NOTICE OF REGULAR MEETING

OF THE

TRANSPORTATION ADVISORY COMMITTEE

*****Thursday*** – February 13, 2020 – 10:00 A.M.**

BCAG Conference Room
326 Huss Drive, Suite 150
Chico CA 95928

1. INTRODUCTIONS

MEMBERS OF THE PUBLIC MAY ADDRESS ANY ITEM ON THE AGENDA DURING CONSIDERATION OF THAT ITEM.

2. ORAL COMMUNICATION

PERSONS WISHING TO ADDRESS AGENDA ITEMS OR COMMENT ON ANY ITEM NOT ON THE AGENDA MAY DO SO AT THIS TIME. COMMENTS ARE LIMITED TO THREE MINUTES PER PERSON. PLEASE STATE YOUR NAME AND ADDRESS FOR THE RECORD.
FOR ITEMS NOT ON THE AGENDA, NO ACTION WILL BE TAKEN AT THIS TIME. IF IT REQUIRES ACTION, IT WILL BE REFERRED TO STAFF AND OR PLACED ON THE NEXT AGENDA.

COPIES OF STAFF REPORTS OR OTHER WRITTEN DOCUMENTATION RELATING TO ITEMS OF BUSINESS REFERRED TO ON THE AGENDA ARE ON FILE IN THE OFFICE OF BUTTE COUNTY ASSOCIATION OF GOVERNMENTS (BCAG). PERSONS WITH QUESTIONS CONCERNING AGENDA ITEMS MAY CALL BCAG TO MAKE INQUIRIES REGARDING THE NATURE OF THE ITEM DESCRIBED ON THE AGENDA.

ITEM	**STAFF**
3. Minutes from December 5, 2019 TAC Meeting For review and approval.	Ivan Garcia
4. 2020 Regional Transportation Improvement Program Informing TAC of Revised 2020 RTIP Recommendations	Ivan Garcia Information
5. 2020 Regional Transportation Plan/Sustainable Communities Strategy Update Informing the committee on the development of the 2020 RTP/SCS	Brian Lasagna Information
6. Active Transportation Program – Cycle 5 Discussion of new ATP Cycle 5 projects for consideration	Ivan Garcia Information
7. Butte Regional Transit Update Informing committee of transit related activities for B-Line	Sara Muse Information
8. BCAG / Caltrans Information Sharing Exchange of information regarding local projects underway and planned as well as receiving a Local Assistance update on matters concerning project delivery and program updates	BCAG/Caltrans Information
9. Other Items	All

ITEM # 3

Butte County Association of Governments
Transportation Advisory Committee
Draft Summary Meeting Minutes
for December 5, 2019

The following minutes are a summary of the Transportation Advisory Committee.
The Transportation Advisory Committee Meeting of the Butte County Association of Governments was held at the BCAG offices located at 326 Huss Drive Suite 150 in Chico. The meeting started at 8:00 a.m.

Item #3 – November 7, 2019 TAC Meeting

No comments were received.

Item #4 – 2020 Regional Transportation Improvement Program (RTIP) Development

Staff informed the committee of the issues in developing a complete 2020 Regional Transportation Improvement Program (RTIP) document. Staff indicated that the SR 70 Passing Lane Projects in Butte County were fully funded and programmed and that the last remaining section of SR 70 that needed to get widened was entirely in Yuba County. Staff stated that BCAG was working with Caltrans, Yuba County, the City of Maryville in an attempt to identify financial plan to fully fund the capacity increasing cost of $32 million needed. Due to the uncertainty and pending meetings with Caltrans and the Commission it was unknown if the recommendation would be accepted. Staff also informed the committee that BCAG staff was scheduled to meeting with Secretary David Kim in December along with BCAG Chair Mr. Bill Connelly and Vice Chair Jones. Staff indicated that the RTIP recommendations presented in the TAC memo may change. Staff indicated that any changes would be presented at a future TAC meeting. TAC members supported BCAG's effort to complete the entire SR 70 due to the significant safety concerns and fatalities between Oroville and Marysville.

Item #5 – 2020 Regional Transportation Plan / Sustainable Communities Strategy – Action Element Draft Project List

Staff reviewed and presented the MAP 21 Safety Performance Measures with the committee. Included with the memorandum, staff included the statewide targets which BCAG elected to use as well as various graphs illustrating the safety trends since 2009. Staff recommended the committee agree to plan and program projects so that they contribute toward the accomplishment of the state target for the 2020 performance year. Also included in the memorandum was a specific list of projects from the 2019 FTIP which works towards PM 1 safety targets. Staff stated that targets would be reviewed annually with the TAC and reported to Caltrans.

Item #6 – B-Line Transit Update

Staff informed the committee of that that BCAG was continuing efforts to purchase one 35' clean diesel bus. Staff also informed the TAC of ongoing grant efforts to secure funding for commuter transit service from Chico to Sacramento.

Item #7– BCAG/Caltrans Information Sharing

The following items were briefly discussed with the committee:

HSIP Program – Darlene Wulff, Caltrans Local Assistance

Ms. Wulff provided an update on the HSIP Program

SAFE Rule – Scott Carson, FHWA

Mr. Carson informed the group of the lack of resolve concerning the SAFE Rule and that amendments for projects which require a new conformity determination will likely not be approved.

ATP for Cycle 5 – Ivan Garcia, BCAG

Staff informed the committee of an upcoming 2021 ATP Cycle 5 Grant Guideline Development Workshop and encouraged applicants to attend..

FTIP Amendment 3 – Ivan Garcia, BCAG

Staff shared with the committee of the specific projects included in BCAG's FTIP Amendment #03. Staff indicated that state and federal approval would likely occur in January. Staff did not anticipate any delays as a result of the SAFE Rule Part 1, however, due to the upcoming holidays, approval may take a little longer.

Item #8 – Other Items

No items from Local Assistance were presented this month.

BCAG Transportation Advisory Committee

Item # 4
Information

February 13, 2020

2020 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM (RTIP)

PREPARED BY: Ivan Garcia, Transportation Programming Specialist

ISSUE: The adopted State Transportation Improvement Program Guidelines prohibit the partnering of State Highway Projects for funding if they are not included in the State's Interregional Transportation Improvement Program (ITIP).

DISCUSSION: Caltrans and the California Transportation Commission were unable to accept BCAG's recommendation to jointly fund the SR 70 Corridor project in Yuba County because Caltrans did not include the project in the ITIP as a result of insufficient programming capacity.

As a result, BCAG Chair, Mr. Bill Connelly formally requested that Caltrans and the CTC program and approve funding for $32 million to complete the corridor in Yuba County with Caltrans' Interregional Improvement Program funds. Senator Jim Nielson also testified in support for the completion of the SR 70 Corridor at the Northern California STIP hearings in Sacramento on January 30, 2020. Staff submitted an addendum to the original RTIP submitted to ensure consistency with Chair Connelly's testimony.

The final STIP recommendations a scheduled to be released on or by February 28, 2020.

Staff will provide further details of development of the 2020 STIP and the SR 70 Corridor at the TAC meeting.

REQUESTED ACTION: This item is presented for information.

Key staff: Jon Clark, Executive Director
Andy Newsum, Deputy Director
Ivan Garcia, Transportation Programming Specialist

BCAG
BUTTE COUNTY ASSOCIATION OF GOVERNMENTS

BCAG Transportation Advisory Committee

Item # 5
Information

February 13, 2020

2020 REGIONAL TRANSPORTATION PLAN (RTP) & SUSTAINABLE COMMUNITIES STRATEGY (SCS) UPDATE

PREPARED BY: Brian Lasagna, Regional Analyst

ISSUE: The Butte County Association of Governments (BCAG) is the state designated Regional Transportation Planning Agency (RTPA) and federally designated Metropolitan Transportation Planning (MPO) for the Butte County region. As such, BCAG is required to prepare and update the RTP/SCS by December 2020.

DISCUSSION: The following activities related to the development of the 2020 RTP/SCS have been provided for the group's information and discussion.

Regional Modeling

BCAG staff is currently working with project consultants, Fehr & Peers and Chico State, in completing the update of BCAG's regional land use and travel demand models (TDM) for the analysis of the 2020 RTP/SCS.

Discussion Draft Land Use Scenario and Transportation Network

BCAG has developed a discussion draft land use scenario and transportation network for the purpose of testing the model and determining what additional steps would be required to meet applicable GHG reduction targets. The draft land use scenario is based on the latest regional growth forecasts, project information from local agencies, and recommendations included in the 2016 SCS Progress Report. A description of the draft scenario has been included as Attachment A. In addition, an updated transportation network has been prepared in coordination with BCAG's Transportation Advisory Committee (TAC), Caltrans, and the local agencies (Attachment B).

Additional Strategies for Reducing VMT and GHG Emissions

A component of the 2020 RTP/SCS model update is to prepare an assessment of strategies for the BCAG region which can be used to further reduce vehicle miles traveled (VMT) and greenhouse gas (GHG) emissions associated with passenger vehicles. Fehr & Peers has prepared a memo (Attachment C) summarizing applicable strategies. Once the model is operational, each strategy will be quantified.

Preliminary Outputs

Project consultants are currently finalizing the model validation and will be preparing preliminary outputs for the discussion draft land use scenario and transportation

network. The outputs are expected to be completed by early spring and will be shared with the TAC when available.

Technical Methodology

BCAG staff is currently preparing the required technical methodology for estimating greenhouse gas emissions associated with the 2020 RTP/SCS. Upon completion, a draft will be sent to the California Air Resources Board (ARB) for review. This document is required to be submitted prior to any official public outreach efforts for the Draft RTP/SCS. The complete document will be available on the BCAG website, once completed.

Schedule

Included as Attachment D for the TAC's review and comment is the latest schedule for the 2020 SCS. During the 1st quarter of 2020, as scheduled, BCAG staff will be working to complete the technical methodology, quantify the results of preliminary modeling, and provide an update to the BCAG Board.

BCAG staff will continue to inform the TAC regarding the development of the 2020 RTP/SCS.

STAFF RECOMMENDATION: This item is presented for the TAC's discussion, awareness, and information.

Key staff: Sara Cain, Associate Senior Planner
Brian Lasagna, Regional Analyst
Ivan Garcia, Transportation Programming Specialist

2020 RTP/SCS Discussion Draft Land Use Scenario

Purpose

BCAG is required to prepare a land use scenario as a component of the 2020 RTP/SCS which meets federal transportation conformity and state greenhouse gas reduction requirements when combined with the regional transportation network, planning policies, and measures included in the RTP, while maintaining consistency with local land use plans. Once finalized, the land use scenario will be implemented into the travel demand model along with the forecasted transportation network and any additional measures. The model will then be used to demonstrate air quality conformity, achievement of greenhouse gas reduction targets, and determine impacts associated with the environmental review process.

Past RTP/SCS Land Use Scenario Development

In preparing the land use forecasts for the 2012 RTP/SCS, BCAG developed three distinct land use scenarios for the purpose of illustrating the travel effects of different development patterns on the regional transportation system and the associated greenhouse gas emissions resulting from these patterns. The three scenarios ranged from very compact development to extremely dispersed, with a balanced scenario in the middle which represented the preferred land use for the RTP/SCS. In 2016, BCAG updated the preferred "balanced" scenario with the latest project information from the local agencies and re-controlled forecasts to the latest information from the CA Department of Finance (DOF).

2020 Discussion Draft Development

The approach to developing the land use scenario for the 2020 RTP/SCS is like the 2016 update, in that the latest project information from local agencies will be incorporated and the DOF information will be used to re-control the forecasts. However, in order to better inform the development of the land use scenario for the 2020 RTP, BCAG prepared an SCS Progress Report for the 2016 RTP. The progress report looked at several indicators for objectives included in the 2016 RTP/SCS and the progress made to date. Listed below are the land use related recommendations included in the progress report and the actions taken as a part of the discussion draft land use scenario. In addition, Table 1 contains a listing of the land use assumptions and Figure 1-A includes an illustration of the applicable Growth Area types with descriptions (Figure 1-B).

- *Regional Growth*
  - Recommendation: adjust population and housing forecasts to align with updated estimates from the California Department of Finance.
  - Action: prepared provisional regional growth forecasts or population, housing, and jobs for the 2018-2040 time period, which align with DOF estimates. The new forecasts represent a decrease of ~17% in population and housing, and a ~15% decrease in jobs for the 2040 planning year. As a result, the jobs to housing ratio has increased from 0.78 to 0.80 and the person per household rate remains unchanged.
- *Land Use*
  - Recommendation: review potential for adjusting the ratio of multi-family to single-family unit growth and jobs-housing ratio, and; remain on track with housing and employment distribution by growth area.
  - Action: increased ratio of single-family to multi-family units from 74%/26% to 73%/27% for the 2040 planning period. New housing and employment remain consistent with the 2016 RTP/SCS distributions by Growth Area

- *Resource Areas and Farmland*
    - Recommendation: review Important Farmland conversion rate and associated factors (i.e. increased density, ratio of multi-family to single-family development, etc.) and determine if adjustment is needed, and; continue to monitor future development within Butte Regional Conservation Plan (BRCP) Urban Permit Areas (UPAs).
    - Action: average residential increased by ~6% as a result of the change in ratio of multi-family to single-family development. This change should also result in a percentage increase of development occurring within the BRCP UPAs.

Camp Fire Burn Area Considerations

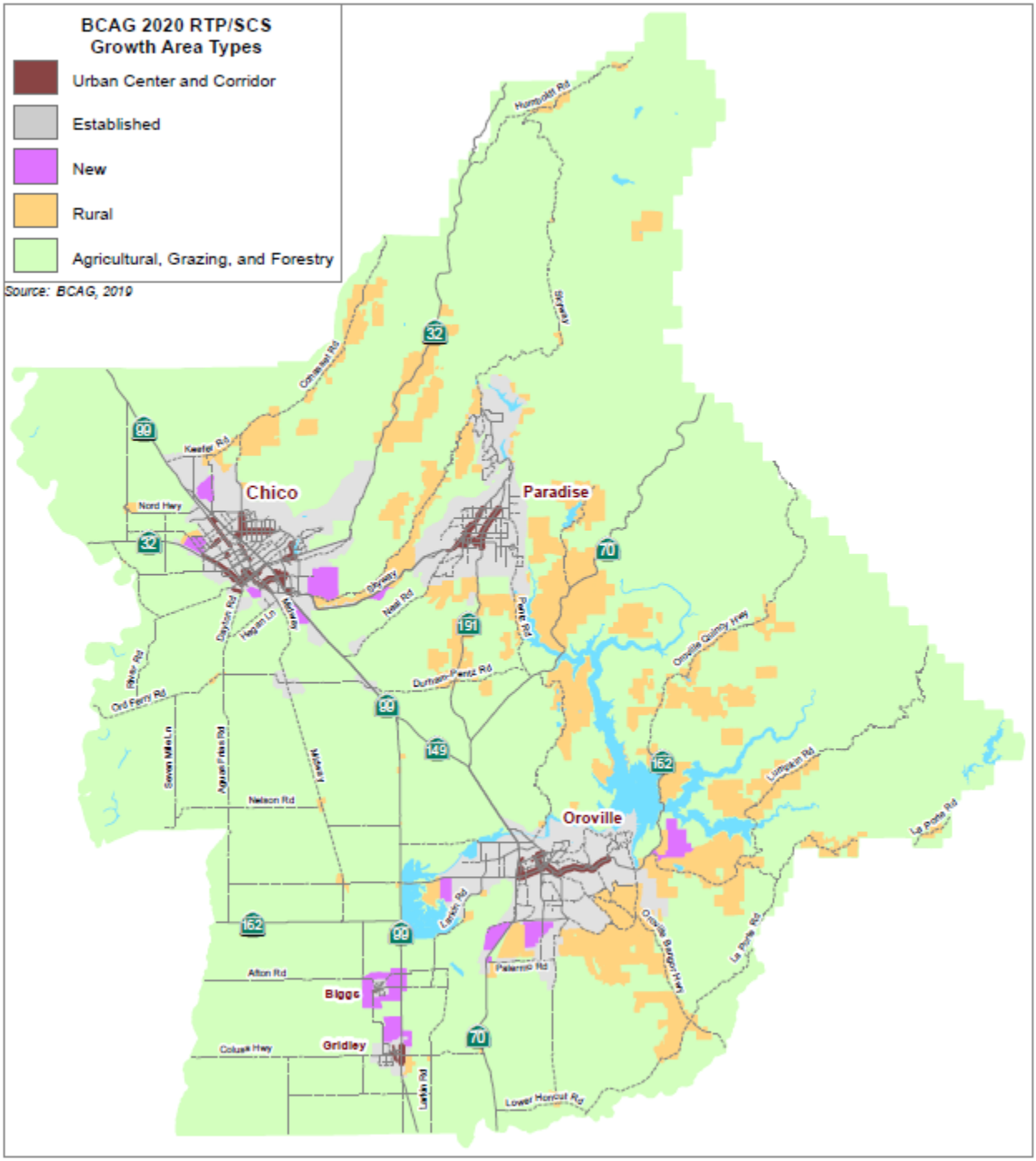
Based on BCAG's existing land use inventory and CalFire destroyed structure data, an estimated 15,000 housing units and 1,150K square feet of non-residential structures were destroyed within the Camp Fire burn area. The re-building of these structures will not be counted as "new" units, rather as re-builds for accounting purposes. It is assumed that ~85% of these structures will be re-built by 2040 planning period, consistent with BCAG's provisional regional growth forecasts.

Table 1. – Land Use Assumptions for Discussion Draft Scenario

Assumption	2016 RTP/SCS Adopted (Year 2040)	2020 RTP/SCS Discussion Draft (Year 2040)
Demographic		
Population	319,342	265,964[1]
Households	129,006	107,169
Persons Per Household	2.48	2.48
Jobs (Non-Farm)	108,198	92,188[1]
Jobs to Housing Ratio	0.78	0.80[1]
Land Use		
Housing Units	138,716	115,235[1]
Single-Family	74%	73%
Multi-Family	26%	27%
New Housing Units by Growth Area[2]		
Urban Center/Corridor Areas	6%	*6%*
Established Areas	56%	*56%*
New Areas	30%	*30%*
Rural Areas	6%	*6%*
Agricultural, Grazing, & Forestry Areas	2%	*2%*
New Employment by Growth Area[2]		
Urban Center/Corridor Areas	26%	*26%*
Established Areas	60%	*60%*
New Areas	10%	*10%*
Rural Areas	3%	*3%*
Agricultural, Grazing, & Forestry Areas	1%	*1%*
Average residential density (dwelling units per developed acre)	1.51	1.42
New Housing within BRCP Proposed UPAs	85%	TBD

[1] Based on BCAG's Provisional Regional Growth Forecasts 2018-2040
http://www.bcag.org/Planning/Socio-Economic-Data/Growth-Projections/index.html
[2] Excludes the re-building of housing and non-residential units due to the Camp Fire

Figure 1-A


BCAG 2020 RTP/SCS
Growth Area Types
Urban Center and Corridor
Established
New
Rural
Agricultural, Grazing, and Forestry
Source: BCAG, 2019
Chico
Paradise
Oroville
Biggs
Gridley
Humboldt Rd
Skyway
Cohasset Rd
Keefer Rd
Nord Hwy
Clark Rd
Dayton Rd
Hegan Ln
Midway
Neal Rd
Pentz Rd
Durham-Pentz Rd
Oroville Quincy Hwy
Lumpkin Rd
La Porte Rd
Oro Ferry Rd
Seven Mile Ln
Aguas Frias Rd
Nelson Rd
Larkin Rd
Oroville Bangor Hwy
Palermo Rd
Afton Rd
Colusa Hwy
Lasalle Rd
Lower Honcut Rd
32
99
70
191
149
162

ATTACHMENT A

Figure 1-B

Growth Area Descriptions

Urban Center and Corridor Areas consist of higher density and mixed land uses with access to frequent transit service. These areas typically have existing or planned infrastructure for non-motorized transportation modes which are more supportive of walking and bicycling. Future growth within these areas consists of compact infill developments on underutilized lands, or redevelopment of existing developed lands. Local plans identify these areas as opportunity sites, downtowns, central business districts, or mixed-use corridors.
Established Areas generally consist of the remaining existing urban development footprint surrounding the Urban Center and Corridor Areas. Locations disconnected from Urban and Corridor Centers may be residential-only, employment-only, or a mix of these uses with urban densities. These areas consist of a range of urban development densities with most locations having access to transit through the urban fixed route system or commuter service. Future growth within these areas typically utilize locations of currently planned developments or vacant infill parcels. Local plans generally seek to maintain the existing character of these areas.
New Areas are typically connected to the outer edge of an Established Area. These areas currently consist of vacant land adjacent to existing development and represent areas of future urban expansion. Future growth within these areas will most often consist of urban densities of residential and employment uses with a few select areas being residential only. Local plans identify these areas as special planning or specific plan areas, master plans, and planned development or planned growth areas. Currently, fixed route transit service is nonexistent in these areas. However, fixed route transit service would likely be provided to areas which are directly adjacent to current urban routing as part of build-out. Quality pedestrian and bicycle infrastructure are typically required to be incorporated under the local jurisdictions' plans.
Rural Areas consist of areas outside existing and planned urban areas with development at low residential densities. These areas are predominantly residential and may contain a small commercial component. The densities at which these areas are developed do not reasonably allow for pedestrian or bicycle infrastructure and transit service is limited or nonexistent. Automobile travel is typically the transportation option.
Agricultural, Grazing, and Forestry Areas represent the remaining areas of the region not being planned for development at urban densities. These areas support agricultural, grazing, forestry, mining, recreational, and resource conservation type uses. Locations within these areas may be protected from future urban development under federal, state, and local plans or programs such as the Chico area "greenline", Williamson Act contracts, or conservation easements. Employment and residential uses are typically allowed within portions of this area but are most often secondary to agricultural, forestry, or other rural uses.

ATTACHMENT B

TRANSIT AND PASSENGER RAIL PROJECTS v3

#	Project ID	Implementing Agency	Project Type	Title	Segment		Project Descriptioin	Fund Total Estimate (1,000s)	Primary Fund Source	Status*	2020 RTP Analysis Year					In 2016 RTP/SCS	ORIGINATING SOURCE: General Plan, Nexus, Specific Plan, Traffic or Corridor Study, Etc.
					Start	End					2018 - Model Base Year	2020 RTP Base Year	2030 Mile-stone	2035 GHG Year	2040 RTP Horizon		
1	BCAG-TRANSIT-FTA-2020-1	BCAG	Transit	Eaton/Bruce Rd Corridor Route	Skyway	Esplanade	Add service along Eaton and Bruce Road. Frequency = 30 minute Peak and 60 minute Base		Federal Transit Administration	Planned				X	X	Yes	BCAG Transit and Non-Motorized Plan (2015)
2	BCAG-TRANSIT-FTA-2020-2	BCAG	Transit	Route 1 Transit Emphasis Corridor (Phase 1)	Chico Mall	Lassen & Ceres Transfer Point	Increase freqeuncy for Route 14/15. Frequency = 15 minute Peak and 30 minute Base		Federal Transit Administration	Planned			X	X	X	Yes	BCAG Transit and Non-Motorized Plan (2015)
3	BCAG-TRANSIT-FTA-2020-3	BCAG	Transit	Route 1 Transit Emphasis Corridor (Phase 2)	Chico Mall	North Valley Plaza Transit Village	Operations improvements along corridor = transit signal priority, improved stop spacing, mobile fare payment, improved routing		Federal Transit Administration	Planned			X	X	X	Yes	BCAG Transit and Non-Motorized Plan (2015)
4	BCAG-TRANSIT-FTA-2020-4	BCAG	Transit	Warner Street Transit Priority Corridor	W 2nd Street	W 8th Avenue	Add new service along Warner St. Frequency = 15 minute Peak and 30 minute Base		Federal Transit Administration	Planned				X	X	Yes	BCAG Transit and Non-Motorized Plan (2015)
5	BCAG-TRANSIT-FTA-2020-5	BCAG	Transit	East Avenue Transit Priority Corridor	Pillsbury Road	Manzanita Avenue	Add new service or increase existing service along East Ave. Frequency = 15 minute Peak and 30 minute Base		Federal Transit Administration	Planned				X	X	Yes	BCAG Transit and Non-Motorized Plan (2015)
6	BCAG-TRANSIT-FTA-2020-6	BCAG	Transit	North Valley Plaza Transit Center Improvements	North Valley Plaza Transit Center	-	Improve and realign stops at North Valley Plaza to include new shelters, bike parking, and pedestrian improvements		Federal Transit Administration	Planned			X	X	X	Yes	BCAG Transit and Non-Motorized Plan (2015)
7	BCAG-TRANSIT-FTA-2020-7	BCAG	Transit	Oroville Park & Ride Improvements	3rd St	-	Increase parking capacity at existing facility		Federal Transit Administration	Planned			X	X	X	Yes	BCAG Transit and Non-Motorized Plan (2015)
8	BCAG-TRANSIT-FTA-2020-8	BCAG	Transit	Paradise Transit Center	Black Olive Dr	-	New transit center with park & ride		Federal Transit Administration	Planned			X	X	X	Yes	BCAG Transit and Non-Motorized Plan (2015)
9	BCAG-TRANSIT-FTA-2020-9	BCAG	Transit	Gridley Park & Ride	Butte County Fairgrounds	-	New park & ride with pedestrian and bike facilities		Federal Transit Administration	Planned			X	X	X	Yes	BCAG Transit and Non-Motorized Plan (2015)
10	BCAG-TRANSIT-FTA-2020-10	BCAG	Transit	Chico (Fir St) Park & Ride Improvements	Fir St Park & Ride	-	Add bus stops along 8th St (east bound) and 9th St (west bound)		Federal Transit Administration	Planned				X	X	Yes	BCAG Transit and Non-Motorized Plan (2015)
11	BCAG-TRANSIT-FTA-2020-11	BCAG	Transit	Implement Van Pool Service	Regional	-	Implement van pool services for commuter routes (Route 31 and 32)		Federal Transit Administration	Planned			X	X	X	Yes	BCAG Transit and Non-Motorized Plan (2015)
12	BCAG-TRANSIT-LCTOP-2020-1	BCAG	Transit	LCTOP - Electric Bus and Charger	Chico Area	-	New zero emission electric bus and charger to operate on Route 14/15 in the Chico area	1500	LCTOP	Programmed			X	X	X	No	B Line Budget
13	BCAG-TRANSIT-LCTOP-2020-2	BCAG	Transit	LCTOP - Mobile Ticketing	Regional	-	New mobile ticketing application for B-Line	250	LCTOP	Programmed		X	X	X	X	No	B Line Budget
14	BCAG-TRANSIT-FTALOWNO-2020-1	BCAG	Transit	FTA Low or No Emissions Program - Electric Bus and Charger	Chico Area	-	New zero emission electric bus and charger to operate in Chico area	1500	FTA LowNo	Planned			X	X	X	No	B Line Budget
15	BCAG-TRANSIT-FTA5339-2020-1	BCAG	Transit	FTA 5339 - Electric Bus and Charger (2)	Chico Area	-	2 New zero emission electric bus and charger to operate in Chico area	2000	FTA 5339	Planned			X	X	X	No	B Line Budget
16	BCAG-TRANSIT-TBD-2020-1	BCAG	Transit	Chico to Sacramento Inter-City Commuter Bus Service	Chico	Sacramento	New inter-city commuter bus serving Chico, Oroville, Marysville, and Sacramento.	5000	CMAQ/TDA/TIRCP/LCTOP/LOCAL	Planned			X	X	X	No	Butte County Inter-City Commuter Bus Feasibility Study
17	20200000200	BCAG	Transit	Butte Regional Transt - Capital and Operating Assistance	Countywide		Federal Transit Admininstration Program Sections 5307 & 5311 programs to support transit services provided by Butte Regional Transit.	27300	FTA 5307	Programmed	X	X	X	X	X	Yes	B Line Budget
18	20200000170	BCAG	Transit	Butte Regional Transit - Equipment Program	Countywide		Butte Regional Transit - Replace, rehabilitate & purchase bus related facilities and equipment including ADA compliant bus stop construction and improvements, transit shelters, Paradise Transit Center, Electric Vehicles and associated infrastructure requirements. Funding program is the FTA Section 5339 Program.	5700	FTA 5339	Programmed	X	X	X	X	X	Yes	B Line Budget
19	20200000182	BCAG & Work Training Center	Transit	Paratransit Assistance Program	Countywide		Non Infrastructure Projects in Butte County for the Help Central Mobility Management Program for Butte 211 call center and for Butte Regional Transit for supplemental ADA paratransit operations.	600	FTA 5310	Programmed	X	X	X	X	X	Yes	B Line Budget
20	BCAG-TRANSIT-TBD-2020-2	BCAG	Passenger Rail	Oroville to Sacramento Commuter Rail Service	Oroville	Sacramento	New inter-city commuter rail serving Oroville, Marysville, and Sacramento. 3 daily round-trips (AM, Mid-Day, and PM)	5000	CMAQ/TDA/TIRCP/LCTOP/LOCAL	Planned			X	X	X	No	2018 California State Rail Plan; San Joaquin Joint Powers Authority - 2018 Business Plan Update

STATUS FIELD:

Programmed (constrained) – all FTIP projects

Planned (constrained) – all projects which could reasonably be assumed funded, via BCAG or locally, by the year 2040

Project Development Only (constrained) – projects that are anticipated to begin early stages of development including project planning, design, preliminary engineering, environmental clearance, and ROW acquisition by 2040. These projects remain eligible to seek federal and state funding, but under the financial constraint requirements for forecasting revenues, the construction phase is not included in the 2020 RTP/SCS.

Unconstrained – all other projects outside of the constrained list

ATTACHMENT B

BIKE AND PED PROJECTS v3

#	Project ID	Implementing Agency	Project Type	Title	Segment		Project Descriptioin	New Class I or II (miles)	Fund Total Estimate (1,000s)	Primary Fund Source	Status	2020 RTP Analysis Year					In 2016 RTP/SCS	ORIGINATING SOURCE: General Plan, Nexus, Specific Plan, Traffic or Corridor Study, Etc.
					Start	End						2018 - Model Base Year	2020 RTP Base Year	2030 Mile-stone	2035 GHG Year	2040 RTP Horizon		
1	20200000217	City of Biggs	Bike/Ped	SR2S 2nd St Class 2	H St	Bannock St	Class 2	0.32	15	CMAQ	Programmed			X	X	X	No	BCAG - 2020 RTP Consultation
2	20200000198	City of Biggs	Bike/Ped	Safe Routes to Schools Program					1500	CMAQ/ATP	Programmed			X	X	X	No	BCAG - 2020 RTP Consultation
3	BC-BIKE-ATP-2020-1	Butte County	Bike/Ped	Butte County Safe Routes Resource Center	Countywide			0.00	1140	ATP	Programmed			X	X	X	No	BCAG - 2020 RTP Consultation
4	20200000196	Butte County	Bike/Ped	Autry Lane & Monte Vista Safe Routes to Schools Gap Closure Project	–	–	Curb, gutter, sidewalk, and crossing enhancements along Autrey Ln. and Monte Vista Ave. on Autry from Las Plumas to Monte Vista and along Monte Vista from Autry Ln to Lincoln Blvd.	0.00	3150	CMAQ/ATP	Programmed			X	X	X	Yes	BCAG - 2020 RTP Consultation
				Autrey Ln Class 2	Monte Vista Ave	Las Plumas Ave	Class 2	0.26										
				Via Pacana and Cresridge Dr connector Class 2	Monte Vista Ave	Las Plumas Ave	Class 2	0.25										
5	20200000195	Butte County	Bike/Ped	Monte Vista & Lower Wyandotte Class II Bike Project	–	–	Construct Class II bike facilities along Monte Vista Av and Lincoln Blvd to Lower Wyandotte Rd in locations that do not have existing curb, gutter and sidewalks, along with class II bike facilities along Lower Wyandotte Rd from Las Plumas Ave/Oro Bangor Hwy to Monte Vista Ave. From Lincoln Blvd. along Monte Vista to Lower Wyandotte and up Lower Wyandotte from Monte Vista to Las Plumas.	0.00	750	CMAQ	Programmed			X	X	X	Yes	BCAG - 2020 RTP Consultation
				Monte Vista Ave Class 2	Lincoln Blvd	Lower Wyandotte Rd	Class 2	0.93										
				Lincoln Blvd Class 2	Monte Vista Ave	Las Plumas Ave	Class 2	0.27										
				Lower Wyandotte Class 2	Forestview Dr	Las Plumas Ave	Class 2	0.43										
				Las Plumas Ave Class 2	Lincoln Blvd	Lower Wyandotte Rd	Class 2	0.99										
6	20200000218	Butte County	Bike/Ped	Palermo/South Oroville SRTS Project (Phase 3)	Palermo Area		Design Curb, gutter, sidewalk, and crossing enhancements along Lincoln Blvd., Palermo Rd., and Baldwin Ave. in locations that do not have existing curb, gutter, and sidewalks. From Hewitt Ave from Palermo Rd up to Baldwin Ave. Along Balwin Ave. from Hewitt to Lincoln Blvd. Down Lincoln Blvd. from Baldwin ave to Palermo Rd. Also on Palermo Rd from Lincoln to Palermo Middle School.	0.00	2350	ATP/CMAQ/LOCAL	Programmed			X	X	X	Yes	BCAG - 2020 RTP Consultation
1	BC-BIKE-LOCAL-2020-2	Butte County	Bike/Ped	Neal Rd Class 2	Oroville Chico Hwy	Wayland Rd	Class 2	5.06	_	LOCAL	Completed		X	X	X	X	Yes	2011, Butte County Bicycle Plan
2	BC-BIKE-LOCAL-2020-3	Butte County	Bike/Ped	Oroville Chico Hwy Class 2	Durham-Pentz	Midway	Class 2	4.90	2000	LOCAL	Planned				X	X	Yes	2011, Butte County Bicycle Plan (High Priority)
3	BC-BIKE-LOCAL-2020-4	Butte County	Bike/Ped	Durham-Pentz	Oroville Chico Hwy	Butte College	Class 2	4.19	100	LOCAL	Planned				X	X	Yes	2011, Butte County Bicycle Plan (High Priority)
4	BC-BIKE-LOCAL-2020-5	Butte County	Bike/Ped	Neal Rd Class 2	Wayland Rd	Red Sky Ln	Class 2	2.28	750	LOCAL	Planned			X	X	X	Yes	2011, Butte County Bicycle Plan (High Priority)
5	20200000129	Caltrans	Bike/Ped	SR 32 ADA Curb Ramps	Walnut St	Poplar St	SR 32 - In Chico, from Walnut Street to Poplar Street. Upgrade Americans with Disabilities Act (ADA) facilities. (EA 4F800)	0.00	5400	SHOPP	Programmed			X	X	X	No	SHOPP
6	Nexus 708	City of Chico	Bike/Ped	SR 32 (Nord Avenue) Improvements	W. Lindo Ave	W. 1st St	From W. Lindo Ave to W. 1st Street. Corridor Improvments (roundabouts, bike lanes, ped crossings) per specific plan	0.00	15000	LOCAL	Unconstrained			X	X	X	No	Chico Nexus
7	20200000194	City of Chico	Bike/Ped	Explanade Class 1	Memorial Way	11th Ave	Class 1	1.20	7700	ATP	Programmed			X	X	X	Yes	2019 City of Chico Bike Plan (Group A)
8	CH-BIKE-ATP-2020-1	City of Chico	Bike/Ped	Little Chico Creek Bike Bridge Class 1	Humboldt Ave	20th St Park	Class 1	0.05	2142	ATP/LOCAL	Programmed			X	X	X	No	2019 City of Chico Bike Plan (Group A)
9	20200000189	City of Chico	Bike/Ped	SR 99 Bikeway Phase 4	Business Ln	Notre Dame Blvd	Class 1	0.84	2400	ATP/CMAQ/LOCAL	Programmed			X	X	X	Yes	2019 City of Chico Bike Plan (Group A)
10	20200000117	City of Chico	Bike/Ped	SR 99 Bikeway Phase 5	Chico Mall	Business Ln	Class 1	0.49	15500	ATP/CMAQ/LOCAL	Programmed			X	X	X	No	2019 City of Chico Bike Plan (Group A)
11	CH-BIKE-LOCAL-2020-1	City of Chico	Bike/Ped	Whittmeier Dr Class 1 (Bikeway 99 connector)	SR99 Class 1	Forest Ave	Class 1	0.18	115	LOCAL	Planned			X	X	X	Yes	2019 City of Chico Bike Plan (Group A)
12	CH-BIKE-LOCAL-2020-2	City of Chico	Bike/Ped	Cohasset Rd Class 2	East Ave	Eaton Rd	Class 2	1.04	_	LOCAL	Completed		X	X	X	X	No	City of Chico
13	CH-BIKE-LOCAL-2020-3	City of Chico	Bike/Ped	Sycamore Creek Class 1	Gibson Landing	Floral Ave	Class 1	0.46	_	LOCAL	Completed		X	X	X	X	No	City of Chico

14	CH-BIKE-LOCAL-2020-4	City of Chico	Bike/Ped	Oleander Ave Class 2	E 10th Ave	E 1st Ave	Class 2	0.76	76	LOCAL	Planned			X	X	X	No	2019 City of Chico Bike Plan (Group A)
15	CH-BIKE-LOCAL-2020-5	City of Chico	Bike/Ped	Humboldt Rd Class 1	Morning Rose Way	Bruce Rd	Class 1	0.51	305	LOCAL	Planned		X	X	X	X	No	2019 City of Chico Bike Plan (Group A)
16	CH-BIKE-LOCAL-2020-6	City of Chico	Bike/Ped	Esplanade Class 2	W 11th Ave	East Ave	Class 2	1.09	31	LOCAL	Planned			X	X	X	No	2019 City of Chico Bike Plan (Group A)
17	CH-BIKE-LOCAL-2020-7	City of Chico	Bike/Ped	Bruce Rd Class 1	Hwy 32	Remington Dr	Class 1	0.65	72	LOCAL	Planned			X	X	X	No	2019 City of Chico Bike Plan (Group A)
18	CH-BIKE-LOCAL-2020-8	City of Chico	Bike/Ped	Comanche Creek Class 1 (Phase 2)	Midway	Meyers Ind Park	Class 1	0.55	1662	LOCAL	Planned			X	X	X	No	2019 City of Chico Bike Plan (Group A)
19	20200000216	City of Gridley	Bike/Ped	SR 99 Class 1	Township Rd	Archer Ave	Class 1	0.97	2160	ATP	Programmed			X	X	X	No	Gridley Bike and Ped Plan
20	20200000215	City of Gridley	Bike/Ped	Central Gridley Pedestrian Connectivity and Equal Access Project	Central Gridley - (Sycamore, Magnolia, Indiana, and Vermont St.)		Install ADA curb ramps and detectable warning surfaces, close sidewalk gaps, and striping crosswalks along Sycamore, Magnolia, Indiana, and Vermont streets in the central blocks of Gridley.	0.00	1500	CMAQ	Programmed			X	X	X	No	Gridley Bike and Ped Plan
21	GR-BIKE-LOCAL-2020-1	City of Gridley	Bike/Ped	Magnolia St Class 2	Idaho St	Vermont St	Class 2	0.42	5	LOCAL	Planned				X	X	Yes	2011 Gridley Bicycle Plan (High Priority)
22	GR-BIKE-LOCAL-2020-2	City of Gridley	Bike/Ped	Gridley Rd Class 2 (component of Magnolia Class 2)	Jackson St	SR 99	Class 2	0.25	3	LOCAL	Planned				X	X	Yes	2011 Gridley Bicycle Plan (High Priority)
23	OR-BIKE-LOCAL-2020-1	City of Oroville	Bike/Ped	Lincoln Blvd Class 2	Las Plumas Ave	Wyandotte Ave	Class 2	1.42	_		Completed		X	X	X	X	Yes	2010, City of Oroville Bike Plan (1st Priority)
24	20200000199	City of Oroville	Bike/Ped	SR 162 Class 2	Feather River Bridge	Foothill Blvd	Class 2	2.76	3951	ATP	Programmed			X	X	X	Yes	SR 162 Corridor Plan
25	OR-BIKE-LOCAL-2020-2	City of Oroville	Bike/Ped	Railroad Class 1	Villa Ave	SR 162	Class 1	5.09	3309	LOCAL	Planned				X	X	Yes	2010, City of Oroville Bike Plan (1st Priority)
26	OR-BIKE-LOCAL-2020-3	City of Oroville	Bike/Ped	Oroville Wildlife Area (A) Class 1	Pacific Heights Rd	Larkin Rd	Class 1	2.33	1515	LOCAL	Planned				X	X	Yes	2010, City of Oroville Bike Plan (1st Priority)
27	OR-BIKE-LOCAL-2020-4	City of Oroville	Bike/Ped	Lincoln Blvd Class 2	Ophir Rd	Monte Vista Ave	Class 2	0.76	14	LOCAL	Planned				X	X	Yes	2010, City of Oroville Bike Plan (1st Priority)
28	OR-BIKE-LOCAL-2020-5	City of Oroville	Bike/Ped	Oroville Wildlife Area (B) Class 1	Pacific Heights Rd	Larkin Rd	Class 1	1.57	1021	LOCAL	Planned				X	X	Yes	2010, City of Oroville Bike Plan (1st Priority)
29	OR-BIKE-LOCAL-2020-6	City of Oroville	Bike/Ped	5th Ave Class 2	Ophir Rd	SR 162	Class 2	2.43	44	LOCAL	Planned				X	X	Yes	2010, City of Oroville Bike Plan (1st Priority)
30	OR-BIKE-LOCAL-2020-7	City of Oroville	Bike/Ped	Pacific Heights Rd Class 2	Mathews Readymix	0.25 miles north of start	Class 2	0.27	5	LOCAL	Planned				X	X	Yes	2010, City of Oroville Bike Plan (1st Priority)
31	OR-BIKE-LOCAL-2020-8	City of Oroville	Bike/Ped	SR 162 Class 2	20th St	10th St	Class 2	1.22	22	LOCAL	Planned				X	X	Yes	2010, City of Oroville Bike Plan (1st Priority)
32	OR-BIKE-LOCAL-2020-9	City of Oroville	Bike/Ped	Wyandotte Ave Class 1 or 2	Lincoln Blvd	Olive Hwy	Class 2	0.78	14	LOCAL	Planned				X	X	Yes	2010, City of Oroville Bike Plan (1st Priority)
33	OR-BIKE-LOCAL-2020-10	City of Oroville	Bike/Ped	Feather River Trail (North) Class 1	Table Mountain Bridge	SR 70 Bridge	Class 1	3.09	2009	LOCAL	Planned				X	X	Yes	2010, City of Oroville Bike Plan (1st Priority)
34	OR-BIKE-LOCAL-2020-11	City of Oroville	Bike/Ped	5th Ave Class 2	SR 162	Safford St	Class 2	0.87	16	LOCAL	Planned				X	X	Yes	2010, City of Oroville Bike Plan (1st Priority)
35	OR-BIKE-LOCAL-2020-12	City of Oroville	Bike/Ped	Veatch St Class 2	SR 162	Robinson St	Class 2	0.68	12	LOCAL	Planned				X	X	Yes	2010, City of Oroville Bike Plan (1st Priority)
36	OR-BIKE-LOCAL-2020-13	City of Oroville	Bike/Ped	Power Lines ROW Class 1	Olive Hwy	Old Ferry Rd	Class 1	1.59	1034	LOCAL	Planned				X	X	Yes	2010, City of Oroville Bike Plan (1st Priority)
37	OR-BIKE-LOCAL-2020-14	City of Oroville	Bike/Ped	Railroad Class 1	SR 162	Daryl Porter Way	Class 1	0.72	468	LOCAL	Planned				X	X	Yes	2010, City of Oroville Bike Plan (1st Priority)
38	OR-BIKE-LOCAL-2020-15	City of Oroville	Bike/Ped	Feather River / Hwy 70 Class 1	SR 162	Montgomery St	Class 1	0.65	423	LOCAL	Planned				X	X	Yes	2010, City of Oroville Bike Plan (1st Priority)
39	OR-BIKE-LOCAL-2020-16	City of Oroville	Bike/Ped	Robinson St Class 2	Oliver St	Feather River Blvd	Class 2	1.03	19	LOCAL	Planned				X	X	Yes	2010, City of Oroville Bike Plan (1st Priority)
40	OR-BIKE-LOCAL-2020-17	City of Oroville	Bike/Ped	Montgomery St Class 2	Bridge St	Hwy 70	Class 2	1.88	34	LOCAL	Planned				X	X	Yes	2010, City of Oroville Bike Plan (1st Priority)
41	OR-BIKE-LOCAL-2020-18	City of Oroville	Bike/Ped	Gilmore Ln Class 2	Oro-Dam Blvd	Executive Parkway	Class 2	0.22	4	LOCAL	Planned				X	X	Yes	2010, City of Oroville Bike Plan (1st Priority)
42	OR-BIKE-LOCAL-2020-19	City of Oroville	Bike/Ped	Bird St Class 2	Washington Ave	Feather River Blvd	Class 2	1.23	22	LOCAL	Planned				X	X	Yes	2010, City of Oroville Bike Plan (1st Priority)
43	OR-BIKE-LOCAL-2020-20	City of Oroville	Bike/Ped	Bridge St Class 2	Oro-Dam Blvd E	Montgomery St	Class 2	0.58	10	LOCAL	Planned				X	X	Yes	2010, City of Oroville Bike Plan (1st Priority)
44	OR-BIKE-LOCAL-2020-21	City of Oroville	Bike/Ped	Oroville Dam Blvd Class 2	Oro-Quincy Hwy	Acacia Ave	Class 2	0.71	13	LOCAL	Planned				X	X	Yes	2010, City of Oroville Bike Plan (1st Priority)
45	OR-BIKE-LOCAL-2020-22	City of Oroville	Bike/Ped	Oliver St Class 2	Robinson St	Montgomery St	Class 2	0.20	4	LOCAL	Planned				X	X	Yes	2010, City of Oroville Bike Plan (1st Priority)
46	OR-BIKE-LOCAL-2020-23	City of Oroville	Bike/Ped	Orange Ave Class 2	Washington Ave	Montgomery St	Class 2	0.31	6	LOCAL	Planned				X	X	Yes	2010, City of Oroville Bike Plan (1st Priority)
47	OR-BIKE-LOCAL-2020-24	City of Oroville	Bike/Ped	Norton St Class 2	Bridge St	Montgomery St	Class 2	0.14	3	LOCAL	Planned				X	X	Yes	2010, City of Oroville Bike Plan (1st Priority)
48	OR-BIKE-LOCAL-2020-25	City of Oroville	Bike/Ped	Oroville Dam Blvd Class 2	Olive Hwy	Oro-Quincy Hwy	Class 2	0.32	6	LOCAL	Planned			X	X	X	Yes	2010, City of Oroville Bike Plan (1st Priority)

ATTACHMENT B

49	OR-BIKE-LOCAL-2020-26	City of Oroville	Bike/Ped	Oro-Quincy Hwy Class 2	Oroville Dam Blvd	Foothill Blvd	Class 2	0.33	6	LOCAL	Planned			X	X	X	Yes	2010, City of Oroville Bike Plan (1st Priority)
50	OR-BIKE-LOCAL-2020-27	City of Oroville	Bike/Ped	Lincoln Blvd Class 2	Wyandotte Ave	SR 162	Class 2	0.25	5	LOCAL	Planned				X	X	Yes	2010, City of Oroville Bike Plan (1st Priority)
51	PAR-BIKE-LOCAL-2020-1	Town of Paradise	Bike/Ped	Maxwell Dr Class 2	Elliott Rd	Skyway	Class 2	0.58	_		Completed		X	X	X	X	Yes	2012, Town of Paradise Master Bicycle and Pedestrian Plan
52	20200000220	Town of Paradise	Bike/Ped	Neal Rd Class 1	Red Sky Ln	Skyway	Class 1	1.63	8525	ATP/CMAQ	Programmed			X	X	X	Yes	BCAG - 2020 RTP Consultation
53	PAR-BIKE-LOCAL-2020-2	Town of Paradise	Bike/Ped	Pentz Rd Class 2	Bille Rd	Wagstaff Rd	Class 2	0.60	?	?	Programmed			X	X	X	Yes	2012, Town of Paradise Master Bicycle and Pedestrian Plan
54	PAR-BIKE-LOCAL-2020-3	Town of Paradise	Bike/Ped	Skyway Class 2	Skyway Crossroad Rd	Neal Rd	Class 2	1.89	?	?	Planned				X	X	Yes	2012, Town of Paradise Master Bicycle and Pedestrian Plan
55	20200000221	Town of Paradise	Bike/Ped	Oliver Rd Class 1	Valley View Dr	Skyway	Class 1	0.40	4975	CMAQ	Programmed			X	X	X	No	BCAG - 2020 RTP Consultation
56	20200000219	Town of Paradise	Bike/Ped	Pentz Rd Trailway Phase 2 (Segment 1) Class 1	Pearson Rd	Bille Rd	Class 1	1.65	9970	CMAQ	Programmed			X	X	X	No	BCAG - 2020 RTP Consultation
				Pentz Rd Trailway Phase 2 (Segment 2) Class 1	Wagstaff Rd	Skyway	Class 1	1.51							X	X	No	BCAG - 2020 RTP Consultation
								71	103,279									

STATUS FIELD:

Programmed (constrained) – all FTIP projects

Planned (constrained) – all projects which could reasonably be assumed funded, via BCAG or locally, by the year 2040

Project Development Only (constrained) – projects that are anticipated to begin early stages of development including project planning, design, preliminary engineering, environmental clearance, and ROW acquisition by 2040. These projects remain eligible to seek federal and state funding, but under the financial constraint requirements for forecasting revenues, the construction phase is not included in the 2020 RTP/SCS.

Unconstrained – all other projects outside of the constrained list

ATTACHMENT B

ROAD CAPACITY PROJECTS v2

#	Project ID	Implementing Agency	Project Type	Title	Segment		Project Descriptioin	New Lane Miles	Fund Total Estimate (1,000s)	Primary Fund Source	Roadway Classification	Status*	2020 RTP Analysis Year					In 2016 RTP/SCS	ORIGINATING SOURCE: General Plan, Nexus, Specific Plan, Traffic or Corridor Study, Etc.
					Start	End							2018 - Model Base Year	2020 RTP Base Year	2030 Mile-stone	2035 GHG Year	2040 RTP Horizon		
1	20200000107	Butte County	Capacity	Central House Rd Over Wymann Ravine Bridge	0.2 miles east of SR 70	-	Located at 0.2 miles east of SR 70. Scope is to replace the existing 1 lane structurally deficient bridge with a new 2 lane bridge. Bridge No: 12C011	0.04	4000	HBP	Collector	Programmed			X	X	X	Yes	Butte County Capital Improvement Program
2	10200000176	Caltrans	Capacity	SR 70 Passing Lanes (Segment 1)	0.1 mile south of Palermo Rd	Ophir Rd	SR 70, from 0.1 mile south of Palermo Road, to just north of Ophir Road/Pacific Heights intersection. Widen from 2 lanes to 4 lanes. (EA 3H71U). Capacity increasing portion only.	4.25	12480	STIP & Demo	Arterial/Expressway	Programmed		X	X	X	X	Yes	BCAG RTP/SCS & STIP
3	10200000177	Caltrans	Capacity	SR 70 Passing Lanes (Segment 2)	Cox Ln	0.1 mile south of Palermo Rd	On State Route 70, from Cox Lane to 0.1 mile south of Palermo Road. Widen from 2 lanes to 4 lanes. (EA 3F281 & 3H720)	5.33	16540	STIP	Arterial/Expressway	Programmed			X	X	X	Yes	BCAG RTP/SCS & STIP
4	10200000205	Caltrans	Capacity	SR 70 Passing Lanes (Segment 3)	0.4 mile south of E. Gridley Rd	0.3 mile south of Butte/Yuba Co. line	On Route 70 from 0.4 mile South or East of Gridley Road to 0.3 mile South of Butte/Yuba County line. Widen from 2 lanes to 4 lanes. (EA 3H930 & 3F282)	8.21	21800	STIP	Arterial/Expressway	Programmed			X	X	X	Yes	BCAG RTP/SCS & STIP
5	20200000204	Chico	Capacity	Bruce Rd Bridge Replacement Project	Bruce Rd	at Little Chico Creek	In Chico 0.5 miles south of Humboldt Rd on Bruce Road over Little Chico Creek.Project includes replacement of an existing 2-lane functionally obsolete bridge with a new 4-lane bridge including reconstruction of bridge approaches. New bridge incorporates a class I bicycle facility.	0.00	7900	LOCAL	Arterial	Planned			X	X	X	Yes	Chico General Plan
6	20200000108	Chico	Capacity	Guynn Rd over Lindo Channel Bridge Project	north of W Lindo Ave	-	Project is located just north of W Lindo Ave. Replace the existing 1 lane structurally deficient bridge with a new 2 lane bridge. Bridge No 12C0066	0.03	5300	HBP	Local	Programmed			X	X	X	Yes	Chico Capital Improvement Program
7	Nexus 601	Chico	Capacity	Bruce Rd. Widening	Skyway	SR 32	From Skyway to SR 32, widen Roadway (Bridge included a separate project)	4.09	13400	LOCAL	Arterial	Planned			X	X	X	Yes	Chico Nexus
8	Nexus 602	Chico	Capacity	Commerce Court Connection	Ivy St	Park Ave	From Ivy Street to Park Ave. connect existing Commerce Ct. to Park Avenue via Westfield Lane.	0.06	1300	LOCAL	Local	Planned			X	X	X	No	Chico Nexus
9	Nexus 603	Chico	Capacity	E. 20th Street Widening	Forest Ave	Bruce Rd	From Forest Avenue to Bruce Road. Widen from 1 lane per direction to 2 lanes per direction with median	0.98	3100	LOCAL	Arterial	Planned			X	X	X	Yes	Chico Nexus
10	Nexus 604	Chico	Capacity	W. Eaton Rd Extension	SR 32	Catherine Ct	From SR 32 to Catherin Ct. Construct new alignment. 2 lane expressway and bridge - RR crossing	3.18	53700	Unfunded	Arterial	Unconstrained						Yes	Chico Nexus
11	Nexus 605	Chico	Capacity	W. Eaton Rd Connection	Catherine Ct	Esplanade	Catherine Ct to Esplanade. New road connection	0.74	6200	Unfunded	Arterial	Unconstrained						No	Chico Nexus
12	Nexus 606	Chico	Capacity	Eaton Rd Widening	Hicks Ln	Cohasset Rd	From Hicks Lane to Cohasset. Widen and extend to 4 lanes with median and new bridge at Sycamore Creek Tributary	2.71	22000	LOCAL	Arterial	Planned					X	No	Chico Nexus
13	Nexus 607	Chico	Capacity	Eaton Rd Widening	Cohasset Rd	Manzanita Ave	From Cohasset to Manzanita. Widen to 4 lanes with median	5.17	14000	LOCAL	Arterial	Planned					X	Yes	Chico Nexus
14	Nexus 608	Chico	Capacity	Esplanade Widening	Eaton Rd	Nord Hwy	Eaton Rd to Nord Highway. Widen to 4 lanes with median. Extend median south to Shasta Ave	1.34	6500	LOCAL	Arterial	Planned			X	X	X	Yes	Chico Nexus
15	Nexus 609	Chico	Capacity	Mariposa Ave Connection	Glenshire Ln	Eaton Rd	From Glenshire Lane to Eaton Road, add new arterial connection. 1 lane per direction.	1.10	1800	LOCAL	Arterial	Planned			X	X	X	No	Chico Nexus
16	Nexus 611	Chico	Capacity	Fair Street / Park Avenue Connection	Fair St	Park Ave	From Fair St to Park Ave. Extend E. 23rd St. /Silver Dollar Pkwy thru "wedge" to connect to Commerce Ct. Connection.	0.25	970	Unfunded	Collector	Unconstrained						No	Chico Nexus
17	Nexus 612	Chico	Capacity	Holly Avenue / Warner Avenue Connection	Capshaw Ct	Fuchsia Way	From Capshaw Ct. to Fuchsia Way. Construct new 2 lane connector.	0.54	2580	Unfunded	Collector	Unconstrained						No	Chico Nexus
18	Nexus 613	Chico	Capacity	Ivy Street Extension	Hazel St	Meyers St	From Hazel St to Meyers St. Construct new 2 lane connector.	0.84	71300	Unfunded	Collector	Unconstrained						No	Chico Nexus
19	Nexus 614	Chico	Capacity	Yosemite Drive Extension	SR 32	Humboldt Rd	From SR 32 to Humboldt Rd. Construct new 2 lane connection.	0.31	5820	Unfunded	Collector	Unconstrained						No	Chico Nexus
20	Nexus 615	Chico	Capacity	Notre Dame Boulevard Connection	Little Chico Creek	E. 20th St	From Little Chico Creek to E. 20th Street. Construct new 2 lane street and bridge at Little Chico Creek.	1.76	7850	LOCAL	Arterial	Planned			X	X	X	Yes	Chico Nexus
21	Nexus 616	Chico	Capacity	Silver Dollar Way Extension	MLK Blvd	Fair St	From MLK Parkway to Fair St. Connect exist road stubs.	0.48	2760	Unfunded	Local	Unconstrained						Yes	Chico Nexus
22	Nexus 617	Chico	Capacity	Midway Widening	Hegan Ln	Park Ave	From Hegan Lane to Park Ave. Widen road from 2 lanes to 4 lanes with a median.	0.86	5660	LOCAL	Arterial	Planned			X	X	X	Yes	Chico Nexus
23	Nexus 635	Chico	Capacity	West Park Extension	Midway	Otterson Dr	Extension from Midway to Otterson Dr (Bridge at creek)		9390	Unfunded	Collector	Unconstrained						No	Chico Nexus
24	Nexus 701	Chico	Capacity	SR 99 Auxilary Lanes (Segment 1)	Skyway I/C	E. 20th St I/C	From Skyway to E. 20th Street. Construct auxiliary lanes to the outside.	1.12	11500	STIP	Freeway	Planned				X	X	Yes	Chico Nexus

ATTACHMENT B

25	Nexus 702	Chico	Capacity	SR 99 Auxiliary Lanes (Segment 2)	E. 20th St I/C	SR 32 I/C	E. 20th to SR 32. Construct auxiliary lanes to the outside. CP 18057.	1.56	11000	STIP	Freeway	Planned				X	X	Yes	Chico Nexus
26	Nexus 703	Chico	Capacity	SR 99 Auxiliary Lanes (Segment 3)	E. 1st Ave I/C	Cohasset Rd I/C	E. 1st to Cohasset Rd. Construct auxiliary lanes to the outside.	2.17	20000	Unfunded	Freeway	Unconstrained						No	Chico Nexus
27	Nexus 706	Chico	Capacity	SR 32 Widening (Segment 3)	El Monte Ave	Bruce Rd	From El Monte to Bruce Rd. Widen from 2 to 4 lanes.	0.89	2000	LOCAL	Arterial	Planned			X	X	X	Yes	Chico Nexus
28	Nexus 707	Chico	Capacity	SR 32 Widening (Segment 4)	Bruce Rd	Yosemite Dr	From Bruce Rd to Yosemite. Widen from 2 to 4 lanes with signal at Yosemite.	1.32	4000	LOCAL	Arterial	Planned				X	X	Yes	Chico Nexus
29	Nexus 710	Chico	Capacity	SR 99 / Eaton Rd Interchange	Esplanade	Hicks Ln	Widen overpass structure (2 to 4 lanes) and ramps, construct dual lane roundabouts.	0.97	22000	LOCAL	Arterial	Planned			X	X	X	Yes	Chico Nexus
30	Nexus 711	Chico	Capacity	SR 99 / Cohasset Road Interchange	SR 99 @ Cohasset Rd	-	Construct Southbound direct on-ramp.	0.12	11000	LOCAL	Freeway	Planned				X	X	No	Chico Nexus
31	Nexus 717	Chico	Capacity	SR 99 at Southgate complex (I/C and connector roads)	SR 99 @ Southgate	-	I/C and connector roads (Player, Fair Street, Midway Connection, Notre Dame, Speedway, West Southgate, East Southgate, Midway)	8.00	4000	LOCAL	Arterial	Project Development Only						Yes	Chico Nexus
32	CH-CAPACITY-LOCAL-2020-1	Chico	Capacity	Cohasset Road Widening (Airport Blvd to Eaton Rd)	Eaton Rd	Airport Blvd	Widen Cohasset Road (2 to 4 lanes) from Eaton Rd to Airport Blvd.	3.61		LOCAL	Arterial	Planned			X	X	X	Yes	Chico
33	CH-CAPACITY-LOCAL-2020-2	Chico	Capacity	MLK Blvd Widening (E. Park Ave to E. 20th St)	E. Park Ave	E. 20th St	Widen MLK Blvd (2 to 4 lanes) from Park Ave to E. 20th St.	1.62		LOCAL	Collector	Planned			X	X	X	Yes	Chico
34	ORO-CAPACITY-LOCAL-2020-1	Oroville	Capacity	Olive Highway Widening (Oro-Dam Blvd to Foothill Blvd)	Oro-Dam Blvd	Foothill Blvd	Widen Olive Hwy from 2 to 3 lanes from Oro-Dam Blvd to Foothill Blvd. Additional lane will be added to eastbound travel.	0.90	3000	LOCAL	Arterial	Planned					X	Yes	SR 162 Corridor Plan
35	PAR-CAPACITY-LOCAL-2020-1	Paradise	Capacity	Neal Road Widening - Emergency Evacuation Route	Skyway	SR 99	Widen Neal Road (2 to 4 lanes) to facilitate emergency evacuation. Provides a critical alternative to SR 191 and Skyway.	16.80	20000	Unfunded	Arterial	Unconstrained						No	Paradise Vision Plan
36	PAR-CAPACITY-LOCAL-2020-2	Paradise	Capacity	Upper Skyway Widening	Bille Rd	Pentz Rd	Widen Skyway to facilitate emergency evacuation.	5.46	30000	Unfunded	Arterial	Unconstrained						No	Paradise Vision Plan
37	PAR-CAPACITY-LOCAL-2020-3	Paradise	Capacity	Roe Road Extension to SR 191	Roe Rd end	Clark Rd (SR 191)	Extend Roe Road to SR 191 to faciliate emergency evacations.	1.02	5000	Unfunded	Collector	Unconstrained						No	Paradise Vision Plan

ATTACHMENT C

FEHR PEERS

MEMORANDUM

Date: June 17, 2019

To: Brian Lasagna, BCAG

From: Mike Wallace, Jimmy Fong & Albee Wei, Fehr & Peers

Subject: VMT and GHG Emissions Reduction Strategies Assessment Memo

RS18-3710

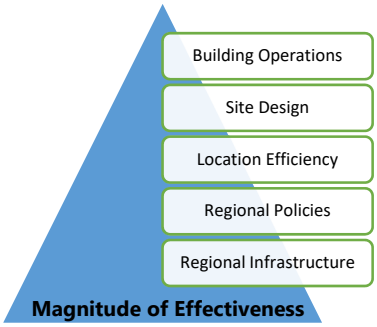
This memorandum contains an assessment of strategies related to reducing Vehicle Miles Traveled (VMT) and Greenhouse Gas (GHG) emissions, including transportation demand management (TDM), transportation system management (TSM), intelligent transportation system (ITS), pricing, and alternative fuel vehicle fleet. The purpose of this work was to compile a list of strategies that are applicable in Butte County and evaluate their effectiveness. This information can be used to determine potentially feasible VMT mitigation measures for individual land use projects, or provide information for regional and local policy implementation.

Transportation Demand Management

TDM refers to various strategies that change travel behavior in order to increase transport system efficiency and achieve specific planning objectives. This section identifies TDM strategies, including strategies identified in the CAPCOA 2010 report *Quantifying Greenhouse Gas Mitigation Measures* and a compilation of new research that has been published in research papers and agency reports since the release of the CAPCOA document, that are suited to Butte County given the rural and suburban land use context.

An important consideration for the mitigation effectiveness is the scale for TDM strategy implementation. The biggest effects of TDM strategies on VMT (and resultant emissions) derive from regional policies related to land use location efficiency and infrastructure investments that support transit, walking, and bicycling. While there are many measures that can influence VMT and emissions that relate to site design and building operations, they have smaller effects that are often dependent on final building tenants. **Figure 1** presents a conceptual illustration of the relative importance of scale.

Figure 1: Transportation-Related GHG Reduction Measure Effectiveness



Of the 50 transportation measures presented in the CAPCOA 2010 report *Quantifying Greenhouse Gas Mitigation Measures*, 41 are applicable at building and site level. The remaining nine are functions of, or depend on, site location and/or actions by local and regional agencies or funders. **Table 1** summarizes the strategies according to the scope of implementation and the agents who would implement them.

TABLE 1: SUMMARY OF TRANSPORTATION-RELATED CAPCOA MEASURES

Scope	**Agents**	**CAPCOA Strategies (see full CAPCOA list below)**
Building Operations	Employer, Manager	**26 total** from five CAPCOA strategy groups: • **3** from 3.2 Site Enhancements group • **3** from 3.3 Parking Pricing Availability group • **15** from 3.4 Commute Trip Reduction group • **2** from 3.5 Transit Access group • **3** from 3.7 Vehicle Operations group
Site Design	Owner, Architect	**15 total** from three strategy groups: • **6** from 3.1 Land Use group • **6** from 3.2 Site Enhancements group • **1** from 3.3 Parking group • **2** from 3.6 Road Access group
Location Efficiency	Developer, Local Agency	**3 shared** with Regional and Local Policies
Alignment with Regional and Local Policies	Regional and local agencies	**3 shared** with Location Efficiency
Regional Infrastructure and Services	Regional and local agencies	**6 total**

Of the 50 transportation measures presented in the CAPCOA 2010 report, only a few are likely to be effective in a setting such as Butte County. To help winnow the list, we reviewed how land use context could influence each strategy's effectiveness and identified the following below as the most applicable. A complete assessment for the identified strategies is contained in **Table 2** (appended at the end of this memorandum) including updated research information through 2018. Please note that disruptive trends, including but not limited to, transportation network companies (TNCs, such as Uber and Lyft), autonomous vehicles (AVs), internet shopping, and micro-transit may affect the future effectiveness of these strategies.

1. Increase density of land uses – This strategy focuses on placing land uses in closer proximity to minimize the distance of trips and to make walking and bicycling more viable.

2. Increase diversity of land uses – This strategy focuses on inclusion of mixed uses within projects or in consideration of the surrounding area to minimize vehicle travel in terms of both the number of vehicle trips and the length of those trips.

3. Increase accessibility to transit – This strategy facilitates transit use by providing frequent transit service, expanded service area, and support infrastructure such as safe pedestrian and bicycle access near transit stops.

4. Orient projects toward non-auto corridor – This strategy focuses on placing developments near existing transit, bicycle, or pedestrian corridor to encourage transit and active mode use. Note that this strategy is most effective when applied in combination with strategies that encourage shift to non-auto modes, including neighborhood design, density and diversity of development, transit accessibility, and pedestrian and bicycle network improvements.

5. Provide pedestrian network improvements – This strategy focuses on creating a pedestrian network within the project and connecting to nearby destinations. Implementation on local or regional level could occur through an impact fee program or benefit/assessment district based on local or regional plans such as active transportation plans.

6. Provide traffic calming measures and low-stress bicycle network improvements – This strategy combines the CAPCOA research focused on traffic calming with new research on providing a low-stress bicycle network. Traffic calming creates networks with low vehicle speeds and volumes that are more conducive to walking and bicycling. Building a low-stress bicycle network produces a similar outcome. Implementation options are similar to strategy 2 above. One potential change in this strategy over time is that electric/electric-assist bikes and scooters (i.e. e-bikes and e-scooters) could extend the effective range of travel on the bicycle network, which could enhance the effectiveness of this strategy.

7. Provide a regional bike trail system – This strategy focuses on dedicating land for a bike trail network that links jurisdictions in Butte County to facilitate long distance travel by bicycles and e-bikes. Note that this strategy should be applied in combination with other strategies that

improve bicycle access and connectivity at local- or project-scale. Implementation could occur through an impact fee program or benefit assessment district based on local or regional plans such as active transportation plans. Sources of impact fee may include new development fees, business improvement district fees, or parking revenue. Benefit assessment district is based on the concept of assessing only those properties that directly benefit from the bike trail system. However, defining the boundaries of the benefit district may be difficult since the bikeways will have citywide or regional benefit.

8. Increase transit service frequency and speed – This strategy focuses on improving transit service convenience and travel time competitiveness with driving. Transit speeds could be improved through higher priority treatment for transit vehicles on the roadway network through dedicated lanes (during peak periods) and intersection treatments (i.e., queue jumps). This strategy may be applied to local and regional commute routes to reduce passenger vehicle travel. In a rural land use context, new forms of demand-responsive service could be provided as subsidized trips by contracting to private TNCs or Taxi companies. Alternatively, a public transit operator could provide the subsidized service but would need to improve on traditional cost effectiveness by relying on TNC ride-hailing technology, using smaller vehicles sized to demand, and flexible driver employment terms where drivers are paid by trip versus by hour. Note that implementation of this strategy would require regional or local agency implementation, substantial changes to current transit practices, and would not likely be applicable for individual development projects.

9. Implement car-sharing program – This strategy reduces the need to own a vehicle or reduces the number of vehicles owned by a household by making it convenient to access a shared vehicle for those trips where vehicle use is essential. Note that implementation of this strategy would require regional or local agency implementation and coordination and would not likely be applicable for individual development projects.

10. Provide ride-sharing programs – This strategy focuses on encouraging carpooling and vanpooling by project site/building tenants and has similar limitations as strategy 8 above.

11. Encourage telecommuting and alternative work schedules – This strategy relies on effective internet access and speeds to individual project sites/buildings to provide the opportunity for telecommuting. The effectiveness of the strategy depends on the ultimate building tenants and this should be a factor in considering the potential VMT reduction.

12. Provide park-and-ride lots – This strategy facilitates shift to transit and carpooling by installing park-and-ride facilities near transit stops. Note that this strategy is most effective when applied in combination of strategies that improve transit frequency or facilitate ride-sharing.

13. Unbundle parking costs from property cost – This strategy focuses on reducing vehicle ownership through the pricing signal of parking costs. Vehicle owners or drivers are required to purchase parking spaces at an additional cost from the property cost, while those who do not utilize a

parking space enjoy increased property affordability. This strategy may be applied for residential or office uses. For this strategy to be effective, the cost of parking should be passed through to the vehicle owners or drivers.

14. Implement market price public parking – This strategy focuses encouraging a shift to non-auto modes through the pricing signal of parking costs. Market rate parking fees can be implemented for on-street parking in central business districts, employment centers, or retail centers. For this strategy to be effective, residential area parking permits should be implemented in nearby areas to prevent spillover parking.

15. Require residential area parking permits – This strategy facilitates other parking pricing strategies in reducing VMT and vehicle ownership by requiring the purchase of residential parking permits for on-street parking in residential areas. This strategy applies to residential areas adjacent to commercial areas, transit stations, or other locations where parking may be limited and/or priced.

16. Implement work place parking fee – This strategy facilitates shift to non-auto modes for commute trips through the price signal (i.e. parking fees). Strategies include explicitly charging for parking, implementing above market rate pricing, or parking cash-out for those who do not drive to work. Effectiveness of this strategy depends on availability of alternative modes. Parking revenue may be used to improve non-auto mode infrastructure such as bike paths, sidewalks, trails, and intersection crossings.

17. Implement commute trip reduction marketing – This strategy focuses on marketing and information sharing that complement strategies related to commute trip reduction to increase their effectiveness.

18. Implement bike-sharing program – This strategy focuses on providing bicycles that can replace short-distance passenger vehicle trips and facilitate first-mile/last-mile connections for transit trips. Note that this strategy is most effective when applied in combination of strategies that improve bicycle and transit access. Implementation of this strategy would require regional or local agency implementation and coordination and would not likely be applicable for individual development projects.

19. Provide bike parking near transit – This strategy facilitates shift to transit and bicycling by installing short-term and long-term bicycle parking near transit stops.

Pricing

Pricing strategies, including road pricing, parking pricing, distance-based fees, fuel tax increase and commuter financial benefits, provide market signals that can increase transport system efficiency and achieve specific planning objectives. In addition to parking pricing strategies identified in the CAPCOA 2010 report, state and local agencies may consider the following pricing strategies that relate directly to VMT and GHG emissions:

1. Gas tax – Federal and state gas tax implemented as a form of user fee that measures driving through fuel consumption. Similar to parking and VMT-based fees, fuel price acts as a price signal that encourages the shift away from auto travel. Overtime, however, the effect of gas tax has diminished due to rising fuel economy and increased marked share of alternative-fuel vehicles.

2. California Road Charge Pilot Program – This program explores the possibility of replacing the gas tax with a VMT-based road user fee. The 9-month pilot program was concluded in 2016, although no determination has been made regarding the long-term implementation of the program. Similar to gas tax, the VMT-based fee acts as a price signal that encourages the shift away from auto travel. Compared to gas tax, the VMT-based fee offers a more stable source of revenue and greater flexibility (e.g. variable fee by time of day, type of road, or type of vehicle).

Transportation System Management and Intelligent Transportation System

TSM and ITS refers to a set of techniques used to increase the capacity of transportation infrastructure (usually roadways) without increasing its physical size. These techniques include minor changes to road geometry, traffic signal improvements and coordination, ramp metering, vehicle navigation, variable speed limit, and real-time travel information (e.g. travel time, road condition, ride share match). Strategies within the TSM and ITS toolbox can be applied for freeway corridors, local roadway network, or at specific locations to relieve congestion and reduce vehicle emissions. However, a caveat to TSM and ITS is that with improved traffic flow, vehicles that were previously deterred by the congestion may now choose to travel on the route where improvements occurred, resulting in increased vehicle travel and a new wave of congestion.

Alternative Fuel Vehicle Fleet

The Butte Plug-In Electric Vehicle (PEV) Readiness Plan, adopted in 2018, was developed to ensure local agencies in Butte County are prepared to provide infrastructural support for PEVs. The plan envisions that an increase of PEVs in the county's overall vehicle fleet would lead to reduction in vehicle tailpipe GHG emissions and help achieve GHG reduction goals in the BCAG region.

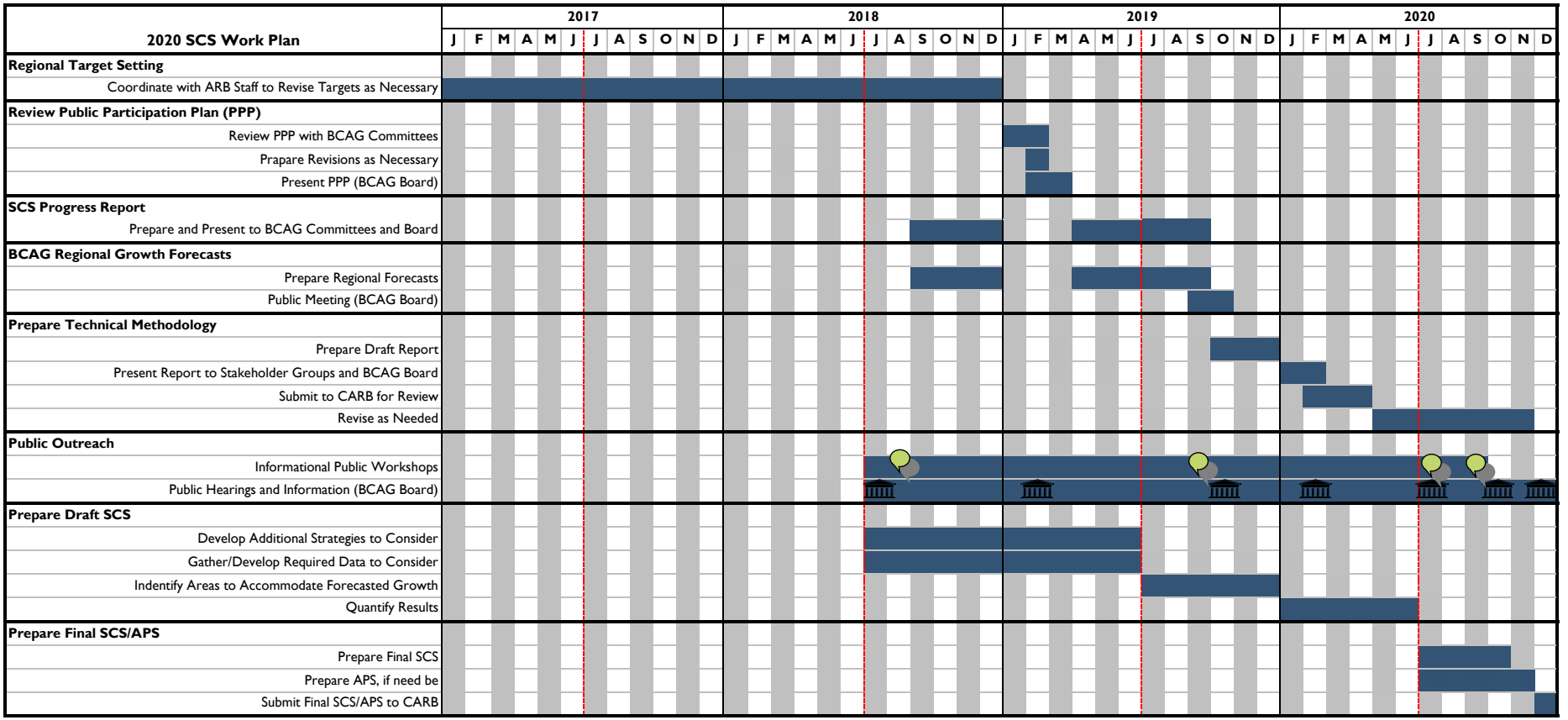
Next Steps

Once we have completed the base model calibration and first round of validation, we will prepare a follow-up memorandum identifying how the model will address each strategy and the type of test we will perform within the model to evaluate sensitivity. The expected method of implementation within the travel model is included in Table 2. If the model cannot be calibrated to be sensitive to a TDM measure, we will propose off-model adjustments.

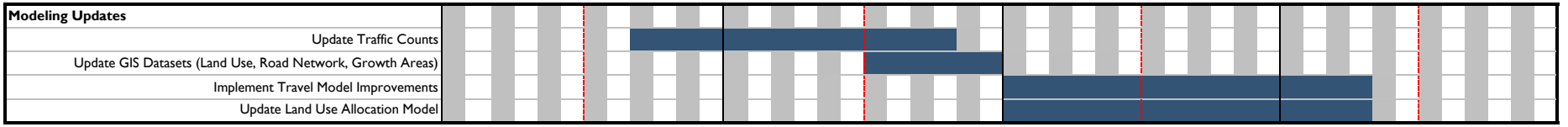
ATTACHMENT D

BUTTE COUNTY ASSOCIATION OF GOVERNMENTS - 2020 SUSTAINABLE COMMUNITIES STRATEGY (SCS)

Schedule



SCS Related Tasks



Date: January 2020

Board of Directors

Public Meeting/Workshop(s)

BCAG Transportation Advisory Committee

Item # 6
Information

February 13, 2020

ACTIVE TRANSPORTATION PROGRAM – CYCLE 5

PREPARED BY: Ivan Garcia, Transportation Programming Specialist

ISSUE: The ATP program is increasingly becoming more competitive. Cycle 5 Call-for-Projects will occur on March 25, 2020 at the California Transportation Commission Meeting along with adoption of ATP guideline updates.

DISCUSSION: Attached separately is an agenda and power point presentation printed for review and discussion by the committee members. In the interest of assisting grant applicants score as high as possible, staff is requesting to hear from project applicants on what they intend to apply for. Staff from Butte County Public Health, Ability First and Chico Velo are expected to attend the committee meeting.

As part of the outreach process two different kinds of workshop strategies for Cycle 5 will be held. A "central" workshop where decisions will be made and the process will move forward the second type will be a "branch" workshop with a more fluid agenda to allow the audience to interact more and enable staff to hear from local representatives.

Updated draft guidelines were presented at the January 2020 Commission meeting and scheduled for adoption in March 2020. CTC staff has indicated that ATP advance requests are almost always approved. As such, current project sponsors are encouraged to take advantage of advancement opportunities if able to.

Draft guidelines are available and posted on CTC's website at:
https://catc.ca.gov/programs/active-transportation-program

STAFF RECOMMENDATION: This item is presented for discussion. Applicants are encouraged to include Butte County Public Health, Ability First and Chico Velo included in the discussions as projects are defined.

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

BCAG Transportation Advisory Committee

Item # 7
Information

February 13, 2020

BUTTE REGIONAL TRANSIT UPDATE

PREPARED BY: Sara Cain, Associate Senior Planner

ISSUE: The Butte County Association of Governments (BCAG) is the owner and operator of Butte Regional Transit (B-Line). This item is an update on B-Line activities.

DISCUSSION: BCAG is implementing a mobile ticketing application (app) to assist passengers buy tickets and passes, anywhere on their smartphones, and activate tickets once on the bus. The app is currently in the testing phase and will be live to customers in March.

As the administrator of Transportation Development Act (TDA) funds for Butte County, BCAG performs the annual Unmet Transit Needs process. The purpose of this process is to ensure that all unmet transit needs that are reasonable to meet are met before funds are expended for non-transit uses, such as streets and roads. The upcoming Unmet Transit Needs meeting will be a public hearing at the BCAG Board of Directors meeting on March 26, 2020.

BCAG submitted intercity rural operating grant applications for the Federal Transit Administration Section 5311 and 5311(f) Programs. TAC members continued letters of support on these applications is greatly appreciated.

STAFF RECOMMENDATION: This item is presented for the TAC's information.

Key staff: Sara Cain, Associate Senior Planner
Jim Peplow, Senior Planner

BCAG Transportation Advisory Committee

Item # 8
Information

February 13, 2020

BCAG / CALTRANS INFORMATION SHARING

PREPARED BY: Ivan Garcia, Transportation Programming Specialist

DISCUSSION: This agenda item is reserved for local member agencies and Caltrans staff to discuss matters related to local projects and project delivery. The discussion items listed below are not intended to be all inclusive. Local agencies are encouraged to raise questions.

Discussion Items:

Local Assistance Updates	Angel Araiza
HSIP/LRSP	Darlene Wulff
ATP and DBE	Jim Day
Draft Workshop Agenda (see attached)	Jim Day
SHOPP	Joan Davis
FTIP Amendment #03	Ivan Garcia
SB 743 – How Projects are Analyzed under CEQA	Brian Lasagna