



BCAG BOARD OF DIRECTORS

Item #4 Consent

April 26, 2018

APPROVAL OF 2017 FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM (FTIP) AMENDMENT #09

PREPARED BY: Ivan Garcia, Transportation Programming Specialist

ISSUE: All transportation projects which receive federal transportation funding or require some type of approval by the Federal Highway Administration or Federal Transit Administration are required to be specifically identified in the Federal Transportation Improvement Program. Staff has identified various local projects below which require a formal FTIP amendment be approved by the BCAG Board.

DISCUSSION: The 2017 FTIP Amendment #09 has been prepared and has been available for public review. The purpose of this amendment is to make the following changes described below. The changes reflect the programming of new State Transportation Improvement Program (STIP) funding approved by the California Transportation Commission for projects on the State Route 70 Corridor. This amendment updates and augments funding previously approved in the State Highway Operations and Protection Program (SHOPP). Funding changes will also be made to the RTP/SCS by separate action:

(EXISTING FTIP PROJECT) SR 70 Segment 1 Project – Ophir Rd to Palermo Rd–

The purpose of this amendment is to amend the programming funding for the project as approved by the California Transportation Commission. This amendment adds State Transportation Improvement Program (STIP) funds with State Highway Operations and Protection Program (SHOPP) funds. This project is located near Oroville from 0.1 mile south of Palermo Rd to just north of Ophir Rd/Pacific Heights intersection. The scope of the project is to widen for a 4-lane highway with a two-way left turn lane, standard shoulders, and provide a roadside clear recovery zone. This amendment augments the \$32,720,000 in SHOPP funds with a revised total project cost to \$48,620,000 with construction programmed in the 2019/2020 fiscal year.

(EXISTING FTIP PROJECT) SR 70 Segment 2 Project – Palermo Rd to Cox Lane–

The purpose of this amendment is to amend the programming funding for the project as approved by the California Transportation Commission. This amendment adds State Transportation Improvement Program (STIP) funds with State Highway Operations and Protection Program (SHOPP) funds. This project is located near Oroville from 0.1 mile south of Palermo Rd to Cox Lane on State Route 70. The scope of the project is to

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widen for a 4-lane highway with a two-way left turn lane, standard shoulders, and provide a roadside clear recovery zone. This amendment augments the \$36,860,000 in SHOPP funds with a revised total project cost to \$50,885,000 with construction programmed in the 2020/2021 fiscal year.

(EXISTING FTIP PROJECT) SR 70 Segment 3 Project – East Gridley Rd to Butte/Yuba County Line– The purpose of this amendment is to amend the programming funding for the project as approved by the California Transportation Commission. This amendment adds State Transportation Improvement Program (STIP) funds with State Highway Operations and Protection Program (SHOPP) funds. This project is located near Oroville from the Yuba County Line to south of East Gridley Road/Stimpson Rd; also in Yuba County on SR 70 from post mile 25.7 to post mile 25.8. The scope of the project is to widen for a 4-lane highway with a two-way left turn lane and standard shoulders. This amendment augments the \$44,068,000 in SHOPP funds with a revised total project cost to \$65,868,000 with construction programmed in the 2021/2022 fiscal year.

Details of this amendment has been attached to this memo and are posted online at BCAG's website at: <http://www.bcag.org/Planning/FTIP/index.html> for the FTIP and at: <http://www.bcag.org/Planning/RTP--SCS/index.html> for the RTP/SCS. The RTP/SCS will be amended to reflect updated project costs.

The amended projects, as listed above, exist in the current 2016 Regional Transportation Plan / Sustainable Communities Strategy (RTP/SCS) and are non-exempt from regional emissions analysis. The amendment for each project does not reflect a change in the design concept and scope of the project or the conformity analysis years as assumed for the regional emissions analysis of the currently conforming RTP and FTIP. The previous emissions analysis is consistent with the requirements of 40 CFR 93.118 and 93.119, as applicable. This amendment, meets all applicable transportation planning requirements per 23 CFR Part 450 (financial constraint, public involvement and consistency with the RTP). Allocating funds to these projects will not delay the implementation of projects in the 2016 RTP/SCS which are necessary to achieve the highway and transportation system envisioned by the plan. BCAG does not have any Transportation Control Measures in the State Implementation Plan (SIP) and therefore the project does not interfere with any TCMs.

STAFF RECOMMENDATION: If no significant comments are received, staff is recommending the Board of Directors approve Resolution #2017/2018-24, adopting Amendment #09 to the 2017 FTIP. This resolution also authorizes staff to make any necessary technical corrections to ensure timely state and federal approval.

Key Staff: Ivan Garcia, Transportation Programming Specialist
Brian Lasagna, Regional Analyst



**BUTTE COUNTY ASSOCIATION OF GOVERNMENTS
RESOLUTION NO 2017/2018-24**



**APPROVAL OF AMENDMENT #09 TO THE 2017 FEDERAL TRANSPORTATION
IMPROVEMENT PROGRAM FOR VARIOUS PROJECTS IN BUTTE COUNTY**

WHEREAS, the Butte County Association of Governments is the designated Metropolitan Planning Organization for Butte County in accordance with 23 USC 134(b)(6); and Section 450.306 of the Metropolitan and Statewide Planning Rule;

WHEREAS, the Moving Ahead for Progress in the 21st Century Act (MAP-21) requires the Butte County Association of Governments, as the Metropolitan Planning Organization, to prepare a Transportation Improvement Program in cooperation with the State and transit operators, to include all projects to be funded under Title 23 and the Federal Transit Administration grants; and requires BCAG to prepare a long-range Regional Transportation Plan / Sustainable Communities Strategy (RTP/SCS) and short-range Federal Transportation Improvement Program (FTIP);

WHEREAS, the Butte County Association of Governments has prepared Amendment #09 to the 2017 FTIP as attached to this resolution;

WHEREAS, the 2017 FTIP through Amendment #09 is financially constrained by year and includes a financial plan that demonstrates projects can be implemented using committed funds;

WHEREAS, This amendment does not reflect a change in the design concept and scope of the project or the conformity analysis years as assumed for the regional emissions analysis of the currently conforming RTP and TIP. This amendment, meets all applicable transportation planning requirements per 23 CFR Part 450 (financial constraint, public involvement and consistency with the RTP).

WHEREAS BCAG does not have any Transportation Control Measures in the State Implementation Plan (SIP), therefore the projects do not interfere with any TCMs;

WHEREAS BCAG posted a notice to provide the public with the opportunity to review and comment in accordance with BCAG's adopted Public Participation Plan.

WHEREAS, Amendment #09 (FTIP) as described below is within BCAG's programming targets and is financially constrained for the following activities including:

(EXISTING FTIP PROJECT) SR 70 Segment 1 Project – Ophir Rd to Palermo Rd– The purpose of this amendment is to amend the programming funding for the project as approved by the California Transportation Commission. This amendment adds State Transportation Improvement Program (STIP) funds with State Highway Operations and Protection Program (SHOPP) funds. This project is located near Oroville from 0.1 mile south of Palermo Rd to just north of Ophir Rd/Pacific Heights intersection. The scope of the project is to widen for a 4-lane highway with a two-way left turn lane, standard shoulders, and provide a roadside clear recovery zone. This amendment augments the \$32,720,000 in SHOPP funds with a revised total project cost to \$48,620,000 with construction programmed in the 2019/2020 fiscal year.

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WHEREAS, The amended projects, as listed above, exist in the current 2016 Regional Transportation Plan / Sustainable Communities Strategy (RTP/SCS) and are non-exempt from regional emissions analysis. The amendment for each project does not reflect a change in the design concept and scope of the project or the conformity analysis years as assumed for the regional emissions analysis of the currently conforming RTP and FTIP. The previous emissions analysis is consistent with the requirements of 40 CFR 93.118 and 93.119, as applicable. This amendment, meets all applicable transportation planning requirements per 23 CFR Part 450 (financial constraint, public involvement and consistency with the RTP). Allocating funds to these projects will not delay the implementation of projects in the 2016 RTP/SCS which are necessary to achieve the highway and transportation system envisioned by the plan. BCAG does not have any Transportation Control Measures in the State Implementation Plan (SIP) and therefore the project does not interfere with any TCMs.

NOW THEREFORE BE IT RESOLVED that the Butte County Association of Governments has prepared and approved Amendment #09 to the 2017 Federal Transportation Improvement Program in accordance with the Transportation Conformity Rule requirements applicable to Butte County and determined that the programming is consistent with the policies, goals and objectives of the adopted 2016 Regional Transportation Plan / Sustainable Communities Strategy. Based on this analysis, the Butte County 2016 RTP/SCS and the Butte County 2017 FTIP conforms to the applicable State Implementation Plan (SIP) and all applicable sections of the EPA's Transportation Conformity Rule;

BE IT FURTHER RESOLVED that in the interest of project delivery, the Butte County Association of Governments authorizes its staff to modify the programming information including minor adjustments in cooperation with Caltrans and or FHWA as needed to ensure the timely submittal and approval of the amendment.

PASSED AND ADOPTED by the Butte County Association of Governments on the 26th day of April 2018 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