

# 2023 FTIP

## FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM

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

Scheduled Adoption: September 22, 2022

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[www.bcag.org/Planning/FTIP/index.html](http://www.bcag.org/Planning/FTIP/index.html)

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## ACRONYMS

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

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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](http://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**

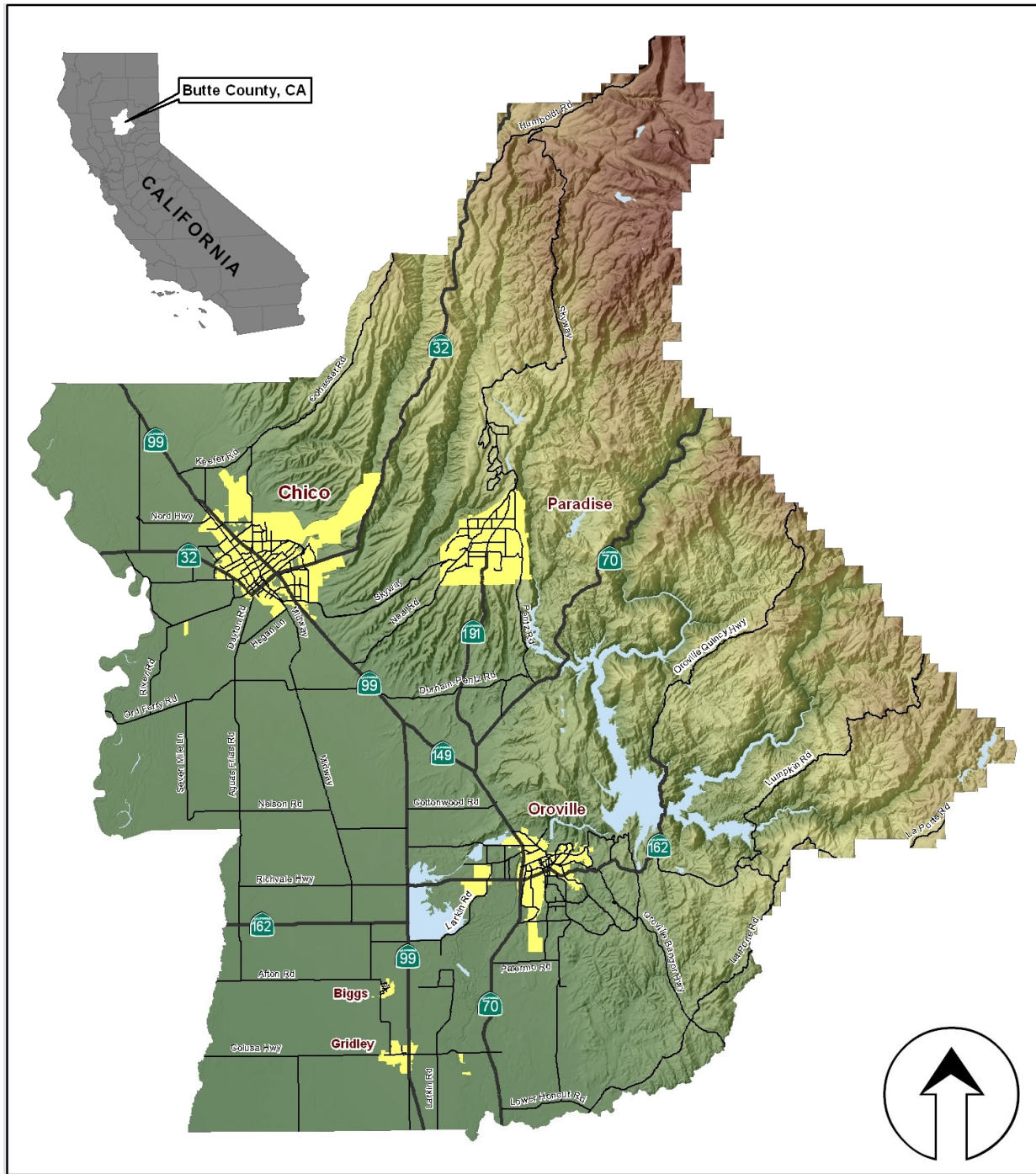
Preparation of the FTIP and its subsequent amendments is made with input from cities, Butte County, transit operators, the California Department of Transportation (Caltrans), the Butte County Air Quality Management District (AQMD), BCAG's Transportation Advisory Committee, Social Services Transportation 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.

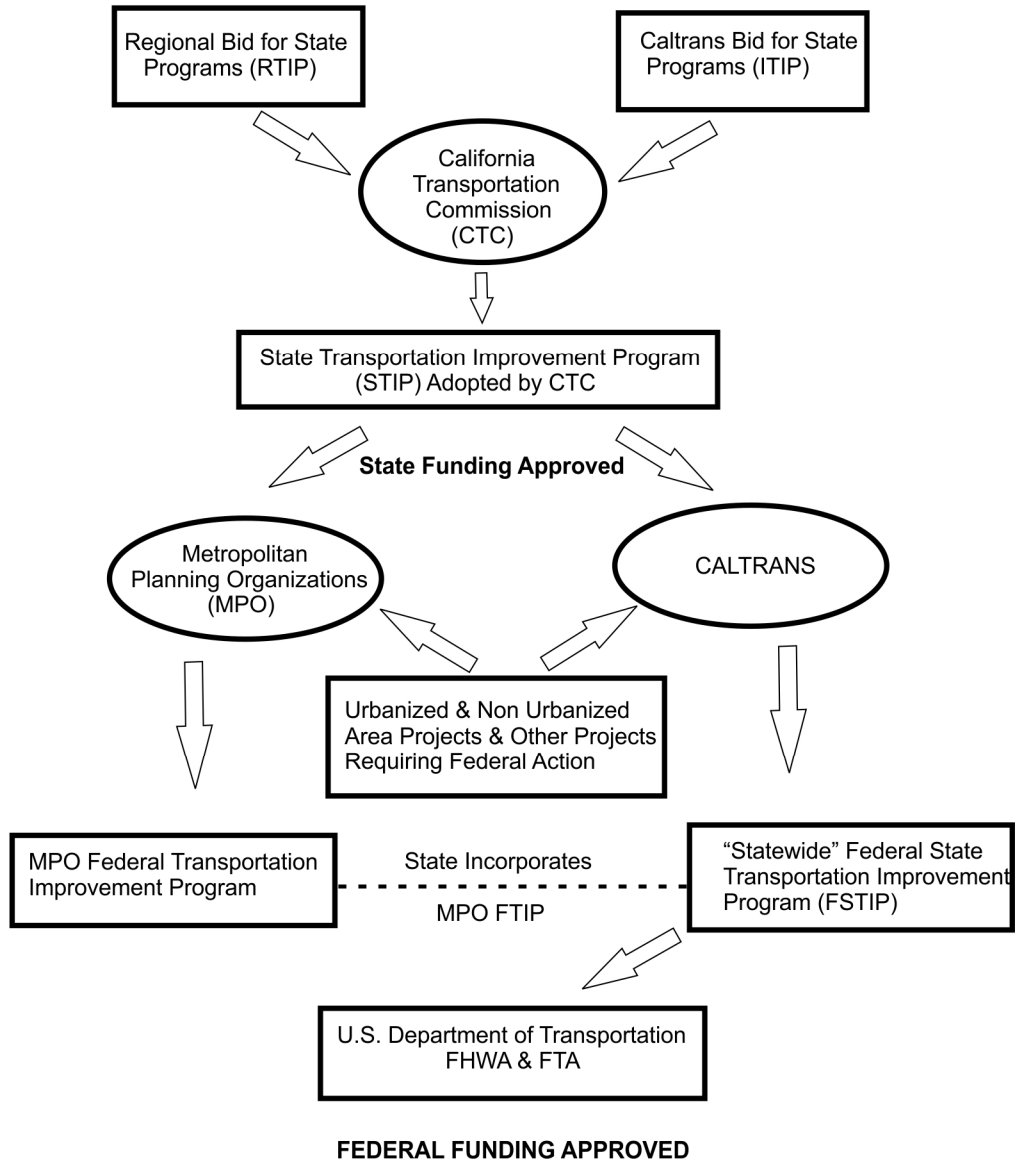


**Figure 1**  
**Butte County Metropolitan Planning Area**



**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](http://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 10<sup>th</sup>, 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 19<sup>th</sup>, 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](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**

| <b>Region</b> | <b>Project Type</b>  | <b>Selecting Agency</b>                  | <b>Selection Procedure</b> | <b>Consulted / Cooperating Agency</b> |
|---------------|--|--|----------------------------|---------------------------------------|
| MPO:<br>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](http://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](mailto: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

| <b>Rural Functional Classification</b> | <b>Miles</b>   | <b>Urban Functional Classification</b> | <b>Miles</b>  | <b>Total ALL</b> |                |
|--|----------------|--|---------------|------------------|----------------|
| 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        |                  |                |
| <b>Total Rural Miles</b>               | <b>1392.80</b> | <b>Total Urban</b>                     | <b>762.94</b> |                  | <b>2155.74</b> |

2020 Highway Performance Monitoring System - Butte County Maintained Miles

| <b>Agency</b>            | <b>Rural</b>   | <b>Urban</b>  | <b>Total</b>   |
|--------------------------|----------------|---------------|----------------|
| 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          |
| <b>Totals</b>            | <b>1134.55</b> | <b>945.77</b> | <b>2080.32</b> |



## 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. <a href="https://bythenumbers.sco.ca.gov/">https://bythenumbers.sco.ca.gov/</a> |            |            |            |            |              |
| 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-21<sup>st</sup> 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.

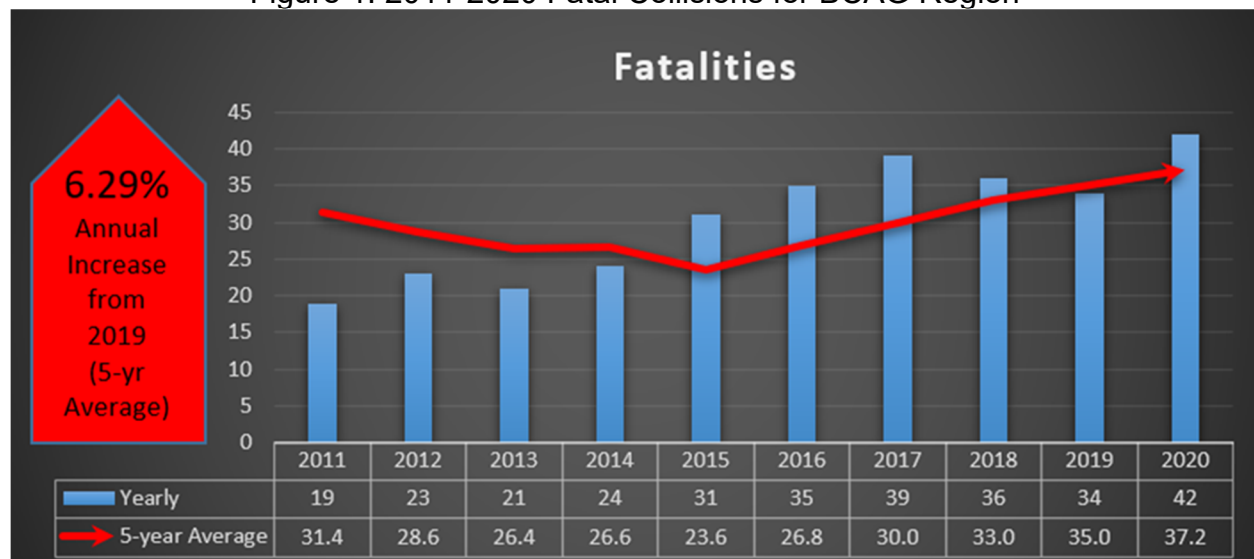
Table 1. Statewide Safety Performance Targets - Year 2022

| 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.

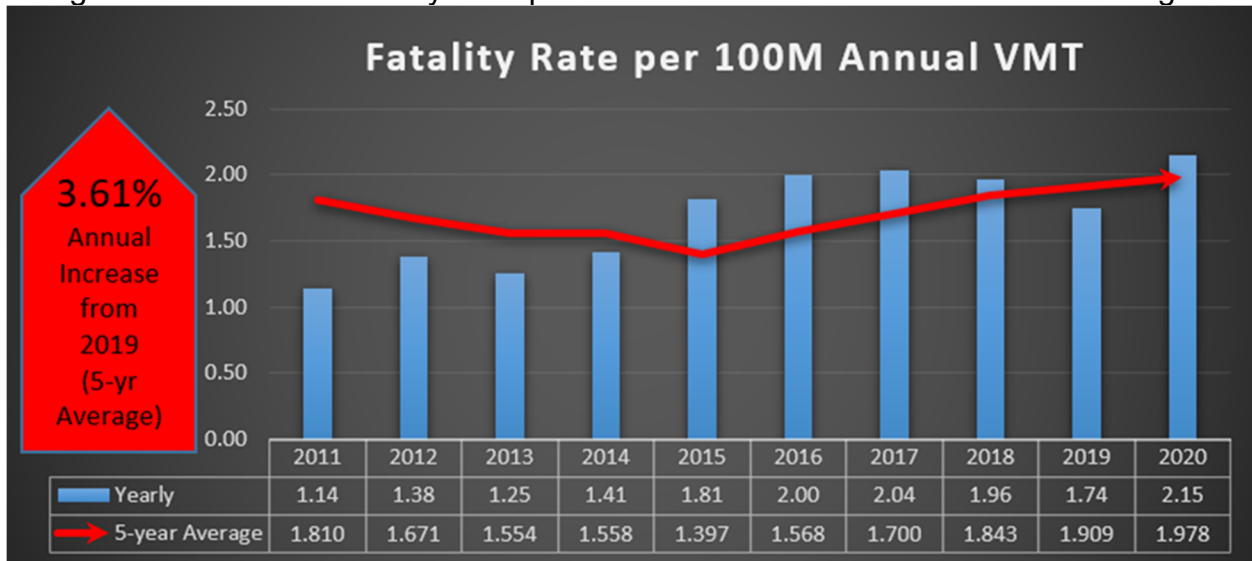
Over the last 10 years, an average of 30 people died in vehicle collisions on our region’s roads and highways. The latest 5-year average (2020) shows a 6% annual increase from the previous year.

Figure 1. 2011-2020 Fatal Collisions for BCAG Region



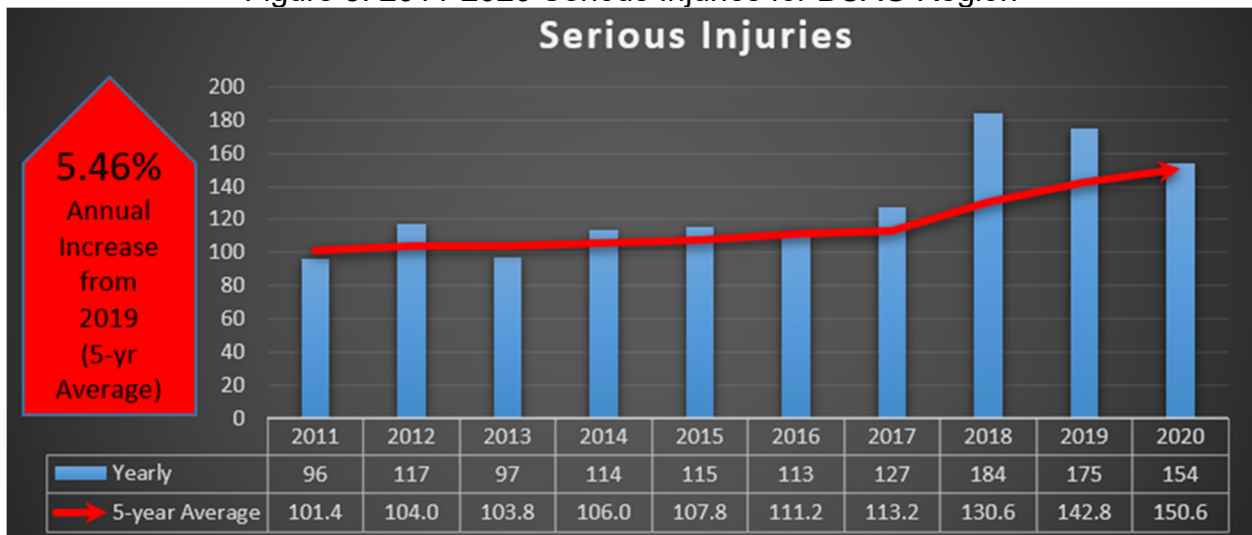
The region’s 2020 collision fatality rate has returned to highs not seen since 2010. The latest 5-year average (2020) shows an 3.61% annual increase from 2019.

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



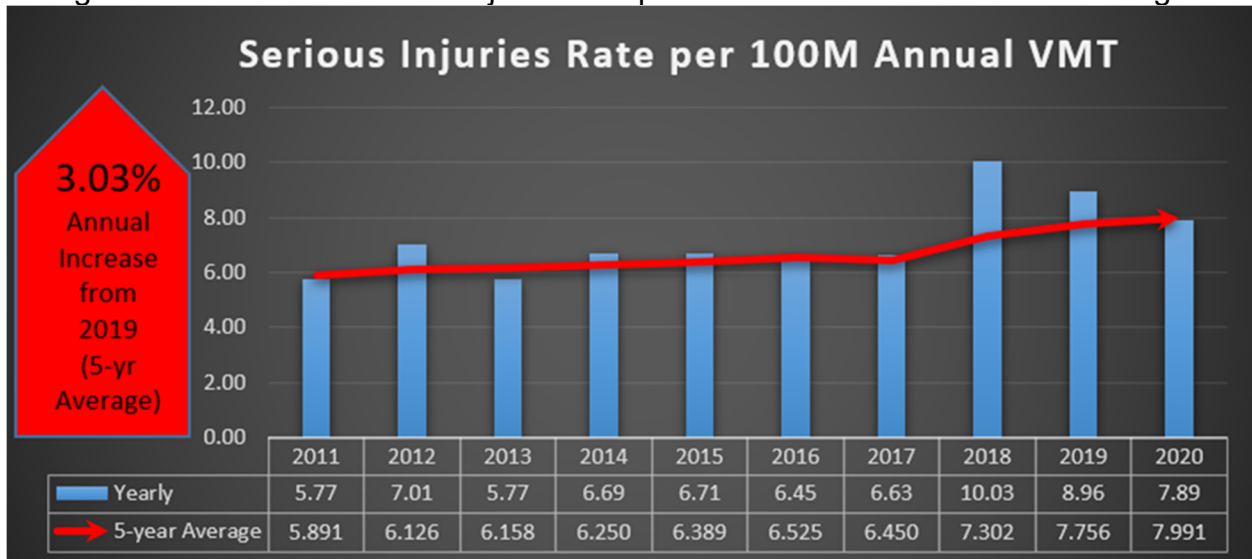
Between the years 2010 and 2017, the region averaged 110 annual serious injuries. In 2018, the region's serious injuries were at 184, double that of the 97 injuries 5 years prior (2013).

Figure 3. 2011-2020 Serious Injuries for BCAG Region



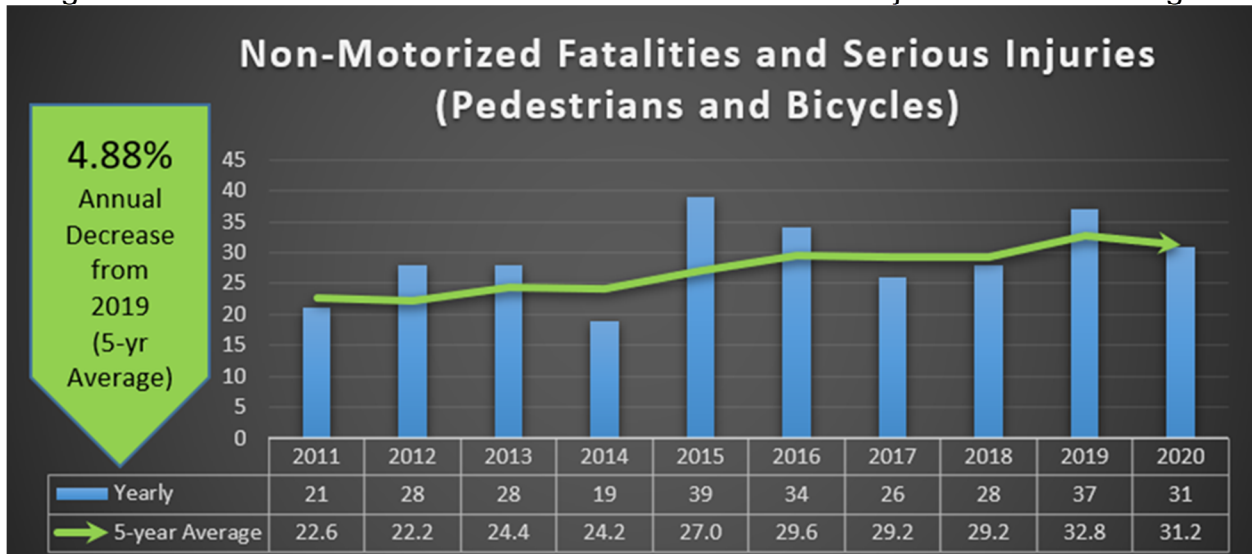
The 2018 and 2019 serious injury rates of 10.3 and 9.59 serious injuries per 100 million annual vehicle miles of travel (VMT) has a significant contribution to the latest 5-year average which shows a 3.03% annual increase from 2019.

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.



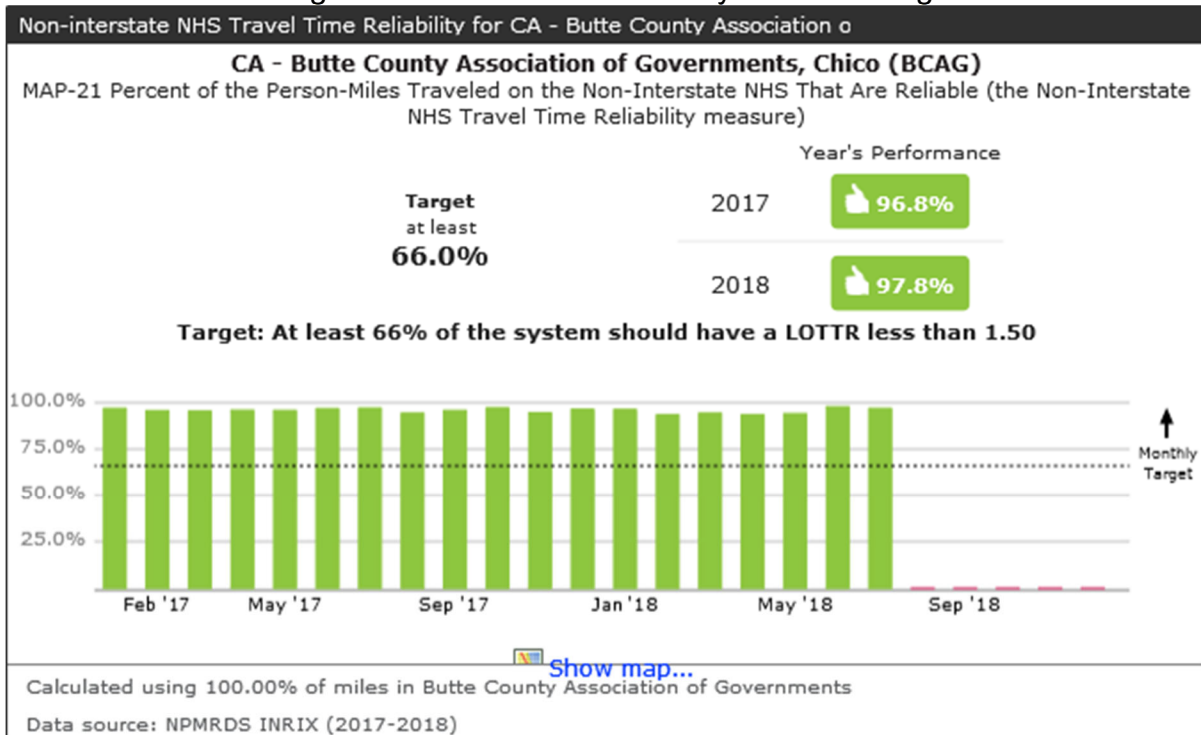
Table 5. Statewide System Performance Targets - Year 2019

| 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/](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    |
|-----------------------------|--|-----------|
| <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   | <b>1</b>  |
| <i>Non-revenue vehicles</i> |  |           |

|                                    |  |          |
|------------------------------------|--|----------|
|                                    | (ULB)  |          |
| <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%              |

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 provided BCAG with estimated apportionments for the 2021 FTIP period. Revenues are estimated at:

| <b>2019 FTIP Period:</b>      | <b>2021 FTIP Period</b>       | <b>2023 FTIP Period</b>        |
|-------------------------------|-------------------------------|--------------------------------|
| 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:

|  | <b>2019 FTIP</b>    | <b>2021 FTIP*</b> | <b>2023 FTIP</b> |
|--|---------------------|-------------------|------------------|
| • 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 &amp; 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         |
|   | <b>Totals</b>  | <b>17,284</b> |            | <b>3,000</b> | <b>12,438</b> | <b>5,295</b>         | <b>800</b> |           | <b>4,070</b> | <b>9,646</b> |        | <b>52,533</b> |
|   | 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           |
| <b>TOTALS</b>        |  | <b>18,150</b> | <b>88</b>  | <b>3,500</b> | <b>53,827</b> | <b>5,815</b>         | <b>1,889</b> | <b>536</b> | <b>0</b> | <b>0</b> | <b>12</b> | <b>83,817</b> |
| City / County        |  | <b>13,357</b> |            | <b>3,588</b> | 1,742         | Collision            |              |            |          |          |           |               |
| BCAG                 |  | <b>4,793</b>  |            |              | 4,765         | ER                   | 4,050        | FTA 5307   |          |          |           |               |
| Totals               |  | <b>18,150</b> |            |              | 47,320        | Roadway Preservation | 1,015        | FTA 5311   |          |          |           |               |
|                      |  |               |            |              |               | Minor                | 300          | FTA 5311f  |          |          |           |               |
|                      |  |               |            |              |               | Bridge               | 450          | FTA 5310   |          |          |           |               |
|                      |  |               |            |              |               | Mobility             | 5,815        | Total      |          |          |           |               |
|                      |  |               |            |              | <b>53,827</b> | 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             |
| <b>TOTALS</b>        |  | <b>9,480</b> | <b>0</b>   | <b>5,000</b> | <b>13,145</b> | <b>5,500</b>         | <b>0</b> | <b>0</b>  | <b>0</b> | <b>0</b> | <b>0</b> | <b>33,125</b> |
| 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          |
| <b>TOTALS</b>        |  | <b>5,320</b> | <b>0</b>   | <b>0</b> | <b>14820</b> | <b>6100</b>          | <b>0</b> | <b>0</b>  | <b>0</b> | <b>0</b> | <b>0</b> | <b>26240</b> |
| 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<br>O<br>T<br>E<br>S | 4 YEAR (FTIP Period) |                 |                 |                  |          |
|---|---|-----------------------|----------------------|-----------------|-----------------|------------------|----------|
|   |   |                       | FY 2023              | FY 2024         | FY 2025         | FY 2026          | TOTAL    |
| LOCAL   | <b>Sales Tax</b>  |                       |                      |                 |                 |                  |          |
|   | City  |                       |                      |                 |                 |                  |          |
|   | County  |                       |                      |                 |                 |                  |          |
|   | <b>Gas Tax</b>  |                       |                      |                 |                 |                  |          |
|   | Gas Tax (Subventions to Cities)   |                       |                      |                 |                 |                  |          |
|   | Gas Tax (Subventions to Counties)   |                       |                      |                 |                 |                  |          |
|   | <b>Other Local Funds</b>  |                       | \$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         |          |
| <b>Transit</b>  |   |                       |                      |                 |                 |                  |          |
| Transit Fares   |   |                       |                      |                 |                 |                  |          |
| Other (See Appendix 1)  |   | \$4,892               | \$4,793              | \$5,230         | \$5,321         | \$20,236         |          |
| <b>Local Total</b>  |   | <b>\$20,457</b>       | <b>\$21,322</b>      | <b>\$12,651</b> | <b>\$8,490</b>  | <b>\$62,920</b>  |          |
| REGIONAL  | <b>Tolls</b>  |                       |                      |                 |                 |                  |          |
|   | Bridge  |                       |                      |                 |                 |                  |          |
|   | Corridor  |                       |                      |                 |                 |                  |          |
|   | Regional Sales Tax  |                       |                      |                 |                 |                  |          |
|   | Other (See Appendix 2)  |                       |                      |                 |                 |                  |          |
| <b>Regional Total</b>   |   |                       |                      |                 |                 |                  |          |
| STATE   | <b>State Highway Operation and Protection Program (SHOPP) <sup>1</sup></b>                          |                       | \$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    |
|   | <b>State Transportation Improvement Program (STIP) <sup>1</sup></b>                                 |                       | \$3,000              | \$3,588         | \$5,000         |                  | \$11,588 |
|   | STIP  |                       | \$3,000              | \$3,588         | \$5,000         |                  | \$11,588 |
|   | STIP Prior  |                       |                      |                 |                 |                  |          |
|   | <b>State Bond</b>   |                       |                      |                 |                 |                  |          |
|   | 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) <sup>1</sup>  |                       | \$9,646              |                 |                 |                  | \$9,646  |
|   | Highway Maintenance (HM) Program <sup>1</sup>   |                       |                      |                 |                 |                  |          |
|   | Highway Bridge Program (HBP) <sup>1</sup>   |                       |                      | \$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)  |   |                       |                      |                 |                 |                  |          |
| <b>State Total</b>  |   | <b>\$25,084</b>       | <b>\$57,951</b>      | <b>\$18,145</b> | <b>\$14,820</b> | <b>\$116,000</b> |          |
| 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)  |   |                       |                      |                 |                 |                  |          |
| <b>Federal Transit Total</b>  |   | <b>\$5,295</b>        | <b>\$5,815</b>       | <b>\$5,500</b>  | <b>\$6,100</b>  | <b>\$22,710</b>  |          |
| 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             |          |
| <b>Federal Highway Total</b>  |   | <b>\$5,959</b>        | <b>\$1,901</b>       | <b>\$1,888</b>  | <b>\$1,888</b>  | <b>\$11,636</b>  |          |
| FEDERAL RAIL  | Other Federal Railroad Administration (see Appendix 6)  |                       |                      |                 |                 |                  |          |
|   | <b>Federal Railroad Administration Total</b>  |                       |                      |                 |                 |                  |          |
| <b>Federal Total</b>  |   | <b>\$11,254</b>       | <b>\$7,716</b>       | <b>\$7,388</b>  | <b>\$7,988</b>  | <b>\$34,346</b>  |          |
| INNOVATIVE FINANCE  | TIFIA (Transportation Infrastructure Finance and Innovation Act)                                    |                       |                      |                 |                 |                  |          |
|   | Other (See Appendix 7)  |                       |                      |                 |                 |                  |          |
| <b>Innovative Financing Total</b>                                       |   |                       |                      |                 |                 |                  |          |
| <b>REVENUE TOTAL</b>  |   | <b>\$56,795</b>       | <b>\$86,989</b>      | <b>\$38,184</b> | <b>\$31,298</b> | <b>\$213,266</b> |          |



**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        |
|   |                      |                |                |                |                 |
|   |                      |                |                |                |                 |
|   |                      |                |                |                |                 |
|   |                      |                |                |                |                 |
|   |                      |                |                |                |                 |
|   |                      |                |                |                |                 |
|   |                      |                |                |                |                 |
| <b>Local Other Total</b>                      | <b>\$4,892</b>       | <b>\$4,793</b> | <b>\$5,230</b> | <b>\$5,321</b> | <b>\$20,236</b> |

**Appendix 2 - Regional Other**

| Regional Other              | 4 YEAR (FTIP Period) |         |         |         | CURRENT TOTAL |
|-----------------------------|----------------------|---------|---------|---------|---------------|
|                             | FY 2023              | FY 2024 | FY 2025 | FY 2026 |               |
|                             |                      |         |         |         |               |
|                             |                      |         |         |         |               |
|                             |                      |         |         |         |               |
|                             |                      |         |         |         |               |
|                             |                      |         |         |         |               |
|                             |                      |         |         |         |               |
|                             |                      |         |         |         |               |
|                             |                      |         |         |         |               |
| <b>Regional Other Total</b> |                      |         |         |         |               |

**Appendix 3 - State Other**

| State Other              | 4 YEAR (FTIP Period) |         |         |         | CURRENT TOTAL |
|--------------------------|----------------------|---------|---------|---------|---------------|
|                          | FY 2023              | FY 2024 | FY 2025 | FY 2026 |               |
|                          |                      |         |         |         |               |
|                          |                      |         |         |         |               |
|                          |                      |         |         |         |               |
|                          |                      |         |         |         |               |
|                          |                      |         |         |         |               |
|                          |                      |         |         |         |               |
|                          |                      |         |         |         |               |
|                          |                      |         |         |         |               |
| <b>State Other Total</b> |                      |         |         |         |               |

**Appendix 4 - Federal Transit Other**

| Federal Transit Other              | 4 YEAR (FTIP Period) |         |         |         | CURRENT TOTAL |
|------------------------------------|----------------------|---------|---------|---------|---------------|
|                                    | FY 2023              | FY 2024 | FY 2025 | FY 2026 |               |
|                                    |                      |         |         |         |               |
|                                    |                      |         |         |         |               |
|                                    |                      |         |         |         |               |
|                                    |                      |         |         |         |               |
|                                    |                      |         |         |         |               |
|                                    |                      |         |         |         |               |
|                                    |                      |         |         |         |               |
|                                    |                      |         |         |         |               |
| <b>Federal Transit Other Total</b> |                      |         |         |         |               |

**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          |
|   |                      |             |         |         |               |
|   |                      |             |         |         |               |
|   |                      |             |         |         |               |
|   |                      |             |         |         |               |
|   |                      |             |         |         |               |
|   |                      |             |         |         |               |
| <b>Federal Highway Other Total</b>                      |                      | <b>\$12</b> |         |         | <b>\$12</b>   |

**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<br>Corridor<br>Regional Sales Tax<br>Other (See Appendix A)                                  |       |                      |                 |                 |                 |                  |
|   | <b>Regional Total</b>   |       |                      |                 |                 |                 |                  |
| STATE   | State Highway Operation and Protection Program (SHOPP) <sup>1</sup>                                 |       | \$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) <sup>1</sup>  |       | \$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) <sup>1</sup>  |       | \$9,646              |                 |                 |                 | \$9,646          |
|   | Highway Maintenance (HM) Program <sup>1</sup>   |       |                      |                 | \$536           |                 | \$536            |
|   | Highway Bridge Program (HBP) <sup>1</sup>   |       |                      |                 |                 |                 |                  |
|   | 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)  |   |       |                      |                 |                 |                 |                  |
|   | <b>State Total</b>  |       | <b>\$25,084</b>      | <b>\$57,951</b> | <b>\$18,145</b> | <b>\$14,820</b> | <b>\$116,000</b> |
| 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)  |       |                      |                 |                 |                 |                  |
|   | <b>Federal Transit Total</b>  |       | <b>\$5,295</b>       | <b>\$5,815</b>  | <b>\$5,500</b>  | <b>\$6,100</b>  | <b>\$22,710</b>  |
| 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            |                  |
|   | <b>Federal Highway Total</b>  |       | <b>\$4,870</b>       | <b>\$1,901</b>  |                 |                 | <b>\$6,771</b>   |
| FEDERAL RAIL  | Other Federal Railroad Administration (see Appendix E)  |       |                      |                 |                 |                 |                  |
|   | <b>Federal Railroad Administration Total</b>  |       |                      |                 |                 |                 |                  |
|   | <b>Federal Total</b>  |       | <b>\$10,165</b>      | <b>\$7,716</b>  | <b>\$5,500</b>  | <b>\$6,100</b>  | <b>\$29,481</b>  |
| INNOVATIVE FINANCE  | TIFA (Transportation Infrastructure Finance and Innovation Act)                                     |       |                      |                 |                 |                 |                  |
|   | Other (See Appendix F)  |       |                      |                 |                 |                 |                  |
|   | <b>Innovative Financing Total</b>   |       |                      |                 |                 |                 |                  |
| <b>PROGRAMMED TOTAL</b>   |   |       | <b>\$52,533</b>      | <b>\$83,817</b> | <b>\$33,125</b> | <b>\$26,240</b> | <b>\$195,715</b> |



**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   |                              |                |                |                |                 |
|   | <b>Regional Total</b>   |                              |                |                |                |                 |
| STATE   | State Highway Operation and Protection Program (SHOPP) <sup>1</sup>                                 |                              |                |                |                |                 |
|   | SHOPP   |                              |                |                |                |                 |
|   | SHOPP Prior   |                              |                |                |                |                 |
|   | State Minor Program   |                              |                |                |                |                 |
|   | State Transportation Improvement Program (STIP) <sup>1</sup>  |                              |                |                |                |                 |
|   | 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) <sup>1</sup>  |                              |                |                |                |                 |
|   | Highway Maintenance (HM) Program <sup>1</sup>   |                              |                |                |                |                 |
|   | Highway Bridge Program (HBP) <sup>1</sup>   |                              |                |                |                |                 |
|   | 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   |   |                              |                |                |                |                 |
|   | <b>State Total</b>  |                              |                |                |                |                 |
| 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   |                              |                |                |                |                 |
|   |   | <b>Federal Transit Total</b> |                |                |                |                 |
| 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   |   |                              |                |                |                |                 |
|   | <b>Federal Highway Total</b>  | \$1,089                      |                | \$1,888        | \$1,888        | \$4,865         |
| FEDERAL RAIL  | Other Federal Railroad Administration   |                              |                |                |                |                 |
|   | <b>Federal Railroad Administration Total</b>  |                              |                |                |                |                 |
|   | <b>Federal Total</b>  | \$1,089                      |                | \$1,888        | \$1,888        | \$4,865         |
| INNOVATIVE FINANCE  | TIFIA (Transportation Infrastructure Finance and Innovation Act)                                    |                              |                |                |                |                 |
|   | Other   |                              |                |                |                |                 |
|   | <b>Innovative Financing Total</b>   |                              |                |                |                |                 |
| <b>REVENUE - PROGRAMMED TOTAL</b>                                       |   | <b>\$4,262</b>               | <b>\$3,172</b> | <b>\$5,059</b> | <b>\$5,058</b> | <b>\$17,551</b> |

## **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:

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This document is also available online at BCAG’s website at [www.bcag.org](http://www.bcag.org). All amendments and notices are posted along with all relevant FTIP documentation.

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