	Projects funded with Title 23 and FTA funds – except: Projects on the NHS, and HBP, SRTS, ATP, IM, HIP, PLHP, Earmarks, HPP funded projects	MPO	Consultation	State and BCAG
	Projects on the NHS, and projects funded under the HBP, HSIP, SR2S, ATP and IM programs	State	Cooperation	MPO
	Projects funded with Federal Lands Highway Program (FLHP) funds	Selected in accordance with 23 U.S.C 204		

Public Involvement Process for FTIP Amendments and Modifications

BCAG’s Public Involvement Process requires that all FTIP changes be available for public review. All changes regardless if they are Amendments or Modifications are posted on BCAG’s website at www.bcag.org. In addition, amendments are reviewed with the BCAG Transportation Advisory Committee (TAC) which includes citizen representation. The specific makeup of the TAC is identified in Appendix 6.

Before the BCAG Board can approve an Amendment, the public is required to be notified and given an opportunity to comment on the amendment. Therefore, all major FTIP amendments are publicly noticed as specified in BCAG’s adopted Public Participation Plan (PPP). The PPP also satisfies FTA’s Program of Projects (POP) requirements for transit. BCAG also sends out the notices to interested parties as requested. In addition all notices are published on the BCAG website. To be included for the BCAG newsletter or to be added to the FTIP amendment mailing list, a request may be sent to igarcia@bcag.org, or call 530-809-4616.

Project Funding Delivery

Delivering transportation projects within the estimated cost, scope and schedule has been one of the key issues in state transportation policy in recent years. Most notable, SB 45 – Kopp (Chapter 622, Statutes 1997) and AB 1012 – Torlakson (Chapter 783,

Statutes of 1999) established penalties for not delivering projects funded with STIP, STP or CMAQ funds within certain prescribed deadlines.

SB 45 and AB 1012 give regions, counties and sponsors real incentives to deliver projects more quickly by creating negative consequences. Projects now stand to lose their funding if not delivered according to schedule. Under AB 1012, regions must obligate STP and CMAQ funds apportioned to them within three years, or the state will redirect the funding to other projects. SB 45 established a complex series of project delivery deadlines for projects in the STIP. If these deadlines are not met, the funds are redirected to other projects in the state. The CTC has also implemented delivery requirements including the time project sponsor has to award a contract.

Fund Management

Federal funds are to be programmed in the FTIP up to the apportionment level for that fiscal year for that fund source within the fiscal year in which the funds are to be obligated or transferred by FHWA or FTA. This improves the overall management of federal Obligation Authority (OA) within the region and ensures that OA is available for projects that are programmed in a particular fiscal year. Projects selected for federal funding must have a demonstrated ability to use the funds within the established federal, state and regional funding deadlines. This criterion will be used for selecting projects for funding, and for placement of funding in a particular year of the FTIP.

OPERATIONS AND MAINTENANCE

The following table identifies the functional classification of the federal aid system in Butte County by total miles. For road maintenance on the local road network, this region depends on State exchanged Regional Surface Transportation Program (RSTP) monies, state sales tax on gas distributions, Highway Users Tax Account (HUTA) monies, Local Transportation fund (LTF) leftover after from priority transit service expenditures, and local General Funds.

Federal RSTP monies are annually exchanged with Caltrans for state dollars and are distributed to the local agencies to use on local road maintenance. Monies from state fuel and gas taxes have been unstable revenue streams due to State Budget borrowings and less fund generation at the gas pumps (less driving, more efficient vehicles and lower gas prices). The HUTA monies have been threatened by State grabs to offset State Budget woes. However, with the passage of Senate Bill 1 (Gas Tax), funding for road rehabilitation may be predictable. However, in November 2018 there will be a ballot measure to repeal SB 1. However, SB 1 is in place and therefore the financial revenues identified will remain in place. Should SB 1 be repealed, BCAG will revisit the FTIP to ensure all projects are fully funded as proposed or make any amendments as required. In addition to SB 1 funds, once transit obligations have been met, LTF funds are primarily used for local street and road maintenance as well.

Typically, gas tax revenue is used to operate and maintain the system. Butte County has 182.32 of state highways miles to maintain according to the 2006 California Public Road Data reported for the Highway Performance Monitoring System. Based on the California State Controller's Office, approximately \$34 million is dedicated to the local streets and roads for operations and maintenance. In addition, the cost to operate and maintain the transit system is approximately \$10 million per year with potential revenues coming in at approximately \$14 million.

Functional Classification for Federal Aid System Summary

Rural Functional Classification	Miles	Urban Functional Classification	Miles	Total ALL	
Interstate	0.00	Interstate	0		
Other Principal Arterial	55.03	Other Fwys & Expressways	12.04		
Minor Arterial	84.00	Other Principal Arterial	53.94		
Major Collector	166.64	Minor Arterial	85.88		
Minor Collector	125.70	Collector	155.04		
Local	961.43	Local	456.04		
Total Rural Miles	1392.80	Total Urban	762.94		2155.74

2020 Highway Performance Monitoring System - Butte County Maintained Miles

Agency	Rural	Urban	Total
Biggs	11.50	0.00	11.50
Chico	0.00	277.47	277.47
Gridley	0.00	29.30	29.30
Oroville	0.00	94.55	94.55
Paradise	0.48	104.83	105.31
Bureau of Indian Affairs	0.00	0.17	0.17
County Unincorporated	907.77	378.98	1286.75
State Highway	128.88	54.53	183.41
State Park Service	24.14	1.96	26.10
US Forest Service	61.78	3.99	65.77
Totals	1134.55	945.77	2080.32

Estimated Operating and Maintenance Costs by Jurisdiction

Agency	Year 1	Year 2	Year 3	Year 4	4 Year Total
Biggs	179,959	179,959	179,959	179,959	719,836
Chico	14,151,172	14,151,172	14,151,172	14,151,172	56,604,688
Gridley	1,363,080	1,363,080	1,363,080	1,363,080	5,452,320
Oroville	2,773,455	2,773,455	2,773,455	2,773,455	11,093,820
Paradise	7,514,004	7,514,004	7,514,004	7,514,004	30,056,016
County	29759730	29759730	29759730	29759730	119,038,920
Totals'	55,741,400	55,741,400	55,741,400	55,741,400	222,965,600
Source California State Controller's Office. https://bythenumbers.sco.ca.gov/					
Street and County Data					

Agency	2023 FTIP Period				4 Year Total
	FY 22/23	FY 23/24	FY 24/25	FY 25/26	
Revenue	11,420,867	11,763,493	12,116,398	12,479,890	47,780,648
Expenditures	11,420,867	11,763,493	12,116,398	12,479,890	47,780,648
Source: B-Line Operating Budget					

STATUS OF PROJECTS FROM THE 2021 FTIP

The 2021 FTIP, which began in the 2020/21 federal fiscal year, includes a number of transportation projects and programs that have been implemented. The 2021 FTIP includes both state and local projects, all of which receive federal funding or have been determined to be regionally significant. Those projects that have not been completed yet or are continuing are included in this 2023 FTIP update. The 2021 FTIP identified 36 projects, while the 2021 FTIP includes 29 projects with most projects completed being from the Active Transportation Program. Of significance for the region is the completion of the SR 70 Passing Lane Project (Segment 2) and the obligation or start of the construction for the SR 70 Passing Lane Project (Segment 3). The completion of these projects is major milestone for Butte County will finally connect California's largest urbanized area to the state's 4 lane highway system. In terms of local projects, the completion of the SR 99 Bikeway Phase 4 in the City of Chico was a major milestone. This project was funded with CMAQ, local and ATP funding. Within the grouped listing of HBP projects in the 2020 FTIP was the Midway Bridge widening. This project was in some form programmed in the previous TIPs since 2010. This project replaced two low water level bridges with one long continuous bridge just outside of Chico. This project took many years to complete and was funded with HBP and local funds for over \$20 million.

Due to the COVID 19 Pandemic, many projects have been delayed and are carryover from the 2021 FTIP. In addition, Paradise and the region continues to deal with the rebuilding efforts from the catastrophic Camp Fire from November 2018.

While most of the projects identified in the FTIP are STIP and State Highway Operations and Protection Program (SHOPP) types of projects, BCAG has been proactive in seeking additional funds for needed projects in Butte County. Such projects include FTA Section 5310, 5309, 5311, 5311(f) and 5339. Butte County is designated as the Metropolitan Planning Organization (MPO) for Butte County because of the urbanized population in Chico. However, because the urbanized population is under 200,000, Butte County is eligible to participate in the State Exchange Program for its Regional Surface Transportation Program (RSTP) funds with Caltrans. Exchanging federal funds for state-only dollars allows for the flexibility of using these funds for smaller streets and roads purposes allowed under Article 19 of State Constitution. This flexibility is beneficial for smaller, more rural counties such as Butte.

FINANCIAL ELEMENT OVERVIEW

The FTIP Financial Element contains a summary of transportation expenditures and revenues for Butte County beginning in the 2022/23 federal fiscal year. This section has been summarized by fund type in a spreadsheet developed by Caltrans HQ. This table summarizes the “revenues” and “programmed”, thus, being able to identify financial constraint based upon whether or not there is a fund balance. Based on the program revenues and expenditures for the applicable FTIP funding programs, Butte County's anticipated federal fund expenditures are within the financial constraint requirements and is consistent with the financial projection procedures provided by FHWA. The total estimated revenues and expenditures for the 2023 FTIP is \$195.7 million.

ACTION ELEMENT OVERVIEW

The FTIP is organized by the project funding type. Each printout includes a summary of the transportation project with the source of fund by fiscal year. Projects identified in the following tables have been produced in the California Transportation Improvement Program System (CTIPS) database. These projects are to be implemented by the local cities and county, BCAG, Caltrans, and other public and private agencies that maintain, operate, improve, and expand the transportation system in the Butte County region.

SECTION 2 – TRANSPORTATION PERFORMANCE MANAGEMENT

Federal transportation bills, “Moving Ahead for Progress-21st Century” (MAP-21) and “Fixing America’s Surface Transportation” (FAST Act) required Metropolitan Planning Organizations (MPOs) to conduct performance-based planning and focus on achieving performance outcomes. The Federal Highway Administration (FHWA) defines Transportation Performance Management (TPM) as a strategic approach that uses system information to make investment and policy decisions to achieve national performance goals. The Regional Transportation Plans shall include the performance measures and targets as well as a description of progress made towards the targets. In addition, the FTIP shall provide a description on how investments in the FTIP will contribute towards achieving the transportation performance targets set in the RTP.

As the federally designated Metropolitan Planning Organization (MPO) for the Butte County region, BCAG is required to establish targets, track, and report the areas performance measures mandated under MAP-21 in coordination with Caltrans and the local jurisdictions. The follow performance target section is directly derived from BCAG’s adopted 2020 RTP/SCS. Caltrans in consultation with regional agencies have developed a different format. This supplemental performance report is provided as Appendix 12, “2023 FTIP System Performance Report.”

Federal Performance Management Targets

The cornerstone of the federal highway program transformation is the transition to a performance and outcome-based program. MAP-21/FAST Act integrate performance into many federal transportation programs and contains several performance elements. States and MPOs will invest resources in projects to achieve individual targets that collectively will make progress toward national goals. Caltrans is required to set and report on progress towards four sets of performance management targets.

- Safety Performance Management (PM1): Fatalities and Injuries
- Pavement and Bridge Condition Performance Management (PM2): Infrastructure Condition
- System Performance Management (PM3): Freight movement, congestion, and reliability
- Transit Asset Management (TAM) and Public Transportation Agency Safety Plan (PTSAP): State of good repair and safety for transit

This section describes each federal performance metric, charts data collected to date, compares that data to currently adopted targets and describes how the RTP/SCS and the FTIP makes investments that support reaching those targets. As such, the FTIP represents the short-range program to the long-range plan or the “action”. For some targets, MPO’s can either agree to support the Caltrans target or establish a numerical target specific to the MPO planning area. Since this federal process started in 2018,

BCAG has supported all of Caltrans statewide targets for all performance metrics. The specific projects programmed in the 2023 FTIP working towards these targets have been identified.

Safety Performance Management (PM1)

The federal goal under safety performance management (PM1) is to achieve a significant reduction in traffic fatalities and serious injuries on all public roads. Table 1. Includes those targets prepared by the state, and supported by BCAG, for California for the year 2022.

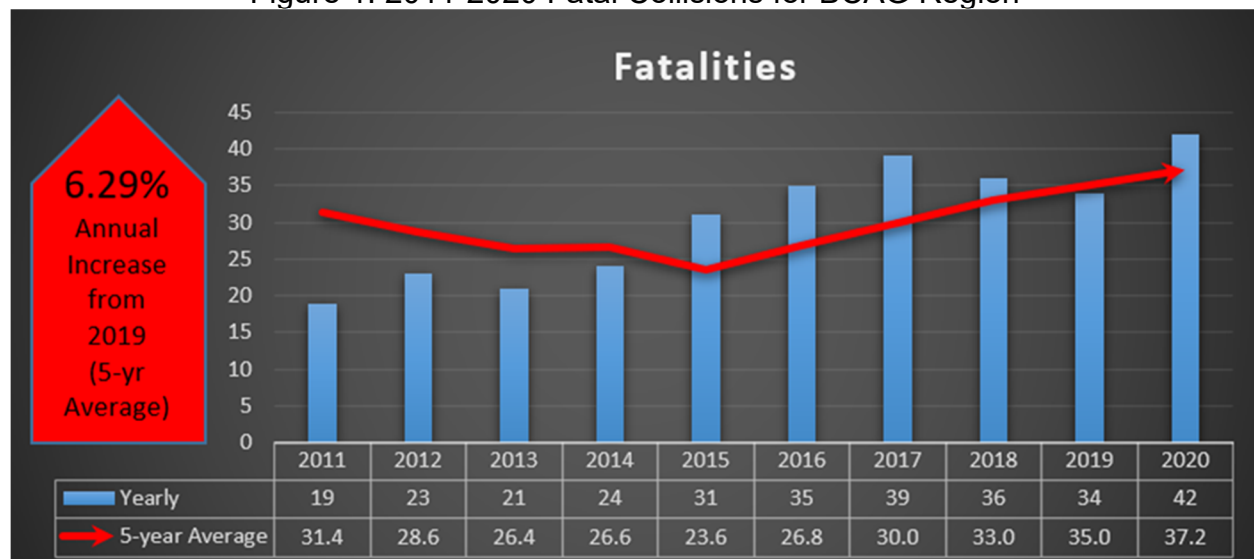
Table 1. Statewide Safety Performance Targets - Year 2022

Measure	Target
Number of Fatalities	-3.61%
Rate of Fatalities per 100M Vehicle Miles of Travel (VMT)	-2.00%
Number of Serious Injuries	-1.66%
Rate of Serious Injuries per 100M VMT	-1.66%
Number of Non-Motorized Fatalities	-3.61%
Number of Non-Motorized Serious Injuries	-1.66%

Note: Targets are based on a 5-year rolling average for all roadways.

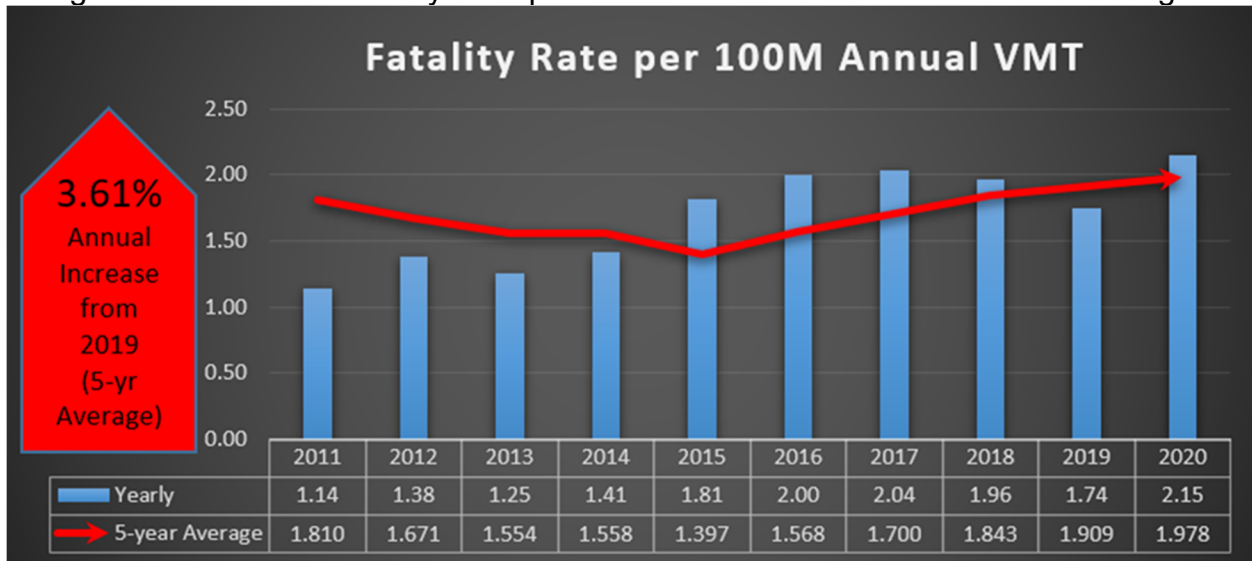
Over the last 10 years, an average of 30 people died in vehicle collisions on our region’s roads and highways. The latest 5-year average (2020) shows a 6% annual increase from the previous year.

Figure 1. 2011-2020 Fatal Collisions for BCAG Region



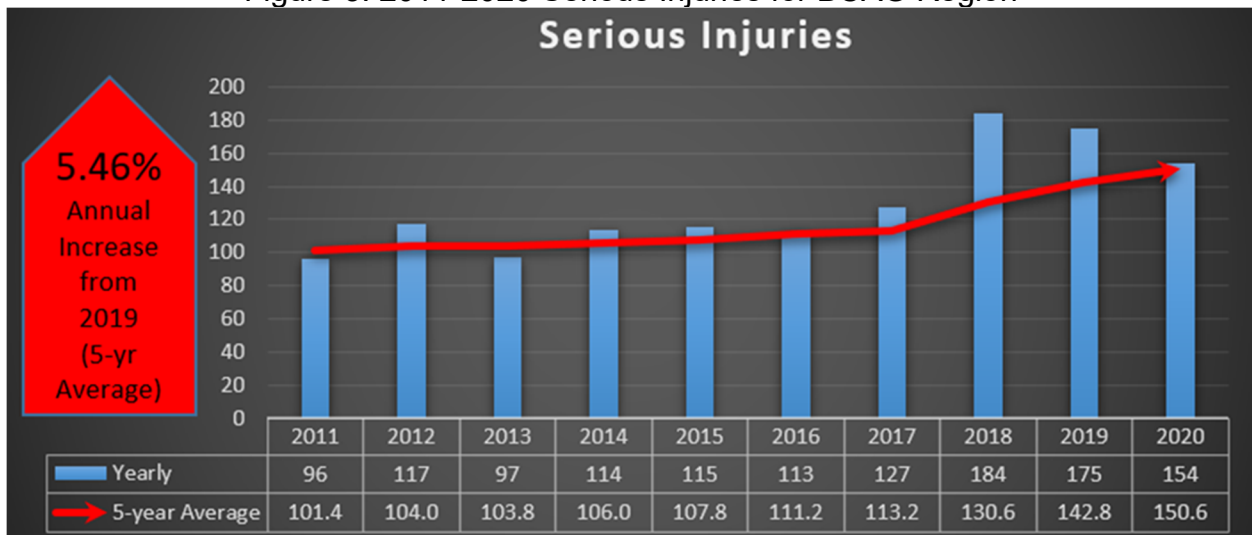
The region’s 2020 collision fatality rate has returned to highs not seen since 2010. The latest 5-year average (2020) shows an 3.61% annual increase from 2019.

Figure 2. 2011-2020 Fatality Rate per 100M Annual Vehicle VMT for BCAG Region



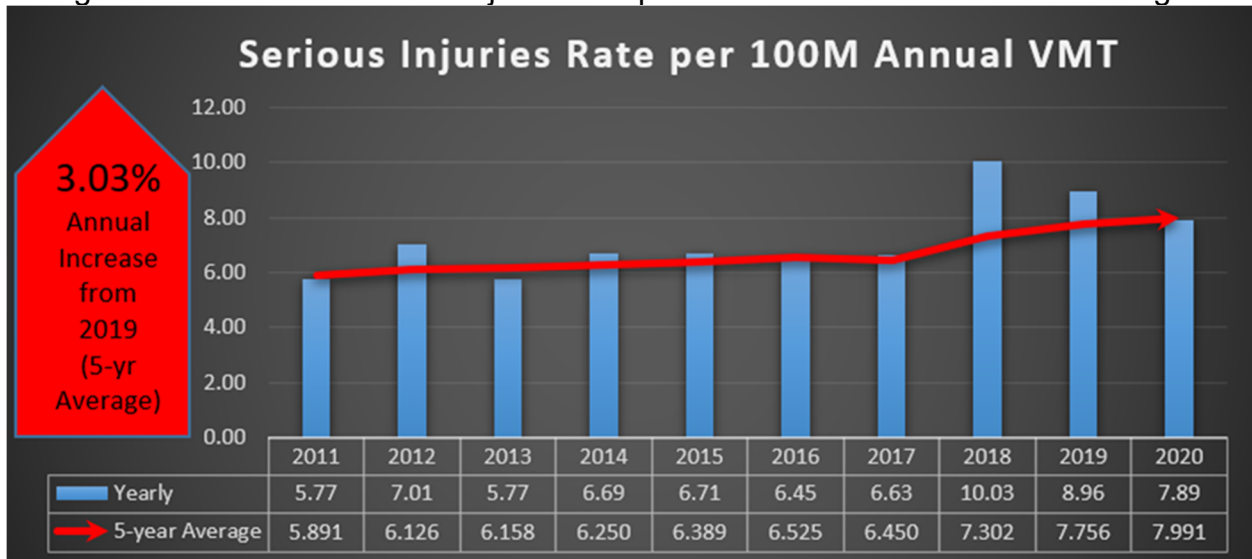
Between the years 2010 and 2017, the region averaged 110 annual serious injuries. In 2018, the region's serious injuries were at 184, double that of the 97 injuries 5 years prior (2013).

Figure 3. 2011-2020 Serious Injuries for BCAG Region



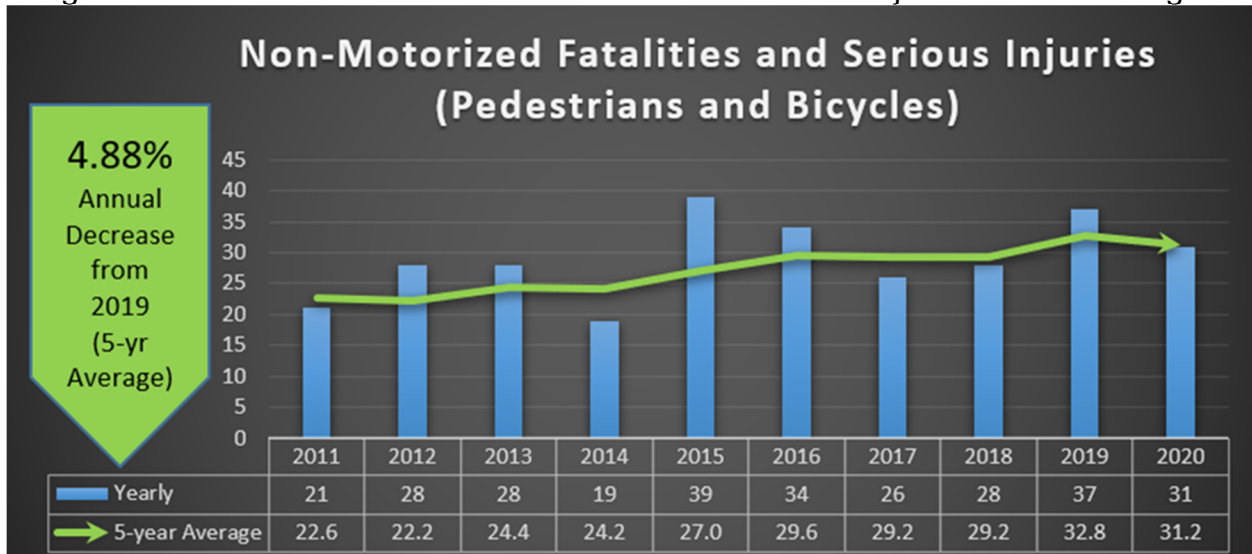
The 2018 and 2019 serious injury rates of 10.3 and 9.59 serious injuries per 100 million annual vehicle miles of travel (VMT) has a significant contribution to the latest 5-year average which shows a 3.03% annual increase from 2019.

Figure 4. 2011-2020 Serious Injuries rate per 100M Annual VMT for BCAG Region



Over the last 10 years, an average of 29 people died or have been seriously injured as pedestrian or cyclist being involved in a vehicle collision. The latest 5-year average (2020) shows a 4.88% annual decrease from the previous year.

Figure 5. 2011-2020 Non-Motorized Fatalities and Serious Injuries for BCAG Region



\$514 million of the projects identified in the 2020 RTP project list are safety related. Notable projects include State Route (SR) 70 passing lane segments which utilize \$113.6 million in State Highway Operations and Protection Program (SHOPP) funds and the improvement of sixteen stop-controlled intersections within the Town of Paradise utilizing \$1.23 million of Highway Safety Improvement Program (HSIP) funds.

Pavement and Bridge Condition Performance Management (PM2)

The federal goal under the pavement and bridge condition performance management (PM2) is to maintain the highway infrastructure asset system in a state of good repair. Table 2. Includes those targets prepared by the state, and supported by BCAG, for California for the year 2020.

Table 2. Statewide Infrastructure Condition Targets - Year 2020

Pavement and Bridge Performance Measures*	10-Year Target		4-Year Target	
	(12/31/32)		(12/31/26)	
	Good	Poor	Good	Poor
Pavement on the NHS (Non-Interstate)	5.6%	29.2%	2.8%	26.5%
Bridges on the NHS	15.2%	4.9%	24.3%	1.9%

*Applicable to the BCAG Region

The Infrastructure Performance Measure Final Rule established performance measures for pavement and bridge conditions on the National Highway System (NHS). Caltrans set 10- and 4-year statewide targets on May 20, 2021. The statewide targets are based on Caltrans' long-range (10 year) Transportation Asset Management Plan and the 2021 State Highway System Management Plan. The plans take into consideration the availability of Senate Bill 1 funds over the target setting period and current estimated conditions of the NHS.

The local NHS consists of those roadways and bridges in Butte County that have been identified as part of the NHS and are not part of the State Highway System. These facilities are typically federally classified as "principal arterials". Tables 3 & 4 include the inventory of local NHS roadways and bridges.

Table 3. Local National Highway System – Roadways

Jurisdiction	Street Name	From Location	To Location	Jurisdiction	Street Name	From Location	To Location
CHICO	BROADWAY ST	SHWY 32	SHASTA WAY	CHICO	SHASTA WAY	BROADWAY ST	MAIN ST
CHICO	COHASSET RD	ESPLANADE	EAST AVE	CHICO	SKYWAY RD	SHWY 99	NOTRE DAME BLVD
CHICO	CYPRESS ST	E 12TH ST	WOODLAND AVE	CHICO	W EAST AVE	CUSSICK AVE	ESPLANADE
CHICO	E 20TH ST	PARK AVE	SHWY 99	CHICO	WOODLAND AVE	PINE ST	CYPRESS ST
CHICO	E PARK AVE	MIDWAY	SHWY 99	COUNTY	SKYWAY RD	.42M W/SKYWAY CROSSROAD	SKYWAY CROSSROAD
CHICO	EAST AVE	ESPLANADE	COHASSET RD	COUNTY	SKYWAY RD	COUOLENC	PONDEROSA RD
CHICO	ESPLANADE	MAIN ST	LASSEN AVE	COUNTY	SYCAMORE ST	KOFFORD RD	PALM LN
CHICO	FAIR ST	E PARK AVE	20TH ST	COUNTY	NEW SKYWAY	.08M E/PENTZ RD	COUOLENC RD
CHICO	IVY ST	2ND ST	9TH-SHWY 32	GRIDLEY	SYCAMORE ST	PALM AVE	BIGGS GRIDLEY RD
CHICO	MAIN ST	PARK AVE	ESPLANADE	GRIDLEY	SPRUCE ST	W BIGGS GRIDLEY RD	SHWY 99
CHICO	MANGROVE AVE	VALLOMBROSA AVE	COHASSET RD	GRIDLEY	W BIGGS GRIDLEY RD	SYCAMORE ST	PEACH ST
CHICO	MULBERRY ST	20TH ST	12TH ST	PARADISE	SKYWAY RD	SKYWAY CROSSROAD	PENTZ RD
CHICO	OROVILLE AVE	MAIN ST	SHWY 32	PARADISE	CLARK RD	PEARSON RD	SKYWAY
CHICO	PARK AVE	MIDWAY	MAIN ST	PARADISE	NEW SKYWAY	PENTZ RD	.08M E/PENTZ RD
CHICO	PINE ST	E 12TH ST	VALLAMBROSA AVE				

Source: Caltrans GIS Data Library (2018)

Table 4. Local National Highway System – Bridges

Jurisdiction	Street Name	Crossing	Location	Length	Deck Area (SqFt)
CHICO	PARK AVE	LITTLE CHICO CREEK	0.1 MI N OF 11TH ST	20.6	4004
CHICO	ESPLANADE	LINDO CHANNEL	0.15 MI N OF W 11TH AVE	56.1	11119
CHICO	MAIN ST	BIG CHICO CREEK	0.15 MI N OF 2ND ST	17	4263
CHICO	MANGROVE AVE	LINDO CHANNEL	BETWEEN E 10TH & COHASSET	46.9	9601
CHICO	MANGROVE AVE	BIG CHICO CREEK	BETWEEN 3RD & VALLOMBROSA AVE	16.5	5059
CHICO	PINE ST	LITTLE CHICO CREEK	BETWEEN HUMBOLDT AVE & 12TH ST	23.5	2917
CHICO	CYPRESS ST	LITTLE CHICO CREEK	BETWEEN HUMBOLDT AVE & 12TH ST	25.3	3122

Source: Caltrans GIS Data Library (2018)

\$247.4 million of the projects identified in the 2020 RTP project list are directed towards the improvement of bridges and roadway surfaces in the region. This includes the utilization of Highway Bridge Program (HBP) funds to complete \$99.4 million in improvements to bridges and Senate Bill 1 (SB 1) funds to complete \$3.9 million in roadway rehabilitation projects.

System Performance Management (PM3)

The federal goal under system performance management (PM3) is to achieve a significant reduction in congestion on the National Highway System, improve the efficiency of the surface transportation system, improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, support regional economic development, reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices.

On January 18, 2017, the Federal Highway Administration (FHWA) published a final rule in the Federal Register (82 FR 5970) establishing performance measures that State Departments of Transportation (DOTs) and MPOs will use to report on the performance of the Interstate and Non-Interstate National Highway System (NHS) to carry out the National Highway Performance Program (NHPP) and traffic congestion and on-road mobile source emissions for the purpose of carrying out the Congestion Mitigation and Air Quality Improvement (CMAQ) Program.

Caltrans set 2- and 4-year statewide targets on May 20, 2018. The statewide targets were established based on an iterative process and coordination between Caltrans, MPOs, CALCOG, and the California State Transportation Agency. In developing the statewide targets, Caltrans coordinated with the MPO's through the utilization of a Technical Advisory Group (TAG). The TAG participated in several workshops and other key stakeholder meetings.

PM3 contains six specific measures, only two of which are applicable to the BCAG region – see Table 5 below.

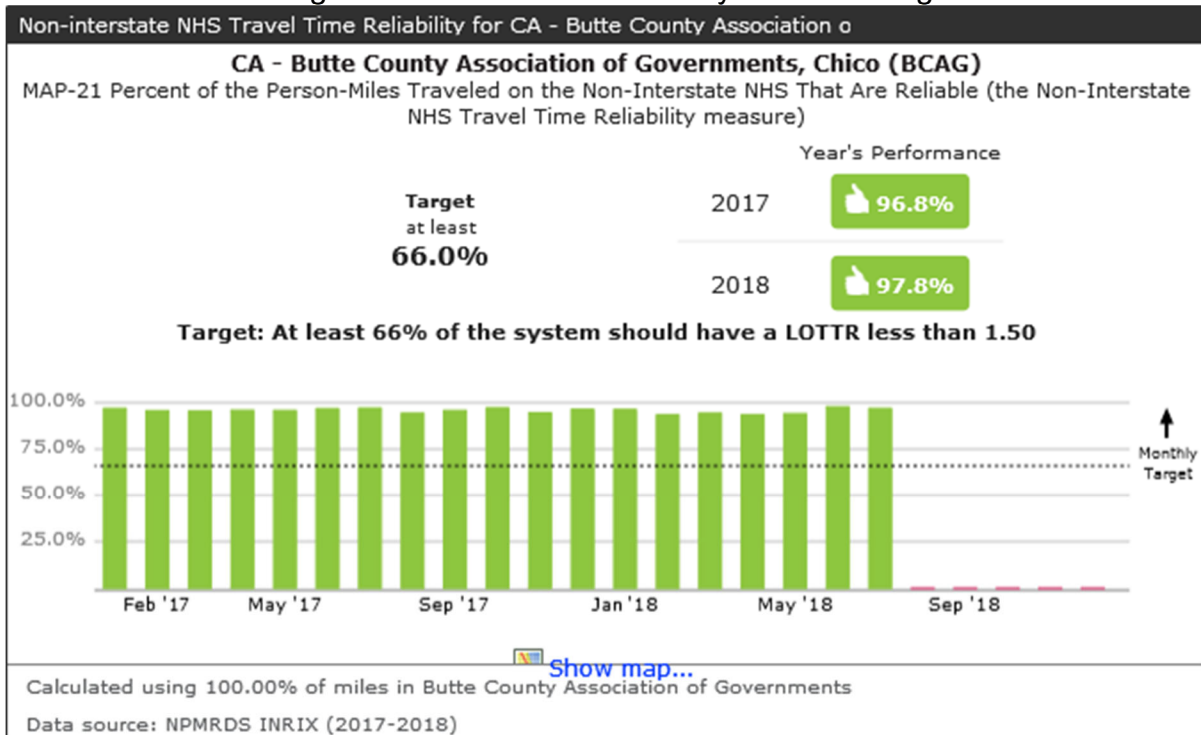
Table 5. Statewide System Performance Targets - Year 2019

System Performance Measure*	Baseline 2017	2-Year Target	4-Year Target
Percent of Reliable Person-Miles Traveled on the Non-Interstate NHS	64.6%	65.1% (+0.5%)	65.6% (+1%)
Total Emissions Reductions by Applicable Pollutants under the CMAQ Program			
VOC (kg/day)	951.83	961.35 (+1%)	970.87 (+2%)
CO (kg/day)	6,863.26	6,931.9 (+1%)	7,000.54 (+2%)
NOx (kg/day)	1,753.36	1,770.89 (+1%)	1,788.43 (+2%)
PM10 (kg/day)	2,431.21	2,445.52 (+1%)	2,479.83 (+2%)
PM2.5 (kg/day)	904.25	913.29 (+1%)	922.34 (+2%)

*Applicable to BCAG Region

Percent of Reliable Person Miles Traveled on the Non-Interstate NHS: A key product developed by Caltrans and their consultants was a MAP-21 application within the National Performance Management Research Data Set (NPMRDS) Analytics tool. The tool allows MPOs to determine the overall Level of Travel Time Reliability (LOTTR) within their regions. The data for Travel Time Reliability in the BCAG region for year 2017/18 is shown in Figure 6.

Figure 6. Travel Time Reliability in BCAG Region



The data for each regions' non-interstate NHS was aggregated to the statewide level and used to establish the 2- and 4-year targets.

Total Emissions Reductions by Applicable Pollutants under the CMAQ Program:
 Caltrans utilized the CMAQ Public Access System (https://fhwaapps.fhwa.dot.gov/cmaq_pub/) in establishing the Baseline 2017 pollutant numbers for target setting purposes and aggregated all data available in the system to the statewide level and used in establishing 2- and 4-year targets. As of July 2022, nine projects are included for the Butte County region which are listed in Table 6.

Table 6. Projects Included in CMAQ Performance Plan for Butte County Period

YEAR	PROJECT TITLE	PROJECT DESCRIPTION	VOC (kg/day)	CO (kg/day)	NOx (kg/day)	PM10 (Kg/Day)	PM2.5 (Kg/Day)
22/23	Chico – Hegan Lane Business Park Access Improvements	Congestion Reduction	.093	0.981	0.399		.047
22/23	Chico - Esplanade Corridor Safety and Accessibility Improvement Project	Active Transportation	.07	.76	.07	.05	.05
	Total Emission Benefits - 2.52		0.163	1.741	0.469	0.05	0.097

\$308.6 million of the projects identified in the 2020 RTP project list are directed towards the reduction of congestion and vehicle emissions and improving the reliability of the transportation system in the region. This includes \$77.22 million in transit projects, \$83.2 million in bike and pedestrian projects, \$206.56 million in capacity increasing projects, and \$566.9 million towards improving maintenance, operations, and safety.

Transit Asset Management (TAM) and Public Transportation Agency Safety Plan (PTSAP)

The federal goal under transit asset management (TAM) is to provide a cost-effective, systematic, interruption free pattern of transit operation. Table 7 includes those targets prepared by Butte Regional Transit (BRT), the transit operator for the Butte County region. Table 8 contains the progress made towards achieving the targets.

Table 7. Transit Asset Management Regional Performance Targets 2020-2021

Asset Class	Performance Measure	Target
Rolling Stock	Age - % of revenue vehicles within a particular asset class that have met or exceeded their Useful Life Benchmark (ULB)	15
<i>All revenue vehicles</i>		
Equipment	Age - % of vehicles that have met or exceeded their Useful Life Benchmark	1
<i>Non-revenue vehicles</i>		

	(ULB)	
Facilities	Condition - % of facilities with a condition rating below 3.0 on the FTA Transit Economic Requirements Model (TERM) Scale	1
<i>All buildings or structures</i>		

Table 8. Transit Asset Management Regional Condition Summary 2020-2021

Asset Category	Count	Avg Age	Avg TERM Condition	Avg Value	% At or Past ULB
Equipment	22	2.4	N/A	\$21,789.54	0.00%
Facilities	3	4.3	4.333333333	\$12,833,333.33	0.00%
Rolling Stock	58	5.6	N/A	\$329,948.28	39%

On July 19, 2018, FTA published the Public Transportation Agency Safety Plan (PTASP) Final Rule, which requires certain operators of public transportation systems that receive federal funds under FTA's Urbanized Area Formula Grants (5307) to develop agency safety plans (ASPs) that include the processes and procedures to implement Safety Management Systems (SMS).

BCAG completed the process of developing and approving the ASP on June 25, 2020. The ASP, as a base document, is then required to go through an annual review process.

During the 21/22 and 22/23 fiscal year, several changes were made to clarify regulation terminology and the review timeline. Updates were also made to agency data and safety performance targets. The full ASP document is posted at the BCAG website.

Criteria and Methodology Used to Prioritize Projects

Each fund source has its own criteria for project eligibility. Each federal performance measure has its own objectives. **Performance Measure 1 – Safety** aims to identify projects which reduce fatalities and injuries. The criteria is defined within each fund source requirements within the program. Funding is typically highly competitive between projects and jurisdictions at the state and federal level. Various programs may work towards the same performance measure, such as ATP, CMAQ, STIP, SHOPP may be addressing a safety concern and still be within the parameters of the program. Projects are typically not prioritized except for the regional STIP or the RTIP program. In this case, the priority is determined by the BCAG Board of Directors. BCAG works within its advisory committee process to identify competitive projects with the implementing agency to pursue grant funding as its method to prioritizing projects.

Performance Measure 2 (Pavement and Bridge Condition) are typically maintenance projects. BCAG relies on its local jurisdictions to utilize their own Pavement Management System to vet through the process and prioritize projects for funding.

Performance Measure 3 (Freight, Congestion and Reliability) are typically transit and CMAQ projects which aim to reduce congestion. BCAG relies on its annual Unmet Transit Needs Process, its transit specific planning documents to prioritize projects. For CMAQ, BCAG issues a call for projects and evaluates each project application against specific criteria to prioritize projects if needed. For CMAQ, projects are reviewed with the BCAG Transportation Advisory Committee and selected by the BCAG Board of Directors.

In each of the three performance measures, projects are ultimately selected by the agency responsible for the management of the program. For funding controlled by BCAG, applicants are required to complete an application process which includes specific criteria which works towards meeting a performance measure.

Agency Coordination and Public Participation

In preparing and reviewing the various performance measures, BCAG coordinates with local jurisdictions, the county, and other local agencies (i.e., Butte County Local Agency Formation Commission, Butte County Air Quality Management District, Local Tribal Governments, and the University) via our established Transportation Advisory Committee and Planning Directors Group meetings. Caltrans and the Federal Highway Administration are also members of the Transportation Advisory Committee and are provided an opportunity to review and provide input all measures. Caltrans has also established working groups or technical advisory committees for PM1, PM2, and PM3. These committees meet as needed to review relevant data and establish targets at the state level.

Public participation at the regional level occurs through the BCAG Board of Director's meetings. Each federal performance measure is brought to the BCAG Board for review prior to establishing or updating a target. The public is provided an opportunity to review and provide comment. Information is also made available on the BCAG website.

Projects Working Towards Performance Measures – (dollars in thousands)

	AGENCY	Title	Local Funds	RIP-State	RIP-Fed	SHOPP	FTA Funds	CMAQ	HBP	HSIP	ATP	CRRSAA	TOTALS	PM 1 Safety	PM 2 Pavement & Bridge	PM 3 Freight, Congestion
1	Biggs	Biggs 2nd Street Bicycle/Pedestrian Improvements	100	88	400							12	600	X		X
2	County	Central House Rd Ovedr Wymann Ravine Bridge													X	
3	BCAG	B-Line Zero Emission Bus Rollout			2,500								2,500			X
4	BCAG	FTA Sec. 5307 Program - B - Line	16,300				16,300						32,600			X
5	Various	FTA 5310 Enhancement Program Group Listing - Non Infrastructure					950						950			X
6	BCAG	FTA Sec 5311 Program	2,921				4,260						7,181			X
7	BCAG	FTA 5311f - Butte Regional Transit	1,014				1,200						2,214			X
8	Caltrans	Grouped Projects for Safety Improvements - SHOPP Collision Reduction Program			500	6,915							7,415	X		
9	Caltrans	Grouped Projects for Bridge Rehabilitation and Reconstruction - SHOPP Bridge Program				3,885							3,885		X	
10	Caltrans	Grouped Projects for Emergency Repair - SHOPP Emergency Response Program				5,810							5,810	X		
11	Caltrans	Grouped Projects for Pavement resurfacing and/or rehabilitation - SHOPP Roadway Preservation	400		3,100	77,120							80,620		X	
12	Caltrans	SHOPP Minor				500							500		X	
13	Chico	SR 99 Southgate Interchange PE Only Project	1,200										1,200	X		X
14	Chico	North Esplanade Reconstruction Project	6,800		5,000								11,800	X		X
15	Chico	Guynn Rd over Lindo Channel Bridge Project							150				150		X	
16	Chico	Esplanade Corridor Safety and Accessibility Improvement Project						675			6,235		6,910	X		X
17	Chico	Bruce Rd Bridge Replacement Project	7,145										7,145	X	X	X
18	Chico	Hegan Lane Business Park Access Improvements	12,486					2,014					14,500	X		X
19	Oroville	SR 162 Pedestrian/Bicycle Disabled Mobility and Safety Improvements Project									3,411		3,411	X		X
20	Various	Grouped Projects for Bridge Rehabilitation and Reconstruction - HBP Program	96						386				482		X	
21	Various	Grouped Projects for Safety Improvements - HSIP Program	1,772							4,070			5,842	X		
		Totals	50,234	88	11,500	94,230	22,710	2,689	536	4,070	9,646	12	195,715			

Performance Measures – Programming Summary

PM 1 - Safety– \$64.5 million

PM 2 – Pavement and Bridge Condition – \$92.78 million

PM 3 – Freight Movement, Congestion and Reliability – \$90.96 million

SECTION 3 - FINANCIAL ELEMENT

FINANCIAL PLAN & FINANCIAL CONSTRAINT

A financial plan is the mechanism for demonstrating financial constraint in the metropolitan planning process. Fiscal constraint is a demonstration that there will be sufficient funds to implement proposed improvements, and to operate and maintain the entire system, by comparing costs with available financial resources. The federal agencies are responsible for making a financial constraint determination on the federally required FSTIP, with states and MPOs being called on to demonstrate such fiscal constraint. The Transportation Conformity Rule requires that regional long-range transportation plans (RTPs) and FTIPs in non-attainment and maintenance areas must be fiscally constrained in order to be found in conformity.

In short, federal rulemaking states that RTPs and FTIPs must include a financial plan. MPOs must **demonstrate**, and FHWA and FTA must **determine** financial constraint in the metropolitan planning process, all relying heavily on the MPO's required financial plans.

Demonstrating How the 2023 FTIP Can Be Implemented with Available Resources

The purpose of this section is to document the financial planning assumptions in which the 2023 FTIP projects can reasonably expect to receive federal transportation funding, and thus implemented. This next section is organized by "Revenues" followed by "Programmed" and then a comparison of "**Revenues vs. Programmed**" to *demonstrate* financial constraint. Specific project information can be found in the CTIPS project data printouts included in this FTIP. The 2023 FTIP contains 21 projects for \$195.715 million.

REVENUES

STIP- State Transportation Improvement Program. – The California Transportation Commission (CTC) developed the 2022 STIP Fund Estimate to define which projects could be programmed with Regional Improvement Program (RIP) funds as well as Caltrans' Interregional Improvement Program (IIP) funds. The 2022 STIP no longer includes the SR 70 Passing Lane Project "Segment 3" project. As such, the project programmed is a major shift from previous cycles. The current programming dollars amounts for the region over the TIP period for the STIP are:

- STIP / RIP: \$ 11,588,000
- STIP / IIP: \$ 0
- TOTAL: \$ 11,588,000

SHOPP – State Highway Operations and Protection Program - Caltrans provided BCAG with estimated funding by category for the triennial period of the FTIP. Backup lists are provided in Appendix 8. The funding estimated by Caltrans for the SHOPP categories includes:

	<u>2019 FTIP</u>	<u>2021 FTIP</u>	<u>2023 FTIP</u>
• Collision	- \$135,948,000	\$52,600,000	\$ 6,915,000
• Roadside Preservation	- \$ 1,841,000	0	
• Roadway Preservation	- \$ 5,485,000	\$ 49,320,000	\$ 77,120,000
• Bridge Preservation	- \$ 16,627,000	0	\$ 3,885,000
• Mandates	- \$ 3,835,000	0	0
• Mobility	- \$ 11,075,000	\$ 9,857,000	0
• Minor	- \$ 780,000	\$1,455,000	\$ 500,000
• Emergency	- \$ 57,166,000	\$91,106,000	\$ 5,810,000
Total SHOPP	\$ 232,757,000	\$ 204,338,000	\$ 94,230,000

CMAQ – Congestion Mitigation and Air Quality Program – Caltrans provides BCAG with estimated apportionments for the FTIPs. Revenues are estimated at:

2019 FTIP Period:	2021 FTIP Period	2023 FTIP Period
FY 18/19 - \$1,640,708	FY 20/21 - \$1,940,418	FY 22/23 - \$1,888,676
FY 19/20 - \$2,096,822	FY 21/22 - \$1,939,816	FY 23/24 - \$ 1,888,099
FY 20/21 - \$2,096,071	FY 22/23 - \$1,939,202	FY 24/25 - \$ 1,887,511
FY 21/22 - <u>\$2,095,305</u>	FY 23/24 - <u>\$1,938,575</u>	FY 25/26 - <u>\$ 1,886,911</u>
Total - \$8,343,906	Total: \$ 7,758,011	Total: \$ 7,551,197

The total amount identified for programming in CMAQ is:

CMAQ: \$2,689,000

FTA – Federal Transit Administration – BCAG, as the administrator for the transit systems in Butte County is responsible for preparing the projected funding to be used in the FTIP. For the purposes of the FTIP, BCAG used historical trends as the basis for estimated FTA capital and operating funds. The following figures are reasonably estimated to be available for the triennial period of the FTIP:

	2019 FTIP	2021 FTIP*	2023 FTIP
• Section 5307 – Urbanized	\$ 9,013,000	18,787,000	16,300,000
• Section 5310 – Elderly & Disabled	\$ 600,000	300,000	950,000
• Section 5311 – Non-Urbanized	\$ 2,788,000	7,784,000	4,260,000
• Section 5311(f) – Rural	\$ 1,200,000	1,524,000	1,200,000
• <u>Section 5339 – Bus & Facilities</u>	<u>\$ 4,826,000</u>	<u>3,536,000</u>	<u>0</u>
Total Federal Transit Funds:	\$ 18,427,000	\$31,931,000	\$ 22,710,000

The significant increase in 5307 and 5311 funds is attributed to the CARES act for COVID relief to transit operators in the 21 FTIP.

Section 5307 and 5311 funds are based on latest apportionments. Actual apportionment funding levels may need to be modified in the FTIP.

HBP – Highway Bridge Program

Based on Caltrans updated HBP list, a total of \$536,000 is programmed in the FTIP for local bridge projects. Primary recipients of HBP funds include the County and the City of Chico. Specific projects for the HBP Grouped listing are included in the backup list in Appendix 8.

HBP: \$536,000

Highway Safety Improvement Program (HSIP)

A lump sum category is used to identify the funding in the HSIP program during the 2023 FTIP period. Specific projects for the HSIP Grouped listing are included in the backup list in Appendix 8. The funding estimate and expenditure for HSIP funding is:

HSIP: \$ 4,070,000

Local Funds

The purpose of the identifying these revenue sources is to document the funding that will be used, in most cases, as the match requirement for the federal funds identified above.

- Local City & County Funds \$ 29,999,000
- Local Transportation Funds (LTF) \$ 20,235,000
- TOTAL: \$ 50,234,000

Note: While RSTP are federal funds, BCAG annually exchanges these funds for state-only dollars as part of Caltrans' State Exchange Program. These funds are not directly tied to any project in the FTIP. These funds are exchanged and used typically for road maintenance projects by the cities and county.

Active Transportation Program (ATP)

Active Transportation Projects in the region are typically programmed with CMAQ. CMAQ funds are used to develop the preliminary engineering component and ATP funds are often sought for right of way and construction, after the project has been vetted. The region has been successful in securing ATP funds for Cycles 1-5 and the local agencies are nearing construction for those projects.. ATP projects throughout the region assist in meeting air quality goals, safer routes near schools and promote "active" transportation. The ATP funds programmed in the TIP are carryover projects from the 21 FTIP that have been given time extensions by the CTC.

ATP: \$ 9,646,000

Summary of Programmed Revenues

Dollars in thousands

2023 FTIP 4 YEAR TOTAL	Local Funds	RIP-State	RIP-Fed	SHOPP	FTA Funds	CMAQ	HBP	HSIP	ATP	CRRSAA	TOTALS
	50,234	88	11,500	94,230	22,710	2,689	536	4,070	9,646	12	195,715
LOCAL City/County	29,999		11,588	6,915	Collision						
BCAG	20,235			5,810	ER	16,300	FTA 5307				
Totals	50,234			77,120	Roadway Preservation	4,260	FTA 5311				
				500	Minor	1,200	FTA 5311f				
				3,885	Bridge	950	FTA 5310				
					Mobility	22,710					
				94,230	Total						

FINANCIAL UNCERTAINTIES

COVID impacts which initiated in 2020 and continue into the 2022 calendar year may require projects to be delayed. During the 2020 fiscal year, as a result of a severe decrease to transit ridership, Congress passed a relief bill (CARES Act). The CTC has initiated the development of the 2022 STIP FE. COVID impacts to the California economy and continued impacts as a result of the Paradise Camp Fire in November 2018 continue to impact the region. This can be seen in the funding displayed previously for FTA funds for the 2019, 2021 and 2021 FTIP period for comparison.

This 2023 FTIP is based on reasonable anticipated revenues sources identified above. The figures represent the best available information as of July 2022. However, based on COVID and economic uncertainties, the FTIP may need to be revisited at the direction and guidance from the CTC, Caltrans, FHWA and FTA.

In addition, federal reauthorization or a RABA (Revenue Alignment Budget Authority) action can infuse new federal funding that was not anticipated. Regardless, it is important to note that the FTIP is a living document that can be amended at any time. This flexibility is essential for the ability to deliver projects in a timely manner or to modify projects as necessary and keep the public informed of these actions. As updated funding information becomes available, BCAG is prepared to amend or modify the projects or programs as necessary or required.

FINANCIAL CONSTRAINT DEMONSTRATION STATEMENT

Based on reasonably available funding, BCAG is able to demonstrate financial constraint with the specific projects identified in the Action Element (CTIPS Printouts) that can be funded and implemented.

SUMMARY OF PROGRAMMED VS. REVENUES

The first table on the following page is the BCAG MPO Fund Type by Fund Category Summary followed by a set of tables identifying each project by fiscal year and fund type. These tables were developed by exporting data from the California Transportation Improvement Program System (CTIPS). This information was used to populate the last set of tables labeled “Programmed vs. Revenue” spreadsheets developed by HQ Programming to summarize the revenues anticipated over the FTIP period. All figures are expressed in thousands and minor differences in totals are the result of rounding. Each project is specifically identified in the adopted 2020 RTP/SCS. All projects and funding are needed to operate and maintain the transportation system in Butte County.

Funding in the following tables is expressed in thousands of dollars. A total of 21 projects are included in the 2023 FTIP for \$ 195,715,000

2022 FTIP Summarized by Fund Type		4 Year Period Only - Dollars in \$1,000s						
Fund Name	Fund Type	Total Line Item	22/23	23/24	24/25	25/26	Totals	
City Funds Fund Total	Local Funds	\$20,632	\$11,717	\$4,665	\$4,250			
County Funds Fund Total	Local Funds	\$0	\$0	\$0	\$0			
Local Transportation Funds - Advance Construction Fund Total	Local Funds	\$5,580	\$0	\$5,580	\$0			Cities/
TDA Fund Total	Local Funds	\$3,787	\$675	\$3,112	\$0		\$30,000	County
		\$0						
Local Transportation Funds Fund Total	Local Funds	\$20,236	\$4,892	\$4,793	\$5,230	5,321	\$20,236	BCAG Transit
		\$0					\$50,236	Local Funds
COVID Relief Funds - STIP Fund Total	RIP	\$88	\$0	\$88	\$0		\$88	CRSAA STIP
National Hwy System Fund Total	RIP	\$7,900	\$2,500	\$400	\$5,000			RIP
STIP Advance Construction Fund Total	RIP	\$3,600	\$500	\$3,100	\$0		\$11,500	
		\$0					\$11,588	STIP/RIP
SHOPP Advance Construction (AC) Fund Total	SHOPP - Bridge Preservation	\$3,885	\$3,885	\$0	\$0			
SHOPP Advance Construction (AC) Fund Total	SHOPP - Collision Reduction	\$6,915	\$5,173	\$1,742	\$0			
SHOPP Advance Construction (AC) Fund Total	SHOPP - Emergency Response	\$5,810	\$720	\$4,765	\$325			SHOPP
SHOPP Advance Construction (AC) Fund Total	SHOPP - Roadway Preservation	\$77,120	\$2,160	\$47,320	\$12,820	14,820	\$93,730	
SHOPP Advance Construction (AC) Fund Total	CT Minor Pgm.	\$500	\$500	\$0	\$0		\$500	Minor
FTA5307 UZA Area Operating Fund Total	FTA Funds	\$16,300	\$4,000	\$4,050	\$4,100	4,150		
FTA 5311 - Non Urbanized Fund Total	FTA Funds	\$4,260	\$995	\$1,015	\$1,100	1,150		FTA
Intercity Bus - 5311-F Fund Total	FTA Funds	\$1,200	\$300	\$300	\$300	300		
FTA 5310 Elderly & Disabilities Fund Total	FTA Funds	\$950	\$0	\$450	\$0	500	\$22,710	
Congestion Mitigation Fund Total	CMAQ	\$2,689	\$800	\$1,889	\$0		\$2,689	CMAQ
Highway Bridge Program Fund Total	Local HBRR	\$536	\$0	\$536	\$0		\$536	HBP
Highway Safety Improvement Program Fund Total	Other Fed	\$4,070	\$4,070	\$0	\$0		\$4,070	HSIP
Active Transportation Program (ATP) Fund Total	Other Fed	\$9,646	\$9,646	\$0	\$0		\$9,646	ATP
Coronavirus Response and Relief Supplemental Appro Fund Total	Other Fed	\$12	\$0	\$12	\$0		\$12	CRRSAA
Totals - Math Check		\$195,716	\$52,532	\$83,818	\$33,125	\$26,241	\$195,716	
						\$195,716		

2023 FTIP By Fiscal Year, Project and Fund Type												
FYI 2022/23 - YEAR 1												
AGENCY	Title	Local Funds	RIP- State	RIP- Fed	SHOPP	FTA Funds	CMAQ	HBP	HSIP	ATP	CRRSAA	TOTALS
Biggs	Biggs 2nd Street Bicycle/Pedestrian Improvements	100										100
County	Central House Rd Ovedr Wymann Ravine Bridge											
BCAG	B-Line Zero Emission Bus Rollout			2,500								2,500
BCAG	FTA Sec. 5307 Program - B - Line	4,000				4,000						8,000
BCAG	FTA Sec 5311 Program	637				995						1,632
BCAG	FTA 5311f - Butte Regional Transit	255				300						555
Caltrans	Grouped Projects for Safety Improvements - SHOPP Collision Reduction Program			500	5,173							5,673
Caltrans	Grouped Projects for Bridge Rehabilitation and Reconstruction - SHOPP Bridge Program				3,885							3,885
Caltrans	Grouped Projects for Emergency Repair - SHOPP Emergency Response Program				720							720
Caltrans	Grouped Projects for Pavement resurfacing and/or rehabilitation - SHOPP Roadway Preservation				2,160							2,160
Caltrans	Grouped Projects for Pavement resurfacing and/or rehabilitation - SHOPP Minor				500							500
Chico	SR 99 Southgate Interchange PE Only Project	1,200										1,200
Chico	North Esplanade Reconstruction Project	1,500										1,500
Chico	Guynn Rd over Lindo Channel Bridge Project											0
Chico	Esplanade Corridor Safety and Accessibility Improvement Project						675			6,235		6,910
Chico	Bruce Rd Bridge Replacement Project	7,145										7,145
Chico	Hegan Lane Business Park Access Improvements	675					125					800
Oroville	SR 162 Pedestrian/Bicycle Disabled Mobility and Safety Improvements Project									3,411		3,411
Various	Grouped Projects for Bridge Rehabilitation and Reconstruction - HBP Program											
Various	Grouped Projects for Safety Improvements - HSIP Program	1,772							4,070			5,842
	Totals	17,284		3,000	12,438	5,295	800		4,070	9,646		52,533
	City / County	12,392			5,173	Collision						
	BCAG	4,892			720	ER	4,000	FTA 5307				
	Totals	17,284			2,160	Roadway Preservation	995	FTA 5311				
					500	Minor	300	FTA 5311f				
					3,885	Bridge		FTA 5310				
						Mobility	5,295	Total				
					12,438	Total						

FYI 2023/24 - YEAR 2												
AGENCY	Title	Local Funds	RIP- State	RIP- Fed	SHOPP	FTA Funds	CMAQ	HBP	HSIP	ATP	CRRSAA	TOTALS
Biggs	Biggs 2nd Street Bicycle/Pedestrian Improvements		88	400							12	500
BCAG	FTA Sec. 5307 Program - B - Line	4,050				4,050						8,100
BCAG	FTA Sec 5311 Program	468				1,015						1,483
BCAG	FTA 5311f - Butte Regional Transit	275				300						575
Caltrans	Grouped Projects for Safety Improvements - SHOPP Collision Reduction Program				1,742							1,742
Caltrans	Grouped Projects for Emergency Repair - SHOPP Emergency Response Program				4,765							4,765
Caltrans	Grouped Projects for Pavement resurfacing and/or rehabilitation - SHOPP Roadway Preservation	400		3100	47,320							50,820
Chico	North Esplanade Reconstruction Project	1,050										1,050
Chico	Guyann Rd over Lindo Channel Bridge Project							150				150
Chico	Hegan Lane Business Park Access Improvements	11,811					1,889					13,700
Various	Grouped Projects for Bridge Rehabilitation and Reconstruction - HBP Program	96						386				482
Various	FTA 5310 Enhancement Program Group Listing - Non Infrastructure					450						450
TOTALS		18,150	88	3,500	53,827	5,815	1,889	536	0	0	12	83,817
City / County		13,357		3,588	1,742	Collision						
BCAG		4,793			4,765	ER	4,050	FTA 5307				
Totals		18,150			47,320	Roadway Preservation	1,015	FTA 5311				
						Minor	300	FTA 5311f				
						Bridge	450	FTA 5310				
						Mobility	5,815	Total				
					53,827	Total						

FYI 2024/25 - YEAR 3												
AGENCY	Title	Local Funds	RIP- State	RIP- Fed	SHOPP	FTA Funds	CMAQ	HBP	HSIP	ATP	CRRSAA	TOTALS
BCAG	FTA Sec. 5307 Program - B - Line	4,100				4,100						8,200
BCAG	FTA Sec 5311 Program	888				1,100						1988
BCAG	FTA 5311f - Butte Regional Transit	242				300						542
Caltrans	Grouped Projects for Pavement resurfacing and/or rehabilitation - SHOPP Roadway Preservation				12,820							12820
Caltrans	Grouped Projects for Emergency Repair - SHOPP Emergency Response Program				325							325
Chico	North Esplanade Reconstruction Project	4,250		5,000								9250
Chico	Guynn Rd over Lindo Channel Bridge Project											0
Chico	Bruce Rd Bridge Replacement Project											0
Various	Grouped Projects for Bridge Rehabilitation and Reconstruction HBP Program											0
Various	Grouped Projects for Safety Improvements - HSIP Program											0
TOTALS		9,480	0	5,000	13,145	5,500	0	0	0	0	0	33,125
City / County		4,250				Collision						
BCAG		5,230			325	ER	4,100	FTA 5307				
Totals		9,480			12,820	Roadway Preservation	1,100	FTA 5311				
						Minor	300	FTA 5311f				
						Bridge		FTA 5310				
						Mobility	5,500	Total				
					13,145	Total						

FYI 2025/26 - YEAR 4												
AGENCY	Title	Local Funds	RIP- State	RIP- Fed	SHOPP	FTA Funds	CMAQ	HBP	HSIP	ATP	CRRSAA	TOTALS
BCAG	FTA Sec. 5307 Program - B - Line	4,150				4,150						8,300
BCAG	FTA Sec 5311 Program	928				1,150						2078
BCAG	FTA 5311f - Butte Regional	242				300						542
Caltrans	Grouped Projects for Pavement resurfacing and/or rehabilitation - SHOPP Roadway Preservation				14,820							14820
Various	FTA 5310 Enhancement Program					500						500
TOTALS		5,320	0	0	14820	6100	0	0	0	0	0	26240
City / County						Collision						
BCAG		5,320				ER	4,150	FTA 5307				
Totals		5,320			14820	Roadway Preservation	1,150	FTA 5311				
						Minor	300	FTA 5311f				
						Bridge	500	FTA 5310				
						Mobility	6,100	Total				
					14820	Total						

2023 FTIP 4 YEAR TOTAL	Local Funds	RIP-State	RIP-Fed	SHOPP	FTA Funds	CMAQ	HBP	HSIP	ATP	CRRSAA	TOTALS
	50,234	88	11,500	94,230	22,710	2,689	536	4,070	9,646	12	195,715
LOCAL City/County	29,999		11,588	6,915	Collision						
BCAG	20,235			5,810	ER	16,300	FTA 5307				
Totals	50,234			77,120	Roadway Preservation	4,260	FTA 5311				
				500	Minor	1,200	FTA 5311f				
				3,885	Bridge	950	FTA 5310				
					Mobility	22,710					
				94,230	Total						

2023 FTIP
(\$'s in 1,000)

Funding Source/Program		N O T E S	4 YEAR (FTIP Period)				
			FY 2023	FY 2024	FY 2025	FY 2026	TOTAL
LOCAL	Sales Tax						
	City						
	County						
	Gas Tax						
	Gas Tax (Subventions to Cities)						
	Gas Tax (Subventions to Counties)						
	Other Local Funds		\$15,565	\$16,529	\$7,421	\$3,169	\$42,684
	County General Funds		\$12,392	\$13,357	\$4,250		\$29,999
	City General Funds						
	Street Taxes and Developer Fees						
RSTP Exchange funds		\$3,173	\$3,172	\$3,171	\$3,169	\$12,685	
Transit							
Transit Fares							
Other (See Appendix 1)		\$4,892	\$4,793	\$5,230	\$5,321	\$20,236	
Local Total		\$20,457	\$21,322	\$12,651	\$8,490	\$62,920	
REGIONAL	Tolls						
	Bridge						
	Corridor						
	Regional Sales Tax						
	Other (See Appendix 2)						
Regional Total							
STATE	State Highway Operation and Protection Program (SHOPP) ¹		\$12,438	\$53,827	\$13,145	\$14,820	\$94,230
	SHOPP		\$11,938	\$53,827	\$13,145	\$14,820	\$93,730
	SHOPP Prior						
	State Minor Program		\$500				\$500
	State Transportation Improvement Program (STIP) ¹		\$3,000	\$3,588	\$5,000		\$11,588
	STIP		\$3,000	\$3,588	\$5,000		\$11,588
	STIP Prior						
	State Bond						
	Proposition 1A (High Speed Passenger Train Bond Program)						
	Proposition 1B (Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006)						
	Active Transportation Program (ATP) ¹		\$9,646				\$9,646
	Highway Maintenance (HM) Program ¹						
	Highway Bridge Program (HBP) ¹			\$536			\$536
	Road Repair and Accountability Act of 2017 (SB1)						
Traffic Congestion Relief Program (TCRP)							
State Transit Assistance (STA)(e.g., population/revenue based, Prop 42)							
Other (See Appendix 3)							
State Total		\$25,084	\$57,951	\$18,145	\$14,820	\$116,000	
FEDERAL TRANSIT	5307 - Urbanized Area Formula Grants		\$4,000	\$4,050	\$4,100	\$4,150	\$16,300
	5309 - Fixed Guideway Capital Investment Grants						
	5309b - New and Small Starts (Capital Investment Grants)						
	5309c - Bus and Bus Related Grants						
	5310 - Enhanced Mobility of Seniors and Individuals with Disabilities			\$450		\$500	\$950
	5311 - Formula Grants for Rural Areas		\$995	\$1,015	\$1,100	\$1,150	\$4,260
	5311f - Intercity Bus		\$300	\$300	\$300	\$300	\$1,200
	5337 - State of Good Repair Grants						
	5339 - Bus and Bus Facilities Formula Grants						
	FTA Transfer from Prior FTIP						
	Other (See Appendix 4)						
Federal Transit Total		\$5,295	\$5,815	\$5,500	\$6,100	\$22,710	
FEDERAL HIGHWAY	Congestion Mitigation and Air Quality (CMAQ) Improvement Program		\$1,889	\$1,889	\$1,888	\$1,888	\$7,554
	Construction of Ferry Boats and Ferry Terminal Facilities (Ferry Boat Program)						
	Coordinated Border Infrastructure Program						
	Federal Lands Access Program						
	Federal Lands Transportation Program						
	GARVEE Bonds Debt Service Payments						
	Highway Infrastructure Program (HIP)						
	High Priority Projects (HPP) and Demo						
	Highway Safety Improvement Program (HSIP)		\$4,070				\$4,070
	National Highway Freight Program (NHFP)						
	Nationally Significant Freight and Highway Projects (FASTLANE/INFRA Grants)						
	Railway-Highway Crossings Program						
	Recreational Trails Program						
	SAFETEA-LU Safe Routes to School (SRTS)						
	Surface Transportation Block Grant Program (STBGP/RSTP)						
	Tribal Transportation Program						
Other (see Appendix 5)			\$12			\$12	
Federal Highway Total		\$5,959	\$1,901	\$1,888	\$1,888	\$11,636	
FEDERAL RAIL	Other Federal Railroad Administration (see Appendix 6)						
	Federal Railroad Administration Total						
Federal Total		\$11,254	\$7,716	\$7,388	\$7,988	\$34,346	
INNOVATIVE FINANCE	TIFIA (Transportation Infrastructure Finance and Innovation Act)						
	Other (See Appendix 7)						
Innovative Financing Total							
REVENUE TOTAL		\$56,795	\$86,989	\$38,184	\$31,298	\$213,266	

TABLE 1: REVENUE - APPENDICES

**Butte County Association of Governments
2023 FTIP
(\$'s in 1,000)**

Appendix 1 - Local Other

Local Other	4 YEAR (FTIP Period)				CURRENT TOTAL
	FY 2023	FY 2024	FY 2025	FY 2026	
TDA - Local Transportation Fund (LTF) Transit	\$4,892	\$4,793	\$5,230	\$5,321	\$20,236
Local Other Total	\$4,892	\$4,793	\$5,230	\$5,321	\$20,236

Appendix 2 - Regional Other

Regional Other	4 YEAR (FTIP Period)				CURRENT TOTAL
	FY 2023	FY 2024	FY 2025	FY 2026	
Regional Other Total					

Appendix 3 - State Other

State Other	4 YEAR (FTIP Period)				CURRENT TOTAL
	FY 2023	FY 2024	FY 2025	FY 2026	
State Other Total					

Appendix 4 - Federal Transit Other

Federal Transit Other	4 YEAR (FTIP Period)				CURRENT TOTAL
	FY 2023	FY 2024	FY 2025	FY 2026	
Federal Transit Other Total					

Appendix 5 - Federal Highway Other

Federal Highway Other	4 YEAR (FTIP Period)				CURRENT TOTAL
	FY 2023	FY 2024	FY 2025	FY 2026	
Coronavirus Response and Relief Supplemental Appro Fund		\$12			\$12
Federal Highway Other Total		\$12			\$12

TABLE 2: PROGRAMMED

Butte County Association of Governments
2023 FTIP
 (\$'s in 1,000)

Funding Source/Program		NOTES	4 YEAR (FTIP Period)				
			FY 2023	FY 2024	FY 2025	FY 2026	TOTAL
LOCAL	Local Total		\$17,284	\$18,150	\$9,480	\$5,320	\$50,234
REGIONAL	Tolls						
	Bridge Corridor						
	Regional Sales Tax						
	Other (See Appendix A)						
	Regional Total						
STATE	State Highway Operation and Protection Program (SHOPP) ¹		\$12,438	\$53,827	\$13,145	\$14,820	\$94,230
	SHOPP		\$11,938	\$53,827	\$13,145	\$14,820	\$93,730
	SHOPP Prior						
	State Minor Program		\$500				\$500
	State Transportation Improvement Program (STIP) ¹		\$3,000	\$3,588	\$5,000		\$11,588
	STIP		\$3,000	\$3,588	\$5,000		\$11,588
	STIP Prior						
	State Bond						
	Proposition 1A (High Speed Passenger Train Bond Program)						
	Proposition 1B (Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006)						
	Active Transportation Program (ATP) ¹		\$9,646				\$9,646
	Highway Maintenance (HM) Program ¹				\$536		\$536
	Highway Bridge Program (HBP) ¹						
	Road Repair and Accountability Act of 2017 (SB1)						
Traffic Congestion Relief Program (TCRP)							
State Transit Assistance (STA)(e.g., population/revenue based, Prop 42)							
Other (See Appendix B)							
	State Total		\$25,084	\$57,951	\$18,145	\$14,820	\$116,000
FEDERAL TRANSIT	5307 - Urbanized Area Formula Grants		\$4,000	\$4,050	\$4,100	\$4,150	\$16,300
	5309 - Fixed Guideway Capital Investment Grants						
	5309b - New and Small Starts (Capital Investment Grants)						
	5309c - Bus and Bus Related Grants						
	5310 - Enhanced Mobility of Seniors and Individuals with Disabilities			\$450		\$500	\$950
	5311 - Formula Grants for Rural Areas		\$995	\$1,015	\$1,100	\$1,150	\$4,260
	5311f - Intercity Bus		\$300	\$300	\$300	\$300	\$1,200
	5337 - State of Good Repair Grants						
	5339 - Bus and Bus Facilities Formula Grants						
	FTA Transfer from Prior FTIP						
	Other (See Appendix C)						
	Federal Transit Total		\$5,295	\$5,815	\$5,500	\$6,100	\$22,710
FEDERAL HIGHWAY	Congestion Mitigation and Air Quality (CMAQ) Improvement Program		\$800	\$1,889			\$2,689
	Construction of Ferry Boats and Ferry Terminal Facilities (Ferry Boat Program)						
	Coordinated Border Infrastructure Program						
	Federal Lands Access Program						
	Federal Lands Transportation Program						
	GARVEE Bonds Debt Service Payments						
	Highway Infrastructure Program (HIP)						
	High Priority Projects (HPP) and Demo						
	Highway Safety Improvement Program (HSIP)		\$4,070				\$4,070
	National Highway Freight Program (NHFP)						
	Nationally Significant Freight and Highway Projects (FASTLANE/INFRA Grants)						
	Railway-Highway Crossings Program						
	Recreational Trails Program						
	SAFETEA-LU Safe Routes to School (SRTS)						
Surface Transportation Block Grant Program (STBGP/RSTP)							
Tribal Transportation Program							
Other (see Appendix D)			\$12			\$12	
	Federal Highway Total		\$4,870	\$1,901			\$6,771
FEDERAL RAIL	Other Federal Railroad Administration (see Appendix E)						
	Federal Railroad Administration Total						
	Federal Total		\$10,165	\$7,716	\$5,500	\$6,100	\$29,481
INNOVATIVE FINANCE	TIFA (Transportation Infrastructure Finance and Innovation Act)						
	Other (See Appendix F)						
	Innovative Financing Total						
PROGRAMMED TOTAL			\$52,533	\$83,817	\$33,125	\$26,240	\$195,715

TABLE 3: REVENUE-PROGRAMMED

Butte County Association of Governments
 2023 FTIP
 (\$'s in 1,000)

Funding Source/Program		4 YEAR (FTIP Period)				
		FY 2023	FY 2024	FY 2025	FY 2026	TOTAL
LOCAL	Local Total	\$3,173	\$3,172	\$3,171	\$3,170	\$12,686
REGIONAL	Tolls					
	Bridge					
	Corridor					
	Regional Sales Tax					
	Other					
	Regional Total					
STATE	State Highway Operation and Protection Program (SHOPP) ¹					
	SHOPP					
	SHOPP Prior					
	State Minor Program					
	State Transportation Improvement Program (STIP) ¹					
	STIP					
	STIP Prior					
	State Bond					
	Proposition 1A (High Speed Passenger Train Bond Program)					
	Proposition 1B (Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006)					
	Active Transportation Program (ATP) ¹					
	Highway Maintenance (HM) Program ¹					
	Highway Bridge Program (HBP) ¹					
	Road Repair and Accountability Act of 2017 (SB1)					
Traffic Congestion Relief Program (TCRP)						
State Transit Assistance (STA)(e.g., population/revenue based, Prop 42)						
Other						
	State Total					
FEDERAL TRANSIT	5307 - Urbanized Area Formula Grants					
	5309 - Fixed Guideway Capital Investment Grants					
	5309b - New and Small Starts (Capital Investment Grants)					
	5309c - Bus and Bus Related Grants					
	5310 - Enhanced Mobility of Seniors and Individuals with Disabilities					
	5311 - Formula Grants for Rural Areas					
	5311f - Intercity Bus					
	5337 - State of Good Repair Grants					
	5339 - Bus and Bus Facilities Formula Grants					
	FTA Transfer from Prior FTIP					
	Other					
		Federal Transit Total				
FEDERAL HIGHWAY	Congestion Mitigation and Air Quality (CMAQ) Improvement Program	\$1,089		\$1,888	\$1,888	\$4,865
	Construction of Ferry Boats and Ferry Terminal Facilities (Ferry Boat Program)					
	Coordinated Border Infrastructure Program					
	Federal Lands Access Program					
	Federal Lands Transportation Program					
	GARVEE Bonds Debt Service Payments					
	Highway Infrastructure Program (HIP)					
	High Priority Projects (HPP) and Demo					
	Highway Safety Improvement Program (HSIP)					
	National Highway Freight Program (NHFP)					
	Nationally Significant Freight and Highway Projects (FASTLANE/INFRA Grants)					
	Railway-Highway Crossings Program					
	Recreational Trails Program					
	SAFETEA-LU Safe Routes to School (SRTS)					
	Surface Transportation Block Grant Program (STBGP/RSTP)					
	Tribal Transportation Program					
Other						
	Federal Highway Total	\$1,089		\$1,888	\$1,888	\$4,865
FEDERAL RAIL	Other Federal Railroad Administration					
	Federal Railroad Administration Total					
	Federal Total	\$1,089		\$1,888	\$1,888	\$4,865
INNOVATIVE FINANCE	TIFIA (Transportation Infrastructure Finance and Innovation Act)					
	Other					
	Innovative Financing Total					
REVENUE - PROGRAMMED TOTAL		\$4,262	\$3,172	\$5,059	\$5,058	\$17,551

SECTION 4 – ACTION ELEMENT

FTIP PROJECT INFORMATION & FUNDING SHEETS

The purpose of this section is to identify each project programmed in the 2021 FTIP with its programming details. The following project programming data sheets were developed using the California Transportation Improvement Program System (CTIPS). All projects are specifically identified in the 2020 RTP/SCS beginning on [Appendix 10-1](#) and [Appendix 10-2](#).

These projects are included in the BCAG Travel Demand Forecasting Model which has been used to develop the regional emissions analysis as applicable. All projects are consistent with the current, adopted, long range Regional Transportation Plan / Sustainable Communities Strategy.

Funding programs or fund types typically include:

- STIP- State Transportation Improvement Program
- SHOPP – (Seismic Retrofit, Collision Reduction, Roadway Preservation, Mandates & Bridge)
- Senate Bill 1 – California Gas Tax
- Congressional Earmarks / High Priority Projects/ Repurposed Earmarks
- CMAQ – Congestion Mitigation and Air Quality
- HIP – Highway Improvement Program
- FTA – Federal Transit Administration
- Local HBP (Bridge) – Highway Bridge Program
- ATP – Active Transportation Program
- HSIP – Highway Safety Improvement Program
- Local Funds

Contact for Questions about the FTIP

For questions on the FTIP, to request a FTIP workshop or presentation; to be placed on a FTIP amendment distribution list; or BCAG’s newsletter please contact:

Iván García, BCAG Programming Director
326 Huss Drive, Suite 150
Chico CA 95928
530-809-4616
igarcia@bcag.org

This document is also available online at BCAG’s website at www.bcag.org. All amendments and notices are posted along with all relevant FTIP documentation.

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SECTION 4: ACTION ELEMENT

California Transportation System (CTIPS) Data Printouts

The following pages are printouts from the California Transportation System (CTIPS) database.

If you have access rights, each project is specifically programmed in CTIPS at:
<https://ctips-prod.dot.ca.gov/ctips/>

**Butte County Association of Governments - Federal Transportation Improvement Program
(Dollars in Whole)
Transit System**

DIST: 03	PPNO: 3203	EA:	CTIPS ID: 102-0000-0230	TITLE (DESCRIPTION): B-Line Zero Emission Bus Rollout (Butte Regional Transit (B-Line) is requesting FY 2022 RIP funds to purchase two zero-emission buses and charging equipment to replacing aging diesel buses that are reaching the end of their useful life. The zero-emission buses will reduce energy consumption, harmful emissions, and direction carbon emissions in disadvantaged and low income communities in Butte County. BCAGs facility is turnkey and fully equipped to support the rollout of the requested zero-emission buses and charging equipment. The requested funds will achieve the goals of the Climate Action Plan for Transportation Infrastructure (CAPTI), Executive Order N-19-19 and N-79-20, while implementing the policies set forth in BCAGs 2020 RTP/SCS.	MPO Aprv: State Aprv: Federal Aprv:
CT PROJECT ID:			MPO ID.:		EPA TABLE II or III EXEMPT CATEGORY
COUNTY: Butte County	ROUTE:		PM:	The buses will be based out of BCAGs facility at 326 Huss Drive Suite 150 in Chico, CA. The buses will begin on routes in Chico and be expanded to other jurisdiction as technology/range permits.) 2020 RTP/SCS Appendix 10-7, Project #01 & #16	

IMPLEMENTING AGENCY: Butte County Association of Governments
PROJECT MANAGER: Sara Cain

PHONE: (530) 809-4616

EMAIL: scain@bcag.org

PROJECT VERSION HISTORY (Printed Version is Shaded)

(Dollars in whole)

<u>Version</u>	<u>Status</u>	<u>Date</u>	<u>Updated By</u>	<u>Change Reason</u>	<u>Amend No.</u>	<u>Prog Con</u>	<u>Prog RW</u>	<u>PE</u>
1	Active	09/27/2022	IGARCIA	Adoption - Carry Over	0	2,500,000		

* RIP - Public Transit Improvements		<u>PRIOR</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 1 of 1	PE									
* Fund Type: National Hwy System	RW									
* Funding Agency: Butte County Association of Governments	CON		2,500,000							2,500,000
	Total:		2,500,000							2,500,000

Comments:
***** Version 1 - 06/16/22 *****
2020 RTP/SCS Appendix 10-7, Project #01 & #16

Project data transferred from 2022 STIP.
***** VERSION 1 - 05/09/2022 *****
***** RTIP Version 1 - 01/21/2022 *****
Adoption new project. - aa

**Butte County Association of Governments - Federal Transportation Improvement Program
(Dollars in Whole)
Transit System**

DIST: 03	PPNO:	EA:	CTIPS ID: 202-0000-0005	TITLE (DESCRIPTION): FTA Sec. 5307 Program - B - Line (Butte Regional Transit, Chico UZA Area. Operations and Capital Project is included in the 2020 RTP/SCS Table 10-1, Project 1)	MPO Aprv: State Aprv: Federal Aprv:
CT PROJECT ID:			MPO ID.: 08RTP5-12		EPA TABLE II or III EXEMPT CATEGORY Transit operating assistance.
COUNTY: Butte County	ROUTE:		PM:		

IMPLEMENTING AGENCY: Butte County Association of Governments
PROJECT MANAGER: Sara Cain PHONE: (530) 809-4616 EMAIL: scain@bcag.org

PROJECT VERSION HISTORY (Printed Version is Shaded)

(Dollars in whole)

<u>Version</u>	<u>Status</u>	<u>Date</u>	<u>Updated By</u>	<u>Change Reason</u>	<u>Amend No.</u>	<u>Prog Con</u>	<u>Prog RW</u>	<u>PE</u>
1	Active	07/08/2022	IGARCIA	Adoption - Carry Over	0	131,359,778		

* FTA Funds -		<u>PRIOR</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 1 of 2	PE									
* Fund Type: FTA5307 UZA Area Operating	RW									
* Funding Agency: Butte County Association of Governments	CON	51,611,768	4,000,000	4,050,000	4,100,000	4,150,000				67,911,768
	Total:	51,611,768	4,000,000	4,050,000	4,100,000	4,150,000				67,911,768

* Local Funds - Locally Generated Funds		<u>PRIOR</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 2 of 2	PE									
* Fund Type: Local Transportation Funds	RW									
* Funding Agency: Butte County Association of Governments	CON	47,148,010	4,000,000	4,050,000	4,100,000	4,150,000				63,448,010
	Total:	47,148,010	4,000,000	4,050,000	4,100,000	4,150,000				63,448,010

Project Total:		<u>PRIOR</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>BEYOND</u>	<u>TOTAL</u>
	PE									
	RW									
	CON	98,759,778	8,000,000	8,100,000	8,200,000	8,300,000				131,359,778
	Total:	98,759,778	8,000,000	8,100,000	8,200,000	8,300,000				131,359,778

**Butte County Association of Governments - Federal Transportation Improvement Program
(Dollars in Whole)
Transit System**

Comments:

***** Version 1 - 06/16/22 *****

Updated per B-Line Budget

Project data transferred from 2020 FTIP.

***** Version 1 - 01/11/21 *****

Includes:

5307: 2,455,462

CARES: 6,938,634

Total Fed: 9,394,096

Local: 1,835,941

Project data transferred from 2018 FTIP.

***** Version 1 - 07/26/18 *****

Project data transferred from 2016 FTIP.

*****Technical Correction/Clarification***** 06/14/2018

Purchasing 2 35' foot buses to replace 2 35' buses under the FTA 5307 funds for Capital Project. No Change in Federal and Local Funds or fiscal year.

***** Version 15 - 06/14/2017 *****

Admin modification #04: Re-allocate 5307 funds for capital project: Adding \$781,164 to \$2,324,590, revised FY 16/17 total to \$3,105,754 in 5307 program funds. No change in Local Funds.

***** Version 1 - 07/05/16 *****

Project data transferred from 2014 FTIP ' || chr(38) || ' Updated.

5307 - FFY 2016 5307 grant for 50% Operating Expenses of the FTA apportionment amount up to \$2,324,590 for the period of 07/01/15-06/30/16. Local funds = 5307.

***** Version 1 - 06/12/14 *****

Project data transferred from 2012 FTIP.

***** Version 12 - 06/05/2014 *****

Admin modification, adjusting 5307 apportionment to match FTA TEAM grant.

***** Version 11 - 05/20/2013 *****

Updating FFY 12/13 final apportionments and updating local funds. Net change was a total reduction from \$4.2m to \$3.9 m.

***** DFTIP Version 1 - 07/05/2012 *****

***** Version 9 - 06/02/2010 *****

Carryover project from 2009 FTIP

***** Version 8 - 05/30/2008 *****

Total annual cost for 5307 program = \$4,628,980

May 30th, using 7/8 figures for 08TIP

***** Version 7 - 04/07/2008 ***** Changing FTA contribution from \$1.2m to \$1.5 million (19%) increase to match published federal register. Changed implementing agency to BCAG

***** Version 6 - 06/21/2006 *****

Carryover from 04 FTIP

***** Version 5 - 08/24/2005 *****

Changing Project Title to reflect new regional consolidated system (B Line) under BCAG. Project location stays the same for the Chico Urban Area (UZA). Identifying cost increase for FTA funds within 20% as allowed by Admin Amendment Guidelines.

***** Version 4 - 05/26/2004 *****

2004 FTIP Adoption. Includes CATS and Clipper operating and Bus Shelters/GIS (CATS Capital).

***** Version 3 - 07/03/2003 *****

6/3/03: Formal Amendment to reflect actual grant application. Changing funding for capital and operating for FTA and Local contributions. IG

5/2/02: Carry Over from 2000 FTIP. Funds include Operations that have a 50% match requirement and Capital that have a 20% match requirement. IG

***** Version 2 - 04/30/2002 *****

Includes the purchase of 4 transit buses in 01/02 and 2 buses in 02/03

**Butte County Association of Governments - Federal Transportation Improvement Program
(Dollars in Whole)
Transit System**

DIST: 03	PPNO:	EA:	CTIPS ID: 202-0000-0182	TITLE (DESCRIPTION): FTA 5310 Enhancement Program Group Listing - Non Infrastructure (See Appendix 8 for current grouped listing or MPO comments. Project is included in the 2020 RTP/SCS Appendix 10-1, Project number 2.)	MPO Aprv:
CT PROJECT ID:		MPO ID.: 5310ENH1	State Aprv:		
COUNTY: Butte County	ROUTE:	PM:	Federal Aprv:		
					EPA TABLE II or III EXEMPT CATEGORY Non construction related activities.

IMPLEMENTING AGENCY: Various Agencies
PROJECT MANAGER: MICHAEL ROSSON

PHONE: (530) 879-2468

EMAIL: mrosson@bcag.org

PROJECT VERSION HISTORY (Printed Version is Shaded)

(Dollars in whole)

<u>Version</u>	<u>Status</u>	<u>Date</u>	<u>Updated By</u>	<u>Change Reason</u>	<u>Amend No.</u>	<u>Prog Con</u>	<u>Prog RW</u>	<u>PE</u>
1	Active	07/08/2022	IGARCIA	Adoption - Carry Over	0	3,483,897		

* FTA Funds -		<u>PRIOR</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 1 of 1	PE									
	RW									
* Fund Type: FTA 5310 Elderly & Disabilities	CON	2,533,897		450,000		500,000				3,483,897
* Funding Agency: Various Agencies	Total:	2,533,897		450,000		500,000				3,483,897

**Butte County Association of Governments - Federal Transportation Improvement Program
(Dollars in Whole)
Transit System**

Comments:

***** Version 1 - 06/16/22 *****

Project data transferred from 2020 FTIP.
Updated per B-Line Budget.

***** Version 1 - 01/11/21 *****

Project data transferred from 2018 FTIP.

***** Version 5 - 03/02/2020 *****

Admin Modification #05. Updating list as approved by CTC for program:

Adding:

Help Central Inc. Mobility Management Project:

FTA 5310 Share: \$ 284,593

Toll Credits: \$71,148

Project Total \$355,741

BCAG - 5 Large Buses Model Year 2013 .

FTA 5310 Share: \$324,800 (\$64,960 each)

Toll Credits: \$81,200 (\$16,240 each toll credit match)

Total FTA: \$609,393

Toll Credits: \$152,348

Total Project: \$761,741

***** Version 1 - 07/26/18 *****

Non Infrastructure Projects:

1. Help Central Mobility Management Program for Butte 211 2. Butte Regional Transit for supplemental ADA paratransit operations

Project data transferred from 2016 FTIP.

***** Version 3 - 06/14/2017 *****

Formal Amendment: Updating Grouped Listing per 2017 Grant program approved by CTC for:

Help Central - Mobility Management:

\$365,962 (FTA 5310) \$91,491 (toll credits)

WTC - Large Bus + Radio:

\$354,682 (FTA 5310) \$88,670 (toll credits)

BCAG/Butte Regional Transit: 6 medium buses:

\$340,002 (FTA 5310) \$79,998 (toll credits)

Totals:

\$1,060,646 (FTA 5310), \$260,159 (Toll Credits)

Backup list posted under 2017 FTIP Amendment #05.

***** Version 1 - 07/05/16 *****

Project data transferred from 2014 FTIP and updated.

5310 Expanded - FFY16 Rural Dial-A-Ride Operating Assistance - FTA apportionment amount of \$150,000

***** Version 1 - 05/08/2015 *****

Help Central - Mobility Management Project FY 14/15

FTA 5310 - \$113,858

Toll Credits - \$28,465 (80/20 Match Split)

Total Project Cost - \$142,323

Butte Regional Transit - Paratransit supplemental service (operations) FY 14/15 & 15/16

FTA 5310 - \$ 300,000 (150k each year) (50/50 Match Split)

Toll Credits - \$300,000

Toll Credit Total \$328,465

FTA 5310 Enhancement Total \$413,858

Total Grouped Listing: \$742,323

**Butte County Association of Governments - Federal Transportation Improvement Program
(Dollars in Whole)
Transit System**

DIST: 03	PPNO:	EA:	CTIPS ID: 202-0000-0008	TITLE (DESCRIPTION): FTA Sec 5311 Program (B - Line (Butte Regional Transit) Operations and Capital Project is included in the 2020 RTP/SCS Appendix 10-1, Project number 1.)	MPO Aprv:
CT PROJECT ID:		MPO ID.: 08RTP5-12	State Aprv:		
COUNTY: Butte County	ROUTE:	PM:	Federal Aprv:		
					EPA TABLE II or III EXEMPT CATEGORY Transit operating assistance.

IMPLEMENTING AGENCY: Butte County Association of Governments
PROJECT MANAGER: Sara Cain PHONE: (530) 809-4616 EMAIL: scain@bcag.org

PROJECT VERSION HISTORY (Printed Version is Shaded)

(Dollars in whole)

<u>Version</u>	<u>Status</u>	<u>Date</u>	<u>Updated By</u>	<u>Change Reason</u>	<u>Amend No.</u>	<u>Prog Con</u>	<u>Prog RW</u>	<u>PE</u>
1	Active	07/08/2022	IGARCIA	Adoption - Carry Over	0	7,182,535		

* FTA Funds -		<u>PRIOR</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 1 of 2	PE									
* Fund Type: FTA 5311 - Non Urbanized	RW									
* Funding Agency: Butte County Association of Governments	CON		995,458	1,015,367	1,100,000	1,150,000				4,260,825
	Total:		995,458	1,015,367	1,100,000	1,150,000				4,260,825

* Local Funds - Locally Generated Funds		<u>PRIOR</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 2 of 2	PE									
* Fund Type: Local Transportation Funds	RW									
* Funding Agency: Butte County Association of Governments	CON		636,919	468,280	888,072	928,439				2,921,710
	Total:		636,919	468,280	888,072	928,439				2,921,710

Project Total:		<u>PRIOR</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>BEYOND</u>	<u>TOTAL</u>
	PE									
	RW									
	CON		1,632,377	1,483,647	1,988,072	2,078,439				7,182,535
	Total:		1,632,377	1,483,647	1,988,072	2,078,439				7,182,535

**Butte County Association of Governments - Federal Transportation Improvement Program
(Dollars in Whole)
Transit System**

Comments:

***** Version 1 - 06/16/22 *****

Project data transferred from 2020 FTIP.
Updated per B-Line Budget.

***** Version 1 - 01/11/21 *****

Includes:

FY 2020 5311: 1,637,426 Local: 899,928
CARES Phase 1: 772,970
CARES Phase 2: 1,481,971
Total: 3,892,367

Project data transferred from 2018 FTIP.

***** Version 1 - 07/26/18 *****

Project data transferred from 2016 FTIP.

***** Version 14 - 06/14/2017 *****

Administrative Modification #04 - Minor cost adjustments to match FTA 5311 grant. No change in fiscal year.

FFY 2017 - \$657,263

FFY 2018 - \$672,274

***** Version 1 - 07/05/16 *****

Project data transferred from 2014 FTIP & updated.

5311 - FY 15/16 Section 5311 Operating Assistance (Federal Share 55.33%) - apportionment amount of \$650,743 for Urban Fixed Route and Dial-A-Ride

***** Version 1 - 06/12/14 *****

Project data transferred from 2012 FTIP.

***** Version 11 - 06/05/2014 *****

Admin Modification, adjusting 5311 apportionment from estimate to actual.

***** DFTIP Version 1 - 07/05/2012 *****

***** Version 9 - 06/02/2010 *****

Carryover project from the 2009 FTIP

***** Version 8 - 03/24/2010 *****

Updated 5311 apportionment to match approved grant. Changed programmed amount from \$511,891 to \$469,128. No other changes

***** Version 7 - 05/30/2008 *****

Total annual costs for 5311 program = \$2,86,891

Using 7/8 figures for 08TIP

***** Version 6 - 06/21/2006 *****

Carryover from 04 TIP

***** Version 5 - 08/24/2005 *****

Change Project title to reflect new regional consolidated system (B-Line) under BCAG. Project location remains the same. Also increases funding from 215k to 500k for FTA funds, and reduces local funds from \$1.685m to \$1m.

***** Version 4 - 05/26/2004 *****

2004 FTIP. Includes capital and operations. Accounts for 56k in 4/5 for 3 CNG Station upgrades.

***** Version 3 - 07/24/2003 *****

Formal amendment to reflect updated FTA and Local funding. IG

***** Version 2 - 04/30/2002 *****

Operatons and Capital

**Butte County Association of Governments - Federal Transportation Improvement Program
(Dollars in Whole)
Transit System**

DIST: 03	PPNO:	EA:	CTIPS ID: 202-0000-0200	TITLE (DESCRIPTION): FTA 5311f - Butte Regional Transit (5311 (f) - FTA Section 5311(f) Operating Assistance - FTA apportionment amount of \$300,000 for Regional Service (Route 20) Project is included in the 2020 RTP/SCS Appendix 10-1, Project number 1.)	MPO Aprv: State Aprv: Federal Aprv:
CT PROJECT ID:			MPO ID.: 5311F		EPA TABLE II or III EXEMPT CATEGORY Transit operating assistance.
COUNTY: Butte County	ROUTE:		PM:		

IMPLEMENTING AGENCY: Butte County Association of Governments
PROJECT MANAGER: Sara Cain PHONE: (530) 809-4616 EMAIL: scain@bcag.org

PROJECT VERSION HISTORY (Printed Version is Shaded)

(Dollars in whole)

<u>Version</u>	<u>Status</u>	<u>Date</u>	<u>Updated By</u>	<u>Change Reason</u>	<u>Amend No.</u>	<u>Prog Con</u>	<u>Prog RW</u>	<u>PE</u>
1	Active	07/08/2022	IGARCIA	Adoption - Carry Over	0	6,674,958		

* FTA Funds -		<u>PRIOR</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 1 of 2	PE									
	RW									
* Fund Type: Intercity Bus - 5311-F	CON	2,645,644	300,000	300,000	300,000	300,000				3,845,644
* Funding Agency: Butte County Association of Governments	Total:	2,645,644	300,000	300,000	300,000	300,000				3,845,644

* Local Funds -		<u>PRIOR</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 2 of 2	PE									
	RW									
* Fund Type: Local Transportation Funds	CON	1,815,084	254,616	275,212	242,201	242,201				2,829,314
* Funding Agency: Butte County Association of Governments	Total:	1,815,084	254,616	275,212	242,201	242,201				2,829,314

Project Total:		<u>PRIOR</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>BEYOND</u>	<u>TOTAL</u>
	PE									
	RW									
	CON	4,460,728	554,616	575,212	542,201	542,201				6,674,958
	Total:	4,460,728	554,616	575,212	542,201	542,201				6,674,958

Comments:

***** Version 1 - 06/16/22 *****
Project data transferred from 2020 FTIP.
Updated per B-Line Budget.

***** Version 1 - 01/11/21 *****

Includes
5311(f) 300,000
CARES Phase 1: 152,175
CARES Phase 2: 309,647
Total: \$761,822

Project data transferred from 2018 FTIP.

***** Version 1 - 07/26/18 *****

Project data transferred from 2016 FTIP.

***** Version 2 - 06/14/2017 *****

Administrative Modification #04 - Minor cost reductions from \$300k to \$222k to match FTA 5311f grant for fiscal year 17/18

***** Version 1 - 07/06/2016 *****

Federal share is 55.33% = \$300,000; Local LTF share is 44.67% minimum = \$ 255,121 (contribution is above the minimum of \$242k)

**Butte County Association of Governments - Federal Transportation Improvement Program
(Dollars in Whole)
Local Highway System**

DIST: 03	PPNO: 3201	EA:	CTIPS ID: 102-0000-0235	TITLE (DESCRIPTION): Biggs 2nd Street Bicycle/Pedestrian Improvements (In the City of Biggs, on 2nd Street from C Street to H street. Construct new pedestrian & bike facilities to connect Ped/Bike traffic to existing routes in the city.) 2020 RTP/SCS Appendix 10-8 Project #20	MPO Aprv: State Aprv: Federal Aprv:
CT PROJECT ID:			MPO ID.: BCAG22STIPBiggs		EPA TABLE II or III EXEMPT CATEGORY
COUNTY: Butte County	ROUTE:		PM:		

IMPLEMENTING AGENCY: Biggs, City of
PROJECT MANAGER: Trin Campos

PHONE: (916) 842-7154

EMAIL: tcampos@ben-en.com

PROJECT VERSION HISTORY (Printed Version is Shaded)

(Dollars in whole)

Version	Status	Date	Updated By	Change Reason	Amend No.	Prog Con	Prog RW	PE
1	Active	09/27/2022	IGARCIA	Adoption - Carry Over	0	500,000	40,000	220,000

	PE	PRIOR	22-23	23-24	24-25	25-26	26-27	27-28	BEYOND	TOTAL
* CMAQ - Congestion Mitigation & Air Quality Improvement Program										
	160,000									160,000
* Fund Source 1 of 5	RW									
* Fund Type: Congestion Mitigation	CON									
* Funding Agency: Butte County Association of Governments	Total:	160,000								160,000

	PE	PRIOR	22-23	23-24	24-25	25-26	26-27	27-28	BEYOND	TOTAL
* RIP - Regional Improvement Program										
* Fund Source 2 of 5	RW									
* Fund Type: National Hwy System	CON			400,000						400,000
* Funding Agency:	Total:			400,000						400,000

	PE	PRIOR	22-23	23-24	24-25	25-26	26-27	27-28	BEYOND	TOTAL
* Local Funds - Locally Generated Funds										
* Fund Source 3 of 5	RW		60,000							60,000
* Fund Type: City Funds	CON		40,000							40,000
* Funding Agency: Biggs, City of	Total:		100,000							100,000

	PE	PRIOR	22-23	23-24	24-25	25-26	26-27	27-28	BEYOND	TOTAL
* RIP - COVID Relief Funds for Highway Infrastructure Prog for STIP										
* Fund Source 4 of 5	RW									
* Fund Type: COVID Relief Funds - STIP	CON			88,000						88,000
* Funding Agency: Butte County Association of Governments	Total:			88,000						88,000

	PE	PRIOR	22-23	23-24	24-25	25-26	26-27	27-28	BEYOND	TOTAL
* Other Fed - Coronavirus Response and Relief Supplemental Approp Act										
* Fund Source 5 of 5	RW									
* Fund Type: Coronavirus Response and Relief Supplemental Approp	CON			12,000						12,000
* Funding Agency: Butte County Association of Governments	Total:			12,000						12,000

Project Total:	PE	PRIOR	22-23	23-24	24-25	25-26	26-27	27-28	BEYOND	TOTAL
	160,000		60,000							220,000
			40,000							40,000
				500,000						500,000
	Total:	160,000	100,000	500,000						760,000

Comments:
***** Version 1 - 06/16/22 *****
2020 RTP/SCS Appendix 10-8 Project #20

Project data transferred from 2022 STIP.
***** VERSION 1 - 05/09/2022 *****

**Butte County Association of Governments - Federal Transportation Improvement Program
(Dollars in Whole)**

DIST: 03	PPNO: 3202	EA:	CTIPS ID: 102-0000-0234	TITLE (DESCRIPTION): North Esplanade Reconstruction Project (Widening and improving the Esplanade Corridor between Nord Highway and Eaton Road with multi-modal "Complete Streets" from two to four lanes, with bicycle, pedestrian, and transit improvements. RIP funds to be used for non-motorized elements of the project.) 2020 RTP/SCS Appendix 10-11 Project #143.	MPO Aprv: State Aprv: Federal Aprv:
CT PROJECT ID:			MPO ID.:		EPA TABLE II or III EXEMPT CATEGORY
COUNTY: Butte County	ROUTE:		PM:		

IMPLEMENTING AGENCY: Chico, City of
PROJECT MANAGER: Tracy R Bettencourt

PHONE: (530) 879-6903

EMAIL: tracy.bettencourt@chicoca.gov

PROJECT VERSION HISTORY (Printed Version is Shaded)

(Dollars in whole)

<u>Version</u>	<u>Status</u>	<u>Date</u>	<u>Updated By</u>	<u>Change Reason</u>	<u>Amend No.</u>	<u>Prog Con</u>	<u>Prog RW</u>	<u>PE</u>
1	Active	06/16/2022	IGARCIA	Adoption - Carry Over	0	9,250,000	1,050,000	1,900,000

* RIP - Regional Improvement Program		<u>PRIOR</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 1 of 2	PE									
* Fund Type: National Hwy System	RW									
* Funding Agency: Butte County Association of Governments	CON				5,000,000					5,000,000
	Total:				5,000,000					5,000,000

* Local Funds - Locally Generated Funds		<u>PRIOR</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 2 of 2	PE	400,000	1,500,000							1,900,000
* Fund Type: City Funds	RW			1,050,000						1,050,000
* Funding Agency: Chico, City of	CON				4,250,000					4,250,000
	Total:	400,000	1,500,000	1,050,000	4,250,000					7,200,000

Project Total:		<u>PRIOR</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>BEYOND</u>	<u>TOTAL</u>
	PE	400,000	1,500,000							1,900,000
	RW			1,050,000						1,050,000
	CON				9,250,000					9,250,000
	Total:	400,000	1,500,000	1,050,000	9,250,000					12,200,000

Comments:
 ***** Version 1 - 06/16/22 *****
 Project data transferred from 2022 STIP.
 ***** VERSION 1 - 05/09/2022 *****
 ***** RTIP Version 1 - 02/03/2022 *****
 Adoption new project. ? cp

**Butte County Association of Governments - Federal Transportation Improvement Program
(Dollars in Whole)
State Highway System**

DIST: 03	PPNO:	EA:	CTIPS ID: 202-0000-0229	TITLE (DESCRIPTION): SR 99 Southgate Interchange PE Project (Near the City of Chico at SR 99 and Southgate Intersection. This is a preliminary engineering project only for a new interchange.) 2020 RTP/SCS Appendix 10-11, Project # 185	MPO Aprv: State Aprv: Federal Aprv:
CT PROJECT ID:			MPO ID.: 99SGATE		EPA TABLE II or III EXEMPT CATEGORY Engineering studies.
COUNTY: Butte County	ROUTE:		PM:		

IMPLEMENTING AGENCY: Chico, City of
PROJECT MANAGER: leigh Ann Sutton

PHONE: (530) 879-6901

EMAIL: LeighAnn.Sutton@chicoca.gov

PROJECT VERSION HISTORY (Printed Version is Shaded)

(Dollars in whole)

<u>Version</u>	<u>Status</u>	<u>Date</u>	<u>Updated By</u>	<u>Change Reason</u>	<u>Amend No.</u>	<u>Prog Con</u>	<u>Prog RW</u>	<u>PE</u>
1	Active	07/18/2022	IGARCIA	Adoption -	0			1,200,000

		<u>PRIOR</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Local Funds -										
* Fund Source 1 of 1	PE		1,200,000							1,200,000
* Fund Type: City Funds	RW									
	CON									
* Funding Agency: Chico, City of	Total:		1,200,000							1,200,000

Comments:

***** Version 1 - 07/18/2022 *****

PE component only. Project does not have a financial for R/w & CON. Project is required to be in FTIP to engage Caltrans in the engineering studies. City website for project information:
<https://chico.ca.us/post/southgate-avenue-interchange>

**Butte County Association of Governments - Federal Transportation Improvement Program
(Dollars in Whole)
Local Highway System**

DIST: 03	PPNO:	EA:	CTIPS ID: 202-0000-0194	TITLE (DESCRIPTION): Esplanade Corridor Safety and Accessibility Improvement Project (Project includes various non motorized "complete streets" improvements along the Esplanade Corridor from W. 11th Avenue to Memorial Avenue. Improvements are both on Esplanade and Oleander. See MPO Notes for list of improvements. Project is included in the 2020 RTP/SCS Appendix 10-1, Project number 96)	MPO Aprv: State Aprv: Federal Aprv:
CT PROJECT ID:			MPO ID.: CMAQ16_01		EPA TABLE II or III EXEMPT CATEGORY Bicycle and pedestrian facilities.
COUNTY: Butte County	ROUTE:		PM:		

IMPLEMENTING AGENCY: Chico, City of
PROJECT MANAGER: Leigh Ann Sutton

PHONE: (530) 879-6901

EMAIL: leighann.sutton@chicoca.gov

PROJECT VERSION HISTORY (Printed Version is Shaded)

(Dollars in whole)

Version	Status	Date	Updated By	Change Reason	Amend No.	Prog Con	Prog RW	PE
1	Active	07/06/2022	IGARCIA	Adoption - Carry Over	0	6,909,722	70,000	1,355,000

* CMAQ -		PRIOR	22-23	23-24	24-25	25-26	26-27	27-28	BEYOND	TOTAL
* Fund Source 1 of 3	PE	350,000								350,000
	RW									
* Fund Type: Congestion Mitigation	CON		675,000							675,000
* Funding Agency: Chico, City of	Total:	350,000	675,000							1,025,000

* Local Funds -		PRIOR	22-23	23-24	24-25	25-26	26-27	27-28	BEYOND	TOTAL
* Fund Source 2 of 3	PE									
	RW	70,000								70,000
* Fund Type: City Funds	CON									
* Funding Agency: Chico, City of	Total:	70,000								70,000

* Other Fed -		PRIOR	22-23	23-24	24-25	25-26	26-27	27-28	BEYOND	TOTAL
* Fund Source 3 of 3	PE	1,005,000								1,005,000
	RW									
* Fund Type: Active Transportation Program (ATP)	CON		6,234,722							6,234,722
* Funding Agency: Chico, City of	Total:	1,005,000	6,234,722							7,239,722

Project Total:		PRIOR	22-23	23-24	24-25	25-26	26-27	27-28	BEYOND	TOTAL
	PE	1,355,000								1,355,000
	RW	70,000								70,000
	CON		6,909,722							6,909,722
	Total:	1,425,000	6,909,722							8,334,722

Comments:

***** Version 1 - 06/16/22 *****

Project data transferred from 2020 FTIP.
ATP funds in FY 21/22 with time extension to Feb 2023 (22/23 FY).

***** Version 1 - 01/11/21 *****

Project data transferred from 2018 FTIP.

***** Version 1 - 07/26/18 *****

Project data transferred from 2016 FTIP.

***** Version 2 - 03/27/2017 *****

Administrative Modification #03: Project utilizing Toll Credits to fulfill match requirements for federal funds. No other changes.

***** Version 1 - 07/05/2016 *****

Bike Improvements. ADA improvements (ramps, sidewalk gap closures, refuge islands, signing, striping) Intersection traffic signal and crossing upgrades & Installation (Ped / Bikes) Intersection Traffic & Pedestrian Control Upgrades at Oleander and Memorial.

Emissions Reduction Analysis: kg/day

ROG: 0.07

NOx 0.07

CO 0.76

PM 2.5 0.05

PM 10: 0.05

C/B Ratio: 121.73 / lb or \$243,465 / ton (CMAQ)

**Butte County Association of Governments - Federal Transportation Improvement Program
(Dollars in Whole)
Local Highway System**

DIST: 03	PPNO:	EA:	CTIPS ID: 202-0000-0204	TITLE (DESCRIPTION): Bruce Rd Bridge Replacement Project (In Chico 0.5 miles south of Humboldt Rd on Bruce Road over Little Chico Creek. Project includes replacement of an existing 2-lane functionally obsolete bridge with a new 4-lane bridge including reconstruction of bridge approaches. New bridge incorporates a class I bicycle facility. Project is included in the 2020 RTP/SCS Appendix 10-11, Project 136	MPO Aprv: State Aprv: Federal Aprv:
CT PROJECT ID:			MPO ID.: 16RTP6-12		EPA TABLE II or III EXEMPT CATEGORY
COUNTY: Butte County	ROUTE:		PM:		

IMPLEMENTING AGENCY: Chico, City of
PROJECT MANAGER: BRENDAN OTTOBONI

PHONE: (530) 879-6901

EMAIL: Brendan.ottoboni@Chicoca.gov

PROJECT VERSION HISTORY (Printed Version is Shaded)

(Dollars in whole)

Version	Status	Date	Updated By	Change Reason	Amend No.	Prog Con	Prog RW	PE
1	Active	06/16/2022	IGARCIA	Adoption - Carry Over	0	6,135,000		1,735,000

* Local Funds -		PRIOR	22-23	23-24	24-25	25-26	26-27	27-28	BEYOND	TOTAL
* Fund Source 1 of 2	PE	725,000								725,000
	RW									
* Fund Type: City Funds	CON									
* Funding Agency: Chico, City of	Total:	725,000								725,000

* Local Funds -		PRIOR	22-23	23-24	24-25	25-26	26-27	27-28	BEYOND	TOTAL
* Fund Source 2 of 2	PE		1,010,000							1,010,000
	RW									
* Fund Type: City Funds	CON		6,135,000							6,135,000
* Funding Agency: Chico, City of	Total:		7,145,000							7,145,000

Project Total:		PRIOR	22-23	23-24	24-25	25-26	26-27	27-28	BEYOND	TOTAL
	PE	725,000	1,010,000							1,735,000
	RW									
	CON		6,135,000							6,135,000
	Total:	725,000	7,145,000							7,870,000

Comments: 1010 RTP/SCS Appendix 10-11 Project 136.

***** Version 1 - 06/16/22 *****

Project data transferred from 2020 FTIP.

***** Version 1 - 01/11/21 *****

Project data transferred from 2018 FTIP.

***** Version 1 - 07/26/18 *****

BRIDGE NO. 12C0106, BRUCE RD, OVER LITTLE CHICO CREEK, 0.5 MI S HUMBOLT RD. Replace the existing functionally obsolete 2 lane bridge with a new 4 lane bridge.

Project data transferred from 2016 FTIP.

***** Version 1 - 06/14/2017 *****

New Project. Bridge is capacity increasing included in regional emissions analysis for the adopted 2016 RTP/SCS. Project is 100% locally funded at this time. This amendment only programs the Preliminary Engineering component.

**Butte County Association of Governments - Federal Transportation Improvement Program
(Dollars in Whole)
Local Highway System**

DIST: 03	PPNO:	EA:	CTIPS ID: 202-0000-0226	TITLE (DESCRIPTION): Hegan Lane Business Park Access Improvements (In the City of Chico, operational and safety improvements to the Hegan Lane Business Park District. Phase 1 includes the synchronized construction of four roundabouts at the intersections of Park Avenue and Midway, Park Avenue and Fair Street, Hegan Lane and Midway, and Hegan Lane and Otterson Drive. Includes Bike and Ped improvements. Project is included in the 2020 RTP/SCS Appendix 10-2, project numbers 172 & 173.)	MPO Aprv: State Aprv: Federal Aprv:
CT PROJECT ID:			MPO ID.: CMAQ21C		EPA TABLE II or III EXEMPT CATEGORY Intersection channelization projects.
COUNTY: Butte County	ROUTE:		PM:		

IMPLEMENTING AGENCY: Chico, City of
PROJECT MANAGER: David Giongco

PHONE: (530) 879-6939

EMAIL: david.giongco@chicoca.gov

PROJECT VERSION HISTORY (Printed Version is Shaded)

(Dollars in whole)

Version	Status	Date	Updated By	Change Reason	Amend No.	Prog Con	Prog RW	PE
1	Active	07/06/2022	IGARCIA	Adoption - Carry Over	0	13,700,000	800,000	2,400,000

* Other Fed -		PRIOR	22-23	23-24	24-25	25-26	26-27	27-28	BEYOND	TOTAL
* Fund Source 1 of 5	PE	1,608,209								1,608,209
	RW									
* Fund Type: Highway Infrastructure Program (HIP)	CON									
* Funding Agency: Chico, City of	Total:	1,608,209								1,608,209

* CMAQ -		PRIOR	22-23	23-24	24-25	25-26	26-27	27-28	BEYOND	TOTAL
* Fund Source 2 of 5	PE	791,791								791,791
	RW		125,000							125,000
* Fund Type: Congestion Mitigation	CON			1,938,575						1,938,575
* Funding Agency: Chico, City of	Total:	791,791	125,000	1,938,575						2,855,366

* Local Funds -		PRIOR	22-23	23-24	24-25	25-26	26-27	27-28	BEYOND	TOTAL
* Fund Source 3 of 5	PE	391,373								391,373
	RW									
* Fund Type: Local Transportation Funds - Advance Construction	CON			5,580,418						5,580,418
* Funding Agency: Chico, City of	Total:	391,373		5,580,418						5,971,791

* Local Funds -		PRIOR	22-23	23-24	24-25	25-26	26-27	27-28	BEYOND	TOTAL
* Fund Source 4 of 5	PE									
	RW		675,000							675,000
* Fund Type: TDA	CON			3,112,000						3,112,000
* Funding Agency: Chico, City of	Total:		675,000	3,112,000						3,787,000

* Local Funds -		PRIOR	22-23	23-24	24-25	25-26	26-27	27-28	BEYOND	TOTAL
* Fund Source 5 of 5	PE	-391,373								-391,373
	RW									
* Fund Type: City Funds	CON			3,069,007						3,069,007
* Funding Agency: Chico, City of	Total:	-391,373		3,069,007						2,677,634

Project Total:		PRIOR	22-23	23-24	24-25	25-26	26-27	27-28	BEYOND	TOTAL
	PE	2,400,000								2,400,000
	RW		800,000							800,000
	CON			13,700,000						13,700,000
	Total:	2,400,000	800,000	13,700,000						16,900,000

**Butte County Association of Governments - Federal Transportation Improvement Program
(Dollars in Whole)
Local Highway System**

Comments:

***** Version 1 - 06/16/22 *****

Project data transferred from 2020 FTIP.

***** Version 2 - 06/04/2021 *****

Amendment 3: changing local AC in FY 20/21 to CMAQ in FY 21/22. No other changes. To accomplish this: keep Local AC in FY 20/21 at \$391,371. Add negative (-391,371) as City Funds in FY 20/21. Add CMAQ in FY 21/22 for \$391,371 to account for the original Local AC in 20/21. Net zero funding change. Project total unchanged.

***** Version 1 - 01/28/2021 *****

CMAQ & HIP Funded Project. This project reduces congestion, increases access to the are for all modes of transportation including bike and ped, and enhances public safety to the Hegan Lane Business Park District. Toll Credits are used as necessary.

Emissions Reductions: (kg/day)

ROG: 0.093

NOx: 0.399

CO: 0.981

PM 2.5: 0.047

CB Ratio: \$961.02/lb

HIP Toll Credits: 1608209 * 20% =

CMAQ Toll Credits: 3138993 * 20%

**Butte County Association of Governments - Federal Transportation Improvement Program
(Dollars in Whole)
Local Highway System**

DIST: 03	PPNO:	EA:	CTIPS ID: 202-0000-0108	TITLE (DESCRIPTION): Guyann Rd over Lindo Channel Bridge Project (Bridge No 12C0066, just north of W Lindo Ave. Replace the existing 1 lane structurally deficient bridge with a new 2 lane bridge. Utilizing Toll Credits for PE,R/W and CON.Fed Proj: BRLO-5037(023) Project is included in the 2020 RTP/SCS, Appendix 10-1, Project number #135)	MPO Aprv: State Aprv: Federal Aprv:
CT PROJECT ID:			MPO ID.: CO_BRIDGE		EPA TABLE II or III EXEMPT CATEGORY
COUNTY: Butte County	ROUTE:		PM:		

IMPLEMENTING AGENCY: Chico, City of
PROJECT MANAGER: Leigh Ann Sutton

PHONE: (530) 879-6901

EMAIL: leighann.sutton@chicoca.gov

PROJECT VERSION HISTORY (Printed Version is Shaded)

(Dollars in whole)

<u>Version</u>	<u>Status</u>	<u>Date</u>	<u>Updated By</u>	<u>Change Reason</u>	<u>Amend No.</u>	<u>Prog Con</u>	<u>Prog RW</u>	<u>PE</u>
1	Active	07/07/2022	IGARCIA	Adoption - Carry Over	0	4,226,000	150,000	978,000

		<u>PRIOR</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Local HBRR -										
* Fund Source 1 of 1	PE	978,000								978,000
* Fund Type: Highway Bridge Program	RW		150,000							150,000
* Funding Agency: Butte County	CON						4,226,000			4,226,000
	Total:	978,000	150,000				4,226,000			5,354,000

Comments:

***** Version 1 - 06/16/22 *****

Project data transferred from 2020 FTIP.

***** Version 10 - 04/21/2022 *****

Amendment 6: Updating per HBP list update (3/22/22). Moves \$150k in R/W from FY 21/22 to 23/24. No other changes.

***** Version 1 - 01/11/21 *****

Project data transferred from 2018 FTIP.

***** Version 8 - 01/04/2019 *****

Admin Modification 1: Updating programming to 10/26/2018 HBP list per HQ. Moving R/W of \$150k from FFY 19/20 to FFY 21/22.

***** Version 1 - 07/26/18 *****

BRIDGE NO. 12C0066, GUYANN RD, OVER LINDO CHANNEL, JUST N OF W LINDO AVE. Replace the existing 1 lane structurally deficient bridge with a new 2 lane bridge. 11/2/2010: Toll Credits programmed for PE, R/W, & CON. Fed Proj: BRLO-5037(023)
Utilizing toll credits. \$4,376,000 @ 11.47% = \$501,927 in credits.

Project data transferred from 2016 FTIP.

***** Version 6 - 02/15/2017 *****

Formal Amendment #01 - Cost Increase on existing project and schedule delay. Total project costs change from \$3.2 million to \$5.3 million.

***** Version 1 - 07/05/16 *****

Project data transferred from 2014 FTIP.

***** Version 4 - 01/11/2016 *****

Amendment 08- Schedule adjustments, no change in costs. Move \$100k R/W from Prior year to FY 17/18.

Move \$2.671m CON from FY 16/17 to 18/19.

***** Version 1 - 06/12/14 *****

Project data transferred from 2012 FTIP.

***** DFTIP Version 1 - 08/02/2012 *****

***** Version 1 - 04/11/2011 *****

HBP "Individually" listed projects dated 3/28/2011. Bridge is a rural small bridge. Bridge currently operates as a two way (1 lane bridge). Utilizing Toll Credits for local match requirements for total of \$372,546 which represents 11.47%

**Butte County Association of Governments - Federal Transportation Improvement Program
(Dollars in Whole)
State Highway System**

DIST: 03	PPNO:	EA:	CTIPS ID: 202-0000-0199	TITLE (DESCRIPTION): SR 162 Pedestrian/Bicycle Disabled Mobility and Safety Improvements Project (Hwy 162 in Oroville, CA between Feather River Boulevard and Foothill Boulevard. The project includes a comprehensive set of active transportation infrastructure connectivity and safety improvements. Project is included in the 2020 RTP/SCS Appendix 10-1, Project number 193.)	MPO Aprv: State Aprv: Federal Aprv:
CT PROJECT ID:			MPO ID.: CMAQ16_05		EPA TABLE II or III EXEMPT CATEGORY Bicycle and pedestrian facilities.
COUNTY: Butte County	ROUTE:		PM:		

IMPLEMENTING AGENCY: Oroville, City of
PROJECT MANAGER: Dawn Nevers
PHONE: (530) 538-2405
EMAIL: dnevers@cityoforoville.org

PROJECT VERSION HISTORY (Printed Version is Shaded)

(Dollars in whole)

Version	Status	Date	Updated By	Change Reason	Amend No.	Prog Con	Prog RW	PE
1	Active	07/13/2022	IGARCIA	Adoption - Carry Over	0	3,411,000		580,000

* CMAQ -		PRIOR	22-23	23-24	24-25	25-26	26-27	27-28	BEYOND	TOTAL
* Fund Source 1 of 2	PE	540,000								540,000
* Fund Type: Congestion Mitigation	RW									
* Funding Agency: Oroville, City of	CON									
	Total:	540,000								540,000

* Other Fed -		PRIOR	22-23	23-24	24-25	25-26	26-27	27-28	BEYOND	TOTAL
* Fund Source 2 of 2	PE	40,000								40,000
* Fund Type: Active Transportation Program (ATP)	RW									
* Funding Agency: Oroville, City of	CON		3,411,000							3,411,000
	Total:	40,000	3,411,000							3,451,000

Project Total:		PRIOR	22-23	23-24	24-25	25-26	26-27	27-28	BEYOND	TOTAL
	PE	580,000								580,000
	RW									
	CON		3,411,000							3,411,000
	Total:	580,000	3,411,000							3,991,000

Comments:

***** Version 1 - 06/16/22 *****

Project data transferred from 2020 FTIP. Time extension approved by CTC for CON funds to 22/23 FY.

***** Version 6 - 04/23/2021 *****

04/23/2021: Modification for a technical correction. BCAG oversight on not including \$40k in ATP for PS&E. Originally approved for FY 19/20, CTC Time Extension approved for FY 20/21 programming/allocation. No other changes. Also clarifies use of toll credits for federal match requirements. Project cost change from \$3,951,000 to \$3,991,000 for a 1% change.

***** Version 1 - 01/11/21 *****

Project data transferred from 2018 FTIP.

***** Version 4 - 01/04/2019 *****

Administrative Modification #01 - Move CMAQ from FY 17/18 to 20/21 for \$540k. No other changes

***** Version 1 - 07/26/18 *****

Project data transferred from 2016 FTIP.

***** Version 2 - 03/27/2017 *****

Administrative Modification #03: Project utilizing Toll Credits to fulfill match requirements for federal funds. No other changes.

***** Version 1 - 07/05/2016 *****

New Project: The project scope includes the following elements: new sidewalk, curb, and gutter; ADA ramps; street lighting; high-visibility crosswalk striping; buffered bicycle lanes; an RRFB crosswalk enhancement; a multi-use trail connection to SR 162; and an enhanced pedestrian crossing with a signal (H.A.W.K.) upgrade. The main purpose of the project will be to provide improved safety and more inviting active transportation connections on the corridor.

Air Quality Emissions Analysis Reductions: kg/day

ROG: 0.39

NOx: 0.22

CO: 4.2

PM 2.5: 0.08

C/B Ratio: \$10 / Pound

**Butte County Association of Governments - Federal Transportation Improvement Program
(Dollars in Whole)
Local Highway System**

DIST: 03	PPNO:	EA:	CTIPS ID: 202-0000-0056	TITLE (DESCRIPTION): Grouped Projects for Bridge Rehabilitation and Reconstruction - HBP Program (Scope: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 categories - Widening narrow pavements or reconstructing bridges (no additional travel lanes). Utilizing toll credits. See Appendix 8 for current grouped listing or MPO comments. Project is included in the 2020 RTP/SCS Appendix 10-1, Project number 46)	MPO Aprv: State Aprv: Federal Aprv:
CT PROJECT ID:			MPO ID.: 20RTP5-12		EPA TABLE II or III EXEMPT CATEGORY Non capacity widening or bridge reconstruction.
COUNTY: Butte County	ROUTE:		PM:		

IMPLEMENTING AGENCY: Various Agencies
PROJECT MANAGER: IVAN GARCIA

PHONE: (530) 809-4616

EMAIL: igarcia@bcag.org

PROJECT VERSION HISTORY (Printed Version is Shaded)

(Dollars in whole)

<u>Version</u>	<u>Status</u>	<u>Date</u>	<u>Updated By</u>	<u>Change Reason</u>	<u>Amend No.</u>	<u>Prog Con</u>	<u>Prog RW</u>	<u>PE</u>
1	Active	07/19/2022	IGARCIA	Adoption - Carry Over	0	51,145,911		

* Local HBRR -		<u>PRIOR</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 1 of 4	PE									
	RW									
* Fund Type: Highway Bridge Program	CON	28,592,884		385,840			17,646,911			46,625,635
* Funding Agency: Various Agencies	Total:	28,592,884		385,840			17,646,911			46,625,635

* Local Funds -		<u>PRIOR</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 2 of 4	PE									
	RW									
* Fund Type: County Funds	CON	3,287,585					1,136,231			4,423,816
* Funding Agency: Butte County	Total:	3,287,585					1,136,231			4,423,816

* Local Funds -		<u>PRIOR</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 3 of 4	PE									
	RW									
* Fund Type: City Funds	CON			96,460						96,460
* Funding Agency: Chico, City of	Total:			96,460						96,460

* Local Funds -		<u>PRIOR</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 4 of 4	PE									
	RW									
* Fund Type: Local Transportation Funds - Advance Construction	CON									
* Funding Agency: Butte County	Total:									

Project Total:		<u>PRIOR</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>BEYOND</u>	<u>TOTAL</u>
	PE									
	RW									
	CON	31,880,469		482,300			18,783,142			51,145,911
	Total:	31,880,469		482,300			18,783,142			51,145,911

**Butte County Association of Governments - Federal Transportation Improvement Program
(Dollars in Whole)
Local Highway System**

Comments:

***** Version 1 - 06/16/22 *****

Project data transferred from 2020 FTIP and updated per HQ email 3/23/2022. Updated list includes 8 projects:

8 projects:

1. HBP ID: 3470: BRIDGE NO. 12C0052, MIDWAY ROAD, OVER BUTTE CREEK, 0.3 MI S OF WHITE DR. and BRIDGE NO. 12C0053, MIDWAY ROAD OVER BUTTE CREEK OVERFLOW, 3.9 MI N OF NELSON RD. Replace two existing structurally deficient 2 lane bridges with a new 2 lane bridge. High Cost Project Agreement needed.
2. HBP ID: 3747: BRIDGE NO. 12C0164, E RIO BONITO RD, OVER HAMILTON SLOUGH, 0.2 MI E OF SH 99. Replace the existing functionally obsolete 2 lane bridge with a new 2 lane bridge. 11/2/2010: Toll Credits programmed for PE, R/W, & CON.
3. HBP ID: 3746: BRIDGE NO. 12C0165, E RIO BONITO ROAD, OVER SUTTER-BUTTE CANAL, 0.8 MI EAST OF SR 99. Replace the existing 2 lane structurally deficient bridge with a new 2 lane bridge. 11/2/2010: Toll Credits programmed for PE, R/W, & CON.
- 4:HBP ID: 4153: BRIDGE NO. 12C0242, ORD FERRY ROAD, OVER LITTLE CHICO CREEK, 1 MI EAST OF RIVER ROAD. Replace the existing 2 lane structurally deficient bridge with a new 2 lane bridge.
- 5: HBP ID:4483: BRIDGE NO. PM00155, Bridge Preventive Maintenance Program (BPMP) various bridges in the Butte County. See Caltrans Local Assistance HBP website for backup list of projects.
- 6: HBP ID: 3766: BRIDGE NO. 12C0328, POMONA ROAD OVER LITTLE CHICO CREEK, 0.4 MI SE/O MILLER AVE. Replace the existing 2 lane bridge, without adding lane capacity. 11/2/2010: Toll Credits programmed for PE, R/W, & CON.,
- 7: HBP ID: 3779 BRIDGE NO. 12C0336, SALEM STREET OVER LITTLE CHICO CREEK, 0.1 MI N OF 10TH ST. Rehabilitate functionally obsolete 2 lane bridge. No Added Lane capacity. 11/2/2010: Toll Credits programmed for PE, R/W, & CON
- 8: HBP ID: 4599: BRIDGE NO. PM00175, Bridge Preventive Maintenance Program (BPMP) various bridges in the City of Chico. See Caltrans Local Assistance HBP website for backup list of projects.

***** Version 25 - 05/03/2022 *****

Amendment #6. Updating HBP list per HQ to 03/22/2022 list.
Financial change update only. no change in projects or scope.

***** Version 1 - 01/11/21 *****

8 projects:

1. HBP ID: 3470: BRIDGE NO. 12C0052, MIDWAY ROAD, OVER BUTTE CREEK, 0.3 MI S OF WHITE DR. and BRIDGE NO. 12C0053, MIDWAY ROAD OVER BUTTE CREEK OVERFLOW, 3.9 MI N OF NELSON RD. Replace two existing structurally deficient 2 lane bridges with a new 2 lane bridge. High Cost Project Agreement needed.
2. HBP ID: 3747: BRIDGE NO. 12C0164, E RIO BONITO RD, OVER HAMILTON SLOUGH, 0.2 MI E OF SH 99. Replace the existing functionally obsolete 2 lane bridge with a new 2 lane bridge. 11/2/2010: Toll Credits programmed for PE, R/W, & CON.
3. HBP ID: 3746: BRIDGE NO. 12C0165, E RIO BONITO ROAD, OVER SUTTER-BUTTE CANAL, 0.8 MI EAST OF SR 99. Replace the existing 2 lane structurally deficient bridge with a new 2 lane bridge. 11/2/2010: Toll Credits programmed for PE, R/W, & CON.
- 4:HBP ID: 4153: BRIDGE NO. 12C0242, ORD FERRY ROAD, OVER LITTLE CHICO CREEK, 1 MI EAST OF RIVER ROAD. Replace the existing 2 lane structurally deficient bridge with a new 2 lane bridge.
- 5: HBP ID:4483: BRIDGE NO. PM00155, Bridge Preventive Maintenance Program (BPMP) various bridges in the Butte County. See Caltrans Local Assistance HBP website for backup list of projects.
- 6: HBP ID: 3766: BRIDGE NO. 12C0328, POMONA ROAD OVER LITTLE CHICO CREEK, 0.4 MI SE/O MILLER AVE. Replace the existing 2 lane bridge, without adding lane capacity. 11/2/2010: Toll Credits programmed for PE, R/W, & CON.,
- 7: HBP ID: 3779 BRIDGE NO. 12C0336, SALEM STREET OVER LITTLE CHICO CREEK, 0.1 MI N OF 10TH ST. Rehabilitate functionally obsolete 2 lane bridge. No Added Lane capacity. 11/2/2010: Toll Credits programmed for PE, R/W, & CON
- 8: HBP ID: 4599: BRIDGE NO. PM00175, Bridge Preventive Maintenance Program (BPMP) various bridges in the City of Chico. See Caltrans Local Assistance HBP website for backup list of projects.

Project data transferred from 2018 FTIP.

***** Version 23 - 11/13/2019 *****

Amendment #03: Updating HBP list per Caltrans HQ Programming list dated 11/04/2019. No new projects. Amendment reflects updated financial data. Updates/advances HBP-ID 3470 - . Bridge No. 12C0052, Midway Rd over Butte Creek funding as approved by Caltrans HQ High Cost Letter Agreement with Butte County Public Works.

***** Version 22 - 07/03/2019 *****

Amendment 2: Updated list with 3/22/2019 list. Minor cost change to add \$209k in 18/19 FFY. No change in projects.

***** Version 21 - 01/04/2019 *****

Admin Modification #01 - Updating grouped listing to 10/26/2018 listing.

1. HBP-ID 3470 - . Bridge No. 12C0052, Midway Rd over Butte Creek, 0.3 Mi S of White Dr. and Bridge No. 12C0053, Midway Rd over Butte Creek Overflow, 3.9 Mi. N of Nelson Rd. Replace two existing structurally deficient 2 lane bridges with a new 2-lane bridge. Project# 5912(085). (utilizing \$1.499 in STIP for Local Match)
- 2.HBP-ID 3747 Bridge No. 12C0164, E Rio Bonito Rd, Over Hamilton Slough, 0.2 Mi E of SH 99. Replace the existing functionally obsolete 2 lane bridge with a new 2 lane bridge. Toll credits programmed for PE, R/W &CON. Project # 5912(091);
3. HBP-ID 3746 Bridge No. 12C0165, E Rio Bonito Rd over Sutter-Butte Canal, 0.8 Mi E of SR 99. Replace the existing 2 lane structurally deficient bridge with a new 2 lane bridge. Toll credits programmed for PE, R/W & CON. Project # 5912(093)
- 4 .HBP-ID 4153 Bridge No. 12C0242, Ord Ferry Rd Over Little Chico Creek, 1 Mi E of River Rd. Replace the existing 2 lane structurally deficient bridge with a new 2 lane bridge. Project # 5912(103);
5. HBP-ID 4483 BRIDGE NO. PM00155, Bridge Preventive Maintenance Program (BPMP) various bridges in Butte County. See Caltrans Local Assistance HBP website for backup list of projects. Project #
6. HBP-ID 3766 BRIDGE NO. 12C0328, POMONA ROAD OVER LITTLE CHICO CREEK, 0.4 MI SE/O MILLER AVE. Replace the existing 2 lane bridge, without adding lane capacity. 11/2/2010: Toll Credits programmed for PE, R/W, &CON., Project # 5037(024), Project # 5037(036);
7. HBP-ID 3779 BRIDGE NO. 12C0336, SALEM STREET OVER LITTLE CHICO CREEK, 0.1 MI N OF 10TH ST. Rehabilitate functionally obsolete 2 lane bridge. No Added Lane capacity. 11/2/2010: Toll Credits programmed for PE, R/W, &CON. Project # 5037(022);
8. HBP-ID 4599 BRIDGE NO. PM00175, Bridge Preventive Maintenance Program (BPMP) various bridges in the City of Chico. See Caltrans Local Assistance HBP website for backup list of projects. Project #

***** Version 1 - 07/26/18 *****

Utilizing toll credits for FY 19/20 & 21/22 for \$14,926,140 @ 11.47% = \$1,712,028.

HBP List: 03/29/2018 for 2019 FTIP Development. 10 Projects Total. 6 for Butte County; 4 for City of Chico:

Butte County Projects:

1. HBP-ID 4376. Bridge No. 00L0092. Butte County. Ord Ferry Rd. over Tributary to Little Chico Creek west of River Rd. Construct a new 2 lane bridge to replace the existing 2 lane low water crossing. Project # NBIL(541);
2. HBP-ID3470. Bridge No. 12C0052, Midway Rd over Butte Creek, 0.3 Mi S of White Dr. and Bridge No. 12C0053, Midway Rd over Butte Creek Overflow, 3.9 Mi. N of Nelson Rd. Replace two existing structurally deficient 2 lane bridges with a new 2-lane bridge. Project# 5912(085). (utilizing \$1.499 in STIP for Local Match)
3. HBP-ID 3747 Bridge No. 12C0164, E Rio Bonito Rd, Over Hamilton Slough, 0.2 Mi E of SH 99. Replace the existing functionally obsolete 2 lane bridge with a new 2 lane bridge. Toll credits programmed for PE, R/W & CON. Project # 5912(091);
4. HBP-ID 3746 Bridge No. 12C0165, E Rio Bonito Rd over Sutter-Butte Canal, 0.8 Mi E of SR 99. Replace the existing 2 lane structurally deficient bridge with a new 2 lane bridge. Toll credits programmed for PE, R/W & CON. Project # 5912(093)
5. HBP-ID 4153 Bridge No. 12C0242, Ord Ferry Rd Over Little Chico Creek, 1 Mi E of River Rd. Replace the existing 2 lane structurally deficient bridge with a new 2 lane bridge. Project # 5912(103);
6. HBP-ID 4483 BRIDGE NO. PM00155, Bridge Preventive Maintenance Program (BPMP) various bridges in the Butte County. See Caltrans Local Assistance HBP website for backup list of projects. Project #

Chico Projects:

7. HBP-ID 4466 BRIDGE NO. 12C0279, IVY ST, OVER LITTLE CHICO CREEK, BTWN 9TH & 11TH STS. Rehabilitate and widen the existing 2 lane bridge to a full width 2 lanes with shoulders. Project # 5037(033);
8. HBP-ID 3766 BRIDGE NO. 12C0328, POMONA ROAD OVER LITTLE CHICO CREEK, 0.4 MI SE/O MILLER AVE. Replace the existing 2 lane bridge, without adding lane capacity. 11/2/2010: Toll Credits programmed for PE, R/W, & CON., Project # 5037(024), Project # 5037(036);
9. HBP-ID 3779 BRIDGE NO. 12C0336, SALEM STREET OVER LITTLE CHICO CREEK, 0.1 MI N OF 10TH ST. Rehabilitate functionally obsolete 2 lane bridge. No Added Lane capacity. 11/2/2010: Toll Credits programmed for PE, R/W, & CON. Project # 5037(022);
10. HBP-ID 4599 BRIDGE NO. PM00175, Bridge Preventive Maintenance Program (BPMP) various bridges in the City of Chico. See Caltrans Local Assistance HBP website for backup list of projects. Project #

Project data transferred from 2016 FTIP.

***** Version 19 - 02/15/2017 *****

Admin Modification #02. HBP Grouped Listing Update per HQ list dated 10/26/2016. Updated list:

1. NEW - HBP ID: 4376. BRIDGE NO. 00L0092, Ord Ferry Road over Tributary to Little Chico Creek west of River Road. Construct a new 2 lane bridge to replace the existing 2 lane low water crossings
2. HBP ID: 3470. BRIDGE NO. 12C0052, MIDWAY ROAD, OVER BUTTE CREEK, 0.3 MI S OF WHITE DR. Replace existing structurally deficient pair of 2 lane bridges with a new 2 lane bridge
3. HBP ID: 3747. BRIDGE NO. 12C0164, E RIO BONITO RD, OVER HAMILTON SLOUGH, 0.2 MI E OF SH 99. Replace the existing functionally obsolete 2 lane bridge with a new 2 lane bridge.
4. HBP ID: 3746. BRIDGE NO. 12C0165, E RIO BONITO ROAD, OVER SUTTER-BUTTE CANAL, 0.8 MI EAST OF SR 99. Replace the existing 2 lane structurally deficient bridge with a new 2 lane bridge.
5. HBP ID: 1894. BRIDGE NO. 12C0180, OREGON GULCH RD, OVER MORRIS RAVINE, E OF CHEROKEE RD. Replace 2 lane bridge with 2 lane bridge.
6. HBP ID: 4153. BRIDGE NO. 12C0242, ORD FERRY ROAD, OVER LITTLE CHICO CREEK, 1 MI EAST OF RIVER ROAD. Replace the existing 2 lane structurally deficient bridge with a new 2 lane bridge
7. NEW - HBP ID: 4483. BRIDGE NO. PM00155, Bridge Preventive Maintenance Program (BPMP) various bridges in the Butte County. See Caltrans Local Assistance HBP website for backup list of projects
8. NEW - HBP ID: 4466. BRIDGE NO. 12C0279, IVY ST, OVER LITTLE CHICO CREEK, BTWN 9TH ' || chr(38) ' || 11TH STS. Rehabilitate and widen the existing 2 lane bridge to a full width 2 lanes with shoulders.
9. HBP ID: 3766. BRIDGE NO. 12C0328, POMONA ROAD OVER LITTLE CHICO CREEK, 0.4 MI SE/O MILLER AVE. Rehabilitate the existing 2 lane bridge, without adding lane capacity
10. HBP ID: 3779. BRIDGE NO. 12C0336, SALEM STREET OVER LITTLE CHICO CREEK, 0.1 MI N OF 10TH ST. Rehabilitate functionally obsolete 2 lane bridge. No Added Lane capacity

***** Version 1 - 07/05/16 *****

Project data transferred from 2014 FTIP.

***** Version 17 - 06/03/2016 *****

Admin Modification #12 - Updating HBP Financial data per Caltrans HQ, list dated 03/29/2016. No change in projects. Total changed from \$34.1m to \$35.7m.

***** Version 16 - 01/11/2016 *****

Amendment 08 - Updating HBP List to 10/30/2015 list per CT HQ. 7 total projects. Prior version had 9 projects.

- 1.HBP ID: 3470 - Bridge No. 12C0052 - Midway Over Butte Creek
- 2.HBP ID: 3747 - Bridge No. 12C0164 - E Rio Bonito Over Hamilton Slough
- 3.HBP ID: 3746 - Bridge No. 12C0165 - E Rio Bonito over Sutter -Butte Canal
- 4.HBP ID: 1894 - Bridge No. 12C0180 - Oregon Gulch Rd over Morris Ravine
- 5.HBP ID: 4153 - Bridge No. 12C0242 - Ord Ferry Rd, over Little Chico Creek
- 6.HBP ID: 3766 - Bridge No. 12C0328 - Pomona Rd Over Little Chico Creek
- 7.HBP ID: 3779 - Bridge No. 12C0336 - Salem St over Little Chico Creek

***** DFTIP Version 2 - 11/07/2014 *****

Amendment 2 - Admin in nature, minor cost adjustments per Abhijit 10/31/2014.

***** Version 1 - 06/12/14 *****

Project data transferred from 2012 FTIP.

***** Version 13 - 04/22/2014 *****

Updating HBP list to 04/2/2014 list per CT HQ. Minor financial changes per year. Overall, slight decrease. backup listing posted: http://www.dot.ca.gov/hq/LocalPrograms/hbrr99/HBP_FTIP.html

Included 9 projects:

1. Bridge No. 12C0376 - 6th St. Over Hamilton Slough
2. Bridge No. 12C0052 - Midway Over Butte Creek
3. Bridge No. 12C0164 - E Rio Bonito Over Hamilton Slough
4. Bridge No. 12C0165 - E Rio Bonito over Sutter -Butte Canal
5. Bridge No. 12C0180 - Oregon Gulch Rd over Morris Ravine
6. Bridge No. 12C0242 - Ord Ferry Rd, over Little Chico Creek (new on list)
7. Bridge No. 12C0341 - Foothill Blvd Over Wyman Ravine
8. Bridge No. 12C0328 - Pomona Rd Over Little Chico Creek
9. Bridge No. 12C0336 - Salem St over Little Chico Creek

***** DFTIP Version 2 - 11/15/2012 *****

Amendment 1 - Dec 2012. Update Grouped listing per CT HQ to list dated 10/29/2012. Slight funding and schedule changes from \$41,187k to \$41,302k. Same 9 projects, no changes as described below.

***** DFTIP Version 1 - 08/02/2012 *****

Carryover from 2011 FTIP and updated per CT HQ based on 3/22/2012 Grouped listing for:

Bridge No. 12C0376 - 6th St. Over Hamilton Slough
Bridge No. 12C0052 - Midway Over Butte Creek
Bridge No. 12C0120 - Ord Ferry Rd over Sac River
Bridge No. 12C0164 - E Rio Bonito Over Hamilton Slough
Bridge No. 12C0165 - E Rio Bonito over Sutter -Butte Canal
Bridge No. 12C0180 - Oregon Gulch Rd over Morris Ravine
Bridge No. 12C0341 - Foothill Blvd Over Wyman Ravine
Bridge No. 12C0328 - Pomona Rd Over Little Chico Creek
Bridge No. 12C0336 - Salem St over Little Chico Creek

Total 9 bridges with total cost of \$41,187,000. Projects utilizing toll credits. See Backup list for project details and toll credit summary. (note: no change from 2011 FTIP).

***** Version 10 - 05/07/2012 *****

Updating per HQ 3/22/11 list. Admin Amendment. Changes total programmed from \$42.7m to 41.187m., approx 1%. Same projects.

***** Version 9 - 12/21/2011 *****

Amend 8 - Updating HBP Grouped list printed 10/24/2011. No change in projects, only delivery schedule and funding data. Total funding changed from \$42.1m to \$42.7m, approx 1%.

***** Version 8 - 04/29/2011 *****

Amend 5 - Admin Modification to add Salem Street into Grouped project listed as #9 below. Also using toll credits. Total TC being used: \$446,699. Backup lists posted at BCAG FTIP Website.

***** Version 7 - 11/23/2010 *****

11/10/2010 HBP Grouped Project List update per HQ. Changed implementing agency to "various". Utilizing Federal Toll Rd Credit Program for Local Match.

Grouped project listing and Toll Credit (TC) if applicable:

1. HBP ID: 3283/ No: 12C0376: 6th Street Over Hamilton Slough in Biggs. TC for R/W and CON. Project #5128(007)
2. HBP ID: 3470/No: 12C0052: Midway Rd over Butte Cr.in Butte County Project # 5912(085)
- 3.HBP ID: 1985/No 12C0120 Ord Ferry Rd over Sac River in Butte County. Project #5912(019)
4. HBP ID: 3747/No: 12C0164 E Rio Bonito Rd Over Hamilton Slough. TC for PE RW and CON. Project in Butte County #
5. HBP ID: 3746/No: 12C0165 E Rio Bonio Rd Over Sutter-Butte Canal. TC for PE RW and CON. Project in Butte County #
6. HBP ID: 1894/No: 12C0180 Oregon Gulch Rd over Morris Ravine E of Cherokee Rd in Butte County TC for PE RW and CON. Project # 5912(068)
7. HBP ID: 1788/No: 12C0341 Foothill Blvd over Wyman Ravine S of Oro Bangor Hwy in Butte County. Project # 5912(060)
8. HBP ID: 3766/No: 12C0328 Pomona Rd Over Little Chico Creek 0.4mi SE/O Miller Ave in Chico.
9. HBP ID:3779/No 12C0336 Salem Street over Little Chico Creek, 0.1 mi N of 10th St. Rehab obsolete bridge, no added capacity
TC for PE, R/W and CON

Toll Credit Summary: \$407,529 TIP Period.

***** Version 6 - 06/02/2010 *****

Carryover from 2009 FTIP AND updated per 04/06/10 Report for 2011 FTIP. includes:

Bridge No. 1) 12C0376, 6th St. Over Hamilton Slough; 2) 12C0052, Midway Over Butte Creek; 3) 12C0120, Ord Ferry Rd over Sac River at Glenn Co Line; 4)12C0180, Oregon Gulch Rd,over Morris Ravine; 5)12C0341, Foothill Blvd over Wyman Ravine. Projects utilizing Federal Toll Rd Credit Program for match requirements.

***** Version 5 - 11/17/2009 *****

Per 11/03/09 email from HQ requesting update of HBP list. Bridges included per 10/30/09 list:

1) 12C0376 - 6th St; 2) 12C0052 - Midway; 3) 12C0120 - Ord Ferry; 4) 12C0180 - Oregon Gulch; 5) 12C0341 - Foothill. HQ Backup list is posted at BCAG's FTIP Webpage along with the rest of amendment #11 documentation.

***** Version 4 - 06/02/2008 *****

Total Cost for State managed program = (note: no projects at time the FTIP was prepared. An amendment is expected when HBP list is updated)

Per Jan 8, 2008 correspondence without change.

***** Version 3 - 12/20/2007 *****Updated HBP list from HQ per 12/20/07 correspondence. updated list advances funding for Aguas Frias. Same 7 projects. Backup list posted on-line.

***** Version 2 - 02/20/2007 *****

Updated HBP list from HQ per 2-2-07 email

Removed 12C0271, added

12C0376 - 6th St over Hamilton Slough, N/O Dakota in Biggs.

***** Version 1 - 07/12/2006 *****

12C0120 - Ord Ferrd Rd. over Sacramento River, Glenn County line - Seismic Rtrofit

12C0180 - Oregon Gulch Rd, over Morris Ravine E of Cherokee. Replace 2 lane bridge w/ 2 lane bridge

12C0234 ' || chr(38) || ' 12C0233- Aguas Frias Rd over Butte Creek ' || chr(38) || ' Overflow, 2.7 mi N Richvale W Rd. Replace 2 lane bridge with 2 lane bridge.

12C0244 - Durham Dayton Hwy over Hamlin Slough 1 mi E Esquon Rd - Replace 2 lane bridge w/ 2 lane bridge.

12C0271 - Lower Honcut Rd over Wyandotte Creek - Rehab bridge, paint, railing, deck.

12C0292 - Bangor Hwyover Rocky Huncut Creek, 2.6 mi N/O La Prte Rd - Rehab Bridge, paint, rail and scour.

12C0341 - Foothill Blvd. over Wyman Ravine, S of Oro Bangor Hwy - Replace 2 lane structure with new two lanes, turn lane and shoulders and sidewalk.

**Butte County Association of Governments - Federal Transportation Improvement Program
(Dollars in Whole)
Local Highway System**

DIST: 03	PPNO:	EA:	CTIPS ID: 202-0000-0070	TITLE (DESCRIPTION): Grouped Projects for Safety Improvements - HSIP Program (Scope: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Railroad/highway crossing, safer non-Federal-aid system roads, Shoulder improvements, traffic control devices and operating assistance other than signalization projects at individual intersections, Pavement marking demonstration, Truck climbing lanes outside the urbanized area, Lighting improvements, Emergency truck pullovers. See Appendix 8 for current grouped listing or MPO comments. Project is included in the 2020 RTP/SCS Appendix 10-1, Project number 71)	MPO Aprv: State Aprv: Federal Aprv:
CT PROJECT ID:			MPO ID.: 20RTP5-12		EPA TABLE II or III EXEMPT CATEGORY Safety Improvement Program.
COUNTY: Butte County	ROUTE:		PM:		

IMPLEMENTING AGENCY: Various Agencies
PROJECT MANAGER: IVAN GARCIA

PHONE: (530) 809-4616

EMAIL: igarcia@bcag.org

PROJECT VERSION HISTORY (Printed Version is Shaded)

(Dollars in whole)

<u>Version</u>	<u>Status</u>	<u>Date</u>	<u>Updated By</u>	<u>Change Reason</u>	<u>Amend No.</u>	<u>Prog Con</u>	<u>Prog RW</u>	<u>PE</u>
1	Active	07/08/2022	IGARCIA	Adoption - Carry Over	0	11,881,200		

* Other Fed -		<u>PRIOR</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 1 of 2	PE									
	RW									
* Fund Type: Highway Safety Improvement Program	CON	4,582,500	4,069,763							8,652,263
* Funding Agency: Various Agencies	Total:	4,582,500	4,069,763							8,652,263

* Local Funds -		<u>PRIOR</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 2 of 2	PE									
	RW									
* Fund Type: City Funds	CON	1,456,500	1,772,437							3,228,937
* Funding Agency: Chico, City of	Total:	1,456,500	1,772,437							3,228,937

Project Total:		<u>PRIOR</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>BEYOND</u>	<u>TOTAL</u>
	PE									
	RW									
	CON	6,039,000	5,842,200							11,881,200
	Total:	6,039,000	5,842,200							11,881,200

Butte County Association of Governments - Federal Transportation Improvement Program (Dollars in Whole) Local Highway System

Comments:

List as of May 23, 2022.

1. H9-03-001. Butte County. Cohasset Rd between Nicalog Rd and end of existing guardrail near Jack Rabbit Flat Rd. Update existing guardrail.
2. HSIP7-03-001. Chico. At various locations throughout City Limits. Citywide systemic safety improvements including installation of improved signal hardware at signalized intersections, pedestrian crossings at uncontrolled locations, and upgraded intersection pavement markings at non-signalized intersections.
3. HSIP7-03-003. Chico. Nord Ave. (SR-32) at the intersections of West Sacramento Ave (west) and West Sacramento Ave (east). Two signal modifications
4. H8-03-003. Chico. The Intersection at SR-99 NB On-Off Ramps/ Eaton Road / Hicks Lane. Construct a 5-leg roundabout intersection with adequate bike and pedestrian access.
5. H9-03-012. Paradise. Sixteen stop-controlled intersections at various locations. Systemically improve minor street approaches with a combination of additional intersection warning/regulatory signs, improved pavement markings, and improved sight triangles.

Project data transferred from 2020 FTIP.

***** Version 23 - 05/03/2022 *****

Amendment #6: Updating to HSIP list 3/6/2022 per HQ. Backup list update to reflect:

1. H9-03-001 Butte County - Cohasset Rd between Nicalog Rd and end of existing guardrail near Jack Rabbit Flat Rd.(existing project).
2. Existing Project No 5 below. H9-03-012 Chico. Sixteen stop-controlled intersections at various locations Systemically improve minor street approaches with a combination of splitter islands, additional intersection warning/regulatory signs, improved pavement markings, and improved sight triangles.

***** Version 1 - 01/11/21 *****

12/15/20 backup list:

1. H9-03-001 Butte County - Cohasset Rd between Nicalog Rd and end of existing guardrail near Jack Rabbit Flat Rd.
2. HSIP7-03-001 - City of Chico, at various locations throughout City Limits. Citywide systemic safety improvements including installation of improved signal hardware at signalized intersections, pedestrian crossings at uncontrolled locations, and upgraded intersection pavement markings at non-signalized intersections
3. HSIP7-03-003 - Chico. Intersections of Nord Ave. (SR-32) and West Sacramento Ave. Convert the intersections from signal control to roundabouts
4. H8-03-003 - Chico. The Intersection at SR-99 NB On-Off Ramps/ Eaton Road / Hicks Lane. Construct a 5-leg roundabout intersection with adequate bike and pedestrian access.
5. H9-03-012 Chico. Sixteen stop-controlled intersections at various locations Systemically improve minor street approaches with a combination of splitter islands, additional intersection warning/regulatory signs, improved pavement markings, and improved sight triangles.

Project data transferred from 2018 FTIP.

***** Version 21 - 10/04/2019 *****

Amendment #03- Updating HSIP Grouped listing for one project for City of Chico:

FROM: HSIP7-03-001: CHICO. Location: on Walnut St. between West 1th St. and West 9th St. scope is changing to:

TO: HSIP7-03-001: CHICO. Location: City of Chico, at various locations throughout City Limits. Description: Citywide systemic safety improvements including installation of improved signal hardware at signalized intersections, pedestrian crossings at uncontrolled locations, and upgraded intersection pavement markings at non-signalized intersections
No change in funding or schedule associated with HSIP7--03-001

***** Version 20 - 01/04/2019 *****

Admin Modification #01 - Updating HSIP Grouped listing to 12/13/2018 List Update:

H8-03-001 - BUTTE COUNTY. Location: Skyway between Chico City Limits and Paradise Town Limits and Cohasset Rd between Chico City Limits and end of existing guardrail near Jack Rabbit Flat Rd.: Work: Upgrade existing guardrails;
H9-03-001: BUTTE COUNTY. Location: Cohasset Rd between Nicalog Rd and end of existing guardrail near Jack Rabbit Flat Rd.
H8-03-003: CHICO. Location: The Intersection at SR-99 NB On-Off Ramps/ Eaton Road / Hicks Lane.: Work: Construct a 5-leg roundabout intersection with adequate bike and pedestrian access.
HSIP7-03-001: CHICO. Location: on Walnut St. between West 1th St. and West 9th St.
HSIP7-03-003: CHICO. Location: Intersections of Nord Ave. (SR-32) and West Sacramento Ave
H9-03-012: PARADISE: Sixteen stop-controlled intersections at various locations

***** Version 1 - 07/26/18 *****

Note: Removed H7-03-003 from list per City of Chico & District 3. Project has been moved to the SHOPP Collision Reduction Grouped listing. Caltrans is lead agency. for SR 32 Nord Ave Roundabouts Project.

HSIP Backup List for 2019 FTIP:

H8-03-001.BUTTE COUNTY. Location: Skyway between Chico City Limits and Paradise Town Limits and Cohasset Rd between Chico City Limits and end of existing guardrail near Jack Rabbit Flat Rd.: Work: Upgrade existing guardrails;
H8-03-002. CHICO. Location: Sixty (60) Intersections throughout the City Limits : Work: Upgrade existing guardrails. Upgrading 60 intersections, with existing pedestrian signals, to include countdown heads.
H8-03-003. CHICO. Location: The Intersection at SR-99 NB On-Off Ramps/ Eaton Road / Hicks Lane.: Work: Construct a 5-leg roundabout intersection with adequate bike and pedestrian access. Approved Federal Funds total: \$4,069,763;
H7-03-001. CHICO. Location: City of Chico, on Walnut St. between West 1th St. and West 9th St.: Work: Walnut Street (SR32) from 1st to 4th (Road Diet, and Buffered Bike lanes); continue from 5th through 9th Street (Buffered Bike lane and vehicle lane transition striping only); intersections of 1st, 3rd, and 5th, (new signal hardware);
H7-03-002. CHICO Location: City of Chico, On Esplanade between Cohasset Rd and Memorial Way: Work: Install emergency vehicles preemptive system along Esplanade. Construct ladder style crosswalks, ADA curb ramps, raised median, and rapid rectangular flashing beacons at W. 8th Ave and Esplanade intersection.
H7-03-004. PARADISE. Location: Town of Paradise, Intersection of Skyway at Black Olive Drive: Work:Install traffic signal

Project data transferred from 2016 FTIP.

***** Version 18 - 04/20/2018 *****

Amendment #08 - Adding \$500k in CMAQ and \$500k in local County funds to HSIP05-03-002 E. Gridley Rd/Larkin Signalization Project in FY 17/18

Emissions Reductions:

ROG: 89 lbs/yr or 0.11 kg/day

NOx: 114 lbs/year or 0.14 kg/day

PM10: 15 lbs/year or 0.02kg/day

***** Version 17 - 02/15/2017 *****

Admin Modification. Funding change is a 7% decrease in funding, within guidelines.

Grouped Listing Update per HQ list dated 11/29/2016.

1. H8-03-001 - Butte County. Skyway between Chico City Limits and Paradise Town Limits and Cohasset Rd between Chico City Limits and end of existing guardrail near Jack Rabbit Flat Rd. Upgrade existing guardrails.
2. HSIP5-03-002 - Butte County. East Gridley Rd./Larkin Rd. Install traffic signals
3. H8-03-002 ? Chico. Fifty (50) intersections throughout the City limits. Upgrade existing pedestrian signals to include countdown heads.
4. H8-03-003 ? Chico. The Intersection at SR-99 NB On-Off Ramps/ Eaton Road / Hicks Lane. Construct a 5-leg roundabout intersection with adequate bike and pedestrian access.
5. HSIP7-03-001- Chico. City of Chico, Nord Ave. Complete Street 1st to 4th. Walnut Street (also known as Nord Ave. to the north and SR-32) between West 1st Street and West 4th Street Road diet, new buffered bike lanes along Walnut Street, and improved signal hardware at the intersections of Walnut St. and W. 2nd St., and Walnut St. and W. 3rd St.
6. HSIP7-03-002 ? Chico. On Esplanade between Cohasset Rd and Memorial Way. Install emergency vehicles preemptive system along Esplanade. Construct ladder style crosswalks, ADA curb ramps, raised median, and rapid rectangular flashing beacons at W. 8th Ave and Esplanade intersection.
7. HSIP7-03-003 -Chico. Intersections of Nord Ave. (SR-32) and West Sacramento Ave. Convert the intersections from signal control to roundabouts.
8. HSIP7-03-004 ? Paradise. Intersection of Skyway at Black Olive Drive. Install traffic signal

***** Version 1 - 07/05/16 *****

Project data transferred from 2014 FTIP.

***** Version 15 - 05/13/2016 *****

Admin Mod # 11 - Cost Increase for HSIP6-03-008. Pearson Rd b/w Clark Rd and Pentz. Increase by \$134,182. FFY 15/16. No other changes.

***** Version 14 - 01/11/2016 *****

Updated list for 2015/16 (11/12/2015) per HQ.

1. HSIP3-03-002 Lincoln Blvd. from 50' North of Idora St. to 100' South of Arnold Ave.
2. HSIP5-03-001 Durham Pentz Rd. between SR 99 and SR 191 (HR3)
3. HSIP5-03-002 East Gridley Rd./Larkin Rd.
4. HSIP5-03-009 Oro Dam Blvd./Orange Ave./Acacia Ave.
5. HSIP6-03-006 Clark Rd between Adams Rd and Kimberly Lane
6. HSIP6-03-008 Pearson Rd between Clark Rd and Pentz Rd
7. HSIP6-03-009 Clark Rd between Billie Rd and Wagstaff Rd
8. HSIP7-03-001 (New) City of Chico, Nord Ave. Complete Street 1st to 4th. Walnut Street (also known as Nord Ave. to the north and SR-32) between West 1st Street and West 4th Street
9. HSIP7-03-002 (New) Esplanade between Cohasset Rd and Memorial Way
10. HSIP7-03-003 (New) Intersections of Nord Ave. (SR-32) and West Sacramento Ave
11. HSIP7-03-004 (New) Intersection of Skyway at Black Olive Drive

***** Version 1 - 06/12/14 *****

Updated list for 2014/15 FTIP:

1. HSIP3-03-002. Butte County. Lincoln Blvd
2. HSIP4-03-002. Butte County. Skyway (Rumble Strips)
3. HSIP5-03-001. HR3. Butte County. Durham Pentz Rd b/w SR 99 and SR 191
4. HSIP5-03-002. Butte County. East Gridley Rd. / Larkin. (Signals)
5. HSIP5-03-009. Oroville. Oro Dam Blvd./Orange/Acacia (Signals)
- 6 HSIP6-03-006. Paradise. On Clark Rd b/w Adams Rd and Kimberly Lane
- 7.HSIP6-03-007.Paradise. 15 Intersections through Paradise
8. HSIP6-03-008. Paradise. Pearson Rd b/w Clark Rd and Pentz Rd
- 9 HSIP6-03-009. Clark Rd b/w Billie Rd and Wagstaff Rd

Project data transferred from 2012 FTIP & Updated on June 19, 2014 per HQ backup list 06/04/2014.

***** Version 12 - 12/19/2013 *****

Updating HSIP Grouped listing per 12/05/2013 backup list. Programs 4 new Town of Paradise projects:

1. On Clark Rd b/w Adams Rd and Kimberly Lane
 2. 15 Intersections through Paradise
 3. Pearson Rd b/w Clark Rd and Pentz Rd
 4. Clark Rd b/w Billie Rd and Wagstaff Rd
- Backup list posted at: <http://www.dot.ca.gov/hq/LocalPrograms/HSIP/hsip-statewide-backuplists.html> date 12/05/2013

***** Version 11 - 04/17/2013 *****

Admin Amendment/Modification #2: Modification for Butte County HSIP-5912(094) Project. Change scope from Current: install edgeline rumble strips concrete median barrier and speed feedback signs

Modification: install rumble stripes and speed feedback signs.

No change in funding.

***** DFTIP Version 2 - 11/15/2012 *****

Amendment 1 - Add 4 new HSIP projects into the HSIP Grouped listing:

1. HSIP5-03-001. Durhm Pentz Rd b/w SR 99 and SR 191
2. HSIP5-03-002. East Gridley Rd./Larkin Rd
3. HSIP5-03-009. Oro Dam Blvd./Orange Ave./ Acacia Ave
4. HSIP5-03-0010.Skyway Rd b/w Vista Way and Elliot Rd

***** DFTIP Version 1 - 06/28/2012 *****

Carryover from 2011 FTIP. Same projects. Slight update of FY 13/14 Fed funds and Prior funds per 03/29/2012 HQ backup list.

Lincoln Project: Construct curb, gutter, sidewalk and curb ramps; install crosswalk warning signs w integrated flashing beacons at all three midblock crossings, and class2 bike lane markings.

Skyway Project: Install edgeline rumble strips, concrete median barrier, and speed feedback signs.

The project is proposed exempt from a new regional emissions analysis per EPA's Transportation Conformity Rule Section 93.126 Table 2 (Safety) indicating that Highway Safety Improvement Program implementation is exempt.

***** Version 8 - 06/06/2011 *****

Per email on 6/6/11 from Lima Huy, request to update HSIP. Advancing Lincoln Blvd. From Elgin St to Arnold Ave from FY 11/12 to FY 10/11. No change in total funding of \$900k.

***** Version 7 - 04/11/2011 *****

Amend 4: Adding new HSIP to grouped listing. On Skyway between city limits of Chico and Paradise. Install edeline rumble strips, concrete median barrier, and speed feedback signs. HSIP 640k, local 71.2k for pgm total of \$711.3k in FY 13/14.

***** Version 6 - 06/09/2010 *****

2009 FTIP carryover. Updating per Local Assitance 4/15 2010 Backup List. Two projects on same street included for Lincoln Blvd from Elgin St to Arnold Ave.

First is to install raised concrete medians with curb ramps and left turn pockets; construct ped refuge area 900k HSIP / \$200 Local.

Second is 150' north of Elgin to 100' south of Arnold to construct curb, gutter sidewalk warning signs with integrated flashing beacons at all three midblock crossings, ad class II bike lane markings. \$900k / 110k Local. Will use Federal Toll Rd Credit for match if able to at time of allocation/authorization.

***** Version 5 - 03/12/2010 *****

Adding new HSIP project to Lump Sum, "Lincoln Blvd HSIP Improvements - Phase 2" on Lincoln 150' n. of Elgin to 100' s. of Arnold. Scope is to construct typical urban improvements, curb, gutter sidewalks etc. Adding \$900k HSIP, \$110k local in FY 11/12.

***** Version 4 - 08/28/2009 *****

Movin SHOPP Collision Reduction and Local funds for SR 162 @ Veatch St from 10/11 to 09/10 consistent with adopted SHOPP. Also removing funds associated with project in SHOPP Lump Sum Project. Project was being double counted.

***** Version 3 - 06/04/2009 ***** adding ARRA TE funds for Lincoln Blvd project. Also advancing HSIP funds from FY 10/11 to 09/10. Regional ARRA TE funds are required to be obligated in 09/10, therefore all funding associated with the Lincoln project are moved to 09/10. ARRA TE funds to provide for median landscaping work.

***** Version 2 - 11/12/2008 *****

Adding \$1.1m SHOPP Collision funds to SR 162 @ Veatch Street per 08 SHOPP for EA 3E8501.

PE=493, R/W=67, CON=552 (includes support \$)

***** Version 1 - 06/17/2008 *****

Total Cost for the HSIP Lump Sum Projects = \$1,363,200

Lump Sum Projects:

Butte County - 6637 - Lincoln Blvd from Elgin St to Arnold Ave. Install raised concrete medians with curb ramps and left turn pockets; construct ped refuge area. \$900,000 Fed., \$1.1m total.

Oroville - 6634 - Intersection of SR 162 and Veatch St. Install traffic signal; cooperative project with Caltrans project EA 03-3E850. \$236,880 Fed., \$263,200 total.

**Butte County Association of Governments - Federal Transportation Improvement Program
(Dollars in Whole)
State Highway System**

DIST: 03	PPNO:	EA:	CTIPS ID: 202-0000-0162	TITLE (DESCRIPTION): Grouped Projects for Bridge Rehabilitation and Reconstruction - SHOPP Bridge Program (Scope: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 categories - Widening narrow pavements or reconstructing bridges (no additional travel lanes). See Appendix 8 for current grouped listing or MPO comments. Project is included in the 2020 RTP/SCS Appendix 10-1 Project 74.	MPO Aprv: State Aprv: Federal Aprv:
CT PROJECT ID:			MPO ID.: SHOPP_BR		EPA TABLE II or III EXEMPT CATEGORY Non capacity widening or bridge reconstruction.
COUNTY: Butte County	ROUTE:		PM:		

IMPLEMENTING AGENCY: Caltrans
PROJECT MANAGER: Joan Davis

PHONE: (530) 740-4805

EMAIL: Joan.Davis@dot.ca.gov

PROJECT VERSION HISTORY (Printed Version is Shaded)

(Dollars in whole)

Version	Status	Date	Updated By	Change Reason	Amend No.	Prog Con	Prog RW	PE
1	Active	07/08/2022	IGARCIA	Adoption - Carry Over	0	4,470,000		

* SHOPP - Bridge Preservation -		PRIOR	22-23	23-24	24-25	25-26	26-27	27-28	BEYOND	TOTAL
* Fund Source 1 of 1	PE									
* Fund Type: SHOPP Advance Construction (AC)	RW									
* Funding Agency: Caltrans	CON	585,000	3,885,000							4,470,000
	Total:	585,000	3,885,000							4,470,000

Comments: 2020 RTP/SCS Appendix 10-1, Project 74.

***** DFTIP Version 1 - 07/08/2022*****

1. EA: 2G600. SR 99. In Chico, at Cohasset Highway Overcrossing No. 12-0168; also in Placer County, on Route 80 at Troy Undercrossing No. 19-0106L/R (PM 68.55) and Kingvale Undercrossing No. 19-0107L (PM 69.23). Polyester concrete

***** Version 8 - 07/01/2019 *****

Amendment #2: PCR approved by CTC, June 2019 (Amend#18H-010). OH330 increase RW-Cap and decrease CON-Cap. 0F290 increase RW-Cap and CON-Cap.

- SR 99 north of Broyles Rd. Bridge rail upgrade at 6 locations - \$7.076m in FY 19/20. EA 0H330
- SR 99 near Richvale at Cottonwood Creek Bridge #12-0120. Replace and realign scour-critical bridge - \$13.230m in FY 19/20. EA 0F290

***** Version 1 - 07/26/18 *****

2018 SHOPP:

- SR 99 north of Broyles Rd. Bridge rail upgrade at 6 locations - \$7.076m in FY 19/20. EA: 0H330
- SR 99 near Richvale at Cottonwood Creek Bridge 12-0120. Replace and realign scour-critical bridge. \$13.230m in FY 19/20. EA 0F290

Project data transferred from 2016 FTIP.

***** Version 1 - 07/05/16 *****

Updated per adopted 2016 SHOPP:

- SR 99 near Richvale, at Cottonwood Creek Bridge No: 12-0120. Replace scour-critical bridge. \$ 11.350m FY 19/20
- SR 99 in and near Chico from north of SR 162 to north of Broyles Rd. Bridge rail upgrade at six locations. \$7.950m FY 19/20

Project data transferred from 2014 FTIP.

State Route 99, in and near Chico, from north of SR 162 to north of Broyles Rd. Bridge rail upgrade at six locations & SR 99 near Richvale at Cottonwood Creek Bridge No. 12-0120. Replace scour-critical bridge.

***** Version 5 - 06/27/2016 *****

Admin Mod #13 - Adding \$3.870m for PE only for 2016 SHOPP Projects per HQ to start July 1st. Updating grouped listing:

- SR 99, in and near Chico, from north of SR 162 to north of Broyles Rd. Bridge rail upgrade at six locations
- SR 99 near Richvale at Cottonwood Creek Bridge No. 12-0120. Replace scour-critical bridge.

Grouped listing changed from \$21.1m to \$24.9m.

***** Version 1 - 06/12/14 *****

Project data transferred from 2012 FTIP.

***** Version 2 - 06/26/2013 *****

Admin modification: moving \$5595k in FY 13/14 funding to FY 14/15. for Flag Canyon Bridge. No other changes.

***** Version 1 - 06/28/2012 *****

SHOPP Bridge Preservation Grouped Listing.

PPNO: 2282, EA: OF690 - SR 70 @ P.M. 24.3 at Flag Canyon Creek Bridge. Replace bridge in FY 13/14 for \$5.595 m. Utilizing toll credits for match requirements.

PPNO: 2421 EA 3E620 - SR 99 Near Chico, from Estates Drive at 0.4 mile north of Butte Creek Bridge #12-0126R. Replace Bridge (scour mitigation). FY 12/13. Utilizing toll credits for match requirements.

**Butte County Association of Governments - Federal Transportation Improvement Program
(Dollars in Whole)
State Highway System**

DIST: 03	PPNO:	EA:	CTIPS ID: 102-0000-0164	TITLE (DESCRIPTION): Grouped Projects for Safety Improvements - SHOPP Collision Reduction Program (Scope: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Railroad/highway crossing, Safer non-Federal-aid system roads, Shoulder improvements, traffic control devices and operating assistance other than signalization projects, Intersection signalization projects at individual intersections, Pavement marking demonstration, Truck climbing lanes outside the urbanized area, Lighting improvements, Emergency truck pullovers See Appendix 8 for current grouped listing or MPO comments. Project is included in the 2020 RTP/SCS Appendix 10-1, Project 88)	MPO Aprv: State Aprv: Federal Aprv: EPA TABLE II or III EXEMPT CATEGORY Shoulder Improvements.
CT PROJECT ID: 0300001119		MPO ID.: SHOPPC			
COUNTY: Butte County	ROUTE:	PM:			

IMPLEMENTING AGENCY: Caltrans
PROJECT MANAGER: Joan Davis

PHONE: (530) 741-4249

EMAIL: joan.davis@dot.ca.gov

PROJECT VERSION HISTORY (Printed Version is Shaded)

(Dollars in whole)

<u>Version</u>	<u>Status</u>	<u>Date</u>	<u>Updated By</u>	<u>Change Reason</u>	<u>Amend No.</u>	<u>Prog Con</u>	<u>Prog RW</u>	<u>PE</u>
1	Active	07/18/2022	IGARCIA	Adoption - Carry Over	0	7,986,000		

* SHOPP - Collision Reduction -		<u>PRIOR</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 1 of 2	PE									
* Fund Type: SHOPP Advance Construction (AC)	RW									
* Funding Agency: Caltrans	CON	571,000	5,173,000	1,742,000						7,486,000
	Total:	571,000	5,173,000	1,742,000						7,486,000

* RIP -		<u>PRIOR</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 2 of 2	PE									
* Fund Type: STIP Advance Construction	RW									
* Funding Agency: Caltrans	CON		500,000							500,000
	Total:		500,000							500,000

Project Total:		<u>PRIOR</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>BEYOND</u>	<u>TOTAL</u>
	PE									
	RW									
	CON	571,000	5,673,000	1,742,000						7,986,000
	Total:	571,000	5,673,000	1,742,000						7,986,000

Butte County Association of Governments - Federal Transportation Improvement Program (Dollars in Whole) State Highway System

Comments:

7/14/2022:

1: 2J860: SR 32 Near Chico, at the intersection with Meridian Rd. Install traffic signal. Additional 500k for CON from BCAG.

2. 0J921. SR 32. In and near Chico, from West 8th Avenue to West 2nd Street. Add green bike lane treatment, install signs, and construct curb ramps.

3. 1J910. SR 32. In Chico at Main Street and Oroville Avenue (PM R9.5R/L to PM R9.57R/L). Upgrade traffic signals, install pedestrian push buttons and countdown signals, and restripe crosswalks to improve pedestrian safety.

***** Version 1 - 06/16/22 *****

1. EA: 0J921. SR 32. In and near Chico, from West 8th Avenue to West 2nd Street. Add green bike lane treatment, install signs, and construct curb ramps.

2. 7/14/2022: EA 1J910. SR 32. In Chico at Main Street and Oroville Ave. Upgrade traffic signals, install ped push buttons and countdown signals, restripe crosswalks to improve ped safety.

***** Version 13 - 10/08/2021 *****

Modification #05 - Add new lump sum project.

SR 32 - In and near Chico, from West 8th Avenue to West 2nd Street. Add green bike lane treatment, install signs, and construct curb ramps. Post miles 7.1 / R8.4. Adding \$49k in FY 21/22 & \$501k in FY 22/23.

Caltrans notes: Split parent project EA 0J920/PPNO 03-6257 into three child projects EA 0J921/PPNO 03-6257A, EA 0J922/PPNO 03-6257B, and EA 0J923/PPNO 03-6257C

***** Version 1 - 01/11/21 *****

2021 FTP: 2 Projects:

EA 4H880 - SR 32 Near Chico, from Gianella Rd. to Muir Ave. Install lighting, widen shoulders, upgrade end treatments at bridge approaches, and rehab culverts.

PE 3.2m, R/W 3.550m CON 15.1m

NOTE: NOT INCLUDED IN GROUPED LISTING: PROJECT IS COMBINED WITH STIP PROJECT (CTIPS 102-0000-0205):

EA 3H930 - SR 70 Near Oroville, from Yuba County line to south of East Gridley Road/ Stimpson Rd; also in Yuba County, on SR 70 from PM 25.7 to PM 25.8. Widen for two-way left-turn lane and standard shoulders.

PE 6.4m, R/W 5.718m, CON 31.950m

Project data transferred from 2018 FTIP.

***** Version 11 - 11/13/2019 *****

Amendment 03: Adding new project to grouped listing for SR 32 PM 0.3/5.0, Near Chico from Gianella Rd to Muir Ave. Install lighting, widen shoulders, upgrade end treatments at bridge approaches, and rehabilitate culverts. This amendment adds FY19/20: \$1.2m, FY 20/21: \$2.35m, FY 21/22: \$18.3m for a total of \$21.85m.

***** Version 1 - 07/26/18 *****

2018 SHOPP Grouped listing:

1. SR 162 - In and near Oroville, from Foothill Boulevard to the Gold Country Casino entrance. Construct two-way left-turn lane and widen shoulders. \$21.425m in 4 year period / \$22.352m total. EA: 2H630.

2. SR 32 - In Chico, from West Sacramento Avenue (East) to West Sacramento Avenue (West). Construct two roundabouts. (Previously HSIP project by City of Chico). Project lead changed to Caltrans in the SHOPP. EA: 2H240. \$6.105m in 4 year period / \$6.755m total.

3. Note: Pulled the following SR 70 Corridor Projects out of Grouped listing to combine with STIP Projects:

Segment 1: (EA: 3H710). Near Oroville, from south of Palermo Road to north of Ophir Road. Widen for two-way left-turn lane and standard shoulders, and provide a roadside clear recovery zone. \$31.870m in 4 year FTIP / \$32.720m total.

Segment 2 (EA: 3H720), Near Oroville, from 0.3 mile north of Cox Lane to south of Palermo Road. Widen for two-way left-turn lane and standard shoulders, and provide a roadside clear recovery zone. \$35.880m in 4 year FTIP/ \$36.860m total.

SR 70 Segments 3 (EA: 3H930), Near Oroville, from Yuba County Line to south of East Gridley Road/Stimpson Road; also, in Yuba County on Route 70 from PM 25.7 to PM 25.8. Widen for two-way left-turn lane and standard shoulders. \$40.668m in 4 year FTIP/ \$44.068m total.

SR 70 Projects total for Segments 1,2 & 3: \$108,418m in 4 year FTIP, \$113,648m total moved to STIP projects.

Project data transferred from 2016 FTIP.

***** Version 9 - 09/06/2017 *****

Formal Amendment #7 - Adding new project to grouped listing: SR 162 - In and near Oroville from Foothill Blvd to Gold Country Casino. Construct two way left turn lane and widen shoulders. Adding \$22.352 million in FY 19/20. Utilize toll credits as necessary.

The project is exempt from regional emissions analysis per the EPA's Transportation Conformity Rule Section 93.127 Table 3, "Projects Exempt from Regional Emissions Analyses" indicating that intersection channelization projects are exempt.

***** Version 8 - 08/07/2017 *****

Admin Modification #06 - Update Grouped Listing to include: SR 32 in Chico, from W. Sac Ave (East) to W. Sac Ave (West). Construct two roundabouts. Adding \$6.7 million in FY 19/20. Grouped listing changed from \$39 million to \$45 (14% change). Utilize toll credits as necessary. Project was 2017 FTIP HSIP funded project with City of Chico as Lead Agency. This admin modification changed agency lead to Caltrans under the SHOPP program.

***** Version 1 - 07/05/16 *****

2016 adopted SHOPP:

1. SR 32 in Chico, at Ivy Street. Install traffic signals. \$3.44m FY 16/17

2. SR 99 in Chico at NB off-ramp to East Ave. Widen ramp to provide left turn lane. \$1.9m FY 16/17

3. SR 191 near Paradise from 2 miles south of Clear Creek Cemetery Rd to south of Airport Rd. Roadway Improvements. \$29.250 m FY16/17

Project data transferred from 2014 FTIP.

Includes SR 99 Near Chico at the Rock Creek Bridge #12-27. Widen shoulder on structure, no additional thru lanes, SR 191 Near Paradise from 2.0 miles south of Clear Creek Cemetery Road to South Airport Rd. Roadway improvements. AQ exempt Table 2 (Safety)

***** Version 5 - 08/04/2015 *****

08/04/2015: Admin Modification: updating schedule and cost per approved PCR dated 06/174/2015 for 2014 SHOPP Amendment 14H-456.

Update for:

SR 191 Paradise Road Realignment. Changed from FY 15/16 to FY 16/17.

Support: PA&D \$1,150 No change; PS& 1,350 (prior 1,100); R/W \$750 (596); CON \$2,700 (\$2,000). Total support change \$1,104.

Capital: R/W \$5,300 (311); CON \$18,000 (13,690). Total capital change \$9,299

Total increase \$10,403.

FY 15/16 Grouped total changed from \$18,847 to \$0.

Products of CTIPS

FY 16/17 Grouped total changed from \$2,855 to \$32,105.
Total grouped listing changed from \$26,297 to \$36,700.

7/1/2014 - Adding EA: 4F260 to Grouped Listing. SR 32- In Chico at Ivy Street. Install Traffic Signal for \$2,855 in FY 16/17. PPNO: 2110.

***** Version 1 - 06/12/14 *****

Project data transferred from 2012 FTIP. Utilizing toll credits as necessary.

***** Version 2 - 10/01/2013 *****

Amendment #6 - Updating to:

SR 99 at Rock Creek Bridge. (PPNO 2427) - Total costs changed from \$3.940m to \$4.595m. Moved project from FY 13/14 to FY 14/15

Adding new project to grouped listing:

SR 191 - P.M. 6.8 to 8.6 (PPNO: 2705). Near Paradise from 2.0 miles south of Clear Creek Cemetery Road to South of Airport Rd. Roadway improvements. Total cost: \$18.847 m in FY 15/16.

These project are exempt from a new regional emissions analysis per EPA's Transportation Conformity Rule Section 93.126 Table 2 (Safety) indicating that shoulder improvements and pavement resurfacing and or rehabilitation are exempt.

***** Version 1 - 06/28/2012 *****

SHOPP - Collision Reduction Grouped Listing for Butte County projects.

SR 99 Near Chico at the Rock Creek Bridge #12-27. Widen shoulder on structure. Utilizing toll credits for local match requirements.

The project is proposed exempt from a new regional emissions analysis per EPA's Transportation Conformity Rule Section 93.126 Table 2 (Safety) indicating that shoulder improvements are exempt.

**Butte County Association of Governments - Federal Transportation Improvement Program
(Dollars in Whole)
State Highway System**

DIST: 03	PPNO:	EA:	CTIPS ID: 202-0000-0213	TITLE (DESCRIPTION): Grouped Projects for Emergency Repair - SHOPP Emergency Response Program (Scope: Projects are consistent with 40CFR Part 93.126 Exempt Tables 2 categories - Repair damage caused by natural disasters, civil unrest, or terrorist acts. This applies to damages that do not qualify for Federal Emergency Relief funds or to damages that qualify for Federal Emergency Relief funds but extend beyond the Federally declared disaster period	MPO Aprv: State Aprv: Federal Aprv:
CT PROJECT ID: 0318000012			MPO ID.: SHOPP_ER	See Appendix 8 for current grouped listing or MPO comments. Project is included in the 2020 RTP/SCS Appendix 10-1, Project number 76)	EPA TABLE II or III EXEMPT CATEGORY Emergency Relief (23 U.S.C. 125).
COUNTY: Butte County	ROUTE:		PM:		

IMPLEMENTING AGENCY: Caltrans
PROJECT MANAGER: Joan Davis

PHONE: (530) 740-4805

EMAIL: Joan.Davis@dot.ca.gov

PROJECT VERSION HISTORY (Printed Version is Shaded)

(Dollars in whole)

<u>Version</u>	<u>Status</u>	<u>Date</u>	<u>Updated By</u>	<u>Change Reason</u>	<u>Amend No.</u>	<u>Prog Con</u>	<u>Prog RW</u>	<u>PE</u>
1	Active	07/18/2022	IGARCIA	Adoption - Carry Over	0	6,360,000		

		<u>PRIOR</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>BEYOND</u>	<u>TOTAL</u>
* SHOPP - Emergency Response -										
* Fund Source 1 of 1	PE									
	RW									
* Fund Type: SHOPP Advance Construction (AC)	CON	550,000	720,000	4,765,000	325,000					6,360,000
* Funding Agency: Caltrans	Total:	550,000	720,000	4,765,000	325,000					6,360,000

**Butte County Association of Governments - Federal Transportation Improvement Program
(Dollars in Whole)
State Highway System**

Comments:

***** Version 1 - 06/16/22 *****

2023 FTIP. Carryover.

1. EA: 2J070. PPNO: 2441. SR 99. Near Chico, from north of Wilson Landing Road to Keefer Slough Bridge. Raise the roadway grade, install cross-road culverts, and re-grade roadside ditches to prevent roadway flooding.
2. EA 3H531. SR 70 Near Paradise, from 0.8 mile west to 0.2 mile east of Shady Rest Area. Environmental mitigation for project EA 3H540.

***** Version 1 - 01/11/21 *****

EA 0J870 - SR 191 - In and near Paradise, from 0.3 mile south of Airport Road to 0.2 mile north of Old Clark Road. Stabilize the fire damaged cut slopes, widen shoulders to create catchment area for rockfall debris, and improve drainage systems.

EA 3H540 - SR 70 - Near Paradise, from 0.8 mile west to 0.2 mile east of Shady Rest Area. Restore and repair damaged roadway by raising the existing vertical alignment by approximately five feet and protecting the embankment against future flooding with

EA 0J700 - SR 32 - Near Forest Ranch, from 1.3 miles west to 1.1 miles west of Carpenter Ridge Road. Stabilize embankment slope from recurring slipouts by constructing a retaining wall, rehabilitating drainage systems, and upgrading guardrail.

EA 0J720 - SR 70 - Near Pulga, from 0.7 mile east of Pinkston Canyon Road/Big Bend Road to 1.7 miles west of North Fork Feather River Bridge. Replace three culverts damaged during the Camp Fire.

Project data transferred from 2018 FTIP.

***** Version 3 - 07/24/2020 *****

Admin Modification: Adding New ER project per Caltrans.

1. SR 70, 99 & 149 - In Butte County at various locations. Restore pavement damaged during debris removal operations after the Camp Fire by overlaying with asphalt. 03-1J200 in FY 19/20. \$23,082,000.

***** Version 2 - 02/13/2020 *****

Admin Modification per CTC approval Jan 2020 - SHOPP Amendment Number: 18H-014 for 3 projects:

1: Near Forest Ranch, from 1.3 miles west to 1.1 miles west of Carpenter Ridge Road. Stabilize embankment slope from recurring slip-outs by constructing a retaining wall, rehabilitating drainage systems, and upgrading guardrail. EA: 0J700. Total Funding Added: \$19,350,000.

2: In and near Paradise, from 0.3 mile south of Airport Road to 0.2 mile north of Old Clark Road. Stabilize the fire damaged cut slopes, widen shoulders to create catchment area for rockfall debris, and improve drainage systems. EA: 0J870. Total Funding Added \$15,510,000

3. Near Pulga, from 0.7 mile east of Pinkston Canyon Road/Big Bend Road to 1.7 miles west of North Fork Feather River Bridge. Replace three culverts damaged during the Camp Fire. EA: 0J720. Total Funding Added: \$6,730,000.

Total SHOPP ER Grouped Listing funded added: \$41,590,000

***** Version 1 - 08/04/2018 *****

2018 SHOPP:

EA: 3H540/ PPNO 2293.. Near Paradise, from 0.8 mile west to 0.2 mile east of Shady Rest Area. Restore and repair damaged roadway by raising the existing vertical alignment by approximately 5 feet and protecting the embankment against future flooding with Rock Slope Protection (RSP) or a retaining structure. \$57.166m in 4 year FTIP/ \$58.866 total. SR 70 post miles 46 to 47.

**Butte County Association of Governments - Federal Transportation Improvement Program
(Dollars in Whole)
State Highway System**

DIST: 03	PPNO:	EA:	CTIPS ID: 202-0000-0214	TITLE (DESCRIPTION): SHOPP Minor Grouped Listing (See Appendix 8 for current grouped listing or MPO comments. Project is included in the 2020 RTP/SCS Appendix 10-1, Project number 77.)	MPO Aprv:
CT PROJECT ID: 0318000064			MPO ID.: SHOPPM		State Aprv:
COUNTY: Butte County	ROUTE:		PM:		Federal Aprv:
					EPA TABLE II or III EXEMPT CATEGORY Pavement resurfacing and/or rehabilitation.

IMPLEMENTING AGENCY: Caltrans
PROJECT MANAGER: Joan Davis

PHONE: (530) 740-4805

EMAIL: Joan.Davis@dot.ca.gov

PROJECT VERSION HISTORY (Printed Version is Shaded)

(Dollars in whole)

<u>Version</u>	<u>Status</u>	<u>Date</u>	<u>Updated By</u>	<u>Change Reason</u>	<u>Amend No.</u>	<u>Prog Con</u>	<u>Prog RW</u>	<u>PE</u>
1	Active	07/19/2022	IGARCIA	Adoption - Carry Over	0	500,000		

	<u>PRIOR</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>BEYOND</u>	<u>TOTAL</u>
* CT Minor Pgm. -									
* Fund Source 1 of 1	PE								
* Fund Type: SHOPP Advance Construction (AC)	RW								
	CON	500,000							500,000
* Funding Agency: Caltrans	Total:	500,000							500,000

Comments:

***** Version 1 - 06/16/22 *****

1. SR 99 R36.3 EA 3J270 Project ID: 322000237. In Butte County, at Eaton southbound ramp intersection. Channelization improvements. Financial Contribution Only for \$500k

***** Version 5 - 05/02/2022 *****

Amendment #6 - Updating Minor list per HQ.

List reflects adding: SR 99 in Butte County at Keefer Slough. Repair deteriorating pavement and replace driveway culverts for \$1,250,000. EA: 2J070. Email: 12/09/2021. Grouped listing costs changed from \$1,455,000 to \$1,250,000.

***** Version 1 - 01/11/21 *****

Project data transferred from 2018 FTIP.

***** Version 3 - 07/24/2020 *****

Admin Modification #5 - Updating SHOPP Minor list per CT HQ 06/30/2020. Adding FY 2021 Project: In Butte County, in the city of Chico on northbound Route 99 at the Skyway and E 20th Street slip and loop on ramps. Install ramp meters. Post Miles: R30.500/R31.700. Adding \$1.455 million. Grouped listing update also deletes previous projects listed in Version 1 & 2 below.

***** Version 2 - 10/02/2019 *****

Amendment#3 - Updating SHOPP Minor List per CT HQ 08/09/2019. Adding new project to grouped listing:

New: In Butte County, on Route 162 in Oroville at 5th Avenue. Upgrade traffic signal/install interconnect. Adding \$2,364,200 in FY 19/20. At post mile 16.4

Amendment also removes previous project.

***** Version 1 - 08/04/2018 *****

2018 SHOPP 18/19 SHOPP Minor List

In Butte County, on Route 149, approximately 9.0 miles north of Oroville at Clear Creek Bridge No. 12-0073R. Bridge scour mitigation. EA: 3H800

**Butte County Association of Governments - Federal Transportation Improvement Program
(Dollars in Whole)
State Highway System**

DIST: 03	PPNO:	EA:	CTIPS ID: 202-0000-0222	TITLE (DESCRIPTION): Grouped Projects for Pavement resurfacing and/or rehabilitation - SHOPP Roadway Preservation (Scope: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 categories - Pavement resurfacing and/or rehabilitation, Emergency relief (23 U.S.C. 125), Widening narrow pavements or reconstructing bridges (no additional travel lanes). See Appendix 8 for current grouped listing or MPO comments. Project is included in the 2020 RTP/SCS Appendix 10-1, Project number 90)	MPO Aprv: State Aprv: Federal Aprv:
CT PROJECT ID: 0215000051			MPO ID.: SHOPP-RD		EPA TABLE II or III EXEMPT CATEGORY Pavement resurfacing and/or rehabilitation.
COUNTY: Butte County	ROUTE:		PM:		

IMPLEMENTING AGENCY: Caltrans
PROJECT MANAGER: Joan Davis

PHONE: (530) 229-0508

EMAIL: Joan.Davis@dot.ca.gov

PROJECT VERSION HISTORY (Printed Version is Shaded)

(Dollars in whole)

<u>Version</u>	<u>Status</u>	<u>Date</u>	<u>Updated By</u>	<u>Change Reason</u>	<u>Amend No.</u>	<u>Prog Con</u>	<u>Prog RW</u>	<u>PE</u>
1	Active	07/18/2022	IGARCIA	Adoption - Carry Over	0	87,960,000		

* SHOPP - Roadway Preservation -				<u>PRIOR</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 1 of 3	PE											
* Fund Type: SHOPP Advance Construction (AC)	RW											
* Funding Agency: Caltrans	CON	7,340,000	2,160,000	47,320,000	12,820,000	14,820,000						84,460,000
	Total:	7,340,000	2,160,000	47,320,000	12,820,000	14,820,000						84,460,000

* RIP -				<u>PRIOR</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 2 of 3	PE											
* Fund Type: STIP Advance Construction	RW											
* Funding Agency: Caltrans	CON			3,100,000								3,100,000
	Total:			3,100,000								3,100,000

* Local Funds -				<u>PRIOR</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 3 of 3	PE											
* Fund Type: City Funds	RW											
* Funding Agency: Gridley, City of	CON			400,000								400,000
	Total:			400,000								400,000

Project Total:				<u>PRIOR</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>BEYOND</u>	<u>TOTAL</u>
	PE											
	RW											
	CON	7,340,000	2,160,000	50,820,000	12,820,000	14,820,000						87,960,000
	Total:	7,340,000	2,160,000	50,820,000	12,820,000	14,820,000						87,960,000

**Butte County Association of Governments - Federal Transportation Improvement Program
(Dollars in Whole)
State Highway System**

Comments:

***** Version 1 - 06/16/22 *****

Project data transferred from 2020 FTIP.

1. EA: 0J440. SR 162. In and near Oroville, from Feather River Bridge to Foothill Boulevard. Rehabilitate pavement and drainage systems, upgrade facilities to Americans with Disabilities Act (ADA) standards, and upgrade signs and guardrail.

2. EA: 4H760. SR 32. In and near Chico, from Muir Avenue to Route 99 (PM 5.0/10.2L/R). Rehabilitate pavement, install signals and lighting, upgrade Transportation Management System (TMS) elements, rehabilitate drainage systems, and ADA upgrades.

3. EA: 0J430. SR 70. Near Pulga, from east of Big Ben Road to Plumas County line. Rehabilitate pavement, drainage systems, lighting, sign panels, and Transportation Management System (TMS) elements.

4.EA: 1H140. SR 99. In and near Gridley, from Hollis Lane to north of Ford Avenue. Rehabilitate pavement, upgrade Transportation Management System (TMS) elements, rehabilitate drainage systems, and upgrade facilities to ADA standards. NOTE: Also add \$3.1m RIP BCAG contribution and \$400k in Gridley Local Funds to CON.

BIKE/ PED Performance Measures: Bike Ped Improvements: In the City of Gridley, improvements entails installing ADA curb ramps and detectable warning surfaces, striping crosswalks, and class I bike path along State Route 99 from Township Road to Archer Avenue. Project is included in the 2020 RTP/SCS Appendix 10-1, Project number 190. Utilizing Toll Credits

Performance Measures:

Project Benefits: Promoting active transportation use would reduce vehicle trips and associated GHG and particulate emissions, while also encouraging economic growth in the community core. Environmental, health, and economic benefits would also contribute to increased quality of life.

Emissions Reductions for Bike/Ped portion:

ROG: 0.16, NOx: 0.1, PM 2.5: 0.07 kg/day

***** Version 4 - 05/05/2022 *****

Adding 2 new project to grouped listing:

1. 0J430: SR 70 PM 34.1 to 48.076. Near Pulga, from east of Big Ben Road to Plumas County line. Rehabilitate pavement, drainage systems, lighting, sign panels, and Transportation Management System (TMS) elements.). Adding \$1,240k FY 22/23; \$1,790k 23/24; \$14,820 FY 25/26. Total \$17,850k

2. 0J440: SR 162 PM 15.6 to 18.5. (In and near Oroville, from Feather River Bridge to Foothill Boulevard. Rehabilitate pavement and drainage systems, upgrade facilities to Americans with Disabilities Act (ADA) standards, and upgrade signs and guardrail.)
. Adding \$920k FY 22/23; \$1,920k 23/24; \$12,820 FY 24/25. Total \$15,660k

***** Version 1 - 01/11/21 *****

EA 1H140 - SR 99 - In and near Gridley, from Hollis Lane to north of Ford Avenue. Rehabilitate pavement, upgrade transportation Management System (TMS) elements, rehabilitate drainage systems, and upgrade facilities to Americans with
PE: 1.830m, R/W 1.110m, CON 13.180m

EA: 4H760 SR32 - In and near Chico, from Muir Avenue to Route 99 (PM 5.0/10.2L/R). Rehabilitate pavement, install signals and lighting, upgrade Transportation Management System (TMS) elements, rehabilitate drainage systems, and upgrade facilities to
PE 3.5m, R/W 2.3m, CON 27.4m

Project data transferred from 2018 FTIP.

***** Version 2 - 07/24/2020 *****

Adding 2 projects to grouped listing:

1. 03-4H760 - SR 32 - In and near Chico, from Muir Ave to Route 99. Rehabilitate pavement, install signals and lighting, upgrade Transportation Management System (TMS) elements, rehabilitate drainage systems, and upgrade facilities to Americans with Disabilities Act (ADA) standards. \$33.2 million.

2. 03-1H140 - SR 99 - In and near Gridley, from Hollis Lane to north of Ford Ave. Rehabilitate pavement, upgrade Transportation Management System (TMS) elements, rehabilitate drainage systems, and upgrade facilities to Americans with Disabilities Act (ADA) standards. \$16.1 million.

***** Version 1 - 08/17/2018 *****

Nearl Pulga, from 3.0 miles west of Coal Canyon Road to Plumas County line at various locations. Drainage system restoration. SR 70 PM 22 to 48. EA: 0H560. PPNO: 3588.

Carryover project from 2016 to 2018.

**Butte County Association of Governments - Federal Transportation Improvement Program
(Dollars in Whole)
Local Highway System**

DIST: 03	PPNO:	EA:	CTIPS ID: 202-0000-0107	TITLE (DESCRIPTION): Central House Rd Ovedr Wymann Ravine Bridge (Bridge No: 12C0111, 0.2 miles east of SR 70. Replace the existing 1 lane structurally deficient bridge with a new 2 lane bridge. Using toll credits for PE, R/W and CON. Project is included in the 2020 RTP/SCS Appendix 10-9 Project #50)	MPO Aprv:
CT PROJECT ID:			MPO ID.: CO_BRIDGE		State Aprv:
COUNTY: Butte County	ROUTE:		PM:		Federal Aprv:
					EPA TABLE II or III EXEMPT CATEGORY

IMPLEMENTING AGENCY: Butte County
PROJECT MANAGER: RAY COOPER

PHONE: (530) 538-7681

EMAIL: rcooper@buttecounty.net

PROJECT VERSION HISTORY (Printed Version is Shaded)

(Dollars in whole)

<u>Version</u>	<u>Status</u>	<u>Date</u>	<u>Updated By</u>	<u>Change Reason</u>	<u>Amend No.</u>	<u>Prog Con</u>	<u>Prog RW</u>	<u>PE</u>
1	Active	09/27/2022	IGARCIA	Adoption - Carry Over	0	3,325,000	65,000	650,000

		<u>PRIOR</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Local HBRR -										
* Fund Source 1 of 1	PE	650,000								650,000
	RW	65,000								65,000
* Fund Type: Highway Bridge Program	CON						3,325,000			3,325,000
* Funding Agency: Butte County	Total:	715,000					3,325,000			4,040,000

Comments:

***** Version 1 - 06/16/22 *****
2020 RTP SCS Appendix 10-9 Project #50

Project data transferred from 2020 FTIP.
***** Version 1 - 01/11/21 *****

Project data transferred from 2018 FTIP.
***** Version 10 - 02/26/2020 *****
Admin Modification #05 - TECHNICAL CORRECTION. Amend 03 should have reflected AC as fund type for HBP funds. This technical change reflects that correction. No other changes.

***** Version 9 - 11/13/2019 *****
Amendment #03 -Updating HBP Programming to 10/10/2019 list per CT HQ.
***** Version 8 - 01/04/2019 *****
Administrative Modification #1 - Updating HBP Programming to 10/26/2018 list per CT HQ. Moving \$65k in R/W from FFY 19/20 to FFY 21/22.

***** Version 1 - 07/26/18 *****
BRIDGE NO. 12C0111, CENTRAL HOUSE RD, OVER WYMAN RAVINE, 0.2 MI E OF SH70. Replace the existing 1 lane structurally deficient bridge with a new 2 lane bridge. 11/2/2010: Toll Credits programmed for PE, R/W, & CON.
Toll credits \$3,390,000 @ 11.47% = \$388,833 in credits.

Project data transferred from 2016 FTIP.
***** Version 6 - 02/15/2017 *****
Admin Modification #02 - Updated figures for Prior and Beyond outside the 17 TIP Period. Moved \$65k in R/W from 17/18 to 19/20.
***** Version 1 - 07/05/16 *****

Project data transferred from 2014 FTIP.
***** Version 4 - 01/11/2016 *****
Amendment #08 - Schedule adjustments, no change in costs. Move \$65k R/W from Prior year to FY 17/18.
Move \$1.7m CON from FY 16/17 to 20/21 (Beyond).

***** Version 1 - 06/12/14 *****
Project data transferred from 2012 FTIP.
***** DFTIP Version 1 - 08/02/2012 *****
***** Version 1 - 04/11/2011 *****
HBP "Individually" listed projects dated 3/28/2011. Bridge is a rural small bridge. Bridge currently operates as a two way (1 lane bridge). Current AADT -58. 10 year projection - 72 AADT. Utilizing Toll Credits for local match requirements for total of \$241,444 which represents 11.47%

APPENDICIES

APPENDIX 1: Air Quality Conformity Analysis and Determination

APPENDIX 2: Comments Received

APPENDIX 3: CTC Adopted 2022 STIP Fund Estimate

APPENDIX 4: Public Outreach & Notices

APPENDIX 5: Interagency Consultation Review

APPENDIX 6: BCAG Transportation Advisory Committee

APPENDIX 7: BCAG Social Services Transportation Advisory Council

APPENDIX 8: Grouped Listing / Lump Sum Backup Lists

APPENDIX 9: FHWA FSTIP Amendment and Administrative Modification Procedures

APPENDIX 10: BCAG Delegated Authority to Approve Administrative Modifications to the FSTIP

APPENDIX 11: Toll Credits

APPENDIX 12: 2023 FTIP System Performance Report

APPENDIX 13: 2023 FTIP Checklist

AIR QUALITY EMISSIONS ANALYSIS
AND
CONFORMITY DETERMINATION

2020 Regional Transportation Plan and 2019 Federal
Transportation Improvement Program

Prepared by:
Butte County Association of Governments

Adopted by BCAG Board: 12/10/2020

Approved by FTA/FHWA: 02/19/2021



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APPENDICES

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APPENDIX B – REGIONALLY SIGNIFICANT PROJECT LIST

APPENDIX C – PUBLIC MEETING DOCUMENTATION

APPENDIX D – RESPONSE TO PUBLIC COMMENTS

APPENDIX E – CONFORMITY CHECKLIST

AIR QUALITY CONFORMITY ANALYSIS AND DETERMINATION

Purpose

The Butte County Association of Governments (BCAG) is the designated Metropolitan Planning Organization (MPO) in Butte County, California, and is responsible for regional transportation planning. The purpose of this conformity determination is to ensure that BCAG's plans and programs "conform" to all applicable federal air quality requirements.

The Clean Air Act Section 176I (42 U.S.C. 7506 I) and EPA's transportation conformity regulations (40 CFR 93.104(b) and (c)) require that each new regional transportation plan (RTP) and transportation improvement plan (TIP) be demonstrated to conform to the State Implementation Plan (SIP) before the RTP and FTIP are approved by the MPO or accepted by the U.S. Department of Transportation (DOT). This ensures that federally supported highway and transit project activities will not cause new air quality violations, worsen existing violations, or delay timely attainment of the relevant national ambient air quality standards (NAAQS). Conformity currently applies under EPA's rules to areas that are designated non-attainment, and those re-designated to attainment after 1990 ("maintenance areas").

The region's last conformity determination and emissions analysis was adopted by the BCAG Board of Directors on September 27th, 2018 as part of the approval for the 2019 FTIP. This action was then approved by the Federal Transit Authority (FTA) and Federal Highways Administration (FHWA) on December 7th, 2018.

This transportation air quality conformity determination and emissions analysis shows that transportation projects programmed in the 2020 Butte County Regional Transportation Plan (RTP) and 2019 Federal Transportation Improvement Program (FTIP) are consistent with the applicable SIP.

Butte County's Air Quality Status

Ozone

Effective July 20, 2012, Butte County was designated marginal nonattainment under EPA's federal 2008 8-hour ozone National Ambient Air Quality Standards (NAAQS).

Effective August 3, 2018, Butte County was designated marginal nonattainment under EPA's federal 2015 8-hour ozone NAAQS.

Because of these designations, transportation projects occurring within Butte County are subject to an air quality conformity determination for the ozone precursors Reactive Organic Gases (ROG) and Oxides of Nitrogen (NOx).

Previously, under EPA's 1-hour ozone rule, Butte County was designated "non-attainment – transitional" (Section 185A) and was not required to develop an attainment SIP with an emissions budget.

Since no emissions budget exists from a prior SIP submittal that has been found adequate by EPA, or was part of an approved SIP, an interim conformity test applies. In order to make a conformity determination under the 2008 federal 8-hour standard, future emissions of ROG and NOx must be no greater than 2011 emissions levels, or the build/no-build test must be passed. Similarly, to make a conformity determination under the 2015 federal 8-hour standard, future emissions of ROG and NOx must be no greater than 2017 emissions levels, or the build/no-build test must be passed.

Carbon Monoxide

As a result of a 1998 SIP revision approved by EPA, Butte County (Chico Urbanized area) was re-designated from non-attainment to attainment with a Maintenance SIP for carbon monoxide (CO). In 2007, the 1998 Maintenance SIP was updated by ARB and approved by EPA for the second decade of the maintenance period. In the BCAG area, transportation conformity requirements for CO ended June 1, 2018.

Fine Particulate Matter (PM2.5)

As a result of a 2018 SIP revision approved by EPA, Butte County (Chico Urbanized area) was re-designated from non-attainment to attainment with a Maintenance SIP for fine particulate matter (PM2.5) under the EPA 2006 24-hour PM2.5 NAAQS.

As part of EPA's final action, the determination was made that contributions from motor vehicle emissions in the non-attainment area are insignificant. As a result of this finding, BCAG is no longer required to perform regional emissions analyses for either directly emitted PM2.5 or nitrogen oxides as part of future PM2.5 conformity determinations for the 2006 24-hour PM2.5 NAAQS for the Chico area.

Conformity Criteria and Procedures

Planning Assumptions

The emissions estimates developed for this conformity determination were based on the latest planning assumptions available for Butte County in accordance with 40 CFR 93.110 of the Federal Conformity Rule. BCAG has the responsibility to develop estimates and forecasts of population, employment, travel, and congestion for the Regional Transportation Plan (RTP) and for preparation of the required air quality conformity emissions analysis and determination. Forecasts for population and employment are incorporated into the countywide transportation model database used by BCAG.

The initial modeling for the 2020 RTP conformity analysis began in February 2019. An update of the BCAG travel model was completed in September 2020 and the population, housing, and employment projections identified in BCAGs [Butte County Long-Term Regional Growth Forecasts 2018-2040](#) are the same as those used in the updated model. The model was validated in 2020 for the 2018 base year and utilizes Cube modeling software. The latest planning assumptions used in the transportation model validation and conformity analysis is summarized in Table 1.

Table 1
Summary of Latest Planning Assumptions for the BCAG Conformity Analysis
40 CFR 93.110

Assumption	Year and Source of Data (MPO Action)	Modeling	Next Scheduled Update
Population	Base Year: 2018 CA DOF Projections: based on BCAG's Butte County Long-Term Regional Growth Forecasts 2014-2040 , prepared November 2014. Modeling utilizes "medium scenario" included in the plan.	Included in developing latest BCAG regional transportation model and land use allocations for the years 2020, 2030, and 2040.	Next update to population forecasts is anticipated to be in November 2022.
Employment	Base Year: 2018 CA EDD Projections: based on BCAG's Butte County Long-Term Regional Growth Forecasts 2018-2040 , prepared September 2019. Modeling utilizes "medium scenario" included in the plan.	Included in developing latest BCAG regional transportation model and land use allocations for the years 2020, 2035, and 2040.	Next update to employment forecasts is anticipated to be in November 2022.
Traffic Counts	Base Year: 2017/18 The transportation model was validated to the base year using year 2017/18 traffic counts collected by Caltrans, local jurisdictions, and BCAG.	Latest BCAG regional transportation model was validated using counts.	Traffic counts are updated every 4 years, dependent upon availability of funding.
Vehicle Miles of Travel	The transportation model was validated in 2020 to the 2018 base year.	Cube is the model used to estimate VMT for the BCAG regional transportation model.	VMT is an output of the transportation model; VMT is affected by the RTP/FTIP project updates and is included in each new emissions analysis.
Speeds	The transportation model uses industry-standard volume delay curves. Baseline speeds are set according to posted and surveyed speeds and the speeds are sensitive to the amount of traffic on the roadway segments.	Cube and EMFAC 2017	Speed data is updated every 4 years, dependent upon availability of funding.
Vehicle Registration	EMFAC 2017 is the most recent federally approved model for use in California conformity analysis. Vehicle registration is included by ARB in the model and cannot be updated by the user.	EMFAC 2017	TBD
Transit	Base Year: Butte Regional Transit (2018) and Butte County Transit and Non-Motorized Plan (2015) Projections: Butte County Transit and Non-Motorized Plan (2015).	Cube	TBD

BCAG Transportation Model

The transportation conformity rule (TCR) section 93.122(b) requires the use of network-based transportation models for serious, severe, and extreme ozone non-attainment areas if their metropolitan planning region contains an urbanized population of more than 200,000. Butte County does not contain an urbanized area of that size, nor does it have an ozone classification of serious or greater. However, BCAG has used a

network-based model in the past and has continued to with the recent transportation model update. The BCAG transportation model meets the requirements of TCR 93.122.

The BCAG transportation model is consistent in form and function with the standard traffic forecasting models used in the transportation planning profession. The model is a four-step travel demand forecasting model consisting of Trip Generation, Trip Distribution, Mode Choice, and Trip Assignment and produces forecasts for daily, AM peak hour, and PM peak hour conditions. In addition, the model is calibrated to traffic counts for what is conventionally termed a “typical workday”, which is defined as a Tuesday, Wednesday, or Thursday during a week with no holidays and when schools are in session. The model utilizes Cube software, which is consistent with many of the models used by local jurisdictions in California and Caltrans.

Traffic Counts

The transportation model was validated to the 2018 base year using traffic count data collected from several sources including Caltrans, Butte County, and BCAG.

Speeds

The transportation model uses industry-standard volume delay curves as part of the traffic modeling process. The baseline speeds in the model are set according to the posted speeds and checked with observed speed data. Speeds are sensitive to the amount of traffic on the roadway segments. For example, as roadway segment volumes increase, the link speed decreases

Speed distributions were updated in EMFAC 2017, using methodology approved by ARB and with information from the transportation model.

Transit

The BCAG transportation model now includes a transit component in the mode choice model which provides BCAG the ability to forecast transit mode share. Base year ridership was taken from year 2018 data provided by Butte Regional Transit and included in the transportation model along with routing and service frequency. Forecast year information was updated based on the latest forecasted transit routes included in the Butte County Transit and Non-Motorized Plan. Overall, transit mode share is forecasted to increase from 4.18% (2018) to 4.38% (2040) during the 2020 RTP planning period. It is also assumed that transit fares will remain constant in 2018 dollars over the 22-year planning period of the analysis.

Land Use

The 2018 base year land use data for the model was developed utilizing BCAG's existing land use database developed in 2010 and maintained annually. The existing land use database was developed utilizing the Butte County Assessor's database which was verified with the cities, town, and county's existing land use information along with aerial photos, field observations, and vendor supplied business data.

The transportation model's future year land use data was developed with the assistance of the local jurisdictions planning staff and is based on land use information from the areas local land use plans, planned development, reasonable assumptions regarding infill and redevelopment, regional growth forecasts, and a review of development attractions (i.e., motorized and non-motorized transportation networks, existing development, service areas, etc.) and discouragements (i.e., resource areas and farmland, public lands, areas exceeding 25% slope, etc.). The general plan and specific plan development activities occurring in the county by the local jurisdictions are reflected in the future year land use assumptions, which are generally representative of the best available information as of June 30th, 2019.

The transportation model contains 914 transportation analysis zones (TAZ's) within which land use data is summarized into the following 17 categories:

- Single-Family Residential (dwelling units – du)
- Multi-Family Residential (du)
- Mobile Home Residential (du)
- Neighborhood-Serving Retail (1,000 square feet – ksf)
- Region Serving Retail (ksf)
- Industrial (ksf)
- Office (ksf)
- Medical Office (ksf)
- Hospital (ksf)
- Public-Quasi Public (ksf)
- Hotels (rooms)
- University (students)
- Community College (students)
- K-12 Schools (students)
- Park (acres)
- Special Generator for Casino (slots)
- External Trip Distribution for Casino (trips)

Road Network

The roadway network is based on the BCAG centerline road network and contains all existing and future roadway classifications of "local" and above which were developed

considering local jurisdictions circulation elements of their general plans and Caltrans California Road System (CRS) maps. The road network includes all regionally significant roadways.

Future road networks prepared for emissions analysis include all regionally significant and non-regionally significant federal, state, and locally funded, and non-exempt projects. Tables 3-6 contain these non-exempt projects sorted by conformity analysis year. In addition, all projects within the RTP/FTIP that are exempt from conformity requirements have been documented (see Appendix A).

Validation/Calibration

The BCAG transportation model was validated to daily, AM and PM peak hour conditions. Detailed validation summary reports are available upon request. In general, the transportation model generates results that exceed the screenline and link volume validation standards established in Caltrans *Travel Forecasting Guidelines*, November 1992, and *Travel Model Improvement Program (TMIP) Model Validation and Reasonableness Checking Manual*, February 1997 for daily, AM and PM peak hour conditions. In addition, the model meets the specific static validation criteria contained in the *2017 California Regional Transportation Plan Guidelines*.

In addition to static tests, the BCAG TDF model's estimate of daily vehicle miles of travel (VMT) for Butte County was compared to independent estimates from the Highway Performance Monitoring System (HPMS).

BCAG Consultation and Planning Process

BCAG has followed the latest Final Transportation Conformity Rule in preparing the air quality conformity determination for the 2020 RTP and 2019 FTIP. The Final Conformity Rule requires that Regional Transportation Planning Agencies (RTPAs) develop an Air Quality Conformity Element to identify the procedures and criteria for developing air quality conformity determinations for their respective regions.

As the Regional Transportation Planning Agency (RTPA) for Butte County, BCAG has established a broad planning process and partnership with federal, state, and local governments, the Butte County Air Quality Management District, and the general public.

This planning process and partnership includes consultation through our Transportation Advisory Committees that is comprised of representatives from all levels of local government, state and federal agencies, the air district, the general public, and other affected agencies and interested citizens in Butte County. The Transportation Advisory Committee typically meets on a monthly basis as needed to review and provide input into all BCAG planning activities. The technical issues are resolved at this level, and recommendations are made to the BCAG Board of Directors.

Specific Consultation

The transportation conformity document is required to be developed in consultation with BCAG's planning partners, and the opportunity must be provided for public review.

During the development of the air quality conformity analysis and determination, BCAG consulted with the **Interagency Consultation Review (ICR)** which reviewed and concurred with the emissions inventory, conformity analysis years, latest planning assumptions, project exemptions, as well as the methodology used to generate the emissions inventory. The ICR includes representatives from the Federal Highway Administration (FHWA), Environmental Protection Agency (EPA), Caltrans, Butte County Air Quality Management District and BCAG. The Federal Transit Administration was invited to participate as well. The latest interagency consultation process began on February 15, 2019 with a memorandum requesting confirmation of the proposed emissions analysis years.

Further, a Planning Partners group was created to provide input on the future land use allocations utilized in preparing the analysis. The Planning Partners group included representatives from each local jurisdiction within Butte County. The group reviewed all assumptions and inputs that went into the development of the land use assumptions and allocation.

BCAG staff provided a 30-day public review and comment period in compliance with BCAG's adopted Public Participation Plan (PPP). Legal notices were posted in local newspapers, and the conformity document was made available at local public libraries and on BCAG's website. The Air Quality Conformity Analysis and Determination were circulated among staff from Federal Highway Administration (FHWA), Environmental Protection Agency (EPA), Federal Transit Agency (FTA), and Caltrans. Appendices C and D contain copies of public notices and responses to public comments.

Financial Constraint

The 2019 FTIP and 2020 RTP have been financially constrained in accordance with the requirements of 40 CFR 93.108 and is consistent with the U.S. DOT metropolitan planning regulations (23 CFR Part 450). See Financial Element of 2020 RTP for further details.

Transportation Control Measures

There are no TCMs in the PM_{2.5} SIP and there is no approved ozone SIP applicable to Butte County. Because there are no TCMs in an approved SIP for Butte County, Butte

County currently has no TCMs in place and therefore timely TCM implementation requirements do not apply.

Vehicle Registrations

Butte County Association of Governments does not estimate vehicle registrations, age distributions or fleet mix. Rather, current forecasted estimates for these data are developed by the California Air Resources Board (CARB) and included in the EMFAC 2017 model. Effective August 15, 2019, EMFAC 2017 was approved by the federal government for use in California conformity analysis. Vehicle registrations, age distribution and fleet mix are developed and included in the model by CARB and cannot be updated by the user.

Modeling Documentation

A complete description of BCAG's transportation model is available upon request. BCAG's transportation model, which was used to develop transportation-related emissions for the Butte County non-attainment and maintenance areas, currently meets all requirements set forth in the March 2012 Federal Register.

Emissions Models

In order to determine emissions associated with the implementation of the 2020 RTP and 2019 FTIP, the most recent, federally approved, emissions model is used. To develop the air quality conformity analysis, two types of models were used: the BCAG transportation model and EMFAC.

The BCAG transportation model was used to prepare the traffic model runs for the necessary analysis years. The BCAG transportation model produced forecasts of vehicle miles traveled (VMT), trip ends, speed distributions, lane miles, and other travel related data required for the emission models.

BCAG used the most current federally approved emissions model to prepare the regional emissions analysis. At the time this document was prepared, September 2020, EMFAC 2017 was the latest federally approved model in California. In addition, off-model adjustments were included to account for Safer Affordable Fuel-Efficient (SAFE) Vehicle Rule Part One, as prescribed in ARB's November 20, 2019 document.

Analysis Years

The regional emissions analysis begins with the 2011 and 2017 baseline analysis years for Ozone. The year of 2020 is included as a milestone year and meets the requirement of not exceeding five years from the year the RTP/FTIP conformity determination was

prepared (2020). In addition, the milestone year of 2030 is included since analysis is required between years and cannot be more than 10 years apart. The last year included in the emissions analysis is the long-range RTP horizon year of 2040.

A summary of the analysis years is indicated below:

- 2011 – Ozone (2008) NAAQS baseline year
- 2017 – Ozone (2015) NAAQS baseline year
- 2020 – Milestone year no greater than five years from the preparation of the RTP and FTIP conformity determination (2020),
- 2030 – Milestone year no more than 10 years from last analysis year
- 2040 – Horizon year of BCAG’s long-range RTP

Projects Included in the Regional Emissions Analysis

The 2020 RTP and 2019 FTIP include all federal and non-federal regionally significant projects expected to occur in the Butte County ozone non-attainment area. Projects included in this emissions analysis include all relevant projects contained in the 2020 RTP and 2019 FTIP that are assumed funded. The projects are those receiving federal transportation dollars as well as those that have been determined to be regionally significant regardless of funding type. All capacity projects have been included in this conformity analysis as required by the Transportation Conformity Rule. The funding sources for which the specific list of projects is derived are listed in Table 2 below.

**Table 2
RTP and FTIP Project Funding Sources**

ATP	Active Transportation Program
CMAQ	Congestion Mitigation and Air Quality
FTA	Federal Transit Administration (5307, 5309, 5310, 5311, 5339)
HBP	Highway Bridge Program
HSIP	Highway Safety Improvement Program
IIP	Interregional Improvement Program (Derived from STIP)
Local	Local Agency Funds (City/County funds)
RIP	Regional Improvement Program (Derived from STIP)
SHOPP	State Highway Operations and Protection Program
SRTS	Safe Routes to School

The specific capacity projects included in each analysis year in the emissions analysis are included below in Tables 3, 4, and 5. It is important to note that the 2020 model includes all projects listed in Table 3, the 2030 model includes all projects listed in Tables 3 and 4, and the 2040 model includes all projects listed in Tables 3, 4, and 5.

**Table 3
Capacity Projects Included in 2020 Emissions Analysis***

Jurisdiction	Roadway	Segment	Proposed Improvement
Butte County	SR 70	Ophir Rd to Palermo Rd	Widen to 4 lanes

**Table 4
Capacity Projects Included in 2030 Emissions Analysis***

Jurisdiction	Roadway	Segment/Location	Proposed Improvement
Butte County	Central House Rd	Bridge @ Wyman Ravine	Widen to 2 lanes
Butte County	SR 70	Palermo Rd to Cox Ln	Widen to 4 lanes
Butte County	SR 70	E Gridley Rd to Yuba County	Widen to 4 lanes
Chico	Bruce Rd Bridge	@ Little Chico Creek	Widen to 4 lanes
Chico	Bruce Rd	Skyway to SR 32	Widen to 4 lanes
Chico	Guyann Rd	Bridge @ Lindo Channel	Widen to 2 lanes
Chico	Commerce Ct	Ivy St to Park Ave	Construct 2 lane roadway
Chico	E. 20 th St	Forest Ave to Bruce Rd	Widen to 4 lanes
Chico	Esplanade	Eaton Rd to Nord Hwy	Widen to 4 lanes
Chico	Mariposa Ave	Glenshire Ln to Eaton Rd	Construct 2 lane roadway
Chico	Notre Dame	E. 20 th St to Little Chico Creek	Construct 2 lane roadway
Chico	Midway	Hegan Ln to E. Park Ave	Widen to 4 lanes
Chico	SR 32	El Monte Ave to Bruce Rd	Widen to 4 lanes
Chico	SR 99	Esplanade to Hicks Ln	Widen overpass to 4 lanes
Chico	SR 99	@ Eaton Rd	Construct dual lane roundabouts
Chico	Cohasset Rd	Airport Blvd to Eaton Rd	Widen to 4 lanes
Chico	MLK Blvd	E. Park Ave to 20 th St	Widen to 4 lanes
Gridley	E Gridley Rd	E Gridley Rd between Fairview Dr and Bonnell Ave	New park & ride facility
Oroville	3 rd St	Oroville Park & Ride (3 rd St)	Increase parking capacity
Paradise	Black Olive Dr	Black Olive Dr between Pearson Rd and Burch St	New park & ride facility

*Also includes all projects listed in Table 3.

**Table 5
Capacity Projects Included in 2040 Emissions Analysis***

Jurisdiction	Roadway	Segment	Proposed Improvement
Chico	Eaton Rd	Hicks Ln to Cohasset Rd	Widen to 4 lanes
Chico	Eaton Rd	Cohasset Rd to Manzanita	Widen to 4 lanes
Chico	SR 99	Skyway to 20 th St	Auxiliary lanes
Chico	SR 99	20 th St to SR 32	Auxiliary lanes
Chico	SR 32	Bruce Rd to Yosemite Dr	Widen to 4 lanes
Chico	SR 99	@ Cohasset Rd	Construct southbound on ramp
Oroville	SR 162	Oro-Dam Blvd to Foothill Blvd	Widen to 3 lanes

*Also includes all projects listed in Tables 3 and 4.

Eight-hour Ozone Standards

2008 Ozone NAAQS

Effective July 20, 2012, Butte County is designated marginal nonattainment under EPA's federal 2008 8-hour ozone National Ambient Air Quality Standards (NAAQS).

The conformity test to be used to demonstrate conformity to the 2008 8-hour federal ozone NAAQS is the "no-greater-than 2011" test whereby future emissions must be less than or equal to those emission present in the 2011 base year.

2015 Ozone NAAQS

Effective August 3, 2018, Butte County is designated marginal nonattainment under EPA's federal 2015 8-hour ozone National Ambient Air Quality Standards (NAAQS).

The conformity test to be used to demonstrate conformity to the 2015 8-hour federal ozone NAAQS is the "no-greater-than 2017" test whereby future emissions must be less than or equal to those emission present in the 2017 base year.

Regional Emissions Analysis and Forecast

The regional emissions analysis and forecast for ozone precursors have been summarized in the following tables. The summary of emissions forecasts is derived from outputs of the EMFAC 2017 model. These tables show comparisons of:

ROG:	Reactive Organic Gases as an ozone precursor
NOx:	Oxides of Nitrogen as an ozone precursor

Ozone 8-hour Standard Tests – “no-greater-than- 2011” and “no-greater-than- 2017”

**Table 6
ROG Emissions Tests**

ROG – TONS PER DAY OF EMISSIONS				
(EMFAC 2017 Summer Run)				
Analysis Year	ROG Emissions	Less than 2011?	Less than 2017?	Pass Conformity Test?
2011	4.8	--	--	--
2017	2.6	--	--	--
2020	1.7	yes	yes	yes
2030	1.0	yes	yes	yes
2040	0.6	yes	yes	yes

**Table 7
NOx Emissions Tests**

NOx – TONS PER DAY OF EMISSIONS				
(EMFAC 2017 Summer Run)				
Analysis Year	NOx Emissions	Less than 2011?	Less than 2017?	Pass Conformity Test?
2011	10.5	--	--	--
2017	5.8	--	--	--
2020	3.4	yes	yes	yes
2030	1.8	yes	yes	yes
2040	1.6	yes	yes	yes

Air Quality Conformity Determination

The results from the 2019 FTIP and 2020 RTP emissions analysis show that current and future emissions of the ozone precursors ROG and NOx will be no greater than the 2011 and 2017 base year emissions levels. Thus, Butte County, in accordance with the Transportation Conformity Rule requirements applicable to Butte County (§51.464 and §51.436 – 51.440), has satisfied the “no-greater-than-2011” test for the 2008 8-hour federal ozone NAAQS and the “no-greater-than-2017” test for the 2015 8-hour federal ozone NAAQS. **Based on this analysis, the 2020 Regional Transportation Plan (RTP) and 2019 Federal Transportation Improvement Program (FTIP) conforms to the applicable State Implementation Plan (SIP) and all applicable sections of the EPA’s Transportation Conformity Rule.**

APPENDIX A
EXEMPT TRANSPORTATION PROJECT LIST

See Next Page

APPENDIX A

BCAG Exempt Project Listing - 2020 RTP & 2019 FTIP (Revised for 2023 FTIP)

AGENCY	CTIPS ID	TITLE	PROJECT DESCRIPTION	TRANSPORTATION CONFORMITY RULE - Exempt Reference			
County	202-0000-0195	Monte Vista & Lower Wyandotte Class II Bike Facilities	Construct Class II bike facilities along Monte Vista Ave and Lincoln Blvd to Lower Wyandotte Rd in locations that do not have existing curb, gutter and sidewalks, along with Class II bike facilities along Lower Wyandotte Rd from Las Plumas Ave/Oro Bangor Hwy to Monte Vista Ave	Section 93.126	Table 2 Exempt Projects	Air Quality	Bicycle and Pedestrian Facilities
County	202-0000-0196	Autrey Lane and Monte Vista Safe Routes to Schools Gap Closure Project	Preliminary engineering for curb, gutter, sidewalk, and crossing enhancements along Autrey Lane and Monte Vista Ave.	Section 93.126	Table 2 Exempt Projects	Air Quality	Bicycle and Pedestrian Facilities
County	202-0000-0218	Palermo/South Oroville SRTS Project (Phase 3)	Design curb, gutter, sidewalk, and crossing enhancements along Lincoln Blvd., Palermo Rd., and Baldwin Ave. in locations that do not have existing curb, gutter, and sidewalks. Work will include, but is not limited to, design for traffic control, roadway excavation, grading, aggregate base, hot mix asphalt, drainage facilities, striping and signage, environmental, and right of way.	Section 93.126	Table 2 Exempt Projects	Air Quality	Bicycle and Pedestrian Facilities
County	SB-1 funded. No CTIPS #	Foothill Blvd. Reconstruction	Road Rehabilitation	Section 93.126	Table 2 Exempt Projects	Safety	Pavement resurfacing and/or rehabilitation.
County	202-0000-0225	Autrey Lane Southside Safe Routes to Schools Project	Project includes the design of curb, gutter, sidewalk, and crossing enhancements along Autrey Ln from 100 feet south of Via Laton to Monte Vista Ave. The placement of Class II Bike Lanes will be evaluated and designed if roadway geometrics allow. This work will include, but is not limited to design for traffic control, roadway excavation, grading, aggregate base, hot mix asphalt, minor drainage facilities, striping and signage.	Section 93.126	Table 2 Exempt Projects	Air Quality	Bicycle and Pedestrian Facilities
BCAG	202-0000-0005	FTA Sec. 5307 Program - B - Line	Butte Regional Transit. Chico UZA Area. Operations and Capital	Section 93.126	Table 2 Exempt Projects	Mass Transit	Operating assistance to transit agencies
BCAG	202-0000-0008	FTA Sec. 5311 Program	B - Line (Butte Regional Transit) Operations and Capital	Section 93.126	Table 2 Exempt Projects	Mass Transit	Operating assistance to transit agencies
BCAG	202-0000-0182	FTA Sec. 5310 Program - Grouped Listing	Help Central - Mobility Management Project for Butte 211	Section 93.126	Table 2 Exempt Projects	Other	Specific activities which do not involve or lead directly to construction
			Butte Regional Transit for Supplemental ADA Paratransit Operations	Section 93.126	Table 2 Exempt Projects	Mass Transit	Operating assistance to transit agencies
			Butte CAG/ Butte RT Medium Buses (6)	Section 93.126	Table 2 Exempt Projects	Mass Transit	Purchase of transit operating equipment for vehicles
BCAG	202-0000-0200	FTA Sec. 5311 (f)	5311 (f) - FTA Section 5311(f) Operating Assistance - FTA apportionment amount of \$300,000 for Regional Service (Route 20)	Section 93.126	Table 2 Exempt Projects	Mass Transit	Operating assistance to transit agencies
BCAG	202-0000-0170	FTA Sec. 5339 Program	Butte Regional Transit. Replace, rehabilitate and purchase bus related facilities and equipment.	Section 93.126	Table 2 Exempt Projects	Mass Transit	Purchase of transit operating equipment for vehicles
BCAG	102-0000-0020	Planning, Programming and Monitoring	Planning, programming and monitoring	Section 93.126	Table 2 Exempt Projects	Other	Specific activities which do not involve or lead directly to construction
Caltrans	102-0000-0164	Butte County SHOPP Collision Reduction Grouped Listing	SR 32 - In Chico from W. Sacramento Ave (East) to W. Sacramento Ave (West). Construct two roundabouts.	Section 93.127	Table 3 Projects Exempt from Regional Emissions Analyses		Intersection channelization projects.
			SR 162 - In and near Oroville from Foothill Blvd to Gold Country Casino. Construct two way left turn lane and widen shoulders.	Section 93.127	Table 3 Projects Exempt from Regional Emissions Analyses		Intersection channelization projects.
			SR 32 -post miles 0.3/5.0, Near Chico from Gianella Rd to Muir Ave. The scope of the project is to install lighting, widen shoulders, upgrade end treatments at bridge approaches, and	Section 93.126	Table 2 Exempt Projects	Safety	Projects that correct, improve, or eliminate a hazardous location or feature.
			SR 32. Near Chico, at the intersection with Meridian Rd. Install new traffic signal.	Section 93.127	Table 3 Projects Exempt from Regional Emissions Analyses		Intersection signalization projects at individual intersections.
			SR 32. In and near Chico from W 8th Ave to W 2nd Street. Add green bike lane treatment, install signs, and construct curb ramps.	Section 93.126	Table 2 Exempt Projects	Air Quality	Bicycle and Pedestrian Facilities
			SR 32 - In Chico at Main St and Oroville Ave. Upgrade traffic signals, install pedestrian push buttons and countdown signals, and restripe crosswalks to improve pedestrian safety.	Section 93.126	Table 2 Exempt Projects	Safety	Projects that correct, improve, or eliminate a hazardous location or feature.
Caltrans	202-0000-0206	Butte County SHOPP Mobility Grouped Listing	SR 99 In and near Chico from Estates Drive to Garner Lane. Install ITS elements.	Section 93.126	Table 2 Exempt Projects	Other	Directional and informational signs
Caltrans	202-0000-0129	Butte County SHOPP Mandates Grouped Listing	SR 32 - In Chico, from Walnut Street to Poplar Street. Upgrade Americans with Disabilities Act (ADA) facilities. (EA 4F800)	Section 93.126	Table 2 Exempt Projects	Air Quality	Bicycle and Pedestrian Facilities
Caltrans	202-0000-0214	Butte County SHOPP Minor Grouped Listing	SR 99 in Butte County at Keefer Slough. Repair deteriorating pavement and replace driveway culverts.	Section 93.126	Table 2 Exempt Projects	Safety	Pavement resurfacing and/or rehabilitation
			SR 99 - In Butte County, SR 99 at Eaton southbound ramp intersection. Channelization improvements	Section 93.127	Table 3 Projects Exempt from Regional Emissions Analyses		Intersection signalization projects at individual intersections.
Caltrans	202-0000-0162	Butte County SHOPP Bridge Preservation Grouped Listing	State Route 99, in and near Chico, from north of SR 162 to north of Broyles Rd. Bridge rail upgrades at six locations.	Section 93.126	Table 2 Exempt Projects	Safety	Widening narrow pavements or reconstructing bridges (no additional travel lanes)
			State Route 99 near Richvale at Cottonwood Creek Bridge #12-0120. Replace scour-critical bridge and add left turn lane pockets.	Section 93.127	Table 3 Projects Exempt from Regional Emissions Analyses		Intersection channelization projects.
			SR 99 - In Chico, at Cohasset Highway Overcrossing No. 12-0168. Polyester concrete overlay to one bridge deck, and deck-on-deck replacement and bridge rail replacement at three bridges.	Section 93.126	Table 2 Exempt Projects	Safety	Widening narrow pavements or reconstructing bridges (no additional travel lanes)
Caltrans	202-0000-0202	Butte County SHOPP Roadside Preservation - Grouped Listing	SR 70 In Butte County, on Route 70 at approximately 7.0 miles south of Oroville. Advance mitigation credit purchases for future SHOPP construction projects expected to impact sensitive habitats.	Section 93.126	Table 2 Exempt Projects	Other	Specific activities which do not involve or lead directly to construction

AGENCY	CTIPS ID	TITLE	PROJECT DESCRIPTION	TRANSPORTATION CONFORMITY RULE - Exempt Reference			
Caltrans	202-0000-0222	Butte County SHOPP Roadway Preservation - Grouped Listing	SR 32 - In and near Chico, from Muir Avenue to Route 99 (PM 5.0/10.2L/R). Rehabilitate pavement, install signals and lighting, upgrade Transportation Management System (TMS) elements, rehabilitate drainage systems, and upgrade facilities to Americans with Disabilities Act (ADA) standards. (EA 4H760)	Section 93.126	Table 2 Exempt Projects	Safety	Pavement resurfacing and/or rehabilitation.
			SR 70 PM 34.1 to 48.076. Near Pulga, from east of Big Ben Road to Plumas County line.	Section 93.126	Table 2 Exempt Projects	Safety	Pavement resurfacing and/or rehabilitation.
			SR 162 PM 15.6 to 18.5. In and near Oroville, from Feather River Bridge to Foothill Boulevard.	Section 93.126	Table 2 Exempt Projects	Safety	Pavement resurfacing and/or rehabilitation.
			SR 99 - In and near Gridley, from Hollis Lane to north of Ford Avenue. Rehabilitate pavement, upgrade Transportation Management System (TMS) elements, rehabilitate drainage systems, and upgrade facilities to Americans with Disabilities Act (ADA) standards. (EA 1H140)	Section 93.126	Table 2 Exempt Projects	Safety	Widening narrow pavements or reconstructing bridges (no additional travel lanes)
Caltrans	202-0000-0213	Butte County SHOPP Emergency Response - Grouped Listing	Near Paradise, from 0.8 mile west to 0.2 mile east of Shady Rest Area. Restore and repair damaged roadway by raising the existing vertical alignment by approximately 5 feet and protecting the embankment against future flooding with Rock Slope Protection (RSP) or a retaining structure.	Section 93.126	Table 2 Exempt Projects	Safety	Emergency relief (23 U.S.C. 125).
			SR 191 - In and near Paradise, from 0.3 mile south of Airport Road to 0.2 mile north of Old Clark Road. Stabilize the fire damaged cut slopes, widen shoulders to create catchment area for rockfall debris, and improve drainage systems. (EA 0J870)	Section 93.126	Table 2 Exempt Projects	Safety	Emergency relief (23 U.S.C. 125).
			SR 32 - Near Forest Ranch, from 1.3 miles west to 1.1 miles west of Carpenter Ridge Road. Stabilize embankment slope from recurring slips by constructing a retaining wall, rehabilitating drainage systems, and upgrading guardrail. (EA 0J700)	Section 93.126	Table 2 Exempt Projects	Safety	Emergency relief (23 U.S.C. 125).
			SR 70 - Near Pulga, from 0.7 mile east of Pinkston Canyon Road/Big Bend Road to 1.7 miles west of North Fork Feather River Bridge. Replace three culverts damaged during the Camp Fire. (EA 0J720)	Section 93.126	Table 2 Exempt Projects	Safety	Emergency relief (23 U.S.C. 125).
			SR 99 - Near Chico, from north of Wilson Landing Road to Keefers Slough Bridge. Raise the roadway grade, install cross-road culverts, and re-grade roadside ditches to prevent roadway flooding	Section 93.126	Table 2 Exempt Projects	Safety	Emergency relief (23 U.S.C. 125).
			SR 70 - Near Paradise, from 0.8 mile west to 0.2 mile east of Shady Rest Area. Environmental mitigation for project EA 3H540	Section 93.126	Table 2 Exempt Projects	Safety	Emergency relief (23 U.S.C. 125).
Biggs	202-0000-0217	Biggs - Safe Routes to Schools Project (Second St)	In the City of Biggs on Second Street. Project will construct new pedestrian/bike facilities to close gaps. Project will also extend the class 2 bike lanes and install ADA compliant curb ramps.	Section 93.126	Table 2 Exempt Projects	Air Quality	Bicycle and Pedestrian Facilities
Biggs	202-0000-0198	Biggs - Safe Routes to Schools Project	Construct new bike and pedestrian facilities along 2nd & E Streets	Section 93.126	Table 2 Exempt Projects	Air Quality	Bicycle and Pedestrian Facilities
Chico	202-0000-0227	Local Section 130 Funded Railroad/Highway Grade Crossing Lump Sum	The project is located at the Union Pacific Railroad Crossing along West Sacramento Avenue in the City of Chico. The scope of this new project is to install 1 Std 9-A, medians, install/repair sidewalk, sidelights, and active advanced warning elements.	Section 93.126	Table 2 Exempt Projects	Safety	Railroad/Highway Crossings
Chico	202-0000-0223	SR 99 Southgate Interchange Feasibility Study	At the State Route 99 at Southgate Intersection in the City of Chico. Project is to develop planning and technical studies only for a future interchange with local connections. Funding is for Preliminary Engineering component to determine if project is feasible.	Section 93.126	Table 2 Exempt Projects	Other	Planning and Technical Studies
Chico	CH-BIKE-ATP-2020-1	Little Chico Creek Pedestrian / Bicycle Bridge Connection at Community Park Project	Just south of Humboldt Ave, west of State Route 99. Project entails new bridge connector over Little Chico Creek into the north side of 20th Street Park.	Section 93.126	Table 2 Exempt Projects	Air Quality	Bicycle and Pedestrian Facilities
Chico	202-0000-0117	SR 99 Corridor Bikeway Phase 5 - 20th Street Crossing	SR 99 Corridor Bikeway Project Phase 5 completes the gap adjacent to SR 99 from Chico Mall across 20th Street to the north end of Business Lane. This project is to complete the technical studies only thru preliminary engineering.	Section 93.126	Table 2 Exempt Projects	Air Quality	Bicycle and Pedestrian Facilities
Chico	202-0000-0194	Esplanade Corridor Safety and Accessibility Improvement Project	The scope of the project includes various non-motorized "complete streets improvements along the Esplanade Corridor from W. 11th Avenue to Memorial Avenue. Improvements are as follows: 1) ADA improvements (ramps, sidewalk gap closures); 2) Pedestrian refuge islands at all signalized and non-signalized intersections both at center islands and islands separating travel lanes from frontage roads; 3) Traffic signal equipment upgrades (pedestrian countdown signal heads with adequate time to cross Esplanade); 4) Consistent pavement markings and signage ("Keep Clear" pavement delineations with either green pavement and/or slightly raised colored concrete option); 5) Traffic signal timing plan with pedestrian push button and vehicle detection (use detection based system during peak times, use existing 28mph progression during non-peak times).	Section 93.126	Table 2 Exempt Projects	Air Quality	Bicycle/Pedestrian Facilities and Pavement Markings
				Section 93.126	Table 2 Exempt Projects	Other	Directional and informational signs
			Section 93.128	Traffic signal synchronization projects			
Chico	202-0000-0226	Hegan Lane Business Park Access Improvements	In the City of Chico, along the portions of Hegan Ln, Midway, and Park Ave in the Hegan Lane Business Park area. Operational and safety improvements to the Hegan Lane Business Park District. Phase 1 includes the synchronized construction of four roundabouts at the intersections of Park Ave and Midway, Park Ave and Fair St, Hegan Ln and Midway, and Hegan Ln and Otterson Dr. Includes bike and pedestrian improvements	Section 93.127	Table 3 Projects Exempt from Regional Emissions Analyses		Intersection channelization projects.

AGENCY	CTIPS ID	TITLE	PROJECT DESCRIPTION	TRANSPORTATION CONFORMITY RULE - Exempt Reference			
Gridley	202-0000-0215	Central Gridley Pedestrian Connectivity and Equal Access Project	In the City of Gridley, improvements entails installing ADA curb ramps and detectable warning surfaces, closing sidewalk gaps, and striping crosswalks along Sycamore, Magnolia, Indiana, and Vermont streets in the central blocks of Gridley.	Section 93.126	Table 2 Exempt Projects	Air Quality	Bicycle and Pedestrian Facilities
Gridley	202-0000-0216	Gridley Bike & Pedestrian SR 99 Corridor Facility Project	In the City of Gridley, improvements entails installing ADA curb ramps and detectable warning surfaces, striping crosswalks, and Class I bike path along State Route 99 from Township Road to Archer Avenue.	Section 93.126	Table 2 Exempt Projects	Air Quality	Bicycle and Pedestrian Facilities
Oroville	202-0000-0199	SR 162 Pedestrian/Bicycle and Disabled Mobility and Safety Improvements	State Route 162 in Oroville between Feather River Blvd and Foothill Blvd. Includes a comprehensive set of active transportation infrastructure connectivity and safety improvements. The project scope includes the following elements: new sidewalk, curb, and gutter; ADA ramps; street lighting; high-visibility crosswalk striping; buffered bicycle lanes; an RRFB crosswalk enhancement; a multi-use trail connection to SR 162; and an enhanced pedestrian crossing with a signal (H.A.W.K.) upgrade.	Section 93.126	Table 2 Exempt Projects	Air Quality	Bicycle and Pedestrian Facilities
Paradise	202-0000-0193	Paradise Transit Center	In the Town of Paradise, construct new transit center near Birch Rd and Black Olive Dr. Multi-modal improvements include transit, bike, and pedestrian enhancements.	Section 93.127	Table 3 Projects Exempt from Regional Emissions Analyses		Bus terminals and transfer points.
Paradise	202-0000-0185	Almond St Multi-Modal - ATP	Almond Street Multi-Modal. The proposed project will add sidewalks, curbs and gutters to Almond Street between Pearson Rd and Elliot Rd.	Section 93.126	Table 2 Exempt Projects	Air Quality	Bicycle and Pedestrian Facilities
Paradise	202-0000-0190	Ponderosa Elementary SRTS - ATP	Ponderosa Elementary SRTS Project. Project will convert Pentz Road (between Wagstaff Road and Skyway (1.56 miles) from a 2-lane, 20' wide roadway to a complete street solution supporting walking, bicycling and rolling to and from school and nearby destinations. No change in travel lanes.	Section 93.126	Table 2 Exempt Projects	Air Quality	Bicycle and Pedestrian Facilities
Paradise	202-0000-0197	ATP Gap Closure Project	Construct new sidewalks, curbs and gutters, and class II bicycle lanes in downtown Paradise along Fir Street (Skyway to Black Olive), Birch Street (Skyway to Black Olive), in addition to portions of Foster Road (Pearson to Birch), Black Olive Drive (Pearson to Fir) and Elliott Road (Skyway to Almond).	Section 93.126	Table 2 Exempt Projects	Air Quality	Bicycle and Pedestrian Facilities
Paradise	202-0000-0219	Pentz Road Trailway Phase 2	Pentz Road between Pearson Rd and Bille Road (1.63 miles), Pentz Road between Wagstaff Road and Skyway (1.56 miles). Scope of the project is to construct a grade separated, Class I, bike-ped facility along the west side of Pentz Road within the project limits. This project will tie into funded improvements between Bille Road and Wagstaff Road, scheduled for completion summer 2019.	Section 93.126	Table 2 Exempt Projects	Air Quality	Bicycle and Pedestrian Facilities
Paradise	202-0000-0220	Paradise ATP Gateway Project	Neal Road between Town Limits and Skyway (1.62 miles), Skyway between Neal Road and Pearson Road (0.9 miles). Along Neal Road, construct a grade separated, Class I, bike-ped facility along the west side of Neal Road within the project limits. This component will tie into Butte County Class II Bike Lanes which terminate at Town Limits, bringing both novice and experienced bicyclists and pedestrians to the existing 5-mile Class I facility at the Neal/Skyway intersection. Along Skyway, infill all missing sidewalks to connect to area resources and government facilities.	Section 93.126	Table 2 Exempt Projects	Air Quality	Bicycle and Pedestrian Facilities
Paradise	202-0000-0221	Oliver Curve Class I Phase I	Oliver Road between Skyway and Bille Park (approx 1.1 miles). Along Oliver Road, construct a grade separated, Class I, bike-ped facility along the west side of Oliver Road within the project limits. This project is a proactive safety effort to protect bicyclists and pedestrians along a heavily traveled corridor around a horizontal curve. In this location, the many daily bicyclists and pedestrians are forced to walk the edge line, causing vehicles to swerve into oncoming traffic.	Section 93.126	Table 2 Exempt Projects	Air Quality	Bicycle and Pedestrian Facilities
Various	202-0000-0070	Butte County Highway Safety Improvement Program (HSIP) Grouped Projects	HSIP7-03-001. City of Chico, Various locations throughout City limits, improve signal hardware.	Section 93.126	Table 2 Exempt Projects	Safety	Highway Safety Improvement Program implementation
			HSIP8-03-003. City of Chico. At the intersection at SR-99 NB On-Off Ramps/ Eaton Road / Hicks Lane. Scope is to construct a 5-leg roundabout intersection with adequate bike and pedestrian access.	Section 93.126	Table 2 Exempt Projects	Safety	Highway Safety Improvement Program implementation
			HSIP9-03-001. County of Butte, On Cohasset Rd between Nicalog Rd and end of existing guardrail near Jack Rabbit Flat Rd. Work: Upgrade existing guardrails.	Section 93.126	Table 2 Exempt Projects	Safety	Highway Safety Improvement Program implementation
			HSIP9-03-012. Town of Paradise, Sixteen stop-controlled intersections at various locations. Scope of Work is to systemically improve minor street approaches with a combination of splitter islands, additional intersection warning/regulatory signs, improved pavement markings, and improved sight triangles.	Section 93.126	Table 2 Exempt Projects	Safety	Highway Safety Improvement Program implementation
			HSIP7-03-003. City of Chico, intersection of Nord Ave and West Sacramento Ave.	Section 93.126	Table 2 Exempt Projects	Safety	Highway Safety Improvement Program implementation

AGENCY	CTIPS ID	TITLE	PROJECT DESCRIPTION	TRANSPORTATION CONFORMITY RULE - Exempt Reference			
Various	202-0000-0056	Local Highway Bridge Projects (HBP) Grouped Listing	Butte County. Midway Bridge Replacement across Butte Creek. On Midway (old SR 99) approximately 0.2 miles south of White Ave to approximately 0.7 miles south of White Ave, spanning Butte Creek and Butte Creek Overflow. Replace 2 bridge structures.	Section 93.126	Table 2 Exempt Projects	Safety	Widening narrow pavements or reconstructing bridges (no additional travel lanes)
			Butte County. E Rio Bonito Rd over Hamilton Slough	Section 93.126	Table 2 Exempt Projects	Safety	Widening narrow pavements or reconstructing bridges (no additional travel lanes)
			Butte County. E Rio Bonito Rd over Sutter Butte Canal	Section 93.126	Table 2 Exempt Projects	Safety	Widening narrow pavements or reconstructing bridges (no additional travel lanes)
			Butte County. Ord Ferry Rd over Little Chico Creek	Section 93.126	Table 2 Exempt Projects	Safety	Widening narrow pavements or reconstructing bridges (no additional travel lanes)
			Butte County. Ord Ferry Road over Tributary to Little Chico Creek west of River Road	Section 93.126	Table 2 Exempt Projects	Safety	Widening narrow pavements or reconstructing bridges (no additional travel lanes)
			Butte County. Skyway Westbound at Butte Creek. Bridge Replacement	Section 93.126	Table 2 Exempt Projects	Safety	Widening narrow pavements or reconstructing bridges (no additional travel lanes)
			City of Chico. Pomona Rd at Little Chico Creek. Replace the existing 2 lane bridge, without adding lane capacity. Bridge No. 12C0328, Project #5037(024) , 5037(036)	Section 93.126	Table 2 Exempt Projects	Safety	Widening narrow pavements or reconstructing bridges (no additional travel lanes)
			City of Chico. Vallombrosa Ave at Big Chico Creek. Scope of the work includes rock slope protection (RSP) and scour mitigation.	Section 93.126	Table 2 Exempt Projects	Safety	Pavement resurfacing and/or rehabilitation.
			City of Chico. Park Ave at Little Chico Creek. Scope of the work includes rock slope protection (RSP) and scour mitigation.	Section 93.126	Table 2 Exempt Projects	Safety	Pavement resurfacing and/or rehabilitation.
			City of Chico. Warner St at Big Chico Creek. Scope of the work includes rock slope protection (RSP) and scour mitigation, joint seal.	Section 93.126	Table 2 Exempt Projects	Safety	Pavement resurfacing and/or rehabilitation.
			City of Chico. Bruce Rd at S Fork Dead Horse Slough. Scope of the work includes rock slope protection (RSP) and scour mitigation.	Section 93.126	Table 2 Exempt Projects	Safety	Pavement resurfacing and/or rehabilitation.
			City of Chico. E 5TH Ave at Lindo Channel. Scope of the work includes rock slope protection (RSP), scour mitigation and Methacrylate Deck treatment.	Section 93.126	Table 2 Exempt Projects	Safety	Pavement resurfacing and/or rehabilitation.
			City of Chico. Cypress St at Little Chico Creek. Scope of the work includes rock slope protection (RSP), scour mitigation and Methacrylate Deck treatment.	Section 93.126	Table 2 Exempt Projects	Safety	Pavement resurfacing and/or rehabilitation.
			City of Chico. Main St at Big Chico Creek. Scope of work includes joint seals.	Section 93.126	Table 2 Exempt Projects	Safety	Pavement resurfacing and/or rehabilitation.
			City of Chico. Mangrove Ave at Lindo Channel. Scope of work includes spall repair joint seal and Methacrylate Deck treatment.	Section 93.126	Table 2 Exempt Projects	Safety	Pavement resurfacing and/or rehabilitation.
			City of Chico. Walnut St at Little Chico Creek. Scope of the work includes rock slope protection (RSP), scour mitigation and Methacrylate Deck treatment.	Section 93.126	Table 2 Exempt Projects	Safety	Pavement resurfacing and/or rehabilitation.
			City of Chico. Midway Rd at Comanche Creek. Scope of work includes Methacrylate Deck treatment and spall repairs.	Section 93.126	Table 2 Exempt Projects	Safety	Pavement resurfacing and/or rehabilitation.
			City of Chico. Longfellow Ave at Lindo Channel. Scope of work includes Methacrylate Deck treatment.	Section 93.126	Table 2 Exempt Projects	Safety	Pavement resurfacing and/or rehabilitation.
			City of Chico. Bruce Rd at Little Chico Creek. Scope of work includes Methacrylate Deck treatment.	Section 93.126	Table 2 Exempt Projects	Safety	Pavement resurfacing and/or rehabilitation.
			City of Chico. Skyway Av at Little Chico-Butte CR DV CH. Scope of work includes Methacrylate Deck treatment.	Section 93.126	Table 2 Exempt Projects	Safety	Pavement resurfacing and/or rehabilitation.
			City of Chico. Forest Ave at Little Chico Creek. Scope of work includes Methacrylate Deck treatment.	Section 93.126	Table 2 Exempt Projects	Safety	Pavement resurfacing and/or rehabilitation.
			City of Chico. Manzanita Ave at Lindo Channel. Scope of work includes Methacrylate Deck treatment.	Section 93.126	Table 2 Exempt Projects	Safety	Pavement resurfacing and/or rehabilitation.
			City of Chico. Mill St at Little Chico Creek. Scope of work includes Methacrylate Deck treatment.	Section 93.126	Table 2 Exempt Projects	Safety	Pavement resurfacing and/or rehabilitation.
			City of Chico. Manzanita Ave at Big Chico Creek. Scope of work includes Methacrylate Deck treatment.	Section 93.126	Table 2 Exempt Projects	Safety	Pavement resurfacing and/or rehabilitation.
			City of Chico. Cohasset Rd at Sycamore Creek Tributary. Scope of repairs includes joint seals.	Section 93.126	Table 2 Exempt Projects	Safety	Pavement resurfacing and/or rehabilitation.
			City of Chico. Broadway St at Little Chico Creek. Scope of work includes AC deck removal Methacrylate Deck treatment, wingwall and backwall repairs.	Section 93.126	Table 2 Exempt Projects	Safety	Pavement resurfacing and/or rehabilitation.
			City of Chico. Pine St at Little Chico Creek. Scope of work includes Methacrylate Deck treatment.	Section 93.126	Table 2 Exempt Projects	Safety	Pavement resurfacing and/or rehabilitation.
			City of Chico. Chestnut St. At Little Chico Creek at W. 9th St. Scope of work includes Methacrylate Deck treatment.	Section 93.126	Table 2 Exempt Projects	Safety	Pavement resurfacing and/or rehabilitation.
			City of Chico. Ivy St over Little Chico Creek. Rehabilitate and widen the existing 2 lane bridge to a full width 2 lanes with shoulders. Bridge No. 12C0279.	Section 93.126	Table 2 Exempt Projects	Safety	Widening narrow pavements or reconstructing bridges (no additional travel lanes)
			City of Chico. Salem St over Little Chico Creek. Rehabilitate functionally obsolete 2 lane bridge. No Added Lane capacity. Bridge No. 12C0336.	Section 93.126	Table 2 Exempt Projects	Safety	Widening narrow pavements or reconstructing bridges (no additional travel lanes)

Updates 8/5/2022

APPENDIX B
REGIONALLY SIGNIFICANT PROJECT LIST

See Next Page

APPENDIX B

Non-Exempt Regionally Significant Project List - 2020 RTP/SCS

Jurisdiction	TITLE	PROJECT DESCRIPTION	Emissions Analysis Year		
			2020	2030	2040
Butte County	SR 70 Widening (Ophir Rd to Palermo Rd)	Widen SR 70 from 2 to 4 lanes from Ophir Rd to Palermo Rd	X	X	X
Butte County	Central House Rd Bridge Widening (at Wyman Ravine)	Widen Central House Rd Bridge from 1 to 2 lanes at Wyman Ravine		X	X
Butte County	SR 70 Widening (Palermo Rd to Cox Ln)	Widen SR 70 from 2 to 4 lanes from Palermo Rd to Cox Ln		X	X
Butte County	SR 70 Widening (E Gridley Rd to Yuba Co.)	Widen SR 70 from 2 to 4 lanes from E. Gridley Rd to Yuba County		X	X
Chico	Bruce Rd Widening (Skyway to SR 32)	Widen Bruce Rd from 2 to 4 lanes from Skyway to SR 32		X	X
		Widen Bruce Rd Bridge from 2 to 4 lanes @ Little Chico Creek		X	X
Chico	Guynn Rd Bridge Widening (at Lindo Channel)	Widen Guynn Rd Bridge from 1 to 2 lanes at Lindo Channel		X	X
Chico	Commerce Ct Extension (Ivy St to Park Ave)	Construct 2 lane roadway connecting Ivy St to Park Ave		X	X
Chico	E. 20th St Widening (Forest Ave to Bruce Rd)	Widen E. 20th St from 2 to 4 lanes from Forest Ave to Bruce Rd		X	X
Chico	Esplanade Widening (Eaton Rd to Nord Hwy)	Widen Esplanade from 2 to 4 lanes from Eaton Rd to Nord Hwy		X	X
Chico	Mariposa Ave extension (Glenshire Ln to Eaton Rd)	Construct 2 lane roadway connecting Glenshire Ln to Eaton Rd		X	X
Chico	Notre Dame Extension (E. 20th St to Little Chico Creek)	Construct 2 lane roadway for extension of Notre Dame from E. 20th St to Little Chico Creek		X	X
Chico	Midway Widening (Hegan Ln to E. Park Ave)	Widen Midway from 2 to 4 lanes from Hegan Ln to E. Park Ave		X	X
Chico	SR 32 Widening (El Monte Ave to Bruce Rd)	Widen SR 32 from 2 to 4 lanes from El Monte Ave to Bruce Rd		X	X
Chico	SR 99 Overpass Widening (@ Eaton Rd)	Widen SR 99 overpass at Eaton Rd from 2 to 4 lanes		X	X
Chico	SR 99 Roundabouts (@ Eaton Rd)	Construct dual lane roundabouts at SR 99 and Eaton Rd interchange		X	X
Chico	Cohasset Rd Widening (Airport Blvd to Eaton Rd)	Widen Cohasset Rd from 2 to 4 lanes from Airport Blvd to Eaton Rd		X	X
Chico	MLK Blvd Widening (E. Park Ave to 20th St)	Widen MLK Blvd from 2 to 4 lanes from E. Park Ave to 20th St		X	X
Chico	Eaton Rd Widening (Hicks Ln to Cohasset Rd)	Widen Eaton Rd from 2 to 4 lanes from Hicks Ln to Cohasset Rd			X
Chico	Eaton Rd Widening (Cohasset Rd to Manzanita Ave)	Widen Eaton Rd from 2 to 4 lanes from Cohasset Rd to Manzanita Ave			X
Chico	SR 99 Auxillary Lanes (Skyway to 20th St)	Add Auxillary lanes on SR 99 from Skyway to 20th St			X
Chico	SR 99 Auxillary Lanes (20th St to SR 32)	Add Auxillary lanes on SR 99 from 20th St to SR 32			X
Chico	SR 32 Widening (Bruce Rd to Yosemite Dr)	Widen SR 32 from 2 to 4 lanes from Bruce Rd to Yosemite Dr			X
Chico	SR 99 on-ramp at Cohasset Rd	Improve interchange at SR 99 and Cohasset Rd by adding southbound direct on-ramp			X
Oroville	Olive Highway Widening (Oro-Dam Blvd to Foothill Blvd)	Widen Olive Hwy from 2 to 3 lanes from Oro-Dam Blvd to Foothill Blvd. Additional lane will be added to eastbound travel.			X

Financial Update 5/5/2022

APPENDIX C
PUBLIC MEETING DOCUMENTATION

See Next Page

Appendix C

Public Involvement Documentation – Summary

BCAG undertook an extensive Public Participation Process in developing the development of the 2023 Federal Transportation Improvement Program. In accordance with the adopted Public Participation Plan, BCAG held an extensive public outreach process prior to and during the development of the 2023 FTIP. The region continues to be challenged with the impacts of COVID 19 and social distancing requirements and or recommendations. To conduct meaningful and accessible public input, BCAG continued to explore innovative engagement events or activities to solicit public input.

Traditional and historical project development methods for the FTIP includes consultation with the BCAG Transportation Advisory Committee comprised of the cities, county, Caltrans, the air district, public health, the university, and other interested individuals. Typical outreach also includes reaching out to each of the local Tribal Governments in Butte County and to communities traditionally underserved.

What's new or different considering the pandemic challenges? Beginning in January 2022, BCAG engaged in a public education campaign to educate and inform the public of BCAG's planning and programming responsibilities (including the 2023 FTIP) to provide an opportunity for the public to communicate any transportation concerns and priorities, including transit needs. BCAG participated in "[CORE](#)" ([Community Organized Relief Effort](#)) vaccine clinic events and public health fairs held in Butte County. CORE is a non-profit organization that brings immediate aid and recovery to underserved communities across the globe. CORE focuses on equity by bringing relief directly to those who need it most. With this effort of community engagement, BCAG partnered with CORE and Butte County Public Health to educate and inform the public of what BCAG does, its funding programs, planning activities and what current projects underway. The public was encouraged to participate in its various planning efforts and to communicate any transportation issues or concerns. Staff attempted to educate interested individuals of the functions of BCAG and how their input and concerns were important to the planning process. Communication topics included the following planning and programming projects below and their relationship to each other.

- 2023 Federal Transportation Improvement Program (FTIP)
- 2024 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) Development
- North Valley Passenger Rail Strategic Plan Development
- Update to BCAG'S Public Participation Plan
- Butte Regional Transit – Unmet Transit Needs Process

- Senate Bill 1 Planning Funds
- Active Transportation / Non-Motorized
- Regional Early Action Planning Grants (REAP)

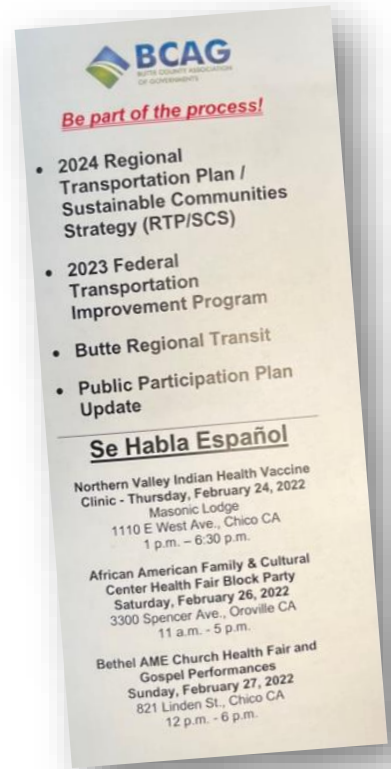
In addition, BCAG had bicycle maps, bus stickers and informational flyers on its plans and programs. Staff also gave away free one ride Regional Transit tickets to encourage new transit ridership. By including various projects and roles BCAG undertakes, the public was more attentive and engaged in the conversations.

Events Summary - Staff participated in a series of five public health events in Chico, Gridley and Oroville

- Bethel AME Church – Vaccine Clinic and Health Fair. Saturday, January 29, 2022 11:00 a.m. to 3:00 p.m.
- Northern Valley Indian Health Vaccine Clinic , Thursday, February 24th from 1pm-6:30pm
- Masonic Lodge- 1110 E West Ave, Chico, CA 95926
- [African American Family & Cultural Center Health Fair Block Party](#)
- Saturday, February 26th from 11am-5pm, 3300 Spencer Ave, Oroville, CA 95966
- [Bethel AME Church Health Fair and Gospel Performances](#)
- Sunday, February 27th from 12pm-6pm, 821 Linden St, Chico CA 95928
- Butte County Public Health Vaccine Clinic – Gridley Public Library, Friday, February 25, 2022 from 3pm to 5 pm. 299 Spruce St., Gridley, CA 95948.

The 2023 FTIP includes 5 new STIP projects which primarily benefit bicycle & transit modes. This is highlighted because the remaining 16 (21 total projects) are carryover from the 2021 FTIP. All BCAG meetings are open to the public and because of social distancing recommendations by the Public Health Department and Governor Newsom, the workshops were made available through zoom. Notice of the workshops were placed in Butte Regional Transit fleet including display ads in English, Spanish and Hmong. In addition, BCAG's Interagency Consultation Review Group were also consulted in matters concerning air quality conformity. Local Native American Tribal Governments were contacted via formal government-to-government correspondence. Copies of the outreach efforts are attached. In addition, Caltrans assisted in the distribution of the draft document for review and comment. Notices were placed in the local newspaper and the process was worked through BCAG's advisory committees and Board of Directors meetings, all of which are public. In addition to specific workshops, BCAG has welcomed input throughout the process, however, typical input came from Caltrans. Once material was drafted, it was made available for review and comment at BCAG's website.

Feedback Received: Most of the comments were positive in nature and the public simply appreciated staff going out to the community in making a genuine effort to solicit input. Comments were given in generalization statements such as, “we need more bike projects, better roads”. Unfortunately it was not uncommon for the public to communicate their concern with the homeless gathering along bus stops and bike paths.



Outreach to Low Income Communities:



PUBLIC NOTICE

The Butte County Association of Governments (BCAG) is currently updating its Public Participation Plan (PPP). This plan defines BCAG's public participation process for its transportation planning and programming projects. BCAG is also required to prepare a Federal Transportation Improvement program (FTIP) every two years and a long-range Region Transportation Plan/Sustainable Communities Strategy (RTP/SCS) every four years. The purpose of the FTIP is to identify all transportation-related projects that have federal transportation funding or require some type of federal approval whereas the RTP/SCS is a long-range plan. In addition, BCAG will be developing a new North Valley Passenger Rail Strategic Plan. Prior to the update or preparation of these documents, BCAG will be attending three Community Health Fair events to provide the public an opportunity to learn about these activities in person. BCAG will also be hosting a zoom workshop on March 7, 2022.

- **WHAT? PUBLIC WORKSHOP TO LEARN ABOUT BCAG'S PPP, FTIP, RTP/SCS, Rail or Transit Activities**

- **WHEN AND WHERE? COMMUNITY HEALTH FAIRS AT:**

CHICO Northern Valley Indian Health - Vaccine Clinic and Health Fair
Thursday, February 24, 2022, 1 P.M. to 6:30 P.M.
Masonic Lodge – 1110 W. East Ave., Chico CA 95926

OROVILLE African American Family & Cultural Center (AAFCC) Block Party
Saturday, February 26, 2022, 11 A.M. to 5 P.M.
3300 Spencer Ave, Oroville, CA 95966

CHICO Bethel AME Chico – Community Family Reunion
Sunday, February 27, 2022, 12 P.M. to 6 P.M.
821 Linden St., Chico CA 95928

- **CAN'T MAKE IT AND WANT TO LOOK ONLINE OR WHO TO CONTACT?**

All information will be posted at BCAG's webpage at: WWW.BCAG.ORG.
Please contact Mr. Ivan Garcia at 530-809-4603 or email: igarcia@bcag.org.
Please check the website for zoom workshop on March 7, 2022.

******Se Habla Español**** NOTICIA PUBLICA**

Si Ud. esta interesado en participar en el proceso de transportacion de Butte County Association of Governments, estas invitado a asistir una junta para aprender de los actividades, documentos y proyectos en su comunidad. Sea parte de el proceso!

FREE

VACCINE CLINICS AND HEALTH FAIRS IN FEBRUARY

NORTHERN VALLEY INDIAN HEALTH - VACCINE CLINIC AND HEALTH FAIR

Thursday, February 24th | 1pm to 6:30pm

Masonic Lodge | 1110 W East Ave, Chico, CA 95926

AFRICAN AMERICAN FAMILY & CULTURAL CENTER - BLOCK PARTY

Saturday, February 26th | 11am to 5pm

3300 Spencer Ave, Oroville, CA 95966

BETHEL AME CHICO - COMMUNITY FAMILY REUNION

Sunday, February 27th | 12pm to 6pm

821 Linden St, Chico, CA 95928

PUBLIC EVENT

The Butte County Association of Governments (BCAG) will be attending CORE's Vaccine Clinics and Health Fairs in February alongside Butte County Public Health. Come learn about BCAG's planning and programming activities including:

**Regional Transportation Plan/
Sustainable Communities Strategy**

Federal Transportation Improvement Program

Butte Regional Transit

North Valley Passenger Rail Strategic Plan

Public Participation Plan

Can't make it? All information will be posted online at www.bcag.org. Please contact Ivan Garcia at BCAG at 530-809-4603, email at igarcia@bcag.org if you have any questions. If you are interested in participating or to be included in any of our project email distribution lists, please let us know.

Se habla Español



BCAG
BUTTE COUNTY ASSOCIATION
OF GOVERNMENTS

B Line
Butte Regional Transit



326 Huss Drive, Suite 150
Chico, California 95928-8441
(530) 809-4616 FAX (530) 879-2444

January 26, 2022

The Honorable Glenda Nelson, Chairperson
Enterprise Rancheria Estom Yumeka Maidu
2133 Monte Vista Ave
Oroville, CA 95966

Subject:

- 2023 Federal Transportation Improvement Program Development
- 2024 Regional Transportation Plan / Sustainable Communities Strategy
- BCAG Policy for Government-to-Government Consultation with Federally Recognized Native American Tribal Governments
- BCAG 2022 Public Participation Plan Development

Honorable Chairperson:

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

BCAG was formed through a joint powers agreement between the County of Butte and the incorporated Cities of Biggs, Gridley, Oroville, Chico, and the Town of Paradise. BCAG is governed by a ten member Board of Directors comprised of the five county Board of Supervisors and one council person from each of the five incorporated cities. I currently serve as the Supervisor for District 1 and as Chair representing BCAG.

BCAG is committed to developing Government-to-Government relationships with the Tribal Governments within the Butte County region. BCAG would like to extend an invitation to your Tribe to attend and participate on our Transportation Advisory Committee (TAC), which typically meets on a monthly basis. The purpose of the TAC is to review and discuss BCAG's transportation planning activities and issues in a multi-jurisdictional planning forum. Representatives from Caltrans, the cities, Town and County participate on the TAC.

BCAG staff has commenced the development of the 2024 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) and 2023 Federal Transportation

Improvement Program (FTIP) for Butte County. This is a federally required long-range transportation planning document that is updated every four years. The purpose of this document is to identify Butte County's long-term transportation needs for all travel modes. The RTP/SCS will cover the period between 2024 and 2050. All projects selected for programming into the Regional Transportation Improvement Program (RTIP) and the Federal Transportation Improvement Program (FTIP) are required to be included in the RTP.

BCAG is also responsible for preparing, adopting and submitting a Federal Transportation Improvement Program (FTIP) to Caltrans, the Federal Highway Administration (FHWA), and the Federal Transit Administration (FTA). The FTIP is a programming document that identifies all transportation projects and programs that are funded with federal transportation funds or require some type of approval from the FHWA or FTA in Butte County. This programming document covers a four federal fiscal year cycle and is updated every two years. Projects identified in the FTIP typically include:

- streets and roads
- highways
- transit
- safety
- bridge reconstruction
- active transportation projects
- other programs that receive federal dollars or require some type of federal approval

BCAG is also reviewing its policy for Government-to-Government consultation with federally recognized Native American Tribal Governments. This policy document is required by the Federal Transit Administration and Federal highway Administration. Attached to this letter is BCAG's current policy for your review and comment.

Lastly, BCAG is reviewing its own Public Participation Plan (PPP) which documents how this agency interacts with the public in relation to its planning and programming requirements. BCAG intends to fold in the Policy for Government-to-Government Consultation with Federally Recognized Native American Tribal Governments to the PPP.

All information related to the PPP can be found on-line at <http://www.bcag.org/Planning/-Public-Participation-Plan-PPP/index.html>.

A hard copy of the 2016 PPP is also attached. Prior to any changes, BCAG welcomes any input you may have.

Honorable Glenda Nelson
January 26, 2022
Page 3

As we develop and update BCAG's RTP/SCS, FTIP, Policy for Government-to-Government Consultation with Federally Recognized Native American Tribal Governments and its Public Participation Plan, **we welcome any input you may have. BCAG would welcome the opportunity for staff to provide your Tribe with a workshop on these activities or any other item concerning BCAG at your convenience.** For your awareness, BCAG owns and operates Butte Regional Transit as well.

All material concerning these items are posted on the Internet at BCAG's website at: <http://www.bcag.org/> as they are developed.

It is the intent of this agency to review its participation process every two years prior to the development of the FTIP and RTP/SCS. If you have any questions please give me a call or you can contact Mr. Jon Clark, Executive Director of BCAG at 530-809-4616, or Mr. Ivan Garcia, Transportation Programming Specialist at the same number or by email directly at igarcia@bcag.org. We look forward to working with you.

Sincerely,



Bill Connelly, Chair
Butte County Association of Governments

IG

Attachments:

- BCAG Policy for Government-to-Government Consultation with Federally Recognized Native American Tribal Governments
- BCAG 2019 Public Participation Plan (Currently being updated)



326 Huss Drive, Suite 150
Chico, California 95928-8441
(530) 809-4616 FAX (530) 879-2444

DATE: July 20, 2022

TO: Freight Industries Which May Conduct Business in Butte County

FROM: Ivan Garcia, Programming Director

SUBJECT: Butte County 2024 Regional Transportation Plan / Sustainable Communities Strategy & Development of the 2023 Federal Transportation Improvement Program

Dear Sir/Madam

Your contact information was provided to the Butte County Association of Governments (BCAG) from the California Department of Transportation (Caltrans). BCAG is the federally designated Metropolitan Planning Organization (MPO) and the state designated Regional Transportation Planning Agency (RTPA) serving Butte County. BCAG is responsible for developing all state and federal **transportation plans** and programming documents that are necessary to secure and program transportation funds within the region.

The purpose of this correspondence is to reach out to the freight industry in an effort to make you aware of BCAG's transportation planning and programming process. Currently, BCAG is developing its long range "Regional Transportation Plan/Sustainable Communities Strategy" (RTP/SCS) for Butte County. The RTP/SCS is a federally required long-range transportation planning document that is updated every four years. The purpose of this document is to identify Butte County's long-term transportation needs for all travel modes. The RTP/SCS will cover the period between 2024 and 2050. All projects selected for programming into the Regional Transportation Improvement Program (RTIP) and the Federal Transportation Improvement Program (FTIP) are required to be included in the RTP/SCS.

BCAG is also responsible for preparing, adopting and submitting a Federal Transportation Improvement Program (FTIP) to Caltrans, the Federal Highway Administration (FHWA), and the Federal Transit Administration (FTA). The FTIP is a programming document that identifies all transportation projects and programs that are funded with federal transportation funds or require some type of approval from the FHWA or FTA in Butte County. This programming document covers a four federal fiscal year cycle and is updated

every two years. Projects identified in the FTIP typically include:

- streets and roads
- highways
- transit
- safety
- bridge reconstruction
- active transportation projects (bicycle and pedestrian projects)
- other programs that receive federal dollars or require some type of federal approval

BCAG staff will be hosting an online public workshop on the development of the plan on Thursday, August 4, 2022 at 4 p.m. Attached is a public notice for this “zoom” workshop. If unable to participate our staff can provide other opportunities at your convenience.

As we develop and update the 2024 RTP/SCS and the 2023 FTIP, **we welcome any input you may have. BCAG would welcome the opportunity for staff to provide you with a workshop on these activities or any other item concerning BCAG at your convenience.** For your awareness, BCAG owns and operates Butte Regional Transit as well.

The safe transportation of freight is extremely important to the region, the local economy and the State of California. For this this reason, we are reaching out to provide you the opportunity to communicate any concerns you wish to provide for consideration into BCAG’s transportation plans and programs. BCAG has a strong working relationship with the local municipalities in Butte County, Caltrans and state and federal partners.

All material concerning these items are posted on the Internet at BCAG’s website at: <http://www.bcag.org/> as they are developed.

If you have any questions, please give me a call directly or email me at igarcia@bcag.org. We look forward to working with you.

Sincerely,



Ivan Garcia, Programming Director
Butte County Association of Governments

Attachment: Public Notice with Zoom Link
Distribution: Via Email

PUBLIC NOTICE

The Butte County Association of Governments (BCAG) is the designated Metropolitan Planning Organization (MPO) and the Regional Transportation Planning Agency (RTPA) for Butte County. As the MPO, BCAG is required to prepare a long-range Regional Transportation Plan (RTP) / Sustainable Communities Strategy (SCS) every four years and a short range Federal Transportation Improvement Program (FTIP) every two years.

An informational zoom workshop will be held to inform the public of BCAG's planning and programming projects including the relationship of the long range RTP/SCS to the short range FTIP. This zoom meeting will focus on the development of BCAG's FTIP. The FTIP cover at least a four-year period and contain a priority list of projects grouped by year. If you would like to learn more about what projects are programmed over the next four federal fiscal years, you are welcomed to attend. All relevant material is posted at:

<http://www.bcag.org/Planning/FTIP/index.html>

Due to COVID-19 concerns and social distancing recommendations, the workshop will be conducted via zoom. The public will be able to ask questions during the Zoom workshop, and/or email comments. The workshop will be recorded for future viewing or reference. A power point will be presented with the opportunity to participate and ask questions.

Zoom Workshop Date & Time:
Thursday, August 4, 2024
4:00 – 6:00 p.m.

Zoom Address:

<https://us02web.zoom.us/j/87956716075?pwd=NklZdmhRaXVyOVlUV09pZFdDVExlZz09>

Meeting ID: 879 5671 6075
Passcode: 285251
+1 669 900 6833

All documents are available for review on the Internet <http://www.bcag.org/Planning/FTIP/index.html>
Comments or questions on the projects can be directed to Mr. Iván García, Programming Director for BCAG at 530-809-4616 or by email at igarcia@bcag.org. Comments can also be mailed to BCAG at 326 Huss Drive, Suite 150, Chico CA 95928.

******Se Habla Español**** NOTICIA PUBLICA**

Si Ud. esta interesado en participar en el proceso de transportacion de Butte County Association of Governments, esta invitado a asistir una junta para aprender de los actividades, documentos y proyectos en su comunidad. Sea parte de el proceso! Puede atender la junta de "zoom" y hacer sus comentarios o preguntas en español.

APPENDIX D
RESPONSES TO PUBLIC COMMENTS

No Comments Received

APPENDIX E

CONFORMITY CHECKLIST

FHWA Checklist for MPO TIPs/RTPs Checklist/Version Date: June 27, 2005

40 CFR	Criteria	Page	Comments
§93.102	Document the applicable pollutants and precursors for which EPA designates the area as nonattainment or maintenance. Describe the nonattainment or maintenance area and its boundaries.	p. 1-3	
§93.104 (b, c)	Document the date that the MPO officially adopted, accepted or approved the TIP/RTP and made a conformity determination. Include a copy of the MPO resolution. Include the date of the last prior conformity finding.	p. 1	
§93.104 (e)	If the conformity determination is being made to meet the timelines included in this section, document when the new motor vehicle emissions budget was approved or found adequate.	N/A	
§93.106 (a)(2)ii	Describe the regionally significant additions or modifications to the existing transportation network that are expected to be open to traffic in each analysis year. Document that the design concept and scope of projects allows adequate model representation to determine intersections with regionally significant facilities, route options, travel times, transit ridership and land use.	p. 4-7 p. 11-12 Tables 3-6	
§93.108	Document that the TIP/RTP is financially constrained (23 CFR 450).	p. 8	
§93.109 (a, b)	Document that the TIP/RTP complies with any applicable conformity requirements of air quality implementation plans (SIPs) and court orders.	p. 16	
§93.109 (c-k)	Provide either a table or text description that details, for each pollutant and precursor, whether the interim emissions tests and/or the budget test apply for conformity. Indicate which emissions budgets have been found adequate by EPA, and which budgets are currently applicable for what analysis years.	p. 12-15	
§93.110 (a, b)	Document the use of latest planning assumptions (source and year) at the "time the conformity analysis begins," including current and future population, employment, travel and congestion. Document the use of the most recent available vehicle registration data. Document the date upon which the conformity analysis was begun.	p. 3-7 Table 1	
USDOT/EPA guidance	Document the use of planning assumptions less than five years old. If unable, include written justification for the use of older data. (1/18/02)	p. 3-7	
§93.110 (c,d,e,f)	Document any changes in transit operating policies and assumed ridership levels since the previous conformity determination. Document the use of the latest transit fares and road and bridge tolls. Document the use of the latest information on the effectiveness of TCMs and other SIP measures that have been implemented. Document the key assumptions and show that they were agreed to through Interagency and public consultation.	p. 5&8	No TCMs
§93.111	Document the use of the latest emissions model approved by EPA.	p. 9	
§93.112	Document fulfillment of the interagency and public consultation requirements outlined in a specific implementation plan according to §51.390 or, if a SIP revision has not been completed, according to §93.105 and 23 CFR 450. Include documentation of consultation on conformity tests and methodologies as well as responses to written comments.	p. 8	
§93.113	Document timely implementation of all TCMs in approved SIPs. Document	p. 8	No TCMs

40 CFR	Criteria	Page	Comments
	that implementation is consistent with schedules in the applicable SIP and document whether anything interferes with timely implementation. Document any delayed TCMs in the applicable SIP and describe the measures being taken to overcome obstacles to implementation.		
§93.114	Document that the conformity analyses performed for the TIP is consistent with the analysis performed for the Plan, in accordance with 23 CFR 450.324(f)(2).	p. 1	
§93.118 (a, c, e)	<u>For areas with SIP budgets:</u> Document that emissions from the transportation network for each applicable pollutant and precursor, including projects in any associated donut area that are in the Statewide TIP and regionally significant non-Federal projects, are consistent with any adequate or approved motor vehicle emissions budget for all pollutants and precursors in applicable SIPs.	p. 12	
§93.118 (b)	Document for which years consistency with motor vehicle emissions budgets must be shown.	p. 10	
§93.118 (d)	Document the use of the appropriate analysis years in the regional emissions analysis for areas with SIP budgets, and the analysis results for these years. Document any interpolation performed to meet tests for years in which specific analysis is not required.	p. 10	
§93.119 ⁱ	<u>For areas without applicable SIP budgets:</u> Document that emissions from the transportation network for each applicable pollutant and precursor, including projects in any associated donut area that are in the Statewide TIP and regionally significant non-Federal projects, are consistent with the requirements of the “Action/Baseline”, “Action/1990” and/or “Action/2002” interim emissions tests as applicable.	p. 12-13	
§93.119 (g)	Document the use of the appropriate analysis years in the regional emissions analysis for areas without applicable SIP budgets.	p. 12-13	
§93.119 (h,i)	Document how the baseline and action scenarios are defined for each analysis year.	p. 12-13	
§93.122 (a)(1)	Document that all regionally significant federal and non-Federal projects in the nonattainment/maintenance area are explicitly modeled in the regional emissions analysis. For each project, identify by which analysis it will be open to traffic. Document that VMT for non-regionally significant Federal projects is accounted for in the regional emissions analysis	p. 10-12	
§93.122 (a)(2, 3)	Document that only emission reduction credits from TCMs on schedule have been included, or that partial credit has been taken for partially implemented TCMs. Document that the regional emissions analysis only includes emissions credit for projects, programs, or activities that require regulatory action if: the regulatory action has been adopted; the project, program, activity or a written commitment is included in the SIP; EPA has approved an opt-in to the program, EPA has promulgated the program, or the Clean Air Act requires the program (indicate applicable date). Discuss the implementation status of these programs and the associated emissions credit for each analysis year.	p. 8	No TCMs
§93.122 (a)(4,5,6)	For nonregulatory measures that are not included in the STIP, include written commitments from appropriate agencies. Document that assumptions for measures outside the transportation system (e.g. fuels measures) are the same for baseline and action scenarios. Document that factors such as ambient temperature are consistent with those used in the SIP unless modified through interagency consultation.	p. 9	
§93.122 (b)(1)(i) ⁱⁱ	Document that a network-based travel model is in use that is validated against observed counts for a base year no more than 10 years before the	p. 7	

40 CFR	Criteria	Page	Comments
	date of the conformity determination. Document that the model results have been analyzed for reasonableness and compared to historical trends and explain any significant differences between past trends and forecasts (for per capita vehicle-trips, VMT, trip lengths mode shares, time of day, etc.).		
§93.122 (b)(1)(ii) ²	Document the land use, population, employment, and other network-based travel model assumptions.	p. 3-7	
§93.122 (b)(1)(iii) ²	Document how land use development scenarios are consistent with future transportation system alternatives, and the reasonable distribution of employment and residences for each alternative.	p. 3-7	
§93.122 (b)(1)(iv) ²	Document use of capacity sensitive assignment methodology and emissions estimates based on a methodology that differentiates between peak and off-peak volumes and speeds, and bases speeds on final assigned volumes.	p. 3-7	
§93.122 (b)(1)(v) ²	Document the use of zone-to-zone travel impedances to distribute trips in reasonable agreement with the travel times estimated from final assigned traffic volumes. Where transit is a significant factor, document that zone-to-zone travel impedances used to distribute trips are used to model mode split.	p. 3-7	
§93.122 (b)(1)(vi) ²	Document how travel models are reasonably sensitive to changes in time, cost, and other factors affecting travel choices.	p. 3-7	
§93.122 (b)(2) ²	Document that reasonable methods were used to estimate traffic speeds and delays in a manner sensitive to the estimated volume of travel on each roadway segment represented in the travel model.	p. 3-7	
§93.122 (b)(3) ²	Document the use of HPMS, or a locally developed count-based program or procedures that have been chosen through the consultation process, to reconcile and calibrate the network-based travel model estimates of VMT.	p. 3-7	
§93.122 (d)	In areas not subject to §93.122(b), document the continued use of modeling techniques or the use of appropriate alternative techniques to estimate vehicle miles traveled	p. 3-7	
§93.122 (e, f)	Document, in areas where a SIP identifies construction-related PM10 or PM 2.5 as significant pollutants, the inclusion of PM10 and/or PM 2.5 construction emissions in the conformity analysis.	N/A	
§93.122 (g)	If appropriate, document that the conformity determination relies on a previous regional emissions analysis and is consistent with that analysis.	N/A	
§93.126, §93.127, §93.128	Document all projects in the TIP/RTP that are exempt from conformity requirements or exempt from the regional emissions analysis. Indicate the reason for the exemption (Table 2, Table 3, traffic signal synchronization) and that the interagency consultation process found these projects to have no potentially adverse emissions impacts.	p. 8 App. A	

ⁱ Note that some areas are required to complete both interim emissions tests.

ⁱⁱ 40 CFR 93.122(b) refers only to serious, severe and extreme ozone areas and serious CO areas above 200,000 population

Disclaimers

This checklist is intended solely as an informational guideline to be used in reviewing Transportation Plans and Transportation Improvement Programs for adequacy of their conformity documentation. It is in no way intended to replace or supercede the Transportation Conformity regulations of 40 CFR Parts 51 and 93, the Statewide and Metropolitan Planning Regulations of 23 CFR Part 450 or any other EPA, FHWA or FTA guidance pertaining to transportation conformity or statewide and metropolitan planning. This checklist is not intended for use in documenting transportation conformity for individual transportation projects in nonattainment or maintenance areas. 40 CFR Parts 51 and 93 contain additional criteria for project-level conformity determinations.

Document #46711

APPENDIX B

Non-Exempt Regionally Significant Project List - 2020 RTP/SCS

Jurisdiction	TITLE	PROJECT DESCRIPTION	Emissions Analysis Year		
			2020	2030	2040
Butte County	SR 70 Widening (Ophir Rd to Palermo Rd)	Widen SR 70 from 2 to 4 lanes from Ophir Rd to Palermo Rd	X	X	X
Butte County	Central House Rd Bridge Widening (at Wyman Ravine)	Widen Central House Rd Bridge from 1 to 2 lanes at Wyman Ravine		X	X
Butte County	SR 70 Widening (Palermo Rd to Cox Ln)	Widen SR 70 from 2 to 4 lanes from Palermo Rd to Cox Ln		X	X
Butte County	SR 70 Widening (E Gridley Rd to Yuba Co.)	Widen SR 70 from 2 to 4 lanes from E. Gridley Rd to Yuba County		X	X
Chico	Bruce Rd Widening (Skyway to SR 32)	Widen Bruce Rd from 2 to 4 lanes from Skyway to SR 32		X	X
		Widen Bruce Rd Bridge from 2 to 4 lanes @ Little Chico Creek		X	X
Chico	Guynn Rd Bridge Widening (at Lindo Channel)	Widen Guynn Rd Bridge from 1 to 2 lanes at Lindo Channel		X	X
Chico	Commerce Ct Extension (Ivy St to Park Ave)	Construct 2 lane roadway connecting Ivy St to Park Ave		X	X
Chico	E. 20th St Widening (Forest Ave to Bruce Rd)	Widen E. 20th St from 2 to 4 lanes from Forest Ave to Bruce Rd		X	X
Chico	Esplanade Widening (Eaton Rd to Nord Hwy)	Widen Esplanade from 2 to 4 lanes from Eaton Rd to Nord Hwy		X	X
Chico	Mariposa Ave extension (Glenshire Ln to Eaton Rd)	Construct 2 lane roadway connecting Glenshire Ln to Eaton Rd		X	X
Chico	Notre Dame Extension (E. 20th St to Little Chico Creek)	Construct 2 lane roadway for extension of Notre Dame from E. 20th St to Little Chico Creek		X	X
Chico	Midway Widening (Hegan Ln to E. Park Ave)	Widen Midway from 2 to 4 lanes from Hegan Ln to E. Park Ave		X	X
Chico	SR 32 Widening (El Monte Ave to Bruce Rd)	Widen SR 32 from 2 to 4 lanes from El Monte Ave to Bruce Rd		X	X
Chico	SR 99 Overpass Widening (@ Eaton Rd)	Widen SR 99 overpass at Eaton Rd from 2 to 4 lanes		X	X
Chico	SR 99 Roundabouts (@ Eaton Rd)	Construct dual lane roundabouts at SR 99 and Eaton Rd interchange		X	X
Chico	Cohasset Rd Widening (Airport Blvd to Eaton Rd)	Widen Cohasset Rd from 2 to 4 lanes from Airport Blvd to Eaton Rd		X	X
Chico	MLK Blvd Widening (E. Park Ave to 20th St)	Widen MLK Blvd from 2 to 4 lanes from E. Park Ave to 20th St		X	X
Chico	Eaton Rd Widening (Hicks Ln to Cohasset Rd)	Widen Eaton Rd from 2 to 4 lanes from Hicks Ln to Cohasset Rd			X
Chico	Eaton Rd Widening (Cohasset Rd to Manzanita Ave)	Widen Eaton Rd from 2 to 4 lanes from Cohasset Rd to Manzanita Ave			X
Chico	SR 99 Auxillary Lanes (Skyway to 20th St)	Add Auxillary lanes on SR 99 from Skyway to 20th St			X
Chico	SR 99 Auxillary Lanes (20th St to SR 32)	Add Auxillary lanes on SR 99 from 20th St to SR 32			X
Chico	SR 32 Widening (Bruce Rd to Yosemite Dr)	Widen SR 32 from 2 to 4 lanes from Bruce Rd to Yosemite Dr			X
Chico	SR 99 on-ramp at Cohasset Rd	Improve interchange at SR 99 and Cohasset Rd by adding southbound direct on-ramp			X
Oroville	Olive Highway Widening (Oro-Dam Blvd to Foothill Blvd)	Widen Olive Hwy from 2 to 3 lanes from Oro-Dam Blvd to Foothill Blvd. Additional lane will be added to eastbound travel.			X

Financial Update 5/5/2022

APPENDIX A

BCAG Exempt Project Listing - 2020 RTP & 2019 FTIP (Revised for 2023 FTIP)

AGENCY	CTIPS ID	TITLE	PROJECT DESCRIPTION	TRANSPORTATION CONFORMITY RULE - Exempt Reference			
County	202-0000-0195	Monte Vista & Lower Wyandotte Class II Bike Facilities	Construct Class II bike facilities along Monte Vista Ave and Lincoln Blvd to Lower Wyandotte Rd in locations that do not have existing curb, gutter and sidewalks, along with Class II bike facilities along Lower Wyandotte Rd from Las Plumas Ave/Oro Bangor Hwy to Monte Vista Ave	Section 93.126	Table 2 Exempt Projects	Air Quality	Bicycle and Pedestrian Facilities
County	202-0000-0196	Autrey Lane and Monte Vista Safe Routes to Schools Gap Closure Project	Preliminary engineering for curb, gutter, sidewalk, and crossing enhancements along Autrey Lane and Monte Vista Ave.	Section 93.126	Table 2 Exempt Projects	Air Quality	Bicycle and Pedestrian Facilities
County	202-0000-0218	Palermo/South Oroville SRTS Project (Phase 3)	Design curb, gutter, sidewalk, and crossing enhancements along Lincoln Blvd., Palermo Rd., and Baldwin Ave. in locations that do not have existing curb, gutter, and sidewalks. Work will include, but is not limited to, design for traffic control, roadway excavation, grading, aggregate base, hot mix asphalt, drainage facilities, striping and signage, environmental, and right of way.	Section 93.126	Table 2 Exempt Projects	Air Quality	Bicycle and Pedestrian Facilities
County	SB-1 funded. No CTIPS #	Foothill Blvd. Reconstruction	Road Rehabilitation	Section 93.126	Table 2 Exempt Projects	Safety	Pavement resurfacing and/or rehabilitation.
County	202-0000-0225	Autrey Lane Southside Safe Routes to Schools Project	Project includes the design of curb, gutter, sidewalk, and crossing enhancements along Autrey Ln from 100 feet south of Via Laton to Monte Vista Ave. The placement of Class II Bike Lanes will be evaluated and designed if roadway geometrics allow. This work will include, but is not limited to design for traffic control, roadway excavation, grading, aggregate base, hot mix asphalt, minor drainage facilities, striping and signage.	Section 93.126	Table 2 Exempt Projects	Air Quality	Bicycle and Pedestrian Facilities
BCAG	202-0000-0005	FTA Sec. 5307 Program - B - Line	Butte Regional Transit. Chico UZA Area. Operations and Capital	Section 93.126	Table 2 Exempt Projects	Mass Transit	Operating assistance to transit agencies
BCAG	202-0000-0008	FTA Sec. 5311 Program	B - Line (Butte Regional Transit) Operations and Capital	Section 93.126	Table 2 Exempt Projects	Mass Transit	Operating assistance to transit agencies
BCAG	202-0000-0182	FTA Sec. 5310 Program - Grouped Listing	Help Central - Mobility Management Project for Butte 211	Section 93.126	Table 2 Exempt Projects	Other	Specific activities which do not involve or lead directly to construction
			Butte Regional Transit for Supplemental ADA Paratransit Operations	Section 93.126	Table 2 Exempt Projects	Mass Transit	Operating assistance to transit agencies
			Butte CAG/ Butte RT Medium Buses (6)	Section 93.126	Table 2 Exempt Projects	Mass Transit	Purchase of transit operating equipment for vehicles
BCAG	202-0000-0200	FTA Sec. 5311 (f)	5311 (f) - FTA Section 5311(f) Operating Assistance - FTA apportionment amount of \$300,000 for Regional Service (Route 20)	Section 93.126	Table 2 Exempt Projects	Mass Transit	Operating assistance to transit agencies
BCAG	202-0000-0170	FTA Sec. 5339 Program	Butte Regional Transit. Replace, rehabilitate and purchase bus related facilities and equipment.	Section 93.126	Table 2 Exempt Projects	Mass Transit	Purchase of transit operating equipment for vehicles
BCAG	102-0000-0020	Planning, Programming and Monitoring	Planning, programming and monitoring	Section 93.126	Table 2 Exempt Projects	Other	Specific activities which do not involve or lead directly to construction
Caltrans	102-0000-0164	Butte County SHOPP Collision Reduction Grouped Listing	SR 32 - In Chico from W. Sacramento Ave (East) to W. Sacramento Ave (West). Construct two roundabouts.	Section 93.127	Table 3 Projects Exempt from Regional Emissions Analyses		Intersection channelization projects.
			SR 162 - In and near Oroville from Foothill Blvd to Gold Country Casino. Construct two way left turn lane and widen shoulders.	Section 93.127	Table 3 Projects Exempt from Regional Emissions Analyses		Intersection channelization projects.
			SR 32 -post miles 0.3/5.0, Near Chico from Gianella Rd to Muir Ave. The scope of the project is to install lighting, widen shoulders, upgrade end treatments at bridge approaches, and	Section 93.126	Table 2 Exempt Projects	Safety	Projects that correct, improve, or eliminate a hazardous location or feature.
			SR 32. Near Chico, at the intersection with Meridian Rd. Install new traffic signal.	Section 93.127	Table 3 Projects Exempt from Regional Emissions Analyses		Intersection signalization projects at individual intersections.
			SR 32. In and near Chico from W 8th Ave to W 2nd Street. Add green bike lane treatment, install signs, and construct curb ramps.	Section 93.126	Table 2 Exempt Projects	Air Quality	Bicycle and Pedestrian Facilities
			SR 32 - In Chico at Main St and Oroville Ave. Upgrade traffic signals, install pedestrian push buttons and countdown signals, and restripe crosswalks to improve pedestrian safety.	Section 93.126	Table 2 Exempt Projects	Safety	Projects that correct, improve, or eliminate a hazardous location or feature.
Caltrans	202-0000-0206	Butte County SHOPP Mobility Grouped Listing	SR 99 In and near Chico from Estates Drive to Garner Lane. Install ITS elements.	Section 93.126	Table 2 Exempt Projects	Other	Directional and informational signs
Caltrans	202-0000-0129	Butte County SHOPP Mandates Grouped Listing	SR 32 - In Chico, from Walnut Street to Poplar Street. Upgrade Americans with Disabilities Act (ADA) facilities. (EA 4F800)	Section 93.126	Table 2 Exempt Projects	Air Quality	Bicycle and Pedestrian Facilities
Caltrans	202-0000-0214	Butte County SHOPP Minor Grouped Listing	SR 99 in Butte County at Keefer Slough. Repair deteriorating pavement and replace driveway culverts.	Section 93.126	Table 2 Exempt Projects	Safety	Pavement resurfacing and/or rehabilitation
			SR 99 - In Butte County, SR 99 at Eaton southbound ramp intersection. Channelization improvements	Section 93.127	Table 3 Projects Exempt from Regional Emissions Analyses		Intersection signalization projects at individual intersections.
Caltrans	202-0000-0162	Butte County SHOPP Bridge Preservation Grouped Listing	State Route 99, in and near Chico, from north of SR 162 to north of Broyles Rd. Bridge rail upgrades at six locations.	Section 93.126	Table 2 Exempt Projects	Safety	Widening narrow pavements or reconstructing bridges (no additional travel lanes)
			State Route 99 near Richvale at Cottonwood Creek Bridge #12-0120. Replace scour-critical bridge and add left turn lane pockets.	Section 93.127	Table 3 Projects Exempt from Regional Emissions Analyses		Intersection channelization projects.
			SR 99 - In Chico, at Cohasset Highway Overcrossing No. 12-0168. Polyester concrete overlay to one bridge deck, and deck-on-deck replacement and bridge rail replacement at three bridges.	Section 93.126	Table 2 Exempt Projects	Safety	Widening narrow pavements or reconstructing bridges (no additional travel lanes)
Caltrans	202-0000-0202	Butte County SHOPP Roadside Preservation - Grouped Listing	SR 70 In Butte County, on Route 70 at approximately 7.0 miles south of Oroville. Advance mitigation credit purchases for future SHOPP construction projects expected to impact sensitive habitats.	Section 93.126	Table 2 Exempt Projects	Other	Specific activities which do not involve or lead directly to construction

AGENCY	CTIPS ID	TITLE	PROJECT DESCRIPTION	TRANSPORTATION CONFORMITY RULE - Exempt Reference			
Caltrans	202-0000-0222	Butte County SHOPP Roadway Preservation - Grouped Listing	SR 32 - In and near Chico, from Muir Avenue to Route 99 (PM 5.0/10.2L/R). Rehabilitate pavement, install signals and lighting, upgrade Transportation Management System (TMS) elements, rehabilitate drainage systems, and upgrade facilities to Americans with Disabilities Act (ADA) standards. (EA 4H760)	Section 93.126	Table 2 Exempt Projects	Safety	Pavement resurfacing and/or rehabilitation.
			SR 70 PM 34.1 to 48.076. Near Pulga, from east of Big Ben Road to Plumas County line.	Section 93.126	Table 2 Exempt Projects	Safety	Pavement resurfacing and/or rehabilitation.
			SR 162 PM 15.6 to 18.5. In and near Oroville, from Feather River Bridge to Foothill Boulevard.	Section 93.126	Table 2 Exempt Projects	Safety	Pavement resurfacing and/or rehabilitation.
			SR 99 - In and near Gridley, from Hollis Lane to north of Ford Avenue. Rehabilitate pavement, upgrade Transportation Management System (TMS) elements, rehabilitate drainage systems, and upgrade facilities to Americans with Disabilities Act (ADA) standards. (EA 1H140)	Section 93.126	Table 2 Exempt Projects	Safety	Widening narrow pavements or reconstructing bridges (no additional travel lanes)
Caltrans	202-0000-0213	Butte County SHOPP Emergency Response - Grouped Listing	Near Paradise, from 0.8 mile west to 0.2 mile east of Shady Rest Area. Restore and repair damaged roadway by raising the existing vertical alignment by approximately 5 feet and protecting the embankment against future flooding with Rock Slope Protection (RSP) or a retaining structure.	Section 93.126	Table 2 Exempt Projects	Safety	Emergency relief (23 U.S.C. 125).
			SR 191 - In and near Paradise, from 0.3 mile south of Airport Road to 0.2 mile north of Old Clark Road. Stabilize the fire damaged cut slopes, widen shoulders to create catchment area for rockfall debris, and improve drainage systems. (EA 0J870)	Section 93.126	Table 2 Exempt Projects	Safety	Emergency relief (23 U.S.C. 125).
			SR 32 - Near Forest Ranch, from 1.3 miles west to 1.1 miles west of Carpenter Ridge Road. Stabilize embankment slope from recurring slips by constructing a retaining wall, rehabilitating drainage systems, and upgrading guardrail. (EA 0J700)	Section 93.126	Table 2 Exempt Projects	Safety	Emergency relief (23 U.S.C. 125).
			SR 70 - Near Pulga, from 0.7 mile east of Pinkston Canyon Road/Big Bend Road to 1.7 miles west of North Fork Feather River Bridge. Replace three culverts damaged during the Camp Fire. (EA 0J720)	Section 93.126	Table 2 Exempt Projects	Safety	Emergency relief (23 U.S.C. 125).
			SR 99 - Near Chico, from north of Wilson Landing Road to Keefers Slough Bridge. Raise the roadway grade, install cross-road culverts, and re-grade roadside ditches to prevent roadway flooding	Section 93.126	Table 2 Exempt Projects	Safety	Emergency relief (23 U.S.C. 125).
			SR 70 - Near Paradise, from 0.8 mile west to 0.2 mile east of Shady Rest Area. Environmental mitigation for project EA 3H540	Section 93.126	Table 2 Exempt Projects	Safety	Emergency relief (23 U.S.C. 125).
Biggs	202-0000-0217	Biggs - Safe Routes to Schools Project (Second St)	In the City of Biggs on Second Street. Project will construct new pedestrian/bike facilities to close gaps. Project will also extend the class 2 bike lanes and install ADA compliant curb ramps.	Section 93.126	Table 2 Exempt Projects	Air Quality	Bicycle and Pedestrian Facilities
Biggs	202-0000-0198	Biggs - Safe Routes to Schools Project	Construct new bike and pedestrian facilities along 2nd & E Streets	Section 93.126	Table 2 Exempt Projects	Air Quality	Bicycle and Pedestrian Facilities
Chico	202-0000-0227	Local Section 130 Funded Railroad/Highway Grade Crossing Lump Sum	The project is located at the Union Pacific Railroad Crossing along West Sacramento Avenue in the City of Chico. The scope of this new project is to install 1 Std 9-A, medians, install/repair sidewalk, sidelights, and active advanced warning elements.	Section 93.126	Table 2 Exempt Projects	Safety	Railroad/Highway Crossings
Chico	202-0000-0223	SR 99 Southgate Interchange Feasibility Study	At the State Route 99 at Southgate Intersection in the City of Chico. Project is to develop planning and technical studies only for a future interchange with local connections. Funding is for Preliminary Engineering component to determine if project is feasible.	Section 93.126	Table 2 Exempt Projects	Other	Planning and Technical Studies
Chico	CH-BIKE-ATP-2020-1	Little Chico Creek Pedestrian / Bicycle Bridge Connection at Community Park Project	Just south of Humboldt Ave, west of State Route 99. Project entails new bridge connector over Little Chico Creek into the north side of 20th Street Park.	Section 93.126	Table 2 Exempt Projects	Air Quality	Bicycle and Pedestrian Facilities
Chico	202-0000-0117	SR 99 Corridor Bikeway Phase 5 - 20th Street Crossing	SR 99 Corridor Bikeway Project Phase 5 completes the gap adjacent to SR 99 from Chico Mall across 20th Street to the north end of Business Lane. This project is to complete the technical studies only thru preliminary engineering.	Section 93.126	Table 2 Exempt Projects	Air Quality	Bicycle and Pedestrian Facilities
Chico	202-0000-0194	Esplanade Corridor Safety and Accessibility Improvement Project	The scope of the project includes various non-motorized "complete streets improvements along the Esplanade Corridor from W. 11th Avenue to Memorial Avenue. Improvements are as follows: 1) ADA improvements (ramps, sidewalk gap closures); 2) Pedestrian refuge islands at all signalized and non-signalized intersections both at center islands and islands separating travel lanes from frontage roads; 3) Traffic signal equipment upgrades (pedestrian countdown signal heads with adequate time to cross Esplanade); 4) Consistent pavement markings and signage ("Keep Clear" pavement delineations with either green pavement and/or slightly raised colored concrete option); 5) Traffic signal timing plan with pedestrian push button and vehicle detection (use detection based system during peak times, use existing 28mph progression during non-peak times).	Section 93.126	Table 2 Exempt Projects	Air Quality	Bicycle/Pedestrian Facilities and Pavement Markings
				Section 93.126	Table 2 Exempt Projects	Other	Directional and informational signs
			Section 93.128	Traffic signal synchronization projects			
Chico	202-0000-0226	Hegan Lane Business Park Access Improvements	In the City of Chico, along the portions of Hegan Ln, Midway, and Park Ave in the Hegan Lane Business Park area. Operational and safety improvements to the Hegan Lane Business Park District. Phase 1 includes the synchronized construction of four roundabouts at the intersections of Park Ave and Midway, Park Ave and Fair St, Hegan Ln and Midway, and Hegan Ln and Otterson Dr. Includes bike and pedestrian improvements	Section 93.127	Table 3 Projects Exempt from Regional Emissions Analyses		Intersection channelization projects.

AGENCY	CTIPS ID	TITLE	PROJECT DESCRIPTION	TRANSPORTATION CONFORMITY RULE - Exempt Reference			
Gridley	202-0000-0215	Central Gridley Pedestrian Connectivity and Equal Access Project	In the City of Gridley, improvements entails installing ADA curb ramps and detectable warning surfaces, closing sidewalk gaps, and striping crosswalks along Sycamore, Magnolia, Indiana, and Vermont streets in the central blocks of Gridley.	Section 93.126	Table 2 Exempt Projects	Air Quality	Bicycle and Pedestrian Facilities
Gridley	202-0000-0216	Gridley Bike & Pedestrian SR 99 Corridor Facility Project	In the City of Gridley, improvements entails installing ADA curb ramps and detectable warning surfaces, striping crosswalks, and Class I bike path along State Route 99 from Township Road to Archer Avenue.	Section 93.126	Table 2 Exempt Projects	Air Quality	Bicycle and Pedestrian Facilities
Oroville	202-0000-0199	SR 162 Pedestrian/Bicycle and Disabled Mobility and Safety Improvements	State Route 162 in Oroville between Feather River Blvd and Foothill Blvd. Includes a comprehensive set of active transportation infrastructure connectivity and safety improvements. The project scope includes the following elements: new sidewalk, curb, and gutter; ADA ramps; street lighting; high-visibility crosswalk striping; buffered bicycle lanes; an RRFB crosswalk enhancement; a multi-use trail connection to SR 162; and an enhanced pedestrian crossing with a signal (H.A.W.K.) upgrade.	Section 93.126	Table 2 Exempt Projects	Air Quality	Bicycle and Pedestrian Facilities
Paradise	202-0000-0193	Paradise Transit Center	In the Town of Paradise, construct new transit center near Birch Rd and Black Olive Dr. Multi-modal improvements include transit, bike, and pedestrian enhancements.	Section 93.127	Table 3 Projects Exempt from Regional Emissions Analyses		Bus terminals and transfer points.
Paradise	202-0000-0185	Almond St Multi-Modal - ATP	Almond Street Multi-Modal. The proposed project will add sidewalks, curbs and gutters to Almond Street between Pearson Rd and Elliot Rd.	Section 93.126	Table 2 Exempt Projects	Air Quality	Bicycle and Pedestrian Facilities
Paradise	202-0000-0190	Ponderosa Elementary SRTS - ATP	Ponderosa Elementary SRTS Project. Project will convert Pentz Road (between Wagstaff Road and Skyway (1.56 miles) from a 2-lane, 20' wide roadway to a complete street solution supporting walking, bicycling and rolling to and from school and nearby destinations. No change in travel lanes.	Section 93.126	Table 2 Exempt Projects	Air Quality	Bicycle and Pedestrian Facilities
Paradise	202-0000-0197	ATP Gap Closure Project	Construct new sidewalks, curbs and gutters, and class II bicycle lanes in downtown Paradise along Fir Street (Skyway to Black Olive), Birch Street (Skyway to Black Olive), in addition to portions of Foster Road (Pearson to Birch), Black Olive Drive (Pearson to Fir) and Elliott Road (Skyway to Almond).	Section 93.126	Table 2 Exempt Projects	Air Quality	Bicycle and Pedestrian Facilities
Paradise	202-0000-0219	Pentz Road Trailway Phase 2	Pentz Road between Pearson Rd and Bille Road (1.63 miles), Pentz Road between Wagstaff Road and Skyway (1.56 miles). Scope of the project is to construct a grade separated, Class I, bike-ped facility along the west side of Pentz Road within the project limits. This project will tie into funded improvements between Bille Road and Wagstaff Road, scheduled for completion summer 2019.	Section 93.126	Table 2 Exempt Projects	Air Quality	Bicycle and Pedestrian Facilities
Paradise	202-0000-0220	Paradise ATP Gateway Project	Neal Road between Town Limits and Skyway (1.62 miles), Skyway between Neal Road and Pearson Road (0.9 miles). Along Neal Road, construct a grade separated, Class I, bike-ped facility along the west side of Neal Road within the project limits. This component will tie into Butte County Class II Bike Lanes which terminate at Town Limits, bringing both novice and experienced bicyclists and pedestrians to the existing 5-mile Class I facility at the Neal/Skyway intersection. Along Skyway, infill all missing sidewalks to connect to area resources and government facilities.	Section 93.126	Table 2 Exempt Projects	Air Quality	Bicycle and Pedestrian Facilities
Paradise	202-0000-0221	Oliver Curve Class I Phase I	Oliver Road between Skyway and Bille Park (approx 1.1 miles). Along Oliver Road, construct a grade separated, Class I, bike-ped facility along the west side of Oliver Road within the project limits. This project is a proactive safety effort to protect bicyclists and pedestrians along a heavily traveled corridor around a horizontal curve. In this location, the many daily bicyclists and pedestrians are forced to walk the edge line, causing vehicles to swerve into oncoming traffic.	Section 93.126	Table 2 Exempt Projects	Air Quality	Bicycle and Pedestrian Facilities
Various	202-0000-0070	Butte County Highway Safety Improvement Program (HSIP) Grouped Projects	HSIP7-03-001. City of Chico, Various locations throughout City limits, improve signal hardware.	Section 93.126	Table 2 Exempt Projects	Safety	Highway Safety Improvement Program implementation
			HSIP8-03-003. City of Chico. At the intersection at SR-99 NB On-Off Ramps/ Eaton Road / Hicks Lane. Scope is to construct a 5-leg roundabout intersection with adequate bike and pedestrian access.	Section 93.126	Table 2 Exempt Projects	Safety	Highway Safety Improvement Program implementation
			HSIP9-03-001. County of Butte, On Cohasset Rd between Nicalog Rd and end of existing guardrail near Jack Rabbit Flat Rd. Work: Upgrade existing guardrails.	Section 93.126	Table 2 Exempt Projects	Safety	Highway Safety Improvement Program implementation
			HSIP9-03-012. Town of Paradise, Sixteen stop-controlled intersections at various locations. Scope of Work is to systemically improve minor street approaches with a combination of splitter islands, additional intersection warning/regulatory signs, improved pavement markings, and improved sight triangles.	Section 93.126	Table 2 Exempt Projects	Safety	Highway Safety Improvement Program implementation
			HSIP7-03-003. City of Chico, intersection of Nord Ave and West Sacramento Ave.	Section 93.126	Table 2 Exempt Projects	Safety	Highway Safety Improvement Program implementation

AGENCY	CTIPS ID	TITLE	PROJECT DESCRIPTION	TRANSPORTATION CONFORMITY RULE - Exempt Reference			
Various	202-0000-0056	Local Highway Bridge Projects (HBP) Grouped Listing	Butte County. Midway Bridge Replacement across Butte Creek. On Midway (old SR 99) approximately 0.2 miles south of White Ave to approximately 0.7 miles south of White Ave, spanning Butte Creek and Butte Creek Overflow. Replace 2 bridge structures.	Section 93.126	Table 2 Exempt Projects	Safety	Widening narrow pavements or reconstructing bridges (no additional travel lanes)
			Butte County. E Rio Bonito Rd over Hamilton Slough	Section 93.126	Table 2 Exempt Projects	Safety	Widening narrow pavements or reconstructing bridges (no additional travel lanes)
			Butte County. E Rio Bonito Rd over Sutter Butte Canal	Section 93.126	Table 2 Exempt Projects	Safety	Widening narrow pavements or reconstructing bridges (no additional travel lanes)
			Butte County. Ord Ferry Rd over Little Chico Creek	Section 93.126	Table 2 Exempt Projects	Safety	Widening narrow pavements or reconstructing bridges (no additional travel lanes)
			Butte County. Ord Ferry Road over Tributary to Little Chico Creek west of River Road	Section 93.126	Table 2 Exempt Projects	Safety	Widening narrow pavements or reconstructing bridges (no additional travel lanes)
			Butte County. Skyway Westbound at Butte Creek. Bridge Replacement	Section 93.126	Table 2 Exempt Projects	Safety	Widening narrow pavements or reconstructing bridges (no additional travel lanes)
			City of Chico. Pomona Rd at Little Chico Creek. Replace the existing 2 lane bridge, without adding lane capacity. Bridge No. 12C0328, Project #5037(024) , 5037(036)	Section 93.126	Table 2 Exempt Projects	Safety	Widening narrow pavements or reconstructing bridges (no additional travel lanes)
			City of Chico. Vallombrosa Ave at Big Chico Creek. Scope of the work includes rock slope protection (RSP) and scour mitigation.	Section 93.126	Table 2 Exempt Projects	Safety	Pavement resurfacing and/or rehabilitation.
			City of Chico. Park Ave at Little Chico Creek. Scope of the work includes rock slope protection (RSP) and scour mitigation.	Section 93.126	Table 2 Exempt Projects	Safety	Pavement resurfacing and/or rehabilitation.
			City of Chico. Warner St at Big Chico Creek. Scope of the work includes rock slope protection (RSP) and scour mitigation, joint seal.	Section 93.126	Table 2 Exempt Projects	Safety	Pavement resurfacing and/or rehabilitation.
			City of Chico. Bruce Rd at S Fork Dead Horse Slough. Scope of the work includes rock slope protection (RSP) and scour mitigation.	Section 93.126	Table 2 Exempt Projects	Safety	Pavement resurfacing and/or rehabilitation.
			City of Chico. E 5TH Ave at Lindo Channel. Scope of the work includes rock slope protection (RSP), scour mitigation and Methacrylate Deck treatment.	Section 93.126	Table 2 Exempt Projects	Safety	Pavement resurfacing and/or rehabilitation.
			City of Chico. Cypress St at Little Chico Creek. Scope of the work includes rock slope protection (RSP), scour mitigation and Methacrylate Deck treatment.	Section 93.126	Table 2 Exempt Projects	Safety	Pavement resurfacing and/or rehabilitation.
			City of Chico. Main St at Big Chico Creek. Scope of work includes joint seals.	Section 93.126	Table 2 Exempt Projects	Safety	Pavement resurfacing and/or rehabilitation.
			City of Chico. Mangrove Ave at Lindo Channel. Scope of work includes spall repair joint seal and Methacrylate Deck treatment.	Section 93.126	Table 2 Exempt Projects	Safety	Pavement resurfacing and/or rehabilitation.
			City of Chico. Walnut St at Little Chico Creek. Scope of the work includes rock slope protection (RSP), scour mitigation and Methacrylate Deck treatment.	Section 93.126	Table 2 Exempt Projects	Safety	Pavement resurfacing and/or rehabilitation.
			City of Chico. Midway Rd at Comanche Creek. Scope of work includes Methacrylate Deck treatment and spall repairs.	Section 93.126	Table 2 Exempt Projects	Safety	Pavement resurfacing and/or rehabilitation.
			City of Chico. Longfellow Ave at Lindo Channel. Scope of work includes Methacrylate Deck treatment.	Section 93.126	Table 2 Exempt Projects	Safety	Pavement resurfacing and/or rehabilitation.
			City of Chico. Bruce Rd at Little Chico Creek. Scope of work includes Methacrylate Deck treatment.	Section 93.126	Table 2 Exempt Projects	Safety	Pavement resurfacing and/or rehabilitation.
			City of Chico. Skyway Av at Little Chico-Butte CR DV CH. Scope of work includes Methacrylate Deck treatment.	Section 93.126	Table 2 Exempt Projects	Safety	Pavement resurfacing and/or rehabilitation.
			City of Chico. Forest Ave at Little Chico Creek. Scope of work includes Methacrylate Deck treatment.	Section 93.126	Table 2 Exempt Projects	Safety	Pavement resurfacing and/or rehabilitation.
			City of Chico. Manzanita Ave at Lindo Channel. Scope of work includes Methacrylate Deck treatment.	Section 93.126	Table 2 Exempt Projects	Safety	Pavement resurfacing and/or rehabilitation.
			City of Chico. Mill St at Little Chico Creek. Scope of work includes Methacrylate Deck treatment.	Section 93.126	Table 2 Exempt Projects	Safety	Pavement resurfacing and/or rehabilitation.
			City of Chico. Manzanita Ave at Big Chico Creek. Scope of work includes Methacrylate Deck treatment.	Section 93.126	Table 2 Exempt Projects	Safety	Pavement resurfacing and/or rehabilitation.
			City of Chico. Cohasset Rd at Sycamore Creek Tributary. Scope of repairs includes joint seals.	Section 93.126	Table 2 Exempt Projects	Safety	Pavement resurfacing and/or rehabilitation.
			City of Chico. Broadway St at Little Chico Creek. Scope of work includes AC deck removal Methacrylate Deck treatment, wingwall and backwall repairs.	Section 93.126	Table 2 Exempt Projects	Safety	Pavement resurfacing and/or rehabilitation.
			City of Chico. Pine St at Little Chico Creek. Scope of work includes Methacrylate Deck treatment.	Section 93.126	Table 2 Exempt Projects	Safety	Pavement resurfacing and/or rehabilitation.
			City of Chico. Chestnut St. At Little Chico Creek at W. 9th St. Scope of work includes Methacrylate Deck treatment.	Section 93.126	Table 2 Exempt Projects	Safety	Pavement resurfacing and/or rehabilitation.
			City of Chico. Ivy St over Little Chico Creek. Rehabilitate and widen the existing 2 lane bridge to a full width 2 lanes with shoulders. Bridge No. 12C0279.	Section 93.126	Table 2 Exempt Projects	Safety	Widening narrow pavements or reconstructing bridges (no additional travel lanes)
			City of Chico. Salem St over Little Chico Creek. Rehabilitate functionally obsolete 2 lane bridge. No Added Lane capacity. Bridge No. 12C0336.	Section 93.126	Table 2 Exempt Projects	Safety	Widening narrow pavements or reconstructing bridges (no additional travel lanes)

Updates 8/5/2022

APPENDIX 2
COMMENTS RECEIVED

Comments Summary:

BCAG received minor comments from Caltrans HQ. The email correspondence is included.

Regarding Air Quality Conformity, BCAG received concurrence from the Interagency Consultation Review Group.

Ivan Garcia

Subject: FW: Draft BCAG 2023 FTIP & BCAG ICR - Proposed Action for BCAG 2023 FTIP Conformity Determination

Attachments: 23 FTIP DRAFT Document.docx; FTIP Resolution 2022-23 04.pdf; 2023 FTIP Performance Measures Reporting Workbook 4.6.22.xlsx; BCAG CTIPS 230 Bus Rollout Page Replacement.pdf; Biggs CTIPS 235 2nd St Bike Ped Replacement Page.pdf; Butte County CTIPS 107 Wymann Bridge Page Replacement.pdf; Caltrans SHOPPP CTIPS 162 Replacement Page.pdf; Chico CTIPS 204 Bruce Rd Replacement Page'.pdf; Chico CTIPS 234 Esplanade Widening Replacement Page.pdf

From: Ivan Garcia
Sent: Tuesday, September 27, 2022 4:08 PM
To: Kahrs, Jacqueline J@DOT <jacqueline.kahrs@dot.ca.gov>
Subject: RE: Draft BCAG 2023 FTIP & BCAG ICR - Proposed Action for BCAG 2023 FTIP Conformity Determination

Hi Jackie....

Below is a summary of the corrective actions per your comments.

~~~~~  
Iván García  
Programming Director



326 Huss Drive, Suite 150  
Chico, CA 95928  
530-809-4603  
[igarcia@bcag.org](mailto:igarcia@bcag.org) [www.bcag.org](http://www.bcag.org)

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**From:** Kahrs, Jacqueline J@DOT <[jacqueline.kahrs@dot.ca.gov](mailto:jacqueline.kahrs@dot.ca.gov)>  
**Sent:** Tuesday, September 6, 2022 3:36 PM  
**To:** Ivan Garcia <[IGarcia@bcag.org](mailto:IGarcia@bcag.org)>  
**Cc:** D3 FTIP@DOT <[D3.FTIP@dot.ca.gov](mailto:D3.FTIP@dot.ca.gov)>  
**Subject:** RE: Draft BCAG 2023 FTIP & BCAG ICR - Proposed Action for BCAG 2023 FTIP Conformity Determination

Hi Ivan,

I have completed my review of BCAG's Draft 2023 FTIP. Great job! I only had a few minor comments which are outlined below.

Thank you for the opportunity to review BCAG's Draft 2023 FTIP:  
<http://www.bcag.org/documents/planning/FTIPs/2023%20FTIP/Document/23-FTIP-DRAFT-Document.pdf>.

Below are the public comments provided by the Caltrans Division of Financial Programming. Please address each comment below and include these comments along with the responses to each comment in the final 2023 FTIP submittal.

General Comments:

- BCAG is commended for a detailed description of how the FTIP is designed to achieve progress of the federal transportation performance measures.
- Please include in the FTIP's financial plan an analysis of revenues dedicated for maintaining and operating the federal-aid system. Include the basis for calculation, address any anticipated shortfall in available revenues, and describe plans to address the gap. It appears there is no anticipated shortfall in transit revenues.

**Action/Response: Page 28 identifies the operating and maintenance costs by jurisdiction. The source of data is what was compiled utilizing the State Controllers reports as reported by the local jurisdictions.**

- On page 43, please confirm if the following statement should refer to the 2023 FTIP period: "CMAQ – Congestion Mitigation and Air Quality Program – Caltrans provided BCAG with estimated apportionments for the 2021 FTIP period."

**Action/Response: Sentence was revised to read: CMAQ – Congestion Mitigation and Air Quality Program – Caltrans provides BCAG with estimated apportionments for the FTIPs. Revenues are estimated at:**

Project Specific Comments:

**ACTION / RESPONSE: All RTP/SCS REFERENCES HAVE BEEN DONE IN CTIPS:**

CTIPS ID# 20200000162: In CTIPS, please update the RTP reference to the 2020 RTP/SCS.

CTIPS ID# 20200000204: In CTIPS, please update the RTP reference to the 2020 RTP/SCS.

CTIPS ID# 10200000234: In CTIPS, please include a reference where this project can be found in the RTP.

CTIPS ID# 10200000235: In CTIPS, please include a reference where this project can be found in the RTP.

CTIPS ID# 10200000230: In CTIPS, please include a reference where this project can be found in the RTP.

CTIPS ID# 20200000107: In CTIPS, please update the RTP reference to the 2020 RTP/SCS.

Please let me know if you have any questions or concerns.

Thank you,

Jacqueline Kahrs  
Office of Federal Programming and Data Management  
Division of Financial Programming  
California Department of Transportation  
(916) 215-3382 (cell)  
[jacqueline.kahrs@dot.ca.gov](mailto:jacqueline.kahrs@dot.ca.gov)

**Appendix 3**  
**2022 STIP Fund Estimate**

<https://catc.ca.gov/-/media/ctc-media/documents/programs/stip/2022-stip/2022-stip-fund-estimate-shares-distribution-approved-aug-21-a11y.pdf>



**California  
Transportation  
Commission**

**2022  
STATE TRANSPORTATION  
IMPROVEMENT PROGRAM**

**Adopted  
March 16, 2022**





# 2022 STATE TRANSPORTATION IMPROVEMENT PROGRAM - COUNTY SHARE

Does Not Include ITIP Interregional Share Proposal (See Separate Listing)  
(\$1,000's)

| <b>Butte</b>                                        |     |       |                                                                 |     |      |        |        |                               |       |       |       |       |                             |     |       |       |       |         |         |       |
|-----------------------------------------------------|-----|-------|-----------------------------------------------------------------|-----|------|--------|--------|-------------------------------|-------|-------|-------|-------|-----------------------------|-----|-------|-------|-------|---------|---------|-------|
| Agency                                              | Rte | PPNO  | Project                                                         | Ext | Del. | Voted  | Total  | Project Totals by Fiscal Year |       |       |       |       | Project Totals by Component |     |       |       |       |         |         |       |
|                                                     |     |       |                                                                 |     |      |        |        | Prior                         | 22-23 | 23-24 | 24-25 | 25-26 | 26-27                       | R/W | Const | E & P | PS&E  | R/W Sup | Con Sup |       |
| <b>Highway Projects:</b>                            |     |       |                                                                 |     |      |        |        |                               |       |       |       |       |                             |     |       |       |       |         |         |       |
| BCAG                                                |     | 0L16  | Planning, programming, and monitoring                           |     |      | Aug-20 | 113    | 113                           | 0     | 0     | 0     | 0     | 0                           | 0   | 0     | 0     | 0     |         |         |       |
| Caltrans                                            | 70  | 9801B | Passing Lanes, East Gridley-Co Line, Seg 3 (RIP) (SHOPP)        |     |      | Jun-21 | 10,618 | 10,618                        | 0     | 0     | 0     | 0     | 0                           | 0   | 518   | 7,500 | 300   | 600     | 600     | 1,100 |
| Caltrans                                            | 70  | 9824  | Passing Lanes, Segments 4&5 (APDE)(6-21 vote)                   |     |      | close  | 1,334  | 1,334                         | 0     | 0     | 0     | 0     | 0                           | 0   | 0     | 0     | 1,334 | 0       | 0       | 0     |
| Caltrans                                            | 70  | 9801  | Passing Lanes, Palermo-Ophir, Seg 1 (RIP)(SHOPP)(CCA 6-21)      |     |      | close  | 21     | 21                            | 0     | 0     | 0     | 0     | 0                           | 0   | 0     | 0     | 0     | 0       | 21      | 0     |
| BCAG                                                |     | 0L16  | Planning, programming, and monitoring                           |     |      |        | 452    | 113                           | 113   | 113   | 113   | 0     | 0                           | 0   | 0     | 452   | 0     | 0       | 0       | 0     |
| <b>Subtotal, Highway Projects</b>                   |     |       |                                                                 |     |      |        | 12,538 | 12,199                        | 113   | 113   | 113   | 0     | 0                           | 518 | 8,065 | 1,634 | 600   | 621     | 1,100   |       |
| <b>Total Programmed or Voted since July 1, 2020</b> |     |       |                                                                 |     |      |        | 12,538 |                               |       |       |       |       |                             |     |       |       |       |         |         |       |
| <b>COVID Projects</b>                               |     |       |                                                                 |     |      |        |        |                               |       |       |       |       |                             |     |       |       |       |         |         |       |
| <b>Total 2021 Mid-Cycle STIP Programming</b>        |     |       |                                                                 |     |      |        | 0      | 0                             | 0     | 0     | 0     | 0     | 0                           | 0   | 0     | 0     | 0     | 0       | 0       |       |
| <b>PROPOSED 2022 PROGRAMMING</b>                    |     |       |                                                                 |     |      |        |        |                               |       |       |       |       |                             |     |       |       |       |         |         |       |
| <b>Highway Project Proposals:</b>                   |     |       |                                                                 |     |      |        |        |                               |       |       |       |       |                             |     |       |       |       |         |         |       |
| Biggs                                               | loc | 3201  | In Biggs, 2nd Street, C St-H St, new bike/ped facilities        |     |      | NEW    | 400    | 0                             | 0     | 400   | 0     | 0     | 0                           | 0   | 0     | 400   | 0     | 0       | 0       | 0     |
| Chico                                               | loc | 3202  | Esplanade Reconst, Bike&Ped Nord Hwy-Eaton Rd                   |     |      | NEW    | 5,000  | 0                             | 0     | 0     | 5,000 | 0     | 0                           | 0   | 0     | 5,000 | 0     | 0       | 0       | 0     |
| Caltrans                                            | 99  | 2435  | In Gridley, Hollis Ln-Ford Av, rehab rd/bike facilities (SHOPP) |     |      | NEW    | 3,100  | 0                             | 0     | 3,100 | 0     | 0     | 0                           | 0   | 0     | 3,100 | 0     | 0       | 0       | 0     |
| Caltrans                                            | 32  | 2120  | Rt 32/Meridian Rd Intersection, traffic signal (SHOPP)          |     |      | NEW    | 500    | 0                             | 500   | 0     | 0     | 0     | 0                           | 0   | 0     | 500   | 0     | 0       | 0       | 0     |
| BCAG                                                |     | 0L16  | Planning, programming, and monitoring                           |     |      |        | -339   | 0                             | -113  | -113  | -113  | 0     | 0                           | 0   | -339  | 0     | 0     | 0       | 0       |       |
| BCAG                                                |     | 0L16  | Planning, programming, and monitoring                           |     |      |        | 559    | 0                             | 113   | 113   | 111   | 111   | 111                         | 0   | 559   | 0     | 0     | 0       | 0       |       |
| <b>Subtotal, Highway Proposals</b>                  |     |       |                                                                 |     |      |        | 9,220  | 0                             | 500   | 3,500 | 4,998 | 111   | 111                         | 0   | 9,220 | 0     | 0     | 0       | 0       |       |
| <b>Rail and Transit Project Proposals:</b>          |     |       |                                                                 |     |      |        |        |                               |       |       |       |       |                             |     |       |       |       |         |         |       |
| Butte Reg Trns                                      | bus | 3203  | B-Line Zero Emmission Rollout, 2 buses/chargers                 |     |      | NEW    | 1,326  | 0                             | 1,326 | 0     | 0     | 0     | 0                           | 0   | 1,326 | 0     | 0     | 0       | 0       |       |
| <b>Subtotal, Rail and Transit Proposals</b>         |     |       |                                                                 |     |      |        | 1,326  | 0                             | 1,326 | 0     | 0     | 0     | 0                           | 0   | 1,326 | 0     | 0     | 0       | 0       |       |
| <b>Total Proposed 2022 STIP Programming</b>         |     |       |                                                                 |     |      |        | 10,546 |                               |       |       |       |       |                             |     |       |       |       |         |         |       |
| <b>2022 STIP COVID Project Proposals:</b>           |     |       |                                                                 |     |      |        |        |                               |       |       |       |       |                             |     |       |       |       |         |         |       |
| Biggs                                               | loc | 3201  | In Biggs, 2nd Street, C St-H St, new bike/ped facilities        |     |      | NEW    | 88     | 0                             | 0     | 88    | 0     | 0     | 0                           | 0   | 88    | 0     | 0     | 0       | 0       |       |
| Butte Reg Trns                                      | bus | 3203  | B-Line Zero Emmission Rollout, 2 buses/chargers                 |     |      | NEW    | 1,174  | 0                             | 1,174 | 0     | 0     | 0     | 0                           | 0   | 1,174 | 0     | 0     | 0       | 0       |       |
| <b>Total 2022 STIP COVID Programming</b>            |     |       |                                                                 |     |      |        | 1,262  | 0                             | 1,174 | 88    | 0     | 0     | 0                           | 0   | 1,262 | 0     | 0     | 0       | 0       |       |

# 2022 STATE TRANSPORTATION IMPROVEMENT PROGRAM - COUNTY SHARE

Does Not Include ITIP Interregional Share Proposal (See Separate Listing)  
(\$1,000's)

| <b>Butte</b>                                     |     |      |         |     |      |       |              |                               |       |       |       |       |                             |     |       |       |      |         |         |  |  |  |
|--------------------------------------------------|-----|------|---------|-----|------|-------|--------------|-------------------------------|-------|-------|-------|-------|-----------------------------|-----|-------|-------|------|---------|---------|--|--|--|
| Agency                                           | Rte | PPNO | Project | Ext | Del. | Voted | Total        | Project Totals by Fiscal Year |       |       |       |       | Project Totals by Component |     |       |       |      |         |         |  |  |  |
|                                                  |     |      |         |     |      |       |              | Prior                         | 22-23 | 23-24 | 24-25 | 25-26 | 26-27                       | R/W | Const | E & P | PS&E | R/W Sup | Con Sup |  |  |  |
| <b>Balance of STIP County Share, Butte</b>       |     |      |         |     |      |       |              |                               |       |       |       |       |                             |     |       |       |      |         |         |  |  |  |
| Total County Share, June 30, 2021                |     |      |         |     |      |       | 19,022       |                               |       |       |       |       |                             |     |       |       |      |         |         |  |  |  |
| Total Now Programmed or Voted Since July 1, 2020 |     |      |         |     |      |       | 12,538       |                               |       |       |       |       |                             |     |       |       |      |         |         |  |  |  |
| Unprogrammed Share Balance                       |     |      |         |     |      |       | 6,484        |                               |       |       |       |       |                             |     |       |       |      |         |         |  |  |  |
| Share Balance Advanced or Overdrawn              |     |      |         |     |      |       | 0            |                               |       |       |       |       |                             |     |       |       |      |         |         |  |  |  |
| Proposed New Programming                         |     |      |         |     |      |       | 10,546       |                               |       |       |       |       |                             |     |       |       |      |         |         |  |  |  |
| Minimum                                          |     |      |         |     |      |       | 0            |                               |       |       |       |       |                             |     |       |       |      |         |         |  |  |  |
| Target                                           |     |      |         |     |      |       | 10,887       |                               |       |       |       |       |                             |     |       |       |      |         |         |  |  |  |
| Maximum                                          |     |      |         |     |      |       | 12,842       |                               |       |       |       |       |                             |     |       |       |      |         |         |  |  |  |
| Under (Over) Target                              |     |      |         |     |      |       | 341          |                               |       |       |       |       |                             |     |       |       |      |         |         |  |  |  |
| Existing COVID Programming                       |     |      |         |     |      |       | 0            |                               |       |       |       |       |                             |     |       |       |      |         |         |  |  |  |
| <b>Proposed COVID Programming</b>                |     |      |         |     |      |       | <b>1,262</b> |                               |       |       |       |       |                             |     |       |       |      |         |         |  |  |  |
| Target                                           |     |      |         |     |      |       | 1,262        |                               |       |       |       |       |                             |     |       |       |      |         |         |  |  |  |
| Under (Over) Target                              |     |      |         |     |      |       | 0            |                               |       |       |       |       |                             |     |       |       |      |         |         |  |  |  |

## Appendix 4

### Public Involvement Documentation – Summary

BCAG undertook an extensive Public Participation Process in developing the development of the 2023 Federal Transportation Improvement Program. In accordance with the adopted Public Participation Plan, BCAG held an extensive public outreach process prior to and during the development of the 2023 FTIP. The region continues to be challenged with the impacts of COVID 19 and social distancing requirements and or recommendations. To conduct meaningful and accessible public input, BCAG continued to explore innovative engagement events or activities to solicit public input.

Traditional and historical project development methods for the FTIP includes consultation with the BCAG Transportation Advisory Committee comprised of the cities, county, Caltrans, the air district, public health, the university, and other interested individuals. Typical outreach also includes reaching out to each of the local Tribal Governments in Butte County and to communities traditionally underserved.

What's new or different considering the pandemic challenges? Beginning in January 2022, BCAG engaged in a public education campaign to educate and inform the public of BCAG's planning and programming responsibilities (including the 2023 FTIP) to provide an opportunity for the public to communicate any transportation concerns and priorities, including transit needs. BCAG participated in "[CORE](#)" ([Community Organized Relief Effort](#)) vaccine clinic events and public health fairs held in Butte County. CORE is a non-profit organization that brings immediate aid and recovery to underserved communities across the globe. CORE focuses on equity by bringing relief directly to those who need it most. With this effort of community engagement, BCAG partnered with CORE and Butte County Public Health to educate and inform the public of what BCAG does, its funding programs, planning activities and what current projects underway. The public was encouraged to participate in its various planning efforts and to communicate any transportation issues or concerns. Staff attempted to educate interested individuals of the functions of BCAG and how their input and concerns were important to the planning process. Communication topics included the following planning and programming projects below and their relationship to each other.

- 2023 Federal Transportation Improvement Program (FTIP)
- 2024 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) Development
- North Valley Passenger Rail Strategic Plan Development
- Update to BCAG'S Public Participation Plan
- Butte Regional Transit – Unmet Transit Needs Process

- Senate Bill 1 Planning Funds
- Active Transportation / Non-Motorized
- Regional Early Action Planning Grants (REAP)

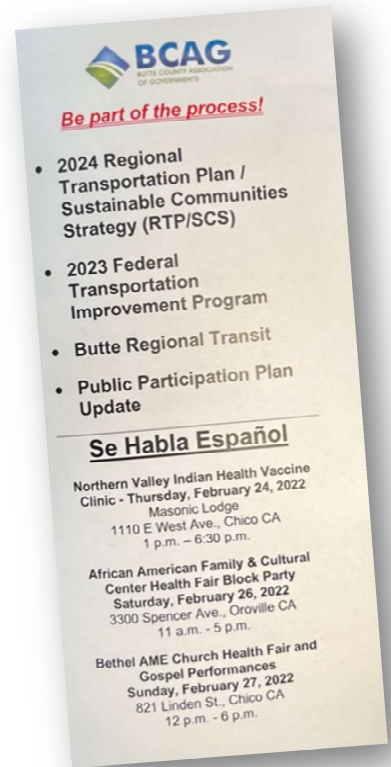
In addition, BCAG had bicycle maps, bus stickers and informational flyers on its plans and programs. Staff also gave away free one ride Regional Transit tickets to encourage new transit ridership. By including various projects and roles BCAG undertakes, the public was more attentive and engaged in the conversations.

**Events Summary** - Staff participated in a series of five public health events in Chico, Gridley and Oroville

- Bethel AME Church – Vaccine Clinic and Health Fair. Saturday, January 29, 2022 11:00 a.m. to 3:00 p.m.
- Northern Valley Indian Health Vaccine Clinic , Thursday, February 24th from 1pm-6:30pm
- Masonic Lodge- 1110 E West Ave, Chico, CA 95926
- [African American Family & Cultural Center Health Fair Block Party](#)
- Saturday, February 26th from 11am-5pm, 3300 Spencer Ave, Oroville, CA 95966
- [Bethel AME Church Health Fair and Gospel Performances](#)
- Sunday, February 27th from 12pm-6pm, 821 Linden St, Chico CA 95928
- Butte County Public Health Vaccine Clinic – Gridley Public Library, Friday, February 25, 2022 from 3pm to 5 pm. 299 Spruce St., Gridley, CA 95948.

The 2023 FTIP includes 5 new STIP projects which primarily benefit bicycle & transit modes. This is highlighted because the remaining 16 (21 total projects) are carryover from the 2021 FTIP. All BCAG meetings are open to the public and because of social distancing recommendations by the Public Health Department and Governor Newsom, the workshops were made available through zoom. Notice of the workshops were placed in Butte Regional Transit fleet including display ads in English, Spanish and Hmong. In addition, BCAG's Interagency Consultation Review Group were also consulted in matters concerning air quality conformity. Local Native American Tribal Governments were contacted via formal government-to-government correspondence. Copies of the outreach efforts are attached. In addition, Caltrans assisted in the distribution of the draft document for review and comment. Notices were placed in the local newspaper and the process was worked through BCAG's advisory committees and Board of Directors meetings, all of which are public. In addition to specific workshops, BCAG has welcomed input throughout the process, however, typical input came from Caltrans. Once material was drafted, it was made available for review and comment at BCAG's website.

Feedback Received: Most of the comments were positive in nature and the public simply appreciated staff going out to the community in making a genuine effort to solicit input. Comments were given in generalization statements such as, “we need more bike projects, better roads”. Unfortunately it was not uncommon for the public to communicate their concern with the homeless gathering along bus stops and bike paths.



**Outreach to Low Income Communities:**



## **PUBLIC NOTICE**

The Butte County Association of Governments (BCAG) is currently updating its Public Participation Plan (PPP). This plan defines BCAG's public participation process for its transportation planning and programming projects. BCAG is also required to prepare a Federal Transportation Improvement program (FTIP) every two years and a long-range Region Transportation Plan/Sustainable Communities Strategy (RTP/SCS) every four years. The purpose of the FTIP is to identify all transportation-related projects that have federal transportation funding or require some type of federal approval whereas the RTP/SCS is a long-range plan. In addition, BCAG will be developing a new North Valley Passenger Rail Strategic Plan. Prior to the update or preparation of these documents, BCAG will be attending three Community Health Fair events to provide the public an opportunity to learn about these activities in person. BCAG will also be hosting a zoom workshop on March 7, 2022.

- **WHAT? PUBLIC WORKSHOP TO LEARN ABOUT BCAG'S PPP, FTIP, RTP/SCS, Rail or Transit Activities**

- **WHEN AND WHERE? COMMUNITY HEALTH FAIRS AT:**

**CHICO** Northern Valley Indian Health - Vaccine Clinic and Health Fair  
Thursday, February 24, 2022, 1 P.M. to 6:30 P.M.  
Masonic Lodge – 1110 W. East Ave., Chico CA 95926

**OROVILLE** African American Family & Cultural Center (AAFCC) Block Party  
Saturday, February 26, 2022, 11 A.M. to 5 P.M.  
3300 Spencer Ave, Oroville, CA 95966

**CHICO** Bethel AME Chico – Community Family Reunion  
Sunday, February 27, 2022, 12 P.M. to 6 P.M.  
821 Linden St., Chico CA 95928

- **CAN'T MAKE IT AND WANT TO LOOK ONLINE OR WHO TO CONTACT?**

All information will be posted at BCAG's webpage at: [WWW.BCAG.ORG](http://WWW.BCAG.ORG).  
Please contact Mr. Ivan Garcia at 530-809-4603 or email: [igarcia@bcag.org](mailto:igarcia@bcag.org).  
Please check the website for zoom workshop on March 7, 2022.

**\*\*\*\*Se Habla Español\*\*\*\* NOTICIA PUBLICA**

*Si Ud. esta interesado en participar en el proceso de transportacion de Butte County Association of Governments, estas invitado a asistir una junta para aprender de los actividades, documentos y proyectos en su comunidad. Sea parte de el proceso!*



**FREE**

## **VACCINE CLINICS AND HEALTH FAIRS IN FEBRUARY**

### **NORTHERN VALLEY INDIAN HEALTH - VACCINE CLINIC AND HEALTH FAIR**

Thursday, February 24th | 1pm to 6:30pm

Masonic Lodge | 1110 W East Ave, Chico, CA 95926

### **AFRICAN AMERICAN FAMILY & CULTURAL CENTER - BLOCK PARTY**

Saturday, February 26th | 11am to 5pm

3300 Spencer Ave, Oroville, CA 95966

### **BETHEL AME CHICO - COMMUNITY FAMILY REUNION**

Sunday, February 27th | 12pm to 6pm

821 Linden St, Chico, CA 95928

## **PUBLIC EVENT**

The Butte County Association of Governments (BCAG) will be attending CORE's Vaccine Clinics and Health Fairs in February alongside Butte County Public Health. Come learn about BCAG's planning and programming activities including:

**Regional Transportation Plan/  
Sustainable Communities Strategy**

**Federal Transportation Improvement Program**

**Butte Regional Transit**

**North Valley Passenger Rail Strategic Plan**

**Public Participation Plan**

**Can't make it?** All information will be posted online at [www.bcag.org](http://www.bcag.org). Please contact Ivan Garcia at BCAG at 530-809-4603, email at [igarcia@bcag.org](mailto:igarcia@bcag.org) if you have any questions. If you are interested in participating or to be included in any of our project email distribution lists, please let us know.

Se habla Español



**BCAG**  
BUTTE COUNTY ASSOCIATION  
OF GOVERNMENTS

**B Line**  
Butte Regional Transit



326 Huss Drive, Suite 150  
Chico, California 95928-8441  
(530) 809-4616 FAX (530) 879-2444

January 26, 2022

The Honorable Glenda Nelson, Chairperson  
Enterprise Rancheria Estom Yumeka Maidu  
2133 Monte Vista Ave  
Oroville, CA 95966

Subject:

- 2023 Federal Transportation Improvement Program Development
- 2024 Regional Transportation Plan / Sustainable Communities Strategy
- BCAG Policy for Government-to-Government Consultation with Federally Recognized Native American Tribal Governments
- BCAG 2022 Public Participation Plan Development

Honorable Chairperson:

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

BCAG was formed through a joint powers agreement between the County of Butte and the incorporated Cities of Biggs, Gridley, Oroville, Chico, and the Town of Paradise. BCAG is governed by a ten member Board of Directors comprised of the five county Board of Supervisors and one council person from each of the five incorporated cities. I currently serve as the Supervisor for District 1 and as Chair representing BCAG.

BCAG is committed to developing Government-to-Government relationships with the Tribal Governments within the Butte County region. BCAG would like to extend an invitation to your Tribe to attend and participate on our Transportation Advisory Committee (TAC), which typically meets on a monthly basis. The purpose of the TAC is to review and discuss BCAG's transportation planning activities and issues in a multi-jurisdictional planning forum. Representatives from Caltrans, the cities, Town and County participate on the TAC.

BCAG staff has commenced the development of the 2024 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) and 2023 Federal Transportation



Improvement Program (FTIP) for Butte County. This is a federally required long-range transportation planning document that is updated every four years. The purpose of this document is to identify Butte County's long-term transportation needs for all travel modes. The RTP/SCS will cover the period between 2024 and 2050. All projects selected for programming into the Regional Transportation Improvement Program (RTIP) and the Federal Transportation Improvement Program (FTIP) are required to be included in the RTP.

BCAG is also responsible for preparing, adopting and submitting a Federal Transportation Improvement Program (FTIP) to Caltrans, the Federal Highway Administration (FHWA), and the Federal Transit Administration (FTA). The FTIP is a programming document that identifies all transportation projects and programs that are funded with federal transportation funds or require some type of approval from the FHWA or FTA in Butte County. This programming document covers a four federal fiscal year cycle and is updated every two years. Projects identified in the FTIP typically include:

- streets and roads
- highways
- transit
- safety
- bridge reconstruction
- active transportation projects
- other programs that receive federal dollars or require some type of federal approval

BCAG is also reviewing its policy for Government-to-Government consultation with federally recognized Native American Tribal Governments. This policy document is required by the Federal Transit Administration and Federal highway Administration. Attached to this letter is BCAG's current policy for your review and comment.

Lastly, BCAG is reviewing its own Public Participation Plan (PPP) which documents how this agency interacts with the public in relation to its planning and programming requirements. BCAG intends to fold in the Policy for Government-to-Government Consultation with Federally Recognized Native American Tribal Governments to the PPP.

All information related to the PPP can be found on-line at <http://www.bcag.org/Planning/-Public-Participation-Plan-PPP/index.html>.

A hard copy of the 2016 PPP is also attached. Prior to any changes, BCAG welcomes any input you may have.

Honorable Glenda Nelson  
January 26, 2022  
Page 3

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As we develop and update BCAG's RTP/SCS, FTIP, Policy for Government-to-Government Consultation with Federally Recognized Native American Tribal Governments and its Public Participation Plan, **we welcome any input you may have. BCAG would welcome the opportunity for staff to provide your Tribe with a workshop on these activities or any other item concerning BCAG at your convenience.** For your awareness, BCAG owns and operates Butte Regional Transit as well.

All material concerning these items are posted on the Internet at BCAG's website at: <http://www.bcag.org/> as they are developed.

It is the intent of this agency to review its participation process every two years prior to the development of the FTIP and RTP/SCS. If you have any questions please give me a call or you can contact Mr. Jon Clark, Executive Director of BCAG at 530-809-4616, or Mr. Ivan Garcia, Transportation Programming Specialist at the same number or by email directly at [igarcia@bcag.org](mailto:igarcia@bcag.org). We look forward to working with you.

Sincerely,



Bill Connelly, Chair  
Butte County Association of Governments

IG

Attachments:

- BCAG Policy for Government-to-Government Consultation with Federally Recognized Native American Tribal Governments
- BCAG 2019 Public Participation Plan (Currently being updated)



326 Huss Drive, Suite 150  
Chico, California 95928-8441  
(530) 809-4616 FAX (530) 879-2444

DATE: July 20, 2022

TO: Freight Industries Which May Conduct Business in Butte County

FROM: Ivan Garcia, Programming Director

SUBJECT: Butte County 2024 Regional Transportation Plan / Sustainable Communities Strategy & Development of the 2023 Federal Transportation Improvement Program

Dear Sir/Madam

Your contact information was provided to the Butte County Association of Governments (BCAG) from the California Department of Transportation (Caltrans). BCAG is the federally designated Metropolitan Planning Organization (MPO) and the state designated Regional Transportation Planning Agency (RTPA) serving Butte County. BCAG is responsible for developing all state and federal **transportation plans** and programming documents that are necessary to secure and program transportation funds within the region.

The purpose of this correspondence is to reach out to the freight industry in an effort to make you aware of BCAG's transportation planning and programming process. Currently, BCAG is developing its long range "Regional Transportation Plan/Sustainable Communities Strategy" (RTP/SCS) for Butte County. The RTP/SCS is a federally required long-range transportation planning document that is updated every four years. The purpose of this document is to identify Butte County's long-term transportation needs for all travel modes. The RTP/SCS will cover the period between 2024 and 2050. All projects selected for programming into the Regional Transportation Improvement Program (RTIP) and the Federal Transportation Improvement Program (FTIP) are required to be included in the RTP/SCS.

BCAG is also responsible for preparing, adopting and submitting a Federal Transportation Improvement Program (FTIP) to Caltrans, the Federal Highway Administration (FHWA), and the Federal Transit Administration (FTA). The FTIP is a programming document that identifies all transportation projects and programs that are funded with federal transportation funds or require some type of approval from the FHWA or FTA in Butte County. This programming document covers a four federal fiscal year cycle and is updated

every two years. Projects identified in the FTIP typically include:

- streets and roads
- highways
- transit
- safety
- bridge reconstruction
- active transportation projects (bicycle and pedestrian projects)
- other programs that receive federal dollars or require some type of federal approval

BCAG staff will be hosting an online public workshop on the development of the plan on Thursday, August 4, 2022 at 4 p.m. Attached is a public notice for this “zoom” workshop. If unable to participate our staff can provide other opportunities at your convenience.

As we develop and update the 2024 RTP/SCS and the 2023 FTIP, **we welcome any input you may have. BCAG would welcome the opportunity for staff to provide you with a workshop on these activities or any other item concerning BCAG at your convenience.** For your awareness, BCAG owns and operates Butte Regional Transit as well.

The safe transportation of freight is extremely important to the region, the local economy and the State of California. For this this reason, we are reaching out to provide you the opportunity to communicate any concerns you wish to provide for consideration into BCAG’s transportation plans and programs. BCAG has a strong working relationship with the local municipalities in Butte County, Caltrans and state and federal partners.

All material concerning these items are posted on the Internet at BCAG’s website at: <http://www.bcag.org/> as they are developed.

If you have any questions, please give me a call directly or email me at [igarcia@bcag.org](mailto:igarcia@bcag.org). We look forward to working with you.

Sincerely,



Ivan Garcia, Programming Director  
Butte County Association of Governments

Attachment: Public Notice with Zoom Link  
Distribution: Via Email

## PUBLIC NOTICE

The Butte County Association of Governments (BCAG) is the designated Metropolitan Planning Organization (MPO) and the Regional Transportation Planning Agency (RTPA) for Butte County. As the MPO, BCAG is required to prepare a long-range Regional Transportation Plan (RTP) / Sustainable Communities Strategy (SCS) every four years and a short range Federal Transportation Improvement Program (FTIP) every two years.

An informational zoom workshop will be held to inform the public of BCAG's planning and programming projects including the relationship of the long range RTP/SCS to the short range FTIP. This zoom meeting will focus on the development of BCAG's FTIP. The FTIP cover at least a four-year period and contain a priority list of projects grouped by year. If you would like to learn more about what projects are programmed over the next four federal fiscal years, you are welcomed to attend. All relevant material is posted at:

<http://www.bcag.org/Planning/FTIP/index.html>

Due to COVID-19 concerns and social distancing recommendations, the workshop will be conducted via zoom. The public will be able to ask questions during the Zoom workshop, and/or email comments. The workshop will be recorded for future viewing or reference. A power point will be presented with the opportunity to participate and ask questions.

**Zoom Workshop Date & Time:**  
**Thursday, August 4, 2024**  
**4:00 – 6:00 p.m.**

**Zoom Address:**

<https://us02web.zoom.us/j/87956716075?pwd=NklZdmhRaXVyOVlUV09pZFdDVExlZz09>

Meeting ID: 879 5671 6075  
Passcode: 285251  
+1 669 900 6833

All documents are available for review on the Internet <http://www.bcag.org/Planning/FTIP/index.html>  
Comments or questions on the projects can be directed to Mr. Iván García, Programming Director for BCAG at 530-809-4616 or by email at [igarcia@bcag.org](mailto:igarcia@bcag.org). Comments can also be mailed to BCAG at 326 Huss Drive, Suite 150, Chico CA 95928.

**\*\*\*\*Se Habla Español\*\*\*\* NOTICIA PUBLICA**

***Si Ud. esta interesado en participar en el proceso de transportacion de Butte County Association of Governments, esta invitado a asistir una junta para aprender de los actividades, documentos y proyectos en su comunidad. Sea parte de el proceso! Puede atender la junta de "zoom" y hacer sus comentarios o preguntas en español.***

**APPENDIX 5**  
**INTERAGENCY CONSULTATION REVIEW**

## Ivan Garcia

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**From:** Brian Lasagna  
**Sent:** Monday, August 8, 2022 9:36 AM  
**To:** Brian Lasagna; Chris Carroll; Chris Devine; Chris Houlemard; Fong, Alexander Y@DOT; Ivan Garcia; Jason Mandly; Jeffrey Buss; jerome.wiggins@fta.dot.gov; Johnson, Antonio (FHWA); Joseph.Vaughn@dot.gov; Karina Oconnor; Lee, Jason@DOT; Lo.Doris@epa.gov; Matt Cadrett; Matt Lakin (Lakin.Matthew@epa.gov); nesamani.kalandiyur@arb.ca.gov; Nima Kabirinassab; rodney.tavitas@dot.ca.gov; shaila.chowdhury@dot.ca.gov; Shannon Culbertson; Ungvarsky, John; YOUNT, KEVIN J@DOT  
**Subject:** BCAG ICR - Proposed Action for BCAG 2023 FTIP Conformity Determination  
**Attachments:** Attachment #1.pdf; Attachment #2.pdf; Attachment #3.pdf; 2023\_FTIP\_ICR\_memo.pdf

BCAG ICR Group,

As part of BCAG's transportation conformity consultation process, the ICR is being asked to review BCAG's proposal on the reliance of a previous regional emissions analysis for BCAG's 2023 Federal Transportation Improvement Program (FTIP).

Included, as an attachment, is a memorandum describing the proposed action as well as associated documents. Please review and respond with any comments or questions prior to August 26<sup>th</sup>, 2022. In addition, **BCAG staff requests that FHWA, EPA, and Caltrans concur with BCAG's proposal on the reliance of a previous regional emissions analysis, prior to August 26<sup>th</sup>, 2022.**

If we receive and significant comments, BCAG staff will schedule a conference call to discuss with the group, if needed.

Please feel free to contact me with any questions.

Thank you,

Brian Lasagna  
Regional Analyst  
Butte County Association of Governments  
326 Huss Dr, Suite 150  
Chico, CA 95928  
Ph 530.809.4616  
Fax 530.879.2444  
Email [blasagna@bcag.org](mailto:blasagna@bcag.org)



326 Huss Drive, Suite 150  
Chico, California 95928  
(530) 809-4616 FAX (530) 879-2444

## MEMORANDUM

DATE: August 8, 2022

TO: Interagency Consultation Review Group

FROM: Brian Lasagna, Regional Analyst

### **SUBJECT: ICR Review of BCAG's Draft 2023 FTIP Air Quality Conformity Determination**

**DISCUSSION:** The purpose of this memo is to provide the ICR with the opportunity to comment on BCAG's Draft 2023 Federal Transportation Improvement Program (FTIP) Air Quality Conformity Determination, in accordance with the BCAG public participation plan and the federal consultation requirements of 40 CFR 93.105.

Butte County is designated marginal non-attainment under the 2008 federal 8-hour ozone National Ambient Air Quality Standards (NAAQS). Further, Butte County was designated marginal non-attainment under the federal 2015 8-hour ozone NAAQS. Because of these designations, the Butte County Association of Governments (BCAG) is required to perform an air quality conformity determination for the 2023 FTIP.

### **REQUESTED ACTION:**

The ICR is being asked to concur with BCAG's proposal regarding the reliance on a previous regional emissions analysis for the purpose of demonstrating conformity for the 2023 FTIP. The 2023 FTIP does not include any new non-exempt and regionally significant projects beyond those included in the 2020 RTP. However, the 2023 FTIP does include various updates to the following exempt grouped listing.

#### **Updates to Exempt Grouped Listings**

Butte County SHOPP Collison Reduction. Includes the addition of three (3) new projects along State Route 32 in the Chico area. See Appendix A – BCAG Exempt Project Listing - 2023 FTIP for project specifics.

Butte County SHOPP Minor. Includes the addition of one (1) new project in the Chico area at the southbound entrance of State Route 99 and Eaton Rd. See Appendix A – BCAG Exempt Project Listing - 2023 FTIP for project specifics.

Butte County SHOPP Bridge Preservation. Includes the addition of one (1) new project in the Chico area at State Route 99 and Cohasset Rd. See Appendix A – BCAG Exempt Project Listing - 2023 FTIP for project specifics.



Butte County SHOPP Emergency Response. Includes the addition of two (2) new projects along State 99 near Chico and State Route 70 near Paradise. See Appendix A – BCAG Exempt Project Listing - 2023 FTIP for project specifics.

### **Reliance on Previous Regional Emissions Analysis**

Since the 2023 FTIP does not include any new non-exempt and regionally significant projects beyond those included in the 2020 RTP, the conformity rule allows for the reliance on a previous regional emissions analysis for conformity determinations on FTIPs that are consistent with the RTP (40 CFR 93.122(g)). Therefore, **BCAG is proposing to use a previous regional emissions analysis, which was prepared for the 2020 RTP and 2019 FTIP, as the basis for the 2023 FTIP Conformity Determination.** The latest regional emissions analysis is included in the report “Air Quality Emissions Analysis and Conformity Determination for 2019 Federal Transportation Improvement Program and 2020 Regional Transportation Plan” (see Attachment #1), which was adopted by the BCAG Board on December 12<sup>th</sup>, 2020, and approved by FHWA/FTA on February 19<sup>th</sup>, 2021.

For the purpose of the proposed 2023 FTIP conformity determination, BCAG states for the record:

1. Latest Planning Assumptions, Emissions Model and Budget Comparison: No new regional emissions analysis is necessary for this conformity determination. This conformity determination relies on a previous emissions analysis completed for the 2020 RTP and 2019 FTIP. Details of the analysis are available in the report “Air Quality Emissions Analysis and Conformity Determination for 2019 Federal Transportation Improvement Program and 2020 Regional Transportation Plan” (see Attachment #1), which was adopted by the BCAG Board on December 12<sup>th</sup>, 2020, and approved by FHWA/FTA on February 19<sup>th</sup>, 2021.
2. TCM Implementation: There are no approved Ozone SIP’s applicable to Butte County. Therefore, there are no Transportation Control Measures. Since no SIPs or TCMs are in place, timely TCM implementation requirements do not apply.
3. Reliance on the Previous Regional Emissions Analysis: Since the conformity determination for the 2023 FTIP relies on a previous regional emissions analysis, BCAG is required to meet the following requirements of 40 CFR 93.122(g), which are as follows:

*(g) Reliance on previous regional emissions analysis.*

*(1) Conformity determinations for a new transportation plan and/or TIP may be demonstrated to satisfy the requirements of §§93.118 (“Motor vehicle emissions budget”) or 93.119 (“Interim emissions in areas without motor vehicle emissions budgets”) without new regional emissions analysis if the previous regional emissions analysis also applies to the new plan and/or TIP. This requires a demonstration that:*

*(i) The new plan and/or TIP contain all projects which must be started in the plan and TIP’s timeframes in order to achieve the highway and transit system envisioned by the transportation plan;*

*(ii) All plan and TIP projects which are regionally significant are included in the transportation plan with design concept and scope adequate to determine their contribution to the transportation plan’s and/or TIP’s regional emissions at the time of the previous conformity determination;*

*(iii) The design concept and scope of each regionally significant project in the new plan and/or TIP are not significantly different from that described in the previous transportation plan; and*

*(iv) The previous regional emissions analysis is consistent with the requirements of §§93.118 (including that conformity to all currently applicable budgets is demonstrated) and/or 93.119, as applicable.*

*(2) A project which is not from a conforming transportation plan and a conforming TIP may be demonstrated to satisfy the requirements of §93.118 or §93.119 without additional regional emissions analysis if allocating funds to the project will not delay the implementation of projects in the transportation plan or TIP which are necessary to achieve the highway and transit system envisioned by the transportation plan, the previous regional emissions analysis is still consistent with the requirements of §93.118 (including that conformity to all currently applicable budgets is demonstrated) and/or §93.119, as applicable, and if the project is either:*

*(i) Not regionally significant; or*

*(ii) Included in the conforming transportation plan (even if it is not specifically included in the latest conforming TIP) with design concept and scope adequate to determine its contribution to the transportation plan's regional emissions at the time of the transportation plan's conformity determination, and the design concept and scope of the project is not significantly different from that described in the transportation plan.*

The 2023 FTIP meets these requirements:

- The 2023 FTIP contains all projects, which must be started in the FTIP and RTP's timeframe to achieve the highway and transportation system envisioned by the transportation plan.
  - All 2023 FTIP projects which are regionally significant were included in the 2020 RTP, which was adopted by the BCAG Board on December 12<sup>th</sup>, 2020, and approved by FHWA/FTA on February 19<sup>th</sup>, 2021.
  - The design concept and scope of each regionally significant project in the 2023 FTIP is not significantly different from the described projects in the previous transportation plan.
  - The previous emissions analysis is consistent with the requirements of 40 CFR 93.118 and 93.119, as applicable.
  - Allocating funds to these projects will not delay the implementation of projects in the 2020 RTP which are necessary to achieve the highway and transportation system envisioned by the plan.
4. Financial Constraint: The 2023 FTIP has been financially constrained in accordance with the requirements of 40 CFR 93.108 and consistent with the U.S. DOT metropolitan planning regulations (23 CFR Part 450).
5. Interagency and Public Consultation: The prior regional emissions analysis leading to FHWA, and FTA approval underwent extensive agency and public consultation and documented in the conformity report. The following portion applies after all consultation is complete - *For the 2023 FTIP, BCAG initially consulted on this action with its Interagency Consultation Review (ICR) group on August 5, 2022. BCAG staff provided a 30-day public review and comment period in compliance with BCAG's adopted Public Participation Plan (PPP). Legal notices were posted in local newspapers, and the*

*conformity document was made available at local public libraries and on BCAG's website. The Air Quality Conformity Analysis and Determination were circulated among staff from Federal Highway Administration (FHWA), Environmental Protection Agency (EPA), Federal Transit Agency (FTA), and Caltrans. Appendices contain copies of public notices and responses to public comments.*

#### **ADDITIONAL INFORMATION:**

##### **Transportation Project Listing**

Included for the ICRs information is the listing of all federal and regionally significant projects expected to occur in the non-attainment areas of the BCAG region which have been included in the regional emissions analysis for the 2023 FTIP and 2020 RTP (Attachment #2). Attachment #3 contains a listing of all exempt projects included in the 2023 FTIP.

##### **Schedule**

Included below is the schedule of activities for completing the 2023 FTIP conformity determination and regional emissions analysis.

- August 4, 2022** Release Draft 2023 FTIP for 30-day public comment period and hold Public Workshop
- August 8, 2022** BCAG Interagency Consultation Review (15-day period)
- September 9, 2022** 30 day public review period concludes
- September 22, 2022** BCAG Board of Directors considers adoption.

**STAFF REQUEST:** BCAG staff requests the ICR review and provide comment regarding BCAG's proposed action. In addition, BCAG staff requests that FHWA, EPA, and Caltrans concur with the BCAG's proposed reliance on a previous regional emissions analysis. BCAG is asking that all questions and comments be submitted prior to **August 26<sup>th</sup>, 2022**.

## Ivan Garcia

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**From:** OConnor, Karina (she/her) <OConnor.Karina@epa.gov>  
**Sent:** Friday, August 12, 2022 9:30 AM  
**To:** Brian Lasagna; Chris Carroll; Chris Devine; Chris Houlemard; Fong, Alexander Y@DOT; Ivan Garcia; jmandly; Buss, Jeffrey (he/him); jerome.wiggins@fta.dot.gov; Johnson, Antonio (FHWA); Joseph.Vaughn@dot.gov; Lee, Jason@DOT; Lo, Doris; Matt Cadrett; Lakin, Matt (he/him); nesamani.kalandiyur@arb.ca.gov; Nima Kabirinassab; rodney.tavitas@dot.ca.gov; shaila.chowdhury@dot.ca.gov; Shannon Culbertson; Ungvarsky, John (he/him); YOUNT, KEVIN J@DOT  
**Subject:** RE: BCAG ICR - Proposed Action for BCAG 2023 FTIP Conformity Determination

EPA concurs on the BCAG's draft conformity analysis that relies on a previous regional emissions analysis.

Thanks, Karina

Karina Oconnor (she/her)  
Air Planning Office  
US EPA Region 9 (AIR-2)  
75 Hawthorne St.  
San Francisco, CA 94105  
(775) 434-8176  
oconnor.karina@epa.gov

---

**From:** Brian Lasagna <BLasagna@bcag.org>  
**Sent:** Monday, August 8, 2022 9:36 AM  
**To:** Brian Lasagna <BLasagna@bcag.org>; Chris Carroll <chris\_carroll@dot.ca.gov>; Chris Devine <CDevine@bcag.org>; Chris Houlemard <chris.houlemard@dot.ca.gov>; Fong, Alexander Y@DOT <alexander.fong@dot.ca.gov>; Ivan Garcia <IGarcia@bcag.org>; jmandly <jmandly@bcaqmd.org>; Buss, Jeffrey (he/him) <Buss.Jeffrey@epa.gov>; jerome.wiggins@fta.dot.gov; Johnson, Antonio (FHWA) <antonio.johnson@dot.gov>; Joseph.Vaughn@dot.gov; OConnor, Karina (she/her) <OConnor.Karina@epa.gov>; Lee, Jason@DOT <jason.lee@dot.ca.gov>; Lo, Doris <Lo.Doris@epa.gov>; Matt Cadrett <"Matthew@Cadrett"@dot.ca.gov>; Lakin, Matt (he/him) <Lakin.Matthew@epa.gov>; nesamani.kalandiyur@arb.ca.gov; Nima Kabirinassab <nima.kabirinassab@dot.ca.gov>; rodney.tavitas@dot.ca.gov; shaila.chowdhury@dot.ca.gov; Shannon Culbertson <shannon\_culbertson@dot.ca.gov>; Ungvarsky, John (he/him) <Ungvarsky.John@epa.gov>; YOUNT, KEVIN J@DOT <KEVIN.YOUNT@dot.ca.gov>  
**Subject:** BCAG ICR - Proposed Action for BCAG 2023 FTIP Conformity Determination

BCAG ICR Group,

As part of BCAG's transportation conformity consultation process, the ICR is being asked to review BCAG's proposal on the reliance of a previous regional emissions analysis for BCAG's 2023 Federal Transportation Improvement Program (FTIP).

Included, as an attachment, is a memorandum describing the proposed action as well as associated documents. Please review and respond with any comments or questions prior to August 26<sup>th</sup>, 2022. In addition, **BCAG staff requests that FHWA, EPA, and Caltrans concur with BCAG's proposal on the reliance of a previous regional emissions analysis, prior to August 26<sup>th</sup>, 2022.**

If we receive and significant comments, BCAG staff will schedule a conference call to discuss with the group, if needed.

Please feel free to contact me with any questions.

Thank you,

Brian Lasagna  
Regional Analyst  
Butte County Association of Governments  
326 Huss Dr, Suite 150  
Chico, CA 95928  
Ph 530.809.4616  
Fax 530.879.2444  
Email [blasagna@bcag.org](mailto:blasagna@bcag.org)

## Ivan Garcia

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**From:** Lee, Jason@DOT <jason.lee@dot.ca.gov>  
**Sent:** Tuesday, August 23, 2022 11:10 AM  
**To:** Vaughn, Joseph (FHWA); Brian Lasagna; OConnor, Karina (she/her); Carroll, Chris S@DOT; Chris Devine; Houlemard, Chris@DOT; Fong, Alexander Y@DOT; Ivan Garcia; jmandly; Buss, Jeffrey (he/him); jerome.wiggins@fta.dot.gov; Johnson, Antonio (FHWA); Lo, Doris; Lakin, Matt (he/him); Kalandiyur, Nesamani@ARB; Kabirinassab, Nima@DOT; Tavitas, Rodney A@DOT; Chowdhury, Shaila K@DOT; Culbertson, Shannon@DOT; Ungvarsky, John (he/him); YOUNT, KEVIN J@DOT; Cadrett, Matthew@DOT  
**Subject:** RE: BCAG ICR - Proposed Action for BCAG 2023 FTIP Conformity Determination

Hi All,

Caltrans concur that the BCAG's draft conformity analysis that relies on a previous regional emissions analysis.

Thanks a lot,

Jason Lee, PE  
AQ specialist  
CalTrans  
703 B St  
Marysville, CA 95901  
Cell:530-720-1707

---

**From:** Vaughn, Joseph (FHWA) <Joseph.Vaughn@dot.gov>  
**Sent:** Tuesday, August 23, 2022 10:59 AM  
**To:** Brian Lasagna <BLasagna@bcag.org>; OConnor, Karina (she/her) <OConnor.Karina@epa.gov>; Carroll, Chris S@DOT <chris.carroll@dot.ca.gov>; Chris Devine <CDevine@bcag.org>; Houlemard, Chris@DOT <Chris.Houlemard@dot.ca.gov>; Fong, Alexander Y@DOT <alexander.fong@dot.ca.gov>; Ivan Garcia <IGarcia@bcag.org>; jmandly <jmandly@bcaqmd.org>; Buss, Jeffrey (he/him) <Buss.Jeffrey@epa.gov>; jerome.wiggins@fta.dot.gov; Johnson, Antonio (FHWA) <antonio.johnson@dot.gov>; Lee, Jason@DOT <jason.lee@dot.ca.gov>; Lo, Doris <Lo.Doris@epa.gov>; Lakin, Matt (he/him) <Lakin.Matthew@epa.gov>; Kalandiyur, Nesamani@ARB <nesamani.kalandiyur@arb.ca.gov>; Kabirinassab, Nima@DOT <Nima.Kabirinassab@dot.ca.gov>; Tavitas, Rodney A@DOT <rodney.tavitas@dot.ca.gov>; Chowdhury, Shaila K@DOT <shaila.chowdhury@dot.ca.gov>; Culbertson, Shannon@DOT <shannon.culbertson@dot.ca.gov>; Ungvarsky, John (he/him) <Ungvarsky.John@epa.gov>; YOUNT, KEVIN J@DOT <KEVIN.YOUNT@dot.ca.gov>; Cadrett, Matthew@DOT <Matthew.Cadrett@dot.ca.gov>  
**Subject:** RE: BCAG ICR - Proposed Action for BCAG 2023 FTIP Conformity Determination

**EXTERNAL EMAIL.** Links/attachments may not be safe.

FHWA has no issues or concerns with the proposed approach. Thank you.

Joseph Vaughn  
Environmental Specialist  
FHWA, CA Division  
(916) 498-5346

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**From:** Brian Lasagna <BLasagna@bcag.org>  
**Sent:** Tuesday, August 23, 2022 9:18 AM

**APPENDIX 6**  
**BCAG Transportation Advisory Committee**

The BCAG TAC is scheduled to meet on the first Thursday of the month on an as needed basis at the BCAG offices. TAC meeting are open to the public. Due to public health COVID 19 concerns, most attend via zoom.

Zoom link: <https://us02web.zoom.us/j/83084894515?pwd=OTlxNkNPazFRWVBkF6Mk5pNldLQT09>

Meeting ID: 830 8489 4515 ,

Passcode: 565783

One tap mobile +16699006833,,83084894515#,,, \*565783#

| <b>Member:</b>    | <b>Agency / Organization</b>                        |
|-------------------|-----------------------------------------------------|
| Angel Araiza      | Caltrans Local Assistance                           |
| Antonio Johnson   | FHWA                                                |
| Ashley Stanley    | BCAG                                                |
| Bill LaGrone      | City of Oroville                                    |
| Chris Houlemard   | Caltrans District 3 Planning                        |
| Colin Klinesteker | Mechoopda Indian Tribe of the Chico Rancheria       |
| Dave Harden       | City of Gridley                                     |
| Dawn Nevers       | City of Oroville                                    |
| Eunice Lopez      | Butte County Public Works & Chico Velo Cycling Club |
| Gary Arnold       | Caltrans District 03                                |
| Gavin Leiper      | Butte County Public Works                           |
| Ivan Garcia       | BCAG                                                |
| Jason Mandly      | Butte County Air Quality Management District        |
| Jeff Schwein      | Green Dot Transportation & Chico Velo Cycling Club  |
| Jessica Erdahl    | Town of Paradise                                    |
| Jodi Putnam       | Butte County Public Health                          |
| Jon Clark         | BCAG                                                |
| Josh Pack         | Butte County Public Works                           |
| Kerri Vanderbom   | Butte County Public Health                          |
| Lane Green        | City of Chico                                       |
| Leigh Ann Sutton  | City of Chico                                       |
| Louis Johnson     | Butte County Public Works                           |
| Marc Mattox       | Town of Paradise                                    |
| Mark Alabanza     | Mechoopda Indian Tribe of the Chico Rancheria       |
| Matt Thompson     | City of Oroville                                    |
| Mike Cook –       | City of Chico                                       |
| Mike Massaro      | City of Oroville                                    |
| Noel Carvalho     | City of Chico                                       |

Rachel Phillips  
Raymond Cooper  
Sanda Knight  
Sara Muse  
Terry Edwards  
Tracy Bettencourt  
Trin Campos  
Vlad Popko

Butte County Public Health  
Butte County Public Works  
Mechoopda Indian Tribe of the Chico Rancheria  
BCAG  
Butte County Public Works  
City of Chico  
City of Biggs & Gridley  
Caltrans Local Assistance



**APPENDIX 7**

**Butte County Association of Governments  
2021-2022 Social Services Transportation Advisory Council**

1 2 3 4 5 6 7

| Name                    | Agency                        | Category Filled |   |   |   |   |   |   | Term ends     |
|-------------------------|-------------------------------|-----------------|---|---|---|---|---|---|---------------|
|                         |                               | 1               | 2 | 3 | 4 | 5 | 6 | 7 |               |
| Debra Connors           | Citizen-Chico                 | x               |   |   |   |   |   |   | June 30, 2023 |
| Marta De Los Santos     | Mains'l Services Inc.         |                 | x | x | x |   |   |   | June 30, 2023 |
| Kristy Malloy           | Paradise Medical Group        |                 | x |   | x |   |   |   | June 30, 2023 |
| W. Jay Coughlin         | Butte County DESS             |                 |   |   |   | x |   |   | June 30, 2023 |
| David Wilkinson         | Citizen - Chico               | x               | x |   |   |   |   |   | June 30, 2024 |
| Jeannie Schroeder       | Mains'l Services Inc.         |                 |   | x | x | x |   |   | June 30, 2024 |
| Michael Harding         | We Care A lot Foundation/FNRC |                 | x | x | x |   |   |   | June 30, 2024 |
| Ron Ullman              | Citizen - Oroville            | x               | x |   |   |   |   |   | June 30, 2024 |
| Tara Sullivan Hames     | Butte 211                     |                 |   | x | x | x |   |   | June 30, 2024 |
| Talmadge (Goldie) House | Disability Action Center      | x               | x | x |   |   |   |   | June 30, 2025 |
| Linda Cartier           | Citizen-Chico                 | x               | x |   |   |   |   |   | June 30, 2025 |
| Mary Neumann            | Passages                      |                 |   |   |   |   | x |   | June 30, 2025 |

**Category Listings as per PUC Section 99238**

- 1 - potential transit user who is 60 years of age or older
- 2 - potential transit user who is disabled
- 3 - representatives of the local social service providers for seniors
- 4 - representatives of local social service providers for the disabled
- 5 - representatives of local social service provider for persons of limited means
- 6 - representatives from the local consolidated transportation service agency
- 7 - at-large appointment

\* Citizen nominated by a Jurisdiction

## **APPENDIX 8**

### **Grouped Listing / Lum Sum Backup Lists**

**Appendix 8-1: Grouped Projects for Safety Improvements – SHOPP Collision Reduction Program**

**Appendix 8-2: Grouped Projects for Emergency Repair – SHOPP Emergency Response Program**

**Appendix 8-3: Grouped Projects for Pavement Resurfacing and/or Rehabilitation – SHOPP Roadway Preservation**

**Appendix 8-4: Grouped Projects for Safety Improvements - SHOPP Bridge Program**

**Appendix 8-5: Grouped Projects for Safety Improvements - SHOPP Mobility Program**

**Appendix 8-6: Grouped Projects for Pavement Resurfacing and/or rehabilitation on the State Highway System - SHOPP Minor Program**

**Appendix 8-7: Grouped Projects for Safety Improvements - HSIP Program**

**Appendix 8-8: Grouped Projects for Bridge Rehabilitation and Reconstruction - HBP Program**

**APPENDIX 8 - 1**  
**Grouped Projects for Safety Improvements - SHOPP Collision Reduction Program**

Date: 07/26/2022

Scope: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Railroad/highway crossing, Safer non-Federal-aid system roads, Shoulder improvements, traffic control devices and operating assistance other than signalization projects, Intersection signalization projects at individual intersections, Pavement marking demonstration, Truck climbing lanes outside the urbanized area, Lighting improvements, Emergency truck pullovers .

| Agency        | County | District -EA (if applicable) | SHOPP CTIPS | BCAG CTIPS  | 2020 RTP Reference       | Project Title                                            | Project Description                                                                                                                   | PE           | R/W        | CON          | TOTAL        |
|---------------|--------|------------------------------|-------------|-------------|--------------------------|----------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------|--------------|------------|--------------|--------------|
| Caltrans      | Butte  | 2J860                        | 10200000239 | 10200000164 | Appendix 10-1 Project 89 | SR 32. Near Chico, at the intersection with Meridian Rd. | Install new traffic signal (See separate line item for BCAG Contribution)                                                             | 890          | 240        | 3390         | 4,520        |
| Caltrans      | Butte  | 0J921                        | 10200000225 | 10200000164 | Appendix 10-1 Project 89 | SR 32. In and near Chico from W 8th Ave to W 2nd Street. | Add green bike lane treatment, install signs, and construct curb ramps.                                                               | 39           | 16         | 495          | 550          |
| Caltrans      | Butte  | 1J910                        | 10200000237 | 10200000164 | Appendix 10-1 Project 89 | SR 32 - In Chico at Main St and Oroville Ave.            | Upgrade traffic signals, install pedestrian push buttons and countdown signals, and restripe crosswalks to improve pedestrian safety. | 602          | 341        | 1473         | 2,416        |
| <b>TOTALS</b> |        |                              |             |             |                          |                                                          |                                                                                                                                       | <b>1,531</b> | <b>597</b> | <b>5,358</b> | <b>7,486</b> |
| Caltrans      | Butte  | 2J860                        | 10200000239 | 10200000164 | Appendix 10-1 Project 89 | SR 32. Near Chico, at the intersection with Meridian Rd. | Install new traffic signal. <i>Financial Contribution Only from BCAG</i>                                                              |              |            | 500          | 500          |

**APPENDIX 8-2**  
**Grouped Projects for Emergency Repair - SHOPP Emergency Response Program**

Scope: Projects are consistent with 40CFR Part 93.126 Exempt Tables 2 categories - Repair damage caused by natural disasters, civil unrest, or terrorist acts. This applies to damages that do not qualify for Federal Emergency Relief funds or to damages that qualify for Federal Emergency Relief funds but extend beyond the Federally declared disaster period

| Agency        | County | District -EA (if applicable) | SHOPP CTIPS | BCAG CTIPS  | 2020 RTP Reference                         | Project Title | Project Description                                                                                                                                                                     | PE           | R/W        | CON          | TOTAL        |
|---------------|--------|------------------------------|-------------|-------------|--------------------------------------------|---------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------|------------|--------------|--------------|
| Caltrans      | Butte  | 2J070                        | 10200000238 | 20200000213 | Appendix 10-1 Project 95-1 (Related to 59) | SR 99         | Near Chico, from north of Wilson Landing Road to Keefers Slough Bridge. Raise the roadway grade, install cross-road culverts, and re-grade roadside ditches to prevent roadway flooding | 1150         | 135        | 4750         | 6,035        |
| Caltrans      | Butte  | 3H541                        | 10200000240 | 20200000213 | Appendix 10-1 Project 76                   | SR 70         | Near Paradise, from 0.8 mile west to 0.2 mile east of Shady Rest Area. Environmental mitigation for project EA 3H540                                                                    |              | 125        | 200          | 325          |
| <b>Totals</b> |        |                              |             |             |                                            |               |                                                                                                                                                                                         | <b>1,150</b> | <b>260</b> | <b>4,950</b> | <b>6,360</b> |



**APPENDIX 8-4  
Grouped Projects for Safety Improvements - SHOPP Bridge Program**

Scope: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Railroad/highway crossing, Safer non-Federal-aid system roads, Shoulder improvements, traffic control devices and operating assistance other than signalization projects, Intersection signalization projects at individual intersections, Pavement marking demonstration, Truck climbing lanes outside the urbanized area, Lighting improvements, Emergency truck pullovers.

| Agency   | County         | District -EA (if applicable)           | SHOPP CTIPS   | BCAG CTIPS  | 2020 RTP Reference       | Project Title | Project Description                                                                                                                                                                                                                                                                                                      |  | PE  | R/W | CON   | TOTAL |
|----------|----------------|----------------------------------------|---------------|-------------|--------------------------|---------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|-----|-----|-------|-------|
| Caltrans | Butte / Placer | District 03<br>PPNO: 2442<br>EA: 2G600 | 102-0000-0228 | 20200000162 | Appendix 10-1 Project 74 | SR 99         | In Chico, at Cohasset Highway Overcrossing No. 12- 0168; also in Placer County, on Route 80 at Troy Undercrossing No. 19-0106L/R (PM 68.55) and Kingvale Undercrossing No. 19-0107L (PM 69.23). Polyester concrete overlay to one bridge deck, and deck-on-deck replacement and bridge rail replacement at three bridges |  | 555 | 35  | 3,880 | 4,470 |

**APPENDIX 8-5  
Grouped Projects for Safety Improvements - SHOPP Mobility Program**

Scope: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Railroad/highway crossing, Safer non-Federal-aid system roads, Shoulder improvements, traffic control devices and operating assistance other than signalization projects, Intersection signalization projects at individual intersections, Pavement marking demonstration, Truck climbing lanes outside the urbanized area, Lighting improvements, Emergency truck pullovers.

| Agency   | County | District -EA (if applicable) | SHOPP CTIPS | BCAG CTIPS | 2020 RTP Reference | Project Title | Project Description |  | PE | R/W | CON | TOTAL |
|----------|--------|------------------------------|-------------|------------|--------------------|---------------|---------------------|--|----|-----|-----|-------|
| Caltrans | Butte  |                              |             |            |                    |               |                     |  |    |     |     |       |

**APPENDIX 8-6  
Grouped Projects for Pavement Resurfacing and/or rehabilitation on the State Highway System - SHOPP Minor Program**

Scope: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Pavement resurfacing and rehabilitation.

| Agency   | County | District -EA (if applicable) | SHOPP CTIPS | BCAG CTIPS  | 2020 RTP Reference        | Project Title | Project Description                                                                                                      |  | PE | R/W | CON | TOTAL |
|----------|--------|------------------------------|-------------|-------------|---------------------------|---------------|--------------------------------------------------------------------------------------------------------------------------|--|----|-----|-----|-------|
| Caltrans | Butte  | 3J270                        | 322000237   | 20200000070 | Appendix 10-1 Project 130 | SR 99         | In Butte County, at Eaton southbound ramp intersection. Channelization improvements. <b>Financial Contribution Only.</b> |  |    |     | 500 | 500   |

APPENDIX 8-7  
Grouped Projects for Safety Improvements - HSIP Program

Scope: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Railroad/highway crossing, safer non-Federal-aid system roads, Shoulder improvements, traffic control devices and operating assistance other than signalization projects at individual intersections, Pavement marking demonstration, Truck climbing lanes outside the urbanized area, Lighting improvements, Emergency truck pullovers.

| Agency        | Unique Project ID | CTIPS ID    | RTP/SCS Page                                    | Project Location                                                                                    | Project Description                                                                                                                                                                                                                               | Current Total Project Cost Estimate | Federal Funds      |  | Other Local        | Federal Prior Funds | Federal Funds Programmed in 2020/21 | Federal Funds Programmed in 2021/22 | Federal Funds Programmed in 2022/23 | Federal Funds Programmed in 2023/24 | Approved Federal Funds (total) |
|---------------|-------------------|-------------|-------------------------------------------------|-----------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------|--------------------|--|--------------------|---------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|--------------------------------|
| County        | H9-03-001         | 20200000070 | <a href="#">Appendix 10-1 Project 71</a>        | Cohasset Rd between Nicalog Rd and end of existing guardrail near Jack Rabbit Flat Rd.              | Update existing guardrail.                                                                                                                                                                                                                        | \$1,000,000                         | \$900,000          |  | \$0                | \$100,000           | \$0                                 | \$900,000                           | \$0                                 | \$0                                 | \$1,000,000                    |
| Chico         | HSIP7-03-001      | 20200000070 | <a href="#">Appendix 10-1 Project 131</a>       | City of Chico, at various locations throughout City Limits                                          | Citywide systemic safety improvements including installation of improved signal hardware at signalized intersections, pedestrian crossings at uncontrolled locations, and upgraded intersection pavement markings at non signalized intersections | \$1,605,500                         | \$1,187,100        |  | \$160,550          | \$257,850           | \$0                                 | \$1,187,100                         | \$0                                 | \$0                                 | \$1,444,950                    |
| Chico         | HSIP7-03-003      | 20200000070 | <a href="#">Appendix 10-1 Project 80</a>        | Nord Ave. (SR-32) at the intersections of West Sacramento Ave (west) and West Sacramento Ave (east) | Two signal modifications                                                                                                                                                                                                                          | \$3,713,000                         | \$1,200,000        |  | \$1,200,000        | \$74,000            | \$1,200,000                         | \$0                                 | \$0                                 | \$0                                 | \$1,274,000                    |
| Chico         | H8-03-003         | 20200000070 | <a href="#">Appendix 10-1 Project 130</a>       | The Intersection at SR-99 NB On-Off Ramps/ Eaton Road / Hicks Lane.                                 | Construct a 5-leg roundabout intersection with adequate bike and pedestrian access.                                                                                                                                                               | \$5,842,200                         | \$4,069,763        |  | \$1,772,437        | \$0                 | \$0                                 | \$0                                 | \$4,069,763                         | \$0                                 | \$4,069,763                    |
| Paradise      | H9-03-012         | 20200000070 | <a href="#">Appendix 10-1 Projects 224- 239</a> | Sixteen stop-controlled intersections at various locations                                          | Systemically improve minor street approaches with a combination of additional intersection warning/regulatory signs, improved pavement markings, and improved sight triangles.                                                                    | \$959,500                           | \$616,050          |  | \$95,950           | \$247,500           | \$0                                 | \$616,050                           | \$0                                 | \$0                                 | \$863,550                      |
| <b>Totals</b> |                   |             |                                                 |                                                                                                     |                                                                                                                                                                                                                                                   | <b>\$13,120,200</b>                 | <b>\$7,972,913</b> |  | <b>\$3,228,937</b> | <b>\$679,350</b>    | <b>\$1,200,000</b>                  | <b>\$2,703,150</b>                  | <b>\$4,069,763</b>                  | <b>\$0</b>                          | <b>\$8,652,263</b>             |

**APPENDIX 8-8  
Grouped Projects for Bridge Rehabilitation and Reconstruction - HBP Program**

Scope: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 categories - Widening narrow pavements or reconstructing bridges (no additional travel lanes).

| Agency        | Unique Project ID | CTIPS ID    | Project Number            | RTP/SCS Page                      | Project Location                                                                                                                                               | Project Description                                                                                                                        | PE          | R/W       | CON          | TOTAL        |
|---------------|-------------------|-------------|---------------------------|-----------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------|-------------|-----------|--------------|--------------|
| County        | 3470              | 20200000056 | 5912(085)                 | Appendix 10-1<br>Project 46       | BRIDGE NO. 12C0052, MIDWAY ROAD, OVER BUTTE CREEK, 0.3 MI S OF WHITE DR. and BRIDGE NO. 12C0053, MIDWAY ROAD OVER BUTTE CREEK OVERFLOW, 3.9 MI N OF NELSON RD. | Replace two existing structurally deficient 2 lane bridges with a new 2 lane bridge.<br>High Cost Project Agreement needed.                | \$3,350,000 | \$450,000 | \$23,396,250 | \$27,196,250 |
| County        | 3747              | 20200000056 | 5912(091)                 | Appendix 10-1<br>Project 47       | BRIDGE NO. 12C0164, E RIO BONITO RD, OVER HAMILTON SLOUGH, 0.2 MI E OF SH 99.                                                                                  | Replace the existing functionally obsolete 2 lane bridge with a new 2 lane bridge. 11/2/2010: Toll Credits programmed for PE, R/W, & CON.  | 424,000     | 50,000    | 1,074,000    | 1,548,000    |
| County        | 3746              | 20200000056 | Project number: 5912(093) | Appendix 10-1<br>Project 48       | BRIDGE NO. 12C0165, E RIO BONITO ROAD, OVER SUTTER-BUTTE CANAL, 0.8 MI EAST OF SR 99.                                                                          | Replace the existing 2 lane structurally deficient bridge with a new 2 lane bridge. 11/2/2010: Toll Credits programmed for PE, R/W, & CON. | 799,000     | 50,000    | 2,000,000    | 2,849,000    |
| County        | 4153              | 20200000056 | 5912(103)                 | Appendix 10-1<br>Project 49       | BRIDGE NO. 12C0242, ORD FERRY ROAD, OVER LITTLE CHICO CREEK, 1 MI EAST OF RIVER ROAD                                                                           | Replace the existing 2 lane structurally deficient bridge with a new 2 lane bridge.                                                        | 1,250,000   | 25,000    | 6,260,000    | 7,535,000    |
| County        | 4483              | 20200000056 | 5912(119)                 | Appendix 10-1<br>Projects 27-41   | BRIDGE NO. PM00155, Bridge Preventive Maintenance Program (BPMP) various bridges in the Butte County.                                                          | See Caltrans Local Assistance HBP website for backup list of projects.                                                                     | 191,220     |           | 1,123,327    | 1,314,547    |
| Chico         | 3766              | 20200000056 | 5037(024)<br>5037(036)    | Appendix 10-1<br>Project 133      | BRIDGE NO. 12C0328, POMONA ROAD OVER LITTLE CHICO CREEK, 0.4 MI SE/O MILLER AVE.                                                                               | Replace the existing 2 lane bridge, without adding lane capacity. 11/2/2010: Toll Credits programmed for PE, R/W, & CON.,                  | 825,000     | 120,000   | 3,295,000    | 4,240,000    |
| Chico         | 3779              | 20200000056 | 5037(022)                 | Appendix 10-1<br>Project 134      | BRIDGE NO. 12C0336, SALEM STREET OVER LITTLE CHICO CREEK, 0.1 MI N OF 10TH ST.                                                                                 | Rehabilitate functionally obsolete 2 lane bridge. No Added Lane capacity. 11/2/2010: Toll Credits programmed for PE, R/W, & CON.           | 850,000     | 100,000   | 3,584,000    | 4,534,000    |
| Chico         | 4599              | 20200000056 |                           | Appendix 10-1<br>Projects 108-129 | BRIDGE NO. PM00175, Bridge Preventive Maintenance Program (BPMP) various bridges in the City of Chico.                                                         | See Caltrans Local Assistance HBP website for backup list of projects.                                                                     | 482,300     |           | 1,446,814    | 1,929,114    |
| <b>TOTALS</b> |                   |             |                           |                                   |                                                                                                                                                                |                                                                                                                                            | \$8,171,520 | \$795,000 | \$42,179,391 | \$51,145,911 |

**APPENDIX 9**

**FHWA FSTIP Amendment and Administrative Modification Procedures**



**DEPARTMENT OF TRANSPORTATION**

DIVISION OF TRANSPORTATION PROGRAMMING

1120 N STREET, MS-82

SACRAMENTO, CA 94273-0001

PHONE (916) 654-4013

TTY 711

www.dot.ca.gov

*Making Conservation  
a California Way of Life.*

December 20, 2019

Executive Directors, Metropolitan Planning Organizations and  
Regional Transportation Planning Agencies

Dear Executive Directors:

To streamline the federal programming process, the California Department of Transportation (Caltrans), the Federal Highway Administration (FHWA), and the Federal Transit Administration (FTA), revised the Federal Statewide Transportation Improvement Program (FSTIP)/Federal Transportation Improvement Program (FTIP) Amendments and Administrative Modifications Procedures.

These revisions expand the parameters of an administrative modification offering a greater opportunity to reduce the number of Amendments to the FTIPs and the FSTIP. Effective December 18, 2019, the attached procedures shall supersede the previous procedures dated June 3, 2011.

Metropolitan Planning Organizations (MPOs) with delegated authority from Caltrans may continue to approve administrative modifications to the FSTIP in accordance with these revised procedures and the following shall continue to apply.

1. MPOs may consult with staff at the Division of Transportation Programming and request reviews on proposed changes prior to approving their administrative modifications.
2. MPOs must email and send hardcopies of the approved administrative modifications to Caltrans, FHWA, FTA, and other stakeholders.
3. Approved administrative modifications are subject to the Division of Transportation Programming continual reviews to ensure compliance with programming related regulations, guidance and procedures.
4. The Division of Transportation Programming will reject any administrative modification that does not adhere to programming related regulations, guidance and procedures.

Executive Directors, et al  
December 20, 2019  
Page 2

5. Caltrans will withdraw its delegation from any MPO whose administrative modifications are found to be consistently noncompliant with these procedures.

For those MPOs without Caltrans delegation, no action is required, and the existing approval process remains in effect.

My staff and I appreciate and recognize the efforts of staff at FHWA and FTA, in working with us to find ways to streamline and expedite the federal programming process.

If you have any questions, please contact Muhaned Aljabiry at (916) 654-2983 or by e-mail at [muhaned.aljabiry@dot.ca.gov](mailto:muhaned.aljabiry@dot.ca.gov).

Sincerely,



for BRUCE DE TERRA, Chief  
Division of Transportation Programming

Enclosure



U.S. Department  
of Transportation  
**Federal Highway  
Administration**

**California Division**

December 18, 2019

650 Capitol Mall, Suite 4-100  
Sacramento, CA 95814  
(916) 498-5001  
(916) 498-5008 (FAX)

In Reply Refer To:  
HDA-CA

Mr. Bruce de Terra, Division Chief  
Transportation Programming Federal Resources Office, M.S. 82  
California Department of Transportation  
1120 N Street  
Sacramento, CA 95814

**SUBJECT: Revised Federal Statewide Transportation Improvement Program (FSTIP) and Federal Transportation Improvement Program (FTIP) Amendment and Administrative Modification Procedures**

Dear Mr. de Terra:

In our letter dated June 3, 2011, the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) provided the California Department of Transportation (Caltrans) revised procedures on the FSTIP/FTIP Administrative Modification and Amendment process.

Working in coordination with Caltrans, FHWA and FTA have again revised the FSTIP/FTIP Administrative Modification and Amendment Procedures. The enclosed revised procedures provide additional flexibility and will shorten project delivery time by allowing fewer formal amendments which in general takes longer to process. As part of this coordination, Caltrans has also committed to working with FHWA and FTA to implement a FSTIP/FTIP amendment schedule and an electronic approval process by December 2020.

The revised procedures detail the specific types of programming changes that may be made to the FSTIP/FTIPs as administrative modifications for which approval has been delegated to Caltrans, and changes that must be submitted to FHWA and/or FTA for approval as formal amendments. These procedures are intended to offer more flexibility to Caltrans and the Metropolitan Planning Organizations (MPOs) and further clarifies parameters of an administrative modification.

Throughout the FSTIP/FTIP Administrative Modification and Amendment Procedure update process, the FHWA and FTA have been pleased with our partnership with Caltrans. This effort highlights Caltrans' continued dedication to the stewardship of the Federal-aid Program.

If you have any questions regarding the attached procedures, please contact Tashia J. Clemons of the FHWA California Division at (916) 498-5066, or by email at [Tashia.clemons@dot.gov](mailto:Tashia.clemons@dot.gov) or Ted Matley of the FTA's Region 9 Office at (415) 734-9468 or by email at [ted.matley@dot.gov](mailto:ted.matley@dot.gov).

Sincerely,

A handwritten signature in black ink, appearing to read "Vincent Mammano", followed by a horizontal line extending to the right.

Vincent Mammano  
Division Administrator  
FHWA California Division

*/s/ Ray Tellis*

Ray Tellis  
Regional Administrator  
FTA Region 9

## FSTIP/FTIP Administrative Modification and Amendment Procedures

### December 18, 2019

The following procedures are applicable for processing amendments and administrative modifications to the Federal Statewide Transportation Improvement Program (FSTIP) and the Federal Transportation Improvement Programs (FTIPs).

Projects programmed in the FSTIP may be delivered in any of the recognized program years of the FSTIP provided Expedited Project Selection Procedures (EPSPs) have been adopted by the Metropolitan Planning Organization (MPO) in accordance with 23 Code of Federal Regulations (CFR) 450 and the required interagency consultation or coordination is completed and documented. Changing the obligation year of a project using EPSP does not require an administrative modification or an amendment if the change does not require an air quality conformity determination.

#### **1. Administrative Modification:**

An administrative modification is a minor change to the FSTIP/FTIP that does not require a conformity determination, demonstration of fiscal constraint, public review and comment, or federal approval. The following changes to the FSTIP/FTIP can be processed through an administrative modification:

- i. Revise description of individually listed projects without changing the project scope or without conflicting with the approved environmental document;
- ii. Revise the description of grouped project listings, as defined in 23 CFR Part 450.326 (h), if it is consistent with the Programming Grouped Project Listings in Air Quality Non-Attainment or Maintenance Areas guidance.
- iii. Revise the funding amount listed for a project or a project phase:
  - a. Additional funding to an individually listed project is limited to the lesser of 50 percent of the total project cost or \$20 million.
  - b. No limit on adding funds to a grouped project listing. Funding capacity must be available in the FSTIP/FTIP prior to processing programming changes and it must be stated in the supporting documentation.  
*(Note: Updated FTIP financial plans may be requested by Caltrans to validate fiscal constraint if an MPO has processed only administrative modifications for a period of six months or more.)*
- iv. Program the Preliminary Engineering (PE) phase provided the Right of Way and/or Construction phase(s) are already programmed in the current FSTIP/FTIP and additional funding amounts stay within the limits specified in section iii.



**FSTIP/FTIP Administrative Modification and Amendment Procedures**  
**December 18, 2019**

- v. Change source of funds.
- vi. Change a project lead agency.
- vii. Program federal funds for advance construction conversion provided that programming capacity is available in the FSTIP/FTIP prior to programming the conversion.
- viii. Change the program year of funds within the current FSTIP/FTIP provided the MPO has an adopted EPSP that is developed in accordance with 23 CFR 450.
- ix. Split or combine an individually listed project or projects provided the schedule and scope remain unchanged.
- x. Add or delete a project or projects from a grouped project listing.
- xi. Program emergency repair projects on state and local highways caused by natural disasters or catastrophic failures from external causes that are not covered by the Emergency Relief Program and exempt from air quality conformity requirements.
- xii. Re-program a project for which FHWA funds were transferred to the FTA in a prior FSTIP/FTIP cycle but has not received grant approval from the FTA. Those projects can be programmed in the current FSTIP/FTIP through an administrative modification provided the original scope or cost remain unchanged. Use the type "FTA 5307 (FHWA Transfer Funds)" to program in the FSTIP/FTIP.
- xiii. Program an FTA-funded project from the prior FSTIP/FTIP cycle into the current FSTIP/FTIP provided the original scope or cost of the project remain unchanged. Use the project description field (or "CTIPS MPO Comments" section) to list the year, amount, and the prior year fund type.
- xiv. Make minor changes to an FTA-funded grouped project listing. Minor changes include changing the number of transit vehicles purchased by 20 percent or less and changing the fuel type of transit vehicles. The MPO must conduct an interagency consultation to confirm that the project scope change is deemed minor.

**FSTIP/FTIP Administrative Modification and Amendment Procedures**  
**December 18, 2019**

**2. Amendment:**

Amendments are all other modifications to the FSTIP/FTIP that are not included under the administrative modification and amendment procedures. All amendments shall be developed in accordance with the provisions of 23 CFR 450.326 for each metropolitan area in the State, and in accordance with the provisions of 23 CFR 450.218 for non-metropolitan areas.

**3. Procedure:**

a. Administrative Modification:

MPOs with approval delegation from Caltrans

Caltrans may delegate to an MPO's Board the authority to approve administrative modifications. In such case, Caltrans approval is not required. If an MPO Board further delegates the authority to the Executive Director to approve administrative modifications, copies of the delegation must be provided to Caltrans, the FHWA and FTA. The MPO must submit copies of the approved administrative modification to Caltrans, the FHWA and FTA. Once the MPO approves the administrative modification, changes will be deemed part of the FSTIP. The MPO is required to demonstrate in a subsequent amendment the net financial changes resulting from each administrative modification. Caltrans will conduct periodic review of each MPO's administrative modification process to confirm adherence to guidelines and procedures. Caltrans may revoke an MPO's delegation due to noncompliance with these procedures.

MPOs without approval delegation from Caltrans

Each MPO's administrative modification will be forwarded to Caltrans Division of Transportation Programming for approval. If an MPO Board delegates authority to the Executive Director to approve administrative modifications, copies of the delegation must be provided to Caltrans, the FHWA and FTA. The MPO must submit copies of the administrative modification to Caltrans, the FHWA and FTA. The MPO must also demonstrate in a subsequent amendment the net financial changes resulting from each administrative modification. Once Caltrans approves the administrative modification, changes will be deemed part of the FSTIP since federal approval is not required. Caltrans will notify the FHWA and FTA of the approved administrative modification. If Caltrans, the FHWA, or the FTA determines that changes in an administrative modification are not allowable under these procedures, the MPO must withdraw the administrative modification and process an amendment.

**FSTIP/FTIP Administrative Modification and Amendment Procedures**  
**December 18, 2019**

b. Amendment:

Amendments to the FSTIP must be developed in accordance with the provisions of 23 CFR 450, approved by the FHWA and/or the FTA in accordance with 23 CFR

450, and the July 15, 2004 MOU between FHWA - California Division and FTA Region 9. Each amendment must be forwarded to Caltrans Division of Transportation Programming for approval on behalf of the Governor. To expedite processing, the MPO must also submit the amendment to the FHWA and FTA at the same time. Once approved by Caltrans, the amendment will be forwarded to the FHWA and FTA for federal approval. The amendment will be deemed part of the FSTIP once it is approved by the FHWA and FTA. The FHWA and FTA will send the federal approval letter and respective conformity to Caltrans and the MPO.

**4. Consultation:**

If a question arises regarding the interpretation of these procedures, Caltrans, the MPO, the FHWA and/or FTA may consult to resolve the question. If after consultation the parties still disagree, the final decision rests with the FTA for transit projects and the FHWA for highway projects.

Any exception to these procedures is allowed only through a consultation process with MPOs, Caltrans, the FHWA, and FTA.



## **APPENDIX 10**

### **BCAG DELEGATED AUTHORITY TO APPROVE ADMINISTRATIVE MODIFICATIONS TO THE FSTIP**

**DEPARTMENT OF TRANSPORTATION**  
DIVISION OF TRANSPORTATION PROGRAMMING  
P.O. Box 942873, MS-82  
SACRAMENTO, CA 94273-0001  
PHONE (916) 654-2983  
FAX (916) 654-2738  
TTY 711



*Serious drought  
Help save water!*

August 4, 2015

Mr. Jon Clark  
Executive Director  
Butte County Association of Governments  
2580 Sierra Sunrise Terrace, Suite 100  
Chico, CA 95928-8441

Dear Mr. Clark:

The California Department of Transportation (Caltrans) received Butte County Association of Governments' (BCAG) request for delegated authority from Caltrans to approve Administrative Modifications to the Federal Statewide Transportation Improvement Program (FSTIP). The board action attached to your request indicates that the Executive Director or the Program Manager is delegated the approval of Administrative Modifications for the Federal Transportation Improvement Program (FTIP) and the FSTIP. <sup>BCAG</sup> With the acknowledgement of your board action, Caltrans hereby delegates to ~~KCOG~~ BCAG the authority to approve Administrative Modifications to the FSTIP in accordance with the revised FSTIP/ FTIP Amendments and Administrative Modification Procedures dated June 3, 2011.

The following procedures apply to BCAG upon receiving Caltrans' delegation:

1. Prior to approving the FTIP/FSTIP administrative modifications, BCAG may consult with Caltrans on proposed changes.
2. BCAG may request Caltrans to provide a cursory review of the administrative modification prior to approval.
3. BCAG shall send copies of the approved administrative modifications to Caltrans, Federal Highway Administration, Federal Transit Administration, and other stakeholders. Caltrans will post the approved administrative modifications on the Division of Transportation Programming Website.
4. Caltrans will routinely review BCAG's approved administrative modifications and will reject changes that do not comply with the procedures. In such cases, BCAG must correct all items of noncompliance.
5. Caltrans will withdraw its delegation from BCAG if it is found to be consistently noncompliant with the revised FSTIP/ FTIP Amendments and Administrative Modification Procedures.

RECEIVED AUG 13 2015

Mr. Jon Clark  
August 4, 2015  
Page 2

Thank you for requesting this delegation that will undoubtedly streamline your region's programming process and thus expedite projects. My staff is looking forward to working with your staff to ensure a successful implementation of this delegation. If you have any questions, please call Muhaned Aljabiry at (916) 654-2983.

Sincerely,

  
BRUCE DE TERRA  
Acting Chief  
Division of Transportation Programming

For

**APPENDIX 11**

**Toll Credits**

2023 FTIP Toll Credits For Backup HBP List

| Local Agency  | Bridge No. | Project Description                                                                                                                                                                                                              | Prior year Toll Credits | FFY 20/21 Toll Credits | FFY 21/22 Toll Credits | FFY 22/23 Toll Credits | FFY 23/24 Toll Credits | FFY 24/25 Toll Credits | FFY 25/26 Toll Credits | "Beyond" Toll Credits | Total            |
|---------------|------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|-----------------------|------------------|
| Butte County  | 12C0111    | BRIDGE NO. 12C0111, CENTRAL HOUSE RD, OVER WYMAN RAVINE, 0.2 MI E OF SH70. Replace the existing 1 lane structurally deficient bridge with a new 2 lane bridge. 11/2/2010: Toll Credits programmed for PE, R/W, & CON.            | 82,011                  | -                      | -                      | -                      | -                      | -                      | -                      | 381,378               | 463,388          |
| Butte County  | 12C0164    | BRIDGE NO. 12C0164, E RIO BONITO RD, OVER HAMILTON SLOUGH, 0.2 MI E OF SH 99. Replace the existing functionally obsolete 2 lane bridge with a new 2 lane bridge. 11/2/2010: Toll Credits programmed for PE, R/W, & CON.          | 48,633                  | 5,735                  | -                      | -                      | -                      | -                      | -                      | 123,188               | 177,556          |
| Butte County  | 12C0165    | BRIDGE NO. 12C0165, E RIO BONITO ROAD, OVER SUTTER-BUTTE CANAL, 0.8 MI EAST OF SR 99. Replace the existing 2 lane structurally deficient bridge with a new 2 lane bridge. 11/2/2010: Toll Credits programmed for PE, R/W, & CON. | 47,601                  | 21,793                 | 27,987                 | -                      | -                      | -                      | -                      | 229,400               | 326,780          |
| Chico         | 12C0066    | BRIDGE NO. 12C0066, GUYNN RD, OVER LINDO CHANNEL, JUST N OF W LINDO AVE. Replace the existing 1 lane structurally deficient bridge with a new 2 lane bridge. 11/2/2010: Toll Credits programmed for PE, R/W, & CON.              | 112,177                 | -                      | -                      | -                      | 17,205                 | -                      | -                      | 484,722               | 614,104          |
| Chico         | 12C0328    | BRIDGE NO. 12C0328, POMONA ROAD OVER LITTLE CHICO CREEK, 0.4 MI SE/O MILLER AVE. Reolace the existing 2 lane bridge, without adding lane capacity. 11/2/2010: Toll Credits programmed for PE, R/W, & CON.,                       | 94,628                  | -                      | 13,764                 | -                      | -                      | -                      | -                      | 377,937               | 486,328          |
| Chico         | 12C0336    | BRIDGE NO. 12C0336, SALEM STREET OVER LITTLE CHICO CREEK, 0.1 MI N OF 10TH ST. Replace 2-Lane bridge with 2-lane bridge. No Added Lane capacity: Toll Credits programmed for PE, R/W, & CON.                                     | 97,495                  | -                      | 11,470                 | -                      | -                      | -                      | -                      | 411,085               | 520,050          |
| <b>TOTALS</b> |            |                                                                                                                                                                                                                                  | <b>482,543</b>          | <b>27,528</b>          | <b>53,221</b>          | <b>-</b>               | <b>17,205</b>          | <b>-</b>               | <b>-</b>               | <b>2,007,709</b>      | <b>2,588,206</b> |

**CMAQ Projects Toll Credit Summary**

Match requirement is 11.47 %

| Agency | Project                                                         | 0.1147             | FFY 22/23     | FFY 23/24      | FFY 24/25 | FFY 25/26 | Totals         |
|--------|-----------------------------------------------------------------|--------------------|---------------|----------------|-----------|-----------|----------------|
| Chico  | Esplanade Corridor Safety and Accessibility Improvement Project | CMAQ Funding       | 675,000       |                |           |           | 675,000        |
|        |                                                                 | <b>Toll Credit</b> | <b>77,423</b> |                |           |           | <b>77,423</b>  |
|        |                                                                 |                    |               |                |           |           |                |
| Chico  | Hegan Lane Business Park Access Improvements                    | CMAQ Funding       | 125,000       | 1,889,000      |           |           | 2,014,000      |
|        |                                                                 | <b>Toll Credit</b> | <b>14,338</b> | <b>216,668</b> |           |           | <b>231,006</b> |
|        |                                                                 |                    |               |                |           |           |                |

|                                |                |
|--------------------------------|----------------|
| <b>Total CMAQ Toll Credits</b> | <b>308,428</b> |
|--------------------------------|----------------|

# Appendix 12

## **2023 Federal Transportation Improvement Program**

### **Performance Report**



***August 2022***

326 Huss Drive, Suite 150, Chico, CA 95928  
530-809-4616  
[www.bcag.org](http://www.bcag.org)

## **Introduction**

Performance management provides the opportunity to ensure efficient and effective investment of transportation funds by refocusing on established goals, increasing accountability and transparency, and improving project decision-making. MAP-21/FAST Act require States and MPOs to implement a performance-based approach in the scope of the statewide and metropolitan transportation planning process. In addition to federal performance-based planning, the State of California has articulated through statute, regulation, executive order, and legislative intent language, numerous state policies and goals for the transportation system, the environment, the economy, and social equity.

There are different applications of performance management – performance measures, performance targets, and performance monitoring indicators or metrics. Performance measures are used to model travel demand and allow the long-range forecasting of transportation network and system-level performance (e.g. Walk, bike, transit, and carpool mode share, corridor travel times by mode, percentage of population within 0.5 mile of a high frequency transit stop). Performance targets are numeric goals established to enable the quantifiable assessment of performance measures. Performance monitoring indicators or metrics include field data such as vehicle miles traveled, mode share, fatalities/injuries, transit access, change in agricultural land, and CO2 emissions.

## **Federal Performance Management Targets**

The cornerstone of the federal highway program transformation is the transition to a performance and outcome-based program. MAP-21/FAST Act integrate performance into many federal transportation programs and contains several performance elements. States and MPOs will invest resources in projects to achieve individual targets that collectively will make progress toward national goals. Caltrans is required to set and report on progress towards four sets of performance management targets.

- Safety Performance Management (PM1): Fatalities and Injuries
- Pavement and Bridge Condition Performance Management (PM2): Infrastructure Condition
- System Performance Management (PM3): Freight movement, congestion, and reliability
- Transit Asset Management (TAM) and Public Transportation Agency Safety Plan (PTSAP): State of good repair and safety for transit

This report describes each federal performance metric, charts data collected to date, compares that data to currently adopted targets and describes how the FTIP makes investments that support reaching those targets. For some targets, MPO's can either agree to support the Caltrans target or establish a numerical target specific to the MPO planning area. Since this federal process started in 2018, BCAG has supported all of Caltrans statewide targets for all performance metrics.

Safety Performance Management (PM1)

The federal goal under safety performance management (PM1) is to achieve a significant reduction in traffic fatalities and serious injuries on all public roads. Table 1. Includes those targets prepared by the state, and supported by BCAG, for California for the year 2022.

Table 1. Statewide Safety Performance Targets - Year 2022

| Measure                                                   | Target |
|-----------------------------------------------------------|--------|
| Number of Fatalities                                      | -3.61% |
| Rate of Fatalities per 100M Vehicle Miles of Travel (VMT) | -2.00% |
| Number of Serious Injuries                                | -1.66% |
| Rate of Serious Injuries per 100M VMT                     | -1.66% |
| Number of Non-Motorized Fatalities                        | -3.61% |
| Number of Non-Motorized Serious Injuries                  | -1.66% |

Note: Targets are based on a 5-year rolling average for all roadways.

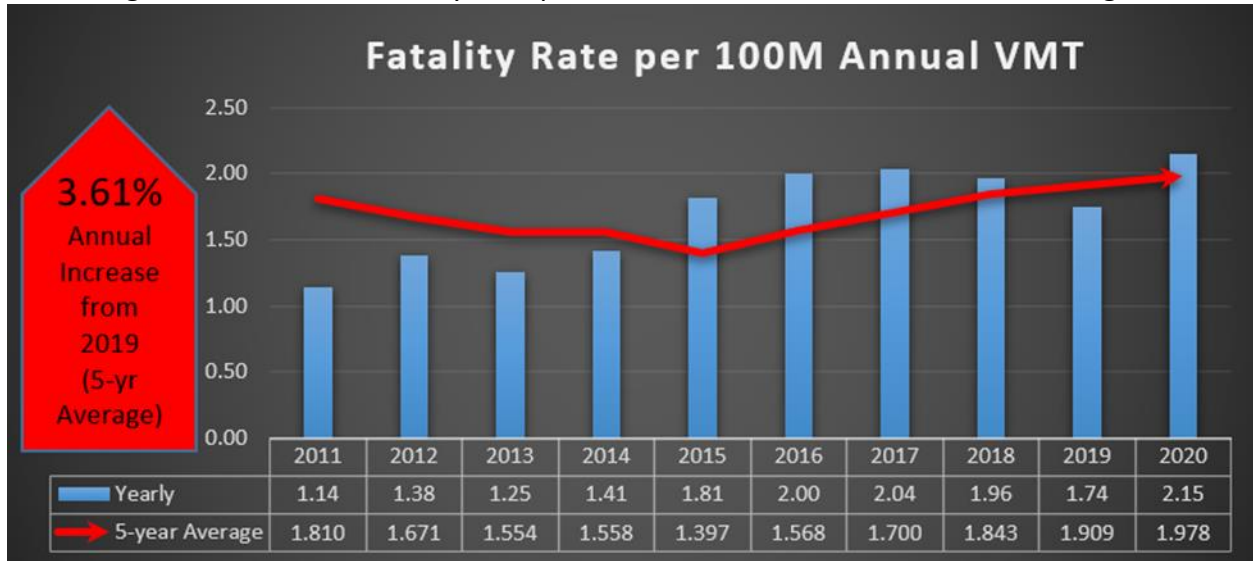
Over the last 10 years, an average of 30 people died in vehicle collisions on our region’s roads and highways. The latest 5-year average (2020) shows a 6% annual increase from the previous year.

Figure 1. 2011-2020 Fatal Collisions for BCAG Region



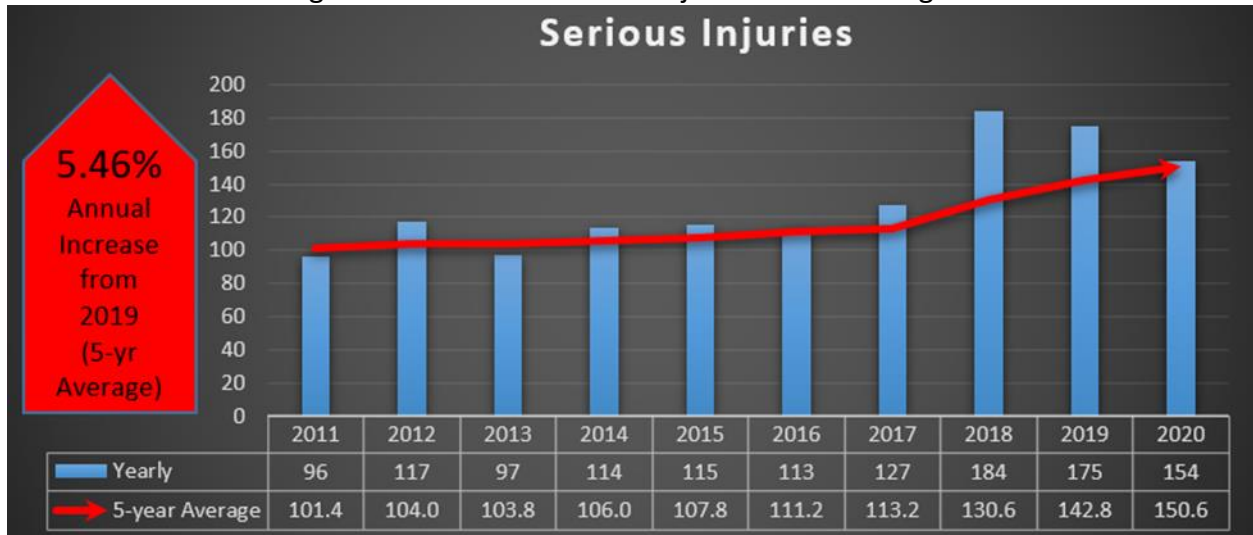
The region’s 2020 collision fatality rate has returned to highs not seen since 2010. The latest 5-year average (2020) shows an 3.61% annual increase from 2019.

Figure 2. 2011-2020 Fatality Rate per 100M Annual Vehicle VMT for BCAG Region



Between the years 2010 and 2017, the region averaged 110 annual serious injuries. In 2018, the region’s serious injuries were at 184, double that of the 97 injuries 5 years prior (2013).

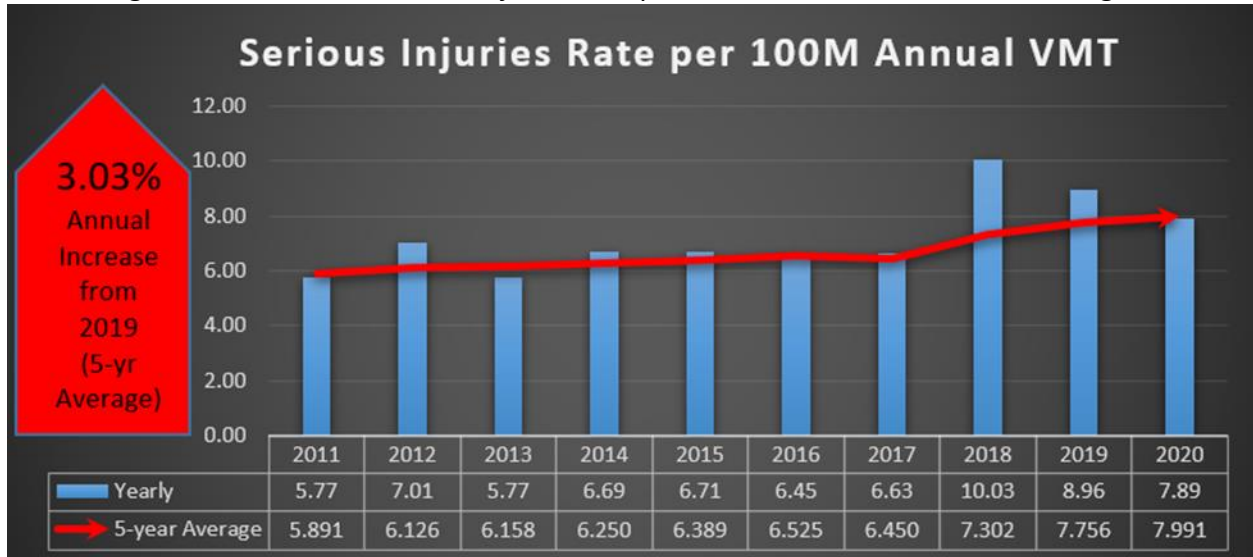
Figure 3. 2011-2020 Serious Injuries for BCAG Region



The 2018 and 2019 serious injury rates of 10.3 and 9.59 serious injuries per 100 million annual vehicle miles of travel (VMT) has a significant contribution to the latest 5-year average which shows a 3.03% annual increase from 2019.

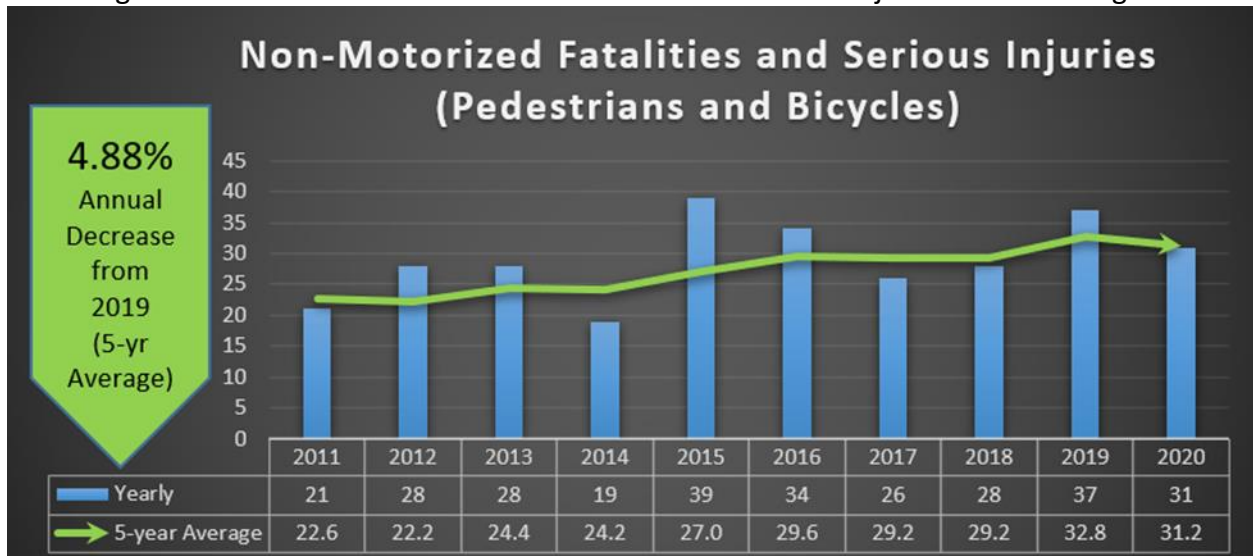


Figure 4. 2011-2020 Serious Injuries rate per 100M Annual VMT for BCAG Region



Over the last 10 years, an average of 29 people died or have been seriously injured as pedestrian or cyclist being involved in a vehicle collision. The latest 5-year average (2020) shows a 4.88% annual decrease from the previous year.

Figure 5. 2011-2020 Non-Motorized Fatalities and Serious Injuries for BCAG Region



\$514 million of the projects identified in the 2020 RTP project list are safety related. Notable projects include State Route (SR) 70 passing lane segments which utilize \$113.6 million in State Highway Operations and Protection Program (SHOPP) funds and the improvement of sixteen stop-controlled intersections within the Town of Paradise utilizing \$1.23 million of Highway Safety Improvement Program (HSIP) funds.

## Pavement and Bridge Condition Performance Management (PM2)

The federal goal under the pavement and bridge condition performance management (PM2) is to maintain the highway infrastructure asset system in a state of good repair. Table 2. Includes those targets prepared by the state, and supported by BCAG, for California for the year 2020.

Table 2. Statewide Infrastructure Condition Targets - Year 2020

| Pavement and Bridge Performance Measures* | 10-Year Target |       | 4-Year Target |       |
|-------------------------------------------|----------------|-------|---------------|-------|
|                                           | (12/31/32)     |       | (12/31/26)    |       |
|                                           | Good           | Poor  | Good          | Poor  |
| Pavement on the NHS (Non-Interstate)      | 5.6%           | 29.2% | 2.8%          | 26.5% |
| Bridges on the NHS                        | 15.2%          | 4.9%  | 24.3%         | 1.9%  |

\*Applicable to the BCAG Region

The Infrastructure Performance Measure Final Rule established performance measures for pavement and bridge conditions on the National Highway System (NHS). Caltrans set 10- and 4-year statewide targets on May 20, 2021. The statewide targets are based on Caltrans' long-range (10 year) Transportation Asset Management Plan and the 2021 State Highway System Management Plan. The plans take into consideration the availability of Senate Bill 1 funds over the target setting period and current estimated conditions of the NHS.

The local NHS consists of those roadways and bridges in Butte County that have been identified as part of the NHS and are not part of the State Highway System. These facilities are typically federally classified as "principal arterials". Tables 3 & 4 include the inventory of local NHS roadways and bridges.

Table 3. Local National Highway System – Roadways

| Jurisdiction | Street Name  | From Location   | To Location     | Jurisdiction | Street Name        | From Location           | To Location      |
|--------------|--------------|-----------------|-----------------|--------------|--------------------|-------------------------|------------------|
| CHICO        | BROADWAY ST  | SHWY 32         | SHASTA WAY      | CHICO        | SHASTA WAY         | BROADWAY ST             | MAIN ST          |
| CHICO        | COHASSET RD  | ESPLANADE       | EAST AVE        | CHICO        | SKYWAY RD          | SHWY 99                 | NOTRE DAME BLVD  |
| CHICO        | CYPRESS ST   | E 12TH ST       | WOODLAND AVE    | CHICO        | W EAST AVE         | CUSSICK AVE             | ESPLANADE        |
| CHICO        | E 20TH ST    | PARK AVE        | SHWY 99         | CHICO        | WOODLAND AVE       | PINE ST                 | CYPRESS ST       |
| CHICO        | E PARK AVE   | MIDWAY          | SHWY 99         | COUNTY       | SKYWAY RD          | .42M W/SKYWAY CROSSROAD | SKYWAY CROSSROAD |
| CHICO        | EAST AVE     | ESPLANADE       | COHASSET RD     | COUNTY       | SKYWAY RD          | COUTOLENC               | PONDEROSA RD     |
| CHICO        | ESPLANADE    | MAIN ST         | LASSEN AVE      | COUNTY       | SYCAMORE ST        | KOFFORD RD              | PALM LN          |
| CHICO        | FAIR ST      | E PARK AVE      | 20TH ST         | COUNTY       | NEW SKYWAY         | .08M E/PENTZ RD         | COUTOLENC RD     |
| CHICO        | IVY ST       | 2ND ST          | 9TH-SHWY 32     | GRIDLEY      | SYCAMORE ST        | PALM AVE                | BIGGS GRIDLEY RD |
| CHICO        | MAIN ST      | PARK AVE        | ESPLANADE       | GRIDLEY      | SPRUCE ST          | W BIGGS GRIDLEY RD      | SHWY 99          |
| CHICO        | MANGROVE AVE | VALLOMBROSA AVE | COHASSET RD     | GRIDLEY      | W BIGGS GRIDLEY RD | SYCAMORE ST             | PEACH ST         |
| CHICO        | MULBERRY ST  | 20TH ST         | 12TH ST         | PARADISE     | SKYWAY RD          | SKYWAY CROSSROAD        | PENTZ RD         |
| CHICO        | OROVILLE AVE | MAIN ST         | SHWY 32         | PARADISE     | CLARK RD           | PEARSON RD              | SKYWAY           |
| CHICO        | PARK AVE     | MIDWAY          | MAIN ST         | PARADISE     | NEW SKYWAY         | PENTZ RD                | .08M E/PENTZ RD  |
| CHICO        | PINE ST      | E 12TH ST       | VALLAMBROSA AVE |              |                    |                         |                  |

Source: Caltrans GIS Data Library (2018)

Table 4. Local National Highway System – Bridges

| Jurisdiction | Street Name  | Crossing           | Location                       | Length | Deck Area (SqFt) |
|--------------|--------------|--------------------|--------------------------------|--------|------------------|
| CHICO        | PARK AVE     | LITTLE CHICO CREEK | 0.1 MI N OF 11TH ST            | 20.6   | 4004             |
| CHICO        | ESPLANADE    | LINDO CHANNEL      | 0.15 MI N OF W 11TH AVE        | 56.1   | 11119            |
| CHICO        | MAIN ST      | BIG CHICO CREEK    | 0.15 MI N OF 2ND ST            | 17     | 4263             |
| CHICO        | MANGROVE AVE | LINDO CHANNEL      | BETWEEN E 10TH & COHASSET      | 46.9   | 9601             |
| CHICO        | MANGROVE AVE | BIG CHICO CREEK    | BETWEEN 3RD & VALLOMBROSA AVE  | 16.5   | 5059             |
| CHICO        | PINE ST      | LITTLE CHICO CREEK | BETWEEN HUMBOLDT AVE & 12TH ST | 23.5   | 2917             |
| CHICO        | CYPRESS ST   | LITTLE CHICO CREEK | BETWEEN HUMBOLDT AVE & 12TH ST | 25.3   | 3122             |

Source: Caltrans GIS Data Library (2018)

\$247.4 million of the projects identified in the 2020 RTP project list are directed towards the improvement of bridges and roadway surfaces in the region. This includes the utilization of Highway Bridge Program (HBP) funds to complete \$99.4 million in improvements to bridges and Senate Bill 1 (SB 1) funds to complete \$3.9 million in roadway rehabilitation projects.

### System Performance Management (PM3)

The federal goal under system performance management (PM3) is to achieve a significant reduction in congestion on the National Highway System, improve the efficiency of the surface transportation system, improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, support regional economic development, reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies’ work practices.

On January 18, 2017, the Federal Highway Administration (FHWA) published a final rule in the Federal Register (82 FR 5970) establishing performance measures that State Departments of Transportation (DOTs) and MPOs will use to report on the performance of the Interstate and Non-Interstate National Highway System (NHS) to carry out the National Highway Performance Program (NHPP) and traffic congestion and on-road mobile source emissions for the purpose of carrying out the Congestion Mitigation and Air Quality Improvement (CMAQ) Program.

Caltrans set 2- and 4-year statewide targets on May 20, 2018. The statewide targets were established based on an iterative process and coordination between Caltrans, MPOs, CALCOG, and the California State Transportation Agency. In developing the statewide targets, Caltrans coordinated with the MPO’s through the utilization of a Technical Advisory Group (TAG). The TAG participated in several workshops and other key stakeholder meetings.

PM3 contains six specific measures, only two of which are applicable to the BCAG region – see Table 5 below.

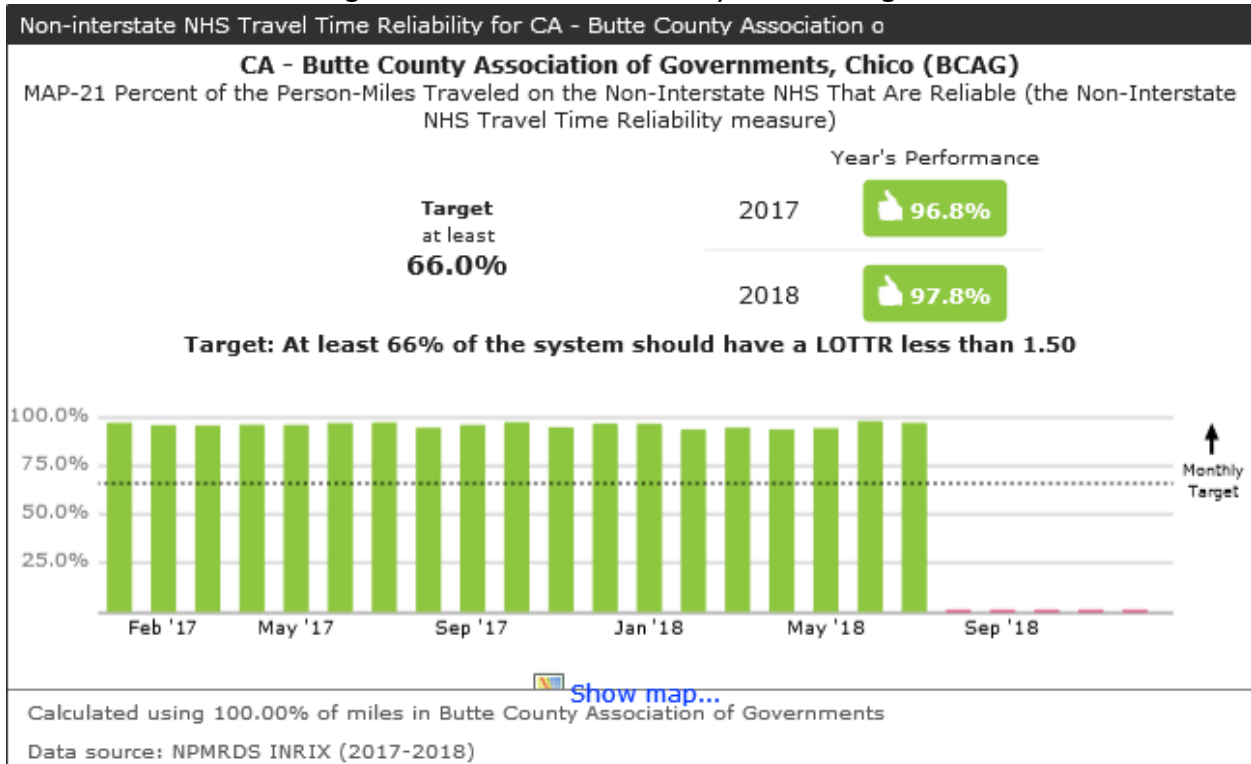
Table 5. Statewide System Performance Targets - Year 2019

| System Performance Measure*                                                | Baseline 2017 | 2-Year Target  | 4-Year Target  |
|----------------------------------------------------------------------------|---------------|----------------|----------------|
| Percent of Reliable Person-Miles Traveled on the Non-Interstate NHS        | 64.6%         | 65.1% (+0.5%)  | 65.6% (+1%)    |
| Total Emissions Reductions by Applicable Pollutants under the CMAQ Program |               |                |                |
| VOC (kg/day)                                                               | 951.83        | 961.35 (+1%)   | 970.87 (+2%)   |
| CO (kg/day)                                                                | 6,863.26      | 6,931.9 (+1%)  | 7,000.54 (+2%) |
| NOx (kg/day)                                                               | 1,753.36      | 1,770.89 (+1%) | 1,788.43 (+2%) |
| PM10 (kg/day)                                                              | 2,431.21      | 2,445.52 (+1%) | 2,479.83 (+2%) |
| PM2.5 (kg/day)                                                             | 904.25        | 913.29 (+1%)   | 922.34 (+2%)   |

\*Applicable to BCAG Region

**Percent of Reliable Person Miles Traveled on the Non-Interstate NHS:** A key product developed by Caltrans and their consultants was a MAP-21 application within the National Performance Management Research Data Set (NPMRDS) Analytics tool. The tool allows MPOs to determine the overall Level of Travel Time Reliability (LOTTR) within their regions. The data for Travel Time Reliability in the BCAG region for year 2017/18 is shown in Figure 6.

Figure 6. Travel Time Reliability in BCAG Region



The data for each regions' non-interstate NHS was aggregated to the statewide level and used to establish the 2- and 4-year targets.

*Total Emissions Reductions by Applicable Pollutants under the CMAQ Program:* Caltrans utilized the CMAQ Public Access System ([https://fhwaapps.fhwa.dot.gov/cmaq\\_pub/](https://fhwaapps.fhwa.dot.gov/cmaq_pub/)) in establishing the Baseline 2017 pollutant numbers for target setting purposes and aggregated all data available in the system to the statewide level and used in establishing 2- and 4-year targets. As of July 2022, nine projects are included for the Butte County region which are listed in Table 6.

Table 6. Projects Included in CMAQ Performance Plan for Butte County 2019-2020 Period

| YEAR                    | PROJECT TITLE                                                                    | PROJECT DESCRIPTION  | VOC (kg/day) | CO (kg/day) | NOx (kg/day) | PM10 (Kg/Day) | PM2.5 (Kg/Day) |
|-------------------------|----------------------------------------------------------------------------------|----------------------|--------------|-------------|--------------|---------------|----------------|
| 2021                    | Chico – Hegan Lane Business Park Access Improvements                             | Congestion Reduction |              | 0.091       | 0.399        |               |                |
| 2021                    | Butte County – Austry Lane, Monte Vista & Lower Wyandotte Safe Routes to Schools | Safety Program       |              | 1.66        | 0.12         |               | 0.033          |
| 2020                    | Biggs – 2 <sup>nd</sup> St                                                       | Safety Program       | 0.01         |             | 0.03         |               |                |
| 2019                    | Gridley – Central Gridley Pedestrian Connectivity and Equal Access Project       | Safety Program       | 0.03         |             | 0.02         |               | 0.01           |
| 2019                    | Butte County – Palermo/South Oroville SRTS Project Phase 3                       | Safety Program       | 0.02         | 0.17        | 0.01         |               | 0.01           |
| 2019                    | Paradise – ATP Gap Closure Project                                               | Safety Program       | 0.03         | 0.11        | 0.02         | 0.01          |                |
| 2019                    | Paradise – ATP Gateway Project                                                   | Safety Program       | 0.18         |             | 0.18         | 0.14          |                |
| 2019                    | Paradise – Oliver Curve Class I Phase 1                                          | Safety Program       | 0.03         |             | 0.03         | 0.03          |                |
| 2019                    | Paradise – Pentz Road Trailway Phase 2                                           | Safety Program       | 0.05         |             | 0.05         | 0.04          |                |
| Total Emission Benefits |                                                                                  |                      | 0.35         | 2.031       | 0.859        | 0.22          | 0.053          |

\$308.6 million of the projects identified in the 2020 RTP project list are directed towards the reduction of congestion and vehicle emissions and improving the reliability of the transportation system in the region. This includes \$77.22 million in transit projects, \$83.2 million in bike and pedestrian projects, \$206.56 million in capacity increasing projects, and \$566.9 million towards improving maintenance, operations, and safety.

#### Transit Asset Management (TAM) and Public Transportation Agency Safety Plan (PTSAP)

The federal goal under transit asset management (TAM) is to provide a cost-effective, systematic, interruption free pattern of transit operation. Table 7. Includes those targets prepared by Butte Regional Transit (BRT), the transit operator for the Butte County region, for the 2020/21 fiscal year and Table 8. contains the progress made towards achieving the targets.

Table 7. Transit Asset Management Regional Performance Targets 2020-2021

| Asset Class                        | Performance Measure                                                                                                              | Target    |
|------------------------------------|----------------------------------------------------------------------------------------------------------------------------------|-----------|
| <b>Rolling Stock</b>               | <b>Age</b> - % of revenue vehicles within a particular asset class that have met or exceeded their Useful Life Benchmark (ULB)   | <b>15</b> |
| <i>All revenue vehicles</i>        |                                                                                                                                  |           |
| <b>Equipment</b>                   | <b>Age</b> - % of vehicles that have met or exceeded their Useful Life Benchmark (ULB)                                           | <b>1</b>  |
| <i>Non-revenue vehicles</i>        |                                                                                                                                  |           |
| <b>Facilities</b>                  | <b>Condition</b> - % of facilities with a condition rating below 3.0 on the FTA Transit Economic Requirements Model (TERM) Scale | <b>1</b>  |
| <i>All buildings or structures</i> |                                                                                                                                  |           |

Table 8. Transit Asset Management Regional Condition Summary 2020-2021

| Asset Category | Count | Avg Age | Avg TERM Condition | Avg Value       | % At or Past ULB |
|----------------|-------|---------|--------------------|-----------------|------------------|
| Equipment      | 22    | 2.4     | N/A                | \$21,789.54     | 0.00%            |
| Facilities     | 3     | 4.3     | 4.333333333        | \$12,833,333.33 | 0.00%            |
| Rolling Stock  | 58    | 5.6     | N/A                | \$329,948.28    | 39%              |

BRT and the Federal Transit Administration (FTA) have adopted the principles and methods of System Safety and of Safety Management Systems (SMS) as the basis for enhancing the safety of public transportation. All rules, regulations, policies, guidance, best practices, and technical assistance administered will, to the extent practical and consistent with legal and other applicable requirements, follow the principles and methods of SMS.

The Butte Regional Transit - Public Transit Agency Safety Plan (PTASP) is an agencywide safety plan that meets and is responsive to FTA’s Public Transportation Safety Program (PTSP). The Transit Agency Safety Plan reflects the specific safety objectives, standards, and priorities of BRT. BRT has incorporated its System Safety compliance into SMS principles and methods tailored to the size, complexity, and scope of its own public transportation system and the environment in which it operates.

Table 9. Includes those targets prepared by Butte Regional Transit (BRT), the transit operator for the Butte County region, for the 2020 fiscal year.

Table 9. Public Transportation Agency Safety Plan Targets for 2020

| Preventable Vehicle Collisions | Preventable Vehicle Collision Frequency Rate | Preventable Employee Injuries | Preventable Employee Injury Rate | Passenger Injuries | Passenger Injury Frequency Rate |
|--------------------------------|----------------------------------------------|-------------------------------|----------------------------------|--------------------|---------------------------------|
| 17                             | 0.96                                         | 4                             | 3.83                             | 13                 | 0.73                            |

## Criteria and Methodology Used to Prioritize Projects

Each fund source has its own criteria for project eligibility. Each federal performance measure has its own objectives. Performance Measure 1 – Safety aims to identify projects which reduce fatalities and injuries. The criteria are defined within each fund source requirements within the program. Funding is typically highly competitive between projects and jurisdictions at the state and federal level. Various programs may work towards the same performance measure, such as ATP, CMAQ, STIP, SHOPP may be addressing a safety concern and still be within the parameters of the program. Projects are typically not prioritized except for the regional STIP or the RTIP program. In this case, the priority is determined by the BCAG Board of Directors. BCAG works within its advisory committee process to identify competitive projects with the implementing agency to pursue grant funding as its method to prioritizing projects.

Performance Measure 2 (Pavement and Bridge Condition) are typically maintenance projects. BCAG relies on its local jurisdictions to utilize their own Pavement Management System to vet through the process and prioritize projects for funding.

Performance Measure 3 (Freight, Congestion and Reliability) are typically transit and CMAQ projects which aim to reduce congestion. BCAG relies on its annual Unmet Transit Needs Process, its Transit specific planning documents to prioritize projects. For CMAQ, BCAG issues a call for projects and evaluates each project application against specific criteria to prioritize projects if needed. For CMAQ, projects are reviewed with the BCAG Transportation Advisory Committee and selected by the BCAG Board of Directors.

In each of the three performance measures, projects are ultimately selected by the agency responsible for the management of the program. For funding controlled by BCAG, applicants are required to complete an application process which includes specific criteria which works towards meeting a performance measure.

## Regional Transportation Plan Performance

In 2013, the Strategic Growth Council funded an effort to develop a common set of measures which could be utilized by each of California's MPOs. In 2016, the California Transportation Commission released the 2016 State Transportation Improvement Program (STIP) Guidelines which included a complete revise of measures to better align with the state transportation goals and in 2020 the STIP Guidelines were once again updated. In consideration of these efforts, BCAG has updated measures for the 2020 RTP/SCS while continuing with the factors established in previous RTP's.

The updated performance measures have been categorized into the following seven (7) factors: safety and health, mobility/accessibility, reliability, productivity, system preservation, environmental stewardship, and social equity.

**Safety and Public Health** - The safety of the regional transportation system is a key measure used to evaluate fatalities, injury, and property loss of system users. Active transportation (walking and biking) has a direct health benefit, and can reduce the risk of heart disease, improve mental health, lower blood pressure, and reduce the risk of overweight and obesity-related chronic disease.

Table 10. Safety and Public Health Performance Measures

| Factor                   | Measure                                                     | Current Performance Base Year (2018) | Projected Impact of Constrained Plan Year 2040 | Data Source*  |
|--------------------------|-------------------------------------------------------------|--------------------------------------|------------------------------------------------|---------------|
| Safety and Public Health | Fatality Rate per 100M Annual Vehicle Miles of Travel (VMT) | 1.96                                 | decrease                                       | SWITRS / HPMS |
|                          | Serious Injuries Rate per 100M Annual VMT                   | 10.3                                 | decrease                                       |               |
|                          | Percentage of Trips by Pedestrian and Bicycle Mode Share    | Bike 1.99%<br>Ped 10.37%             | Bike 2.03%<br>Ped 9.99%                        | TDF Model     |

**Mobility/Accessibility** - Mobility refers to the ease or difficulty of traveling from an origin to a destination. Accessibility is defined as the opportunity and ease of reaching desired locations. As mobility increases, accessibility tends to improve.

Table 11. Mobility/Accessibility Performance Measures

| Factor                     | Measure                                                              | Current Performance Base Year (2018) | Projected Impact of Constrained Plan Year 2040 | Data Source*   |
|----------------------------|----------------------------------------------------------------------|--------------------------------------|------------------------------------------------|----------------|
| Mobility and Accessibility | Average Peak Period Travel Time (minutes)                            | 16.7                                 | 16.48                                          | TDF Model      |
|                            | Percentage of Housing and Employment within 2 miles of State Highway | 81% Housing<br>91% Employment        | 84% Housing and<br>92% Employment              | LU Model / GIS |
|                            | Percentage of Population within 1/2 mile of frequent transit service | 0%                                   | 24%                                            | LU Model / GIS |

**Reliability** – Reliability refers to the consistency or dependability of travel times and is a measure that compares expectations with experience.

Table 12. Reliability Performance Measure

| Factor      | Measure                                                  | Current Performance Base Year (2018) | Projected Impact of Constrained Plan Year 2040 | Data Source* |
|-------------|----------------------------------------------------------|--------------------------------------|------------------------------------------------|--------------|
| Reliability | Percentage of Congested Highway VMT (at or below 35 mph) | 0%                                   | 0%                                             | TDF Model    |

**Productivity** - Productivity is defined as the utilization of transportation system capacity. For roadways, capacity is defined as the maximum number of vehicles that a roadway can accommodate.



Table 13. Productivity Performance Measures

| Factor       | Measure                                                           | Current Performance<br>Base Year (2018) | Projected Impact of<br>Constrained Plan<br>Year 2040 | Data Source* |
|--------------|-------------------------------------------------------------------|-----------------------------------------|------------------------------------------------------|--------------|
| Productivity | Average Peak Period Vehicle Trips                                 | AM 75,240                               | AM 82,369                                            | TDF Model    |
|              |                                                                   | PM 100,768                              | PM 113,598                                           |              |
|              | Transit Passenger Trips per Vehicle<br>Revenue Hour (Fixed Route) | 15.1                                    | 21.8                                                 | NTD / TNMP   |

**System Preservation** - System preservation refers to maintaining the roadway network and transit fleet at a desired or agreed upon level.

Table 14. System Preservation Performance Measures

| Factor                 | Measure                                                                                                   | Current Performance<br>Base Year (2018) | Projected Impact of<br>Constrained Plan<br>Year 2040 | Data Source* |
|------------------------|-----------------------------------------------------------------------------------------------------------|-----------------------------------------|------------------------------------------------------|--------------|
| System<br>Preservation | Average Pavement Condition Index<br><sup>1</sup> - Local Streets and Roads                                | 60                                      | increase                                             | CA SR 2018   |
|                        | Percentage of Local Highway Bridge<br>Lane Miles in need of Replacement<br>or Rehabilitation <sup>2</sup> | 34%                                     | decrease                                             | CA SR 2018   |
|                        | Percentage of Transit Assets<br>exceeding FTA "Useful Life"                                               | 8.62%                                   | decrease                                             | B-Line 2018  |

**Environmental Stewardship** – Environmental stewardship strives to protect and enhance the built and natural environments of the region.

Table 15. Environmental Stewardship Performance Measures

| Factor                       | Measure                                                                                                   | Current Performance<br>Base Year (2018) | Projected Impact of<br>Constrained Plan<br>Year 2040 | Data Source*   |
|------------------------------|-----------------------------------------------------------------------------------------------------------|-----------------------------------------|------------------------------------------------------|----------------|
| Environmental<br>Stewardship | Per Capita Vehicle Miles of Travel <sup>3</sup>                                                           | 21.4                                    | 20.8                                                 | TDF Model      |
|                              | Per Capita Acres of Developed Land                                                                        | 0.31                                    | 0.31                                                 | LU Model / GIS |
|                              | Acres of Important Farmland<br>Avoided <sup>4</sup>                                                       | 237,438                                 | 233,729                                              | LU Model / GIS |
|                              | Percentage of Development<br>Occurring within Butte Regional<br>Conservation Plan - Urban Permit<br>Areas | 70% Residential<br>87% Non-Residential  | 73% Residential<br>88% Non-Residential               | LU Model / GIS |

<sup>1</sup> Pavement Condition Index (PCI) rates roadway conditions on a scale from 1-100 with 1=worst and 100=best

<sup>2</sup> Highway Bridge Lane Miles with a Sufficiency Rating (SR) of 80 or below.

<sup>3</sup> VMT includes all trips within county from all vehicle types and includes the total population including group quarters.

<sup>4</sup> Important Farmland includes farmlands classified as Prime, Unique, and of Statewide Importance by the California Department of Conservation (2016).

**Social Equity** – Equitable distribution of the benefits and burdens of the plan on the economically and socially disadvantaged.

**Table 16. Social Equity Performance Measures**

| Factor        | Measure                                                                                       | Current Performance Base Year (2018) | Projected Impact of Constrained Plan Year 2040 | Data Source*   |
|---------------|-----------------------------------------------------------------------------------------------|--------------------------------------|------------------------------------------------|----------------|
| Social Equity | Percentage of Higher Density Low Income Housing <sup>5</sup> within 1/4 mile of Transit Route | 86%                                  | 79%                                            | LU Model / GIS |
|               | Percentage of Higher Density Low Income Housing                                               | 26%                                  | 27%                                            | LU Model / GIS |
|               | Percentage of Minority Communities Population <sup>6</sup> within 1/4 mile of Transit Route   | 98%                                  | 98%                                            | LU Model / GIS |

**\*Data Source**

- SWITRS - California Highway Patrol Statewide Integrated Traffic Records System
- TDF Model - BCAG's Regional Transportation Model
- LU Model - BCAG's Regional Land Use Allocation Model
- B-Line - Butte Regional Transit
- TNMP – BCAG's Transit & Non-Motorized Plan
- GIS - BCAG's Regional Geographical Information System
- NTD – National Transit Database (2018)
- CA SR - California Statewide Local Streets and Roads Needs Assessment (2018)
- Caltrans Pave - Caltrans 2018 State of the Pavement Report

**Agency Coordination and Public Participation**

In preparing and reviewing the various performance measures, BCAG coordinates with local jurisdictions, the county, and other local agencies (i.e., Butte County Local Agency Formation Commission, Butte County Air Quality Management District, Local Tribal Governments, and the University) via our established Transportation Advisory Committee and Planning Directors Group meetings. Caltrans and the Federal Highway Administration are also members of the Transportation Advisory Committee and are provided an opportunity to review and provide input all measures. Caltrans has also established working groups or technical advisory committees for PM1, PM2, and PM3. These committees meet as needed to review relevant data and establish targets at the state level.

Public participation at the regional level occurs through the BCAG Board of Director’s meetings. Each federal performance measure is brought to the BCAG Board for review prior to establishing or updating a target. The public is provided an opportunity to review and provide comment. Information is also made available on the BCAG website.

<sup>5</sup> Multi-family housing is used in determining percentage of higher density low income housing.

<sup>6</sup> Minority Communities are defined as 2010 Census Block Groups where 40 percent or more of the population is Asian Pacific Islander, African American, Hispanic, Native American or other Non-White ethnic group, based on 2012-2017 5-year American Community Survey data.

## APPENDIX 13

# 2023 Federal Transportation Improvement Program (FTIP) Checklist for Caltrans FTIP Coordinator

### I. **Timeline:**

Ensure each Metropolitan Planning Organization (MPO) submits the following items to Caltrans:

- ✓ The *Draft* 2023 FTIP at the start of the FTIP public review period but not later than **August 30, 2022**.
- ✓ Upload the final 2023 FTIP, along with any amendments and to the 2023 FTIP in the California Transportation Improvement Program System (CTIPS) by **September 30, 2022**.
- ✓ Email web-link to the Final 2023 FTIP and amendments to Caltrans by **September 30, 2022**.

### II. **FTIP Package Submittal:**

**Paper copies of the draft or final 2023 FTIPs are not required.**

Verify that your draft and final FTIP package includes the following:

- Project Listings
  - Projects that are Transportation Control Measures (TCMs) are identified
- Detailed listings for highway and transit grouped projects (back-up listings)
- Board resolution that addresses the following. Include signed board resolution with your final 2023 FTIP.
  - Consistency with the metropolitan transportation planning regulations per Title 23 Code of Federal Regulations (CFR) Part 450
  - Consistency with the Regional Transportation Plan (RTP)\_\_\_\_(e.g. RTP 2030)
  - Financial constraint – the enclosed financial summary affirms availability of funding
  - Meets air quality conformity
  - Does not interfere with the timely implementation of the TCMs contained in the State Implementation Plan
  - Compliance with the performance-based planning requirements
  - Completion of the public participation process in accordance with the MPO's Public Participation Plan (PPP)
- Federal Performance Measures:
  - The FTIP must be designed such that once implemented, it makes progress toward achieving the performance targets established under 23 CFR 450.306(d).
  - Include description of the anticipated effect of the FTIP toward achieving the performance targets identified in the metropolitan transportation plan/RTP, linking investment priorities to the performance targets.
  - Submit FTIP Performance Measures Reporting Workbook in Excel via email.
- Financial Summary
  - Includes financial information covering the first four years of the FTIP
  - Excel file submitted electronically using template dated \_\_\_\_\_
- Include analysis of revenues dedicated for maintaining and operating the federal-aid system
- Air quality conformity analysis and determination
- PPP/Interagency Consultation
- Expedited Project Selection Procedures (EPSP) documentation.
- Web link to the CMAQ and STBGP project selection process