

# Butte County

## **2012 RTIP Regional Transportation Improvement Program**

**For the**

## **2012 STIP State Transportation Improvement Program Cycle**

**Fiscal Years 2012/2013 – 2016/2017**  
(July 1, 2012 through June 30, 2017)

Adoption: December 8, 2011

Prepared by:



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**BUTTE COUNTY ASSOCIATION OF GOVERNMENTS  
RESOLUTION NO 2011/2012-11**



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**RESOLUTION OF THE BUTTE COUNTY ASSOCIATION OF GOVERNMENTS  
APPROVING THE ADOPTION OF THE 2012 REGIONAL TRANSPORTATION  
IMPROVEMENT PROGRAM (RTIP)**

WHEREAS, the Butte County Association of Governments is the designated Regional Transportation Planning Agency for Butte County in accordance with Government Code Section 29532; and

WHEREAS, the California Governments Code Section 65080 requires Butte County Association of Governments as the Regional Transportation Planning Agency to prepare, adopt and submit a Regional Transportation Improvement Program (RTIP) to the California Transportation Commission, pursuant to sections 65080.5; and

WHEREAS, the 2012 Regional Transportation Improvement Program for Butte County identifies project recommendations to be funded utilizing State Transportation Improvement Program (STIP) funds or other state and federal funds; and

WHEREAS, the 2012 RTIP identifies projects which at the time of adoption may require modifications to the Project Programming Request funding sheets by BCAG staff prior to the adoption by the California Transportation Commission;

NOW THEREFORE BE IT RESOLVED that the Butte County Association of Governments has prepared the 2012 Regional Transportation Improvement Program in accordance with California Government Code 65080 and Chapter 622 of the Statutes of 1997 (SB 45) and the adopted STIP Guidelines and authorizes its staff to make any necessary changes to the RTIP document including the Project Programming Request funding sheets to ensure its timely submittal and approval to Caltrans and or the California Transportation Commission for adoption into the STIP.

**PASSED AND ADOPTED** by the Butte County Association of Governments on the 8<sup>th</sup> day of December, 2012 by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

**APPROVED:**

\_\_\_\_\_  
BILL CONNELLY, CHAIR  
BUTTE COUNTY ASSOCIATION OF GOVERNMENTS

**ATTEST:**

\_\_\_\_\_  
JON A. CLARK, EXECUTIVE DIRECTOR  
BUTTE COUNTY ASSOCIATION OF GOVERNMENTS

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(Summary Spreadsheet)



## I. INTRODUCTION

The Butte County Association of Governments (BCAG) has prepared this 2012 Regional Transportation Improvement Program (RTIP) for Butte County in response to the 202 State Transportation Improvement Program (STIP) Cycle. As the designated Regional Transportation Planning Agency (RTPA) serving the incorporated cities of Biggs, Chico, Gridley, Oroville, Town of Paradise and the County of Butte, BCAG is charged with the responsibility of preparing the RTIP.

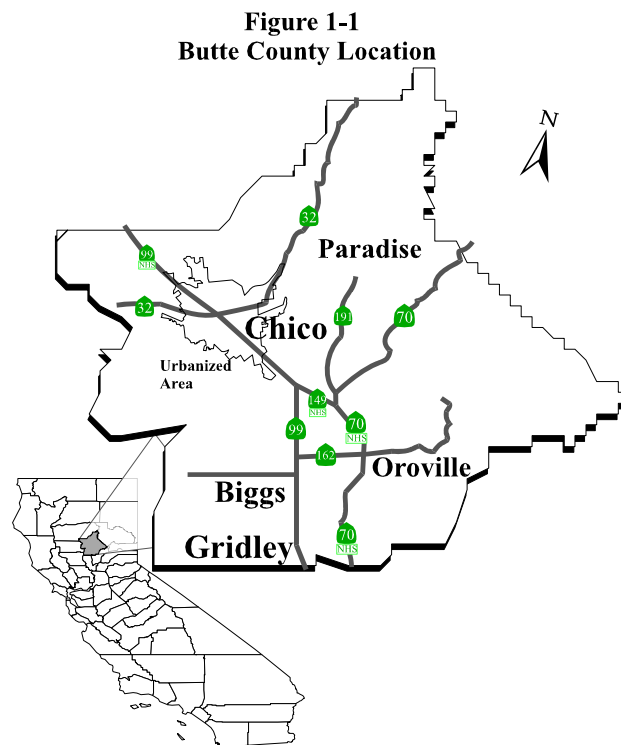
The 2012 RTIP/STIP covers the five fiscal years through 2012/13 and 2016/17. The purpose of the RTIP is to identify Butte County's project recommendations for the Regional Improvement Program (RIP) funds made available to BCAG as provided by the STIP process. The RTIP project recommendations are then subject to approval by the California Transportation Commission for inclusion into the STIP.

BCAG has prepared the 2012 RTIP in consultation with each of the cities and county public works staff, Caltrans and the general public. BCAG has followed the adopted STIP guidelines for the preparation of this document.

Caltrans District 3 has been instrumental in providing the necessary project programming request (project information) for jointly funded projects located on the state highway system. All project programming request sheets for each recommended project are included as Appendix 1 and have been submitted electronically.

## II. SUMMARY OF 2012 STIP RECOMMENDATIONS

Five Regional Improvement Program projects are recommended for funding, three of which are Transportation Enhancement for \$1.984 million and two RIP projects for \$2.239 million. The remaining funds are requested to remain as an unprogrammed balance of \$11.256 million for a future SR 70 Passing Lane Project as part of the 2014 STIP Cycle. These projects are summarized in Table 1. Figure 2 on Page 4 identifies the general location for the recommended projects.



**TABLE 1**  
**BCAG 2012 RTIP/STIP RECOMMENDATIONS**  
(Thousands)

AGENCY	PROJECT	FUNDING RECOMMENDATION
<b>TE RECOMMENDATIONS</b>		
<b>County</b>	Neal Rd Class 2 Bike Lane Project	\$ 1,500,000
<b>Gridley</b>	Hazel Streetscape Downtown Project	\$ 452,000
<b>BCAG</b>	Chico Bike Map Update	\$ 32,000
<b>Subtotal for TE Projects</b>		<b>\$ 1,984,000</b>
<b>RIP RECOMMENDATIONS</b>		
<b>County</b>	Butte County Midway over Butte Creek Project (Local Match- State Only funds)	\$ 1,499,000
<b>BCAG</b>	Planning Programming and Monitoring (PPM)	\$ 740,000
<b>BCAG</b>	Unprogrammed balance for future SR 70 Passing Lane Project in the 2014 STIP Cycle	\$ 11,256,000
<b>Subtotal for RIP Recommendations</b>		<b>\$ 13,495,000</b>
<b>TOTAL 2012 RTIP RECOMMENDATIONS</b>		<b>\$ 15,479,000</b>

## **Description of Transportation Enhancement Project Recommendations**

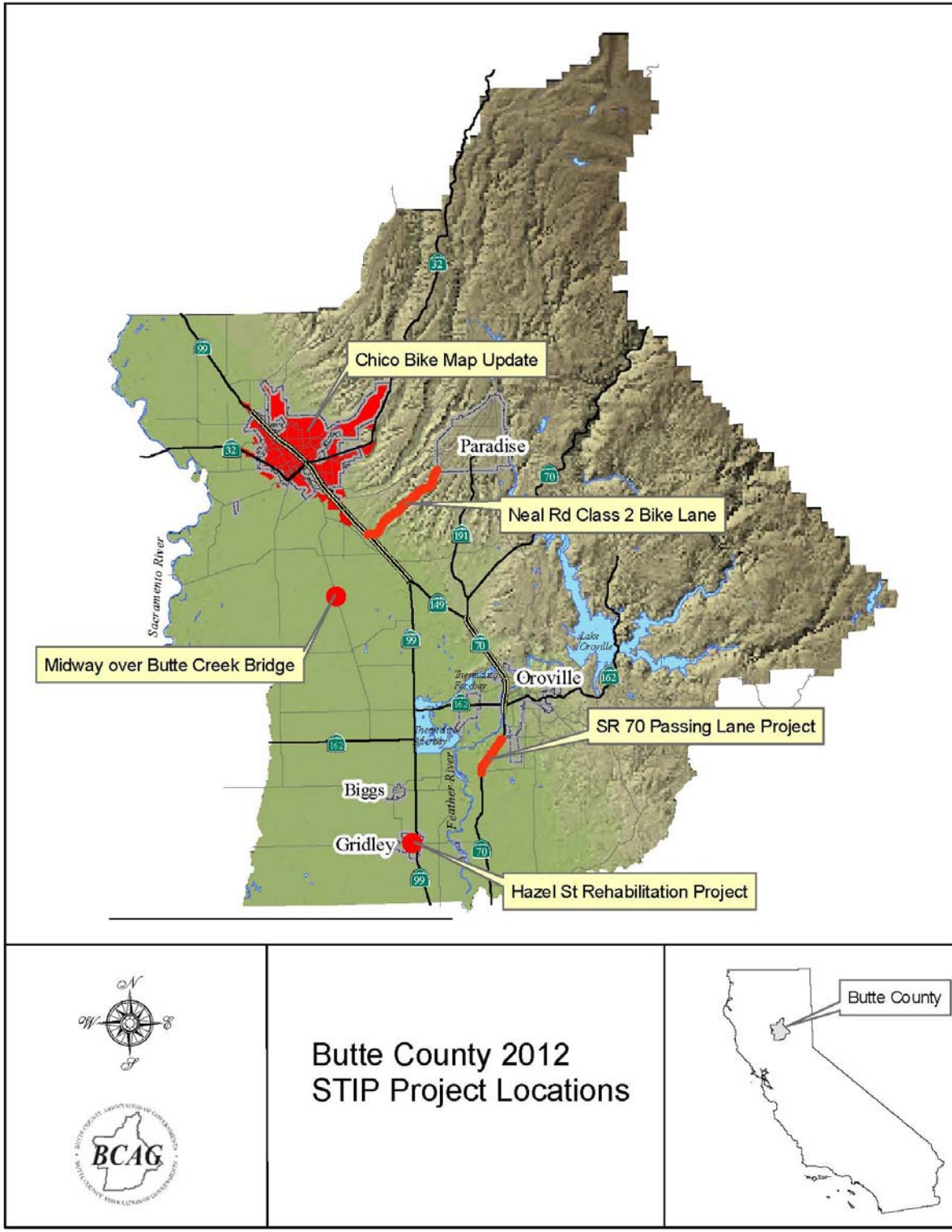
**Butte County - Neal Rd Class 2 Bike Lane Project.** Butte County is proposing to improve traffic safety, circulation and promote intermodal transportation by providing Class 2 bike lanes along Neal Road as part of a planned contiguous bikeway facility from the Town of Paradise to the City of Chico as currently defined in the Butte County Bikeway Master Plan. The proposed \$1.5 million project also enhances the bicycle ride ability of both Neal and Cohasset Roads for cyclists along these signature regional cycling routes. Specifically, the County is proposing the following:

- Complete design for phased improvements to widen Neal Rd to accommodate Class 2 bike lanes from Oro-Chico Hwy to the Town Limits (7.5 miles)
- Construct Phases 1 & 2 - Class 2 bike lanes from SR 99 to 4.7 miles east as the initial phase of work along with installation of "Share the Road" signage on the remainder of Neal Road (2.8 miles) to the Town Limits and within the Town of Paradise to the Skyway (1.7 miles.)
- "Share the Road" signage along Cohasset Road from Chico City Limits to the Cohasset School (11.5 miles.)

**Gridley - Hazel Street Rehabilitation Project.** The City of Gridley is proposing to revitalize their downtown with transportation enhancements on Hazel Street with \$452,000 in TE funds. The downtown revitalization project includes:

- Bulb-outs between Virginia and Vermont Streets that includes new layouts and hardscape design at bulb-outs and street crossings
- Create new and comfortable people spaces
- Develop new landscape areas and planting to enhance the intersection area
- Construct low walls to accent the entry into downtown
- Construct mid-block bulb-outs in front of active store fronts to provide pedestrian access along with outdoor dining and social areas
- Develop an entire landscaping plan for the area to create a comfortable atmosphere.

**Chico Bike Map Update** – BCAG has proposed to update and reproduce the Chico Bike Map. As a result of recent significant project delivery accomplishments by the City of Chico including the SR 99 Corridor Bike Project and other bike and road projects, the bike map is in need to be updated. In addition, the bike map includes a transit layer in which routes have been modified by Butte Regional Transit in the spring of 2011. The cost for this project is \$32,000.



### Butte County 2012 STIP Project Locations



## **Description of Regional Improvement Program (RIP) Project Recommendations**

**Midway over Butte Creek Bridge** – Butte County has requested \$1.499 million to leverage towards \$13.991 million in federal Highway Bridge Program (HBP) funds for this bridge replacement project. The proposed project constructs a new 1600 foot long multi-span prestressed cast-in-place concrete box girder with approximately 2300 feet of approach of roadway reconstruction. This project will replace 2 existing structures that currently span Butte Creek and Butte Creek Overflow. Both of the structures proposed to be replaced have low sufficiency ratings and have been determined to be “Structurally Deficient” by Caltrans Department of Structures Maintenance and Investigations. They are both load limited and are of sub-standard width. The structure over Butte Creek also carries a speed limit of 10 mph for vehicles over 10 tons. It has been determined that replacement of the bridges is the most feasible alternative.

Utilizing RIP funds to leverage towards federal HBP funds has been identified as a priority for funding consideration by the California Transportation Commission. **As such, state-only funds are requested.**

**Planning, Programming and Monitoring (PPM)** – BCAG staff is requesting \$740,000 which represents the allowable 5% of Regional Improvement Program funding for PPM activities. These funds support the staff time necessary for various STIP projects in BCAG’s Overall Work Program and Budget. The funds requested cover the 5 year period of the STIP.

**Unprogrammed RIP Balance. (SR 70 Passing Lane Project – Reserve)** – BCAG staff is requesting that the remaining RIP fund balance of \$11,256,000 remain as an unprogrammed balance. BCAG intends to program a future SR 70 Passing Lane project south of Oroville in the 2014 STIP Cycle. During the 2011/12 fiscal year, BCAG began the development of a Project Study Report/Preliminary Design Study (PSR/PDS) for the next SR 70 Passing Lane Project south of Ophir Rd. A PSR/PDS is a requirement prior to programming the environmental component in the STIP. Typically, SR 70 Corridor projects have been jointly funded by BCAG and Caltrans at 50%. BCAG anticipates nominating a jointly funded \$22-25 million passing lane project as part of the 2014 STIP Cycle with Caltrans District 3.

### **III. 2012 STIP RECOMMENDATIONS FOR BUTTE COUNTY**

**The Butte County Association of Governments requests that the projects identified in this 2012 Butte County Regional Transportation Improvement Program be programmed as part of the 2012 State Transportation Improvement Program. The project programming request (PPR) sheets are included in Appendix 1.**

#### IV. SUMMARY OF REVENUES & EXPENDITURES – Priority 1

##### Butte County’s 2012 Fund Estimates (Revenues)

Regional agencies were not provided annual targets as in the past STIP cycles. In addition, the Fund Estimate reflects that there is no new STIP programming capacity except for nominal TE funds in the latter two years of the STIP and a PPM target.

A copy of the Fund Estimate for Butte County is included as Appendix 2.

STIP Fund Estimate	Funds (1,000)	Reference
Butte County RIP Target	<b>\$15,479</b>	Appendix 2 – Fund Estimate
RIP TE Target	\$ 863	
<b>Total Programming Request</b>	<b>4,223</b>	Appendix 1 - PPR Sheets
<b>Unprogrammed Balance</b>	<b>\$ 11,256</b>	

##### Summary of RIP Expenditures by Fiscal Year (Thousands)

Fund	FY 12/13	FY 13/14	FY 14/15	FY 15/16	FY 16/17	Total
RIP					\$1499	\$ 1,499
RIP - TE	\$ 534	10	1440			\$ 1,984
PPM	\$ 148	\$ 148	\$ 148	\$ 148	\$ 148	\$ 740
<b>Total</b>	<b>\$ 682</b>	<b>\$ 158</b>	<b>\$ 1,588</b>	<b>\$ 148</b>	<b>\$ 1,647</b>	<b>\$ 4,223</b>
<b>Unprogrammed Balance</b>						<b>\$ 11,256</b>
<b>2012 Butte County Fund Estimate</b>						<b>\$ 15,479</b>

##### Summary of Revenues and Expenditures

	RIP	IIP	Total
Total Regional Shares Available For Priority 1	\$15,479	\$ 0	\$15,479
<u>Total Project Recommendations (Expenditures)</u>	<u>\$ 4,223</u>	<u>\$ 0</u>	<u>\$ 4,223</u>
<b>Unprogrammed Balance</b>	<b>\$ 11,256</b>	<b>\$ 0</b>	<b>\$ 11,256</b>

## V. CRITERIA FOR MEASURING PERFORMANCE & COST EFFECTIVENESS

### Performance Indicators and Monitoring

In order to maximize the state's investment in transportation infrastructure, the California Transportation Commission has required that each RTIP be evaluated for performance and cost effectiveness. The performance indicators need to show the projects are achieving the goals, objectives and standards which are established as part of the Metropolitan Transportation Plans. Each region should consider improvements to mobility, accessibility, reliability, safety, and productivity in the RTIP submittal. The evaluation of performance and cost-effectiveness will be for a 20-year period. Regions were asked to use the following criteria for measuring performance of the RTIP:

- Change in vehicle occupants, freight and goods, travel time or delay.
- Change in accidents and fatalities.
- Change in vehicle and system operating costs.
- Change in access to jobs, markets and commerce.
- Change in frequency and reliability of rail/transit service.
- Change in air pollution emissions.
- Change in passenger, freight and goods miles carried.

Regions should consider the following criteria for measuring cost-effectiveness of the RTIP:

- Decrease in vehicle occupant travel, freight and goods time per thousand dollar invested.
- Decrease in accidents and fatalities per thousand dollar invested
- Decrease in vehicle and system operating cost per thousand dollar invested
- Improved access to jobs, markets and commerce per thousand dollar invested
- Increased frequency and reliability of rail/transit/service per thousand dollar invested.
- Decrease air pollution emission per thousand dollar invested.
- Increase in annual passenger, freight and goods miles carried per thousand dollar invested.

Each project is evaluated below.

#### 1. Butte County Neal Rd Class 2 Bike Lane Project. – TE Project.

The project constructs approximately 9.4 class 2 bike lane miles on Neal Rd. This results in improve traffic safety and circulation while promoting intermodal transportation by providing improved Class 2 bike lanes along Neal Rd. The overall goal is to provide for a contiguous bikeway facility from the Town of Paradise to the City of Chico as currently shown on the Butte County Bikeway Master Plan. This effort works towards

reducing greenhouse gas emissions by providing additional biking opportunities in the region and meeting BCAG's air quality emission reduction goals identified in the Metropolitan Transportation Plan (MTP).

## **2. Gridley Hazel Street Downtown Streetscape Project. – TE Project**

The project will enhance pedestrian accessibility, add bicycle facilities, and create a pedestrian friendly "complete street" atmosphere in a key downtown historic location. The project will enhance surface transportation access to the Gridley downtown. Signage will target travelers on the surface transportation system, namely motor vehicle drivers, transit passengers and bicycles/pedestrians. This TE project also works towards enhancing bicycling and pedestrian travel which aims towards reducing greenhouse gas emissions and improving air quality consistent with the MTP goals, policies and objectives.

## **3. Chico Bike Map Update Project. – TE Project**

The purpose of the project is to provide a current bike map for the public. This project is needed to assist in promoting alternative transportation and cycling safety. This TE project also works towards enhancing bicycling and pedestrian travel which aims towards reducing greenhouse gas emissions and improving air quality consistent with the MTP goals, policies and objectives. The Chico bike map also identifies the transit routes. While not the focus of the map, it does assist in identifying connectivity and options for cyclists.

## **4. Butte County Midway over Butte Creek Project. – RIP Project**

State only funding is requested to be used as the 11.47% local match for this project which is primarily funded with federal Highway Bridge Program (HBP) funds. The Midway is a vital two-way, major collector, running north-south through a major agriculture zone in Butte County. It connects the City of Chico with State Route 162 to the south and travels through the communities of Durham, Nelson and Richvale. This route was once State Route 99. Both of the structures proposed to be replaced have low sufficiency ratings and have been determined to be "Structurally Deficient" by Caltrans Structures Maintenance and Investigations. They are both load limited and are of sub-standard width. The structure over Butte Creek also carries a speed limit of 10 mph for vehicles over 10 tons. It has been determined that replacement of the bridges is the most feasible alternative. Completion of this project would allow free movement of commercial permit loads along this route, improve safety by providing additional width as well as increased sight distance due to improved vertical alignment. The new structure will also raise the existing road bed out of the floodway thus improving serviceability and lessening overall environmental impacts.

While the performance measures aim to identify a change, this project is unable to quantify a change since it does not add capacity. However, the project addresses a safety and operational issues. Addressing these concerns is a priority and consistent with the goals, policies and objectives of the MTP.

## **5. Planning Programming and Monitoring**

The scope of the project is to support BCAG's planning, programming and monitoring activities. The qualitative performance measure here would be asking whether or not BCAG is delivering STIP projects which meet the goals, policies and objectives of the MTP. The answer would be, "yes".

### Summary

Each project recommended for funding is derived from, or is consistent with, the goals, objectives and policies of the current 2008 Butte County MTP and being carried forward into the 2012 MTP scheduled for adoption in December 2012. In addition, all projects have been included in the Butte County Travel Demand Forecasting Model used to demonstrate Air Quality Conformity as applicable. Therefore all projects, as applicable, have been evaluated as part of the comprehensive Metropolitan Transportation Planning process and approved by the BCAG Board of Directors.

All projects identified for RIP funding address existing safety and operational concerns. CTC's guidance "Attachment 1 – Part A" has however, been included as Appendix 3. However, "Attachment 1 – Part B" guidance provides an alternative method in which to document the performance measures for the RTIP and has been included. The following section responds to the CTC's STIP Guidelines in addressing performance measures. BCAG is able to quantifiably demonstrate performance measures in terms of emissions reduced and air quality improved region wide. This method brings consistency between the long range MTP and the short range RTIP and MTIP.

### Performance Measures Used

BCAG used the Federal Air Quality Conformity Process to quantify and measure performance. The purpose of the conformity determination process is to ensure that BCAG's plans and programs "conform" to all applicable federal air quality requirements. This ensures that transportation activities will not cause new air quality violations, worsen existing violations, or delay timely attainment of the relevant national ambient air quality standards (NAAQS). This method also works towards demonstrating effort in meeting the goals of California's Strategic Growth Council goals in regards to reducing greenhouse gasses. As such, using air quality conformity as the performance measurement enables BCAG to quantify improvements for the projects in the 2012 RTIP and show consistency between its programs and plans.

Provide a quantitative and/or qualitative analysis (include baseline measurement and projected program or project impact).

In order to determine emissions associated with the implementation of the 2012 RTIP, the most recent transportation emissions models were used. To develop the air quality conformity analysis, two models were used: the BCAG transportation model and EMFAC 2007 Version 2.3.

The BCAG transportation model was used to prepare the traffic model runs for the necessary analysis years. The BCAG transportation model produced forecasts of vehicle miles traveled (VMT), trip ends, speed distributions, lane miles, and other travel related data required for the emission models.

BCAG used the most current approved emissions model, EMFAC 2007 Version 2.3, to prepare the regional emissions analysis. In addition, BCAG followed CARB's methodology outlined in *Recommended Methods of Use of EMFAC2002 to Develop Motor Vehicle Emissions and Assess Conformity*. This methodology has not been updated for EMFAC 2007, but remains applicable.

The transportation model's future year land use data was developed with the assistance of the local jurisdictions and represents build-out of existing adopted general plans and development of recognized future land use plan study areas. The six (6) jurisdictions in Butte County are at various stages of updating their local land use plans, of which, four (4) are currently updating their general plans. The general plan and specific plan development activities occurring in the county by the local jurisdictions are reflected in the future year land use assumptions, which are generally representative of the best available information as of June 30<sup>th</sup>, 2008.

The transportation model contains 912 transportation analysis zones (TAZ's) within which land use data is summarized into the following twenty categories. BCAG's previous model two years ago had 219 TAZ's. The twenty land use categories include:

- Rural Single-family Residential (dwelling units – du)
- Suburban Single-family Residential (du)
- Urban Single-family Residential (du)
- Suburban Multi-family Residential (du)
- Urban Multi-family Residential (du)
- Mobile Home (du)
- Neighborhood-Serving Retail (thousand square feet – ksf)
- Region Serving Retail (ksf)
- Industrial (ksf)
- Office (ksf)
- Medical Office (ksf)
- Hospital (ksf)
- Public-Quasi Public (ksf)

- Hotels (Rooms)
- University (students)
- Community College (students)
- K-12 Schools (students)
- Park (acres)
- Special Generator for Casino (slots)
- External Trip Distribution for Casino (trips)

The regional emissions analysis begins with the year of 2013, as the transportation conformity rule states that the first emissions analysis year may not exceed five years from the year the RTP/FTIP conformity determination was prepared (2011). The next analysis year is the attainment year for CO under the 80-tons-per-day budget which is 2018. The milestone year of 2025 is included since analysis is required between years and can not be more than 10 years apart. The last year included in the emissions analysis is the long-range RTP horizon year of 2035.

A summary of the analysis years is indicated below:

- 2013 – No greater than five years from the year FTIP conformity determination was prepared
- 2018 – CO maintenance year (new 80 tons-per-day budget)
- 2025 – Milestone year no more than 10 years from last analysis
- 2035 – Horizon year of BCAG’s long-range RTP

### Regional Emissions Analysis and Forecast

The regional emissions analysis and forecast for ozone precursors, carbon monoxide, PM2.5 and its precursor have been summarized in the following tables. The summary of emissions forecasts is derived from outputs of the EMFAC 2007 Version 2.3 model. These tables show comparisons of:

- ROG: Reactive Organic Gases as an ozone precursor
- NOx: Oxides of Nitrogen as an ozone and PM2.5 precursor
- CO: Carbon Monoxide
- PM2.5: Fine Particulate Matter (smaller than 2.5 micrometers)

### Ozone 8-hour Standard Test – No-greater-than- 2002 Test

#### **ROG “No-greater-than-2002” Emissions Test**

<b>ROG (EMFAC 2007 Summer Run) - TONS PER DAY OF EMISSIONS</b>			
<b>Analysis Year</b>	<b>ROG Emissions</b>	<b>Less than 2002?</b>	<b>Pass Conformity Test?</b>
2002	7.32	--	--
2013	3.82	YES	YES
2018	2.68	YES	YES
2025	1.94	YES	YES
2035	1.47	YES	YES

**NOx “No-greater-than-2002” Emissions Test**

NOx (EMFAC 2007 Summer Run) - TONS PER DAY OF EMISSIONS			
Analysis Year	NOx Emissions	Less than 2002?	Pass Conformity Test?
2002	10.67	--	--
2013	7.55	YES	YES
2018	4.98	YES	YES
2025	3.33	YES	YES
2035	2.80	YES	YES

Carbon Monoxide Budget Test

**CO “Budget Test” Emissions Test 80 Tons-per-day Budget**

CO (EMFAC 2007 Winter Run) - TONS PER DAY OF EMISSIONS			
Analysis Year	CO Emissions	CO Budget	Pass Conformity Test?
2013	30.17	80.00	YES
2018	19.34	80.00	YES
2025	12.45	80.00	YES
2035	9.80	80.00	YES

2006 24-hour PM2.5 Standard Test – No-greater-than-2008 Test

**24-hour PM2.5 “No-greater-than-2008” Emissions Test**

24-hour PM2.5 (EMFAC 2007 Winter Run) - TONS PER DAY OF EMISSIONS			
Analysis Year	PM2.5 Emissions	Less than 2008?	Pass Conformity Test?
2008	0.31	--	--
2013	0.26	YES	YES
2018	0.21	YES	YES
2025	0.19	YES	YES
2035	0.21	YES	YES

**NOx “No-greater-than-2008” Emissions Test**

NOx (EMFAC 2007 Winter Run) - TONS PER DAY OF EMISSIONS			
Analysis Year	NOx Emissions	Less than 2008?	Pass Conformity Test?
2008	11.90	--	--
2013	7.82	YES	YES
2018	5.13	YES	YES
2025	3.40	YES	YES
2035	2.82	YES	YES

State the reason(s) why selected performance measure or measures are accurate and useful in measuring performance. Please be specific

BCAG used the above method because it brings consistency between the RTIP and long range Metropolitan Transportation Plan MTP and the Federal Metropolitan Transportation Improvement Program (MTIP). The above method is also reviewed by Caltrans, FHWA, FTA and the EPA. In addition, BCAG conducts an Interagency Consultation Review (ICR) meeting with the above listed agencies as well as the opportunity for public input.

In addition, the BCAG TDM model incorporates socio-economic data and land use from BCAG's Geographic Information System to generate the data required for the California Air Resource Board's emissions factors model to quantify emissions.

Identify any and all deficiencies encountered in as much detail as possible.

The air quality conformity analysis is quantified for the region and is not project specific.

Provide a quantitative evaluation and/or qualitative explanation of how the goals and objectives contained in the Metropolitan Transportation Plan (MTP) or the Interregional Transportation Strategic Plan (ITSP) are linked to the program of projects contained in the RTIP and the ITIP.

BCAG's overall transportation goal is to provide a safe, balanced, coordinated and cost effective transportation system that conserves energy and preserves air quality, serves the needs of the local metropolitan area and region, and is consistent with and helps implement local agencies' general plans. These goals are consistent between the MTP, RTIP, MTIP, and ITIP. The projects recommended for STIP programming address safety and operational needs while for the most part, work towards reducing greenhouse gas emission and providing or enhancing alternative transportation.

For qualitative explanations, state how progress towards attaining goals and objectives contained in each RTP and the ITSP is assessed and measured. If performance indicators and/or performance measures used by an agency are different from those outlined in Table A of the Guidelines and as provide in Attachment 1, describe the method(s) used.

The emissions analysis above demonstrates that BCAG is in compliance and "conforms" to the applicable transportation air quality requirements for Butte County.

## **VI. INTERAGENCY AND PUBLIC INVOLVEMENT PROCESS**

### Consultation with Caltrans District 3

BCAG's 2012 RTIP recommendations are developed in consultation with Caltrans District 3. BCAG recognizes Caltrans as a partner in funding and delivering this

region's top state highway priority, the SR 70 Corridor. While a STIP project is not recommended in the 2012 RTIP for a SR 70 project, BCAG is currently developing the Project Study Report for a project to be recommended in the 2014 STIP Cycle. In doing so, BCAG is also recommending the majority of its RIP shares remain as an unprogrammed STIP balance for programming in the next STIP cycle. As a smaller region, BCAG is challenged to ensure enough RIP funds are available to partner with Caltrans to deliver a meaningful sized project for the public. This programming approach is supported by Caltrans District 3.

### Consistency with Federal Plans

Projects identified for programming are consistent with BCAG's adopted 2008 Metropolitan Transportation Plan (MTP), development of the 2012 MTP scheduled for adoption in December 2012 and the 2011 Metropolitan Transportation Improvement Program (MTIP). This ensures that all RTIP projects are consistent with the Goals, Objectives and Policies of the federal program and plan. In addition, all 2012 RTIP projects have met their respective air quality conformity requirements as applicable. All documents include a public participation process. All projects will be carried forward into the 2013 MTIP scheduled for adoption soon after the 2012 STIP is adopted.

### Public Participation

The 2012 RTIP was prepared in accordance with BCAG's Public Involvement Procedures (PPP). This process included development in an open public forum via the BCAG Transportation Advisory Committee which includes representatives from each of the cities and county, Caltrans, FHWA, FTA, the local Rancherias and citizen representatives. The RTIP list of projects was presented to the BCAG Board of Directors on October 27, 2011. Through BCAG's public involvement process and each of the respective environmental clearance requirements, the public had, and will continue to have the opportunity to provide input in the planning and programming process. All information is also posted on the internet at BCAG's RTIP webpage at: [www.bcag.org/Planning/2012-RTIP/index.html](http://www.bcag.org/Planning/2012-RTIP/index.html).

## APPENDIX 1

### STIP PROJECT PROGRAMMING REQUEST (PPR) SHEETS

1. Butte County - Neal Rd Class 2 Bike Lane Project - TE
2. Gridley – Hazel Streetscape Downtown Project – TE
3. BCAG – Chico Bike Map Update – TE
4. Butte County – Midway over Butte Creek Bridge Project – RIP – State Only Cash
5. BCAG – Planning, Programming and Monitoring (PPM) – RIP – State Only Cash

**PROJECT PROGRAMMING REQUEST**

DTP-0001 (REV. 6/11)

General Instructions

<input checked="" type="checkbox"/> New Project					<input type="checkbox"/> Amendment (Existing Project)		<b>Date:</b>	11/29/11
<b>District</b>	<b>EA</b>	<b>Project ID</b>		<b>PPNO</b>	<b>MPO ID</b>		<b>TCRP No.</b>	
03	L2344			3124H				
<b>County</b>	<b>Route/Corridor</b>	<b>PM Bk</b>	<b>PM Ahd</b>	<b>Project Sponsor/Lead Agency</b>				
BUT				Butte County Public Works				
				<b>MPO</b>		<b>Element</b>		
				BCAG		Local Assistance		
<b>Project Mgr/Contact</b>		<b>Phone</b>		<b>E-mail Address</b>				
Paul Lundbom		(530) 538-7681		plundbom@buttecounty.net				
<b>Project Title</b>								
Butte County Neal Road and Cohasset Road Bike Project								
<b>Location, Project Limits, Description, Scope of Work, Legislative Description</b>								
Neal Road from the Oro-Chico Highway to the Paradise Town Limits and within the Town of Paradise to the Skyway. Also the portion of Cohasset Road from Chico City Limits to the Cohasset School. Design phased improvements to widen Neal Road to accommodate Class 2 bike lanes from the Oro-Chico Highway to the Town Limits (7.5 miles.) Also construct Phases 1 & 2 - Class 2 bike lanes from SR-99 to 4.7 miles east as the								
<b>Component</b>	<b>Implementing Agency</b>						<b>Reimbursements</b>	
PA&ED	Butte County Public Works Dept.							
PS&E	Butte County Public Works Dept.							
Right of Way	Butte County Public Works Dept.							
Construction	Butte County Public Works Dept.							
<b>Legislative Districts</b>								
<b>Assembly:</b>	3			<b>Senate:</b>	4			
<b>Congressional:</b>	2							
<b>Purpose and Need</b>								
Improve traffic safety & circulation and promote intermodal transportation by providing improved Class 2 bike lanes along Neal Rd. as part of a planned contiguous bikeway facility from the Town of Paradise to the City of Chico as currently shown on the Butte County Bikeway Master Plan. Also enhances the bicycle rideability of both Neal Rd. and Cohasset Rd. for cyclists along these signature recreational routes.								
<b>Project Benefits</b>								
Completes design and partially improves Class 2 bike lanes along the most popular recreational bicycling loop in the County. Bike lanes will separate cyclists from fast downhill traffic and the increasing amount of truck & customer based traffic to the County landfill on Neal Road while "Share the Road" signage will promote safety and enhance the rideability of both Neal Road & Cohasset Road. Also initializes bikeway improvements on these roadways as planned on the County Bikeway Master Plan.								
<b>Project Milestone</b>							<b>Proposed</b>	
Project Study Report Approved							DNA	
Begin Environmental (PA&ED) Phase							02/14/11	
Circulate Draft Environmental Document				<b>Document Type</b>	ND/CE		05/07/12	
Draft Project Report							DNA	
End Environmental Phase (PA&ED Milestone)							07/10/12	
Begin Design (PS&E) Phase							09/10/12	
End Design Phase (Ready to List for Advertisement Milestone)							02/22/13	
Begin Right of Way Phase							10/22/12	
End Right of Way Phase (Right of Way Certification Milestone)							04/11/14	
Begin Construction Phase (Contract Award Milestone)							07/11/14	
End Construction Phase (Construction Contract Acceptance Milestone)							10/24/14	
Begin Closeout Phase							11/10/14	
End Closeout Phase (Closeout Report)							02/27/15	

**PROJECT PROGRAMMING REQUEST**

DTP-0001 (REV. 6/11)

Date: 11/29/11

District	County	Route	EA	Project ID	PPNO	TCRP No.
03	BUT		L2344		3124H	
<b>Project Title:</b> Butte County Neal Road and Cohasset Road Bike Project						

Proposed Total Project Cost									Notes
Component	Prior	12/13	13/14	14/15	15/16	16/17	17/18+	Total	
E&P (PA&ED)	80							80	
PS&E		50						50	
R/W SUP (CT)									
CON SUP (CT)									
R/W			10					10	
CON				1,440				1,440	
<b>TOTAL</b>	<b>80</b>	<b>50</b>	<b>10</b>	<b>1,440</b>				<b>1,580</b>	

Fund No. 1:	Proposed Funding								Program Code
Component	Prior	12/13	13/14	14/15	15/16	16/17	17/18+	Total	Funding Agency
E&P (PA&ED)	80							80	BCAG RIP TE PA&ED allocated by CTC in 2010 STIP Cycle. This amendment removes local funds and programs project with 100% RIP TE.
PS&E		50						50	
R/W SUP (CT)									
CON SUP (CT)									
R/W			10					10	
CON				1,440				1,440	
<b>TOTAL</b>	<b>80</b>	<b>50</b>	<b>10</b>	<b>1,440</b>				<b>1,580</b>	

Fund No. 2:	Proposed Funding								Program Code
Component	Prior	12/13	13/14	14/15	15/16	16/17	17/18+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
<b>TOTAL</b>									

Fund No. 3:	Proposed Funding								Program Code
Component	Prior	12/13	13/14	14/15	15/16	16/17	17/18+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
<b>TOTAL</b>									

**PROJECT PROGRAMMING REQUEST**

DTP-0001 (REV. 6/11)

General Instructions

<input checked="" type="checkbox"/> New Project					<input type="checkbox"/> Amendment (Existing Project)		<b>Date:</b>	10/20/11
<b>District</b>		<b>EA</b>	<b>Project ID</b>		<b>PPNO</b>	<b>MPO ID</b>		<b>TCRP No.</b>
03								
<b>County</b>	<b>Route/Corridor</b>	<b>PM Bk</b>	<b>PM Ahd</b>	<b>Project Sponsor/Lead Agency</b>				
BUT	Hazel			City of Gridley				
				<b>MPO</b>		<b>Element</b>		
				BCAG		Local Assistance		
<b>Project Mgr/Contact</b>			<b>Phone</b>		<b>E-mail Address</b>			
Bruce A. Nash			(530) 895-1422		bnash@rarcivil.com			
<b>Project Title</b>								
Hazel Street Rehabilitation Project								
<b>Location, Project Limits, Description, Scope of Work, Legislative Description</b>								
The project is located in the City of Gridley and includes rehabilitation of Hazel Street from Virginia Street to Vermont Street consisting of pavement grinding, asphalt leveling course, reinforcing fabric, asphalt finish course, intersection improvements, and pavement striping. The project includes extensive improvements to the Kentucky Street intersection including landscaped areas and bicycle/pedestrian facilities.								
<b>Component</b>		<b>Implementing Agency</b>					<b>Reimbursements</b>	
PA&ED		City of Gridley						
PS&E		City of Gridley						
Right of Way		City of Gridley						
Construction		City of Gridley						
<b>Legislative Districts</b>								
<b>Assembly:</b> 2nd			<b>Senate:</b> 4th					
<b>Congressional:</b> 2nd								
<b>Purpose and Need</b>								
The Hazel and Kentucky Street intersection is the heart of downtown, historic Gridley. Currently, this antiquated area lacks seating space, bicycle facilities, and accessible sidewalks. The landscaping is limited and inappropriate for the area and the inadequate lighting and signage creates an unfriendly pedestrian/bicycle atmosphere. The purpose of this project is to construct features that define historic downtown Gridley. The City desires to create a downtown that is a destination location for people to park their cars, walk, linger and even live. The project is a critical piece in implementing the recently adopted Gridley General Plan and Downtown Gridley Design and Mobility Plan and the City's complete streets approach.								
<b>Project Benefits</b>								
The project will enhance pedestrian accessibility, add bicycle facilities, and create a pedestrian friendly "complete street" atmosphere in a key downtown historic location. The project will provide surface transportation access to the downtown. Signage will target travelers on the surface transportation system, namely motor vehicle drivers, transit passengers and bicycles/pedestrians.								
<b>Project Milestone</b>								<b>Proposed</b>
Project Study Report Approved								
Begin Environmental (PA&ED) Phase								
Circulate Draft Environmental Document					<b>Document Type</b>	ND		
Draft Project Report								
End Environmental Phase (PA&ED Milestone)								
Begin Design (PS&E) Phase								
End Design Phase (Ready to List for Advertisement Milestone)								
Begin Right of Way Phase								
End Right of Way Phase (Right of Way Certification Milestone)								
Begin Construction Phase (Contract Award Milestone)								
End Construction Phase (Construction Contract Acceptance Milestone)								
Begin Closeout Phase								
End Closeout Phase (Closeout Report)								

**PROJECT PROGRAMMING REQUEST**

DTP-0001 (REV. 6/11)

Date: 10/20/11

District	County	Route	EA	Project ID	PPNO	TCRP No.
03	BUT	Hazel				
<b>Project Title:</b> Hazel Street Rehabilitation Project						

Proposed Total Project Cost									Notes
Component	Prior	12/13	13/14	14/15	15/16	16/17	17/18+	Total	
E&P (PA&ED)	10							10	
PS&E	59							59	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		679						679	
<b>TOTAL</b>	<b>69</b>	<b>679</b>						<b>748</b>	

Fund No. 1:	Proposed Funding								Program Code
Component	Prior	12/13	13/14	14/15	15/16	16/17	17/18+	Total	Funding Agency
E&P (PA&ED)									BCAG
PS&E									RIP - TE Funds
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		452						452	
<b>TOTAL</b>		<b>452</b>						<b>452</b>	

Fund No. 2:	Proposed Funding								Program Code
Component	Prior	12/13	13/14	14/15	15/16	16/17	17/18+	Total	Funding Agency
E&P (PA&ED)	10							10	City of Gridley
PS&E	59							59	Prop. 1B Funds
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		227						227	
<b>TOTAL</b>	<b>69</b>	<b>227</b>						<b>296</b>	

Fund No. 3:	Proposed Funding								Program Code
Component	Prior	12/13	13/14	14/15	15/16	16/17	17/18+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
<b>TOTAL</b>									

**PROJECT PROGRAMMING REQUEST**

DTP-0001 (REV. 6/11)

General Instructions

<input checked="" type="checkbox"/> New Project					<input type="checkbox"/> Amendment (Existing Project)		<b>Date:</b>	October 20/2011
<b>District</b>		<b>EA</b>	<b>Project ID</b>		<b>PPNO</b>	<b>MPO ID</b>		<b>TCRP No.</b>
03						BCAGBMAPS		
<b>County</b>	<b>Route/Corridor</b>	<b>PM Bk</b>	<b>PM Ahd</b>	<b>Project Sponsor/Lead Agency</b>				
BUT				BCAG				
				<b>MPO</b>		<b>Element</b>		
				BCAG		Local Assistance		
<b>Project Mgr/Contact</b>			<b>Phone</b>		<b>E-mail Address</b>			
Ivan Garcia			(530) 879-2468		igarcia@bcag.org			
<b>Project Title</b>								
Chico Bike Map Update								
<b>Location, Project Limits, Description, Scope of Work, Legislative Description</b>								
Urbanized area of Chico Bike Map update. Scope of the project includes updating the existing bike map to identify new class 1, 2 and 3 bike lanes, new roads, bike facilities, safety data etc., and to have the map reproduced.								
<b>Component</b>		<b>Implementing Agency</b>					<b>Reimbursements</b>	
PA&ED								
PS&E								
Right of Way								
Construction		BCAG						
<b>Legislative Districts</b>								
<b>Assembly:</b> 3			<b>Senate:</b> 4					
<b>Congressional:</b> 2								
<b>Purpose and Need</b>								
The purpose of the project is to provide current bike map information to the public. This project is needed to assist in promoting alternative transportation and cycling safety. This project also aims to assist in BCAG's efforts in reducing vehicle emissions.								
<b>Project Benefits</b>								
Project promotes cycling by identifying current class 1, 2 and 3 bike routes. Project also serves as a planning tool for city, county and private developer staff. In addition, the bike map is used by local public health educators who work with elementary kids in advocating alternative transportation in a safe manner. The more the public chooses to bikes, the less vehicle emissions are produced.								
<b>Project Milestone</b>							<b>Proposed</b>	
Project Study Report Approved							DNA	
Begin Environmental (PA&ED) Phase							07/25/12	
Circulate Draft Environmental Document					<b>Document Type</b>	ND/CE	08/15/12	
Draft Project Report							DNA	
End Environmental Phase (PA&ED Milestone)							09/01/12	
Begin Design (PS&E) Phase								
End Design Phase (Ready to List for Advertisement Milestone)								
Begin Right of Way Phase								
End Right of Way Phase (Right of Way Certification Milestone)								
Begin Construction Phase (Contract Award Milestone)							10/01/12	
End Construction Phase (Construction Contract Acceptance Milestone)							12/31/12	
Begin Closeout Phase							05/01/12	
End Closeout Phase (Closeout Report)							06/30/12	

**PROJECT PROGRAMMING REQUEST**

DTP-0001 (REV. 6/11)

Date: October 20/20

District	County	Route	EA	Project ID	PPNO	TCRP No.
03	BUT					
<b>Project Title:</b> Chico Bike Map Update						

Proposed Total Project Cost									Notes
Component	Prior	12/13	13/14	14/15	15/16	16/17	17/18+	Total	
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON					32			32	
<b>TOTAL</b>								32	

Fund No. 1:	Proposed Funding								Program Code
Component	Prior	12/13	13/14	14/15	15/16	16/17	17/18+	Total	Funding Agency
E&P (PA&ED)									BCAG
PS&E									100% RIP TE
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON					32			32	
<b>TOTAL</b>								32	

Fund No. 2:	Proposed Funding								Program Code
Component	Prior	12/13	13/14	14/15	15/16	16/17	17/18+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
<b>TOTAL</b>									

Fund No. 3:	Proposed Funding								Program Code
Component	Prior	12/13	13/14	14/15	15/16	16/17	17/18+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
<b>TOTAL</b>									

**PROJECT PROGRAMMING REQUEST**

DTP-0001 (REV. 6/11)

General Instructions

<input checked="" type="checkbox"/> New Project					<input type="checkbox"/> Amendment (Existing Project)		<b>Date:</b>	09/22/11
<b>District</b>		<b>EA</b>	<b>Project ID</b>		<b>PPNO</b>	<b>MPO ID</b>		<b>TCRP No.</b>
03								
<b>County</b>	<b>Route/Corridor</b>	<b>PM Bk</b>	<b>PM Ahd</b>	<b>Project Sponsor/Lead Agency</b>				
BUT	CO			Butte County				
				<b>MPO</b>		<b>Element</b>		
				BCAG		Local Assistance		
<b>Project Mgr/Contact</b>			<b>Phone</b>		<b>E-mail Address</b>			
Raymond Cooper			5630-538-7681		rcooper@buttecounty.net			
<b>Project Title</b>								
Midway Bridge Replacement across Butte Creek								
<b>Location, Project Limits, Description, Scope of Work, Legislative Description</b>								
On Midway approximately 0.2 miles south of White Ave to approximately 0.7 miles south of White Ave. ENG STA 10+00 to 49+00. Construction of a new 1600 foot long multi-span prestressed cast-in-place concrete box girder with approx. 2300 feet of approach rdwy reconstruction. This project will replace 2 existing structures that currently span Butte Creek and Butte Creek Overflow.								
<b>Component</b>	<b>Implementing Agency</b>					<b>Reimbursements</b>		
PA&ED	Butte County							
PS&E	Butte County							
Right of Way	Butte County							
Construction	Butte County							
<b>Legislative Districts</b>								
<b>Assembly:</b>	3				<b>Senate:</b>	4		
<b>Congressional:</b>	2							
<b>Purpose and Need</b>								
The Midway is a vital two-way, major collector, running north-south through a major agriculture zone in Butte County. It connects the City of Chico with State Route 162 to the south and travels through the communities of Durham, Nelson and Richvale. This route was once State Route 99. Both of the structures proposed to be replaced have low sufficiency ratings and have been determined to be "Structurally Deficient" by Caltrans Structures Maintenance and Investigations. They are both load limited and are of sub-standard width. The structure over Butte Creek also carries a speed limit of 10mph for vehicles over 10 tons. It has been determined that replacement of the bridges is the most feasible alternative.								
<b>Project Benefits</b>								
Completion of this project would allow free movement of commercial permit loads along this route, improve safety by providing additional width as well as increased sight distance due to improved vertical alignment. The new structure will also raise the existing road bed out of the floodway thus improving serviceability and lessening overall environmental impacts.								
<b>Project Milestone</b>								<b>Proposed</b>
Project Study Report Approved								
Begin Environmental (PA&ED) Phase								
Circulate Draft Environmental Document					<b>Document Type</b>	N/A		
Draft Project Report								
End Environmental Phase (PA&ED Milestone)								06/01/14
Begin Design (PS&E) Phase								12/01/11
End Design Phase (Ready to List for Advertisement Milestone)								08/01/14
Begin Right of Way Phase								03/01/13
End Right of Way Phase (Right of Way Certification Milestone)								08/01/14
Begin Construction Phase (Contract Award Milestone)								03/01/15
End Construction Phase (Construction Contract Acceptance Milestone)								10/01/17
Begin Closeout Phase								11/01/17
End Closeout Phase (Closeout Report)								03/01/18

**PROJECT PROGRAMMING REQUEST**

DTP-0001 (REV. 6/11)

Date: 09/22/11

District	County	Route	EA	Project ID	PPNO	TCRP No.
03	BUT	CO				
<b>Project Title:</b> Midway Bridge Replacement across Butte Creek						

Proposed Total Project Cost									Notes
Component	Prior	12/13	13/14	14/15	15/16	16/17	17/18+	Total	
E&P (PA&ED)									
PS&E	2,000							2,000	
R/W SUP (CT)									
CON SUP (CT)									
R/W		50						50	
CON						15,803		15,803	
<b>TOTAL</b>	<b>2,000</b>	<b>50</b>				<b>15,803</b>		<b>17,853</b>	Amounts entered in are in \$1000's

Fund No. 1:	HBP								Program Code
Proposed Funding									
Component	Prior	12/13	13/14	14/15	15/16	16/17	17/18+	Total	Funding Agency
E&P (PA&ED)									Caltrans - Local HBP Program
PS&E	1,771							1,771	
R/W SUP (CT)									
CON SUP (CT)									
R/W		44						44	
CON						13,991		13,991	
<b>TOTAL</b>	<b>1,771</b>	<b>44</b>				<b>13,991</b>		<b>15,806</b>	

Fund No. 2:	Local Match								Program Code
Proposed Funding									
Component	Prior	12/13	13/14	14/15	15/16	16/17	17/18+	Total	Funding Agency
E&P (PA&ED)									Butte County
PS&E	229							229	
R/W SUP (CT)									
CON SUP (CT)									
R/W		6						6	
CON						313		313	
<b>TOTAL</b>	<b>229</b>	<b>6</b>				<b>313</b>		<b>548</b>	

Fund No. 3:	STIP								Program Code
Proposed Funding									
Component	Prior	12/13	13/14	14/15	15/16	16/17	17/18+	Total	Funding Agency
E&P (PA&ED)									BCAG
PS&E									STIP - RIP Funds. 100% state only funding is requested to be used for local match requirement for federal HBP funds.
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON						1,499		1,499	
<b>TOTAL</b>						<b>1,499</b>		<b>1,499</b>	

**PROJECT PROGRAMMING REQUEST**

DTP-0001 (REV. 6/11)

General Instructions

<input type="checkbox"/> New Project		<input checked="" type="checkbox"/> Amendment (Existing Project)			<b>Date:</b>	07/21/11
<b>District</b>	<b>EA</b>	<b>Project ID</b>		<b>PPNO</b>	<b>MPO ID</b>	<b>TCRP No.</b>
3				0L16	901100	
<b>County</b>	<b>Route/Corridor</b>	<b>PM Bk</b>	<b>PM Ahd</b>	<b>Project Sponsor/Lead Agency</b>		
BUT				Butte County Association of Governments		
				<b>MPO</b>	<b>Element</b>	
				BCAG	LA	
<b>Project Mgr/Contact</b>		<b>Phone</b>		<b>E-mail Address</b>		
IVAN GARCIA		(530)879-2468		igarcia@bcag.org		
<b>Project Title</b>						
Planning, Programming and Monitoring						
<b>Location, Project Limits, Description, Scope of Work, Legislative Description</b>						
Butte County. Planning, programming and monitoring activities.						
<b>Component</b>	<b>Implementing Agency</b>				<b>Reimbursements</b>	
PA&ED	Caltrans					
PS&E	Caltrans					
Right of Way	Caltrans					
Construction	Butte County Association of Governments					
<b>Legislative Districts</b>						
<b>Assembly:</b>	02, 03			<b>Senate:</b>	4	
<b>Congressional:</b>	02, 04					
<b>Purpose and Need</b>						
The purpose of programming PPM is to continue funding BCAG's efforts in planning, programming and monitoring projects related to the STIP.						
<b>Project Benefits</b>						
PPM is a vital source of revenues for BCAG in delivery of transportation projects for the region.						
<b>Project Milestone</b>					<b>Existing</b>	<b>Proposed</b>
Project Study Report Approved						
Begin Environmental (PA&ED) Phase						
Circulate Draft Environmental Document				<b>Document Type</b>		
Draft Project Report						
End Environmental Phase (PA&ED Milestone)						
Begin Design (PS&E) Phase						
End Design Phase (Ready to List for Advertisement Milestone)						
Begin Right of Way Phase						
End Right of Way Phase (Right of Way Certification Milestone)						
Begin Construction Phase (Contract Award Milestone)						
End Construction Phase (Construction Contract Acceptance Milestone)						
Begin Closeout Phase						
End Closeout Phase (Closeout Report)						

**PROJECT PROGRAMMING REQUEST**

DTP-0001 (REV. 6/11)

Date: 07/21/11

District	County	Route	EA	Project ID	PPNO	TCRP No.
3	BUT				0L16	
<b>Project Title:</b> Planning, Programming and Monitoring						

Existing Total Project Cost									Implementing Agency
Component	Prior	12/13	13/14	14/15	15/16	16/17	17/18+	Total	
E&P (PA&ED)									Caltrans
PS&E									Caltrans
R/W SUP (CT)									
CON SUP (CT)									
R/W									Caltrans
CON	940	150		149				1,239	Butte County Association of
<b>TOTAL</b>	<b>940</b>	<b>150</b>		<b>149</b>				<b>1,239</b>	
Proposed Total Project Cost									Implementing Agency
Component	Prior	12/13	13/14	14/15	15/16	16/17	17/18+	Total	
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON	940	148	148	148	148	148		1,680	
<b>TOTAL</b>	<b>940</b>	<b>148</b>	<b>148</b>	<b>148</b>	<b>148</b>	<b>148</b>		<b>1,680</b>	

<b>Fund No. 1:</b>	<b>RIP - State Cash (ST-CASH)</b>								<b>Program Code</b>
<b>Existing Funding</b>									20.30.600.670
Component	Prior	12/13	13/14	14/15	15/16	16/17	17/18+	Total	Funding Agency
E&P (PA&ED)									Butte County Association of Govern
PS&E									\$35 CON voted 07/16/98
R/W SUP (CT)									\$68 CON voted 07/01/99
CON SUP (CT)									\$41 CON voted 07/01/00
R/W									\$55 CON voted 08/23/02
CON	940	150		149				1,239	\$55 CON voted 02/26/04
<b>TOTAL</b>	<b>940</b>	<b>150</b>		<b>149</b>				<b>1,239</b>	\$63 CON voted 03/03/05
									\$63 CON voted 07/20/06
Proposed Funding									Notes
Component	Prior	12/13	13/14	14/15	15/16	16/17	17/18+	Total	
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON	940	148	148	148	148	148		1,680	
<b>TOTAL</b>	<b>940</b>	<b>148</b>	<b>148</b>	<b>148</b>	<b>148</b>	<b>148</b>		<b>1,680</b>	

<b>Fund No. 2:</b>									<b>Program Code</b>
Existing Funding									Funding Agency
Component	Prior	12/13	13/14	14/15	15/16	16/17	17/18+	Total	
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
<b>TOTAL</b>									
Proposed Funding									Notes
Component	Prior	12/13	13/14	14/15	15/16	16/17	17/18+	Total	
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
<b>TOTAL</b>									

**PROJECT PROGRAMMING REQUEST**

DTP-0001 (REV. 6/11)

**Complete this page for amendments only**

Date: 07/21/11

District	County	Route	EA	Project ID	PPNO	TCRP No.
3	BUT				0L16	

**SECTION 1 - All Projects****Project Background**

PPM

**Programming Change Requested**

Requesting allowable 5% of Fund Estimate for Butte County be evenly spread out of the STIP period.

**Reason for Proposed Change**

Enables BCAG to rely on and plan for budget purposes.

**If proposed change will delay one or more components, clearly explain 1) reason the delay, 2) cost increase related to the delay, and 3) how cost increase will be funded**

**Other Significant Information****SECTION 2 - For TCRP Projects Only**

- Alternative Project Request (Please follow Instructions at <http://www.dot.ca.gov/tcrp/LETTERguidelines>)
- Letter of No Prejudice (LONP) (Please follow Guidelines at <http://www.dot.ca.gov/tcrp/docs/042706.pdf>)

**SECTION 3 - All Projects****Approvals**

I hereby certify that the above information is complete and accurate and all approvals have been obtained for the processing of this amendment request.\*

Name (Print or Type)	Signature	Title	Date
Ivan Garcia			11/29/2011

**Attachments**

- 1) Concurrence from Implementing Agency and/or Regional Transportation Planning Agency
- 2) Project Location Map

**PROJECT PROGRAMMING REQUEST**

DTP-0001 (REV. 6/11)

Date: 07/21/11

District	County	Route	EA	Project ID	PPNO	TCRP No.
3	BUT				0L16	
<b>Project Title:</b> Planning, Programming and Monitoring						

Existing Total Project Cost									Implementing Agency
Component	Prior	12/13	13/14	14/15	15/16	16/17	17/18+	Total	
E&P (PA&ED)									Caltrans
PS&E									Caltrans
R/W SUP (CT)									
CON SUP (CT)									
R/W									Caltrans
CON	940	150		149				1,239	Butte County Association of
<b>TOTAL</b>	<b>940</b>	<b>150</b>		<b>149</b>				<b>1,239</b>	
Net Change									
E&P (PA&ED)									\$35 CON voted 07/16/98
PS&E									\$68 CON voted 07/01/99
R/W SUP (CT)									\$41 CON voted 07/01/00
CON SUP (CT)									\$55 CON voted 08/23/02
R/W									\$55 CON voted 02/26/04
CON		-2	148	-1	148	148		441	\$63 CON voted 03/03/05
<b>TOTAL</b>		<b>-2</b>	<b>148</b>	<b>-1</b>	<b>148</b>	<b>148</b>		<b>441</b>	\$63 CON voted 07/20/06 \$150 CON voted 09/20/07 \$120 CON voted 07/24/08
Proposed New Result									
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON	940	148	148	148	148	148		1,680	
<b>TOTAL</b>	<b>940</b>	<b>148</b>	<b>148</b>	<b>148</b>	<b>148</b>	<b>148</b>		<b>1,680</b>	

Fund No. 1:	RIP - State Cash (ST-CASH)								Program Code
Existing Funding									20.30.600.670
Component	Prior	12/13	13/14	14/15	15/16	16/17	17/18+	Total	Funding Agency
E&P (PA&ED)									Butte County Association of Governmen
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON	940	150		149				1,239	
<b>TOTAL</b>	<b>940</b>	<b>150</b>		<b>149</b>				<b>1,239</b>	
Change									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		-2	148	-1	148	148		441	
<b>TOTAL</b>		<b>-2</b>	<b>148</b>	<b>-1</b>	<b>148</b>	<b>148</b>		<b>441</b>	
Proposed Funding									
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON	940	148	148	148	148	148		1,680	
<b>TOTAL</b>	<b>940</b>	<b>148</b>	<b>148</b>	<b>148</b>	<b>148</b>	<b>148</b>		<b>1,680</b>	

## APPENDIX 2

CTC Adopted 2012 Fund Estimate



**2012 STATE TRANSPORTATION IMPROVEMENT PROGRAM  
FUND ESTIMATE**

**Edmund G. Brown, Jr.**  
Governor  
STATE OF CALIFORNIA

**Traci Stevens**  
Acting Secretary  
Business, Transportation and Housing Agency

**Malcolm Dougherty**  
Acting Director  
Department of Transportation



*The 2012 State Transportation Improvement Program Fund Estimate Book is available online at  
<http://www.dot.ca.gov/hq/transprog/ctcliaison.htm>*



**2012 STIP Fund Estimate**  
**County and Interregional Shares**  
**Table 2. Summary of Targets and Shares**  
 (\$ in thousands)

County	2012 STIP Programming			
	Base	Total Target	Maximum	TE Target
	Share Through 2015-16	Target through 2016-17	Estimated Share through 2019-20	Target through 2016-17
Alameda	15,024	35,372	94,150	4,358
Alpine - Amador - Calaveras	6,605	10,212	20,630	771
Butte	11,448	15,479	27,123	863
Colusa	1,721	2,802	5,923	232
Contra Costa	63,047	76,928	117,028	2,973
Del Norte	0	0	0	216
El Dorado LTC	0	0	6,197	601
Fresno	36,987	52,353	96,741	3,290
Glenn	3,465	4,597	7,867	241
Humboldt	8,542	12,608	24,353	871
Imperial	5,010	12,228	33,078	1,546
Inyo	12,370	17,987	34,213	1,204
Kern	2,808	23,506	83,299	4,433
Kings	0	0	0	649
Lake	4,761	6,530	11,640	378
Lassen	9,167	11,752	19,220	555
Los Angeles	51,242	173,970	528,501	26,281
Madera	11,485	14,295	22,410	600
Mann	0	0	0	813
Mariposa	1,728	2,786	5,840	225
Mendocino	1,283	5,082	16,058	815
Merced	8,168	13,172	27,627	1,073
Modoc	0	1,367	5,350	294
Mono	15,915	20,095	32,170	895
Monterey	39,630	46,857	67,734	1,548
Napa	2,205	4,702	11,914	534
Nevada	6,646	8,792	14,990	459
Orange	27,687	65,658	175,349	8,132
Placer TPA	0	0	0	1,101
Plumas	3,198	4,740	9,193	330
Riverside	57,558	90,928	187,325	7,145
Sacramento	15,418	34,645	90,187	4,116
San Benito	0	0	0	285
San Bernardino	62,080	100,416	211,159	8,208
San Diego	10,873	53,999	178,579	9,233
San Francisco	2,831	13,114	42,822	2,202
San Joaquin	16,137	26,544	56,608	2,230
San Luis Obispo	4,166	11,895	34,220	1,654
San Mateo	12,060	22,677	53,345	2,274
Santa Barbara	1,475	10,119	35,092	1,851
Santa Clara	0	0	61,927	5,164
Santa Cruz	4,775	8,939	20,969	890
Shasta	7,670	12,106	24,920	950
Sierra	0	632	2,746	157
Siskiyou	3,814	6,850	15,622	651
Solano	3,815	10,092	28,225	1,345
Sonoma	0	0	13,118	1,675
Stanislaus	17,609	25,327	47,622	1,652
Sutter	435	2,210	7,336	381
Tahoe RPA	3,307	4,249	6,969	201
Tehama	6,144	8,413	14,968	486
Trinity	184	1,779	6,388	341
Tulare	4,874	14,405	41,937	2,040
Tuolumne	5,713	7,493	12,635	381
Ventura	12,815	25,682	62,849	2,756
Yolo	6,064	9,755	20,419	791
Yuba	10,331	11,688	15,607	291
<b>Statewide Regional</b>	<b>620,290</b>	<b>1,157,827</b>	<b>2,792,192</b>	<b>125,631</b>
<b>Interregional</b>	<b>129,682</b>	<b>325,245</b>	<b>890,180</b>	<b>41,876</b>
<b>TOTAL</b>	<b>749,972</b>	<b>1,483,072</b>	<b>3,682,372</b>	<b>167,507</b>
		<b>New Capacity</b>		
<b>Statewide Flexible Capacity</b>		<b>1,913,572</b>		
<b>Statewide PTA Capacity</b>		<b>(597,207)</b>		
<b>Statewide TE Capacity</b>		<b>166,707</b>		
<b>Total STIP Capacity</b>		<b>1,483,072</b>		

## 2012 STIP Fund Estimate County and Interregional Shares

Table 3. Calculation of New Programming Targets and Shares - Base  
(Minimum)  
(\$ in thousands)

County	Net Carryover		2012 STIP Share through 2015-16			
	Unprogrammed Balance	Balance Advanced	Formula Distribution	Add Back Lapses 09-10/10-11	Net Share (Base)	Net Advance
Alameda	5,414	0	8,910	700	15,024	0
Alpine - Amador - Calaveras	4,749	0	1,579	277	6,605	0
Butte	9,683	0	1,765	0	11,448	0
Colusa	1,160	0	473	88	1,721	0
Contra Costa	43,493	0	6,079	13,475	63,047	0
Del Norte	0	(14,343)	443	0	0	13,900
El Dorado LTC	0	(5,955)	1,228	15	0	4,712
Fresno	28,122	0	6,729	2,136	36,987	0
Glenn	2,969	0	496	0	3,465	0
Humboldt	6,449	0	1,780	313	8,542	0
Imperial	1,849	0	3,161	0	5,010	0
Inyo	9,648	0	2,460	262	12,370	0
Kern	0	(6,256)	9,064	0	2,808	0
Kings	0	(23,481)	1,329	0	0	22,152
Lake	3,595	0	775	391	4,761	0
Lassen	7,635	0	1,132	400	9,167	0
Los Angeles	0	(9,818)	53,745	7,315	51,242	0
Madera	10,069	0	1,230	186	11,485	0
Marin	0	(35,192)	1,661	100	0	33,431
Mariposa	1,265	0	463	0	1,728	0
Mendocino	0	(391)	1,664	10	1,283	0
Merced	5,977	0	2,191	0	8,168	0
Modoc	0	(644)	604	28	0	12
Mono	13,636	0	1,831	448	15,915	0
Monterey	36,465	0	3,165	0	39,630	0
Napa	445	0	1,093	667	2,205	0
Nevada	5,706	0	940	0	6,646	0
Orange	10,638	0	16,629	420	27,687	0
Placer IPA	0	(52,900)	2,251	0	0	50,649
Plumas	2,523	0	675	0	3,198	0
Riverside	38,236	0	14,613	4,709	57,558	0
Sacramento	5,198	0	8,420	1,800	15,418	0
San Benito	0	(8,883)	582	0	0	8,301
San Bernardino	45,286	0	16,788	6	62,080	0
San Diego	0	(9,616)	18,886	1,603	10,873	0
San Francisco	0	(1,673)	4,504	0	2,831	0
San Joaquin	11,579	0	4,558	0	16,137	0
San Luis Obispo	0	(1,188)	3,384	1,970	4,166	0
San Mateo	6,524	0	4,649	887	12,060	0
Santa Barbara	0	(2,946)	3,786	635	1,475	0
Santa Clara	0	(42,409)	10,560	0	0	31,849
Santa Cruz	2,951	0	1,824	0	4,775	0
Shasta	5,727	0	1,943	0	7,670	0
Sierra	0	(467)	320	47	0	100
Siskiyou	2,464	0	1,330	20	3,814	0
Solano	345	0	2,749	721	3,815	0
Sonoma	0	(21,696)	3,424	985	0	17,287
Stanislaus	14,211	0	3,380	18	17,609	0
Sutter	0	(342)	777	0	435	0
Tahoe RPA	2,631	0	412	264	3,307	0
Tehama	5,150	0	994	0	6,144	0
Trinity	0	(515)	699	0	184	0
Tulare	700	0	4,174	0	4,874	0
Tuolumne	4,703	0	780	230	5,713	0
Ventura	7,181	0	5,634	0	12,815	0
Yolo	4,447	0	1,617	0	6,064	0
Yuba	9,737	0	594	0	10,331	0
Statewide Regional	378,560	(238,715)	256,925	41,126	620,290	182,393
Interregional	44,040	0	85,642	0	129,682	0
<b>TOTAL</b>	<b>422,600</b>	<b>(238,715)</b>	<b>342,567</b>	<b>41,126</b>	<b>749,972</b>	<b>182,393</b>
Statewide Flexible Capacity					1,263,572	
Statewide PTA Capacity					(597,207)	
Statewide TE Capacity					83,607	
Total					749,972	



## 2012 STIP Fund Estimate County and Interregional Shares

Table 4. Calculation of New Programming Targets and Shares - Total Target  
(\$ in thousands)

County	Net Carryover		2012 STIP Share through 2016-17			
	Unprogrammed Balance	Balance Advanced	Formula Distribution	Add Back Lapses 9-10/10-11	Net Share (Total Target)	Net Advance
Alameda	5,414	0	29,258	700	35,372	0
Alpine - Amador - Calaveras	4,749	0	5,186	277	10,212	0
Butte	9,683	0	5,796	0	15,479	0
Colusa	1,160	0	1,554	88	2,802	0
Contra Costa	43,493	0	19,960	13,475	76,928	0
Del Norte	0	(14,343)	1,454	0	0	(12,889)
El Dorado LTC	0	(5,955)	4,034	15	0	(1,906)
Fresno	28,122	0	22,095	2,136	52,353	0
Glenn	2,969	0	1,628	0	4,597	0
Humboldt	6,449	0	5,846	313	12,608	0
Imperial	1,849	0	10,379	0	12,228	0
Inyo	9,648	0	8,077	262	17,987	0
Kern	0	(6,256)	29,762	0	23,506	0
Kings	0	(23,481)	4,364	0	0	(19,117)
Lake	3,595	0	2,544	391	6,530	0
Lassen	7,635	0	3,717	400	11,752	0
Los Angeles	0	(9,818)	176,473	7,315	173,970	0
Madera	10,069	0	4,040	186	14,295	0
Marin	0	(35,192)	5,453	100	0	(29,639)
Mariposa	1,265	0	1,521	0	2,786	0
Mendocino	0	(391)	5,463	10	5,082	0
Merced	5,977	0	7,195	0	13,172	0
Modoc	0	(644)	1,983	28	1,367	0
Mono	13,636	0	6,011	448	20,095	0
Monterey	36,465	0	10,392	0	46,857	0
Napa	445	0	3,590	667	4,702	0
Nevada	5,706	0	3,086	0	8,792	0
Orange	10,638	0	54,600	420	65,658	0
Placer TPA	0	(52,900)	7,391	0	0	(45,509)
Plumas	2,523	0	2,217	0	4,740	0
Riverside	38,236	0	47,983	4,709	90,928	0
Sacramento	5,198	0	27,647	1,800	34,645	0
San Benito	0	(8,883)	1,910	0	0	(6,973)
San Bernardino	45,286	0	55,124	6	100,416	0
San Diego	0	(9,616)	62,012	1,603	53,999	0
San Francisco	0	(1,673)	14,787	0	13,114	0
San Joaquin	11,579	0	14,965	0	26,544	0
San Luis Obispo	0	(1,188)	11,113	1,970	11,895	0
San Mateo	6,524	0	15,266	887	22,677	0
Santa Barbara	0	(2,946)	12,430	635	10,119	0
Santa Clara	0	(42,409)	34,675	0	0	(7,734)
Santa Cruz	2,951	0	5,988	0	8,939	0
Shasta	5,727	0	6,379	0	12,106	0
Sierra	0	(467)	1,052	47	632	0
Siskiyou	2,464	0	4,366	20	6,850	0
Solano	345	0	9,026	721	10,092	0
Sonoma	0	(21,696)	11,243	985	0	(9,468)
Stanislaus	14,211	0	11,098	18	25,327	0
Sutter	0	(342)	2,552	0	2,210	0
Tahoe RPA	2,631	0	1,354	264	4,249	0
Tehama	5,150	0	3,263	0	8,413	0
Trinity	0	(515)	2,294	0	1,779	0
Tulare	700	0	13,705	0	14,405	0
Tuolumne	4,703	0	2,560	230	7,493	0
Ventura	7,181	0	18,501	0	25,682	0
Yolo	4,447	0	5,308	0	9,755	0
Yuba	9,737	0	1,951	0	11,688	0
Statewide Regional	378,560	(238,715)	843,621	41,126	1,157,827	(133,235)
Interregional	44,040	0	281,205	0	325,245	0
TOTAL	422,600	(238,715)	1,124,826	41,126	1,483,072	(133,235)
Statewide Flexible Capacity					1,913,572	
Statewide PTA Capacity					(597,207)	
Statewide TE Capacity					166,707	
Total					1,483,072	

## 2012 STIP Fund Estimate County and Interregional Shares

Table 5. Calculation of New Programming Targets and Shares - Maximum  
(\$ in thousands)

County	Net Carryover		2012 STIP Share through 2019-20			
	Unprogrammed Balance	Balance Advanced	Formula Distribution	Add Back Lapses 09-10/10-11	Net Share (Maximum)	Net Advance
Alameda	5,414	0	88,036	700	94,150	0
Alpine - Amador - Calaveras	4,749	0	15,604	277	20,630	0
Butte	9,683	0	17,440	0	27,123	0
Colusa	1,160	0	4,675	88	5,923	0
Contra Costa	43,493	0	60,060	13,475	117,028	0
Del Norte	0	(14,343)	4,376	0	0	(9,967)
El Dorado LTC	0	(5,955)	12,137	15	6,197	0
Fresno	28,122	0	66,483	2,136	96,741	0
Glenn	2,969	0	4,898	0	7,867	0
Humboldt	6,449	0	17,591	313	24,353	0
Imperial	1,849	0	31,229	0	33,078	0
Inyo	9,648	0	24,303	262	34,213	0
Kern	0	(6,256)	89,555	0	83,299	0
Kings	0	(23,481)	13,132	0	0	(10,349)
Lake	3,595	0	7,654	391	11,640	0
Lassen	7,635	0	11,185	400	19,220	0
Los Angeles	0	(9,818)	531,004	7,315	528,501	0
Madera	10,069	0	12,155	186	22,410	0
Marin	0	(35,192)	16,407	100	0	(18,685)
Mariposa	1,265	0	4,575	0	5,840	0
Mendocino	0	(391)	16,439	10	16,058	0
Merced	5,977	0	21,650	0	27,627	0
Modoc	0	(644)	5,966	28	5,350	0
Mono	13,636	0	18,086	448	32,170	0
Monterey	36,465	0	31,269	0	67,734	0
Napa	445	0	10,802	667	11,914	0
Nevada	5,706	0	9,284	0	14,990	0
Orange	10,638	0	164,291	420	175,349	0
Placer TPA	0	(52,900)	22,239	0	0	(30,661)
Plumas	2,523	0	6,670	0	9,193	0
Riverside	38,236	0	144,380	4,709	187,325	0
Sacramento	5,198	0	83,189	1,800	90,187	0
San Benito	0	(8,883)	5,746	0	0	(3,137)
San Bernardino	45,286	0	165,867	6	211,159	0
San Diego	0	(9,616)	186,592	1,603	178,579	0
San Francisco	0	(1,673)	44,495	0	42,822	0
San Joaquin	11,579	0	45,029	0	56,608	0
San Luis Obispo	0	(1,188)	33,438	1,970	34,220	0
San Mateo	6,524	0	45,934	887	53,345	0
Santa Barbara	0	(2,946)	37,403	635	35,092	0
Santa Clara	0	(42,409)	104,336	0	61,927	0
Santa Cruz	2,951	0	18,018	0	20,969	0
Shasta	5,727	0	19,193	0	24,920	0
Sierra	0	(467)	3,166	47	2,746	0
Siskiyou	2,464	0	13,138	20	15,622	0
Solano	345	0	27,159	721	28,225	0
Sonoma	0	(21,696)	33,829	985	13,118	0
Stanislaus	14,211	0	33,393	18	47,622	0
Sutter	0	(342)	7,678	0	7,336	0
Tahoe RPA	2,631	0	4,074	264	6,969	0
Tehama	5,150	0	9,818	0	14,968	0
Trinity	0	(515)	6,903	0	6,388	0
Tulare	700	0	41,237	0	41,937	0
Tuolumne	4,703	0	7,702	230	12,635	0
Ventura	7,181	0	55,668	0	62,849	0
Yolo	4,447	0	15,972	0	20,419	0
Yuba	9,737	0	5,870	0	15,607	0
Statewide Regional	378,560	(238,715)	2,538,422	41,126	2,792,192	(72,799)
Interregional	44,040	0	846,140	0	890,180	0
TOTAL	422,600	(238,715)	3,384,562	41,126	3,682,372	(72,799)
Statewide Flexible Capacity					3,863,572	
Statewide PTA Capacity					(597,207)	
Statewide TE Capacity					416,007	
Total					3,682,372	



## 2012 STIP Fund Estimate

### County and Interregional Shares

Table 6 – Planning, Programming, and Monitoring (PPM) Limitations  
(\$ thousands)

County	Base				5% PPM Limitation		
	2008 STIP 12/13	2010 STIP 12/13 - 14/15	2012 STIP 12/13-15/16	Total 12/13-15/16	FY 2016/17	FY 2012/13 - FY 2015/16	FY 2016/17
Alameda	43,877	3,068	8,910	55,855	20,348	2,793	1,017
Alpine/Amador/Calaveras	7,412	519	1,579	9,510	3,607	475	180
Butte	8,400	586	1,765	10,751	4,031	538	202
Colusa	2,207	154	473	2,834	1,081	142	54
Contra Costa	28,427	1,988	6,079	36,494	13,881	1,825	694
Del Norte	2,125	149	443	2,717	1,011	136	51
El Dorado LTC	5,368	375	1,228	6,971	2,806	349	140
Fresno	30,409	2,120	6,729	39,258	15,366	1,963	768
Glenn	2,356	165	496	3,017	1,132	151	57
Humboldt	8,493	594	1,780	10,867	4,066	543	203
Imperial	14,207	1,009	3,161	18,377	7,218	919	361
Inyo	11,505	810	2,460	14,775	5,617	739	281
Kern	39,831	2,796	9,064	51,691	20,698	2,585	1,035
Kings	5,943	418	1,329	7,690	3,035	384	152
Lake	3,657	254	775	4,686	1,769	234	88
Lassen	5,384	377	1,132	6,893	2,585	345	129
Los Angeles	268,621	18,770	53,745	341,136	122,728	17,057	6,136
Madera	5,386	377	1,230	6,993	2,810	350	141
Marin	8,309	581	1,661	10,551	3,792	528	190
Mariposa	2,193	153	463	2,809	1,058	140	53
Mendocino	7,997	560	1,664	10,221	3,799	511	190
Merced	9,677	677	2,191	12,545	5,004	627	250
Modoc	2,859	200	604	3,663	1,379	183	69
Mono	8,526	601	1,831	10,958	4,180	548	209
Monterey	15,563	1,089	3,165	19,817	7,227	991	361
Napa	5,154	360	1,093	6,607	2,497	330	125
Nevada	4,545	313	940	5,798	2,146	290	107
Orange	81,023	5,672	16,629	103,324	37,971	5,166	1,899
Placer TPA	8,539	597	2,251	11,387	5,140	569	257
Plumas	3,250	227	675	4,152	1,542	208	77
Riverside	58,047	4,019	14,613	76,679	33,370	3,834	1,669
Sacramento	37,682	2,636	8,420	48,738	19,227	2,437	961
San Benito	2,818	197	582	3,597	1,328	180	66
San Bernardino	75,436	5,270	16,788	97,494	38,336	4,875	1,917
San Diego	88,798	6,215	18,886	113,899	43,126	5,695	2,156
San Francisco	22,448	1,568	4,504	28,520	10,283	1,426	514
San Joaquin	19,724	1,380	4,558	25,662	10,407	1,283	520
San Luis Obispo	15,852	1,115	3,384	20,351	7,729	1,018	386
San Mateo	23,296	1,635	4,649	29,580	10,617	1,479	531
Santa Barbara	18,037	1,270	3,786	23,093	8,644	1,155	432
Santa Clara	51,388	3,594	10,560	65,542	24,115	3,277	1,206
Santa Cruz	8,954	633	1,824	11,411	4,164	571	208
Shasta	9,193	643	1,943	11,779	4,436	589	222
Sierra	1,525	107	320	1,952	732	98	37
Siskiyou	6,349	444	1,330	8,123	3,036	406	152
Solano	13,454	940	2,749	17,143	6,277	857	314
Sonoma	16,387	1,162	3,424	20,973	7,819	1,049	391
Stanislaus	15,283	1,070	3,380	19,733	7,718	987	386
Sutter	3,451	241	777	4,469	1,775	223	89
Tahoe RPA	2,255	156	412	2,823	942	141	47
Tehama	4,626	324	994	5,944	2,269	297	113
Trinity	3,300	231	699	4,230	1,595	211	80
Tulare	18,693	1,311	4,174	24,178	9,531	1,209	477
Tuolumne	3,736	262	780	4,778	1,780	239	89
Ventura	26,543	1,862	5,634	34,039	12,867	1,702	643
Yolo	7,373	505	1,617	9,495	3,691	475	185
Yuba	2,641	185	594	3,420	1,357	171	68
<b>Statewide</b>	<b>1,208,532</b>	<b>84,534</b>	<b>256,925</b>	<b>1,549,991</b>	<b>586,696</b>	<b>77,500</b>	<b>29,335</b>

Note: Limitation amounts include amounts already programmed.

**2012 STIP Fund Estimate**  
**County and Interregional Shares**  
**Table 7. Transportation Enhancement (TE) Targets**  
**(\$ thousands)**

2012 STIP TE Targets			
County	2015-16	2016-17	Total TE Target
Alameda	2,196	2,162	4,358
Alpine/Amador/Calaveras	388	383	771
Butte	435	428	863
Colusa	117	115	232
Contra Costa	1,498	1,475	2,973
Del Norte	109	107	216
El Dorado LTC	303	298	601
Fresno	1,658	1,632	3,290
Glenn	121	120	241
Humboldt	439	432	871
Imperial	779	767	1,546
Inyo	607	597	1,204
Kern	2,234	2,199	4,433
Kings	327	322	649
Lake	190	188	378
Lassen	280	275	555
Los Angeles	13,243	13,038	26,281
Madera	302	298	600
Marin	410	403	813
Mariposa	113	112	225
Mendocino	411	404	815
Merced	541	532	1,073
Modoc	148	146	294
Mono	451	444	895
Monterey	780	768	1,548
Napa	269	265	534
Nevada	231	228	459
Orange	4,098	4,034	8,132
Placer TPA	555	546	1,101
Plumas	166	164	330
Riverside	3,600	3,545	7,145
Sacramento	2,074	2,042	4,116
San Benito	144	141	285
San Bernardino	4,136	4,072	8,208
San Diego	4,652	4,581	9,233
San Francisco	1,110	1,092	2,202
San Joaquin	1,124	1,106	2,230
San Luis Obispo	833	821	1,654
San Mateo	1,146	1,128	2,274
Santa Barbara	933	918	1,851
Santa Clara	2,602	2,562	5,164
Santa Cruz	448	442	890
Shasta	479	471	950
Sierra	79	78	157
Siskiyou	328	323	651
Solano	678	667	1,345
Sonoma	844	831	1,675
Stanislaus	832	820	1,652
Sutter	192	189	381
Tahoe RPA	101	100	201
Tehama	245	241	486
Trinity	172	169	341
Tulare	1,028	1,012	2,040
Tuolumne	192	189	381
Ventura	1,389	1,367	2,756
Yolo	399	392	791
Yuba	147	144	291
<b>Statewide Regional</b>	<b>63,306</b>	<b>62,325</b>	<b>125,631</b>
<b>Interregional</b>	<b>21,101</b>	<b>20,775</b>	<b>41,876</b>
<b>TOTAL</b>	<b>84,407</b>	<b>83,100</b>	<b>167,507</b>

## APPENDIX 3

### STIP GUIDELINES “Appendix B: Part A” Performance Indicators

## Attachment 1

### Part A:

Complete Part A.

Use the following to indicate quantitatively how the Regional Transportation Improvement Program (RTIP) or the Interregional Transportation Improvement Program (ITIP) is consistent with the goals established in your Regional Transportation Plan (RTP) or the Interregional Transportation Strategic Plan (ITSP). If any of the performance measures in Part A do not reflect the goals contained in an RTP/ITSP or if an RTIP/ITIP does not contain goals that are measurable by the performance measures contained within, simply state “not applicable (na)” for each indicator or each performance measure (where appropriate).

Performance Indicators and Measures for BCAG 2012 RTIP						
Indicator	Relation to STIP Section 19 Performance Criteria	Performance Measures			Current System Performance (Baseline)	Projected Impact of Projects
		Mode	Level*	Measures		
Safety	2	Roadway	Region	Fatalities/Vehicles Miles Traveled (VMT)	1 per 50 million VMT	Decrease
	2			Fatal Collisions / VMT	1 per 50 million VMT	Decrease
	2			Injury Collisions / VMT	1 per 1.8 million VMT	Decrease
	2	Transit	Mode	Fatalities / Passenger Miles	0 per 5.4 million PM	N/A
Mobility	1	Roadway	Region	Passenger Hours of Delay / Year	1.28 million hours	Decrease
	1			Mean Travel Time to Work	0.35 hours	Decrease
	1			Average Non-Peak Period Travel Time	9.3	9.3
Accessibility	4 (Also 1,2,6,7)	Transit	Region	Percentage of population within ¼ mile of a rail station or bus route.	58%	N/A
Reliability	1	Roadway	Corridor	Travel Time Variability	N/A	N/A
	5	Transit	Mode	Percentage of vehicles that arrive at their scheduled destination no more than 5 minutes late.	N/A	N/A
Productivity (Throughput)	7	Roadway - Vehicles	Corridor	Average Peak Period Vehicle Trips	AM – 58,565 PM – 67,888	N/A
	7			Average Daily Vehicle Trips (ADT)	0.7 million	
	7	Roadway - People	Corridor	Average Peak Period Vehicle Trips Multiplied by the Occupancy Rate	N/A	N/A
	7			Average Daily Vehicle Trips Multiplied by the Occupancy Rate	N/A	N/A
	7	Trucks	Corridor	Percentage of Average Daily Vehicle Trips that are (5+ axle) Trucks	SR 32 = 1.2% SR 70 = 3.2% SR 99 = 3.2% SR 149 = 1.3% SR 162 = 1.6% SR 191 = 1%	N/A
	7			Average Vehicle Daily Trips that are (5+axle) Trucks	SR 32 = 990 SR 70 = 1,187 SR 99 = 2,243 SR 149 = 901 SR 162 = 675 SR 191 = 352	N/A
	7	Transit	Mode	Passengers per Vehicle Revenue Hour	16.1 passengers	N/A
	7			Passengers per Vehicle Revenue Mile	1.02	N/A
	7			Passenger Mile per Train Mile (Intercity Rail)	N/A	N/A
System Preservation	3	Roadway	Region	Total number of Distressed Lane Miles	Chico = 94.5 Biggs = 6.8	N/A

					Gridley = N/A Oroville = N/A Paradise = 31.8 County = 233 St Routes=265	
	3			Percentage of Distressed lane Miles	Chico = 39% Biggs = 62% Gridley = N/A Oroville = N/A Paradise = 32% County = 11% St Routes=61%	
	3			Percentage of Roadway at Given IRI Levels	N/A	
<b>Return on Investment/ Lifecycle Cost</b>	1-7	All	Corridor	Percentage Rate of Return	N/A	N/A
Level: Corridor – Routes or route segments that are identified by regions and Caltrans as being significant to the transportation system. Region – Region or county commission that is responsible for RTIP submittal. Mode – One of the following transit types (light rail, heavy rail, commuter rail, trolley bus, and all forms of bus transit).						

## APPENDIX 4

### BCAG 2012 RTIP/STIP Recommendations Summary Spreadsheets

## 2012 RTIP/STIP RECOMENDATIONS

AGENCY	PROJECT	FUNDING RECOMMENDATION
<b>TE RECOMMENDATIONS</b>		
<b>County</b>	Neal Rd Class 2 Bike Lane Project	\$ 1,500,000
<b>Gridley</b>	Downtown Streetscape Project	\$ 452,000
<b>BCAG</b>	Chico Bike Map Update	\$ 32,000
<b>Subtotal for TE Projects</b>		<b>\$ 1,984,000</b>
<b>RIP RECOMMENDATIONS</b>		
<b>County</b>	Butte County Midway over Butte Creek Project (Local Match)	\$ 1,499,000
<b>BCAG</b>	Planning Programming and Monitoring (PPM)	\$ 740,000
<b>BCAG</b>	Reserve balance for future SR 70 Passing Lane Project in the 2014 STIP Cycle	\$ 11,256,000
<b>Subtotal for RIP Recommendations</b>		<b>\$ 13,495,000</b>
<b>TOTAL 2012 RTIP RECOMMENDATIONS</b>		<b>\$ 15,479,000</b>

